



Bath & North East
Somerset Council
Improving People's Lives

AECOM



Whitchurch Village and Queen Charlton Co-development Workshop

Summary of Discussions
August 2022

Liveable Neighbourhoods Co-development Workshop

This report shows the outcomes of a workshop held on the 21st of June 2022 for residents in the Whitchurch Village and Queen Charlton area.

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 Whitchurch Village and Queen Charlton 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 Whitchurch Village and Queen Charlton. 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 Whitchurch Village and Queen Charlton focused on improving pedestrian access, cycle access and reducing motorised through traffic in residential areas and along Queen Charlton Lane.

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 Whitchurch Village and Queen Charlton Area

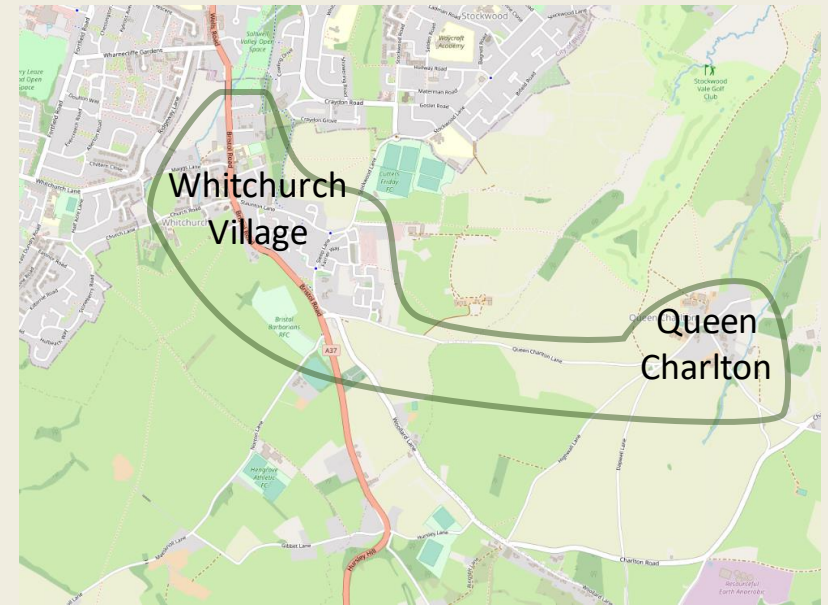
Whitchurch Village and Queen Charlton are Villages situated along and just off of the A37, approximately 8.4 miles away from Bath. Whitchurch Village has a school, a church, a Scout group, shops, a playpark and residential areas. Queen Charlton is a more rural community with a smaller number of residents, a church and village hall.

From discussions at the workshops there appears to be three key areas to Whitchurch Village and Queen Charlton:

- The area around the Whitchurch Village playpark and connections for people walking, wheeling, and cycling to the area.
- Queen Charlton Lane which has experienced traffic-related issues in the past.
- Connections between Whitchurch Village, Queen Charlton and Keynsham.

Traffic appears to be an issue within Whitchurch Village due to high volumes of HGV traffic which travel along the A37. There are also issues reported along Queen Charlton Lane of speeding traffic which uses the route to avoid congestion during the morning and evening peaks.

These factors make walking, wheeling, and cycling around the area considerably difficult and unsafe.



Outcomes of the Earlier Public Engagement

In December 2021, the council invited people to submit feedback across 15 Liveable Neighbourhood areas being prioritised. Out of the 1,625 responses submitted, 68 people commented on the Whitchurch Village and Queen Charlton area. Below is a summary of what people said.

What is good about the area?

- 46 said 'strong community spirit'
- 10 said 'safe and healthy environment'
- 5 said 'accessibility for walking, wheeling, and cycling'

What issues are experienced?

- 66 said 'speeding traffic'
- 60 said 'through traffic'
- 21 said 'not enough space for wheeling, walking, or cycling'
- 20 said 'HGV traffic'
- 18 said 'school run traffic'
- 8 said 'pavement parking'

What measures could improve the area?

- 65 said 'a restriction on through traffic or HGVs'
- 18 said 'new or wider footways'
- 16 said 'new or improved cycle lanes'
- 10 said 'new pedestrian crossings'
- 4 said 'trees and planting'



Photo taken 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 the Queen Charlton village Hall on the 21st 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.

34 residents registered to attend 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 Whitchurch Village and Queen Charlton? What needs nurturing?
- Group feedback

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



Photo taken at Mount Road Workshop

Exercise 1

What people said they liked about Whitchurch Village and Queen Charlton

We asked each table to discuss and identify on a map what they liked about the Whitchurch Village and Queen Charlton area.



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



Strong community spirit. Lots of clubs including British Legion, a Cricket club and Scouts group.



Local school and nursery.

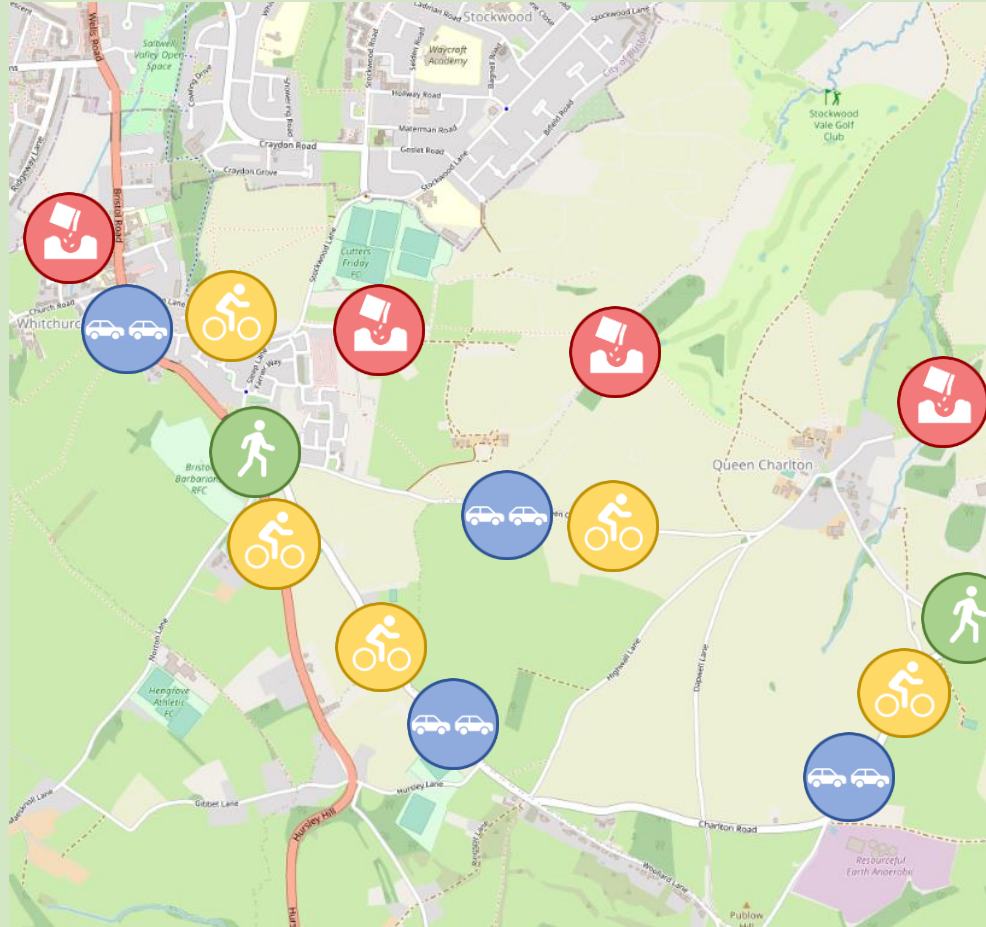


Places for children to play.



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 have hedges or paths which are not regularly maintained. This restricts accessibility, for wheeling and walking.



There are some great areas to go for a walk, but there are limited spaces to cross busy roads and limited opportunity to walk/ wheel through fields and alternative routes.



Cycling is dangerous and could be improved. Busy main roads and speeding vehicles make cycling dangerous.

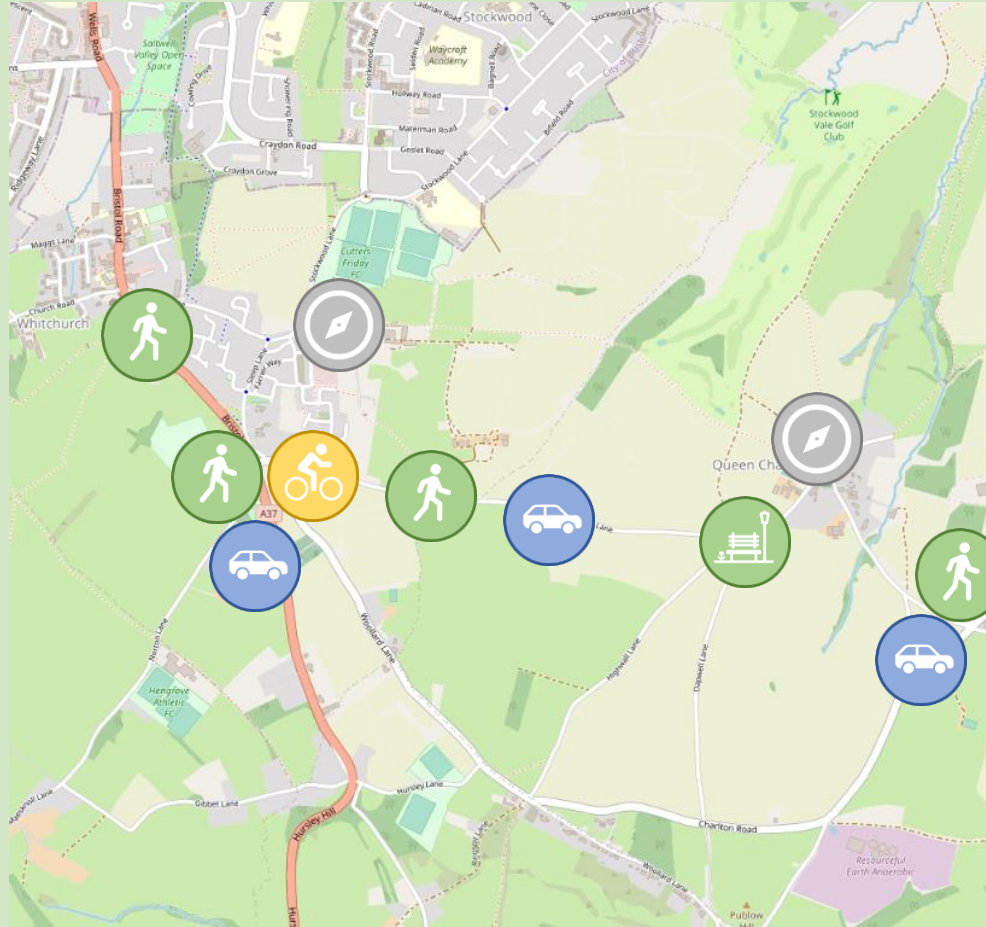



Congestion and speeding traffic, particularly during peak hours. This contributes to poor air quality and noise pollution.





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.




Narrow shared-use footway on NCN 3 causes issues for cyclists using the route due to conflicts with pedestrians. 

There is not enough local signage, with more this could encourage people to walk around the neighbourhood. 

A lack of outdoor seating, with more this could encourage more social interaction and active travel. 

Narrow or no pavements, particularly along Queen Charlton Lane, making walking and wheeling dangerous in these areas. 

Residents report driving to nearby areas including the village play park because the option to walk, wheel or cycle isn't perceived as a safe option. 

What did we learn... ?

- The Whitchurch Village playpark is an excellent attraction for children in the area, however, access to this facility is difficult due to poor crossing provisions and small refuge islands across the A37. This results in parents driving their children for short trips as to walk or wheel is perceived as dangerous.
- Speeding through traffic is a prominent issue along Queen Charlton Lane as commuters use the lane to avoid queues on the nearby Charlton Road and Woollard Lane. This makes walking, wheeling, cycling, or horse riding dangerous along this lane.
- Local walking routes in the area could be improved to encourage more active travel between Whitchurch Village, Queen Charlton, and onwards to Keynsham.



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

Speeding traffic and narrow shared footways make cycling around the area difficult.



Traffic Interventions

There are concerns from people living on the main roads that traffic could be displaced from residential streets, particularly Queen Charlton Lane, 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 which facilitates social interaction for local residents. These spaces can also offer an opportunity for people to rest as they engage in active travel around the area.



Better Allocation of Road Space

A better allocation of road space in the Whitchurch Village and Queen Charlton area by introducing more crossing points. For example, a crossing point across the A37 towards the village playpark would increase safety for those walking and wheeling.

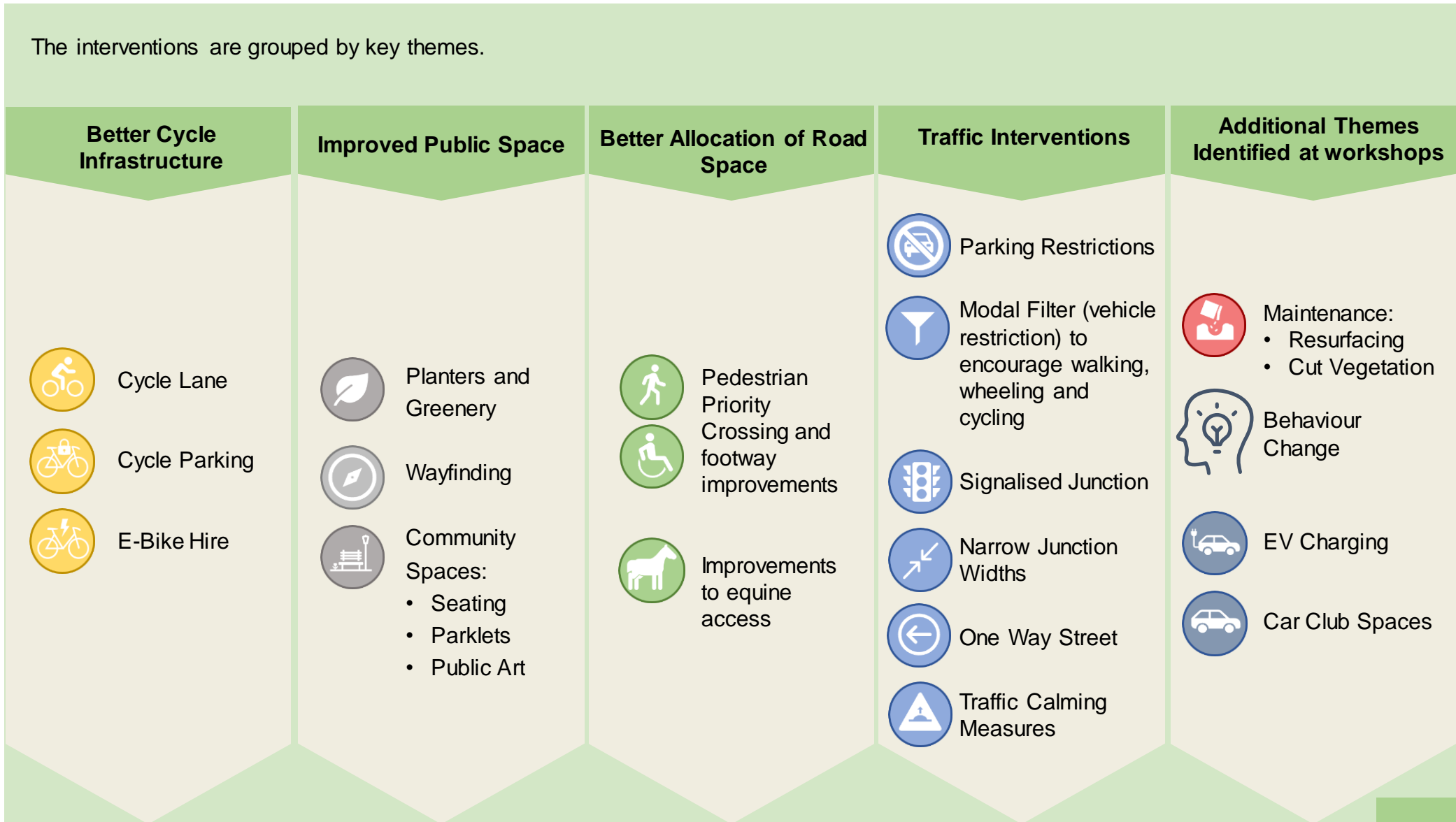
More space could also be allocated for public realm improvements which would encourage and facilitate social interaction.

There are some great areas to go for a walk, but some of these routes are in poor condition with fly-tipping and uneven ground which can be difficult to navigate for those who are less mobile.

Better signage would encourage people to walk around these areas.

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: Reimagining the space

We asked residents attending the workshop to 'reimagine' Whitchurch Village and Queen Charlton by suggesting ways to solve some of the issues identified earlier and ways to make getting around safer and more inclusive for everyone.

Zone 1: Whitchurch Village

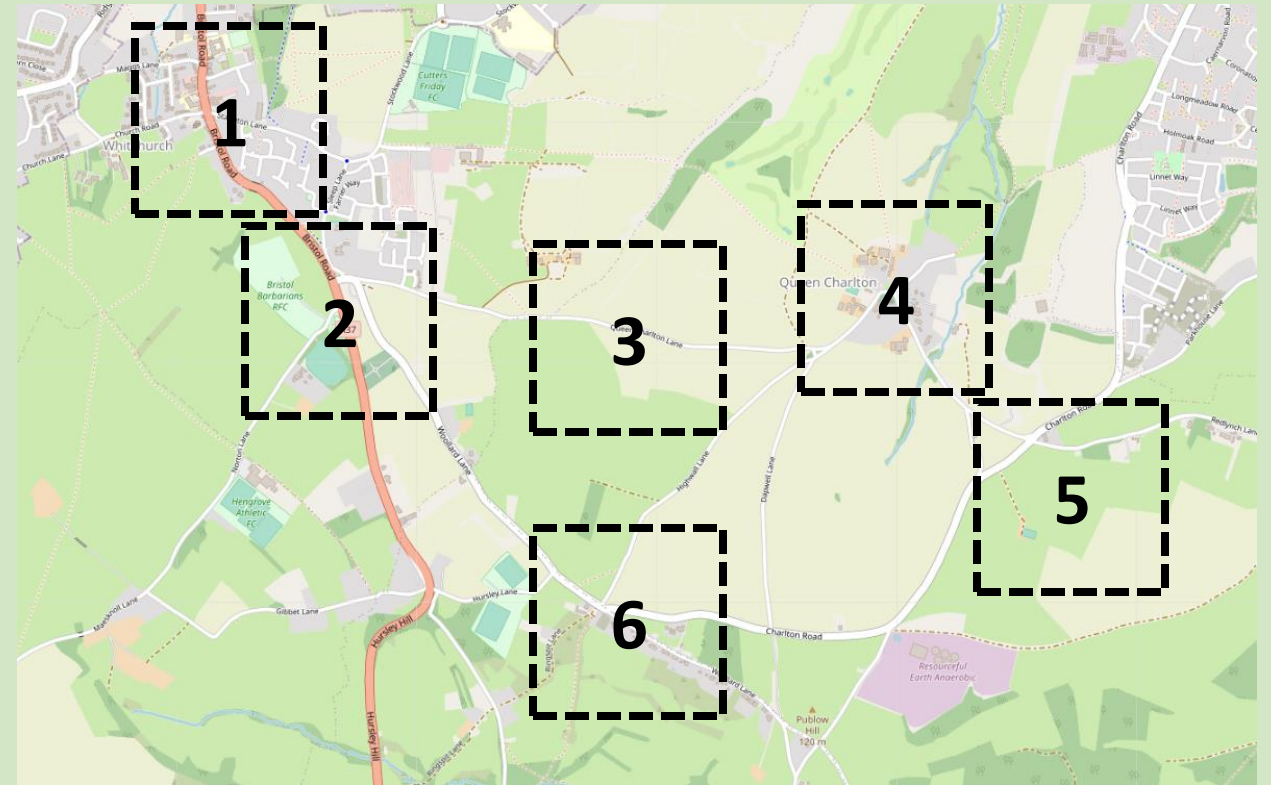
Zone 2: Whitchurch Village Play Park

Zone 3: Queen Charlton Lane

Zone 4: Connectivity to Queen Charlton

Zone 5: Redlynch Lane Junction and Charlton Road

Zone 6: Woollard Lane/ Charlton Lane junction



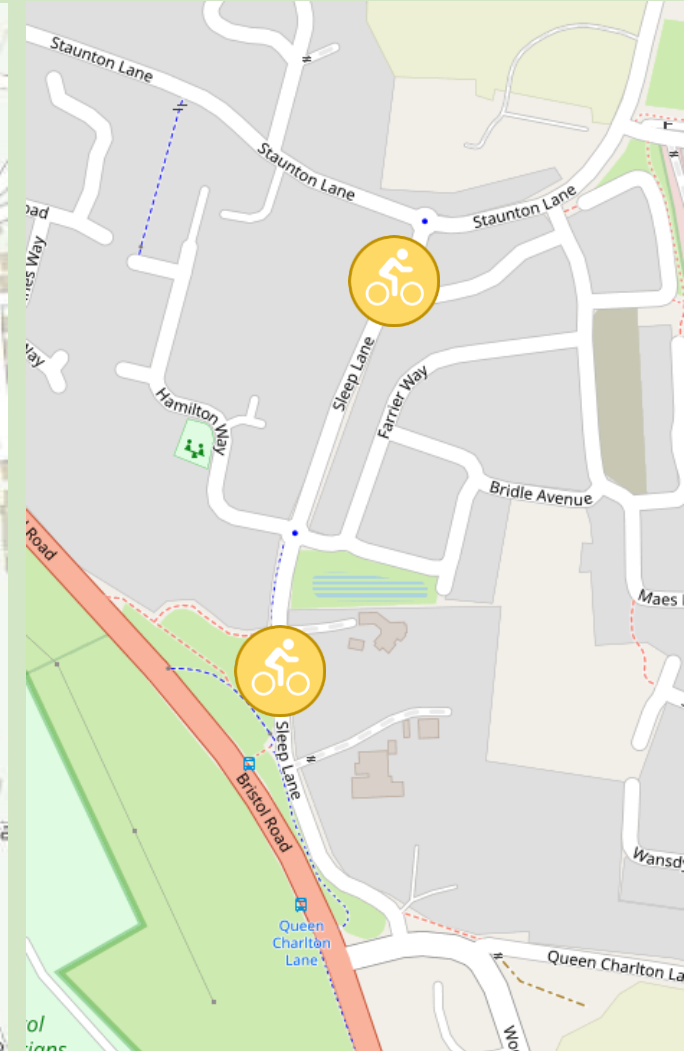
Zone 1 Whitchurch Village

Residents' suggestions to improve cycling opportunities in the area

Sleep Lane



Although there is already some signage, residents have noted that it is still a dangerous route for cyclists. Sleep Lane is Route 3 on the National Cycle Network and improving drivers' awareness of cyclists that use Sleep Lane would make it safer for cyclists.



© Google Maps 2022

Zone 1 Whitchurch Village

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



Sleep Lane

Installation of traffic calming measures along Sleep Lane to limit speeds and deter through traffic. The use of speed tables can also be used to improve pedestrian crossing along Sleep Lane.

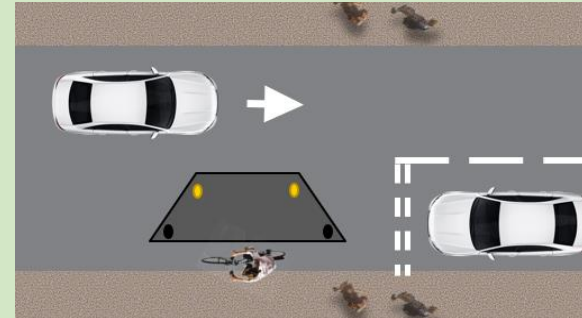


© Google Maps 2022



Staunton Lane

Traffic calming along Staunton Lane to reduce speeding traffic. It may be possible to introduce a chicane with a priority give way to slow down traffic along this section into the Village Centre.



Introduce a community gateway feature to change driver behaviour as they enter the area of Whitchurch Village.

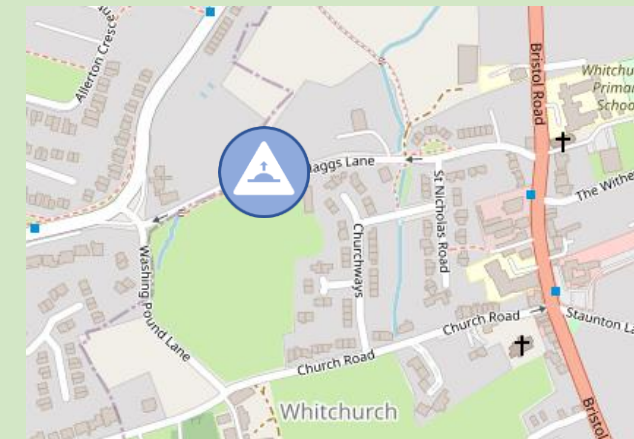
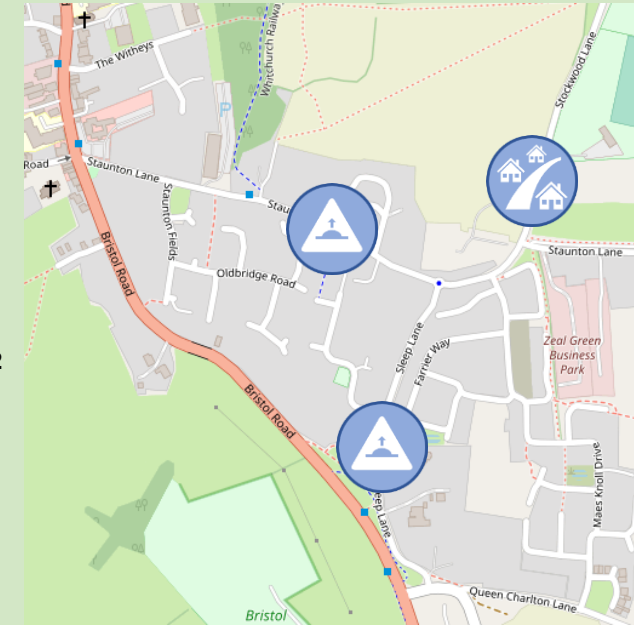


Maggs Lane

Provision of traffic calming measures such as speed bumps to slow speeding traffic outside of the Scout hut.



© Google Maps 2022



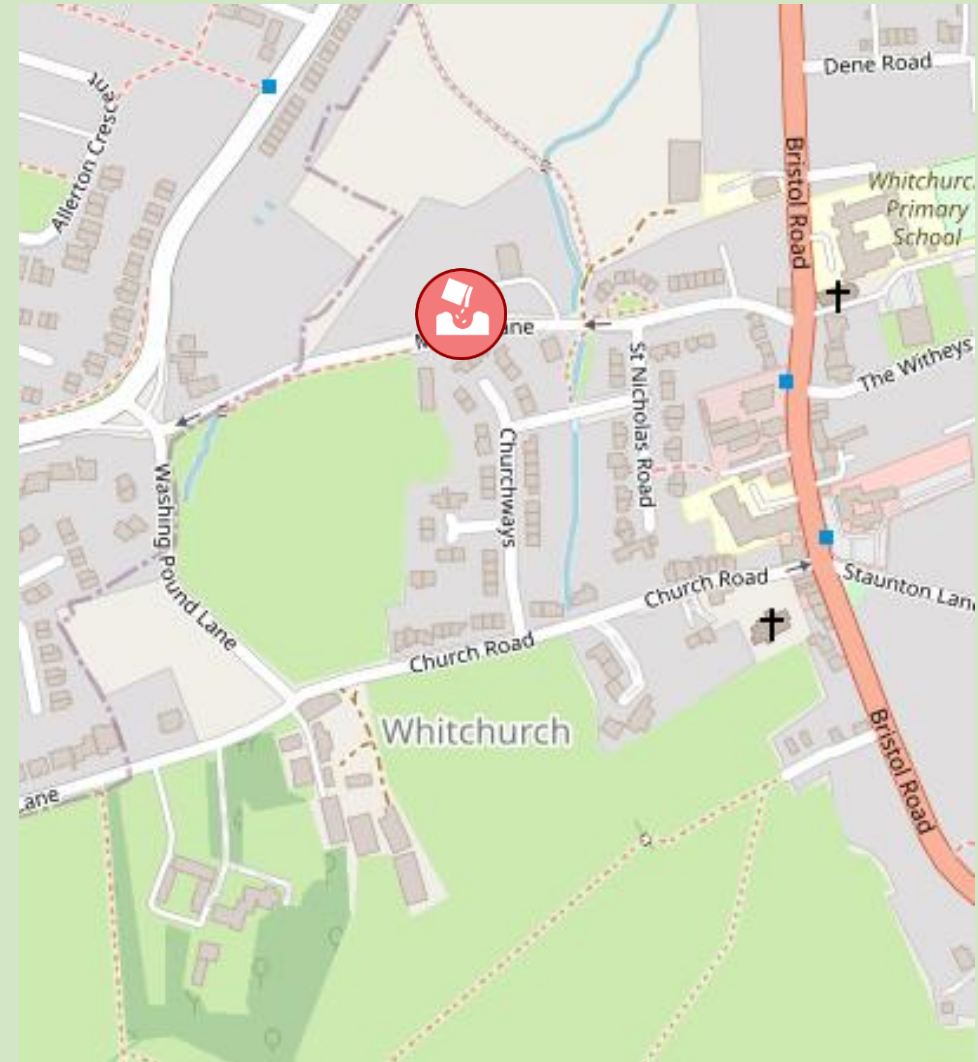
Zone 1 Whitchurch Village

Residents' suggestions for maintenance to improve the area



Maggs Lane

Improve current pedestrian footway along Maggs Lane outside the Scout hut by completing maintenance work to resurface and remove excess vegetation from the path.



© Google Maps 2022

Zone 2 Whitchurch Village Play Park

Residents' suggestions to improve cycling opportunities in the area



A37/Queen Charlton Lane Junction



Add bike storage and e-bike hire facilities opposite the bus stop to encourage active travel.



Area around Play Park

Add bike storage facilities.



Queen Charlton Lane

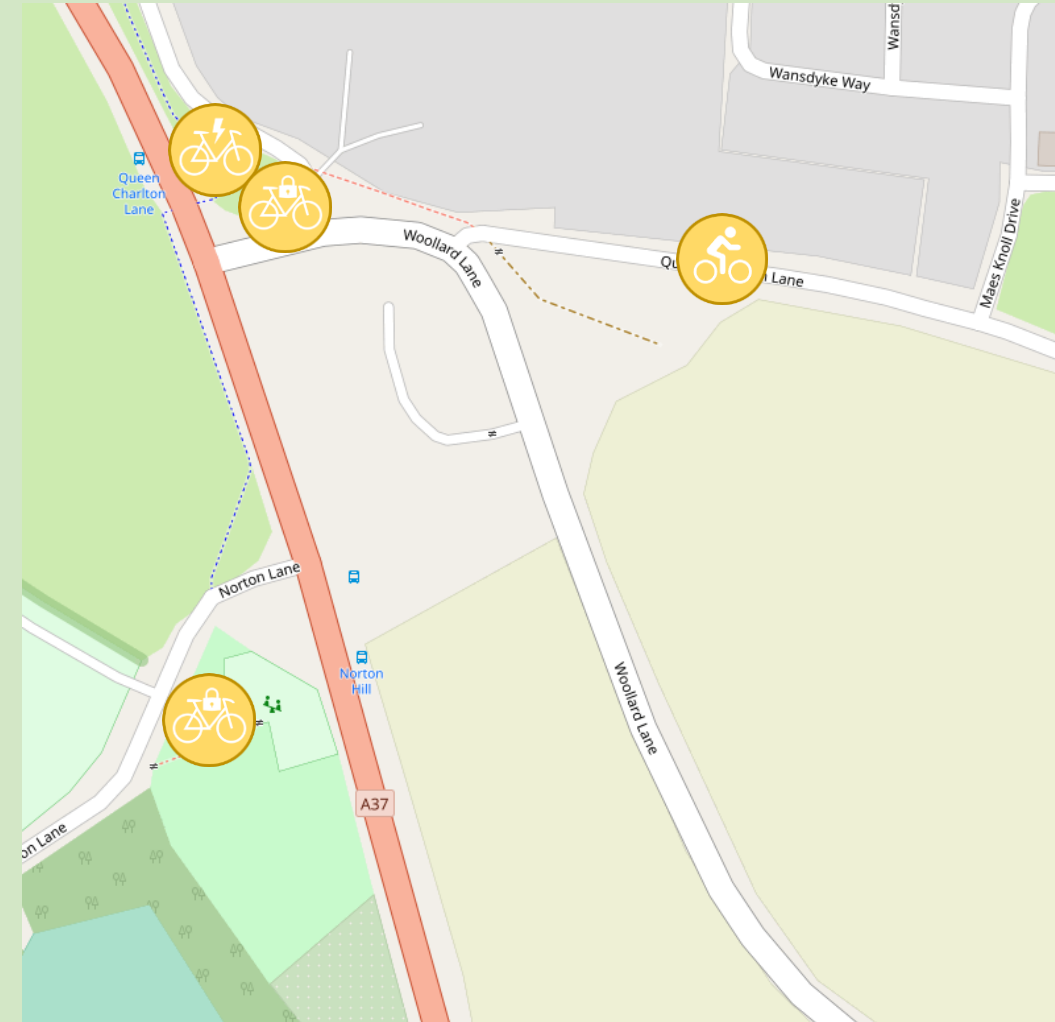
Upgrade current footway to raised shared use pavement for pedestrians and cyclists.



Consider cycling for short journeys.



© Google Maps 2022



Zone 2 Whitchurch Village Play Park

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

A37/Queen Charlton Lane Junction



Widen the existing shared cycleway/footway to a minimum of 3m.

Area around Playpark



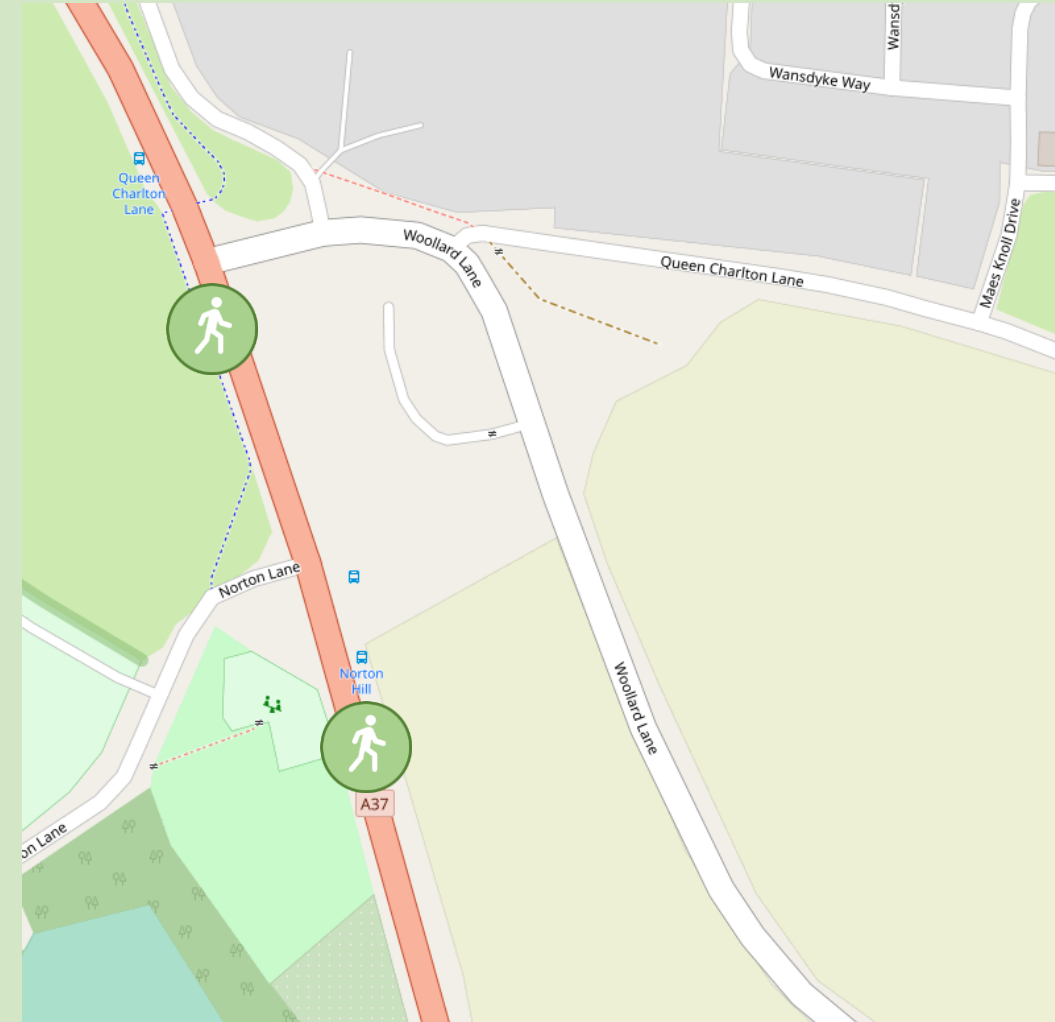
Improve pedestrian crossing and access between south bound bus stop and play park, including new footpath across grass verge.



Consider walking for short journeys



© Google Maps 2022



Zone 2 Whitchurch Village Playpark

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



Area around Playpark

Narrow the junction of the bell mouth to slow vehicles.



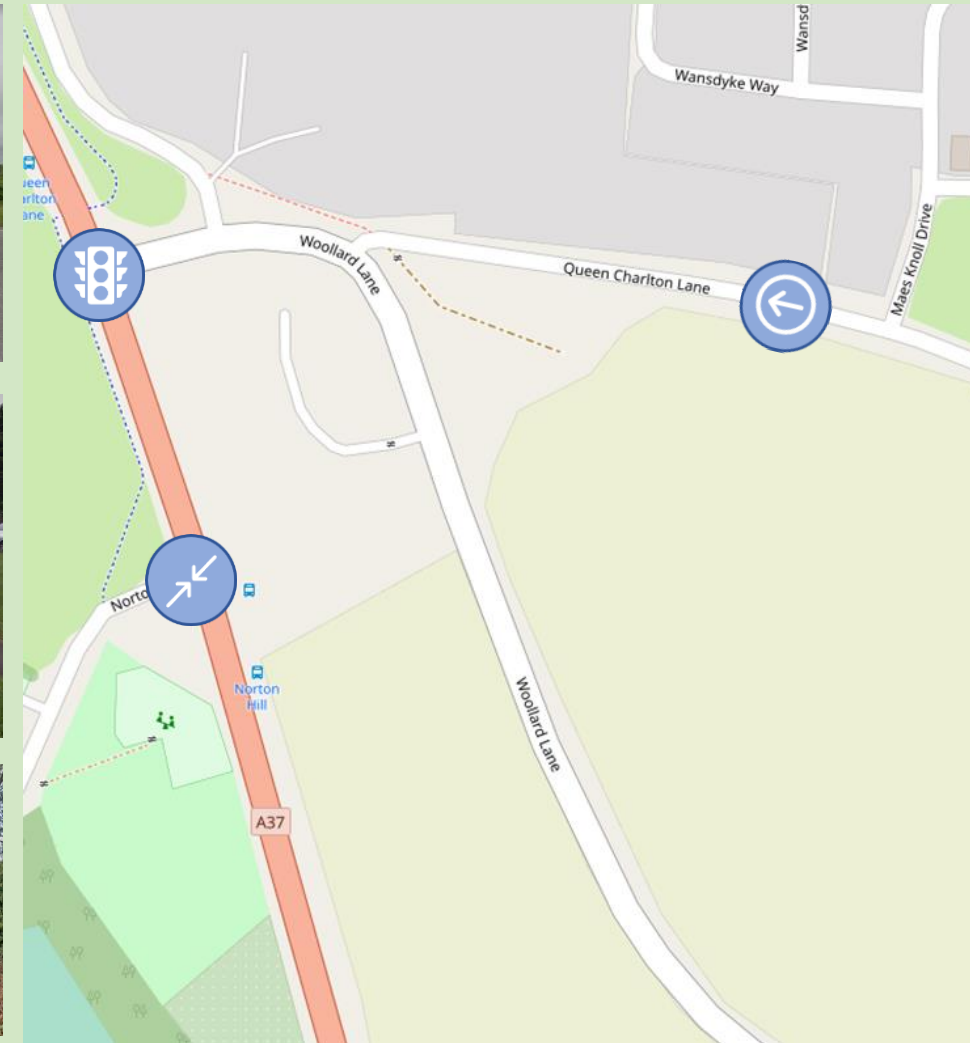
A37/Queen Charlton Lane Junction

Install a signalised junction with a pedestrian and cyclist toucan crossing.



Queen Charlton Lane

Make lane between Woollard Lane and Maes Knoll Drive one-way, heading west only.



© Google Maps 2022

Zone 3 Queen Charlton Lane Loop

Residents' suggestions to improve the public spaces in the area



Improvements to Public Right of Way

Provide recycling bins at existing locations which are prone to litter and fly-tipping.

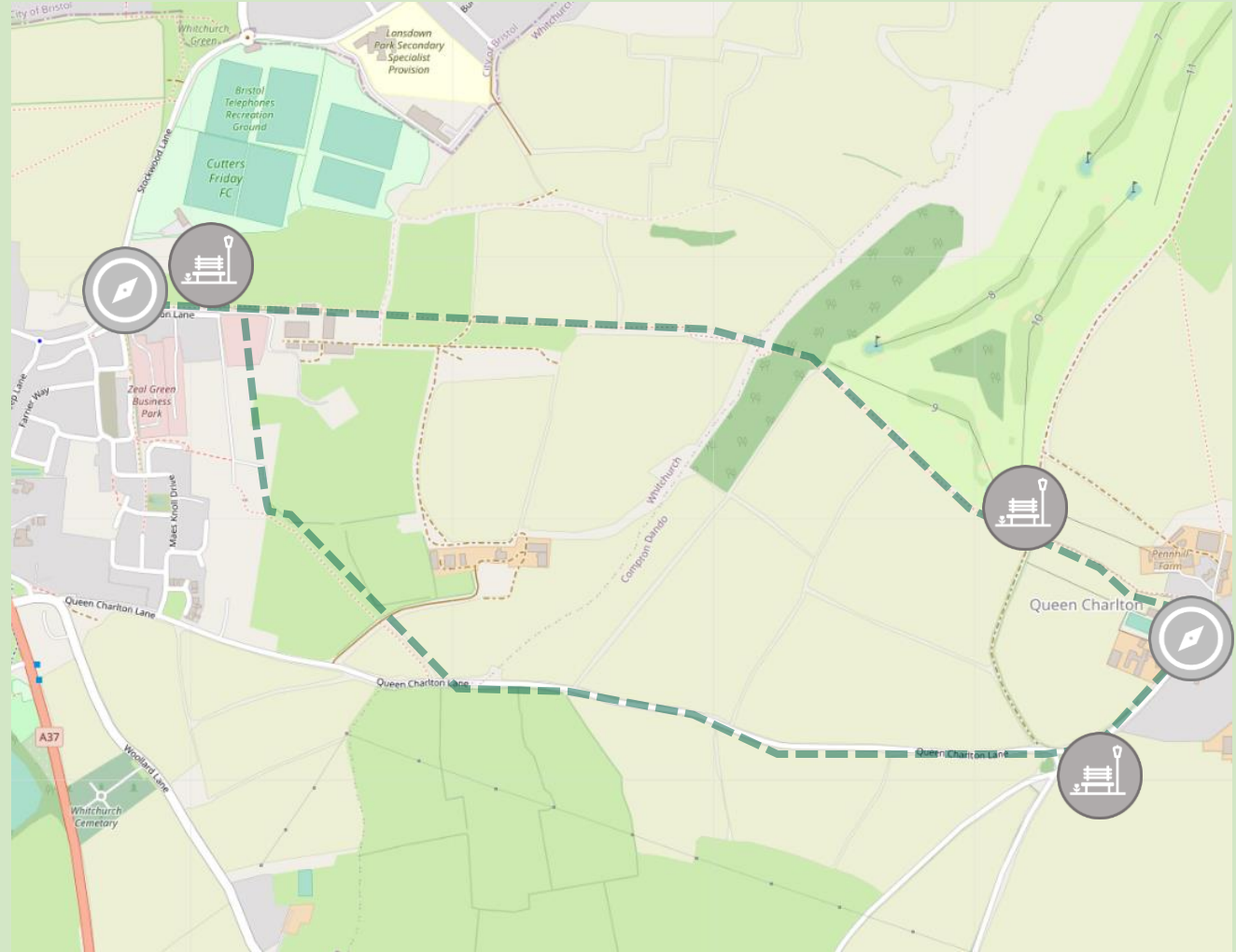
Installation of community spaces on Staunton Lane and the Queen Charlton Triangle.



Wayfinding

Formalisation of route from Staunton Lane, past Stockwood Vale Golf Course, through Queen Charlton along Queen Charlton Lane and back up to Staunton Lane.

Install wayfinding signage along the length of the loop to allow people to easily navigate between Queen Charlton and Whitchurch Village.



Zone 3 Queen Charlton Lane Loop

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

Formalisation of a New Walking Loop



Provision of new walking loop from Staunton Lane, to Queen Charlton, along Queen Charlton Lane and back up to Staunton Lane.

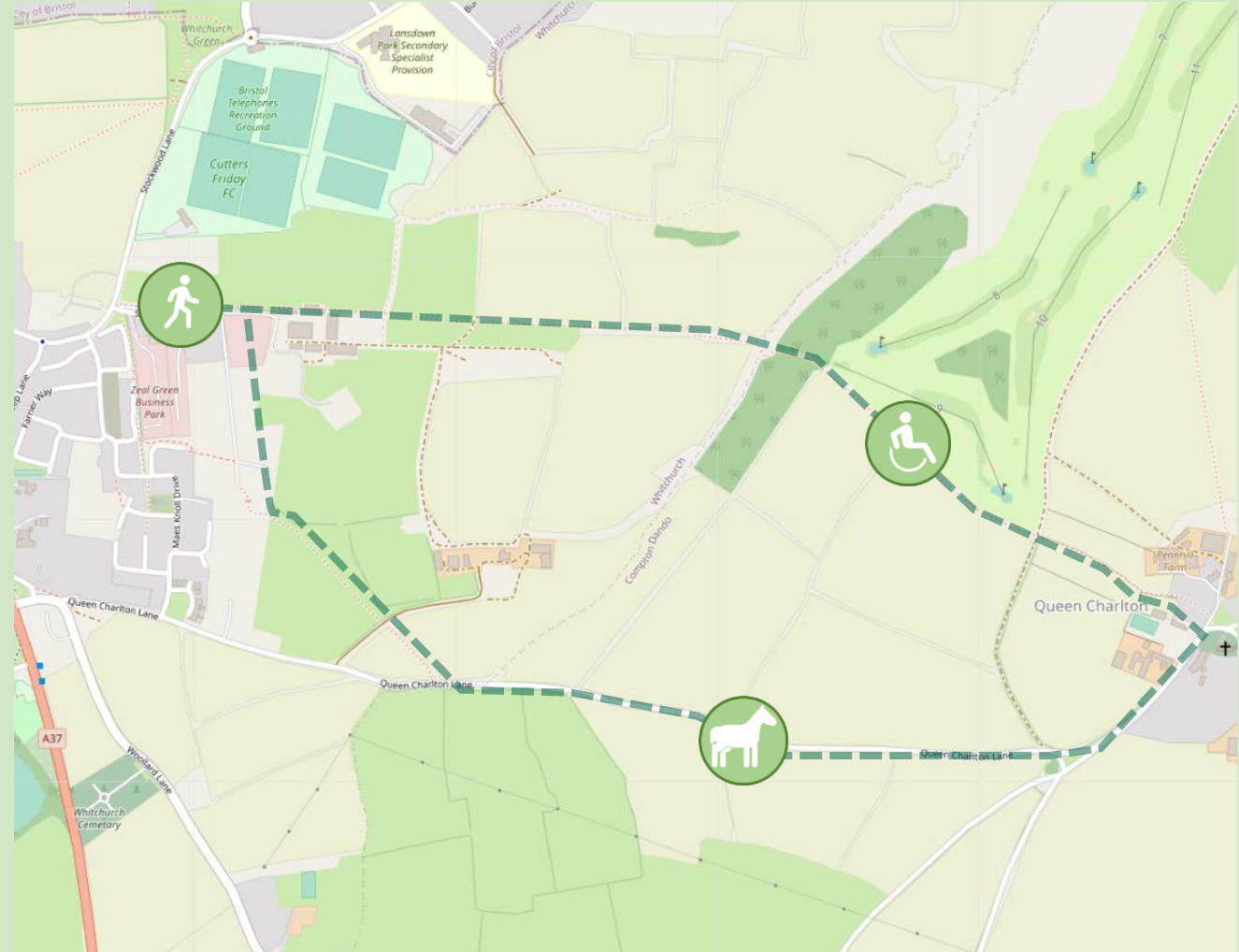


Improvements to current facilities and installations of paths will make the route accessible for all users, including the less-able and those who are wheeling around the area.



This will open up opportunities for Queen Charlton Lane to be used by horse riders in the area.

This route will work in conjunction with traffic-related improvements for this area.



Zone 3 Queen Charlton Lane Loop

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



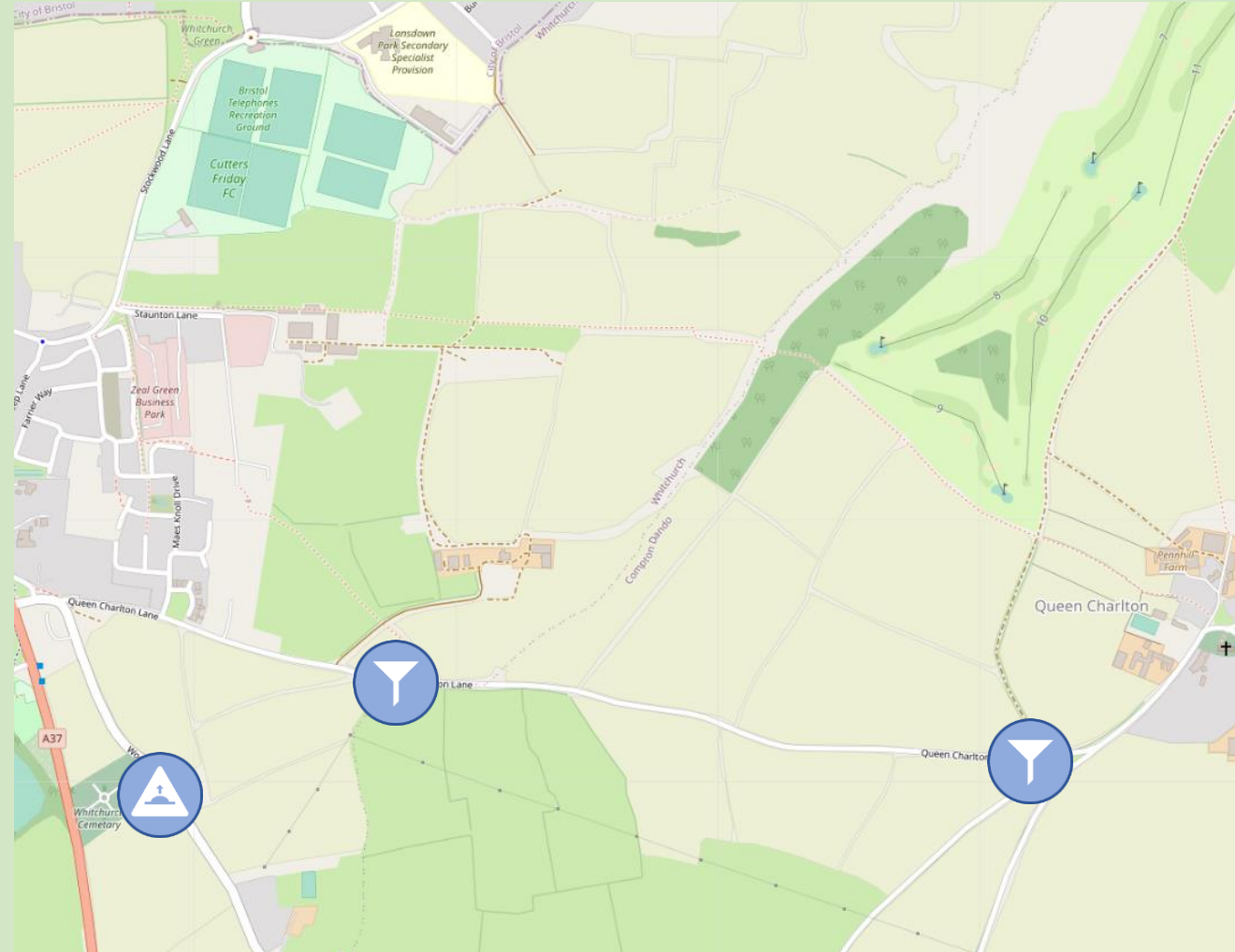
Queen Charlton Lane

Closure of Queen Charlton Lane to motorised through traffic. It is key to maintain access for farm vehicles and emergency services. This will create a safe space for pedestrians, cyclists, and horse riders.



Woollard Lane

Traffic calming along Woollard Lane to slow diverted traffic and maintain safety for pedestrians, cyclists, and horse riders.



Zone 3 Queen Charlton Lane Loop

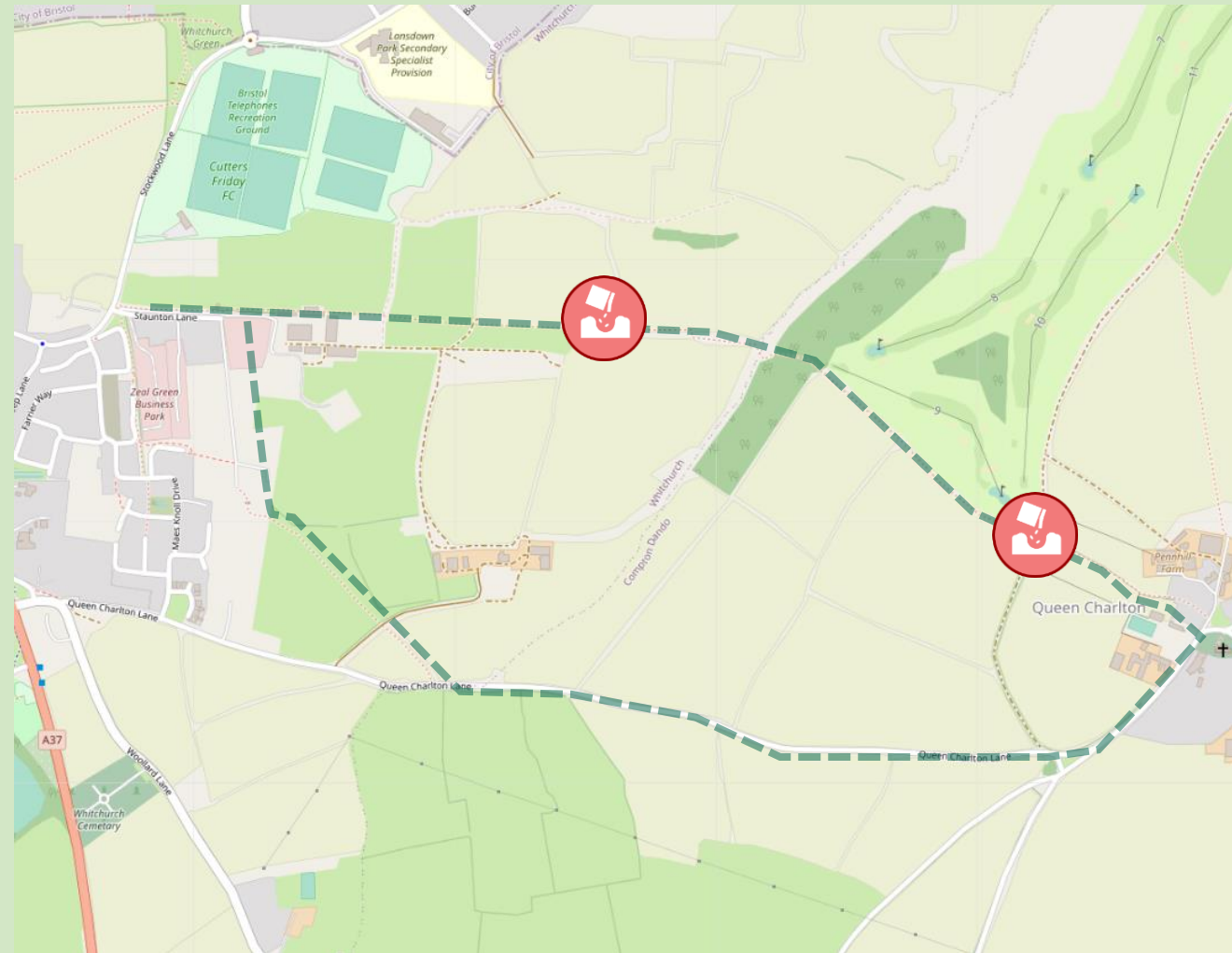
Residents' suggestions for maintenance to improve the area

Improvements to Public Rights of Way



Improve and formalise footpaths along the current rights of way.

Investigate areas of poor drainage and improve where possible.



Zone 4 Queen Charlton

Residents' suggestions to improve cycling opportunities in the area

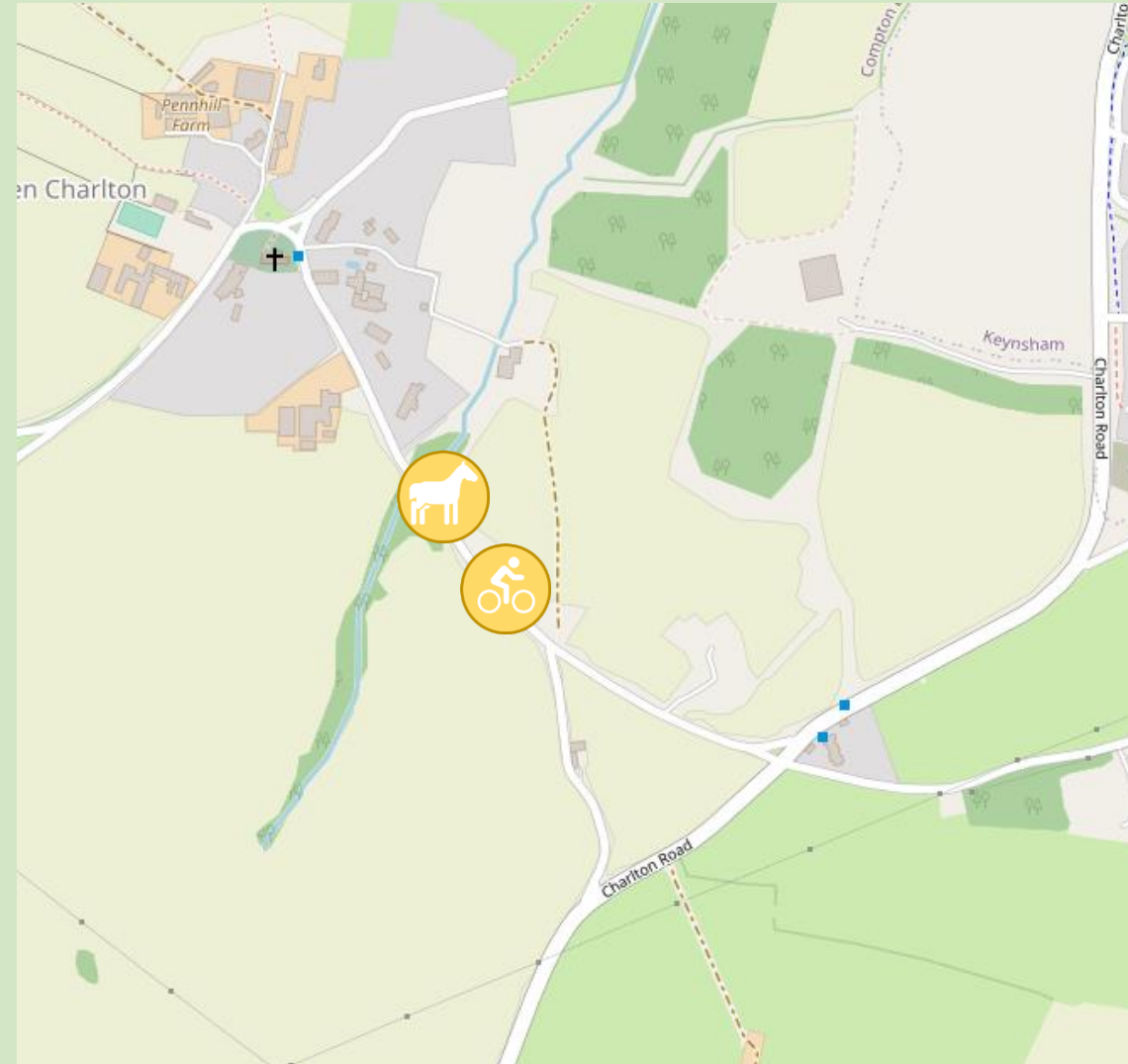
Cyclist and Equine Awareness



Improve cyclist awareness of vehicles along the road entering Queen Charlton from Charlton Road.



Improve equine awareness along the road entering Queen Charlton.



Zone 4 Queen Charlton

Residents' suggestions to improve the public spaces in the area

Entrance to Queen Charlton



Provision of space and furniture near the entrance to Queen Charlton along the stream.

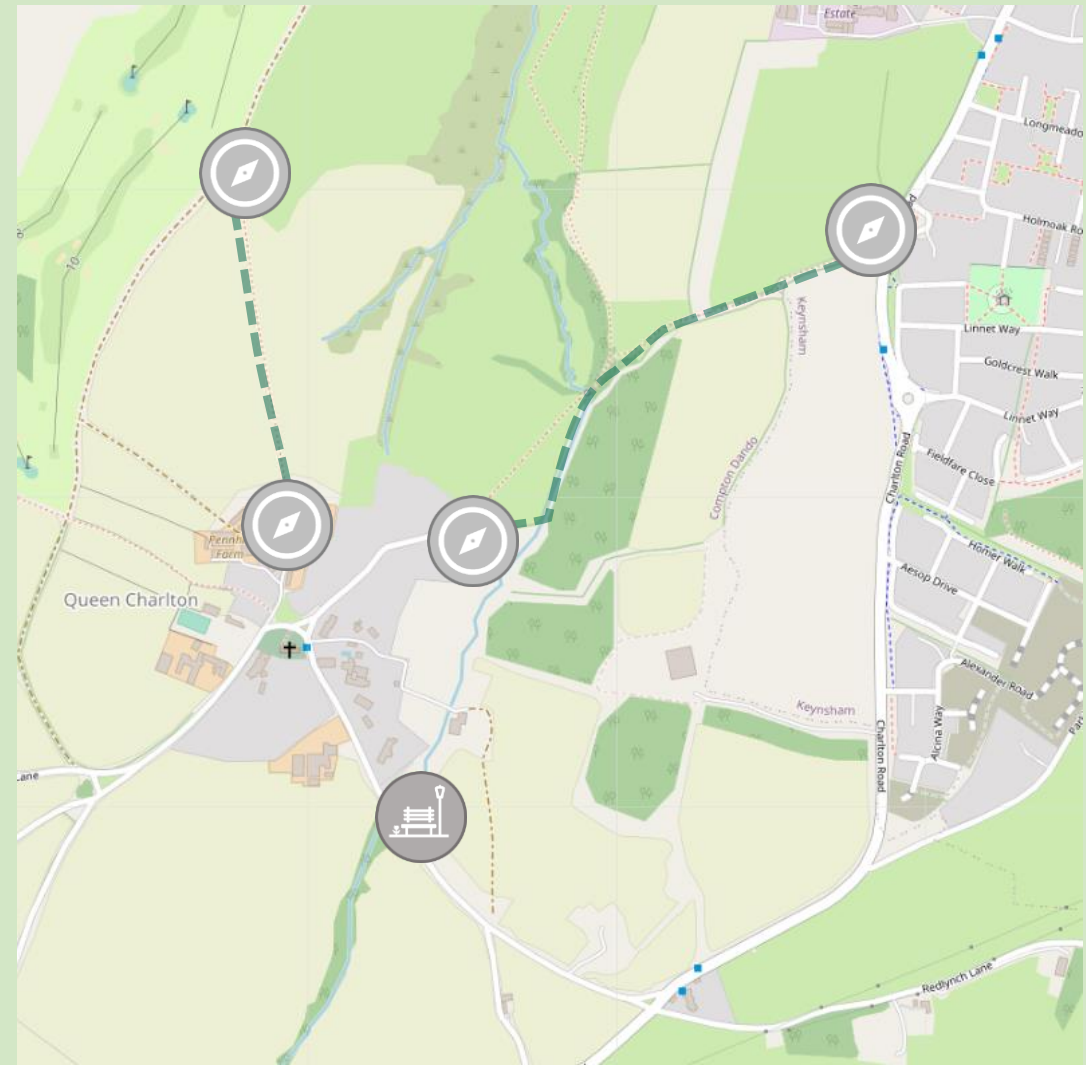
Wayfinding



Improve wayfinding along the routes to encourage people to walk between areas.



Rural picnic bench installation – © Cromford Creative



Zone 4 Queen Charlton

Residents' suggestions for maintenance to improve the area

Improvements to Public Rights of Way



Provide improved and formalised footpaths along current public rights of way. Investigate installation of raised walkways, steps, and cycle ramps where needed.



Zone 5 Redlynch lane Junction and Charlton Road

Residents' suggestions to improve cycling opportunities in the area

Cyclist and Equine Awareness



Improve current cyclist awareness of vehicles along Charlton Road.



Improve equine awareness along Charlton Road.



Zone 5 Redlynch lane Junction and Charlton Road

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

Charlton Road



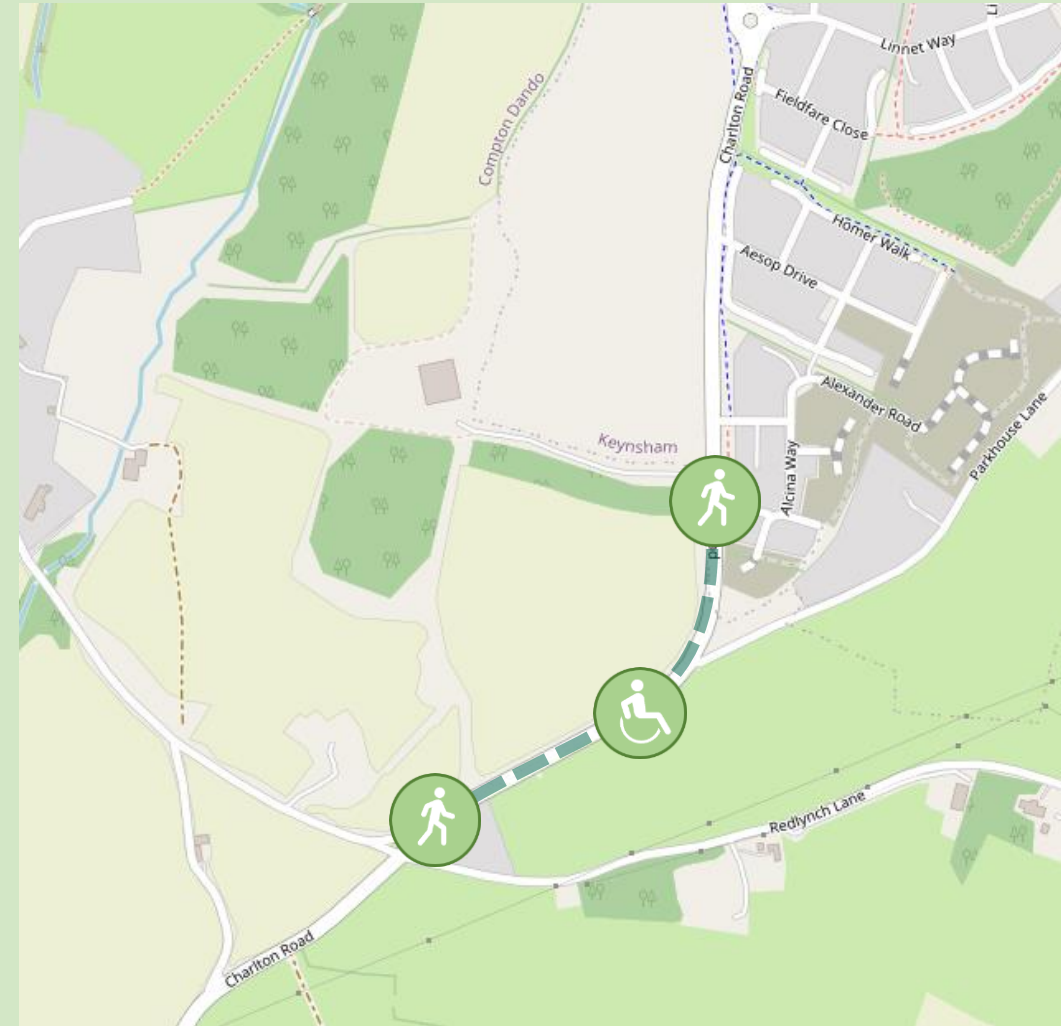
Provide a safe footway along Charlton Road, possibly behind the existing hedge line within the fields.



Provide a pedestrian crossing from proposed footway to the residential area.



Consider walking for short journeys.



Zone 5 Redlynch Lane Junction and Charlton Road

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

Redlynch Lane Junction



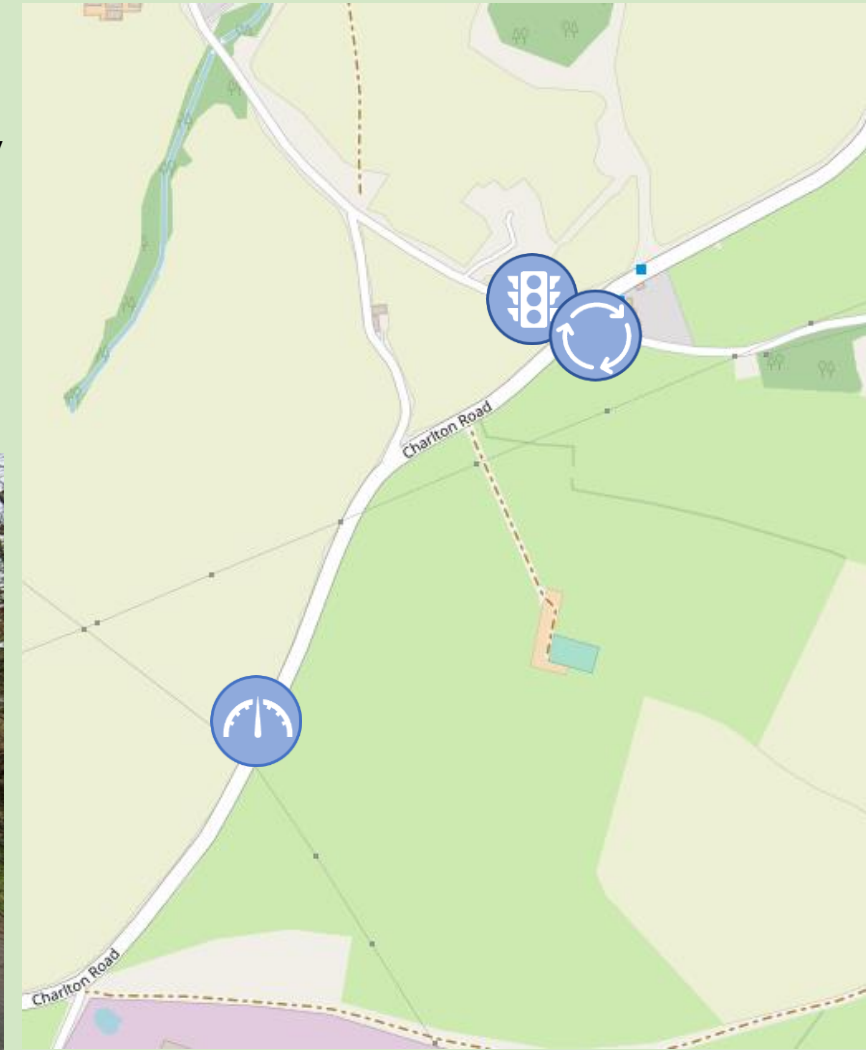
Redesign of Junction to either a roundabout configuration or provide a signalised junction to allow road users to safely navigate to all arms of the junction.



Charlton Road





Reduction in speed limit to 40mph along Charlton Road.





Zone 6 Woollard Lane and Charlton Road Junction

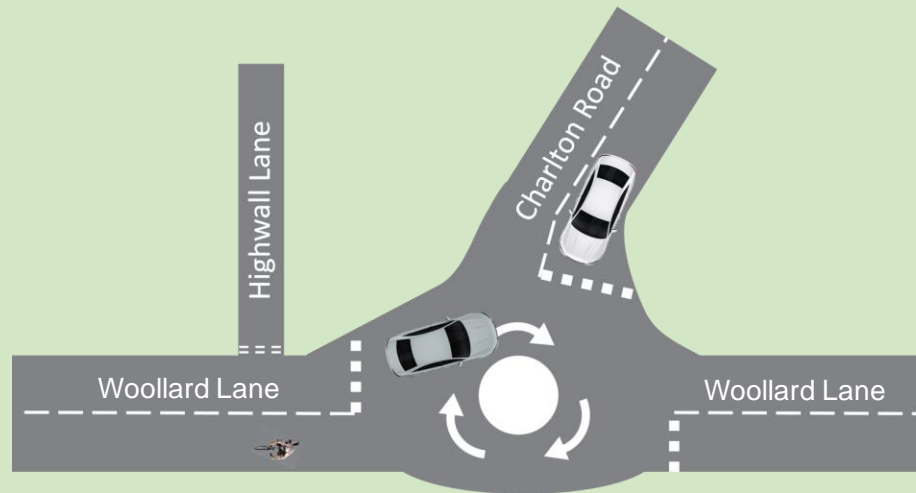
Residents' suggestions to tackle vehicle related issues through various traffic interventions

Woollard Lane

-  Reduction in speed limit to 40mph along Woollard Lane.
-  Traffic calming before junction to Charlton Road to slow traffic.

Mini Roundabout at Junction

-  Installation of mini roundabout at junction will slow traffic and ensure safer access for road users.
-  Improve visibility of Charlton Road users coming onto Woollard Lane.



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 preliminary 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 Whitchurch Village and Queen Charlton 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 Whitchurch Village and Queen Charlton residents
- Cost and practicalities

Residents attending our workshops can give their feedback on the ideas presented, 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 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	09/08/2022	-	HH	HH	Associate Director
P02	12/08/2022	-	HH	HH	Associate Director
P03	15/08/2022	-	HH	HH	Associate Director

Distribution List

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