



Lyme Road and Charmouth Road Co-development Workshop

Summary of Discussions
August 2022

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Liveable Neighbourhoods Co-development Workshop

This report shows the outcomes of a workshop held on the 29th of June 2022 for residents in the Lyme Road and Charmouth 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 Lyme Road and Charmouth Road 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.

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 Lyme Road and Charmouth 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 Lyme Road and Charmouth Road focused on parking issues within the area including parking in hazardous places, illegal parking and dropped kerbs being blocked. These issues along with the high traffic volume and idling vehicles mean that emissions are high. These issues pose a perceived risk to children's health and safety.

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

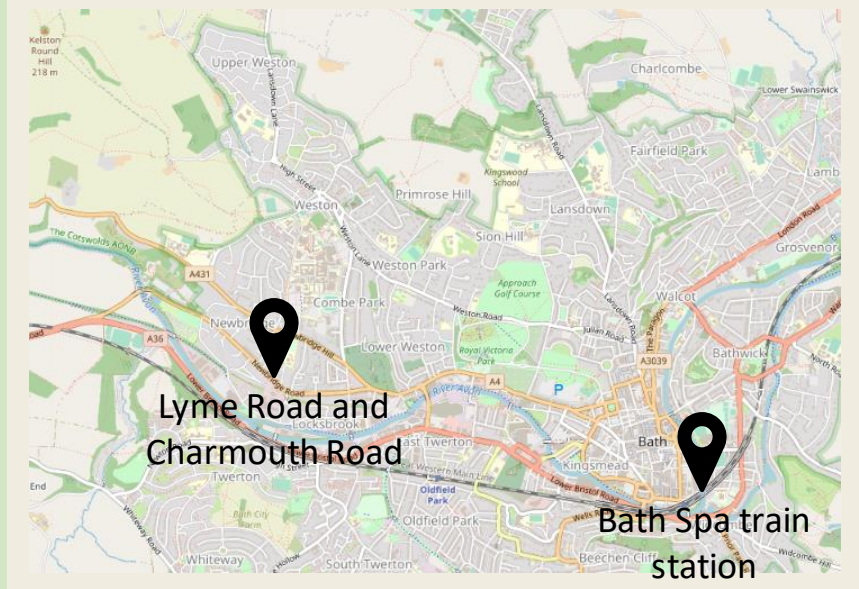
About the Lyme Road and Charmouth Road Area

The Lyme Road and Charmouth Road area also includes Lyme Gardens, these are all residential streets located in the west region of Bath. The area is approximately 1.8 miles from Bath Spa train station.

The roads allow access to local residents and Newbridge Primary School which is located at the north end of Charmouth Road. Both Lyme Gardens and Charmouth Road connect to the A4/ Newbridge Road which is a key corridor for traffic traveling between Bristol and Bath.

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

- Lyme Gardens
- Lyme Road and the footway access through to the A4
- Charmouth Road and the Newbridge Primary School



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 Lyme Road and Charmouth Road area. Below is a summary of what people said.

What is good about the area?

- 38 said 'strong community spirit'
- 24 said 'close to shops and services'
- 24 said 'good public transport links'

What issues are experienced?

- 31 said 'parking'
- 30 said 'school run traffic'
- 19 said 'through traffic'
- 19 said 'speeding traffic'
- 18 said 'idling vehicles'
- 14 said 'lack of EV charging points'

What measures could improve the area?

- 27 said 'better or more residents parking'
- 21 said 'restriction on through traffic or HGV's'
- 13 said 'EV charging facilities'
- 10 said 'new or wider footways'
- 10 said 'new or improved cycle lanes'



People discussing at 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 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 Emmanuel Church on the 29th of June and started at 6.45pm.

Brief presentation / introduction

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.

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

Exercises 1, 2 and 3

- What do you like about Lyme Road and Charmouth Road? What needs nurturing?
- Group feedback

Break

Exercise 4

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

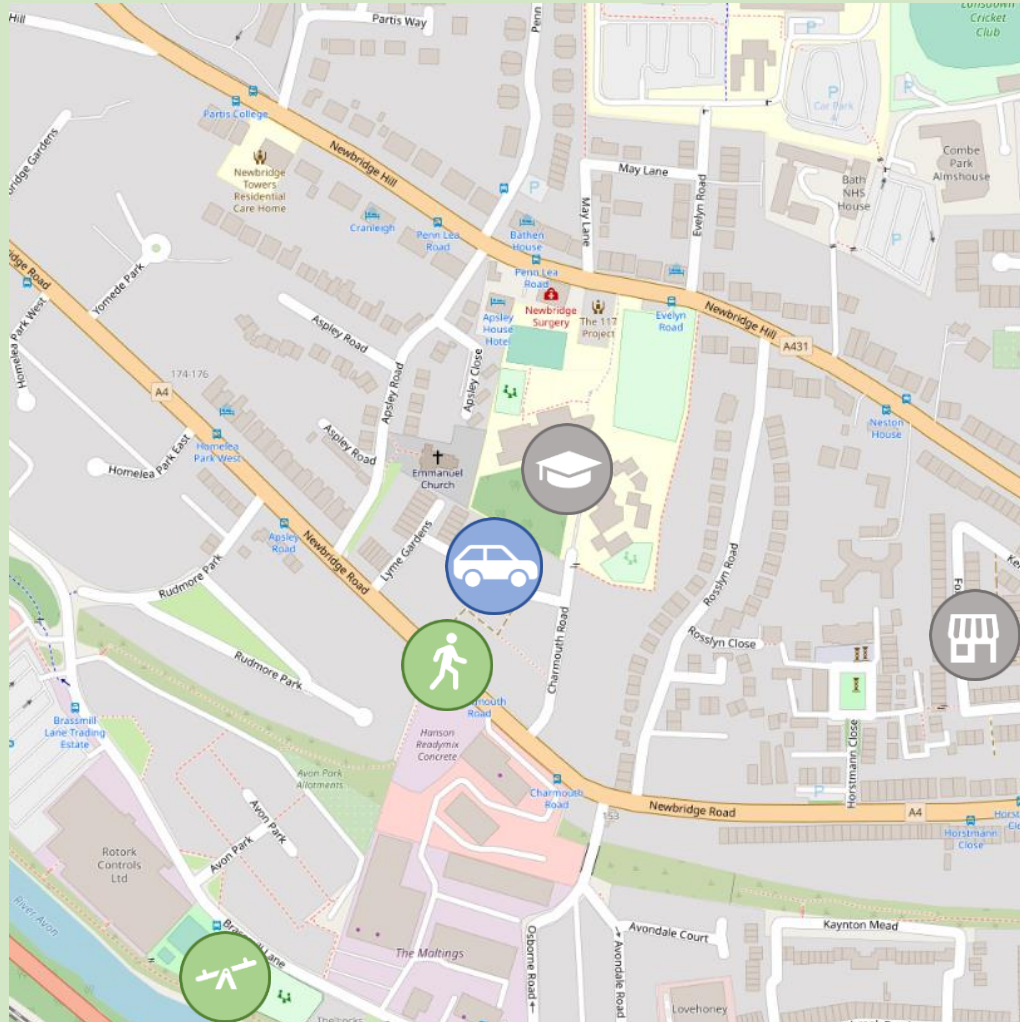


People discussing at Mount Road Workshop

Exercise 1

What people said they liked about Lyme Road and Charmouth Road

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



Good footway facilities along the A4.



Space for children to play.



Good proximity to shops and services.



Plenty of space for residents to park.

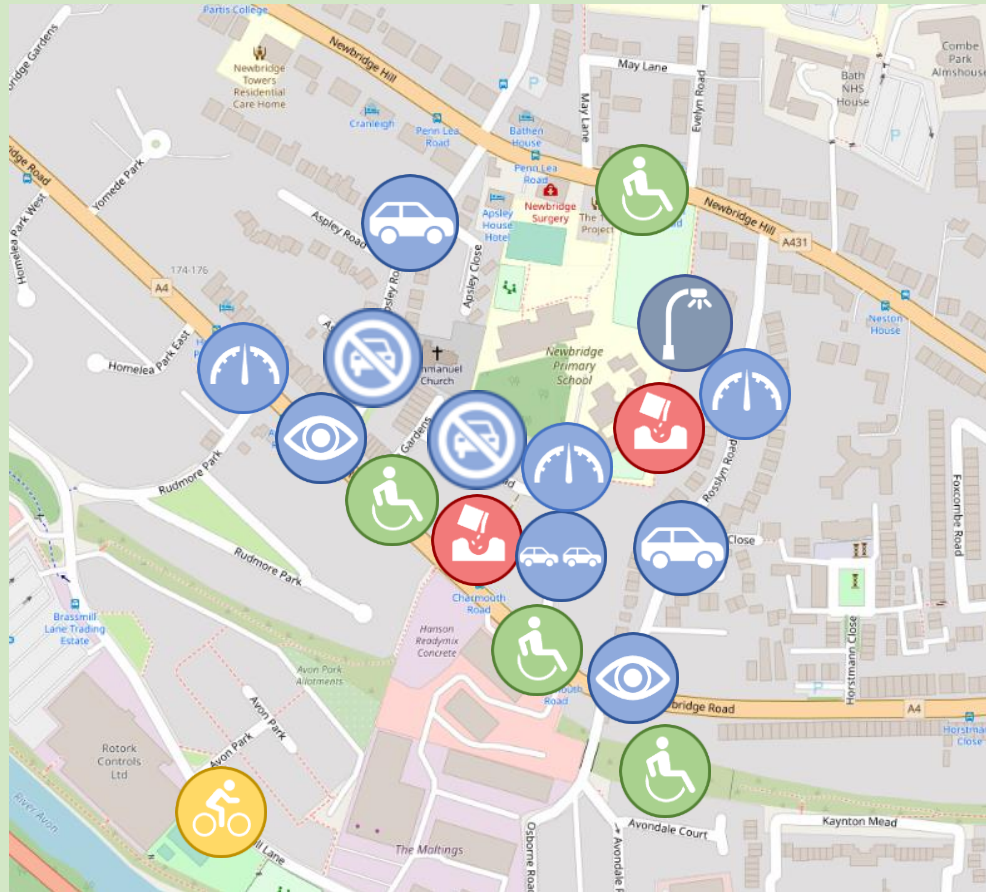


Lots of children walk to school in the area.



Exercise 2 What people said could be nurtured

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



Some areas are in poor condition and in need of maintenance.



There are limited spaces to cross busy roads. Narrow pavements and poor crossings make walking or wheeling difficult.



Poor lighting makes areas less accessible during winter months.



Lack of parking in area for residents. This causes issues with vehicles parking where they shouldn't.



Congested school run traffic which speeds off along Lyme Road.



Difficulty cycling north-south due to traffic and poor facilities.



Speeding traffic makes crossing roads in the area dangerous for people walking or wheeling.



Residential routes being used by vehicles to avoid traffic.

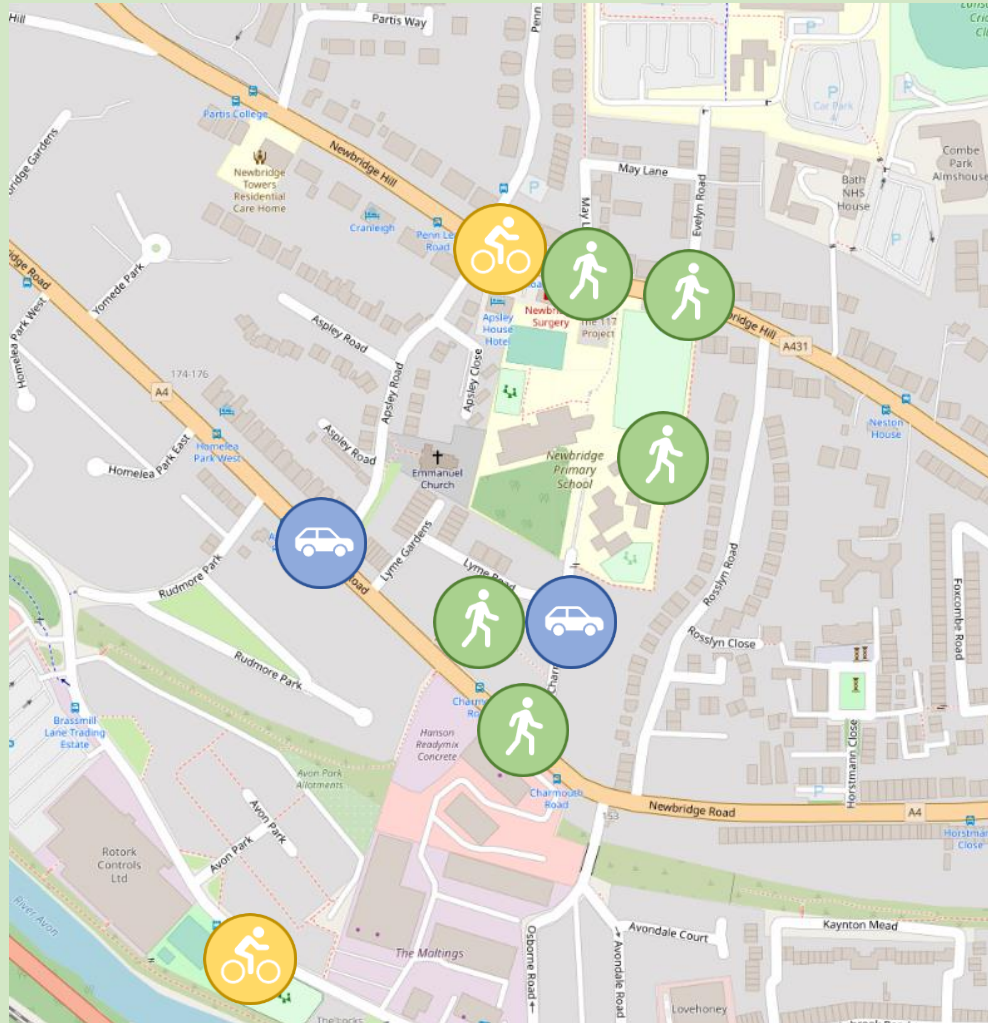


Poor visibility at junctions due to parked vehicles and road geometry.



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.



Lots of children and parents walk to school, but there are several crossings which don't feel safe and some paths along these routes are poorly maintained.



People cycle around the area and along the Bristol to Bath cycle path but access to the north could be improved.



The school has a wide catchment area. This means lots of parents drive to drop off and pick up their children from school.



What did we learn...?

- Residents in the Lyme Road and Charmouth Road area reported issues with parking, congestion and speeding traffic during school drop off and pick up times. This can result in difficulties for residents to park and be dangerous for those walking in the area.
- There are lots of good footway routes in the area but these are not always properly maintained. In winter months these routes can be dark due to poor lighting.
- The Charmouth Road and Lyme Garden junctions with the A4 are particularly bad for pedestrians to cross due to the large junction sizes. The points pose an issue for the less mobile and those walking with children and push chairs.
- There are issues with connection between the north and south of the area for those walking and wheeling.



People discussing at Mount Road Workshop



People discussion ideas at the Chelsea 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

Poor cycle provision between the north and south of the area and speeding traffic creates difficulties for people cycling around the area.



Traffic Interventions

Residents being able to park in the area is still a concern but the issues of congestion, speeding and idling vehicles are also prominent issues. This is mainly associated with school traffic.



Improved Public Spaces

There is a desire for more facilities for local residents in the area to visit and socialise in. There was also the need for more safe spaces for children to play.



Better Allocation of Road Space

A better allocation of road space along Lyme Road and Charmouth Road would allow residents, parents and children to have a safer journey walking and wheeling to school.

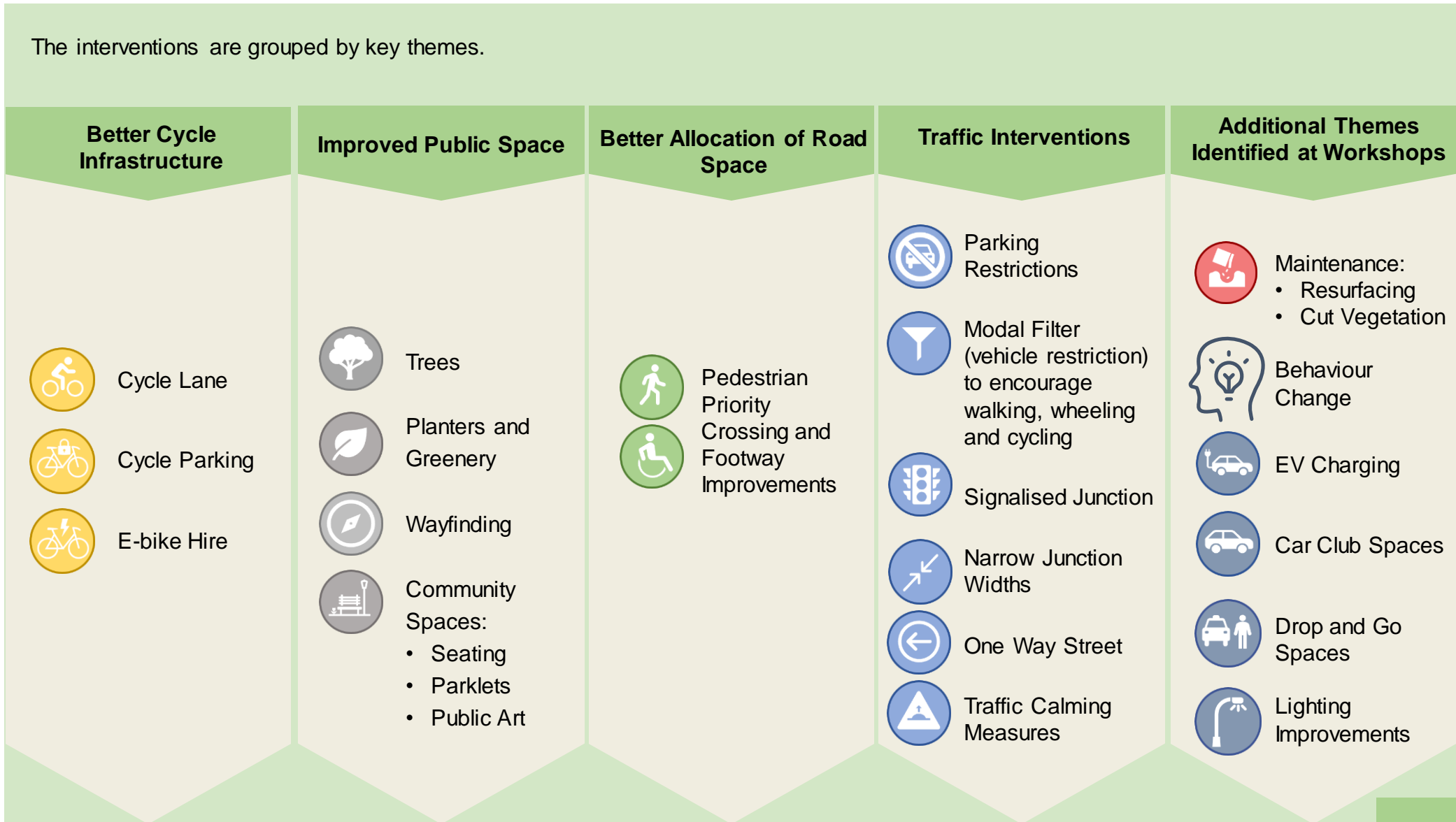
Currently large amounts of space is dedicated to vehicular traffic which means the crossing facilities in the area for people walking and wheeling are limited.

Priority crossings at the A4 junction entrances to the area would allow for a safer movement of people walking or wheeling and encourage more people to travel actively.

Improvements to the north-south movements in the area would hope to encourage a greater number of people to travel actively to the area. This, along with maintenance to footways and paths, would improve the experience for pedestrians in the area.

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.



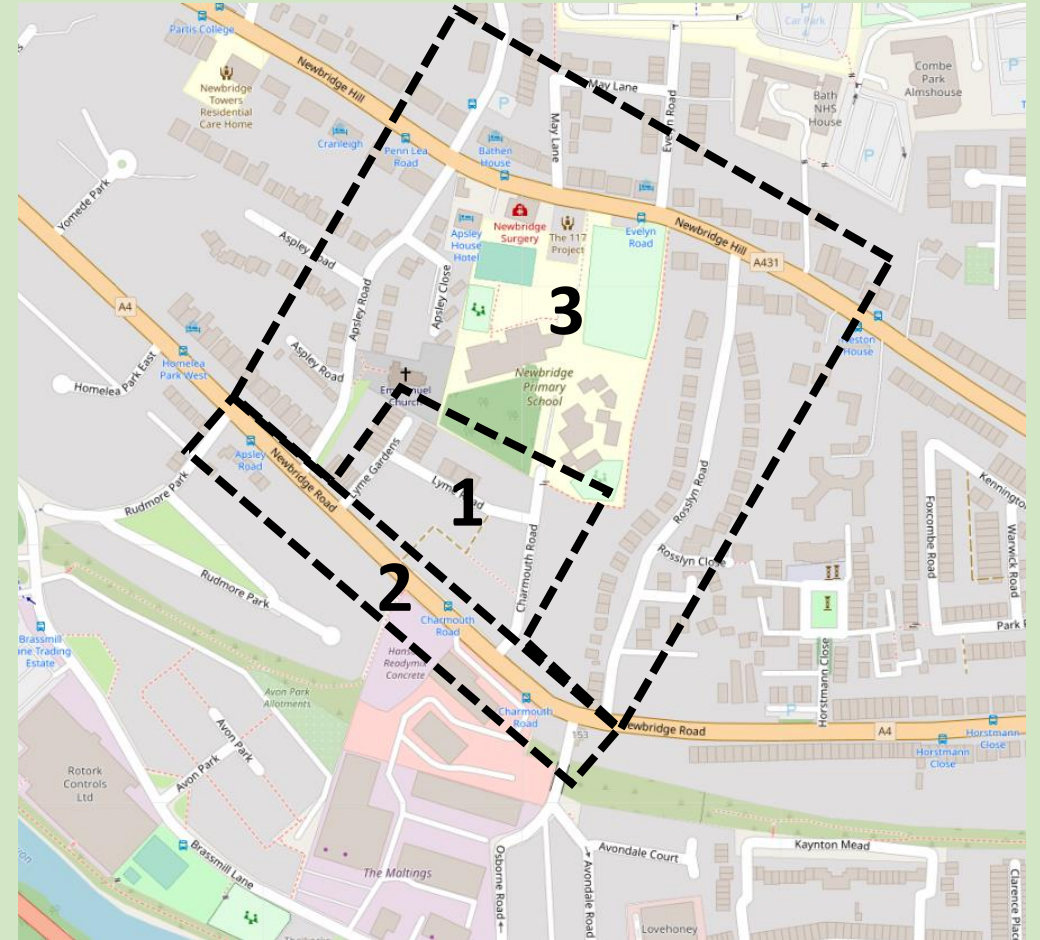
Exercise 4: Re-imagining the space

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: Lyme Gardens,
Lyme Road and Charmouth
Road**

Zone 2: A4/ Newbridge Road

**Zone 3: Apsley Road,
Rosslyn Road and
Newbridge Hill**



Zone 1 Lyme Gardens, Lyme Road and Charmouth Road

Residents' suggestions to improve cycling opportunities in the area

Area Around the Emmanuel Church



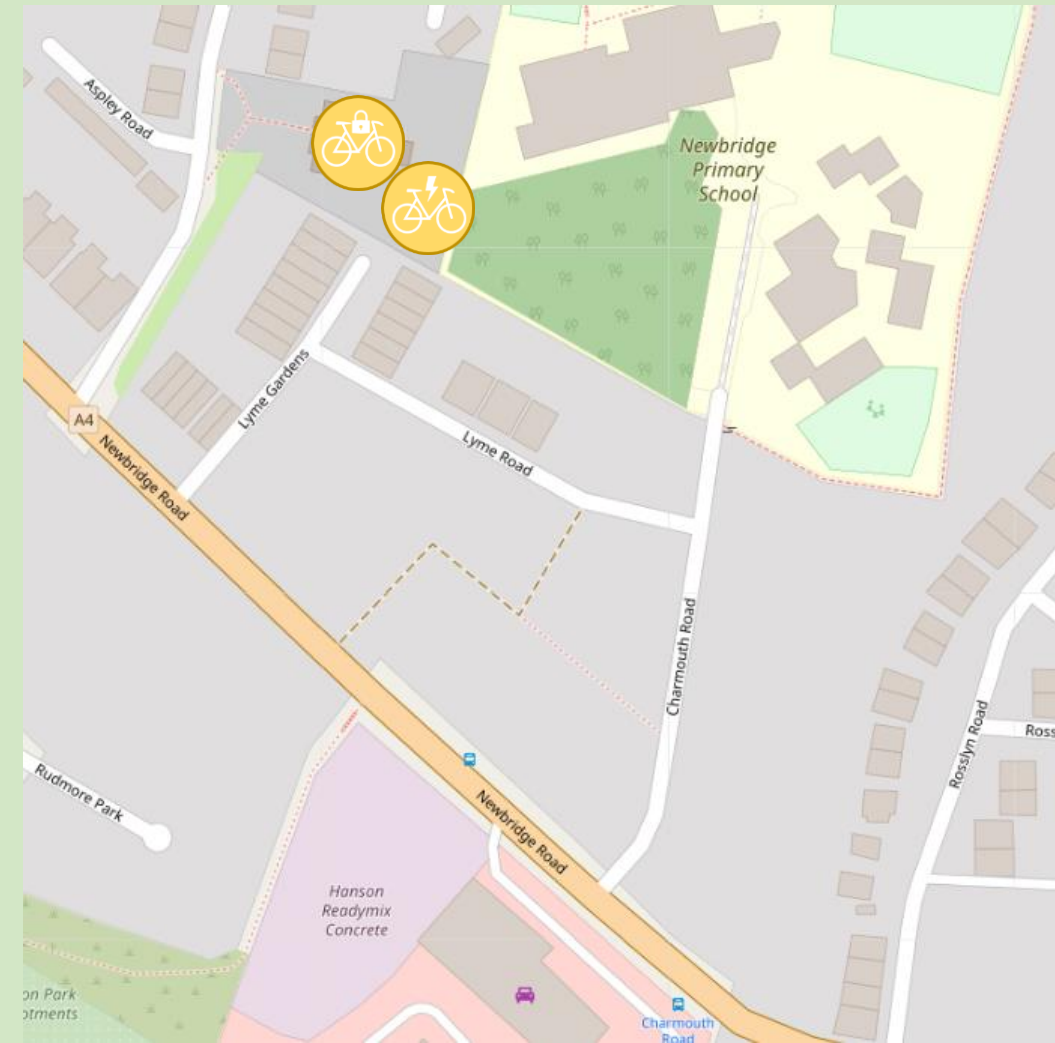
Creating a new space for secure bicycle parking and E-bike rental on the eastern boundary of the school. This would allow people to cycle to the school and church, and perhaps access from a new entrance.



E-bike Rental



Bike storage in Bath



Zone 1 Lyme Gardens, Lyme Road and Charmouth Road

Residents' suggestions
to improve the public
spaces in the area

Public Rights of Way



Install signs and wayfinding which shows access from Lyme Road and A4/ Newbridge Road.

This could encourage people less familiar with area to walk between areas and beyond.



Path wayfinding
©Eternalworksindex

Charmouth Road



Place planters and trees along the road to provide more green spaces throughout the neighbourhood towards Newbridge Primary School.



Newbridge School Community Space



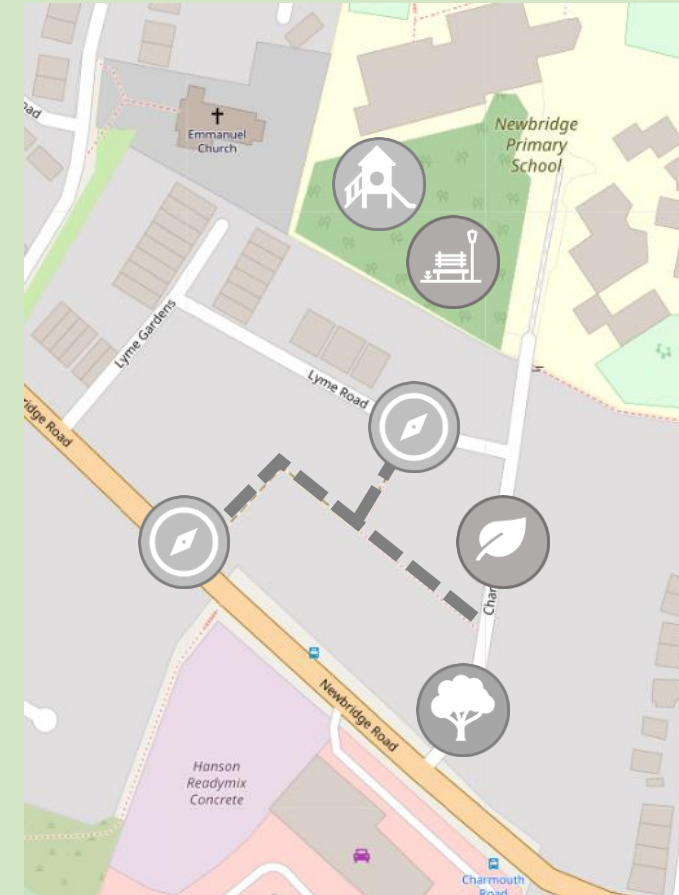
Children's play area within school woodland area.



Benches and other furniture to provide a community space within the woodland area.



Planter installation, Bristol



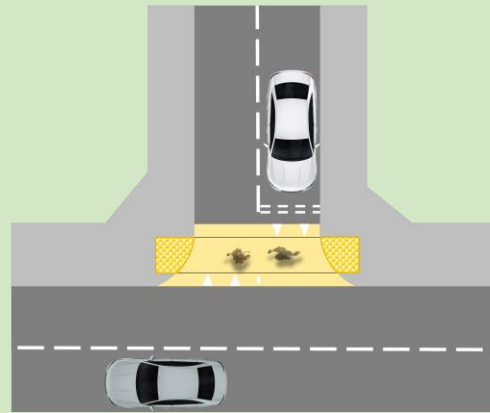
Zone 1 Lyme Gardens, Lyme Road and Charmouth Road

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



Continuous Crossings at A4 Junctions

Raised continuous crossings at Lyme Gardens and Charmouth Road junctions with A4.



Schematic arrangement showing a continuous footway



New Access Through Emmanuel Church

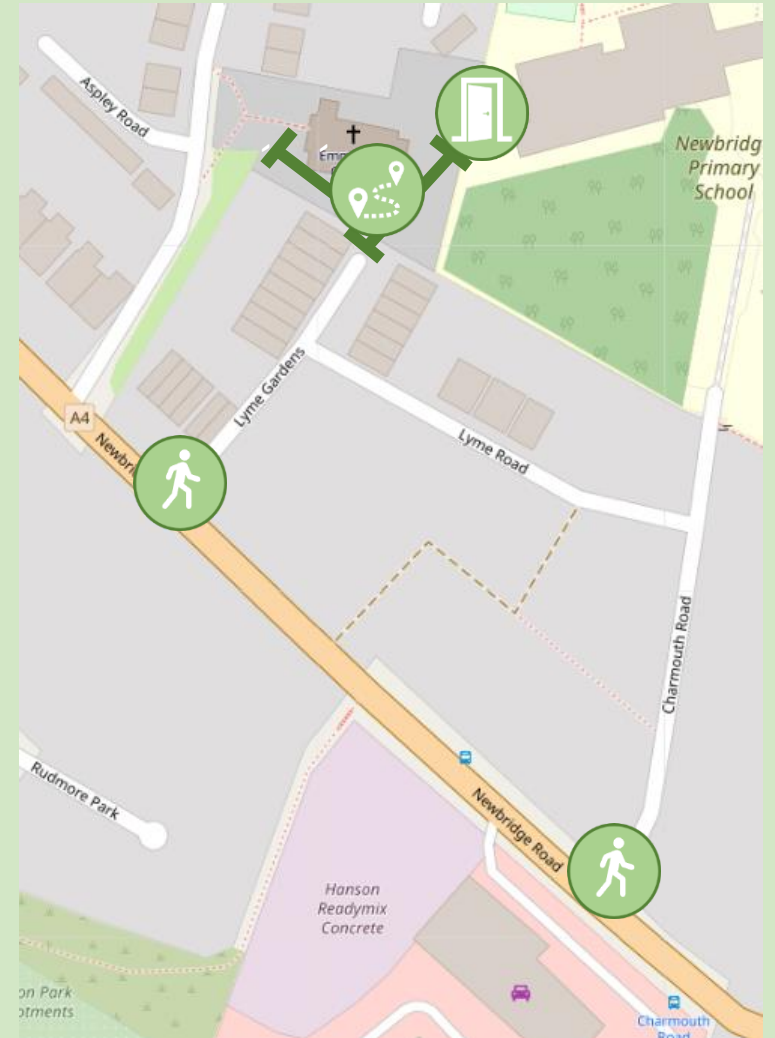
New pedestrian and cyclist access footpath from Lyme Gardens, connecting to Apsley Road and eastern edge of Newbridge Primary School.



Location for access along Emmanuel Church



New access into primary school on eastern side of the boundary.



Zone 1 Lyme Gardens, Lyme Road and Charmouth Road

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

Formalise One Way Loop



One way along Charmouth Road, Lyme Road and Lyme Gardens.

Maintain two way along northern ends of Charmouth Road and Lyme Gardens.



© Google Maps 2022



Traffic calming to discourage speeding along new one way routes.

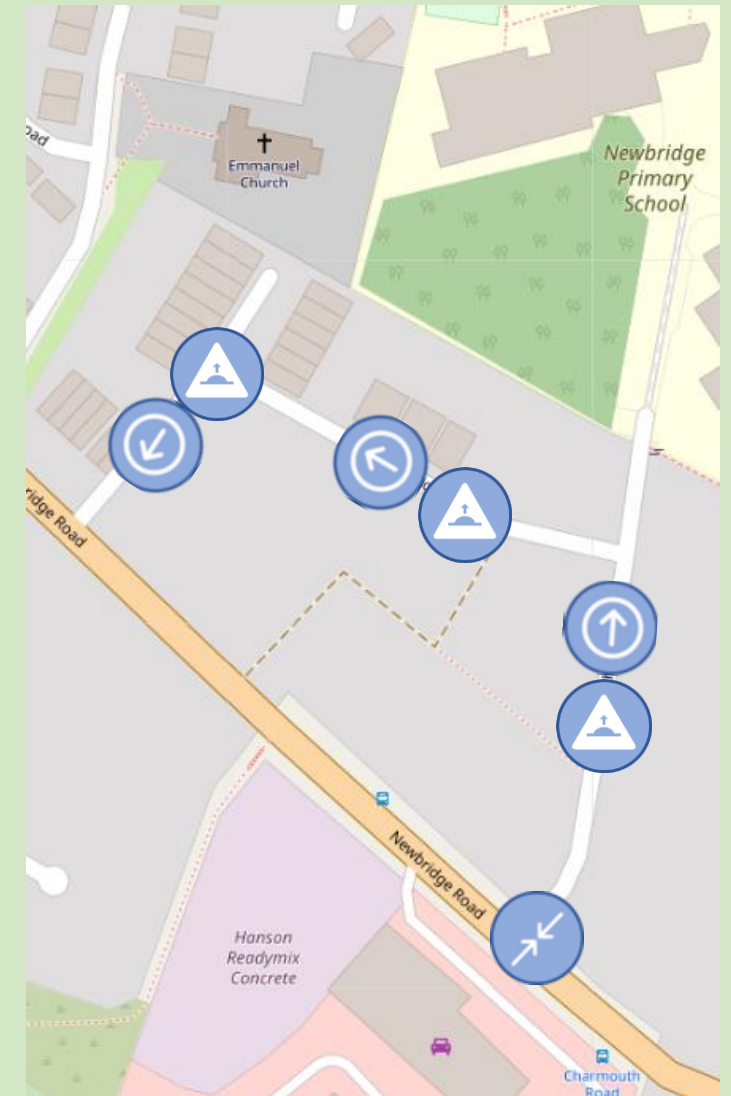
Charmouth Road/ A4 Junction



Reduction in junction size would reduce vehicle speeds entering the area. This would also reduce the crossing distance for pedestrians.



© Google Maps 2022



Zone 1 Lyme Gardens, Lyme Road and Charmouth Road

Residents' suggestions for other themes to improve the area



Maintenance to Public Footways

Improve surface conditions and maintenance of footpaths through housing within area.



E-scooters at Eastern School Access

Provision of e-scooter rental at eastern entrance of school. These facilities would encourage parents and children to use facilities as opposed to driving to school



School Street

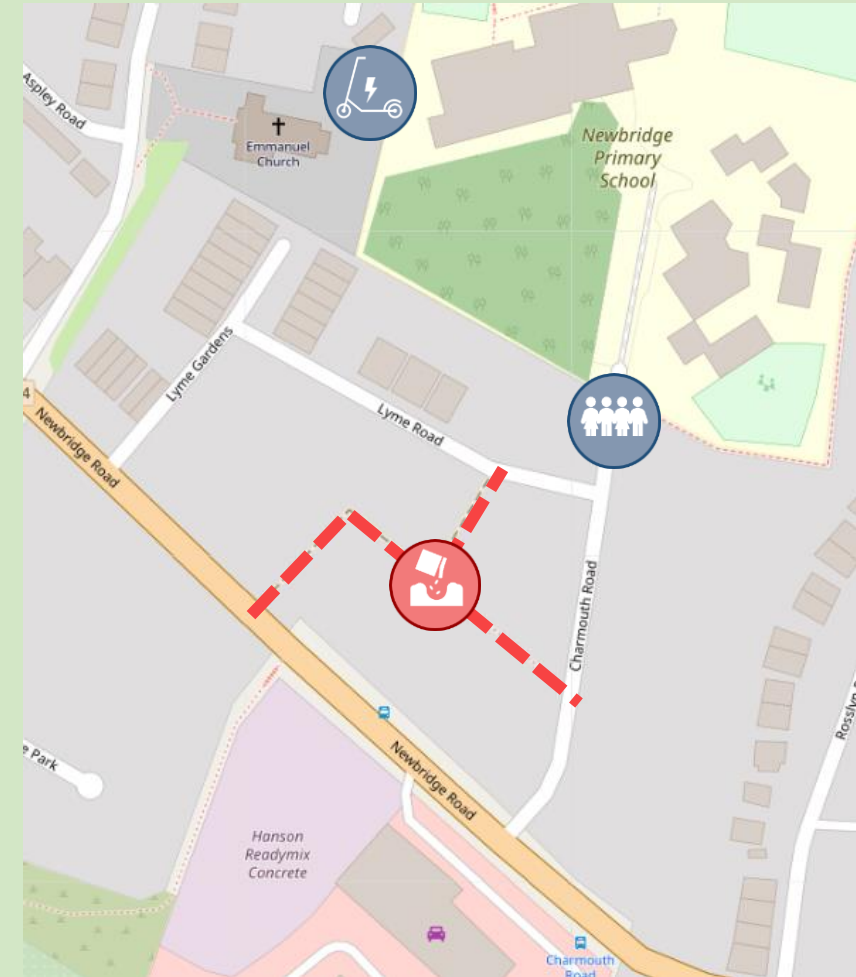
Timed closure of the northern most end of Charmouth Road would allow a safe environment outside the school gates. This would reduce congestion and vehicular traffic at the school entrance and make for a healthier and safer environment for the school children.



© Google Maps 2022



Signage placed outside of school in Bristol



Zone 2 Newbridge Hill/A4

Residents' suggestions to improve cycling opportunities in the area

Cycle Infrastructure

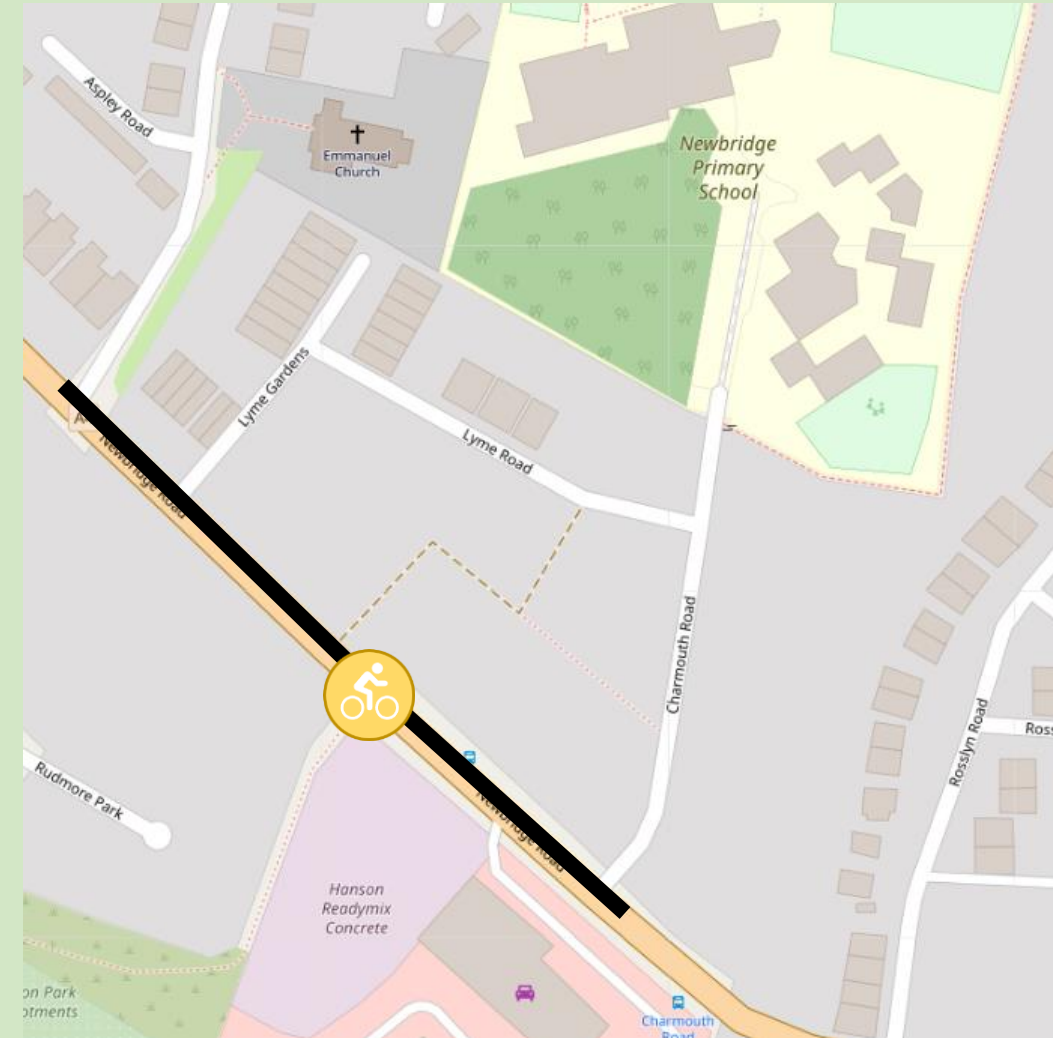


Provide safe cycling facilities, possibly a cycle lane, along the lengths of A4 close to Lyme Gardens.

A4 currently has large area of hatching that can be used.



Segregated cycleway in Bristol



Zone 2 Newbridge Hill/A4

Residents' suggestions
to improve the public
spaces in the area

Greenery and Planters



Place planters and trees along road to provide more green spaces. This would change drivers perception of the area and aim to improve air quality.



Tree planter installation in Bristol



Planter installation in Bristol



Zone 2 Newbridge Hill/A4

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



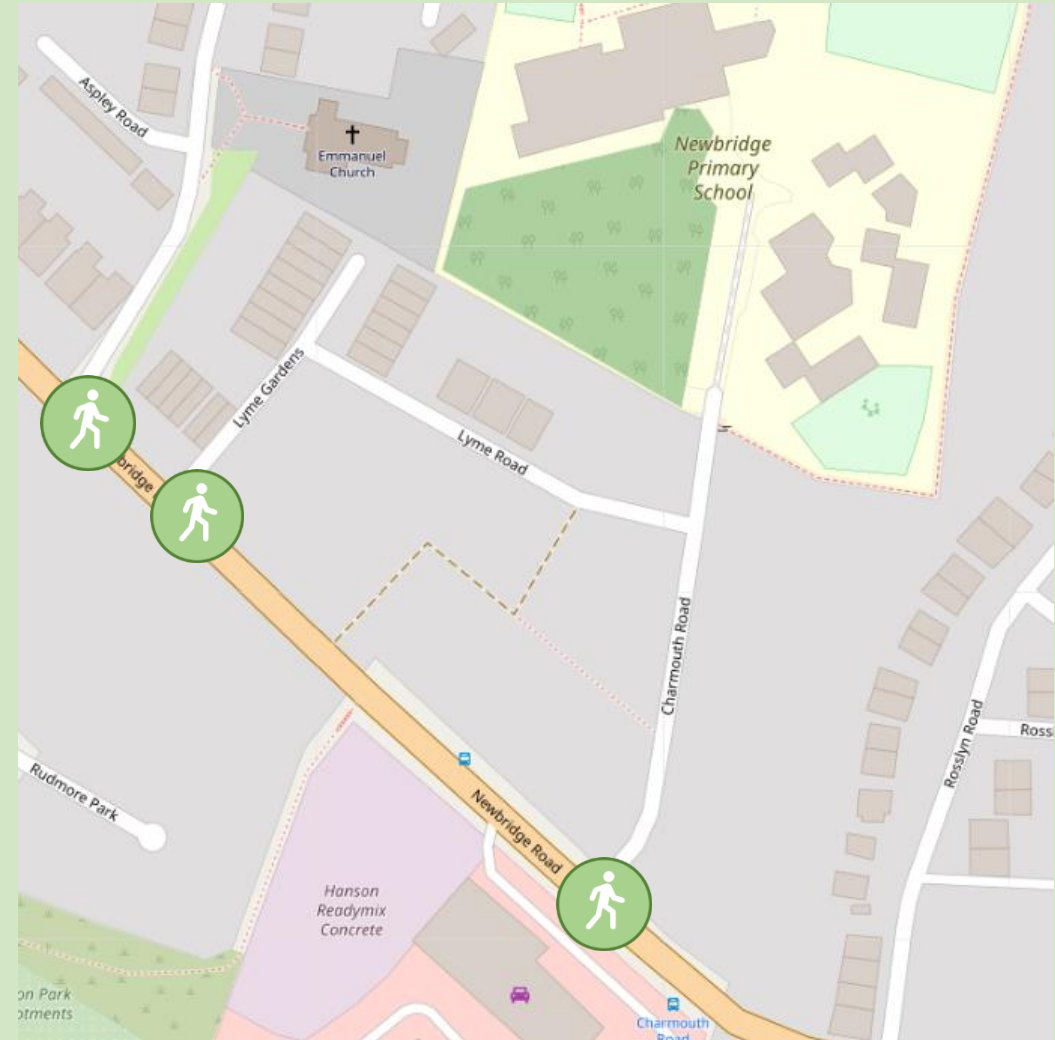
Continuous Crossings at Side Road Entrances

Raised continuous crossings at Lyme Gardens, Charmouth Road (already detailed) and Apsley Road junctions with A4. These would allow for safe crossing of pedestrians at these side roads along the A4 towards the school.

These interventions would also enforce the recent changes to the highway code of pedestrian priority at side roads. Initial installation can be done temporarily with pavement markings.



Side road entry treatment in Bristol



Zone 2 Newbridge Hill/A4

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

Traffic Calming Along A4



Reduction in speed limit in section of A4 from 30mph to 20mph.



Raised table crossing at Charmouth Road and A4 intersection would slow traffic entering the area.



© Google Maps 2022

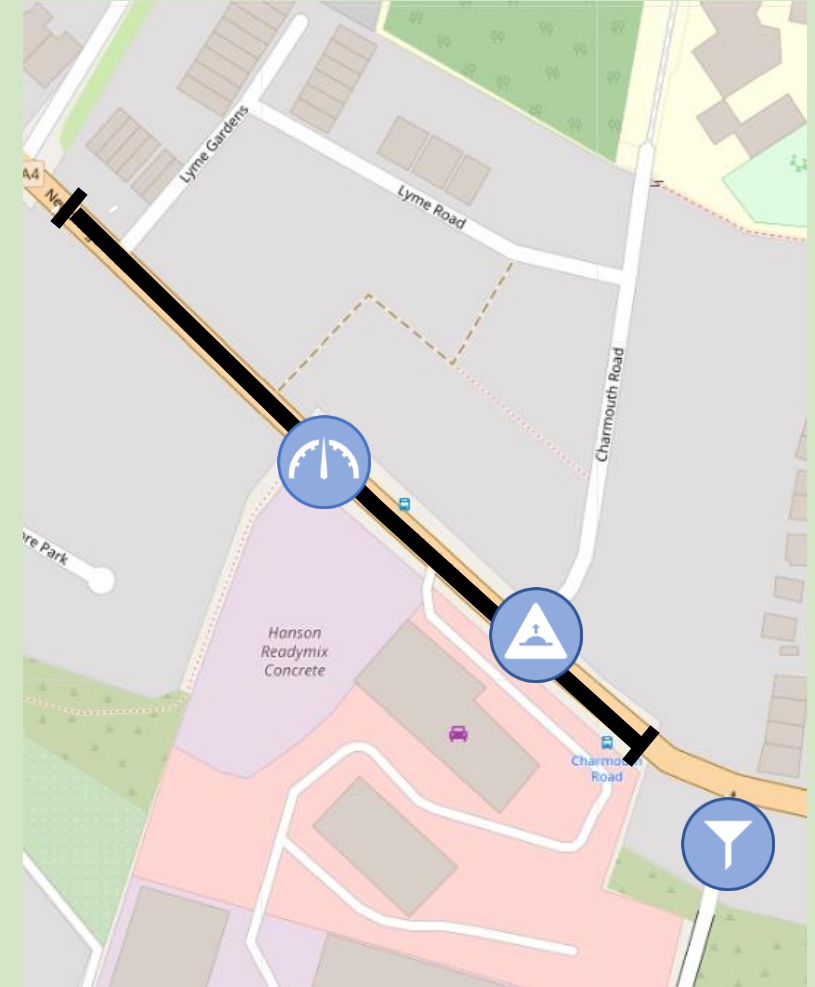
Osborne Road Modal Filter



Introduction of modal filter (e.g. bollards or planters) at end of Osborne Road from the A4. This would prohibit access for vehicles whilst pedestrian and cyclist access would still be permitted. This would reduce dangerous movements onto the A4.



© Google Maps 2022



Zone 2 Newbridge Hill/A4

Residents' suggestions for other themes to improve the area



Drop and Go Along A4

Utilise area along the A4 as a 'parent's drop and go' to relieve the morning and evening traffic within the neighbourhood area. Children can be walked to the school by volunteers through the public rights of way.



© Google Maps 2022

E-scooters



E-scooter facilities near the new development area would allow people alternative options to travel into Bath City Centre.



© Google Maps 2022



Zone 3 Apsley Road, Rosslyn Road and Newbridge Hill

Residents' suggestions to improve the public spaces in the area

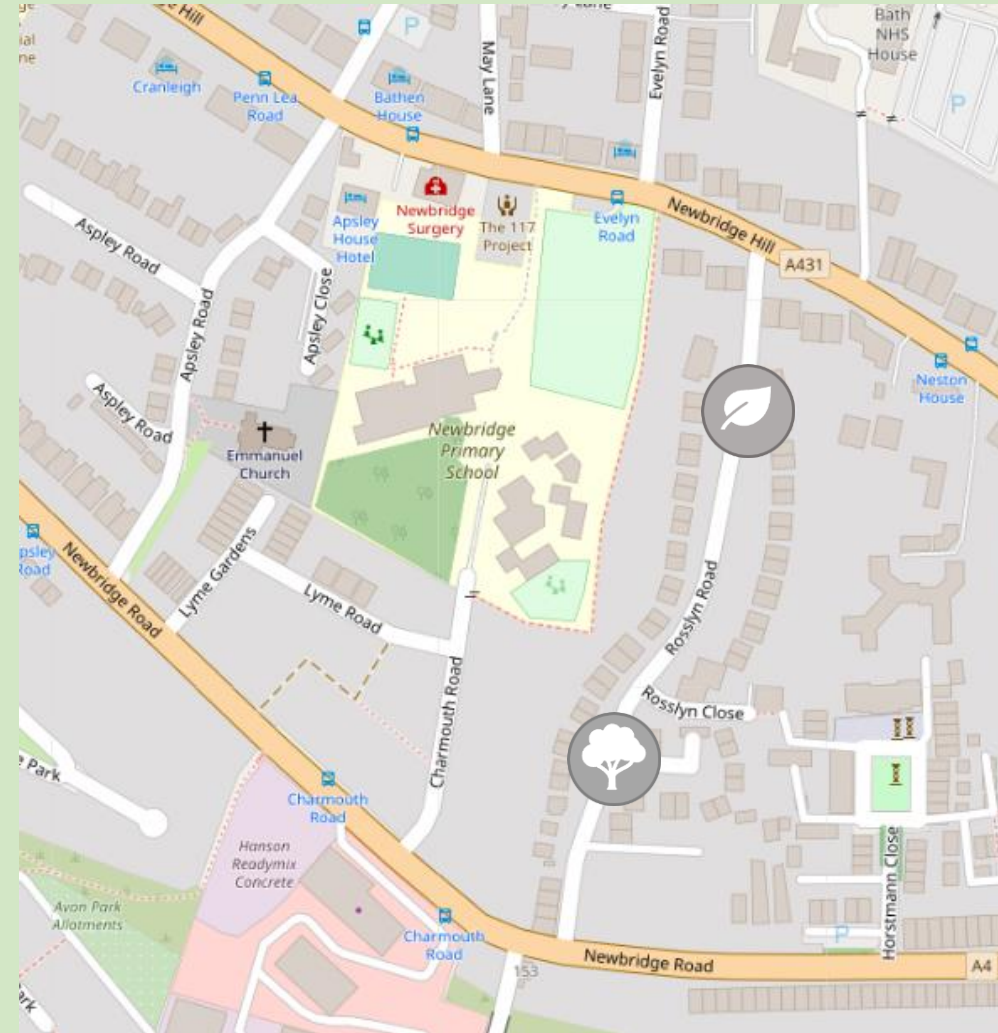
Greenery and Planters



Place planters and trees along Rosslyn Road to provide more green spaces in this area. This would change drivers perception of the area and encourage safer driving.



Planter installation © 30bis Studio – E.Belondrade



Zone 3 Apsley Road, Rosslyn Road and Newbridge Hill

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



Continuous Crossings

Raised continuous crossing at northern end of Apsley Road to allow safer crossing of east to west movements along Newbridge Hill.



© Google Maps 2022



New Crossing Along Newbridge Hill

Pedestrian priority crossing along Newbridge Hill would allow safer movements across the carriageway.



© Google Maps 2022



Zone 3 Apsley Road, Rosslyn Road and Newbridge Hill

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

One Way Along Rosslyn Road and Apsley Road



Provision of one way along Rosslyn Road heading north and one way along Apsley Road headed south to create a gyratory flow between the A4 and A431.



Installation of traffic calming measures along both roads would encourage slower speeds of vehicles travelling through the areas.



© Google Maps 2022

Parking Ban on Southern End of Apsley Road



Introduction of double yellow lines on west side of Apsley Road near A4 junction to allow for better visibility for road users and crossing pedestrians.



© Google Maps 2022

Speed Reduction Along Newbridge Hill



Reduce speed limit along Newbridge Hill from 30mph to 20mph.



Zone 3 Apsley Road, Rosslyn Road and Newbridge Hill

Residents' suggestions for other themes to improve the area

Drop and Go Along Apsley Road



Utilise hard standing area near garages as a 'drop off and go' area for parents during school drop off period.

Maintenance and Lighting Improvements to Public Right of Way.



Improvements to surface conditions and maintenance of vegetation along path.



Installation of low level lighting to provide safer environment for people to walk during darker months.

Parking and EV Charging & Car Club



Formalisation of parking bays along Rosslyn Road.



EV Charging points along Rosslyn Road.



Car Club space allocation along Rosslyn Road.



© Google Maps 2022



Car club space



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 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 Lyme Road and Charmouth 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 Lyme Road and Charmouth 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

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