

London Road Briefing Notes

3rd February 2014

Background

The overall objective of the London Road Regeneration scheme was defined in a report presented to Cabinet on the 13th June 2012. This paper set out a project framework and Governance structure to identify and implement a series of projects. The mandate of the project was to arrest the environmental decline of a major gateway in Bath through initiatives to improve the street scene, encourage property regeneration, improve air quality and attract private sector investment. The outcome will be an improved environment that changes perceptions and facilitates confidence in the area as an area to invest, live and work. The consequential impact will be a positive entry point into Bath further enhancing the City's' reputation as a world class visitor attraction.

The scope of the project included in the Cabinet report was as follows:

The project will identify a series of physical regeneration projects to improve the environment of the area within the red line boundary.

Projects will be proposed by a community group created specifically to generate project ideas that will then be assessed by the Council against a set of agreed criteria. Likely projects (based on previous community consultation) include public realm improvements, bringing empty properties back into use, highways improvements and match funded grant schemes to improve buildings.

A copy of the full Cabinet paper is included as appendix A to this briefing paper.

The Cabinet paper was debated in the 13th June 2012 Cabinet and the motion was resolved unanimously to:

- (1) To APPROVE the project framework and the Governance structure; and*
- (2) To AUTHORISE the Strategic Director of Place in consultation with the Cabinet Member for Sustainable Development to approve individual allocations of the budget.*

An extract of the minutes of the 13th June 2012 is included as appendix B to this briefing note.

Gateway Group Engagement

Having secured funding, Ward Councillors and Officers held a public meeting to determine local residents' views on spending priorities. This meeting was advertised locally (Chronicle, Posters & Social Media) and attended by over 70 people, including Transition Larkhall. During the meeting, and in the workshop afterwards, many residents highlighted reducing the dominance of traffic, addressing empty shops and making the area greener.

Local residents were asked to apply to join the community led London Road regeneration project steering group. Having had approximately 70 applications, a diverse group of local residents were selected to represent the community.

A socially and economically diverse group were selected, as well as people to represent the interests of the elderly, people with disabilities and young children. The members of the Gateway Group are set out below.

Gateway group Members:

Francesca Thompson	Resident / Chair of Gateway Group
Alex Schlesinger	Business owner LR&SNP + WWECT Director
Domenica Oatley	
Murray Jones	Business owner & resident
Ian Parsons	Resident
Katy Mallia	Young mum, Gateway Group rep re Cycle
Mary Dooley	Business/property owner
Robbie Hirst	Young persons' rep
Ron Best	Elderly rep
Sean Haresnape	Disability rep
Simon Gregory	Resident
Susan Traill	WWECT
Veronica Ward	BME rep
Ben Stevens	Cabinet member
Lisa Brett	Ward Cllr
Paul Fox	Ward Cllr

Developing the Scheme

This Community Steering Group recommended to the Cabinet member for Sustainable Development that the main focus of the London Road Regeneration Project should be to improve the public realm of the area.

The Community Steering group also requested a Grants Programme for the regeneration of neglected properties be made available to local property

owners. Improvements to eight 'target' properties were selected as being of particular importance to the overall success of the project.

A landscape architect was appointed by the Council to work with the Gateway Group to interpret the vision developed during the public meeting and design a scheme for implementation.

The Gateway Group identified that the priorities for the scheme, would be:

- Trees and greening streets
- Realignment of pavement edges
- Parking provision (no net loss)
- Arts and banners

The landscape architects were also instructed to attempt to reduce the dominance of traffic, promote local shops and improve the environment for pedestrians and not to worsen the parking provision.

The Gateway Group appointed a cycle champion, the mother of a young family of keen cyclists, who subsequently made herself known to the Cycle Forum.

In June, the community group, supported by Council officers held a two-day exhibition of proposals for the London Road. As a result of feedback from this exhibition, several small amendments to the scheme were made.

Consultation Events

Below is a list of consultation events and meetings with various group undertaken by the project team and the Gateway Group:

Gateway Group meetings:

2012:

- 16th April
- 01st May
- 14th May
- 11th June
- 09th July
- 05th September
- 08th October

2013:

- 14th January
- 21st January
- 25th February
- 22nd April
- 24th June
- 29th July
- 7th October
- 16th December

London Road Public Exhibition:

Held at the Gateway Centre, Snow Hill

- Friday 26th July 2013 12 noon – 7pm

- Saturday 27th July 2013 10am – 4pm

Cycle Liaison Forum:

- 25th September 2012 –attended by Adrian Clarke & Katy Mallia
- 13th November 2013 –attended by Adrian Clarke & Katy Mallia
- 14th January 2014 – attended by Paul Mackie & Katy Mallia

Meeting with Sustrans, Bath Cycling Club and Bath Cycle Campaign:

- 17th October 2013

Meeting with Cycle group –Transition Larkhall

- Tuesday 14th January 2014

Highways Authority Requirements

The project team have in addition to the consultation with the various community groups met with the B&NES Highways team to understand the technical constraints of any proposed changes to the highway in the locality of the London Road project area.

Any scheme that is developed by the project team will be tested against the following Highways Authority criteria:

- Westbound carriageway 6.75m for operational maintenance purposes to allow for contraflow working when undertaking maintenance on east bound carriageway and lane restrictions when undertaking maintenance on west bound carriageway. This avoids the need for shuttle working using traffic lights.
- East bound carriageway 5.5m to allow for parking and bus stops, but can be reduced to 4.6m at localised pinch points at each end of scheme to allow cycles and HGV's to pass alongside each other.
- 2.5m central reserve width for planting or pedestrian refuge
- 2m footway on north side
- In the event that a shared footway/cycleway is included on south side it should ideally be 4m wide
- Any segregated 2 way cycle way should be a minimum of 3m wide plus a 2m wide footway.

Design Options

The project team are now evaluating and testing 3 options prior to any final proposal being submitted to the Highway Authority for technical approval:

1. A scheme of public realm improvement with the provision of a 'advisory' cycle lane on both carriageways, as proposed by the Gateway Group
2. As option 1 but with removal of parking other than limited loading and unloading at Walcott Terrace
3. A scheme of public realm improvements plus the provision of a 2 way segregated cycle route on the south bound carriageway, as proposed by the Cycling Group
4. A scheme of public realm improvements with the provision of a combined footway and cycle way on the south bound carriage way

Each scheme will be tested for technical compliance with the requirements of the Highways Authority and with the Cabinet approved project remit, as developed by the Gateway Group in line with the approved project framework and governance.