

## **Appendix 2**

### **1. Pedestrian Counts**

There was a count carried out over twelve hours. In summary, over a 12 hour survey period there was a total of 403 pedestrians: 4 (1%) with mobility problems, 13 (3%) with prams/pushchairs, 79 (20%) were elderly, 36 (9%) children under 4 years old, (17 of which were a group), 24 (6%) school children, 19 (5%) cyclists and 228 (57%) others.

See appendix 3 for the full survey.

### **2. Consultation**

An initial consultation was carried out with local residents and local pedestrian/access and cycling groups in May 2011. There were 29 responses: 15 objected, 13 supported the proposal and 1 person had no objection.

In November 2011 a wider consultation was carried out which included various national groups and notices on site. There were 21 responses: 9 supported the proposal, 8 objected and 3 had no objection.

The concerns raised from the consultation included comments such as: the path is not wide enough, cyclists will travel too fast making pedestrians feel vulnerable and it will be dangerous. There is particular concern from and for the elderly residents and young children sharing this path with cyclists.

Another frequent comment was that cyclists should walk this route.

Those who support this proposal commented that it is wide enough and is a useful direct local link avoiding busy roads.

A site visit was carried out with the Avon and Somerset Constabulary Traffic Management who support the proposal.

In addition to these responses a petition was received from the Senior Friendship Group with 20 signatures. Bathwick Residents Association also sent out a questionnaire to local residents. 52 people objected to the scheme and 32 supported it. A copy of the questionnaire is included in appendix 5.

A petition from local residents containing 98 signatures supporting the proposal has also been received.

### **3. Cycle Track Order response**

The Cycle Track Order was advertised between 24th May and 21st June 2012 and seventeen people responded. Seven of these stated that they objected to the proposal, four people did not state their objection; however detailed why they are against or had concerns of the proposal. Six respondents supported the proposal. The comments received were very similar to those made at the informal consultation stage and are detailed in appendix 6.

### **4. Design**

The Department for Transport (DfT) design guidance states the minimum width should be 3m if there is no segregation between pedestrians and cyclists, although in areas with few cyclists or pedestrians narrower might suffice. The approximate path width between Powlett Road and Bathwick Street is generally 2.9-3m with a narrowing at a lighting column, and BT cabinet (which has been recently constructed) to 2.28m wide for a distance of 1.2m. The guidelines also recommend that there should be an additional allowance as the path has a wall each side. This cannot be accommodated

here as it is not possible to widen the path. Evidence does suggest, for example, in the Lancashire cycle guidelines that unsegregated shared use paths have operated down to 2m wide. However, the preferred minimum width is 3m. It is not anticipated that there would be a dramatic increase in the number of cyclists as it is not a through route and the catchments area is limited to the housing estate to the north of Bathwick Street.

The proposal includes appropriate signs and road markings as recommended by the DfT.

A stage 1/2 safety audit has been carried out which is included in appendix 4. If the scheme goes ahead the problems highlighted will be addressed and the recommendations followed.

## **5. Description of land**

This route is not currently recorded as a public right of way on the definitive map and statement. The Highway Maintenance classification of this path is class 6 and has therefore been defined as suitable for pedestrians.

The shared use path (pedestrians and cyclists) which is proposed to be created is shown on plan TC8511/50 contained in appendix 1. The route commences at the junction with Bathwick Street and runs in a north easterly direction for approximately 75 metres until it reaches Powlett Road.

The proposed route will have a width of 2.9-3 metres with the restrictions as detailed in section 4..