



# Entry Hill Co-development Workshop

Summary of Discussions  
August 2022

# Liveable Neighbourhoods Co-development Workshop

This report shows the outcomes of a workshop held on the 31<sup>st</sup> May 2022 for residents in the Entry Hill 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 Entry Hill area in December 2021. The ideas will now be shortlisted 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
- 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 Entry Hill. 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 Entry Hill focused the issues of reported through traffic. High traffic volumes and speeding traffic are severe, causing cyclists and pedestrians to avoid this route to schools, the City and the local convenience store.

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 Entry Hill Area

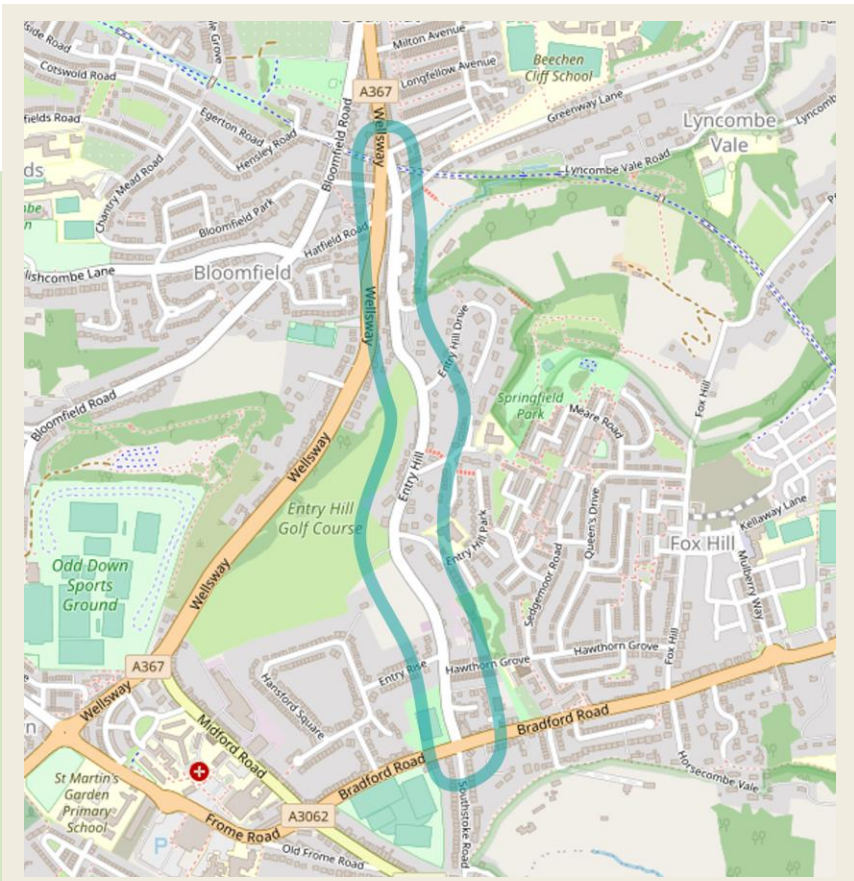
Entry Hill is a residential area located to the south of Bath City Centre, approximately a mile from Bath Spa train station.

Entry Hill is around 1300m in length and connects the A367 Wellsway to the north and the A3062 Bradford Road to the south. Wellsway and Bradford Road are both key routes for getting around Bath.

The local area is mainly residential, with many amenities in close proximity such as a supermarket, pubs, a post office, shops, schools, places of worship and a hospital. There are also lots of green spaces and links to the Bath Two Tunnels Cycle Circuit on the National Cycle Network.

From discussions at the workshops there appears to be three key areas to Entry Hill:

- The junction to the north of Entry Hill, joining Wellsway
- The centre of Entry Hill by the golf course and concerns about the development of the bike park
- The junction to the south of Entry Hill, joining Bradford 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, 287 people commented on the Entry Hill area. Below is a summary of what people said.

## What is good about the area?

- 194 said 'close to shops and services'
- 161 said 'strong community spirit'
- 67 said 'a safe and healthy environment'

## What issues are experienced?

- 182 said 'speeding traffic'
- 174 said 'through traffic'
- 144 said 'school run traffic'
- 103 said 'parking'
- 91 said 'not enough space for wheeling, walking, or cycling'
- 81 said 'HGV traffic'
- 57 said 'pavement parking'

## What measures could improve the area?

- 170 said 'a restriction on through traffic or HGVs'
- 84 said 'new or wider footways'
- 77 said 'more or better residents parking'
- 69 said 'trees, planting and spaces to sit'



Photo taken at the Mount Road 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** means 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 at St Luke's Church on the 31<sup>st</sup> May 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.

56 people 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 the area? What needs nurturing?
- Group feedback

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



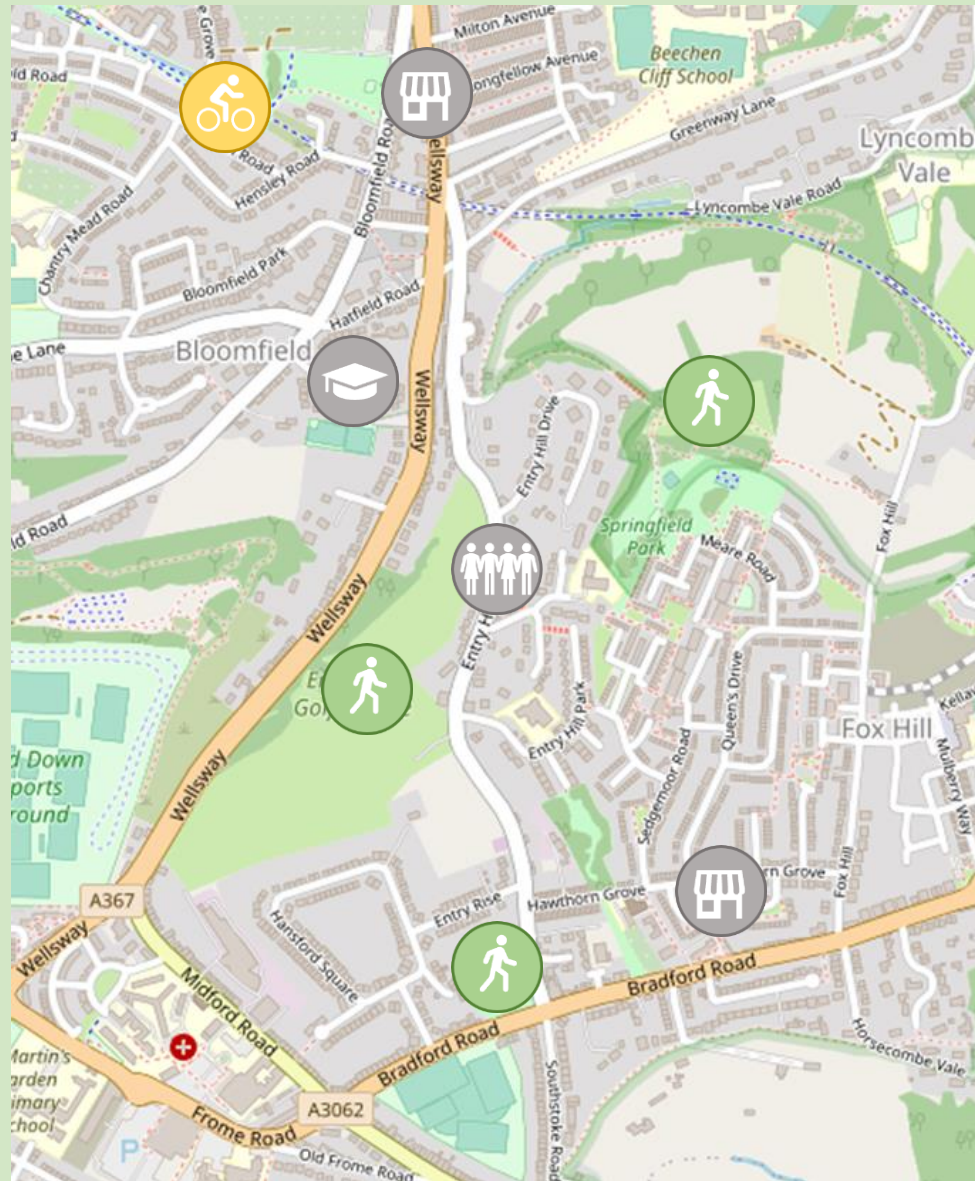
Photo taken at the Mount Road Workshop



# Exercise 1

## What people said they liked about Entry Hill

We asked each table to discuss and identify on a map what they liked about the Entry Hill area.



There are some great established areas/green spaces with amazing views to go for a walk/wheel and dog walking.



Close access to shops.



Good access to the linear road.



Strong sense of community spirit.

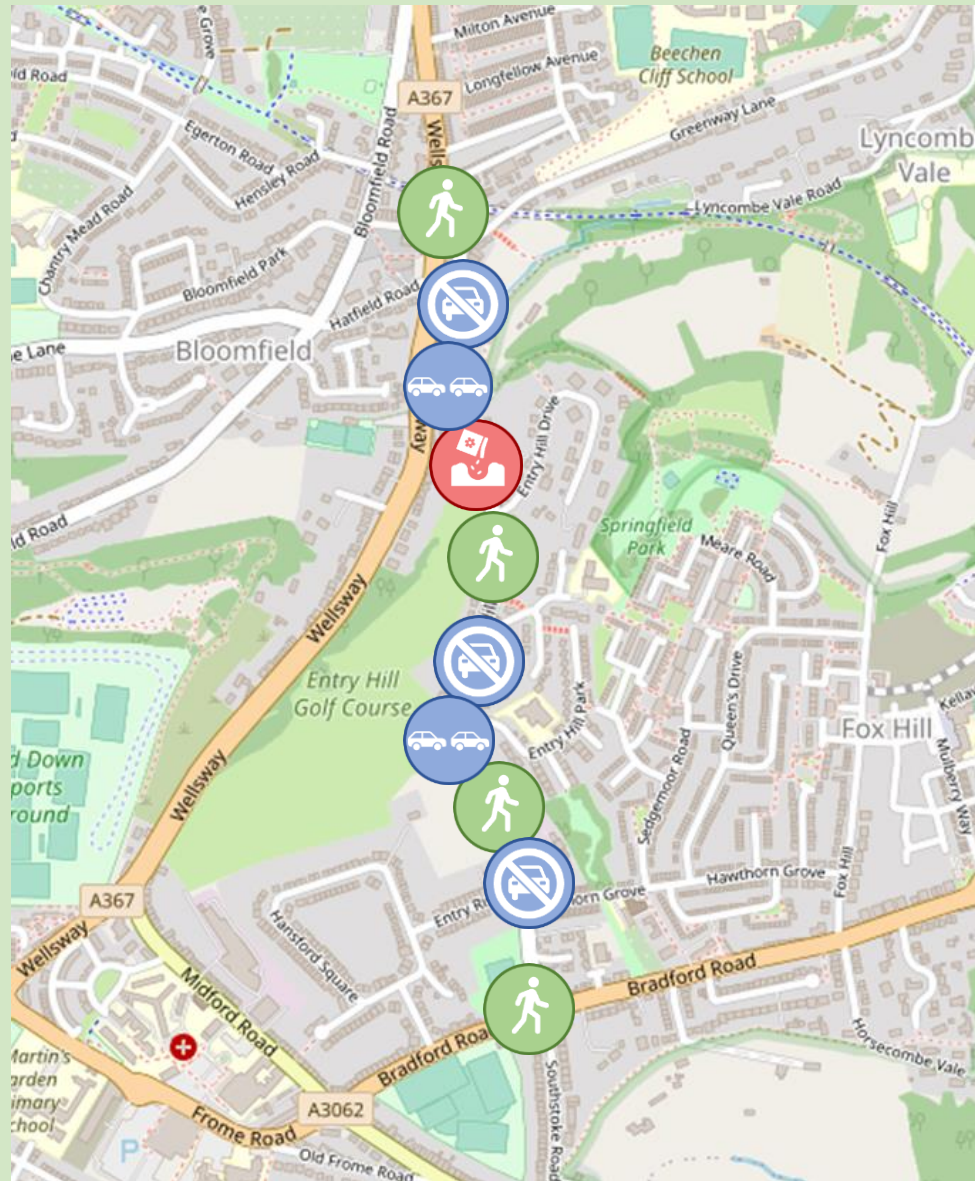


Local school and nursery.



## Exercise 2 What people said could be nurtured

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



Pavement parking and non-residential parking is an issue along Entry Hill, especially to the north. Visibility issues with cars parked on bends.



Some areas have vegetation which is restricting accessibility and there is poor drainage in the area.



Lots of through traffic and speeding traffic causing pollution in the area, as well as making it dangerous for pedestrians and cyclists.



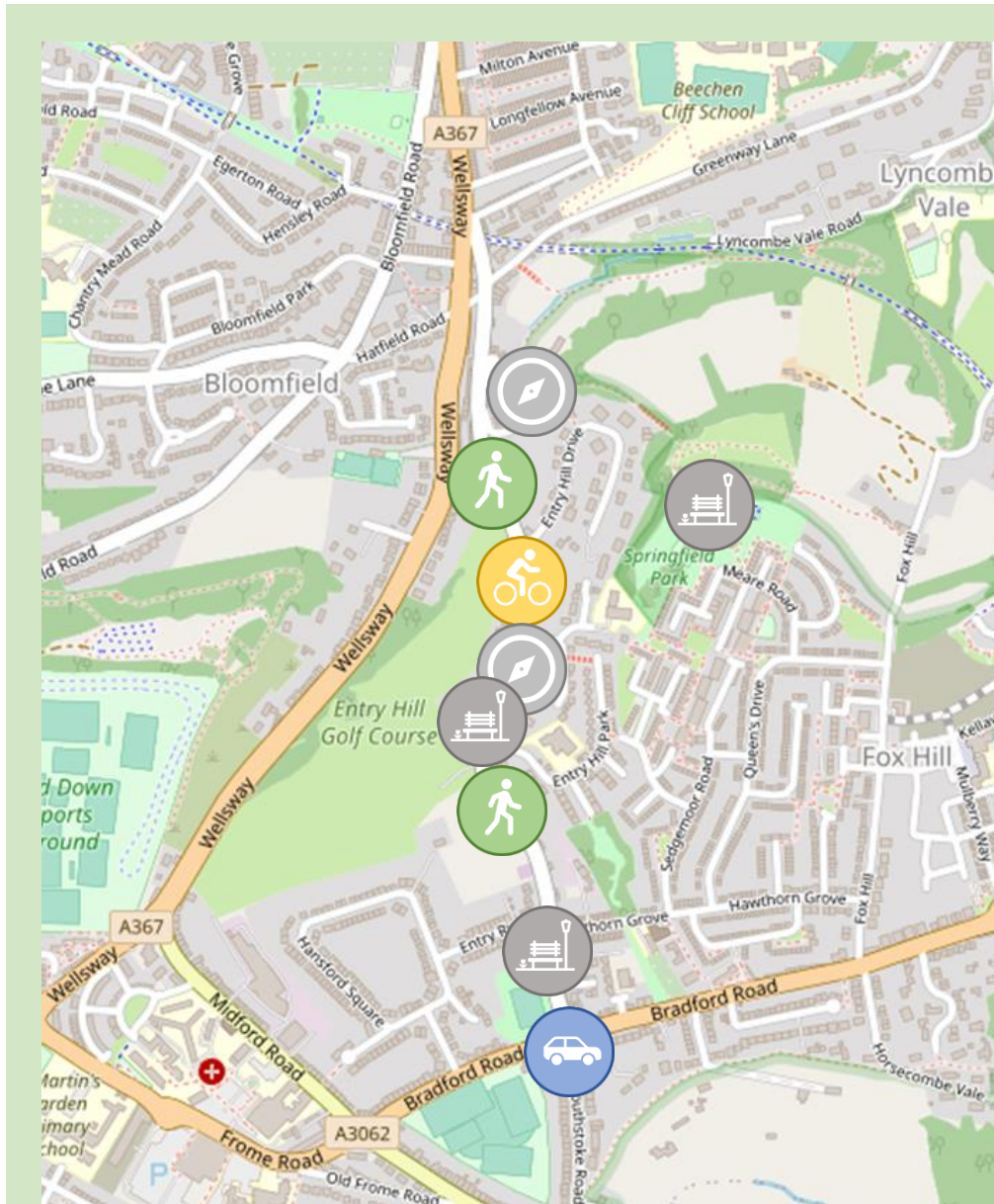
There are some great areas to go for a walk. However, there are limited spaces to cross busy roads, narrow footways and steep hills.





## Exercise 3 What people said are the movement patterns

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



Steep hills around Entry Hill and poor road surfacing is seen as a big barrier to cycling.



Narrow or lack of pavements along Entry Hill inhibit people walking or wheeling their journey, particularly with children.



There is not enough local signage which could encourage people to walk around the neighbourhood.



There are concerns from people living on the main roads that traffic could be displaced from residential streets back on to the main road network and associated issues with noise and poor air quality.



A lack of outdoor seating which could encourage more active travel.



## What did we learn...?

- Entry Hill is a popular residential area with a strong sense of community but there are reports of poor driver behaviour, particularly around speeding and pavement parking.
- There was a lot of support for the local green spaces and the opportunities they present for walking, wheeling and cycling.
- Steep roads presents a challenge for people to be more active.
- There is poor parking with people parking on pavements and lots of non-residential parking to the north of Entry Hill.
- Depending on where people lived, there were differing views on levels of traffic and its impact on the local community.



Photos taken at the Mount Road 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

Steep hills surrounding Entry Hill and poor road surfacing is seen as a big barrier to cycling.



## Traffic Interventions

There are concerns from people living on the main roads that traffic could be displaced from residential streets back on to the main road network and associated issues with noise and poor air quality.



## Improved Public Spaces

There is a desire for more access to local green spaces with improved wayfinding in the area to encourage people to discover new routes and spaces.

A lack of seating inhibits more walking or wheeling.



## Better Allocation of Road Space

A better allocation of road space in the Entry Hill area by introducing more crossing points would increase safety for those walking and wheeling.

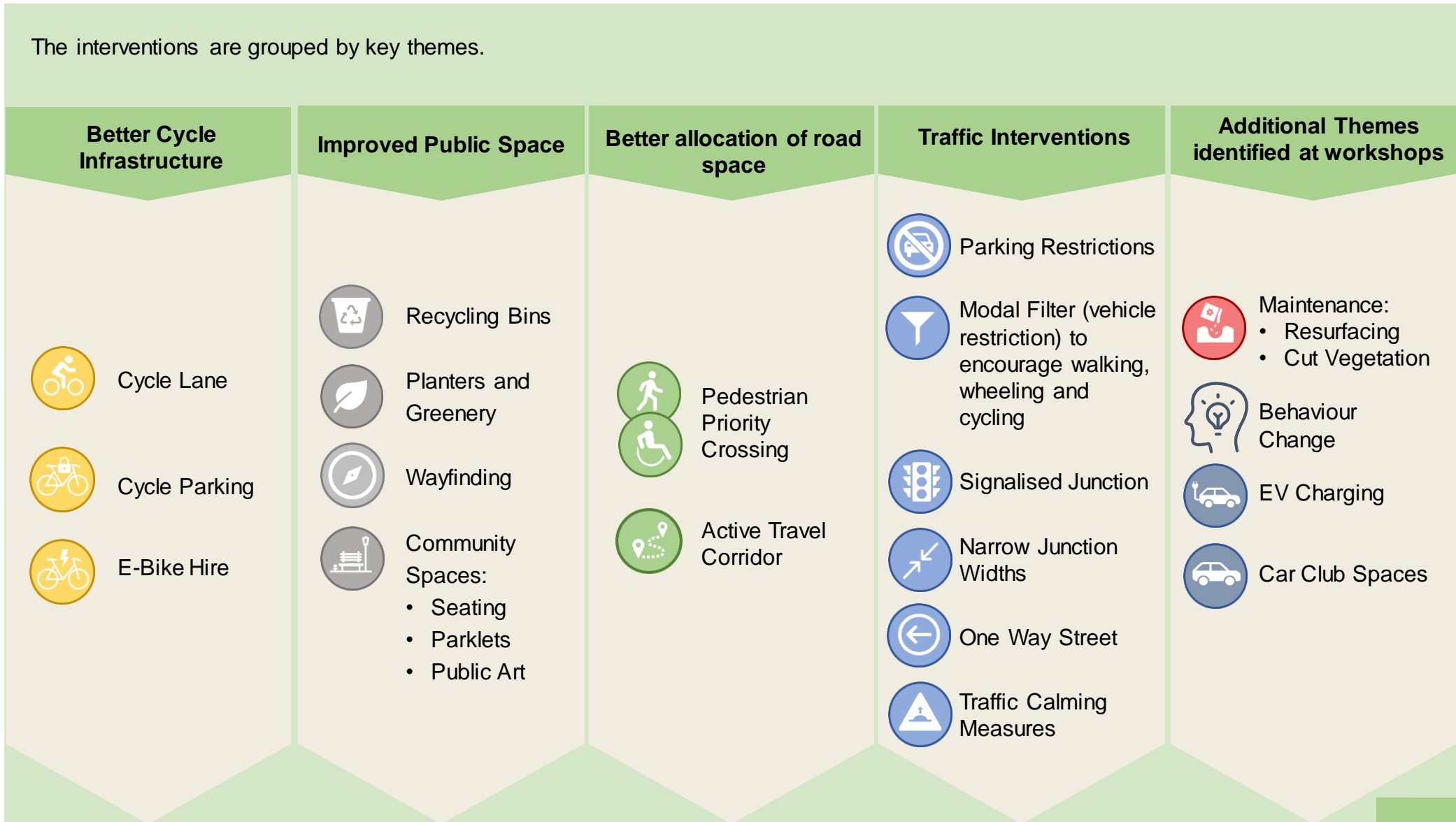
More space could also be allocated for public spaces would encourage and facilitate social interaction.

There are some great areas to go for a walk, but there are limited places to cross busy roads with poor visibility around bends. There is poor parking during the school run and around the doctor's surgery.

Poor vegetation maintenance and poor drainage, restricts people's ability to walk on the pavements. This is a big barrier for those wheeling and parents with children.

# Guide to Interventions

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



## Exercise 4 Re-imagining the space

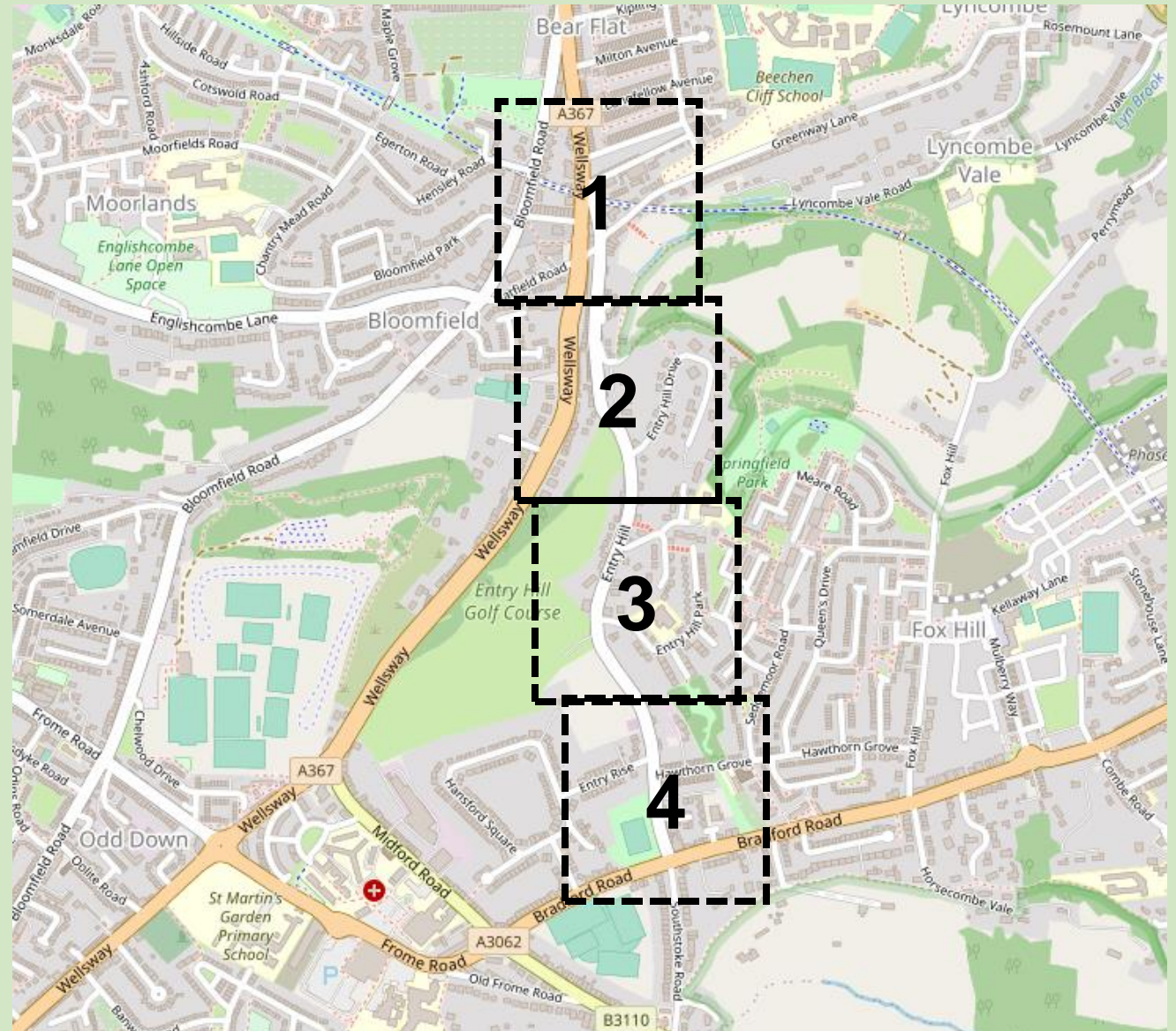
We asked residents attending the workshop to 're-imagine' Entry Hill, by suggesting ways to solve some of the issues identified in the earlier exercises, and ways to make getting around safer and more inclusive for everyone.

**Zone 1:** Devonshire Villas/Wellsway Junction

**Zone 2:** North of Entry Hill and Bridge

**Zone 3:** Centre of Entry Hill

**Zone 4:** Bradford Road Junction/Entry Rise Junction





# Zone 1 Devonshire Villas / Wellsway Junction

Residents' suggestions to improve cycling opportunities in the area



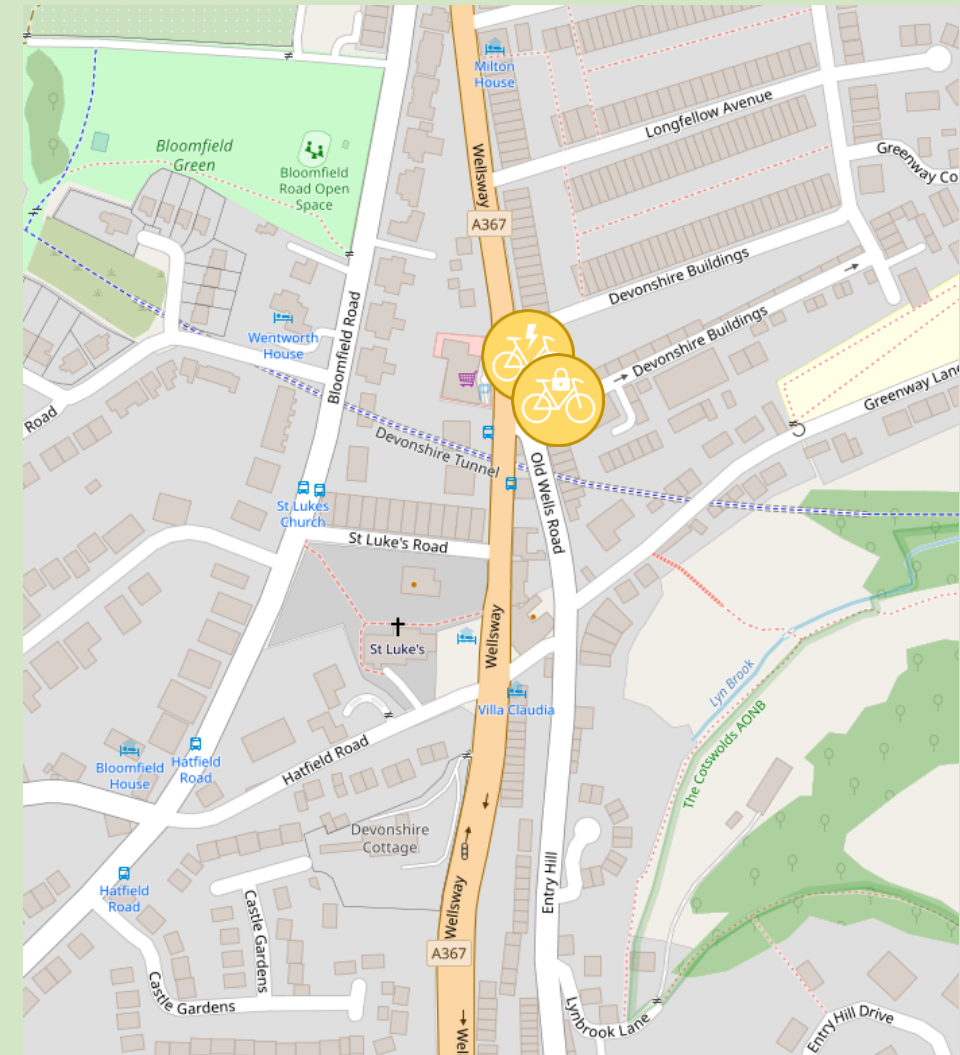
## E-Cycle Facilities and Secure Storage at Devonshire Villas/Wellsway Junction

E-bike rental to encourage active travel modes

Secure bike parking to help with storage and encourage local active travel

E-bike trial

Cycle to work scheme




© Google Maps 2022



# Zone 1 Devonshire Villas/ Wellway Junction

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


## Devonshire Villas/Wellway Junction

-  Provide a formal crossing point to improve safety for pedestrians.



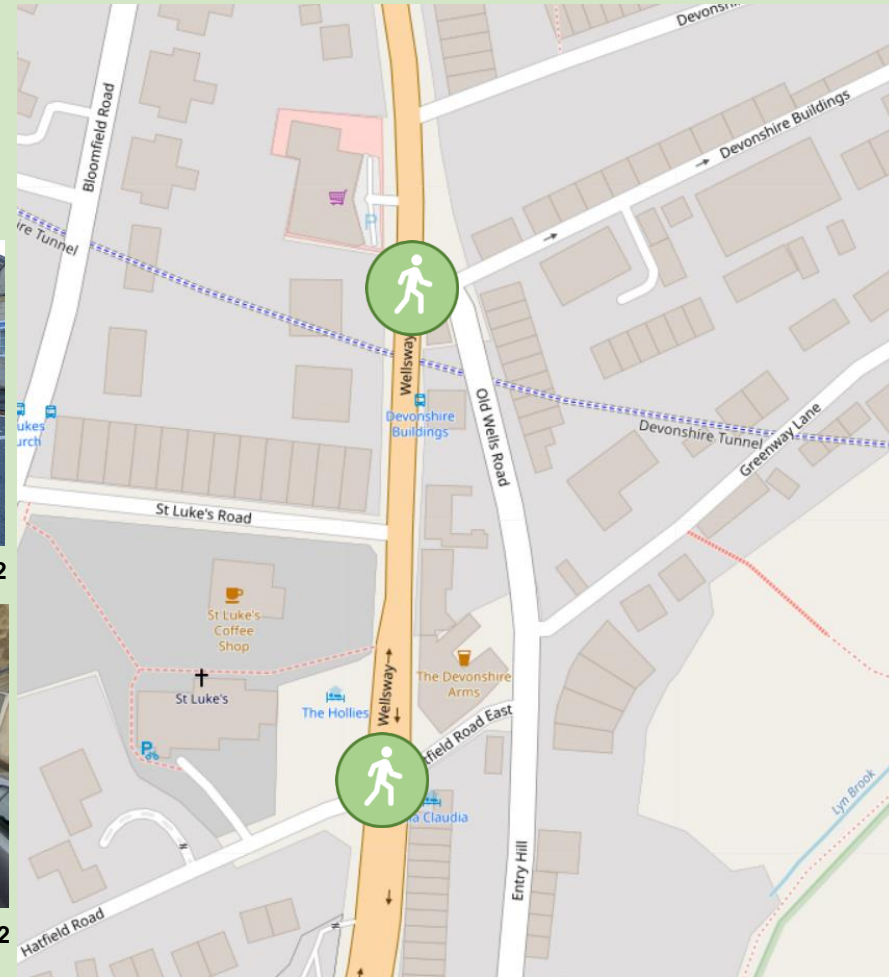
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## Hatfield Road/Wellway

-  Provide/relocate/improve crossing point on Wellway, improving the connection between Greenway Lane and Hatfield Road for pedestrians. This desire line is also used by many families as a route from Entry Hill area to Moorland Schools.



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# Zone 1 Devonshire Villas / Wellsway Junction

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

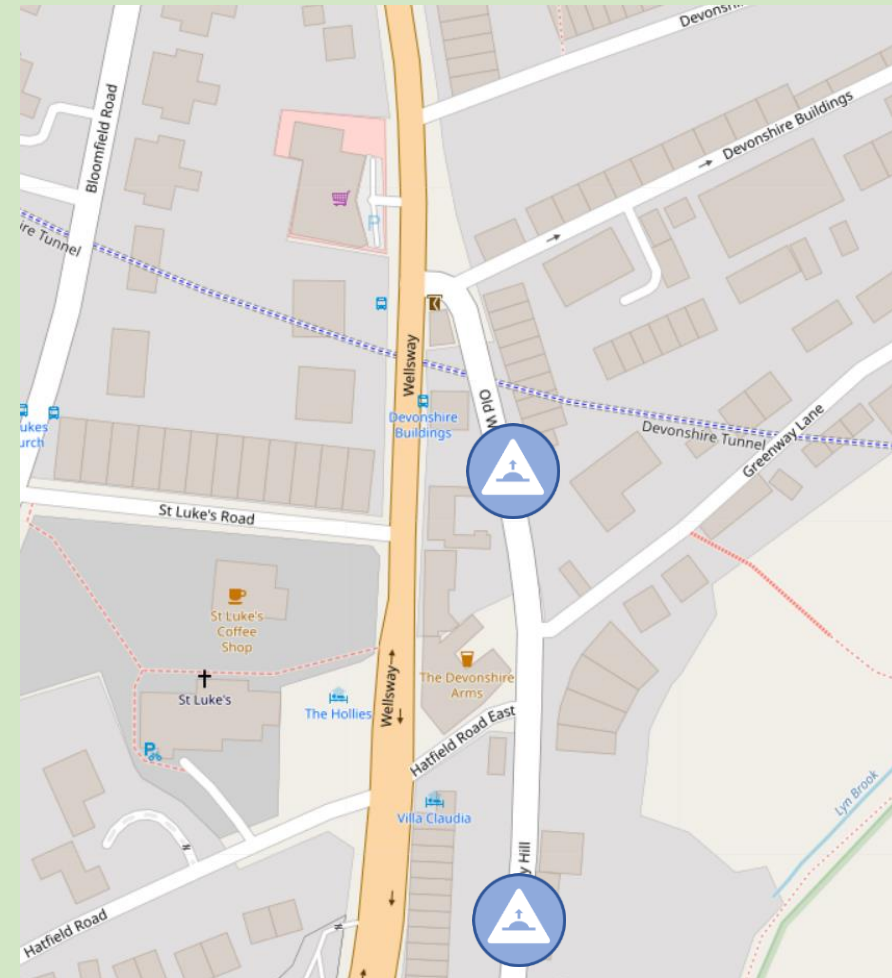
## Devonshire Villas and Entry Hill



Traffic calming along Devonshire Villas to reduce speeding traffic. Possible introduction of a chicane with priority give way to slow down traffic.



Traffic calming build out schematic



# Zone 1 Devonshire Villas / Wellsway Junction

Residents' suggestions to improve the public spaces in the area

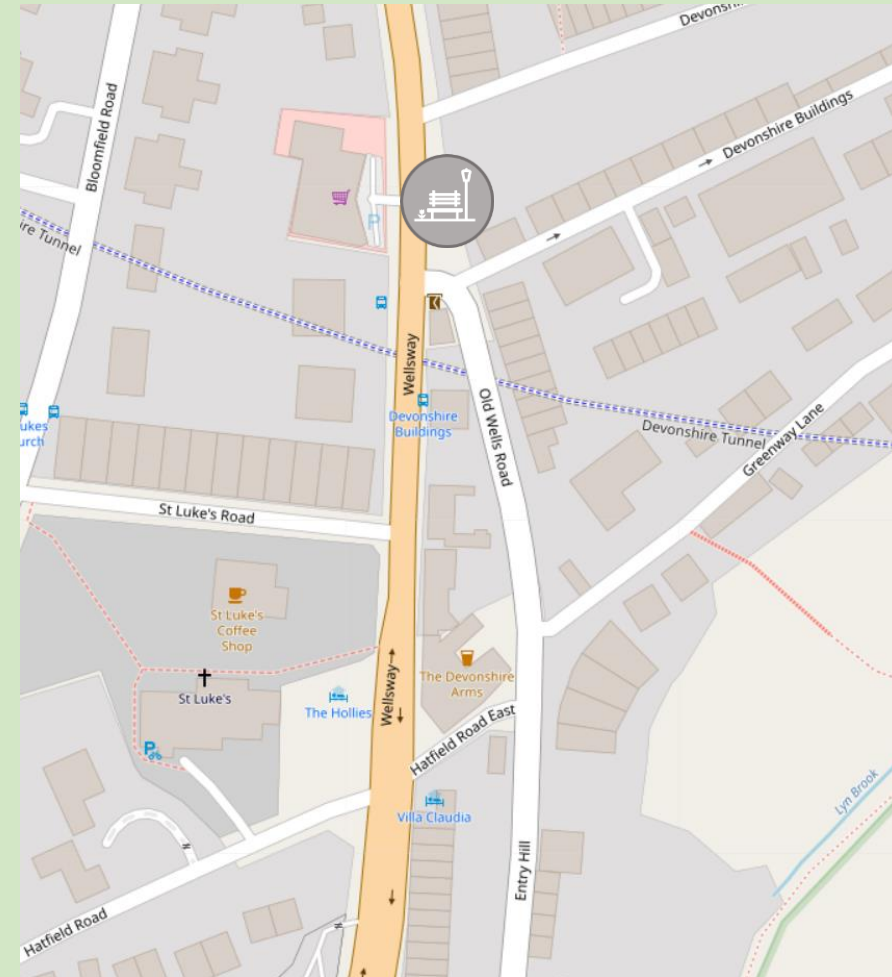
## Devonshire Villas/Wellsway Junction



Potential to improve the space at Devonshire Villas junction with seating and/or planters.



© Google Maps 2022





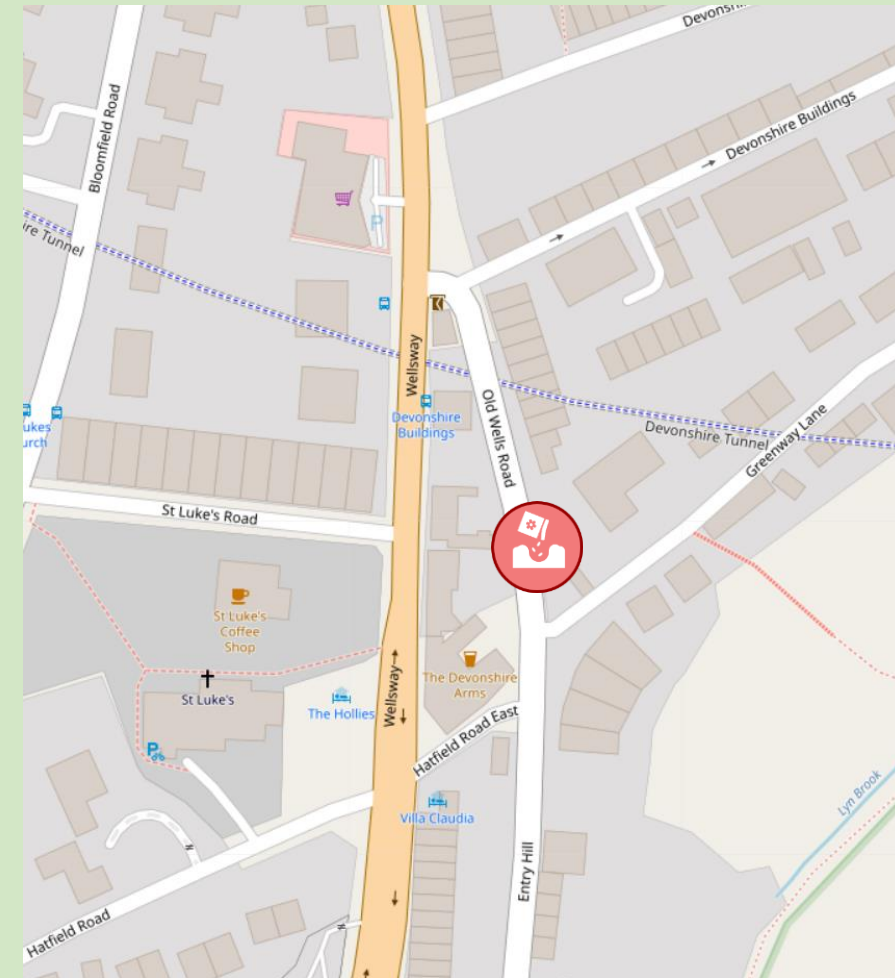
# Zone 1 Devonshire Villas / Wellsway Junction

Residents' suggestions for maintenance to improve the area

## Devonshire Villas and Entry Hill



Improve the surface conditions of footways and carriageways. Refresh the white lining.



© Google Maps 2022



## Zone 2 North of Entry Hill and Bridge

Residents' suggestions to improve the public spaces in the area

### Wayfinding



Install wayfinding signage along active travel routes for people to easily navigate between Entry Hill, surrounding residential areas and green spaces.




Wayfinding © externalworksindex.co.uk



# Zone 2 North of Entry Hill and Bridge

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



## North of Entry Hill

-  Traffic calming along Entry Hill to reduce speeding traffic. Possible introduction of a chicane with priority give way to slow down traffic.



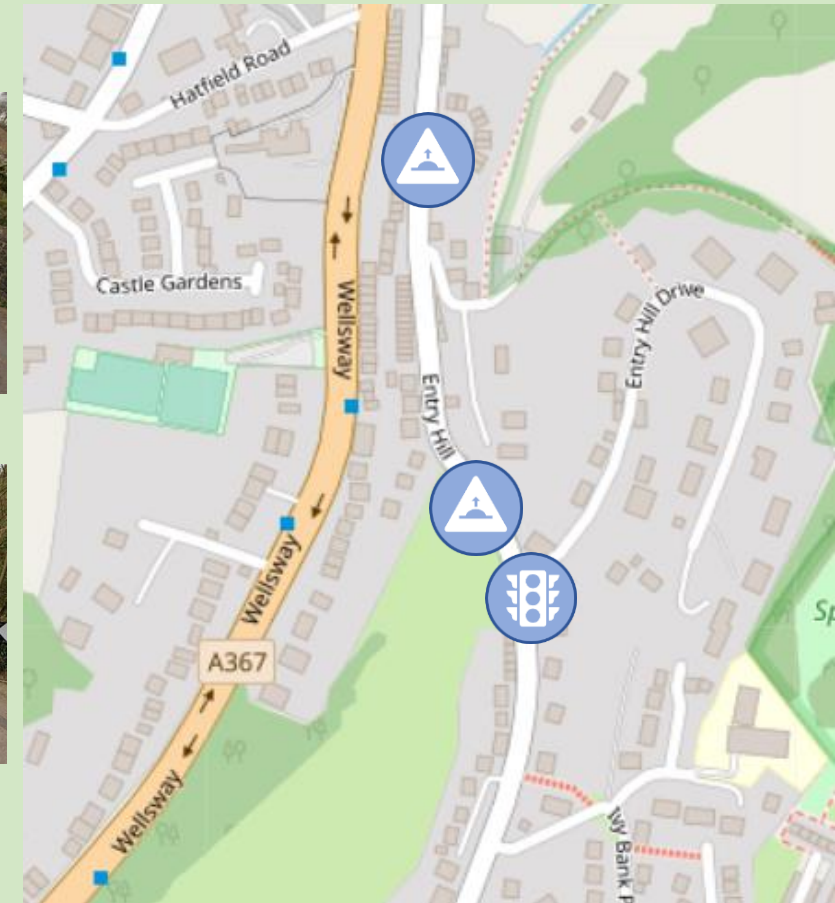
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## Entry Hill Bridge Area

-  Introduce traffic calming measures.
-  Install traffic lights to give way for traffic. Make the bridge single file traffic.



© Google Maps 2022







# Zone 2 North of Entry Hill and Bridge

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

## Entry Hill Bridge Area

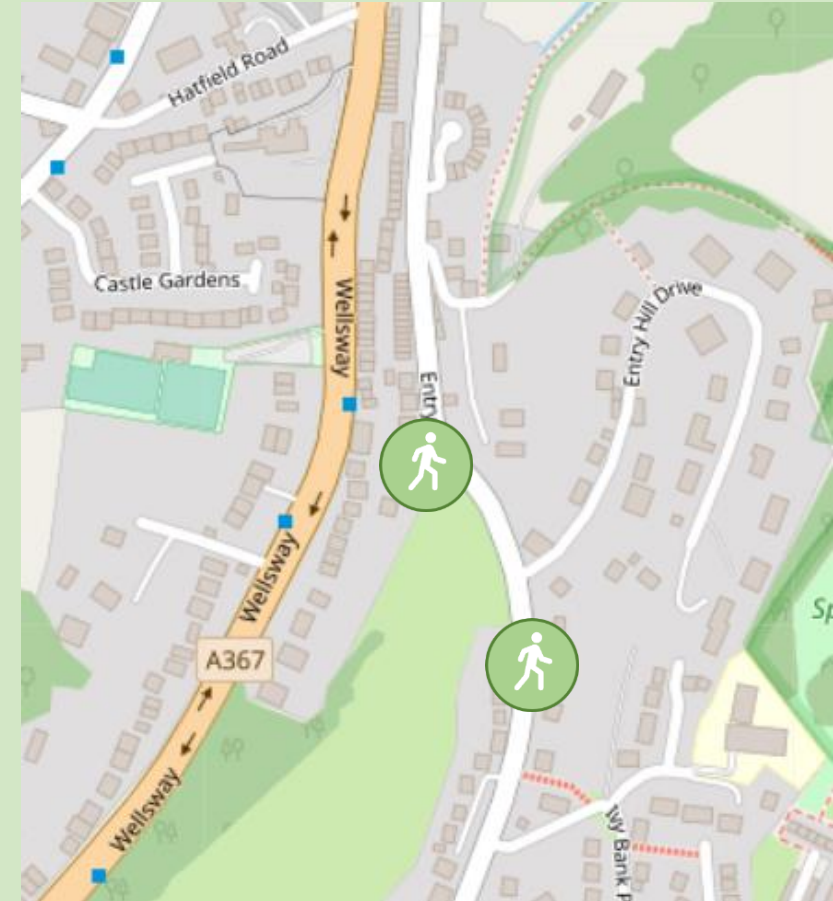
-  Provide a crossing and widen footway.

## South of Entry Hill Bridge Area

-  Provide crossing points of pedestrians.



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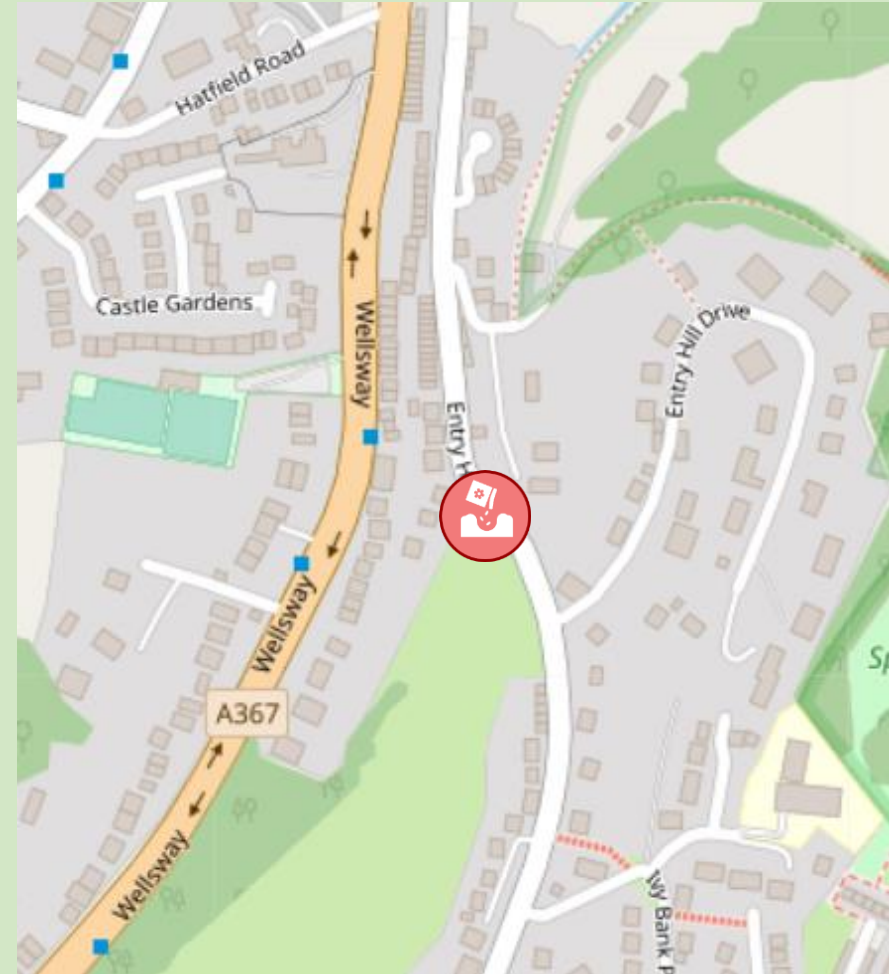
# Zone 2 North of Entry Hill and Bridge

Residents' suggestions for maintenance to improve the area

## Entry Hill Bridge Area



Vegetation maintenance and improve drainage.



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# Zone 3 Centre of Entry Hill

Residents' suggestions to improve the public spaces in the area

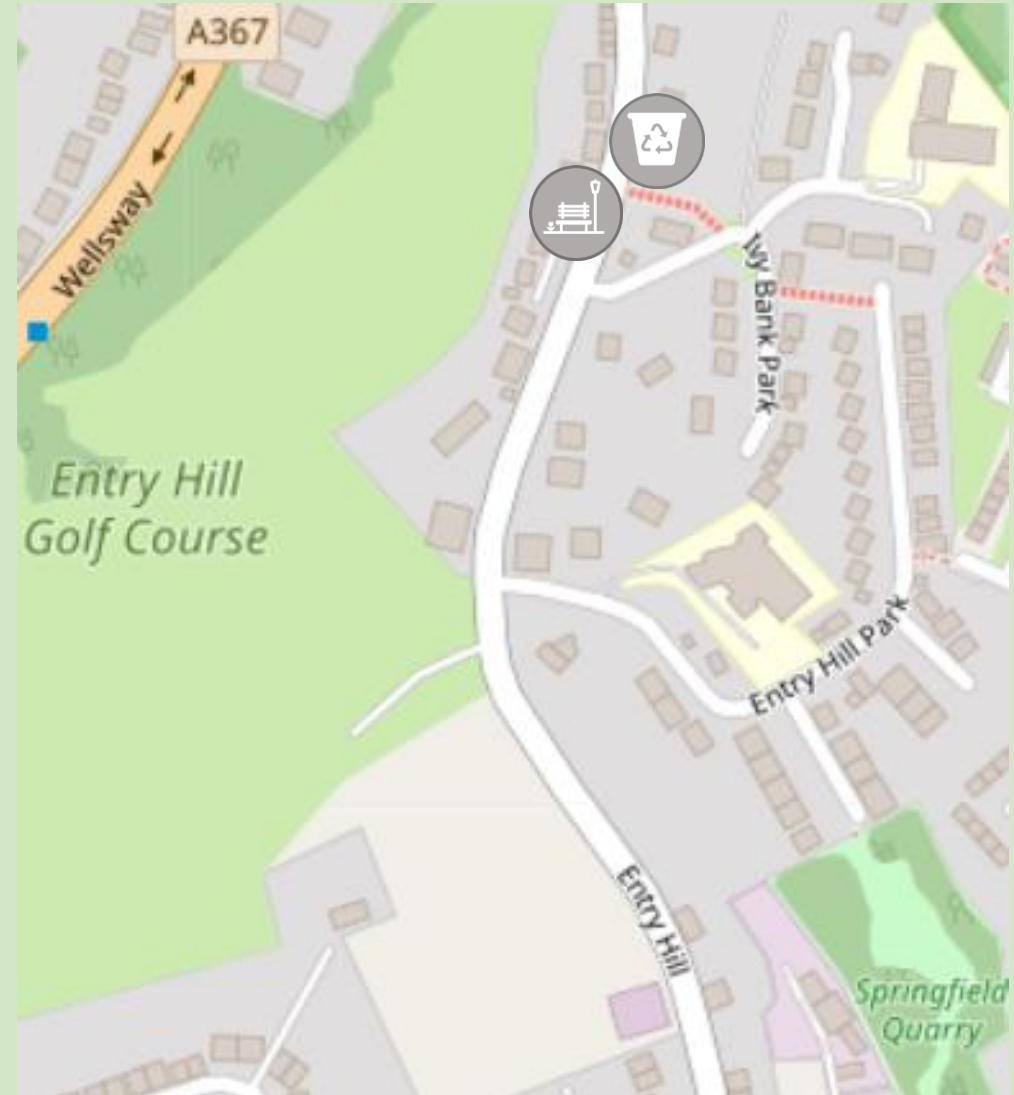
## Centre of Entry Hill



Provide more bins and seating along Entry Hill. This will provide a rest spot for people walking up Entry Hill as it is fairly steep.



Rural picnic bench installation © Cromford Creative



# Zone 3 Centre of Entry Hill

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

## Centre of Entry Hill



Traffic calming along Entry Hill to reduce speeding traffic. Possible introduction of a chicane with priority give way to slow down traffic.



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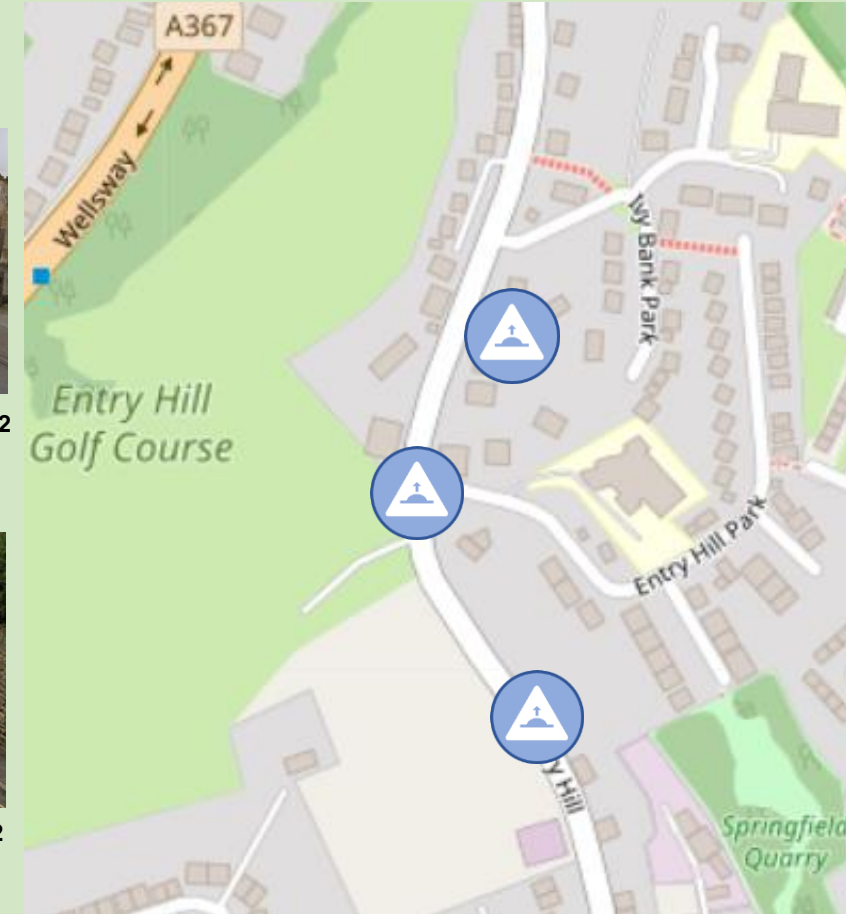
## Entry Hill Park Junction



Potential for a stop sign and build out to assist traffic egressing Entry Hill Park




© Google Maps 2022



# Zone 3 Centre of Entry Hill

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


## Centre of Entry Hill

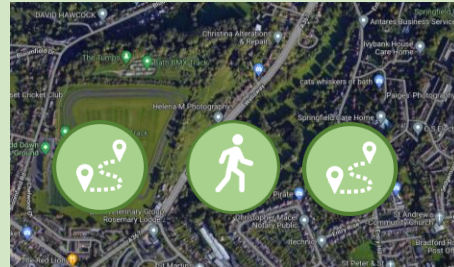
-  Provide a formal crossing point to improve safety for pedestrians. Footway stops on one side of Entry Hill with no formal crossing for pedestrians to safely cross to the other footway.



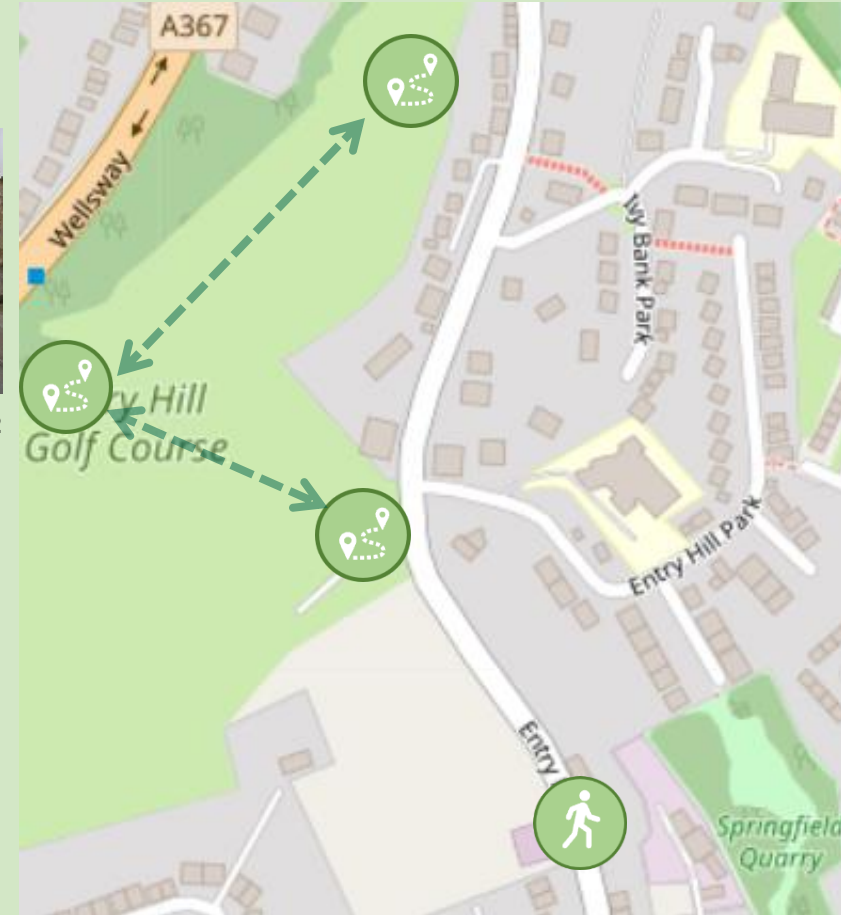
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## Movement Corridor

-  Provide an active travel route between Entry Hill and Odd Down Sports Ground. Potential to utilise Entry Hill Golf Course.



© Google Maps 2022





# Zone 4 Bradford Road and Entry Rise Junctions

Residents' suggestions to improve cycling opportunities in the area

## Entry Hill Open Space



Provide cycle parking and e-bike hire.



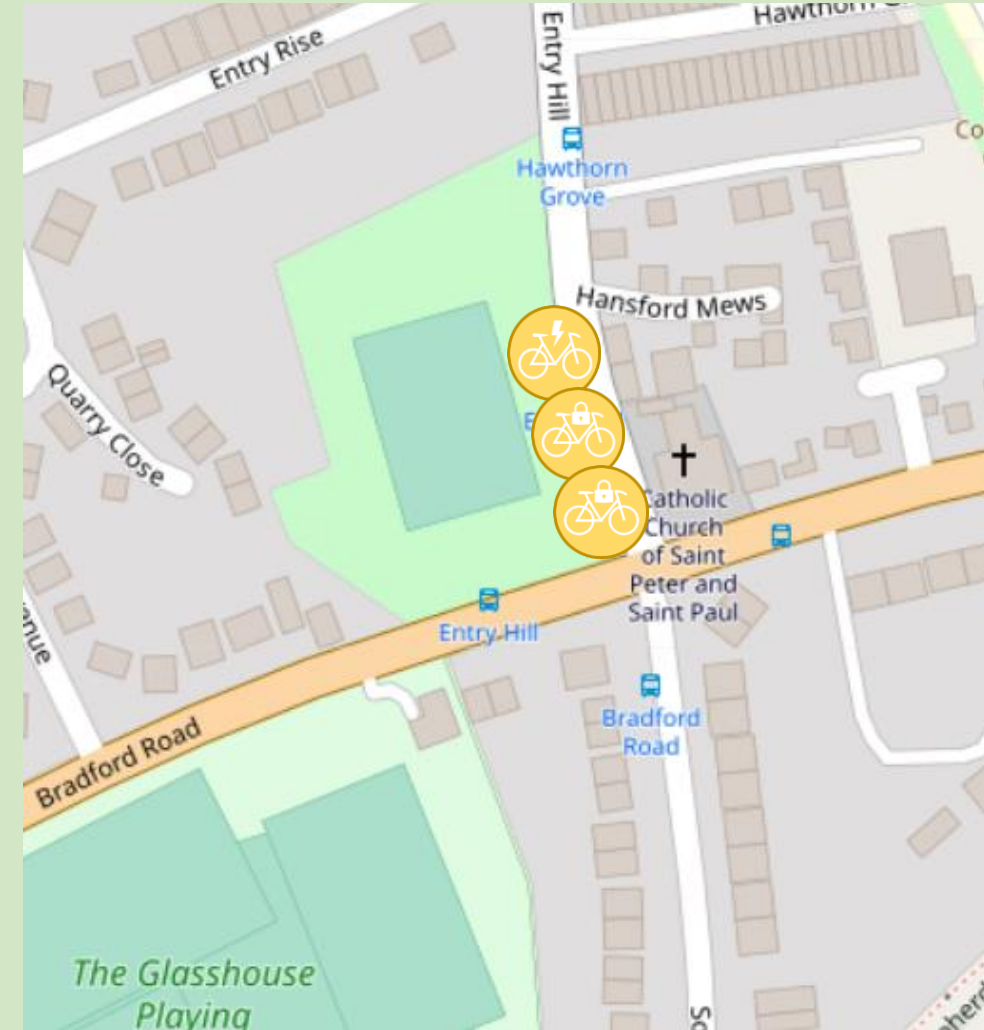
## Bradford Road/Entry Hill Junction



Improve and declutter furniture of community space. Provide cycle storage.




E-bike rental




# Zone 4 Bradford Road and Entry Rise Junctions

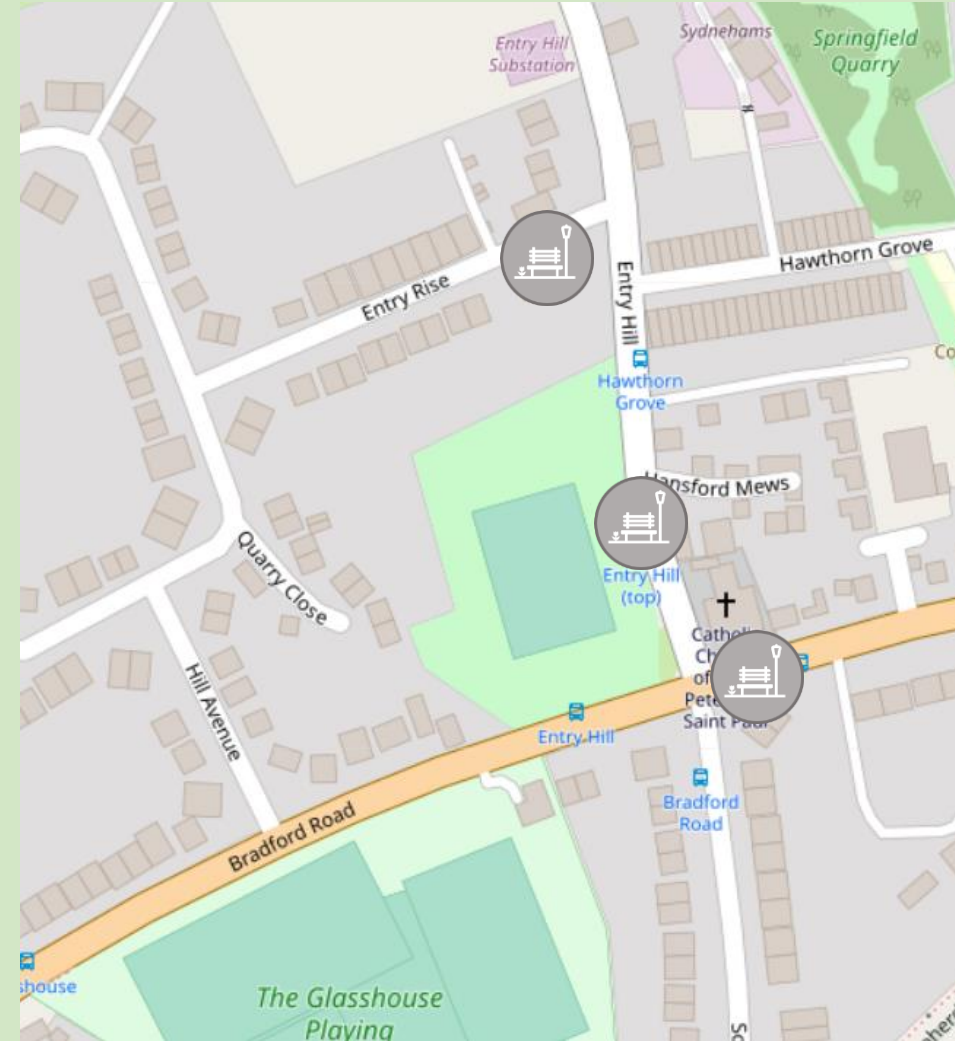
Residents' suggestions to improve the public spaces in the area

## Entry Hill Open Space

-  Provide additional seating and planters to improve space.

## Bradford Road/Entry Hill Junction


-  Improve and declutter furniture of community space. Provide planter.



# Zone 4 Bradford Road and Entry Rise Junctions

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



## Entry Rise Junction

-  Potential to introduce a modal filter (e.g. bollards or planters) to prevent the through traffic route from Bradford Road through Entry Rise and onto Hawthorn Grove. This will still allow access for pedestrians and cyclists.



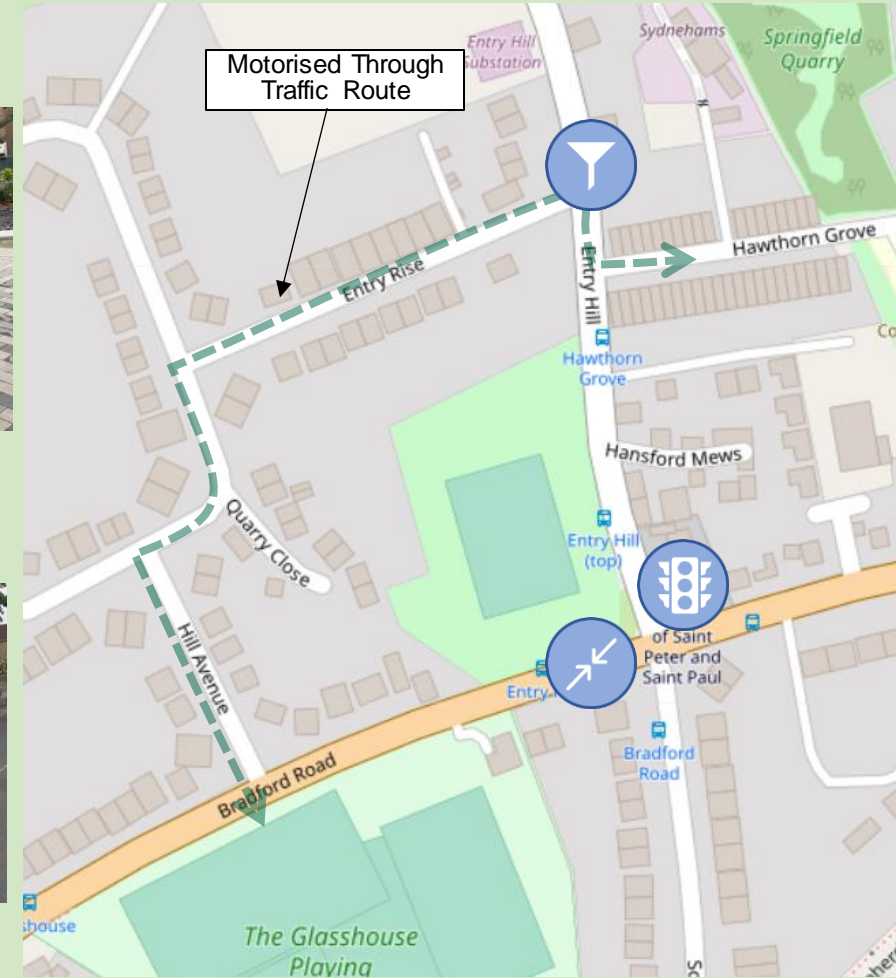
Modal filter

## Bradford Road/Entry Hill Junction

-  Provide a signalised crossing to improve pedestrian safety.
-  Reduce junction size to reduce speed of vehicles entering Entry Hill and crossing distance for pedestrians.



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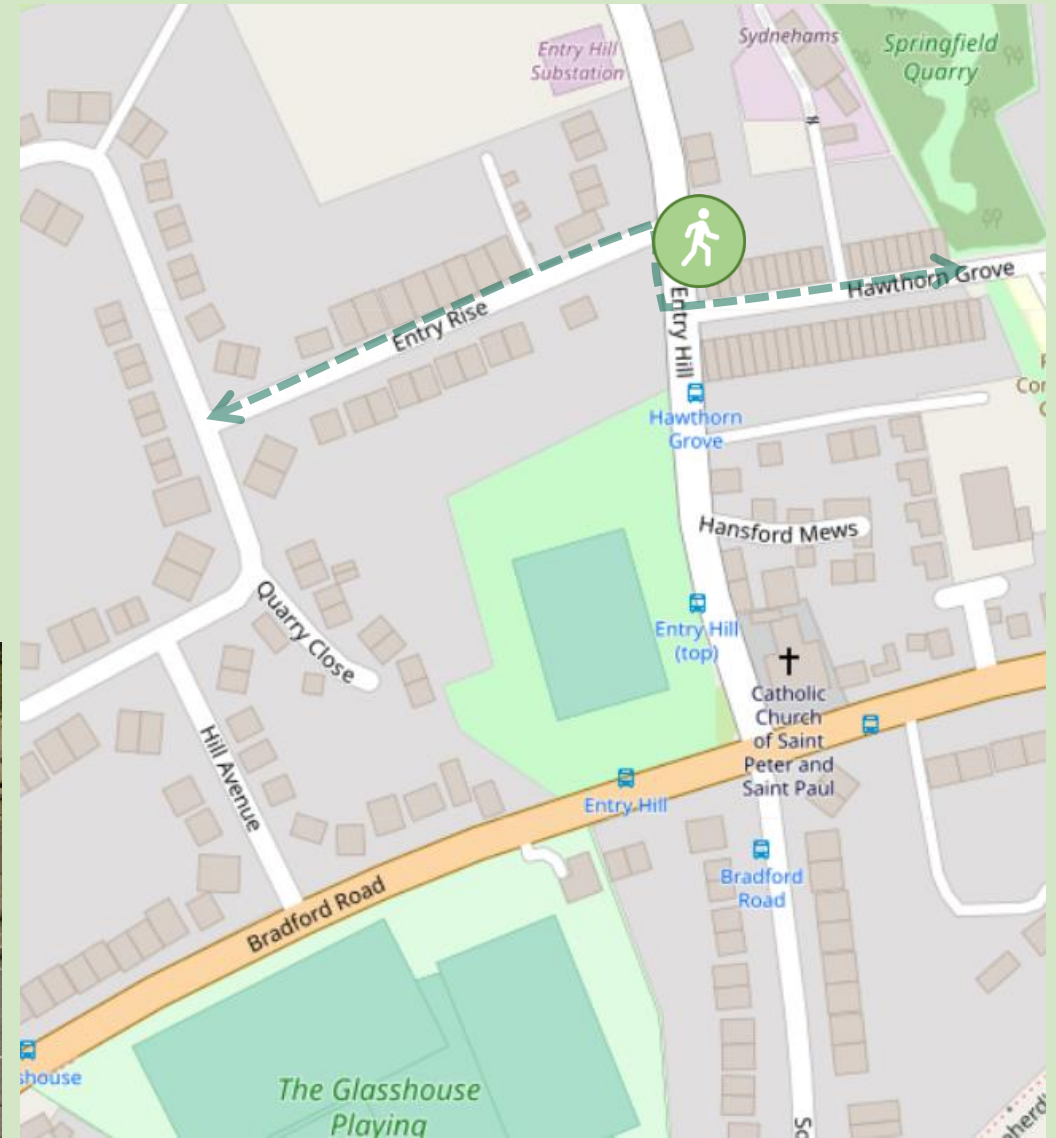
# Zone 4 Bradford Road and Entry Rise Junctions

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

## Entry Rise Junction



Provide a formal crossing point to improve safety for pedestrians. This will help people travel from Hansford Square towards Hawthorn Grove, closer to local amenities such as shops, the post office. There are also many schools and community centres to the east of Entry Hill.



## 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-development workshops. The next step is to shortlist 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 Entry Hill 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 Entry Hill 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 will be subject to further consultation, and in some cases trialled on the streets.

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](mailto:liveableneighbourhoods@bathnes.gov.uk) or speak to a member of staff.



### Quality Information

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

### Revision History

Revision	Revision date	Details	Authorised	Name	Position
P01	25/08/2022	-	HH	HH	Associate Director
P02	26/08/2022	-	HH	HH	Associate Director
P03	26/08/2022	-	HH	HH	Associate Director

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Prepared for:  
Bath and North East Somerset

Prepared by:

AECOM Limited  
3rd Floor, Portwall Place  
Portwall Lane  
Bristol BS1 6NA  
United Kingdom

T: +44 117 901 7000  
aecom.com

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