

# Baker Street and Milton Road public realm, walking and cycling improvements

## You said, we did

*January 2022*

### Introduction

The Baker Street and Milton Road improvements are funded by Department for Transport's (DfT) Active Travel Fund. The overarching aim of the scheme is to give more space to people using this key corridor, especially outside the primary school.

The public realm improvements on Baker Street and Milton Road include:

- Giving more space to people using the streets, especially outside the primary school;
- Linking the existing Summerlands cycle route to Weston town centre and seafront;
- Allowing opportunities to provide more plants and trees;
- Enhanced junctions at side roads will make crossing safer for pedestrians;
- Provide more parking overall.

Linking the Summerlands cycle route to the town centre and seafront is an important missing link which will make it more attractive for local people to travel on foot or by bike for short local journeys.

By making Baker Street one-way we will reduce the amount of through traffic in the local streets which would be better suited on nearby arterial routes. More space can then be provided on Baker Street for a segregated contra-flow cycle lane and additional space outside Christchurch Primary School.



New trees, planting and rain gardens will help provide a boost to local biodiversity and help reduce the risk of localised flooding.

We have been liaising with stakeholders from January 2021 until October 2021 to inform the proposals. In May 2021 we ran a public consultation on the concept plans. We have reviewed the feedback provided and continued discussions with stakeholders, refining the designs. We have now finalised the designs and a list of changes can be found later in this document.

The recently adopted [North Somerset Active Travel Strategy](#) sets out how we will use active travel improvements to help reshape places to become healthy, vibrant and clean. Using new and improved walking and cycling infrastructure, we strive for residents and businesses to choose walking and cycling as the natural and enjoyable choice for short and medium length journeys and for the first and last mile of longer journeys. We aim for residents to take these journeys via a safe, connected network, making active travel the most attractive option wherever possible. This will be important in working towards making our transport network carbon neutral by 2030.

The provision of a high-quality, segregated cycle network will also attract visitors to North Somerset to cycle, walk and spend more within the District. This will be to the benefit of the local economy, as we work towards a green recovery from the COVID-19 pandemic.

We have four key objectives, showing what we aim to achieve for North Somerset:

- Deliver safe and frequent active travel to enable improved public health.
- Tackle the Climate Emergency.
- Drive local economic development.
- Shape active travel neighbourhoods through an active travel focused planning system.

## Scheme Timeline

- June 2020 – DfT Active Travel Funding announced and NSC bid preparation and submission. Engagement with local stakeholders begins
- September 2020 – DfT award Active Travel Funding to NSC. Draft scheme developed alongside stakeholders.
- May-June 2021 – public consultation on draft scheme followed by analysis of feedback from the public and stakeholders.
- January-October 2021 – continuous engagement with key stakeholders and amendments made to scheme design based on feedback.
- October-December 2021 – final scheme design provided to NSC approved highway contractor for detailed design and minor amendments.
- **January 2022 – Final design and You Said, We Did published.**

- January 2022 – NCS approved highway contractor carrying out scheme programming.
- Spring/Summer 2022 – construction to begin.

## Consultation approach

Since being awarded Government funding in September 2020 we have been gathering feedback from local councillors and stakeholders and members of the public through a six week online public consultation, letter drop, several phone calls, and online and face to face meetings with residents and local business owners.

Key groups consulted:

- Local ward members – offering insight from the local community.
- Statutory consultees – including emergency services.
- Invested interest groups e.g. Weston Town Council, Weston BID, local accessibility groups.
- Operational e.g. local businesses
- Members of the public – via public consultation, email and telephone.
- Media – website, social media, local press, posters, leaflet drop to local area.

Feedback gathered from all parties has been considered and fed back into the revised design along with the public consultation responses. Details of the feedback received can be found in the headline results below.

## Post consultation design changes

We ran a public consultation on the draft designs for Baker Street and Milton Road in May and June 2021. We received around a hundred responses to our online consultation.

The feedback we received, alongside stakeholder input, has been used to shape the final design.

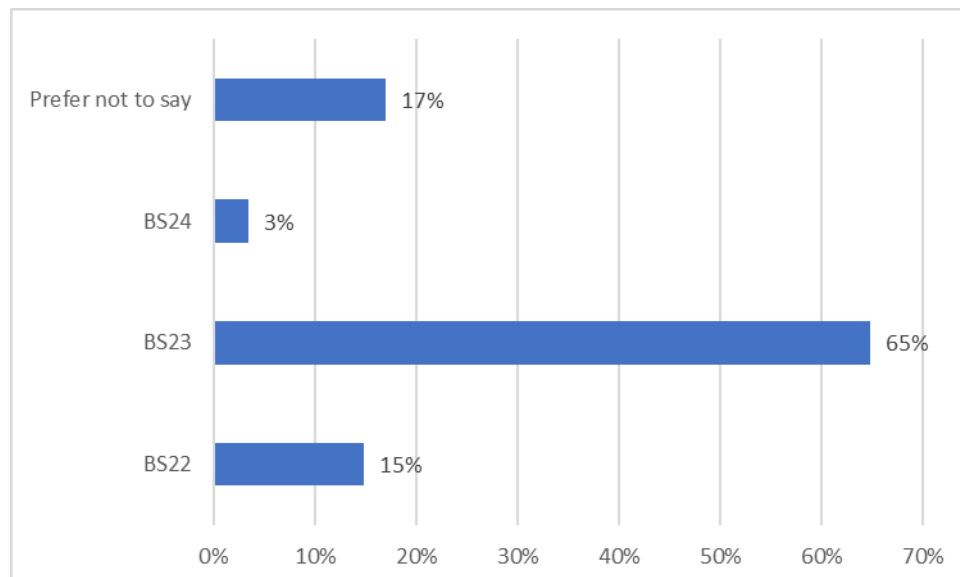
## Comments and suggestions

The free text comments from the consultation and emails and letters have been analysed and where appropriate, have fed into the design changes along with responses to the consultation questions, all of which is detailed below.

YOU SAID	WE DID
Access is needed at the junction of Baker Street and Milton Road for operational purposes	We have amended the design to allow access from Milton Road to the businesses and adjacent loading bay and car parking to aid operational needs.
Seating may lead to potential anti-social behaviour	We have removed the proposed seating outside the school. We are also working with the local constabulary and NSC Safer Communities team following feedback on anti-social behaviour.
More greenery wanted	We have attempted to increase the amount of greenery possible through the inclusion of rain gardens throughout Baker Street. These rain gardens provide more space for plants and greenery on-street as well as allowing rainwater run-off to drain.
Make the school more visible to help reduce vehicle speeds	We have worked with local school children to come up with a design that can be laid on the road surface to help the area outside the school more visible and colourful.
Don't reduce car parking	Our proposed scheme will provide more car parking in the area overall and we have been able to maintain this after the design changes have taken place.
Ensure loading bays are provided for businesses	We have provided new loading bays throughout Baker Street adjacent to businesses.

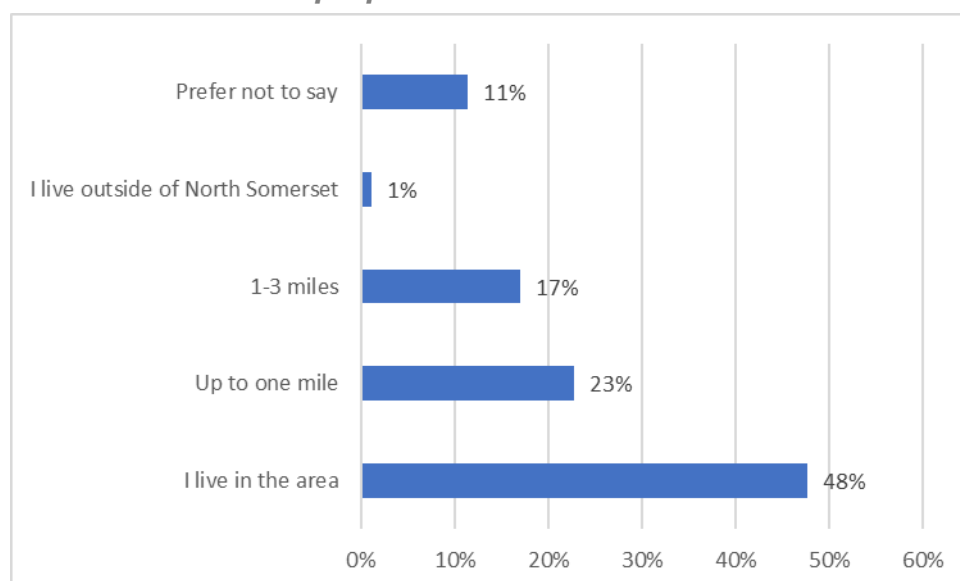
## Consultation headline results

### *Postcode of respondents*



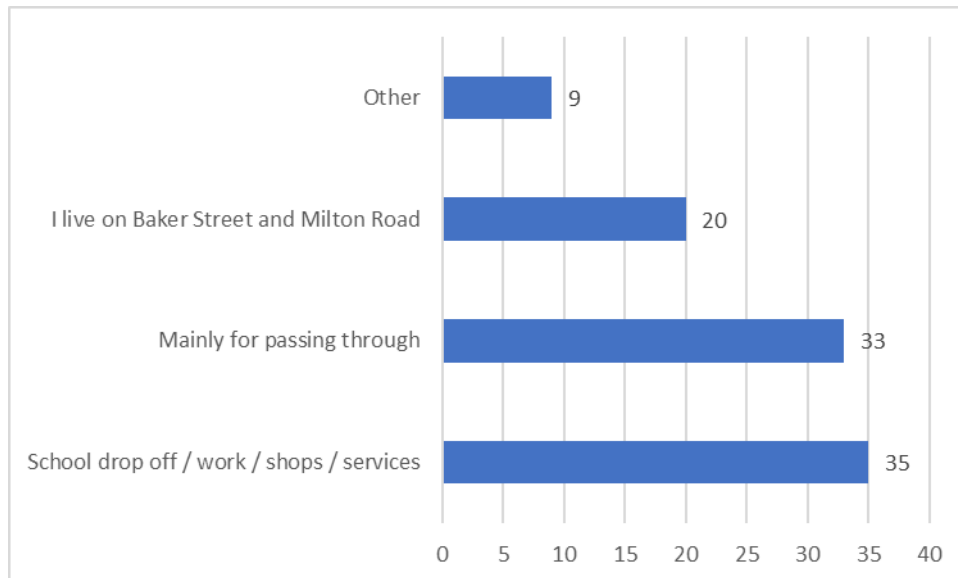
The highest number of respondents were from the Weston-super-Mare BS22 and BS23 postcode areas (80%) with the majority of these from the BS23 postcode (65%).

### *Distance lived from proposal*



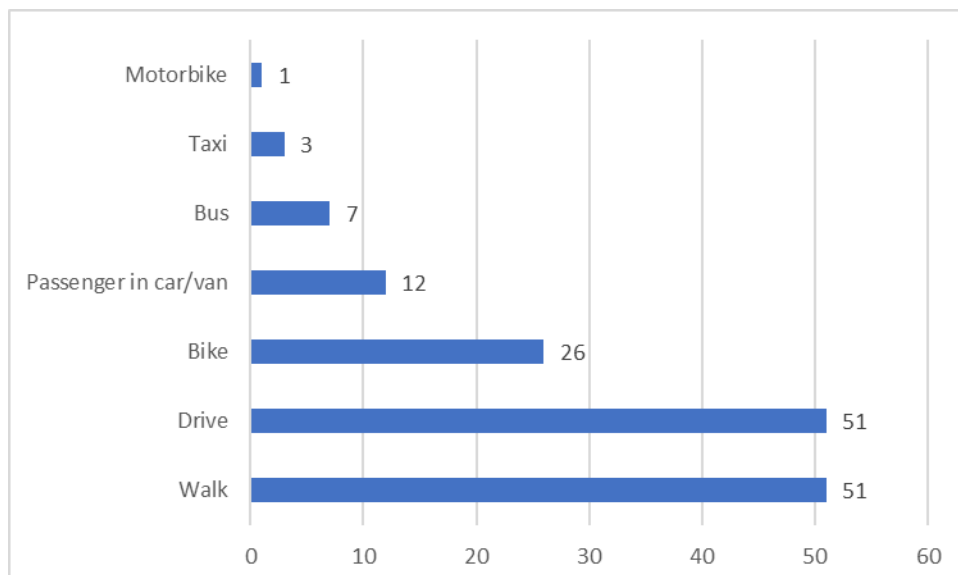
Most respondents (71%) lived within one mile of the proposed scheme, with a further 17% within 1-3 miles.

### How do you normally use Baker Street and Milton Road?



Respondents told us they used Baker Street mainly for school drop off / work / shops /services (35 no.), passing through (33 no.) or lived on Baker Street or Milton Road (20 no.).

### How do you normally travel to or through Baker Street and Milton Road?



Respondents mostly walk or drive to or through Baker Street and Milton Road (both 51 no.), with 26 respondents cycling. 28 respondents said they walked and drove.

**How important do you think each of the following are for Baker Street and Milton Road?**

	1 Most important	2	3	4	5	6	7 Least important
Pedestrian facilities	32	21	13	9	4	1	2
On-street parking	27	7	12	5	11	10	10
Space for children outside school	43	9	11	10	5	0	3
Space for outside seating	3	9	10	12	10	7	30
Clean air	40	12	10	10	4	4	2
Passing traffic	12	5	17	12	10	3	17
Cycle facilities	17	8	22	13	8	3	11

The street feature considered most important for respondents was space for children outside the school (43 no.), followed by clean air (40 no.). Pedestrian facilities (32 no.) and on-street parking (27 no.) were also high scoring.

Space for outside seating was considered the least important street feature (30 no.), followed by passing traffic (17 no.).

The below tables combine the scores for street features ranked as important (1-3) and not important (5-7).

	Important
Pedestrian facilities	66
Space for children outside school	63
Clean air	62
Cycle facilities	47
On-street parking	46
Passing traffic	34
Space for outside seating	22

	Not important
Space for outside seating	47
On-street parking	31
Passing traffic	30
Cycle facilities	22
Clean air	10
Space for children outside school	8
Pedestrian facilities	7

When the ranks are combined for 'important', pedestrian facilities (66 no.), space for children outside the school (63 no.) and clean air (62 no.) are the top selections. For combined 'not important' ranks, space for outside seating (47 no.) is the clearly the least popular, followed by on-street parking (31 no.) and passing traffic (30 no.).

***To what extent do you agree with reducing through traffic in the neighbourhood?***

Strongly agree	48%
Agree	23%
Neutral	15%
Disagree	10%
Strongly disagree	5%

The majority of respondents strongly agreed or agreed with the principle of reducing through traffic in the neighbourhood (71%) with almost half of all respondents being strongly in favour of this (48%). 15% of respondents disagreed or strongly disagreed with this suggestion.

***In the interest of road safety for the new road layout, our proposals include closing the junction of Stafford Road and Milton Road. Do you agree with this proposal?***

Yes	49%
No	35%
Don't know	16%

Nearly half (49%) of respondents agreed with the proposal to close Stafford Road to motor vehicles at the junction with Milton Road. 35% did not agree and 16% were unsure.

## **Next steps**

The designs for Baker Street and Milton Road are now finalised. Our approved highway contractor is carrying out detailed design work and assessing how and when these works will be delivered. Our indicative timeline is for works to be carried out in Spring/Summer 2022.

We are currently running engagement events with the local community to help decide what improvements can be made in the wider area around Baker Street. This feedback will be used to produce a design and a public consultation will then be held.