

Recommendation Report

Liveable Neighbourhoods
Lower Lansdown and The Circus Area

Bath & North East Somerset Council

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1. Introduction

This report presents an assessment of a range of measures to improve residential streets in the Lower Lansdown and The Circus area, put forward by local residents taking part in the Liveable Neighbourhoods programme.

1.1 Background

The measures (or interventions) considered in this report are the output of a co-design workshop for the area, which took place in spring 2022.

Those who attended the workshop discussed what was good about their area and what could be improved, focusing on issues that make it difficult, unsafe or unpleasant to get around. In the workshop output report these issues are linked back to the initial needs captured during the December 2021 public engagement. Attendees then used large maps of the area, post-it notes and icons to indicate where certain measures could be introduced to help tackle those issues.

This exercise created a longlist of potential solutions to improve driving, parking, walking, cycling and public space (among others) in the Lower Lansdown and The Circus area, extending outside the original application area to provide context.

- You can learn more about the LN programme and read the workshop output report for Lower Lansdown and The Circus area [here](#).

In summer 2022, all residents who had registered an interest in the co-design process were invited back to review the output of the workshop at an exhibition, along with their friends and families. The exhibitions showcased their longlist of potential ideas in a series of boards covering several zones. Attendees were also asked to focus on the original application area and prioritise the ideas that they felt would most benefit the community.

- The results of this work are presented in [Appendix A](#)

Feedback from the exhibition enabled the council to compile a list of the most favoured measures for the Lower Lansdown and The Circus area and evaluate them using a Multi-Criteria Assessment Framework (MCAF). The purpose of this evaluation exercise is to ensure popular measures are also achievable, affordable, and capable of contributing to the wider aims of the Liveable Neighbourhoods Programme, which is to create safer, healthier and more pleasant residential streets for everyone to enjoy.

The report presents the measures proposed by residents for several zones within the original application area, the evaluation criteria, and the scores attributed to each measure. The final

section is a shortlist of the measures, based on their scores, put forward to councillors for the Lower Lansdown and The Circus area.

2. Multi Criteria Assessment Framework

2.1 Methodology

A Multi Criteria Assessment Framework (MCAF) is a means of using a standard scoring system that assesses items against an agreed set of criteria that can be applied consistently across a series of interventions to enable comparison. This enables the potential solutions forward by residents in the co-design workshops – and that residents subsequently prioritised in the follow up exhibitions – to be assessed. The criteria consider factors associated with the Liveable Neighbourhoods Programme and broader Council objectives. Scoring is based on a seven-point scale.

The factors key to the Liveable Neighbourhoods approach are:

- A reduction in air quality and noise
- An improvement in quality of life, safety and health outcomes
- An improved public realm
- Minimal impact on the local heritage
- A reduction in car trips
- An improvement in inclusion and accessibility
- Increased environmental biodiversity
- The popularity of the potential solution (the number of times it was voted for) was also taken into consideration and added to the technical score.

The assessment factors used in this MCAF report are aligned with the strategic objectives of the Liveable Neighbourhoods Programme:

1. Improve air quality and respond to the climate and biodiversity emergency
2. Improve public realm and quality of life – creating better places for residents, businesses and visitors
3. Enable more local trips by active modes of travel and public transport
4. Reduce the impact of through traffic and make our neighbourhoods more accessible and inclusive

Assessment Factors						
1. Air quality & noise	2. Quality of Life, Safety and Health outcomes	3. Public realm	4. Local heritage	5. Reduction in car trips	6. Inclusion and accessibility	7. Environmental Biodiversity
-3 - significant impact to air quality/noise	-3 - significant impact to quality of life	-3 - significant impact to public realm	-3 - significant impact on local heritage	-3 - significant increase with car trips	-3 - significant impact with inclusion and accessibility	-3 - significant impact on biodiversity
-2 - noticeable change to air quality/noise	-2 - noticeable impact to quality of life	-2 - noticeable change to public realm	-2 - noticeable impact on local heritage	-2 - noticeable increase in car trips	-2 - noticeable impact with inclusion and accessibility	-2 - noticeable impact on biodiversity
-1 - minimal impact on air quality/noise	-1 - minimal impact to quality of life	-1 - minimal impact to public realm	-1 - minimal impact on local heritage	-1 - minimal increase in car trips	-1 - minimal impact with inclusion and accessibility	-1 - minimal impact on biodiversity
0 - no change to air quality	0 - no change to quality of life	0 - no change to public realm	0 - no impact on local heritage	0 - no reduction in car trips	0 - no improvement with inclusion/accessibility	0 - no change to local biodiversity
1 - minimal improvement to air quality/noise	1 - minimal improvement to quality of life	1 - minimal improvement to public realm	1 - minimal improvement on local heritage	1 - minimal reduction in car trips	1 - minimal improvement with inclusion and accessibility	1 - minimal improvement with biodiversity
2 - noticeable improvement to air quality/noise	2 - noticeable improvement to quality of life	2 - noticeable improvement to public realm	2 - noticeable improvement on local heritage	2 - noticeable reduction in car trips	2 - noticeable improvement with inclusion and accessibility	2 - noticeable improvement with biodiversity
3 - potential for significant improvement with air quality/noise	3 - potential for significant improvement to quality of life	3 - potential for significant improvement to public realm	3 - significant improvement on local heritage	3 - potential for significant reduction in car trips	3 - significant improvement with inclusion and accessibility	3 - significant improvement with biodiversity

Figure 1 – MCAF technical assessment factors and breakdown of criteria

We have used the same evaluation method for all 15 LN areas, tailoring the approach in some areas to cater for specific local conditions. For example, the potential impact on local heritage can vary dramatically across the city of Bath. Where we have tailored the approach, this has been captured and highlighted in the comment's column (not shown in Figure 1).

At this stage, each measure has been considered in isolation, but we recognise that there may be opportunities to group interventions in future.

The scores for the eligible zones and interventions for the Lower Lansdown and The Circus area are outlined in the next section.

3. Output

3.1 The co-design workshop output

The measures identified at the co-design workshop were spread over six zones presented below (Figure 2). The zones within the application area (Zones 1, 2 and 3) were then taken forward and presented to the community at the follow up exhibition, with residents having the opportunity to prioritise up to three choices to take forward in each zone. These results are shown in 3.3 to 3.5.

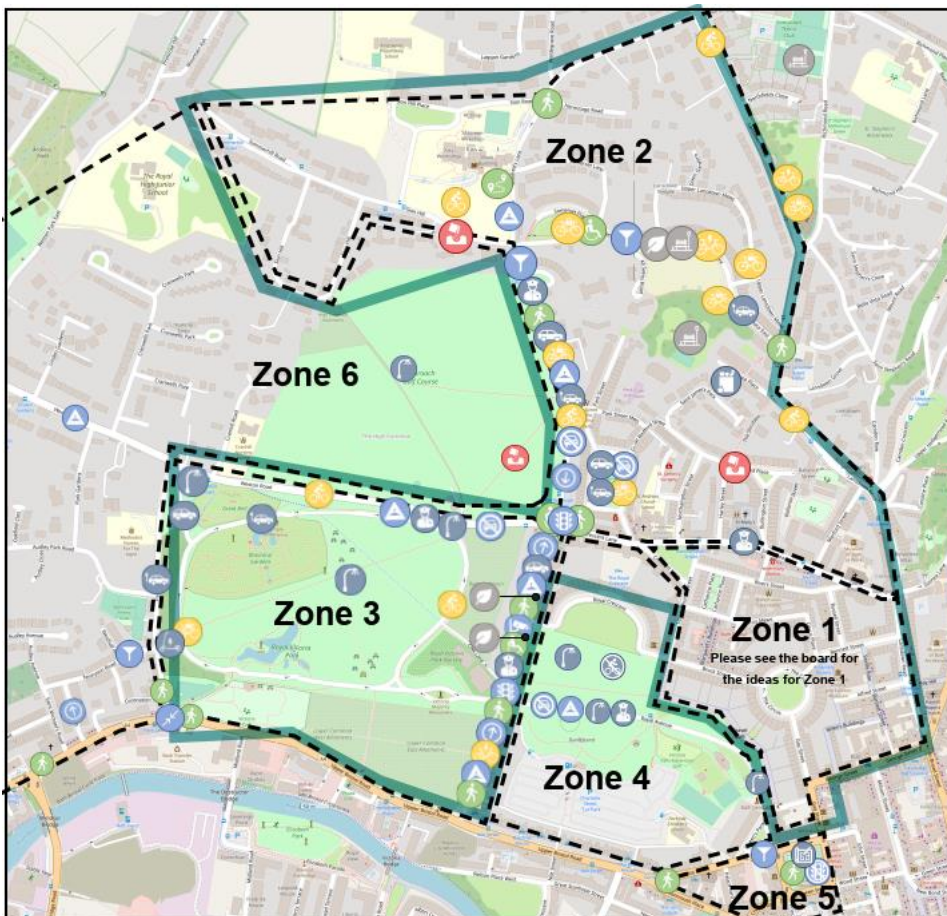


Figure 2 - Co-Design workshop output

In the figures below, each measure has been scored against the factors set out in 2.1, delivering a total score. The average score (based on the total scores) provides a benchmark or 'minimum score' for the interventions to be taken forward for shortlisting. For example, if the average score is 6, then all interventions scoring 6 or more have been shortlisted.

There is also a weighting applied to each intervention based on the popularity (number of votes) it generated. The total votes given per option were normalised based upon their proportion of the average scores per option to convert them into a score of 1 to 3 based upon their popularity with the public, 1 being the least popular and 3 being most popular.

Zone 1

Here is a summary of the ideas for Zone 1.



Figure 3- Zone 1 expansion

3.2 Key points

There are key points to note in the tables, as highlighted below:

- Zone 1
 - The intervention proposing the removal of business bins and recycling in certain areas, is outside of the boundary of the original LNs application and has therefore been removed from the MCAF (highlighted in grey).
 - The intervention identifying the e-bike hire facilities in The Circus area is outside of the scope of the Liveable Neighbourhoods Programme and has therefore been removed from the MCAF (highlighted in grey).

The measures above have been highlighted grey in Figure 4.

- Zone 2
 - The intervention proposing more shops and commerce north of the Julian Road area, is outside of the boundary of the original LNs application and has therefore been removed from the MCAF (highlighted in grey).
 - The intervention identifying the provision of e-bike rental facilities around the area is outside of the scope of the Liveable Neighbourhoods Programme and has therefore been removed from the MCAF (highlighted in grey).

The measures above have been highlighted grey in Figure 5.

- Zone 3
 - The intervention proposing e-bike hiring facilities around the area, is outside of the boundary of the original LNs application and has therefore been removed from the MCAF (highlighted in grey).
 - The intervention identifying the provision of e-scooter parking in Royal Victoria Park, is outside of the scope of the Liveable Neighbourhoods Programme and has therefore been removed from the MCAF (highlighted in grey).

The measures above have been highlighted grey in Figure 6.

3.3 Zone 1- Interventions and scores

Area	Intervention proposed by residents	Number of votes	Weighting of votes	Is the intervention feasible?	Assessment Factors							Technical Score	Total Score	Comments
					1. Air quality & noise	2. Quality of Life, Safety and Health outcomes	3. Public realm	4. Local heritage	5. Reduction in car trips	6. Inclusion and accessibility	7. Environmental Biodiversity			
					-3 - significant impact to air quality/noise	-3 - significant impact to quality of life	-3 - significant impact to public realm	-3 - significant impact on local heritage	-3 - significant increase with car trips	-3 - significant impact with inclusion and accessibility	-3 - significant impact on biodiversity			
					-2 - noticeable change to air quality/noise	-2 - noticeable impact to quality of life	-2 - noticeable change to public realm	-2 - noticeable impact on local heritage	-2 - noticeable increase in car trips	-2 - noticeable impact with inclusion and accessibility	-2 - noticeable impact on biodiversity			
					-1 - minimal impact on air quality/noise	-1 - minimal impact to quality of life	-1 - minimal impact to public realm	-1 - minimal impact on local heritage	-1 - minimal increase in car trips	-1 - minimal impact with inclusion and accessibility	-1 - minimal impact on biodiversity			
					0 - no change to air quality	0 - no change to quality of life	0 - no change to public realm	0 - no impact on local heritage	0 - no reduction in car trips	0 - no improvement with inclusion/accessibility	0 - no change to local biodiversity			
					1 - minimal improvement to air quality/noise	1 - minimal improvement to quality of life	1 - minimal improvement to public realm	1 - minimal improvement on local heritage	1 - minimal reduction in car trips	1 - minimal improvement with inclusion and accessibility	1 - minimal improvement with biodiversity			
					2 - noticeable improvement to air quality/noise	2 - noticeable improvement to quality of life	2 - noticeable improvement to public realm	2 - noticeable improvement on local heritage	2 - noticeable reduction in car trips	2 - noticeable improvement with inclusion and accessibility	2 - noticeable improvement with biodiversity			
					3 - potential for significant improvement with air quality/noise	3 - potential for improvement to quality of life	3 - potential for significant improvement to public realm	3 - significant improvement on local heritage	3 - potential for significant reduction in car trips	3 - significant improvement with inclusion and accessibility	3 - significant improvement with biodiversity			
Zone 1	Reallocation of parking from pay-and-display to residents parking	79	3	Yes	0	1	0	0	-1	2	0	2	5	
	Controlled crossing along Lansdown Road	65	3	Yes	-1	3	0	-1	0	3	0	4	7	
	Improve controlled crossings on Julian Road and Crescent Lane roundabout	57	3	Yes	-1	3	0	-1	0	3	0	4	7	
	Electric vehicle charging throughout the area	44	3	Yes	1	0	-2	0	0	1	0	0	3	
	Controlled crossings at Gay Street and George Street interface	39	3	Yes	-1	3	0	-1	0	3	0	4	7	
	One-way system within the area	36	3	Yes	-1	-1	0	-2	1	-2	0	-5	-2	
	Removal of business bins and recycling in certain areas	24	2	No	-2	-2	-2	-3	0	-2	0	-11	0	Business bins are likely to be collected by a commercial operator and this intervention is outside the scope of the LNs Programme
	Vehicle weight limit along George Street	16	2	Yes	3	3	1	1	0	1	0	9	11	
	E-bike hire facilities in The Circus area	15	2	No	0	1	-1	-1	2	3	0	4	0	Not feasible - provision outside scope of B&NES
	Benches and spaces for socialising near St Andrews Church of England Primary School	15	2	Yes	0	1	1	0	1	2	0	5	7	
	Cycling signage and infrastructure along Julian Road	15	2	Yes	0	2	0	-2	2	2	0	4	6	
	Car club spaces	15	2	Yes	0	1	0	0	1	1	0	3	5	
	Provision of public spaces near Julian Road businesses	11	1	Yes	1	2	3	2	0	0	0	8	9	
	Removal of parking bays along Catherine Place	11	1	Yes	0	1	1	1	0	-2	0	1	2	
	Secure bike parking along Julian Road	7	1	Yes	0	2	0	-1	1	2	0	4	5	
	Traffic calming measures along George Street	7	1	Yes	-1	2	1	-2	0	0	0	0	1	
	Maintenance of paved areas along George Street and Circus Mews	6	1	Yes	0	2	2	0	0	3	0	7	8	
	Reduction in junction size on George Street	4	1	Yes	0	2	1	0	0	1	0	4	5	
18		466											5	

Figure 4- Zone 1 interventions and scores

Zone 2- Interventions and scores

Area	Intervention proposed by residents	Number of votes	Weighting of votes	Is the intervention feasible?	Assessment Factors								Total Score	Comments
					1. Air quality & noise	2. Quality of Life, Safety and Health outcomes	3. Public realm	4. Local heritage	5. Reduction in car trips	6. Inclusion and accessibility	7. Environmental Biodiversity	Technical Score		
Zone 2	Modal filter along Cavendish Road and Lansdown Place West	119	3	Yes	2	2	0	-1	3	-2	0	4	7	
	One-way system along Cavendish Road	109	3	Yes	-1	-1	0	-2	1	-2	0	-5	-2	
	Traffic calming measures along Cavendish Road and Winifred's Lane	77	3	Yes	-1	2	1	-2	0	0	0	0	3	
	Improve controlled crossings across Lansdown Road, Sion Road junction, Cavendish Road and Julian Road	54	3	Yes	-1	3	0	-1	0	3	0	4	7	
	Secure bike storage around Lansdown Crescent, St James' Square, Cavendish Road and St Stephens' Church	27	2	Yes	0	2	0	-1	1	2	0	4	6	
	Local speed and parking enforcement	22	2	Yes	0	1	2	1	0	2	0	6	8	
	Improved accessibility crossing the Cavendish Road/ Julian Road/ Weston Road/ Marlborough Buildings junction	22	2	Yes	-1	3	0	-1	0	3	0	4	6	
	Improved pedestrian access at Cavendish Road/Julian Road junction	16	2	Yes	-1	3	0	-1	0	3	0	4	6	
	Signalised junction at Cavendish Road/Julian Road junction	16	2	Yes	-1	3	0	-1	0	3	0	4	6	
	Off-road footpath to Bath Spa University, Sion Hill Campus	15	2	Yes	0	2	0	0	1	3	0	6	8	
	Electric vehicle charging in the area	14	2	Yes	1	0	-2	0	0	1	0	0	2	
	Cycling signage and infrastructure around Cavendish Road, through to the Bath Spa University, Sion Hill Campus and along Lansdown	13	1	Yes	0	2	0	-2	2	2	0	4	5	
	Maintenance of paved areas	9	1	Yes	0	2	2	0	0	3	0	7	8	
	Public spaces and greenery near viewpoints on Lansdown	9	1	Yes	1	2	3	2	0	0	0	8	9	
	More shops and commerce north of the Julian Road area	8	1	No	0	1	0	2	-2	1	0	2	0	Not feasible - provision outside scope of B&NES
	Benches and spaces for socialising in green space near to St Stephens' Church	7	1	Yes	0	1	1	0	0	0	1	3	4	
	Parking restrictions in the area	6	1	Yes	0	1	2	1	0	2	0	6	7	
	E-bike rental facilities around the area	4	1	No	0	1	-1	-1	2	3	0	4	0	Not feasible - provision outside scope of B&NES
	Improved accessibility around Somerset Place	3	1	Yes								0	1	What is the detail on this?
	Benches along All Saints Road footpath	2	1	Yes	0	1	1	0	0	0	1	3	4	
20		552											5	

Figure 5- Zone 2 interventions and scores

3.4 Zone 3- Interventions and scores

Area	Intervention proposed by residents	Number of votes	Weighting of votes	Is the intervention feasible?	Assessment Factors							Total Score	Comments
					1. Air quality & noise	2. Quality of Life, Safety and Health outcomes	3. Public realm	4. Local heritage	5. Reduction in car trips	6. Inclusion and accessibility	7. Environmental Biodiversity		
Zone 3	Traffic calming measures along Marlborough Buildings and Marlborough Lane	108	3	Yes	-1	2	1	-2	0	0	0	3	
	One-way system along Marlborough Buildings and Marlborough Lane	91	3	Yes	-1	-1	0	-2	1	-2	0	-2	
	Improved controlled crossings around the Royal Avenue intersection	42	3	Yes	-1	3	0	-1	0	3	0	4	
	Speed cameras along Marlborough Buildings and Marlborough Lane	35	3	Yes	1	2	0	-2	0	0	0	1	
	Signalised junction with pedestrian crossing priority along Marlborough Buildings and Marlborough Lane	25	3	Yes	-1	3	0	-1	1	3	0	5	
	Widening of footways along Marlborough Buildings	25	3	Yes	-1	3	1	0	1	3	0	7	
	Continuous crossings along Marlborough Buildings and Marlborough Lane	21	2	Yes	-1	2	0	-1	1	3	0	4	
	Local enforcement against speeding and parking	20	2	Yes	0	1	2	1	0	2	0	6	
	Electric vehicle charging points in the area	15	2	Yes	1	0	-2	0	0	1	0	0	
	Cycling signage and infrastructure along Weston Road	12	1	Yes	0	2	0	-2	2	2	0	4	
	Modal filters at the entrances of Royal Victoria Park	12	1	Yes	2	2	0	-1	3	-2	0	4	
	Increased greenery along Marlborough Buildings	11	1	Yes	0	1	1	0	0	0	1	3	
	Improved lighting around the area	11	1	Yes	0	2	0	0	0	2	-1	3	
	Secure bike Storage within Royal Victoria Park	10	1	Yes	0	2	0	-1	1	2	0	4	
	E-bike hiring facilities around the area	9	1	No	0	1	-1	-1	2	3	0	4	Not feasible - provision outside scope of B&NES
	Removal of parking near the Cavendish Road junction	8	1	Yes	0	1	2	1	0	2	0	6	
	Chicane parking along Weston Road	6	1	Yes	-1	2	1	-2	0	0	0	0	
	E-scooter parking in Royal Victoria Park	5	1	No	0	1	-1	-1	2	3	0	4	Not feasible - provision outside scope of B&NES
	Car club Spaces	4	1	Yes	0	1	0	0	1	1	0	3	
19		470										4	

Figure 6- Zone 3 interventions and scores

4. Shortlisting

4.1 Methodology

The measures which scored on or above the average score are shortlisted below, arranged first by zone area and then together in a summary table (section 5).

Where a measure is identified as 'Integrated into other programmes', it will not be taken forward as part of the Liveable Neighbourhoods Programme but may be taken forward by a voluntary group or organisation or other council department (e.g., maintenance or enforcement items), or another capital works programme.

'Integrated into other programmes' items have therefore not been carried forward to the summary table.

The shortlist may also contain measures that we are unable to take forward in the future. For example, a footpath intervention may involve obtaining rights across land owned by others that the landowner is unwilling to provide. In addition, the council's ability to implement the shortlisted measures is subject to the availability of funding and approval of the business case.

4.2 Zone 1 shortlisted measures

Intervention	Cost to implement	Time to implement	In scope for the project
Reallocation of parking from pay-and-display to residents parking	Between £50k-£100k	Less than 3 months	Integrated into other programmes
Controlled crossing along Lansdown Road	Between £50k-£100k	Between 3 to 6 months	In scope
Improve controlled crossings on Julian Road and Crescent Lane roundabout	between £100k-£250k	Between 3 to 6 months	In scope
Controlled crossings at Gay Street and George Street interface	between £100k-£250k	Between 6-12 months	In scope
Vehicle weight limit along George Street	Less than £50k	Less than 3 months	In scope
Benches and spaces for socialising near St Andrews Church of England Primary School	Less than £50k	Less than 3 months	In scope
Cycling signage and infrastructure along Julian Road	More than £250k	More than 12 months	In scope
Car club spaces	Less than £50k	Less than 3 months	Integrated into other programmes
Provision of public spaces near Julian Road businesses	Between £50k-£100k	Less than 3 months	In scope
Secure bike parking along Julian Road	Less than £50k	Less than 3 months	In scope
Maintenance of paved areas along George Street and Circus Mews	Between £50k-£100k	Between 3 to 6 months	Integrated into other programmes
Reduction in junction size on George Street	between £100k-£250k	Between 6-12 months	In scope

4.3 Zone 2 shortlisted measures

Intervention	Cost to implement	Time to implement	In scope for the project
Modal filter along Cavendish Road and Lansdown Place West	Between £50k-£100k	Less than 3 months	In scope
Improve controlled crossings across Lansdown Road, Sion Road junction, Cavendish Road and Julian Road	between £100k-£250k	Between 6-12 months	In scope
Secure bike storage around Lansdown Crescent, St James' Square, Cavendish Road and St Stephens' Church	Less than £50k	Less than 3 months	In scope
Local speed and parking enforcement	Less than £50k	Less than 3 months	Integrated into other programmes
Improved accessibility crossing the Cavendish Road/ Julian Road/ Weston Road/ Marlborough Buildings junction	between £100k-£250k	More than 12 months	In scope
Improved pedestrian access at Cavendish Road/Julian Road junction	between £100k-£250k	More than 12 months	In scope
Signalised junction at Cavendish Road/Julian Road junction	More than £250k	More than 12 months	In scope
Off-road footpath to Bath Spa University, Sion Hill Campus	Between £50k-£100k	Between 3 to 6 months	In scope
Cycling signage and infrastructure around Cavendish Road, through to the Bath Spa University, Sion Hill Campus and along Lansdown Road	More than £250k	More than 12 months	In scope
Maintenance of paved areas	More than £250k	Between 6-12 months	Integrated into other programmes
Public spaces and greenery near viewpoints on Lansdown Crescent	Less than £50k	Less than 3 months	In scope
Parking restrictions in the area	Less than £50k	Less than 3 months	Integrated into other programmes

4.4 Zone 3 shortlisted measures

Intervention	Cost to implement	Time to implement	In scope for the project
Improved controlled crossings around the Royal Avenue intersection	between £100k-£250k	Between 6-12 months	In scope
Signalised junction with pedestrian crossing priority along Marlborough Buildings and Marlborough Lane	More than £250k	More than 12 months	In scope
Widening of footways along Marlborough Buildings	More than £250k	More than 12 months	In scope
Continuous crossings along Marlborough Buildings and Marlborough Lane	between £100k-£250k	Between 3 to 6 months	In scope
Local enforcement against speeding and parking	Less than £50k	Less than 3 months	Integrated into other programmes
Cycling signage and infrastructure along Weston Road	More than £250k	More than 12 months	In scope
Modal filters at the entrances of Royal Victoria Park	Between £50k-£100k	Less than 3 months	In scope
Secure bike Storage within Royal Victoria Park	Less than £50k	Less than 3 months	In scope
Removal of parking near the Cavendish Road junction	Less than £50k	Less than 3 months	Integrated into other programmes
Car club Spaces	Less than £50k	Less than 3 months	Integrated into other programmes

5. Summary table

The table below summarises the measures shortlisted in section 4, arranged in order, starting with the measures that take the shortest time to complete (once any necessary design and consultation work is complete). The estimated total cost for the package of measures is presented at the bottom of the table, based on the high-end value in each range.

Where appropriate, interventions will be monitored and evaluated, with baseline data obtained in advance of their implementation.

Table 1. Summary of shortlisted interventions

Intervention	Cost to implement (estimated)	Time to implement (estimated)	Requires (E)TRO	Number of votes
Vehicle weight limit along George Street	Less than £50k	Less than 3 months	Yes	16
Benches and spaces for socialising near St Andrews Church of England Primary School	Less than £50k	Less than 3 months	No	15
Secure bike parking along Julian Road	Less than £50k	Less than 3 months	Yes	7
Secure bike storage around Lansdown Crescent, St James' Square, Cavendish Road and St Stephens' Church	Less than £50k	Less than 3 months	Yes	27
Public spaces and greenery near viewpoints on Lansdown Crescent	Less than £50k	Less than 3 months	No	9
Secure bike Storage within Royal Victoria Park	Less than £50k	Less than 3 months	Yes	10
Provision of public spaces near Julian Road businesses	Between £50k- £100k	Less than 3 months	No	11
Modal filter along Cavendish Road and Lansdown Place West	Between £50k- £100k	Less than 3 months	Yes	119
Modal filters at the entrances of Royal Victoria Park	Between £50k- £100k	Less than 3 months	Yes	12
Controlled crossing along Lansdown Road	Between £50k- £100k	Between 3 to 6 months	Yes	65
Off-road footpath to Bath Spa University, Sion Hill Campus	Between £50k- £100k	Between 3 to 6 months	No	15
Continuous crossings along Marlborough Buildings and Marlborough Lane	between £100k- £250k	Between 3 to 6 months	No	21
Improve controlled crossings on Julian Road and Crescent Lane roundabout	between £100k- £250k	Between 3 to 6 months	No	57
Improved controlled crossings around the Royal Avenue intersection	between £100k- £250k	Between 6-12 months	Yes	42
Controlled crossings at Gay Street and George Street interface	between £100k- £250k	Between 6-12 months	Yes	39
Reduction in junction size on George Street	between £100k- £250k	Between 6-12 months	Yes	4
Improve controlled crossings across Lansdown Road, Sion Road junction, Cavendish Road and Julian Road	between £100k- £250k	Between 6-12 months	Yes	54
Improved accessibility crossing the Cavendish Road/ Julian Road/ Weston Road/ Marlborough Buildings junction	between £100k- £250k	More than 12 months	Yes	22
Improved pedestrian access at Cavendish Road/Julian Road junction	between £100k- £250k	More than 12 months	No	16
Signalised junction at Cavendish Road/Julian Road junction	More than £250k	More than 12 months	Yes	16
Cycling signage and infrastructure around Cavendish Road, through to the Bath Spa University, Sion Hill Campus and along Lansdown Road	More than £250k	More than 12 months	Yes	13
Signalised junction with pedestrian crossing priority along Marlborough Buildings and Marlborough Lane	More than £250k	More than 12 months	Yes	25
Widening of footways along Marlborough Buildings	More than £250k	More than 12 months	Yes	25
Cycling signage and infrastructure along Julian Road	More than £250k	More than 12 months	Yes	15
Cycling signage and infrastructure along Weston Road	More than £250k	More than 12 months	Yes	12
Total estimated cost	£4.3 million			

6. Next steps

Once the shortlist has been approved by councillors, and draft designs have been drawn up, the wider public will be invited to have their say before the measures are trialled or final, detailed designs are consulted on.

During the engagement, the council will remain open to suggestions from the wider public that draw from the longer list of ideas generated at the workshops, recognising that only a small cohort of residents were involved in the initial concept design and prioritisation exercise.

You can read more about the Liveable Neighbourhood programme, how LNs are developed, and the 15 areas being prioritised, including the Lower Lansdown and The Circus area [here](#). This includes a project timeline.