



Egerton Road and Cotswold Road Area Co-development Workshop

Summary of Discussions
August 2022

Liveable Neighbourhoods Co-development Workshop

This report shows the outcomes of a workshop held on the 15th of June 2022 for residents in the Egerton Road and Cotswold Road area of Bath.

During the workshops, we helped residents express to us what they liked about their area, what they thought could be nurtured, and what measures they felt would make the most impact to improve the area. We used large maps of the neighbourhood to help.

The ideas presented here have been generated by the residents themselves, and link back to comments captured during a public engagement for the Egerton Road and Cotswold Road area in December 2021. The ideas will now be short-listed to develop a draft design.

In the autumn, we will ask the wider public for their feedback on the draft design before final designs are produced, taking on board the comments we receive.

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Background

Bath & North East Somerset Council is supporting communities to breathe new life into their residential streets by developing liveable neighbourhoods. Typical features of a liveable neighbourhood include:

- Reduced numbers of vehicles on residential roads
- Safer and better opportunities for those that wish to walk, cycle or wheel
- More green spaces where people can sit, relax and meet others
- And healthier, more connected communities.

The council first asked residents what they felt about liveable neighbourhoods (LNs) in autumn 2020. 48 communities then applied to become a LN, via their ward councillors. In 2021, the council prioritised 15 areas where development of LNs could start, which included Egerton Road and Cotswold Road. In December 2021, the council asked the public for their feedback on what was good about their areas; what transport-related issues they experienced, and what improvements would make the most impact.

The original LN application for Egerton Road and Cotswold Road detailed the issues of speeding along the 20mph straight section of road which extends for approximate 300m. This in combination with poor visibility due to curves and brow of a hill can make the road dangerous. There is also a key crossing point at the Egerton Road and Cotswold Road junction which parents and school children use to access the Moorlands Infant and Junior schools.

The development of a LN here and in other areas will play an important role in delivering council policies on transport, health and the climate emergency.

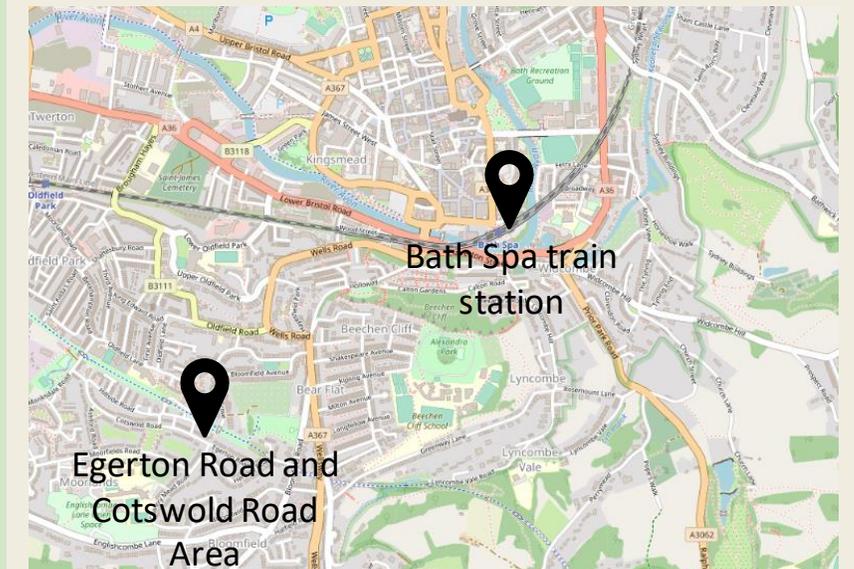
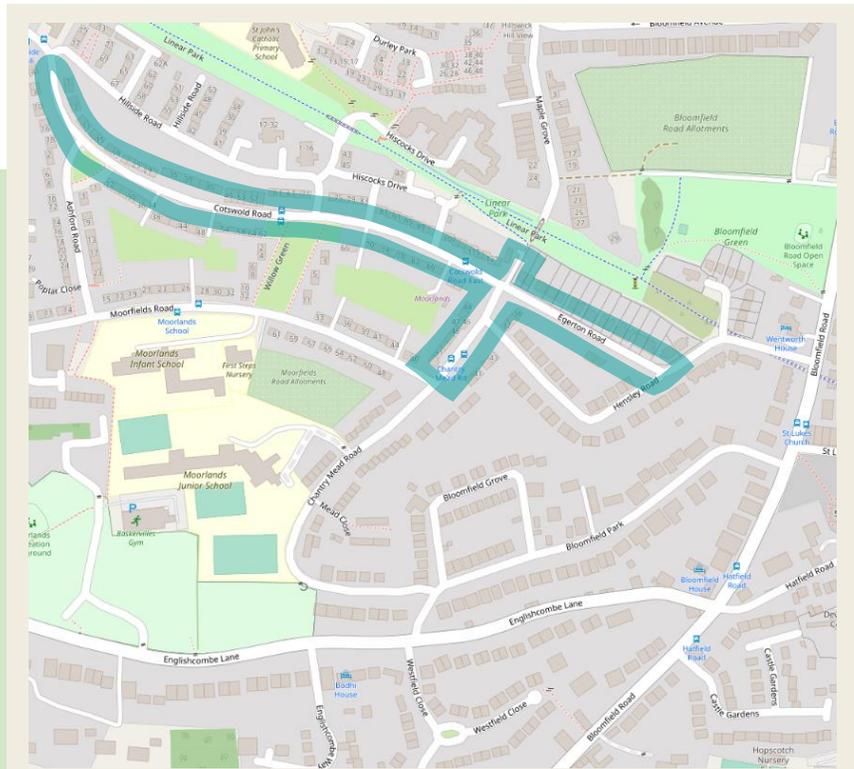
About the Egerton Road and Cotswold Road Area

Egerton Road and Cotswold Road are located within the Moorlands area of Bath. The area is located approximately 0.85 miles south west of Bath Spa train station.

Egerton Road and Cotswold Road are 20mph roads which allow access for local residents as well as the Moorlands Infant and Junior schools located along Chantry Mead Road.

From discussions at the workshops there appears to be three key areas within and around Egerton Road and Cotswold Road, these include:

- Egerton Road
- Cotswold Road
- Crossing point at Egerton Road and Cotswold Road junction with Chantry Mead Road



Outcomes of the Earlier Public Engagement

In December 2021, the council carried out a public engagement and invited people to submit feedback across 15 Liveable Neighbourhood areas being prioritised. Out of the 1,625 responses submitted, 46 people commented on the Egerton Road and Cotswold Road area. Below is a summary of what people said.

What is good about the area?

- 29 said 'strong community spirit'
- 28 said 'close to shops and services'
- 19 said 'good accessibility, such as walking, wheeling and cycling'

What issues are experienced?

- 33 said 'speeding traffic parking'
- 31 said 'through traffic'
- 24 said 'school run traffic'
- 20 said 'parking'
- 20 said 'pavement parking'
- 13 said 'idling vehicles'

What measures could improve the area?

- 34 said 'a restriction on through traffic or HGVs'
- 20 said 'new pedestrian crossings'
- 13 said 'better or more residents parking'
- 8 said 'improved street lighting'
- 8 said 'new or improved cycle lanes'



Photograph from the Chelsea Road co-development workshop

Key Themes Identified in the Earlier Public Engagement

We identified four key themes from the feedback received in 2021. These key themes were:

- **Better cycle infrastructure**
- **Improved public spaces**
- **Better allocation of road space**
- **Traffic interventions**

Better cycle infrastructure encourages the uptake of cycling and improved safety. Benefits could include fewer cars on the roads, less demand for on-street parking, and less congestion. Measures could include **cycle parking, bike hire and cycle lanes** where appropriate.

Improved public spaces mean more opportunities for people to meet and talk with others outside. Improving our outdoor spaces can improve our health and well-being, combat loneliness and create more vibrant and inclusive communities. Measures to improve public spaces could include **attractive seating areas, planting more trees and plants** and **public art**.

Better allocation of road space. Cars can dominate our residential streets leaving inadequate space for safe walking, cycling and wheeling (so discouraging active travel). To ensure fairer access for all road users, measures could include **widening footways, creating crossings, building out pavements, or creating new community spaces**.

Traffic interventions could include **modal filters** (e.g bollards to restrict through traffic), **turning restrictions** and **restricting access** for certain vehicles to reduce the number of vehicle movements in the area.

The Workshop

The workshop took place in St Lukes Church on the 15th of June and started at 6.45pm.

Brief presentation / introduction

Exercises 1, 2 and 3

Break

Exercise 4

Workshop places were prioritised for residents that registered interest to be kept involved in the co-development process during the previous engagement. We also promoted the opportunity online and in the local community.

32 residents registered for the workshop, along with representatives from AECOM and B&NES Council. Attendees were split into four groups, accommodating four tables.

- What do you like about Egerton Road and Cotswold Road? What needs nurturing?
- Group feedback

- What are the movement patterns around the area?
- Re-imagining the space
- Group feedback

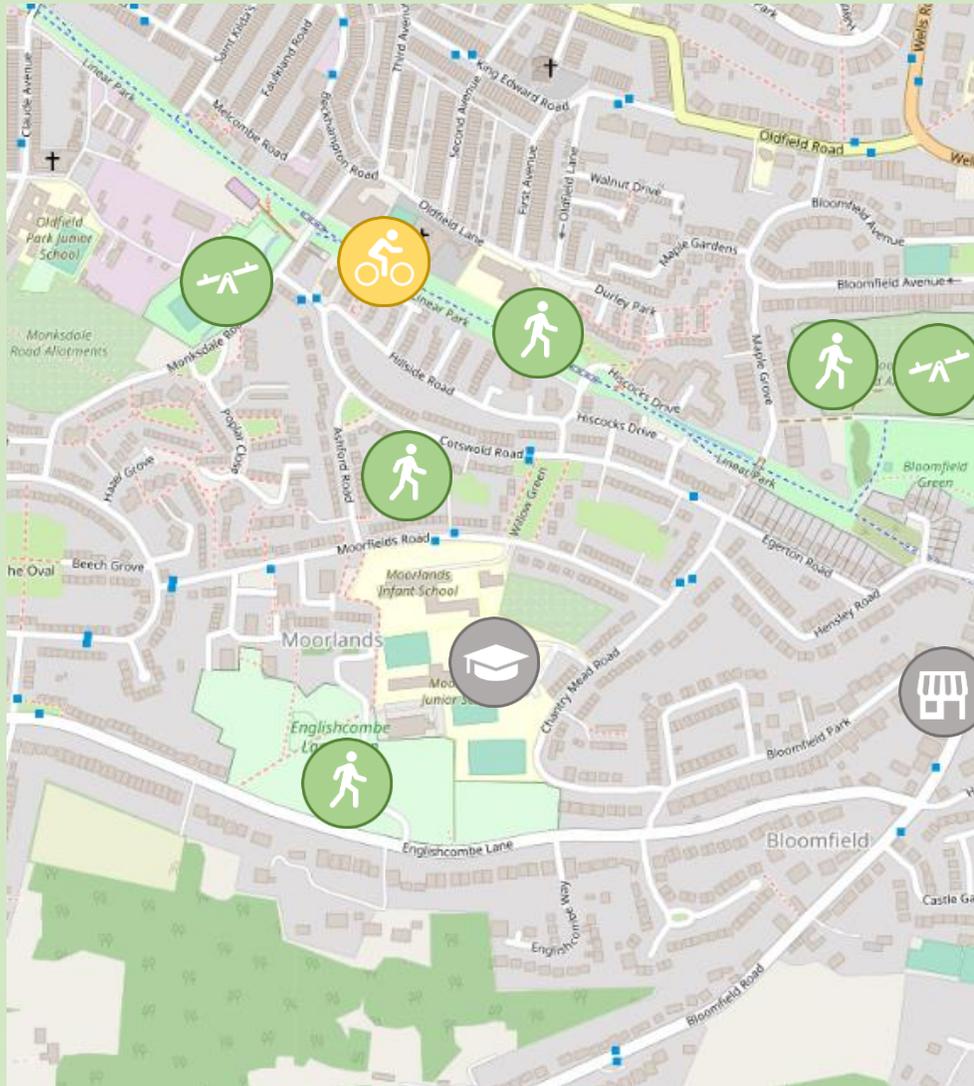


Photograph from the Chelsea Road co-development workshop

Exercise 1

What people said they liked about Egerton Road and Cotswold Road

We asked each table to discuss and identify on a map what they liked about the Egerton Road and Cotswold Road area.



There are some great established areas/green spaces to go for a walk/wheel.



Good access for cyclists.



Good proximity to shops and services in Bear Flat.



Space for children to play.



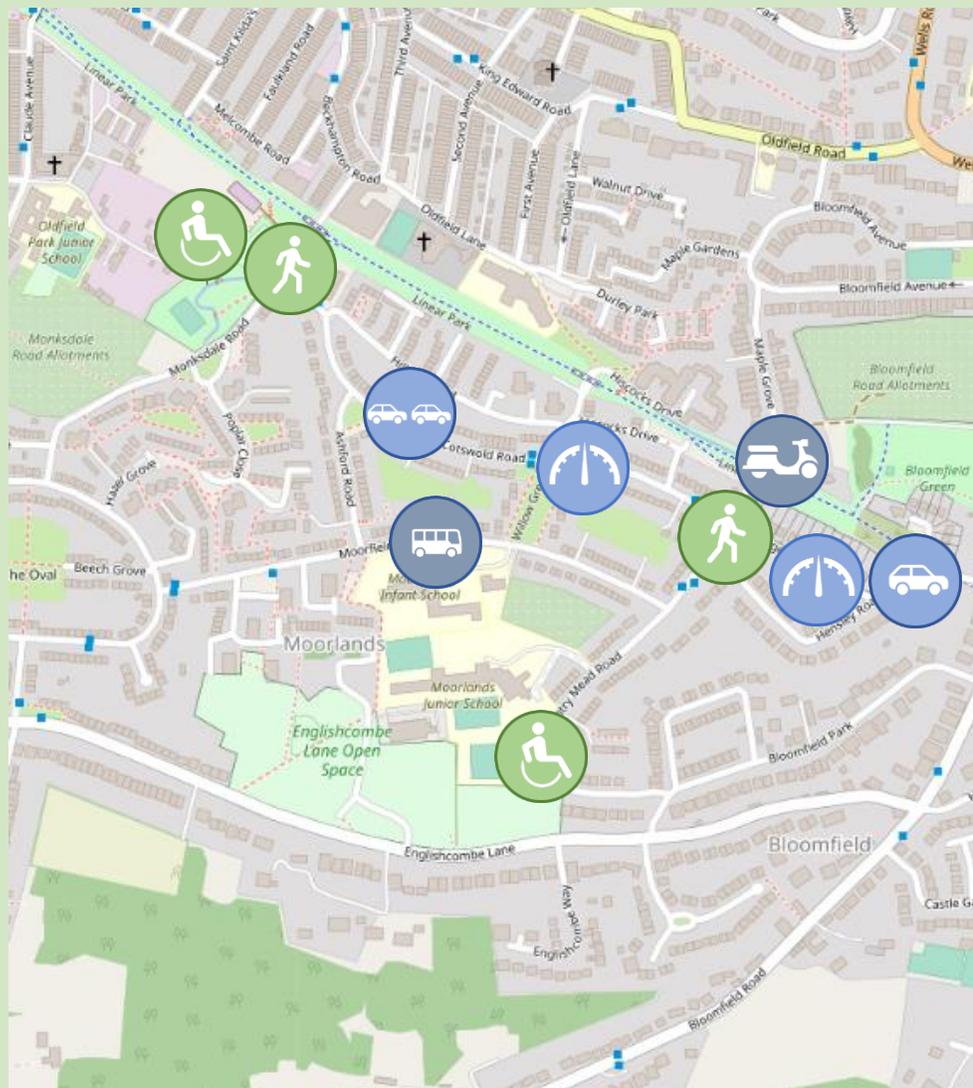
Nearby infant and junior school.



Exercise 2

What people said could be nurtured

We asked each table to discuss and identify on a map what areas could be nurtured.



No or poor footways in some areas which limits movements for those wheeling and walking.



There are limited spaces to cross busy roads for commuting school children. Poor visibility and due to road alignment.



Vehicles using area to avoid traffic elsewhere.



Poor parking on weekend connected to people visiting Linear Park. Pavement parking is also an issue



Speeding traffic along Egerton Road and Cotswold Road.



Unreliable bus services in the area.



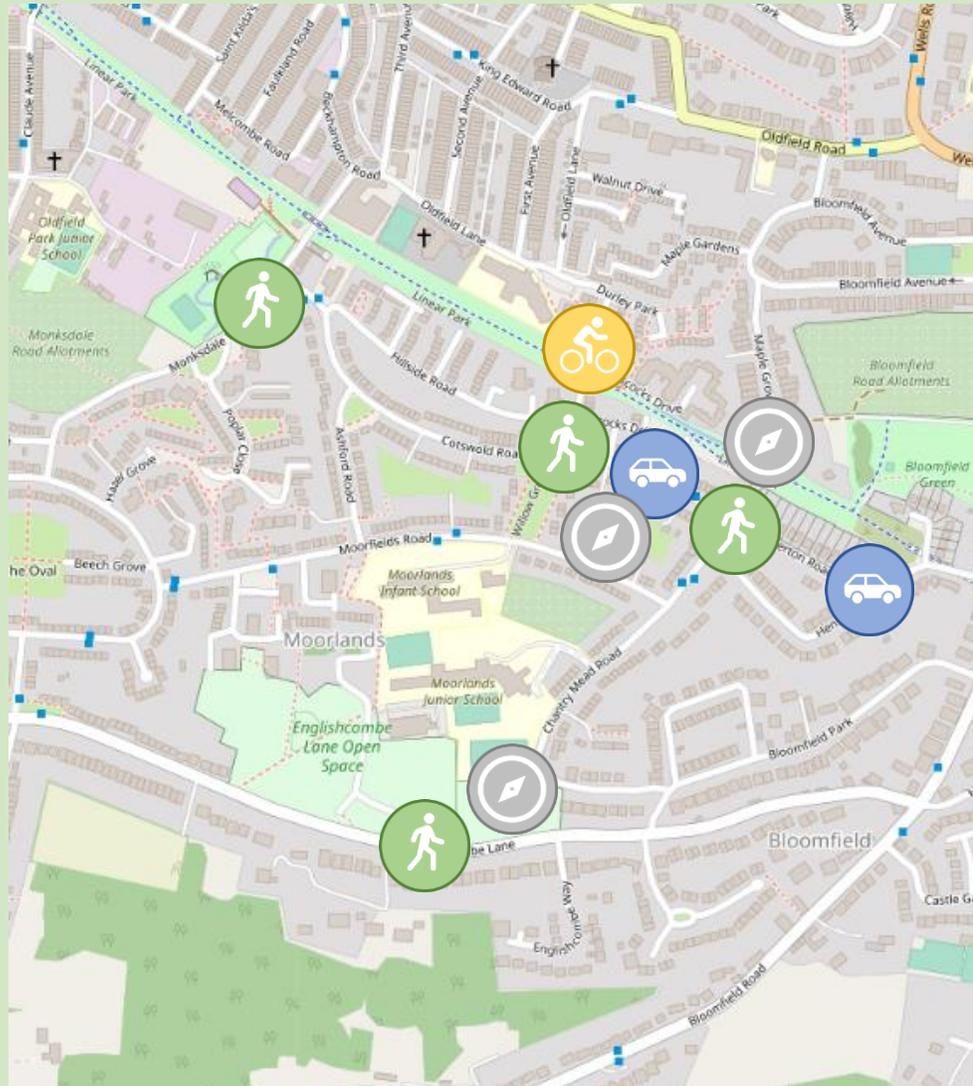
Reports of moped riders using footpaths as through routes in certain areas.



Exercise 3

What people said are their movement patterns

We asked each table to discuss and identify on a map typical 'movement' patterns i.e. where people travel, how they move and any barriers they have experienced.



Poor parking provision in area makes it difficult for residents returning to the area as they often cannot find a space near their homes.



Lots of parents and school children walk to school in the area. Crossing roads can be unsafe and dangerous due to speeding traffic.



People cycle along Linear Park and onto the Bristol to Bath cycle path and Two Tunnels.



There are some good routes to walk in the area, but these are not always well known.



What did we learn...?

- Residents in the Egerton Road and Cotswold Road area reported issues with parking from parents dropping off and picking up children during the week and people visiting Linear Park on the weekends.
- Parked vehicles blocked kerbs and park on the footways of all roads in the area, particularly along Egerton Road and Cotswold Road. This behaviour inhibits access for the less mobile.
- Lots of children in the area walk to school but speeding traffic and lack of safe crossing points along both Cotswold Road and Egerton Road poses a real barrier.
- There are some great green spaces around the area but access to these and the maintenance could be improved in some instances.



Photograph from the Chelsea Road co-development workshop



Photograph from the Mount Road co-development workshop

How the themes compare to the previous engagement

The feedback from exercise 1, 2 and 3 is outlined below and aligns with the themes from the initial public engagement:



Better Cycle Infrastructure

The lack of cycle infrastructure and provision along Cotswold Road and Egerton Road towards the school limits cycling to the area.



Traffic Interventions

Residents reporting speeding vehicles within the area and the safety of school children was still of great concern. Parking in the area was also an issue with difficulties for residents being able to park during the week as well as weekends.



Improved Public Spaces

There is a desire for more facilities and social spaces in the local green areas surrounding Cotswold Road and Egerton Road.



Better Allocation of Road Space

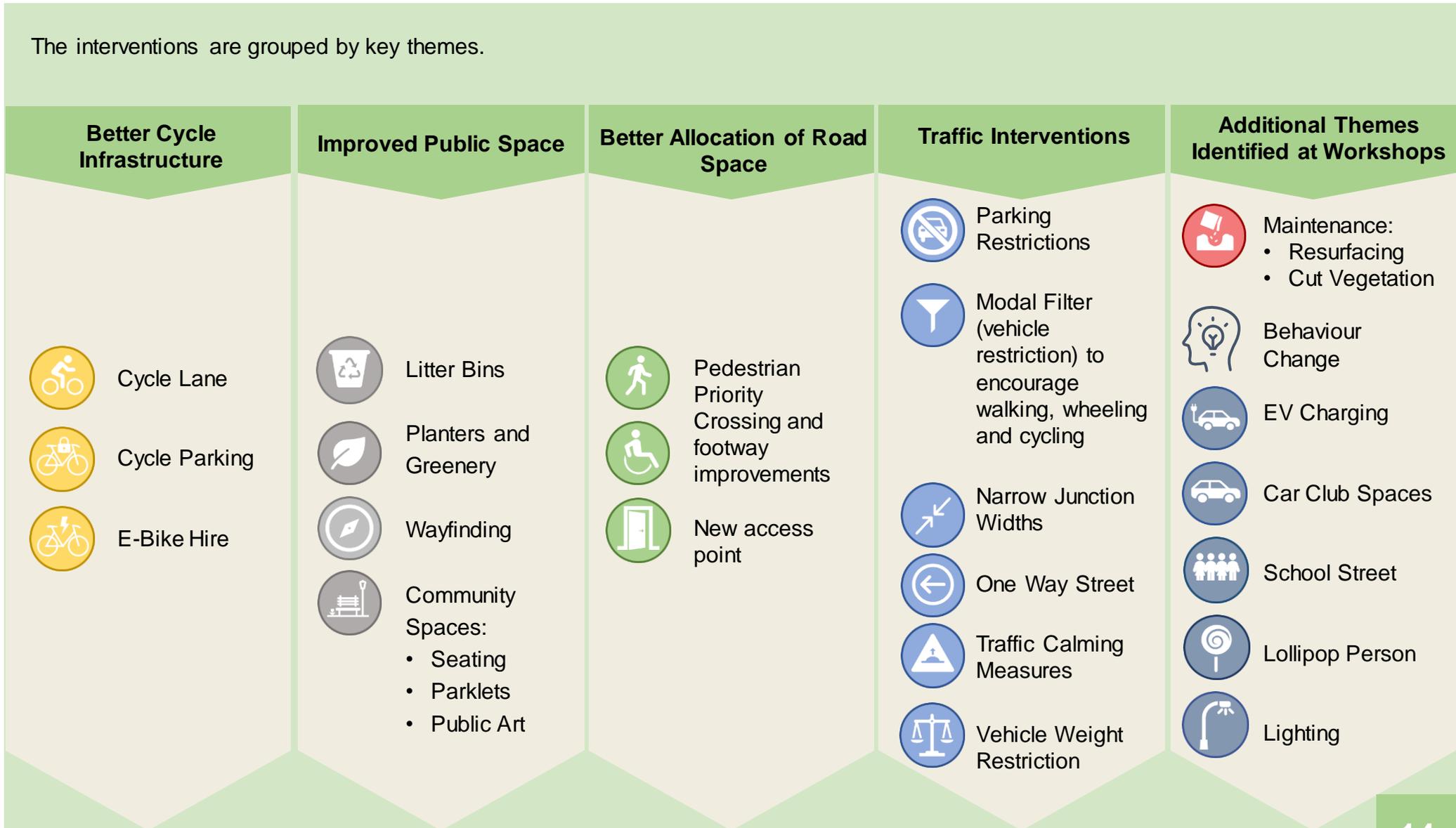
Priority crossings along Egerton Road and Cotswold Road will allow for safer crossing for residents, parents and children who walk around the area. These installations would help to change driver behaviour and encourage slower vehicle speeds as they are aware of the presence of crossing pedestrians.

There is poor parking due to the number of people driving to the area for access to the school and to Linear Park. This in combination with pavement parking inhibits the movement of people along the footways.

The potential installation of additional footways and improvements to paths would improve access for all users who are in the area. This would help to encourage more active travel around the area and reduce the need for people to drive short distances.

Guide to Interventions

We asked residents to discuss what interventions might work in each area to improve connectivity, accessibility, and inclusivity, by placing icons representing these measures/interventions on a map. Here is a guide to the icons.



Exercise 4: Re-imagining the space

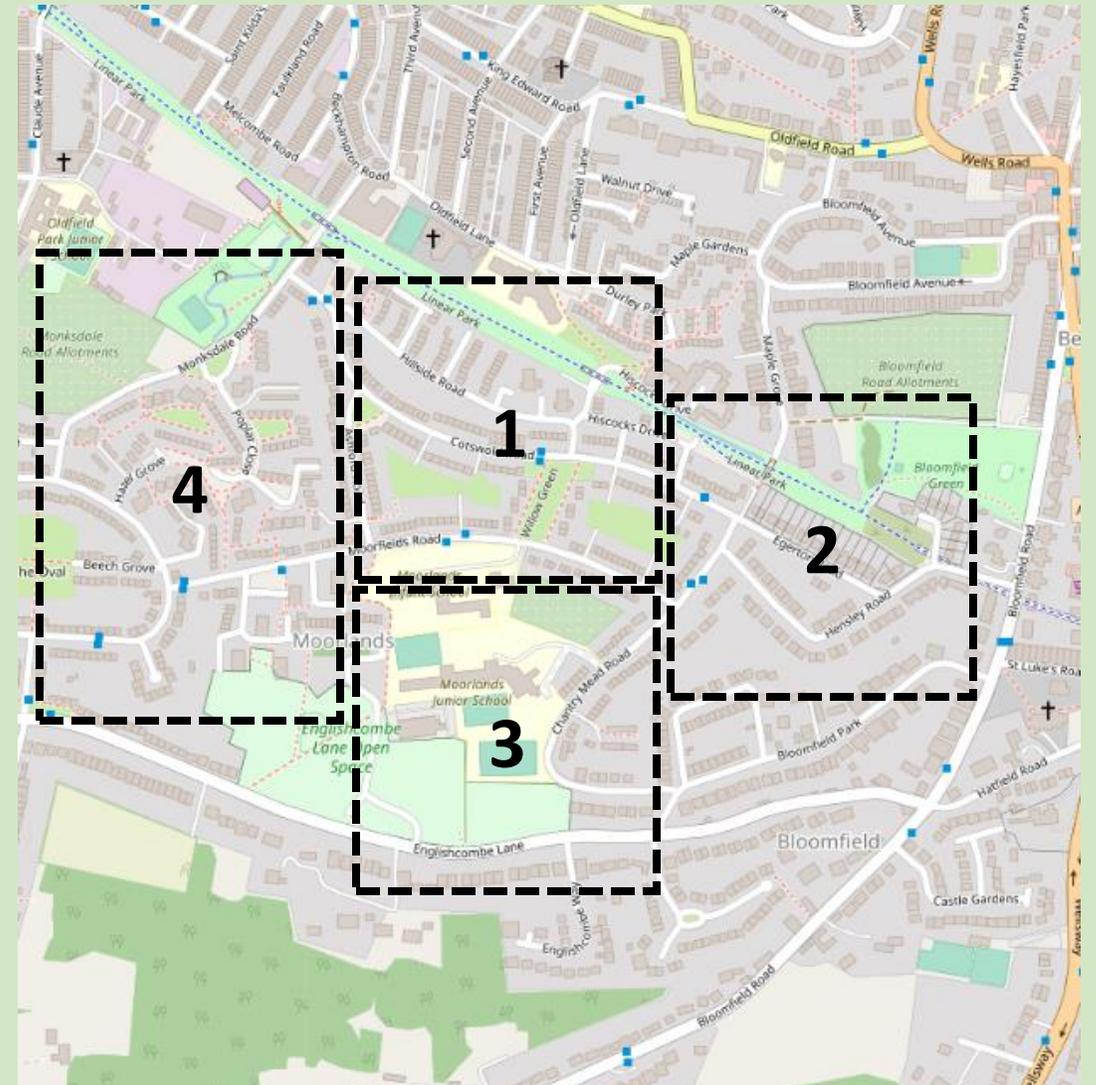
The improvements detailed in the following slides relate to the key themes identified by residents at the co-development workshop. These interventions will be looked at in the following zones:

Zone 1: Cotswold Road

Zone 2: Egerton Road

Zone 3: Chantry Mead Road

Zone 4: Monksdale Road and Outer Areas



Zone 1 Cotswold Road

Residents' suggestions to improve cycling opportunities in the area

E-bike Hire



Residents have suggested the addition of rental E-bikes along Cotswold Road. This service would allow people to have access to the facilities and enjoy the nearby Linear Park and Two Tunnels.



E-bike rental

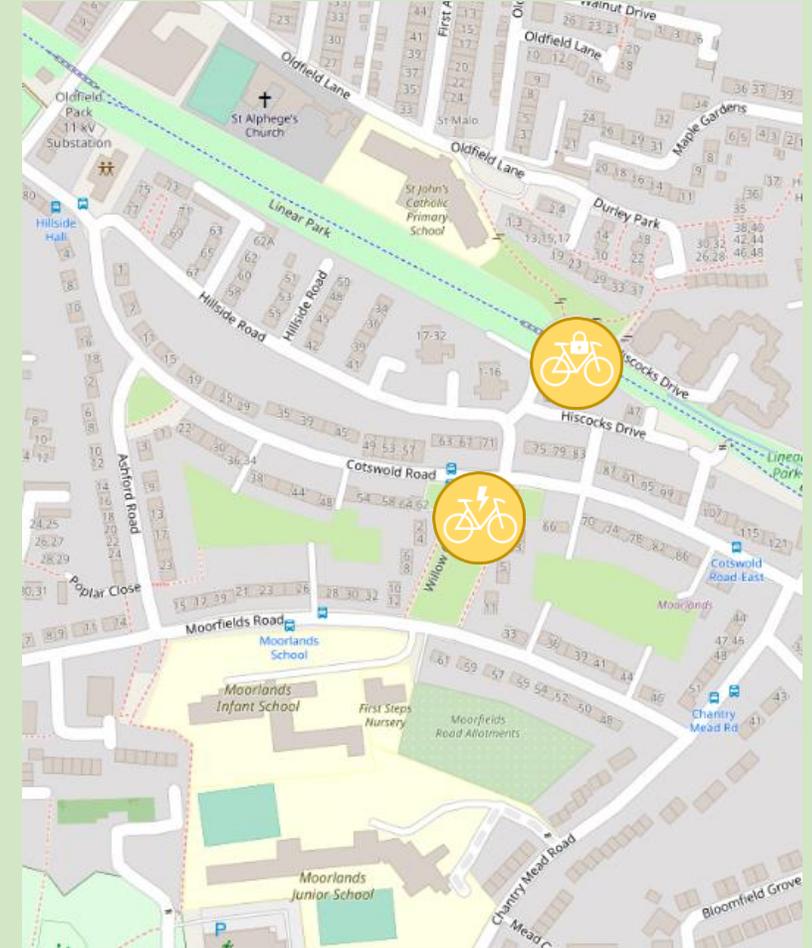
Secure Bicycle Parking



Secure spaces for people to store their bicycles in the area would encourage more people to travel actively when visiting the area.



Secure Bike storage © Sustrans



Zone 1 Cotswold Road

Residents' suggestions to improve the public spaces in the area



Benches and Spaces for People

Provision of benches and picnic tables within the green spaces in the area will provide spaces for local residents and visitors to socialise.



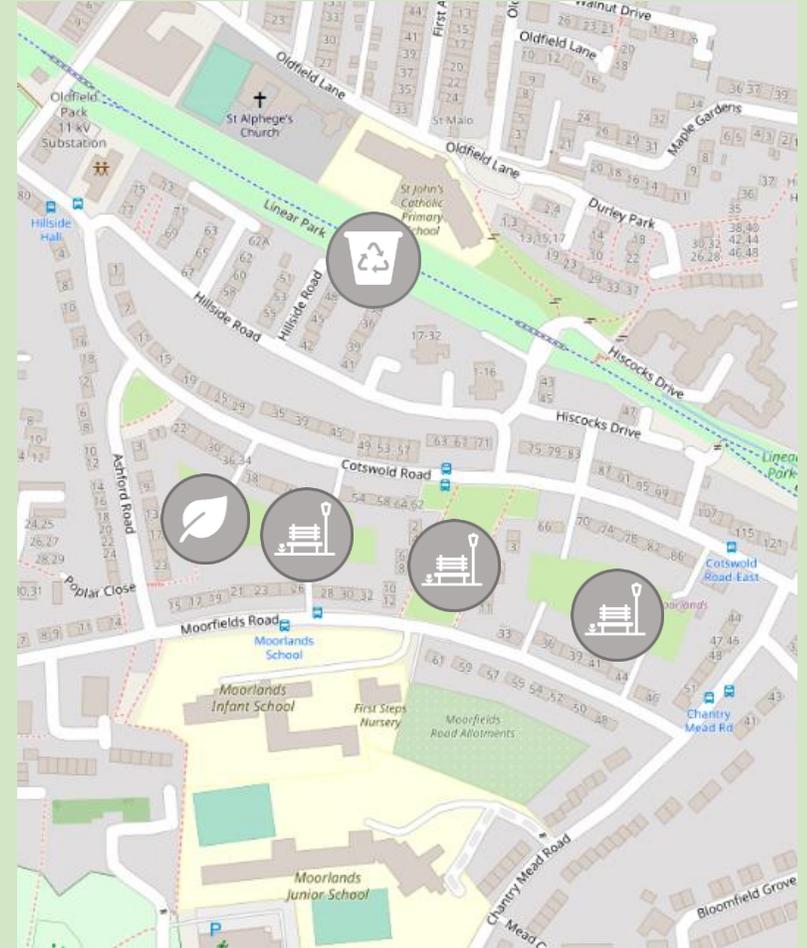
Planters and Greenery

Introduction of additional flora and maintenance of greenery in the green spaces will help to revitalise the area.



Bin Facilities

Addition of bins within the area including the green spaces and along Linear Park. This will help to reduce the amount of dropped litter in these areas.



Zone 1 Cotswold Road

Residents' suggestions to create fairer access for all by reallocating road space for those walking and wheeling



Pedestrian Crossing Near Hillside Road

Improved crossing provision will provide safer access for parents and children walking to school from north of the area.

Temporary provision of crossings could include installation of dropped kerb and painting for carriageway to highlight the crossing point to drivers.

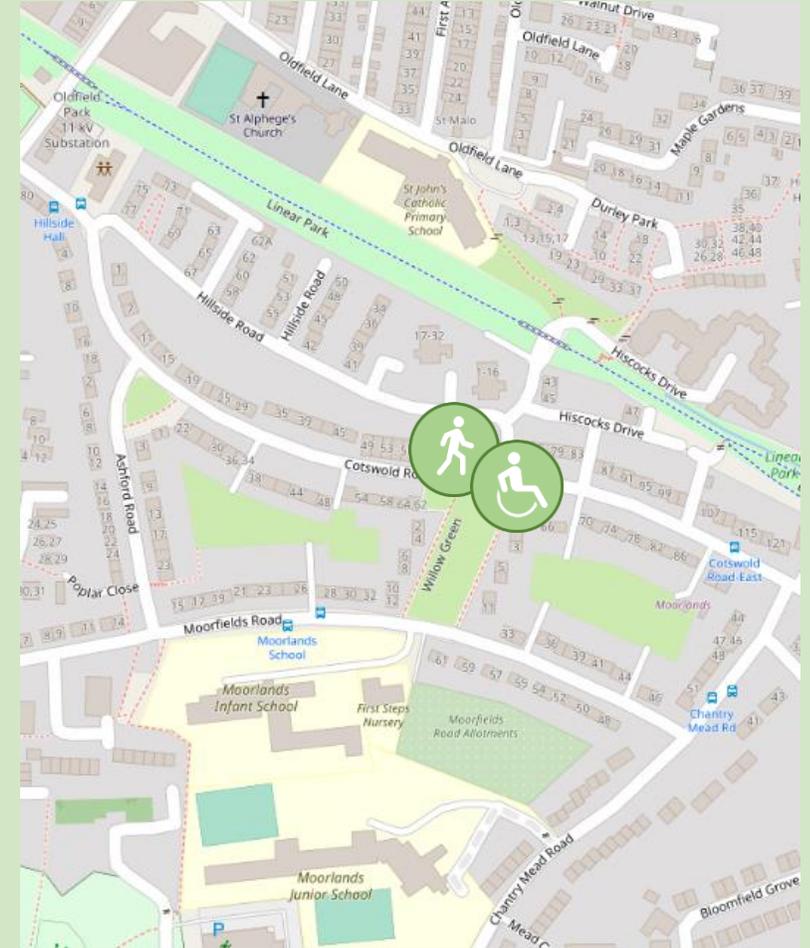
Later installation could provide a raised crossing with signals if there is a need for this.



A temporary painted crossing point in Bristol



A Raised crossing point © Wordpress.com



Zone 1 Cotswold Road

Residents' suggestions to tackle vehicle related issues through various traffic interventions

One-way System



Make Cotswold Road, Chantry Mead Road, Ashford Road and Moorfields Road a one way loop (direction to be determined at a later stage).

Slowing Vehicle Speeds



Traffic calming along Cotswold Road and Hillside Road would help to slow traffic speeds. Residents suggested using alternative methods other than speed bumps.



Narrowing of the eastern most Hillside Road junction with Cotswold Road will help to slow vehicles turning at this point. This will also reduce crossing distances for pedestrians.

Other Interventions



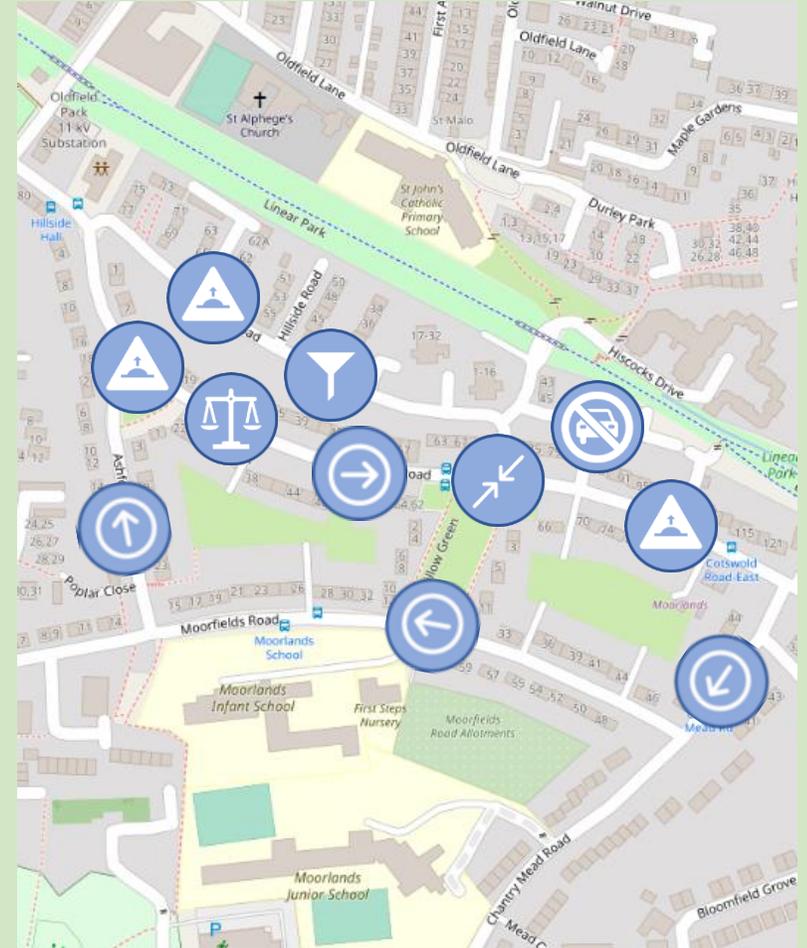
Heavy vehicle restrictions along Cotswold Road would prohibit larger HGV's from driving through the area.



Parking restrictions along Hiscocks Drive would aim to stop the issues associated with school drop off and pick up in these areas.



Modal filter (e.g. bollards or planters) along Hillside Road would stop none residents using the road as a through route and avoid traffic along Cotswold Road. This would still allow access for residents on both sides and for pedestrians and cyclists. The road space could be reclaimed for use by local residents.



Zone 2 Egerton Road

Residents' suggestions to improve cycling opportunities in the area

Cycle Improvements



Improve cycle access at ramp to Linear Park and across the bridge.



© Google maps 2022

E-bike Facilities

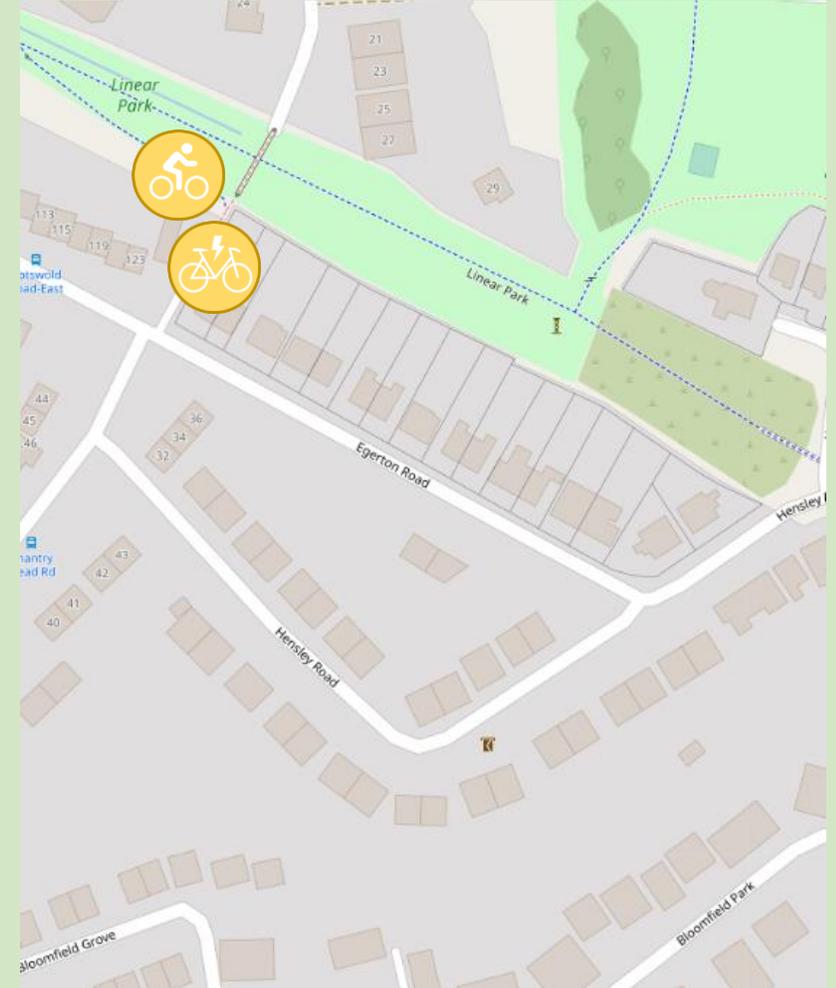


Introduction of E-bike rental would encourage use by residents and allow all local people to enjoy the nearby cycle attractors such as Linear Park and the Two Tunnels.

These facilities can be used by people to travel actively around the area.



E-bike rental



Zone 2 Egerton Road

Residents' suggestions to improve the public spaces in the area

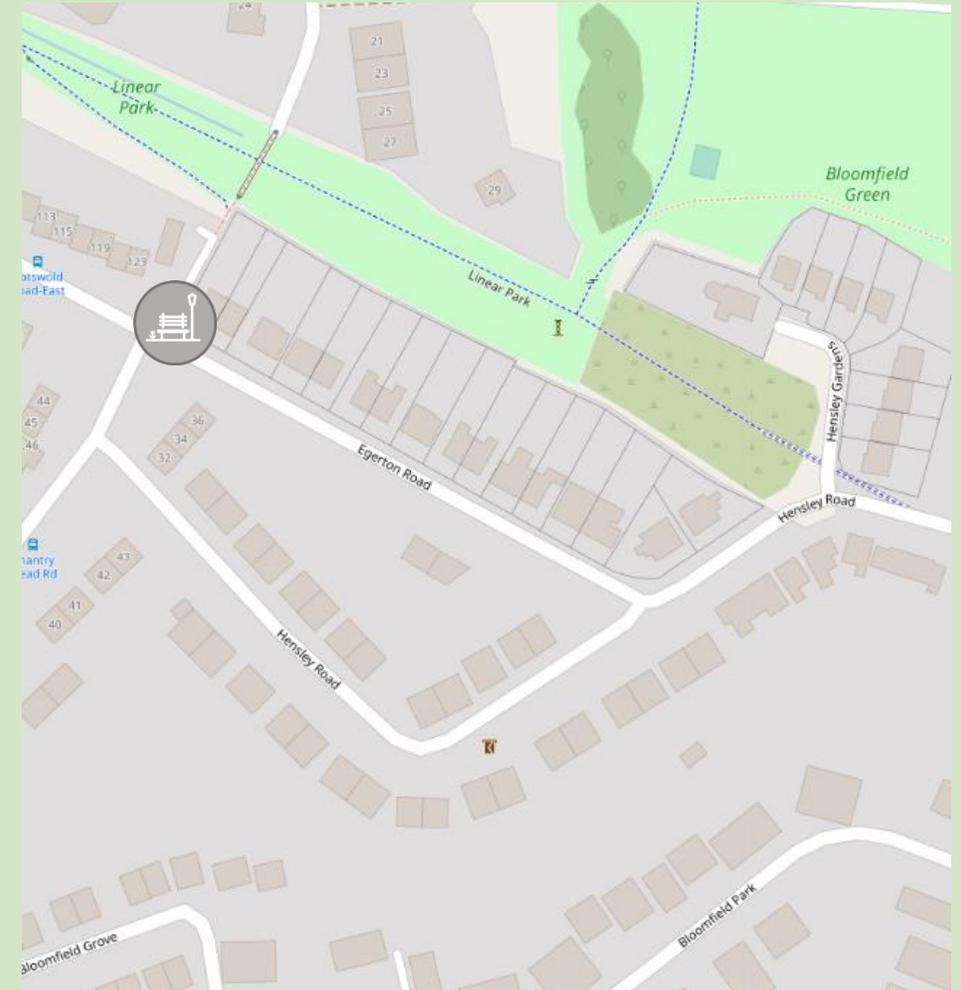
Parklet installation



Installation of parklet opposite the Chantry Mead Road junction will provide a community space which can be used by local residents and children and parents heading to the school.



Parklet Installation © meristemdesign.co.uk



Zone 2 Egerton Road

Residents' suggestions to create fairer access for all by reallocating road space for those walking and wheeling

Pedestrian Crossing Near Chantry Mead Junction



Improved crossing provision will provide safer access for parents and children walking to school coming from Linear Park and north of the area.

Temporary provision of crossings could include installation of dropped kerb and painting for carriageway to highlight the crossing point to drivers.



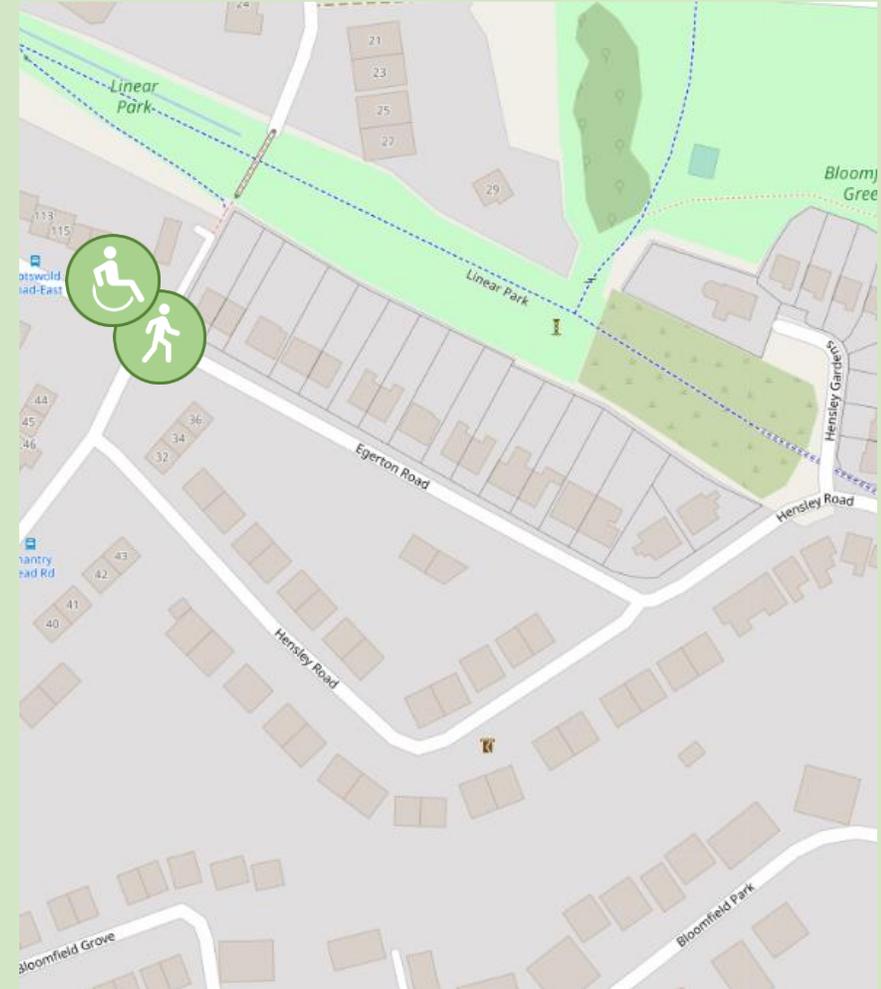
Later installation could provide a raised crossing with signals if there is a need for this.



A temporary painted crossing point in Bristol



A Raised crossing point along Egerton Road
© Google maps 2022



Zone 2 Egerton Road

Residents' suggestions to tackle vehicle related issues through various traffic interventions

One-way Along Hensley Road



Suggestion to make Hensley Road one way towards Egerton Road from Bloomfield Road.

Traffic Calming Along Egerton Road



Traffic calming would reduce vehicle speeds towards the Chantry Mead Road junction which is a key crossing point to the school.



Reduction in junction size of the Chantry Mead Road junction could encourage slower vehicle speeds and reduce crossing distances for pedestrians.



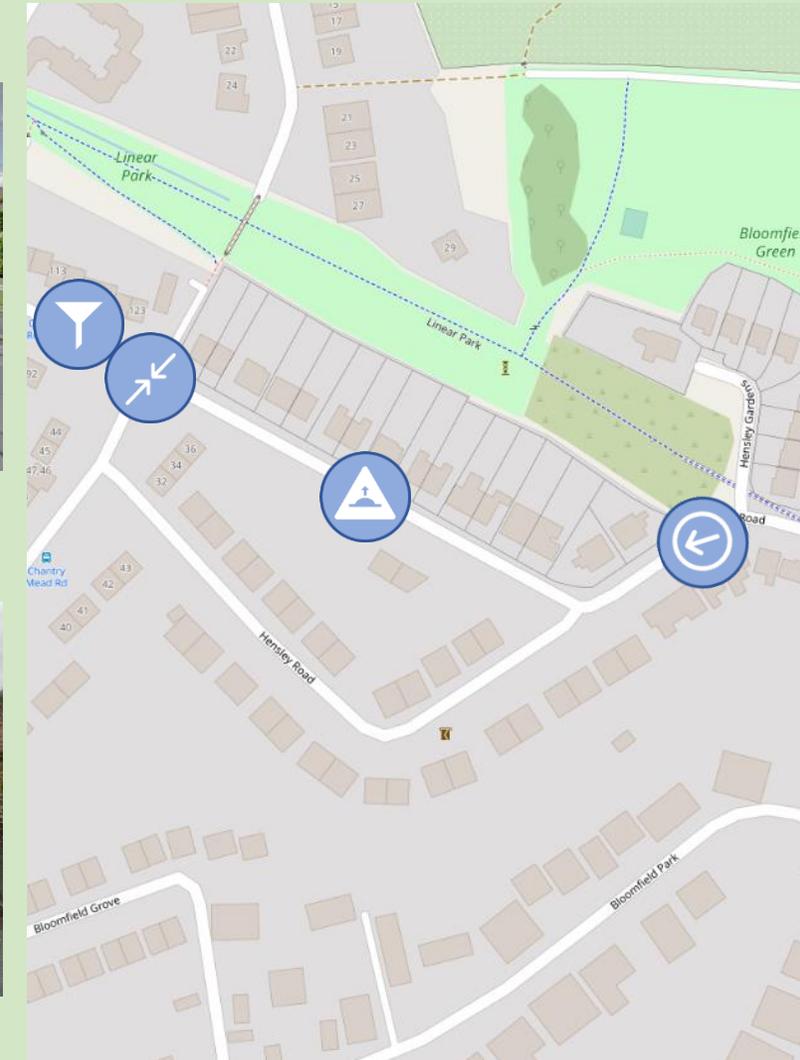
Proposal for a modal filter (e.g bollards or planters) at the end of Cotswold Road would prevent vehicle traffic from using the area as a through route. This would still allow cyclists and pedestrians to access the area.



Junction narrowing and modal filter at Chantry Mead Road junction
© Google maps 2022



Traffic Calming along Egerton Road
© Google maps 2022



Zone 2 Egerton Road

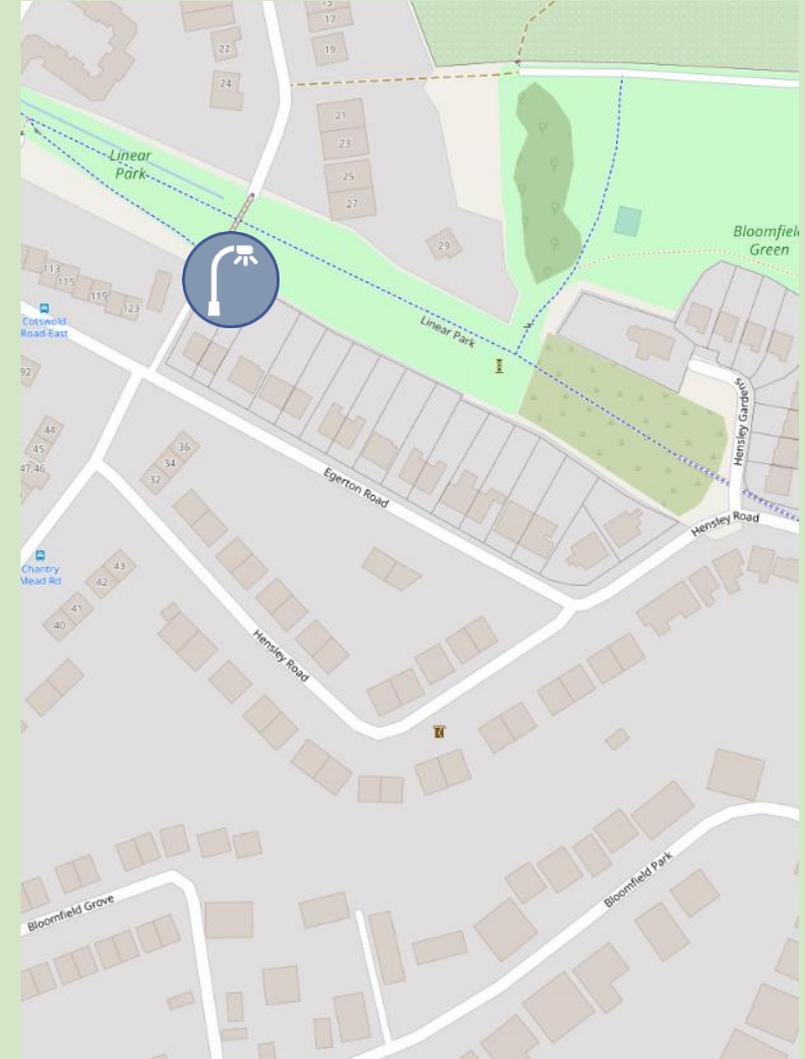
Residents'
suggestions for other
themes to improve the
area



Lighting

Street lighting in the area is reported to be dimmed too early into the evenings which means that areas are not properly lit.

Suggestion to delay the dimming of lighting or install active dimming which will be activated if people are walking or wheeling in the area.



Zone 3 Chantry Mead Road

Residents' suggestions to improve cycling opportunities in the area



E-bike Facilities

Introduction of e-bike rental would encourage use by residents and students to travel to the school by cycling as opposed to driving or being driven.

These facilities can be used by people to travel actively around the area.



Zone 3 Chantry Mead Road

Residents' suggestions to create fairer access for all by reallocating road space for those walking and wheeling

Crossing Points



Introduction of pedestrian crossing points at Moorfield Road junction and outside of Moorlands Junior School.

Footway Improvements



Installation of footway on the west side of the Chantry Mead carriageway would allow better access to the green spaces.



Chantry Mead Road Footway improvements © Google maps



Zone 3 Chantry Mead Road

Residents' suggestions to tackle vehicle related issues through various traffic interventions



One-way

Suggestion from residents to make Chantry Mead Road one-way would reduce reported issues of vehicles struggling to get past parked cars whilst maintain residents parking opportunities.



One way street © Google maps

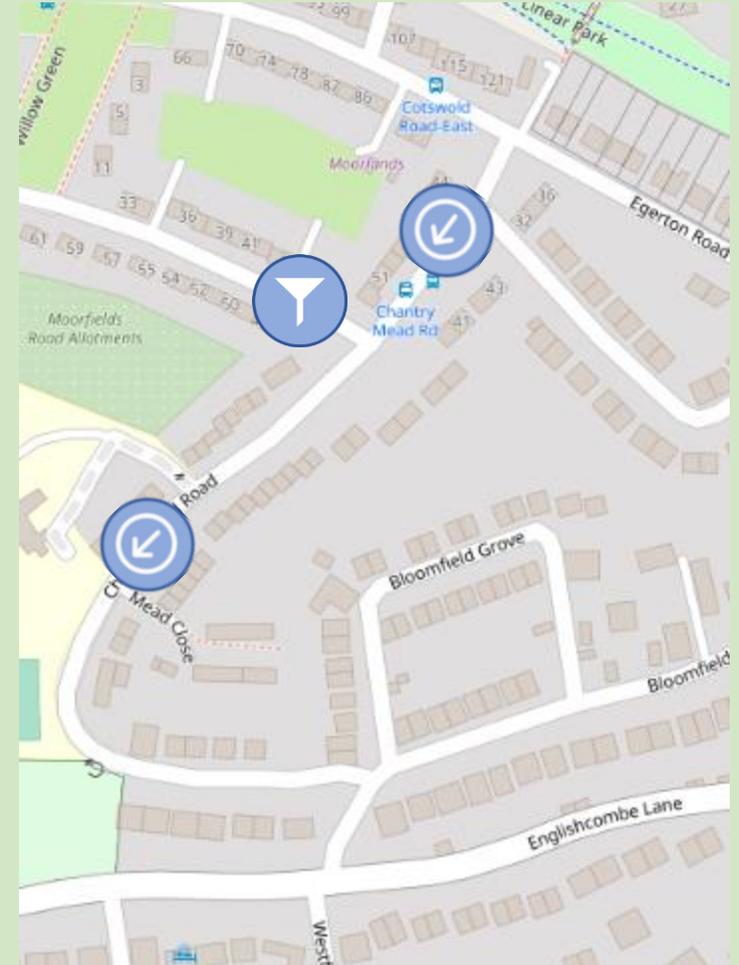


Modal Filter on Moorfields Road

The installation of a modal filter (e.g. bollards or planters) along Moorfields Road would stop vehicles using the area as a through route but would still allow access for residents either side as well as pedestrians and cyclists.



Proposed modal filter location © Google maps



Zone 3 Chantry Mead Road

Residents' suggestions for other themes to improve the area

School Street Outside Moorlands Junior School



Suggestion from residents to provide a school street along Chantry Mead Road during the start and end of the school days.

School streets are part time closures which restrict vehicular traffic along sections of road to create a safer environment for children coming into and out of school.



The introduction of a lollipop person would help children to safely cross the surrounding roads.



School street © Wandsworth council



Signage placed outside of school in Bristol



Zone 4 Monksdale Road and Outer Areas

Residents' suggestions to improve cycling opportunities in the area

Cycle Facilities



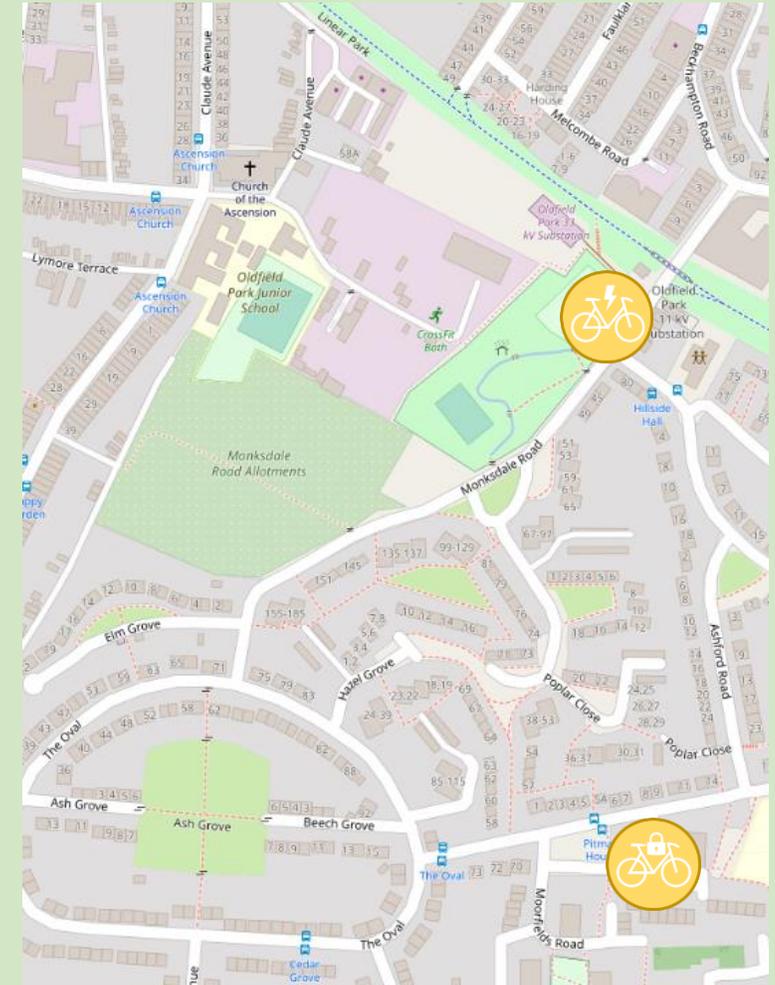
Introduction of e-bike rental would encourage use by residents and visitors to travel around the local area actively as opposed to driving.



Secure bike storage within the Moorfields Road area will provide local residents the opportunity to safely store their bicycles.



Secure bicycle storage hangars © Sustrans



Zone 4 Monksdale Road and Outer Areas

Residents' suggestions to create fairer access for all by reallocating road space for those walking and wheeling

Pedestrian Access to Access to Linear Park



Improve accessibility to Linear Park from Monksdale Road so that less abled users can more easily access the area.



Access to Linear Park from Monksdale Road
© Google maps

Pedestrian Access to Moorfields Sandpits



The installation of a pedestrian crossing at this point would allow for safer access to the Moorfields Sandpits.



Provide crossing facility on Monksdale Road
© Google maps

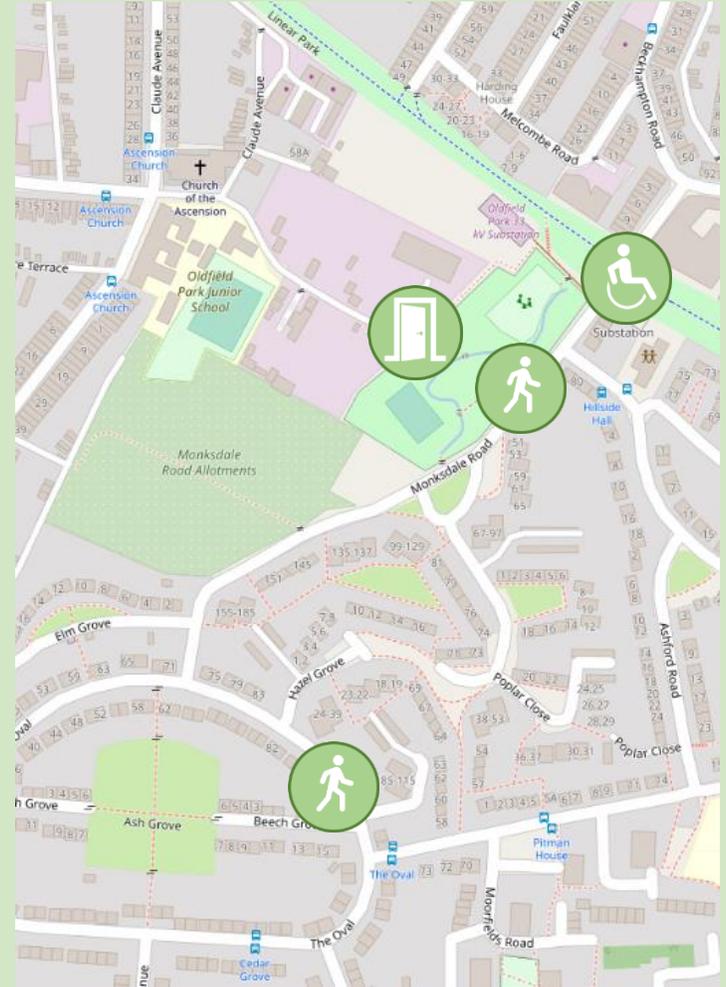


New access to the west of the area will allow people easier access.

Crossing Along The Oval



Installation of new crossing point in The Oval.



Zone 4 Monksdale Road and Outer Areas

Residents' suggestions to tackle vehicle related issues through various traffic interventions

Modal Filter along Monksdale Road

-  Suggestion to install a modal filter (e.g bollards or planters) along Monksdale Road near the Linear Park bridge. This will stop vehicular traffic at this point but allow access for pedestrians and cyclists.

Monksdale Road Traffic Calming

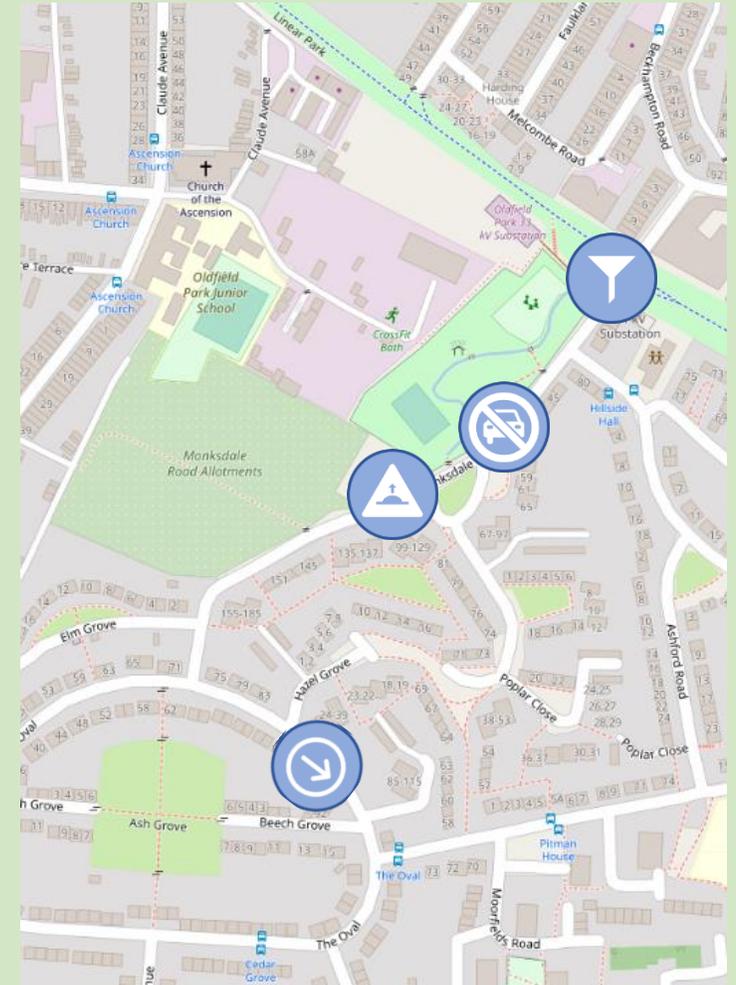
-  Installation of traffic calming outside of the Moorfields Sandpits could help to slow vehicle speeds in the area.

Monksdale Road Parking Restrictions

-  Parking restrictions such as double yellow lines in area outside of the Moorfields Sandpit entrance will allow for the safer crossing of people trying to access the park.

The Oval

-  Residents suggested the provision of a one way system circulating The Oval. This would help to stop the issues of vehicles attempting to pass each other on the narrow roads.



Zone 4 Monksdale Road and Outer Areas

Residents' suggestions for other themes to improve the area

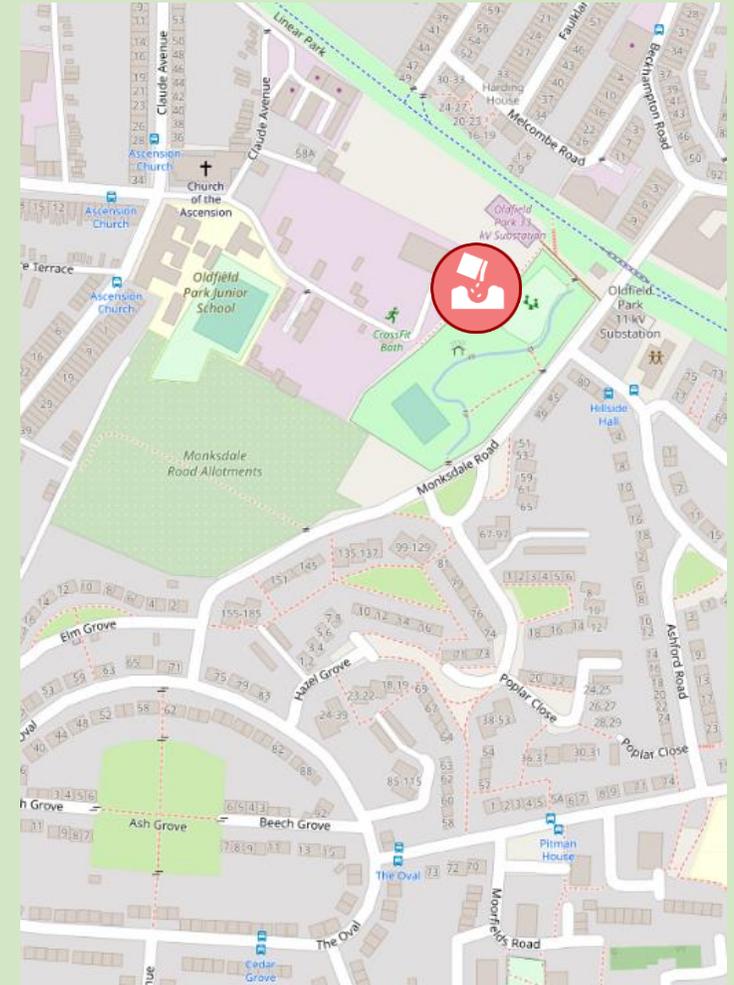
Maintenance



The maintenance and resurfacing of the footway behind the Moorfield Sandpits would encourage more people to use these routes and allow better access for the less mobile.



Crushed Stone trail along the Bath Skyline walk



Other Behaviour Change Interventions



Residents can also consider ways of improving the area without relying on physical changes to the streets, such as walking or cycling short journeys, consolidating deliveries, and using their car less by combining trips.

Advice on embracing active travel and realising the benefits of reduced car-use is available [here](#).

Community-led initiatives can also help improve the safety and atmosphere of any neighbourhood.

These can include walking buses, community tidy-ups, [community speed watch](#), [weight restriction enforcement](#), and organising '[playing out](#)' days, which focus on streets for people.

You can find out more from an advisor at your exhibition.



Conclusion and Next Steps

The ideas presented here were proposed by residents at co-design workshops. The next step is to short-list a package of measures to be included in a draft design, based on the following criteria:

- Whether the measure/intervention falls within the area originally proposed in the application for a Liveable Neighbourhood in the Egerton Road and Cotswold Road area, or positively impacts that area (ideas relating to areas outside of this area will be saved for future consideration).
- How effective the measure would be in tackling the issues expressed by Egerton Road and Cotswold Road residents
- Cost and practicalities

Residents attending our workshops can give their feedback on the ideas presented here, and what measures they'd like to see in a preliminary draft design, before drawing up final designs. These final designs would be subject to further consultation, and in some cases trialled on the street.

We will invite the wider public to share their views and comment on the draft design later in the autumn (2022).

The aim is to deliver a range of measures over a 'now, soon and later' timeframe from 2023.

If you would like to register your interest and be kept up to date on future events, please email liveableneighbourhoods@bathnes.gov.uk or speak to a member of staff.

Quality Information

Prepared by	Checked by	Verified by	Approved by
AS	MM	HH	CB

Revision History

Revision	Revision date	Details	Authorised	Name	Position
P01	22/08/2022	-	HH	HH	Associate Director
P02	26/08/2022	-	HH	HH	Associate Director
P03	26/08/2022	-	HH	HH	Associate Director

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