

# **Active Travel Fund Tranche 2 Schemes**

## **Consultation Outcome Summary**

11 June 2021

Revision 03



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# 1 Introduction

## 1.1 Background

1.1.1 The Active Travel Fund was launched in May 2020 by the Department for Transport and supports proposals to enable more journeys to be made on foot and by bicycle. The fund initially supported temporary highway schemes to aid social distancing in response to the Covid-19 pandemic (known as tranche 1). The next phase of funding (tranche 2) is for permanent schemes, focused on reallocating road space in favour of active travel. The council is combining this programme with additional funding from our transport improvement programme.

## 1.2 Proposed active travel schemes

1.2.1 The proposed schemes are:

- ***A4 Upper Bristol Road:***
  - new cycle lanes on both sides of Upper Bristol Road between the junctions with Charlotte Street and Midland Road;
  - new bollards and splitter islands to separate cyclists from motor traffic;
  - new bus stop islands, so that bus passengers can board and alight buses from new areas of footway and cyclists can remain within a cycle lane; and
  - removal of car parking bays on Upper Bristol Road (40 spaces) to be re-provided by:
    - creating 19 additional spaces within zone 6 by removal of single and double yellow lines;
    - converting 14 shared use bays in Marlborough Lane to residents' only;
    - converting 12 pay and display bays in Royal Avenue to residents' only;
    - proposals to change how hotel, guest house and holiday let permits operate which will remove competition for on street residents permits spaces by moving these users into Charlotte Street car park. There are currently 41 such permits in Zone 6.

- improvements to all the side road junctions within this section of Upper Bristol Road, to make it easier and safer for pedestrians to cross; and
- extension of 20mph speed limit on A4 Upper Bristol Road between Charlotte Street and A3604 Windsor Bridge Road.

A scheme to provide a new signalised junction at Midland Road/A4 Upper Bristol Road, including pedestrian and cycle crossings, is currently being developed.

- ***Bath city centre to Bath University via A36 Beckford Road & North Road:***

- An uphill (eastbound) cycle lane on Beckford Road, using bollards and splitter islands to separate cyclists from motor vehicles;
- removal of 28 car parking spaces on Beckford Road;
- removal of 4 car-lengths of double yellow lines in Forester Road;
- 4 new time limited parking bays in Warminster Road and 2 new time limited bays in North Road;
- an experimental closure of North Road to through traffic (except buses and emergency vehicles) to provide a route for cycles and electric scooters which is largely free of motor traffic;
- an off-road link for cyclists between North Road and The Avenue; and
- a new cycle path on the existing closed section of The Avenue, adjacent to the footway between Beech Avenue and Norwood Avenue. The cycle path will be separate from the pedestrian path.

- ***Bath University to Combe Down via Copseland, Quarry Farm and existing off-road path:***

- new zebra crossings for pedestrians and cycles (known as parallel crossings) on both Oakley and Widcombe Hill at their junctions with Copseland, to provide safe and convenient crossing facilities;
- a new pedestrian refuge island in North Road at its junction with Bathwick Hill to make it easier and safer to cross; and
- a scheme to upgrade the surface of the off-road path to Combe Down and improved links to Ralph Allen school are currently being investigated.



1.2.2 These schemes will contribute to reducing traffic congestion, enhance road safety, improve air quality, promote healthy lifestyles and assist in meeting our climate emergency targets.

### **1.3 Structure of the report**

1.3.1 The following sections of this report are set out as follows:

- section 2 summarises the public consultation activities;
- section 3 provides a summary of the responses;
- section 4 sets out the respondents' characteristics;
- section 5 provides a summary of the quantitative results from the on-line survey;
- section 6 provides a summary of the free text comments made by individuals via the online survey;
- section 7 provides a summary of comments received by email and letter, plus free text comments from the on-line survey made by organisations; and
- section 8 provides a general summary.

## 2 Public consultation

- 2.1.1 The consultation opportunity was held between 26 February and 21 March 2021 and publicised digitally via the council's website, twitter account, press release, street posters and via a link on the West of England Employers Travel Survey. Given the proposed changes to on street parking in Upper Bristol Road and Beckford Road, resident parking permit account holders in zone 6 and 10 were alerted to the consultation. In addition, approx.1,400 letters were sent to residents and businesses adjacent to the proposed schemes.
- 2.1.2 Details, including maps and drawings of the proposals, were made available at:  
<http://www.bathnes.gov.uk/activetravelschemes>
- 2.1.3 A web-based questionnaire was developed to seek views on the proposed schemes. A copy of the survey questionnaire is provided as Appendix ATF1.
- 2.1.4 Due to Covid-19 restrictions no public-facing drop-in events were held. Any queries were directed to the active travel fund email address: [ActiveTravel\\_FundConsultation@bathnes.gov.uk](mailto:ActiveTravel_FundConsultation@bathnes.gov.uk), through Council Connect or through elected Members of the council. On 4<sup>th</sup> March 2021 a webinar was conducted via Zoom where officers and Members discussed the proposals and responded to questions from the public. The recording can be found online:  
<https://www.youtube.com/watch?v=hvwq3UdQdxY>

## **3 Consultation Response**

### **3.1 Feedback generated**

**3.1.1** The online survey generated 2,375 individual responses with 5 additional questionnaire responses sent by post, together with further comments sent by email and letter.

**3.1.2** The consultation analysis has involved both quantitative and qualitative data. Quantitative data was gathered through multiple choice or single answer questions producing numerical results. Qualitative data was gathered through a single open-ended question for additional comments and suggestions.

### **3.2 Quantitative analysis**

**3.2.1** Section 4 provides a profile of respondents, whilst section 5 provide a summary of the results relating to opinion questions on the proposed schemes.

### **3.3 Qualitative data analysis**

**3.3.1** The more detailed, qualitative feedback generated from questions plus letters and emails is summarised in sections 6 and 7.

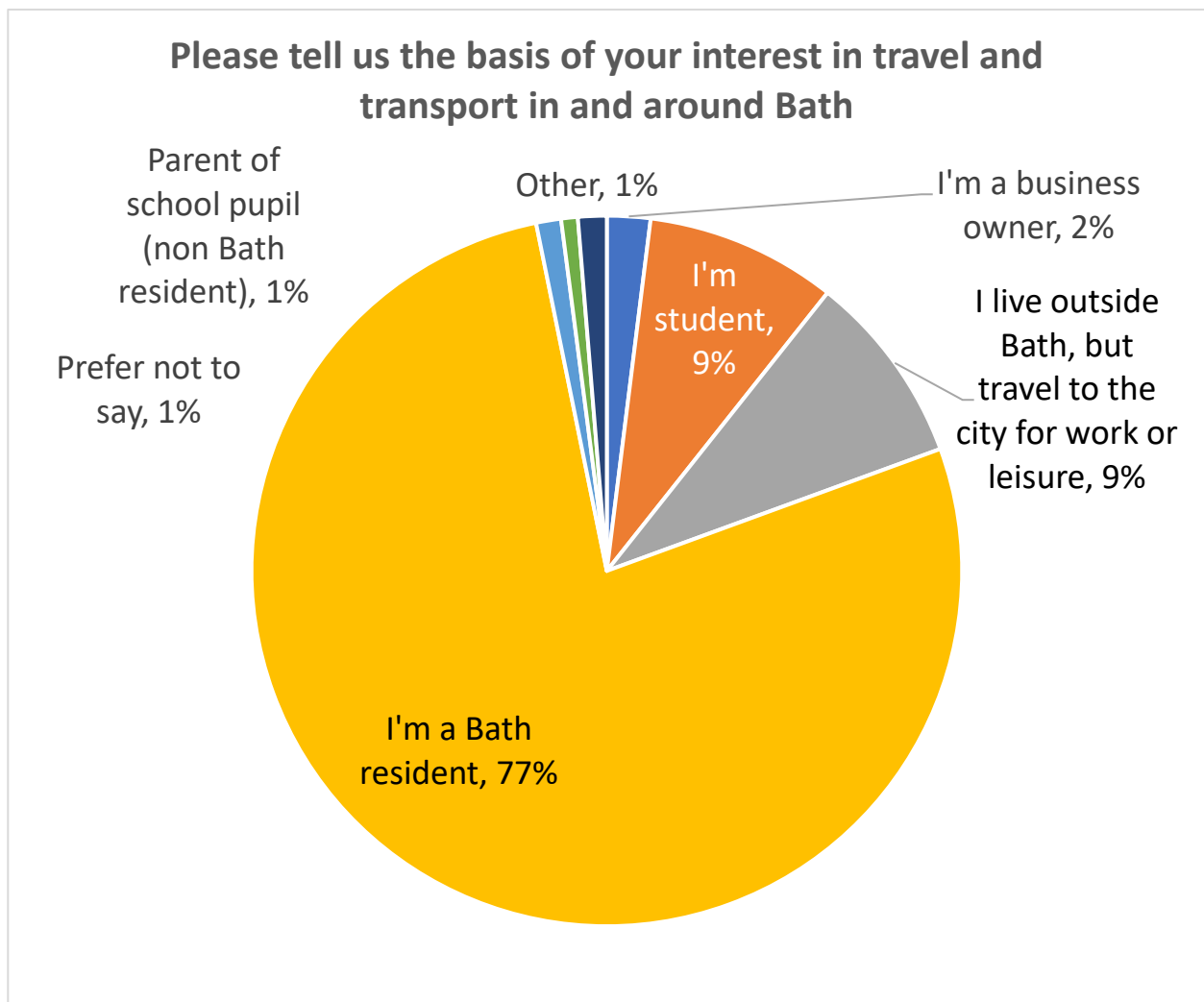
## 4 Respondents' Characteristics

### 4.1 General Characteristics

4.1.1 The on-line survey asked respondents to provide general information relating to their individual characteristics. The results are provided in Figures 4.1 to 4.6.

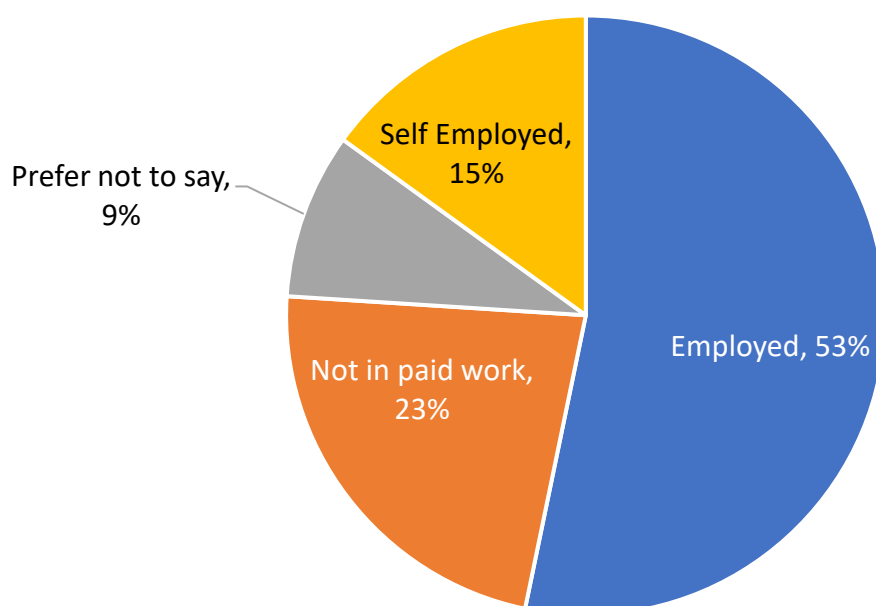
#### 4.1.2 Respondent type

98% of respondents were replying on behalf of themselves, with 2% responding on behalf of organisations.



**Figure 4-1: Basis of interest**

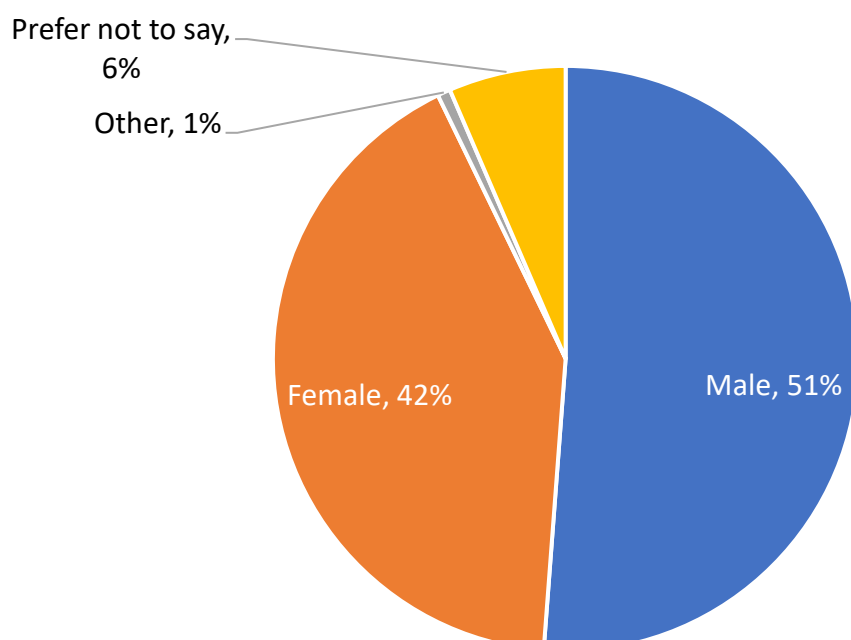
### What is your professional or working status?



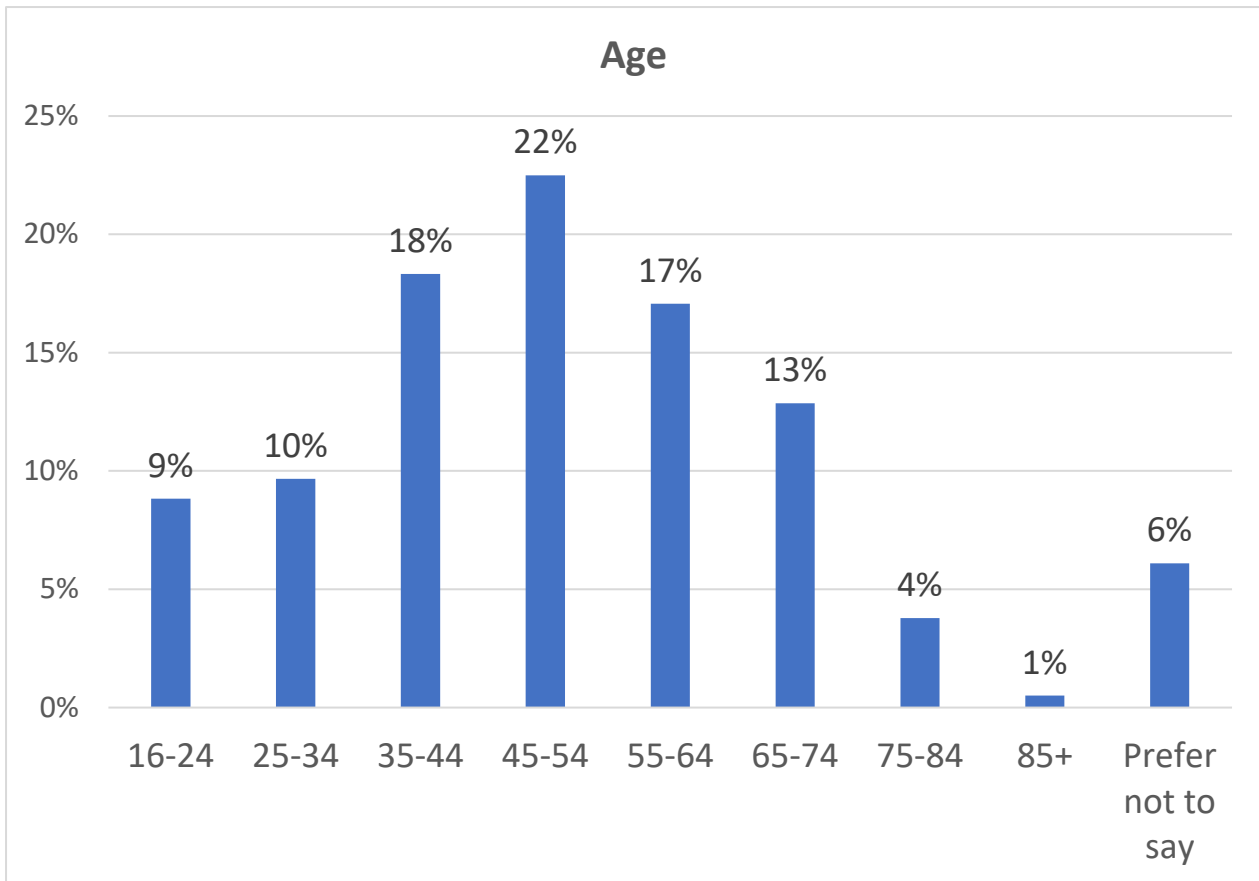
**Figure 4-2: Working Status**

*Note: Retired people are included under 'not in paid work'. It would have been beneficial to include this classification as a separate category.*

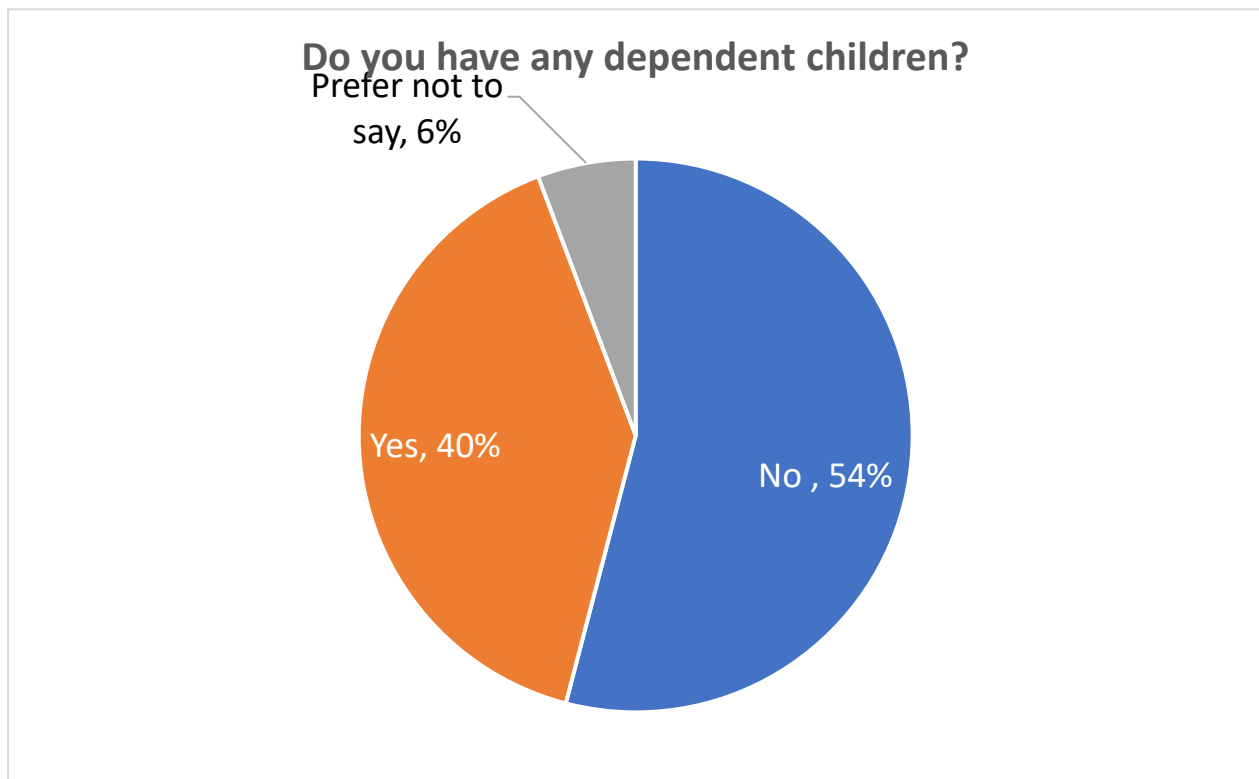
### How would you describe your gender?



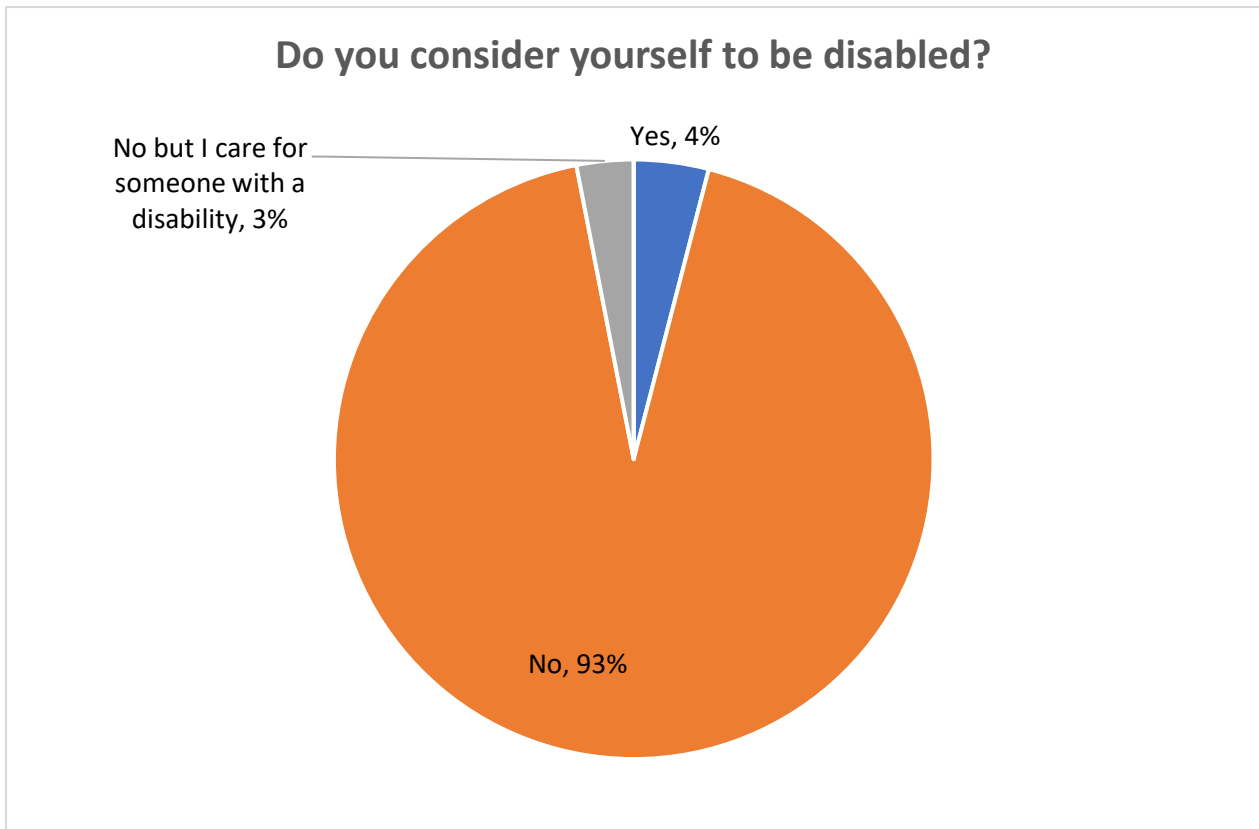
**Figure 4-3 How do you describe your gender?**



**Figure 4-4: Age**



**Figure 4-5: Dependent children**



**Figure 4-6: Do you consider yourself to be disabled?**

## **4.2 Response distribution**

- 4.2.1 Figure 4.1 indicates that the overwhelming number of responses were from residents, students or business owners from within Bath (91%), with only 9% living outside the city.
- 4.2.2 Figure 4.4 indicates that 57% of respondents are over the age of 45 with 35% over the age of 55. The 2011 census indicates that 54% of the B&NES adult population are over the age of 45 and 38% are over 55.
- 4.2.3 Figure 4.4 also indicates that 9% of respondents are under the age of 25. This compares with 16% of the B&NES adult population, who also have the lowest level of car availability (26% of 18-25 year olds in B&NES have no access to a car or van). The survey results should therefore be viewed in the context of some over-representation of older adults and corresponding under representation of younger adults. School and pre-school aged children were not expected to respond to the consultation, so their potential needs should also be taken into account. Previous studies of primary school children have indicated that a significant proportion would prefer to walk, scoot or cycle to/from school, if they were given the choice.

- 4.2.4 Figure 4.5 indicates that 40% of respondents have dependent children. This exactly matches the proportion of B&NES households who have dependent children (source: ONS).
- 4.2.5 Figure 4.6 indicates that 4% of responses considered themselves to be a disabled person. This is an under-representation of the population, with 16% of the B&NES population having a long-term health problem or disability (source: ONS)

### **4.3 Participation in future travel studies**

- 4.3.1 63% of respondents stated that they would be prepared to take part in future studies of travel habits and provided email and telephone contact details.



## 5 Quantitative Results

### 5.1 Background

5.1.1 The questionnaire included a series of specific questions in a Likert format for each of the three scheme areas:

- A4 Upper Bristol Road;
- City Centre to University of Bath: A36 Beckford Rd and North Road; and
- Combe Down to University of Bath: Copseland.

5.1.2 Respondents were able to respond to questions relating to just one, two or all three areas.

### 5.2 Presentation of results

5.2.1 Figures 5.1 to 5.5 present the result as stacked bars with 'agree' and 'strongly agree' shown as positive percentages (in light green and dark green respectively) and 'disagree' and 'strongly disagree' shown as negative percentages (in pink and red respectively). Respondents who replied 'No opinion' are not shown in the charts, but included within the data table, provided as Table 5.1.

5.2.2 The results indicate that the overwhelming majority of respondents support the proposed schemes, except the North Road bus gate, where the responses are more evenly split. The margin of support versus against for a two-way bus gate was 1 percentage point in favour, and 4 percentage points against a one-way bus gate.

5.2.3 A separate analysis was undertaken only using responses from residents, students, businesses and organisation from within the Bath city boundary and adjacent rural areas including:

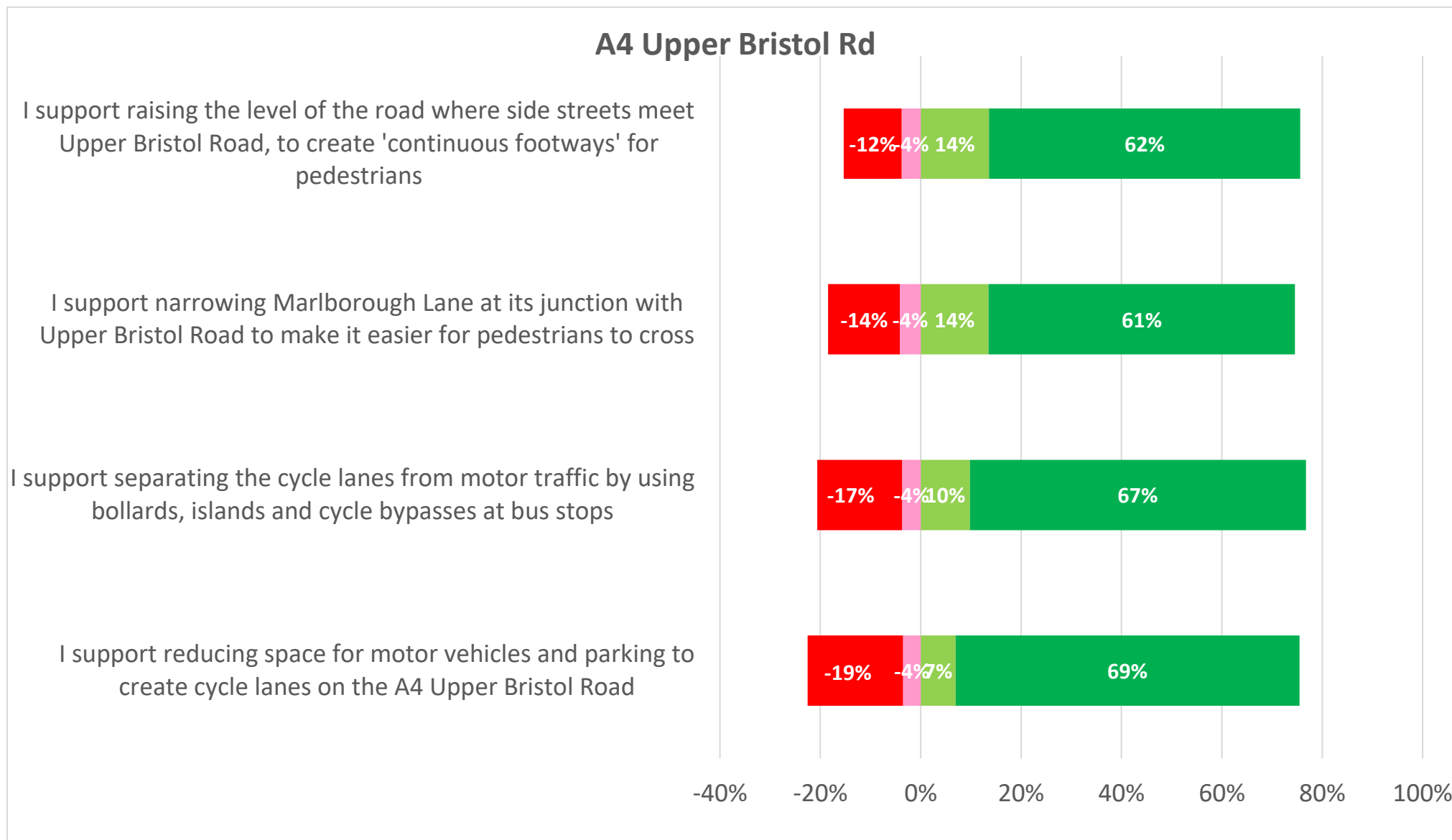
- BA1 1\*\* to BA1 9\*\*; and
- BA2 1\*\* to BA2 7\*\*.

The Bath urban area postcodes are shown in Figure 5.6.

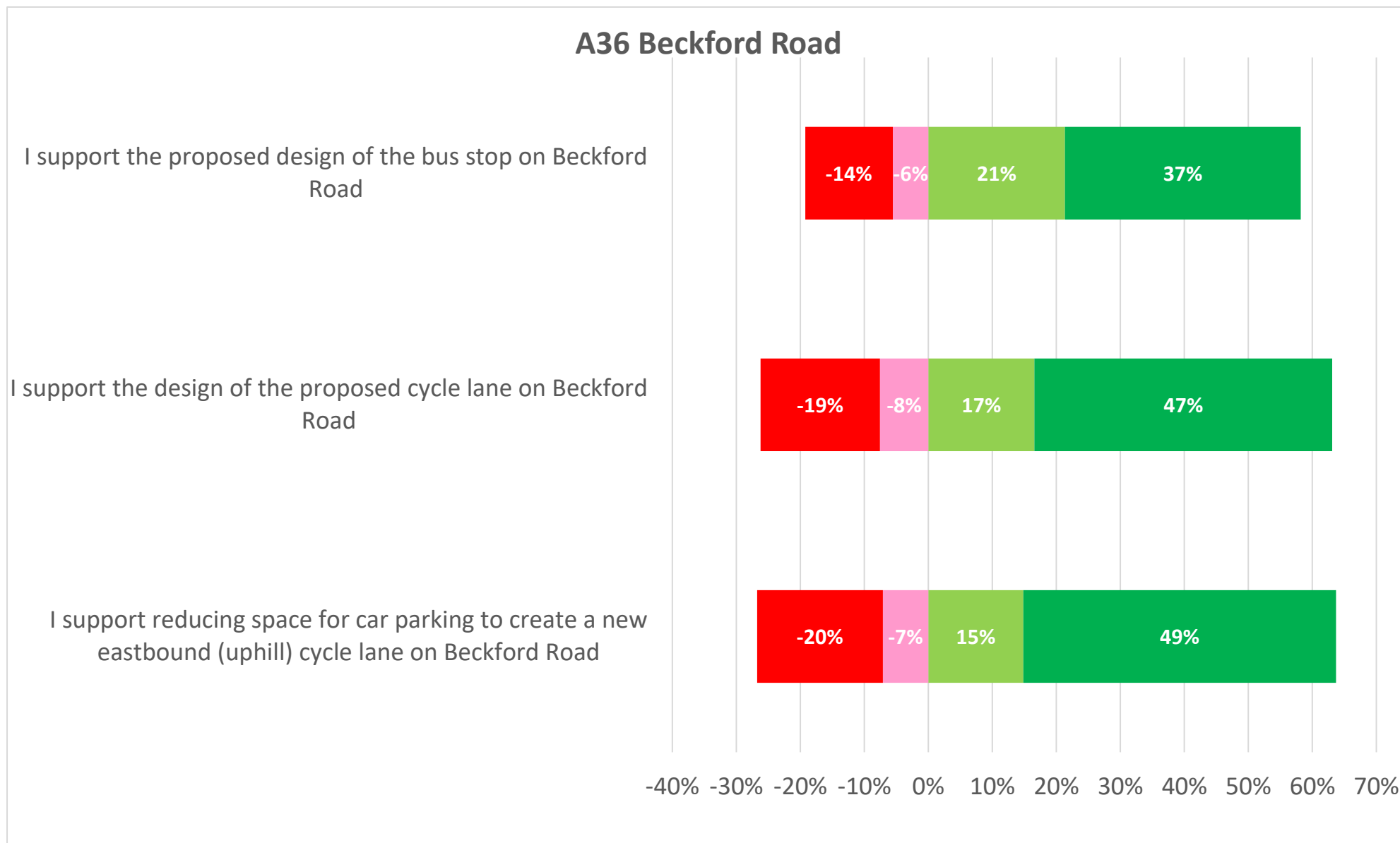
5.2.4 The results of this analysis indicated marginal differences with the results from the 'all respondent' analysis. A data table for the Bath-only responses is provided as Table 5.2.

## **5.3 Postcode plots**

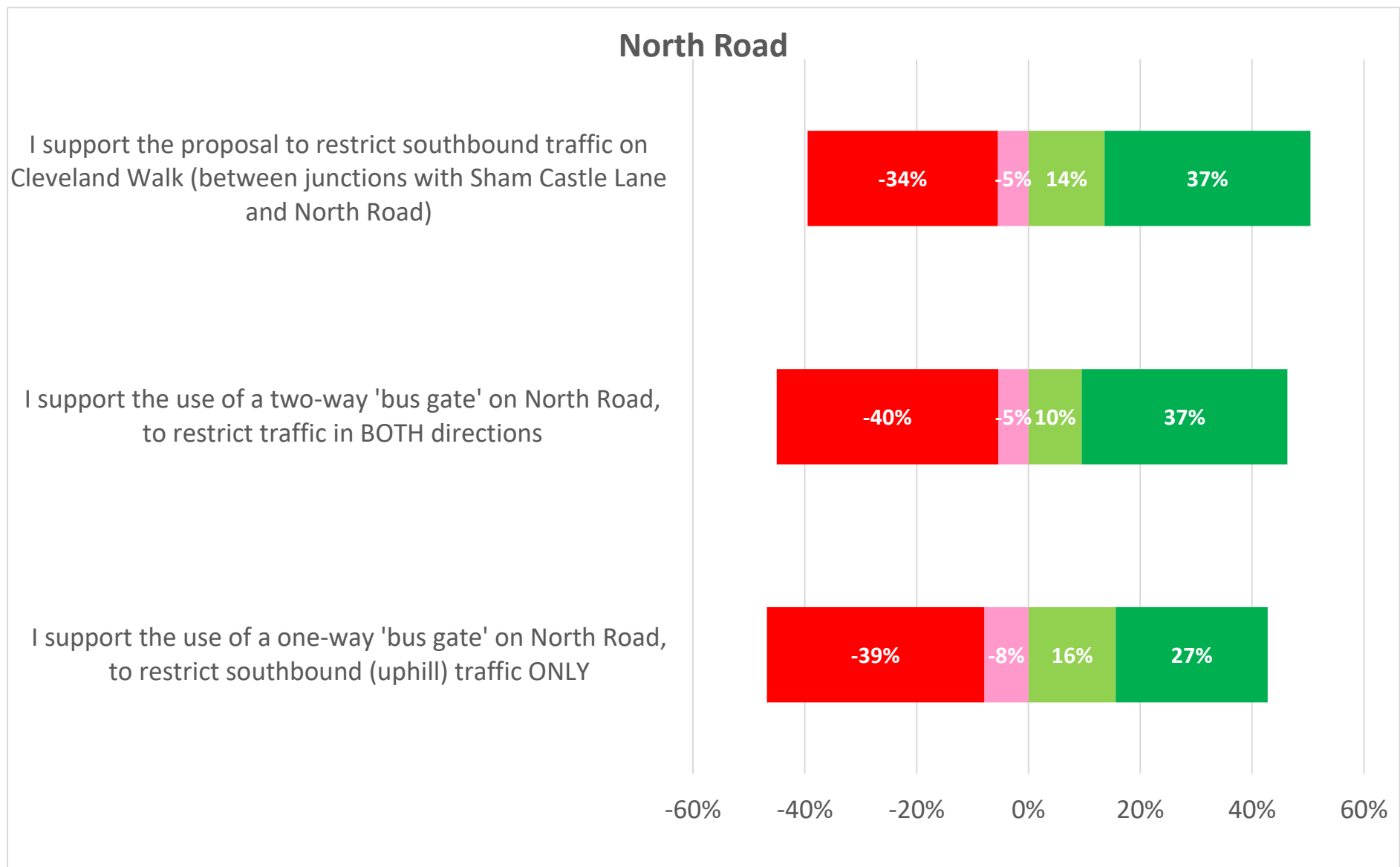
- 5.3.1 Postcode plots of the results for 6 selected questions have been prepared for Bath residents, students, businesses and organisations where postcodes were provided. 96% of the 2,380 respondents provided a full postcode and 80% of these (1,828) were within the Bath area. These plots are provided as Figures 5.7 to 5.12 and include some with a zoomed in view of the proposed schemes. Non-Bath residents who work, visit or send children to school in Bath are therefore excluded from these plots. The postcode plots indicate the number of responses in each full postcode area. Respondents who agreed or strongly agreed with the scheme are combined and shown as green semi-circles. Respondents who disagreed or strongly disagreed are also combined and shown as red semi-circles.



**Figure 5-1: A4 Upper Bristol Road**



**Figure 5-2: A36 Beckford Road**



**Figure 5-3: North Road**

## The Avenue

I support the proposed design of the new cycle lane on The Avenue

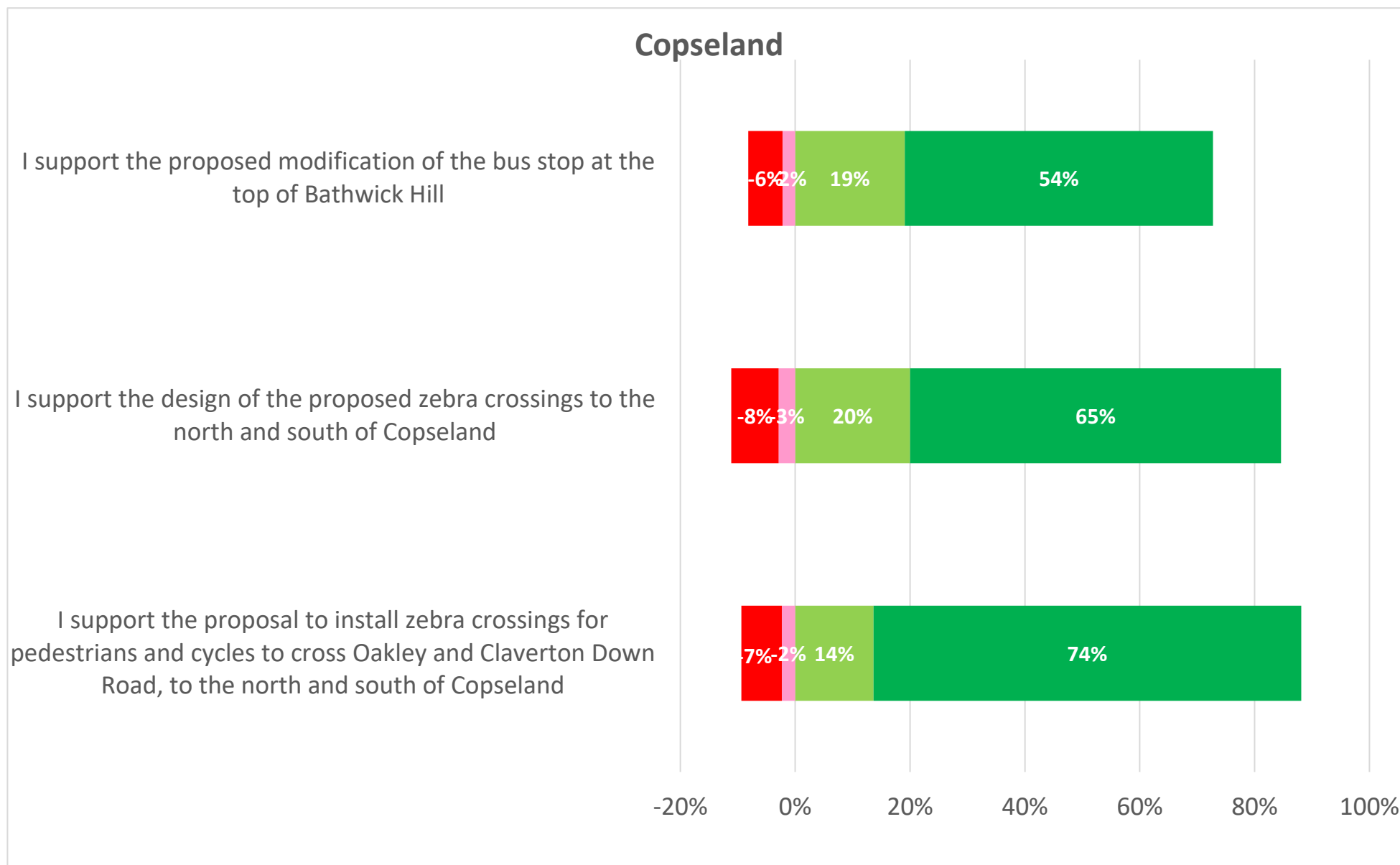


I support the proposed creation of a separate cycle lane and pedestrian footpath on The Avenue



-30% -20% -10% 0% 10% 20% 30% 40% 50% 60% 70%

**Figure 5-4: The Avenue**



**Figure 5-5: Copseland**

### Data table key

- a) I support reducing space for motor vehicles and parking to create cycle lanes on the A4 Upper Bristol Road
- b) I support separating the cycle lanes from motor traffic by using bollards, islands and cycle bypasses at bus stops
- c) I support narrowing Marlborough Lane at its junction with Upper Bristol Road to make it easier for pedestrians to cross
- d) I support raising the level of the road where side streets meet Upper Bristol Road, to create 'continuous footways' for pedestrians
- e) I support reducing space for car parking to create a new eastbound (uphill) cycle lane on Beckford Road
- f) I support the design of the proposed cycle lane on Beckford Road
- g) I support the proposed design of the bus stop on Beckford Road
- h) I support the use of a one-way 'bus gate' on North Road, to restrict southbound (uphill) traffic ONLY
- i) I support the use of a two-way 'bus gate' on North Road, to restrict traffic in BOTH directions
- j) I support the proposal to restrict southbound traffic on Cleveland Walk (between junctions with Sham Castle Lane and North Road)
- k) I support the proposed creation of a separate cycle lane and pedestrian footpath on The Avenue
- l) I support the proposed design of the new cycle lane on The Avenue
- m) I support the proposal to install zebra crossings for pedestrians and cycles to cross Oakley and Claverton Down Road, to the north and south of Copseland
- n) I support the design of the proposed zebra crossings to the north and south of Copseland
- o) I support the proposed modification of the bus stop at the top of Bathwick Hill



<b>Number of responses</b>	a)	b)	c)	d)	e)	f)	g)	h)	i)	j)	k)	l)	m)	n)	o)
Strongly agree	779	760	692	703	824	781	617	457	622	620	823	765	771	668	611
Agree	79	111	153	154	250	278	357	263	161	229	270	304	141	207	217
Neither agree or disagree	23	30	79	102	161	179	378	176	146	169	278	303	26	44	217
Disagree	40	42	47	43	120	127	93	133	91	92	57	59	24	30	25
Strongly disagree	216	192	162	131	331	313	229	654	670	573	243	244	73	85	68
Total	1137	1135	1133	1133	1686	1678	1674	1683	1690	1683	1671	1675	1035	1034	1138
<b>Percentage of responses</b>															
Strongly agree	69%	67%	61%	62%	49%	47%	37%	27%	37%	37%	49%	46%	74%	65%	54%
Agree	7%	10%	14%	14%	15%	17%	21%	16%	10%	14%	16%	18%	14%	20%	19%
Neither agree or disagree	2%	3%	7%	9%	10%	11%	23%	10%	9%	10%	17%	18%	3%	4%	19%
Disagree	-4%	-4%	-4%	-4%	-7%	-8%	-6%	-8%	-5%	-5%	-3%	-4%	-2%	-3%	-2%
Strongly disagree	-19%	-17%	-14%	-12%	-20%	-19%	-14%	-39%	-40%	-34%	-15%	-15%	-7%	-8%	-6%
Agree + Strongly Agree	75%	77%	75%	76%	64%	63%	58%	43%	46%	50%	65%	64%	88%	85%	73%
Disagree + Strongly Disagree	-23%	-21%	-18%	-15%	-27%	-26%	-19%	-47%	-45%	-40%	-18%	-18%	-9%	-11%	-8%
Difference	53%	56%	56%	60%	37%	37%	39%	-4%	1%	11%	47%	46%	79%	74%	65%

**Table 5-1: Data Table; all respondents**



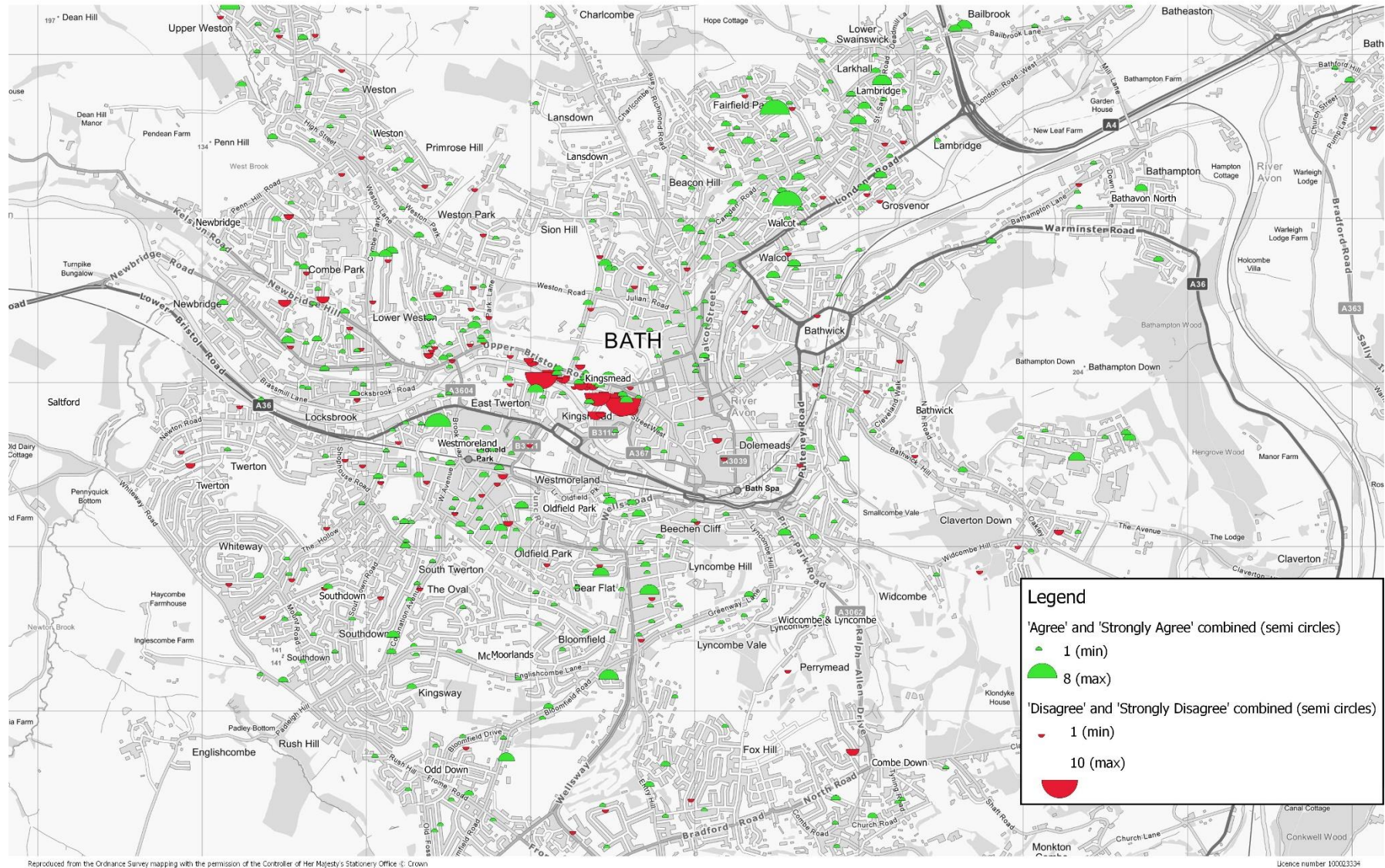
<b>Number of responses</b>	a)	b)	c)	d)	e)	f)	g)	h)	i)	j)	k)	l)	m)	n)	o)
Strongly agree	658	641	590	598	685	652	516	375	511	519	682	637	640	562	509
Agree	70	95	120	125	201	226	293	219	135	188	231	259	119	168	181
Neither agree or disagree	17	28	66	89	129	145	311	159	126	142	227	241	24	37	181
Disagree	35	37	45	37	107	107	75	117	78	79	48	50	22	28	24
Strongly disagree	181	158	137	109	270	256	188	517	542	460	193	196	66	76	59
Total	961	959	958	958	1392	1386	1383	1387	1392	1388	1381	1383	871	871	954
<b>Percentage of responses</b>															
Strongly agree	68%	67%	62%	62%	49%	47%	37%	27%	37%	37%	49%	46%	73%	65%	53%
Agree	7%	10%	13%	13%	14%	16%	21%	16%	10%	14%	17%	19%	14%	19%	19%
Neither agree or disagree	2%	3%	7%	9%	9%	10%	22%	11%	9%	10%	16%	17%	3%	4%	19%
Disagree	-4%	-4%	-5%	-4%	-8%	-8%	-5%	-8%	-6%	-6%	-3%	-4%	-3%	-3%	-3%
Strongly disagree	-19%	-16%	-14%	-11%	-19%	-18%	-14%	-37%	-39%	-33%	-14%	-14%	-8%	-9%	-6%
Agree + Strongly Agree	76%	77%	74%	75%	64%	63%	58%	43%	46%	51%	66%	65%	87%	84%	72%
Disagree + Strongly Disagree	-22%	-20%	-19%	-15%	-27%	-26%	-19%	-46%	-45%	-39%	-17%	-18%	-10%	-12%	-9%
Difference	53%	56%	55%	60%	37%	37%	39%	-3%	2%	12%	49%	47%	77%	72%	64%

**Table 5-2: Data Table; respondents who provided a full postcode within Bath city boundary and adjacent rural area**



# Active Travel Schemes Consultation (February-March 2021):

Do you agree or disagree with the following statement?: 'I support reducing space for motor vehicles and parking to create cycle lanes on the A4 Upper Bristol Road'  
Number of responses by postcode, where provided.

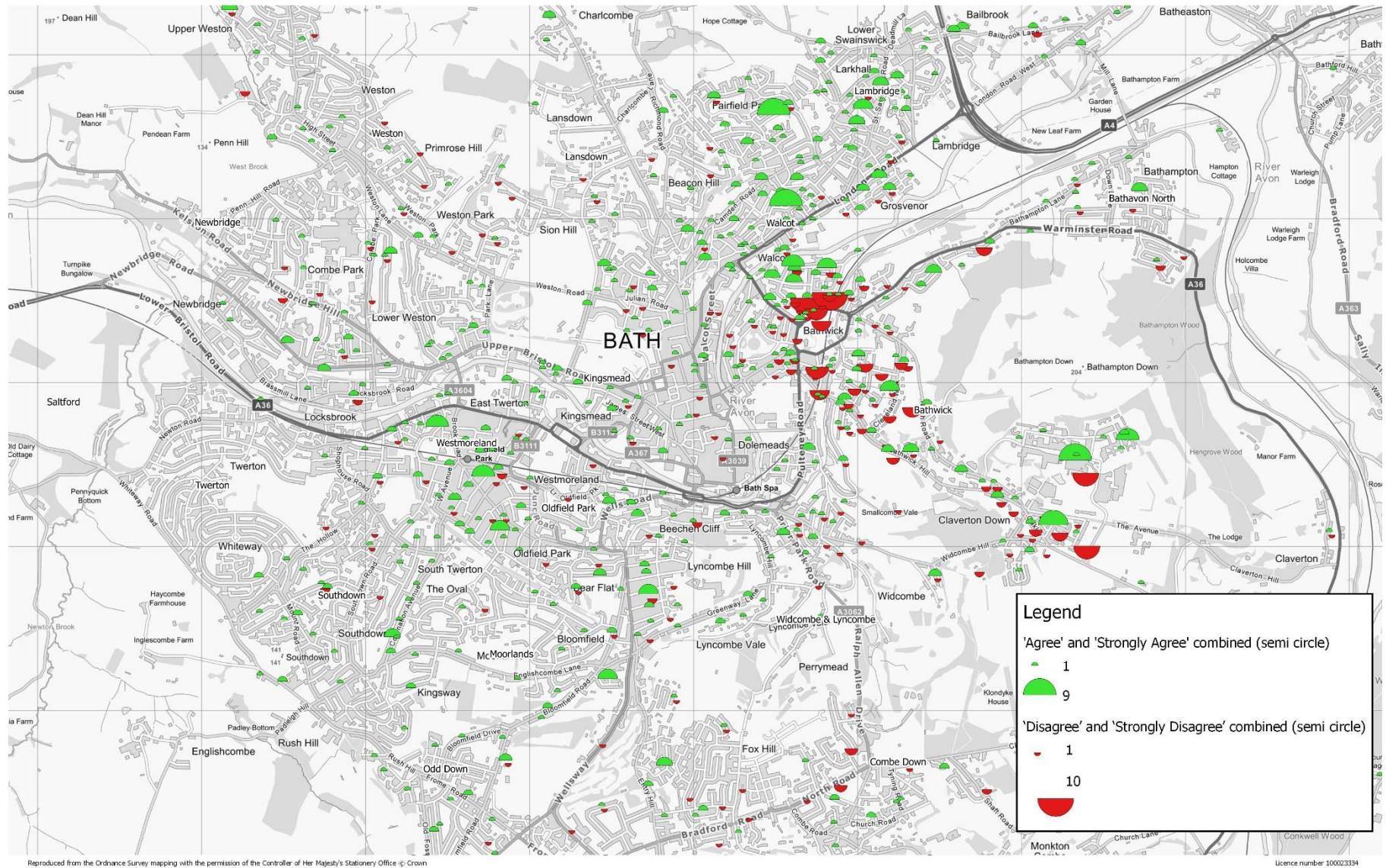


**Figure 5-7: A4 Upper Bristol Rd postcode plot**



# Active Travel Schemes Consultation (February-March 2021):

Do you agree or disagree with the following statement?: 'I support reducing space for car parking to create a new eastbound (uphill) cycle lane on Beckford Road'  
Number of responses by postcode, where provided.



**Figure 5-8: A36 Beckford Road postcode plot**



# Active Travel Schemes Consultation (February-March 2021):

Do you agree or disagree with the following statement?: 'I support the use of a one-way 'bus gate' on North Road, to restrict southbound (uphill) traffic ONLY'

Number of responses by postcode, where provided.

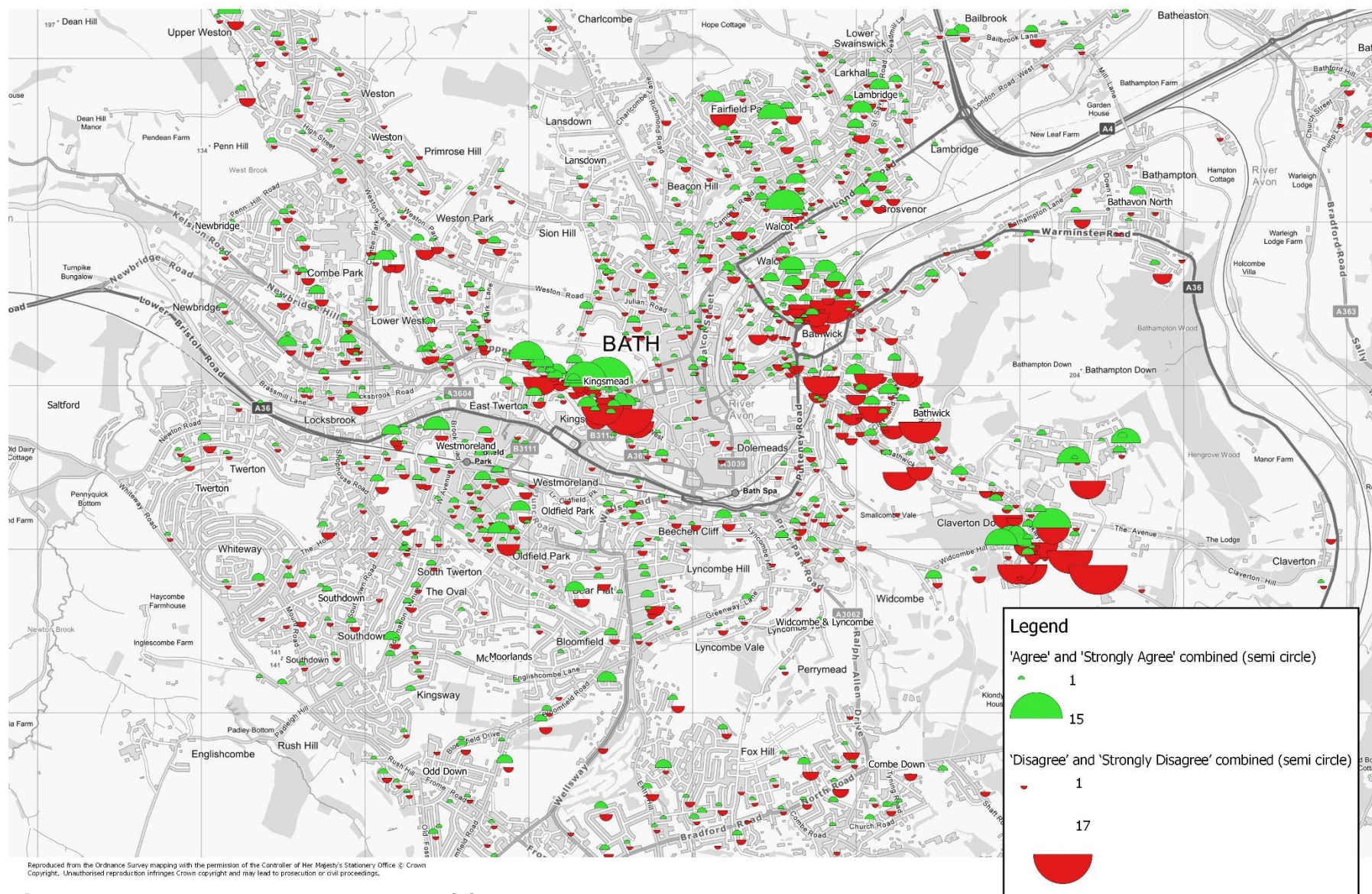


Figure 5-9: North Road postcode plot (1)



# Active Travel Schemes Consultation (February-March 2021):

Do you agree or disagree with the following statement?: 'I support the use of a two-way 'bus gate' on North Road, to restrict traffic in BOTH directions'  
Number of responses by postcode, where provided.

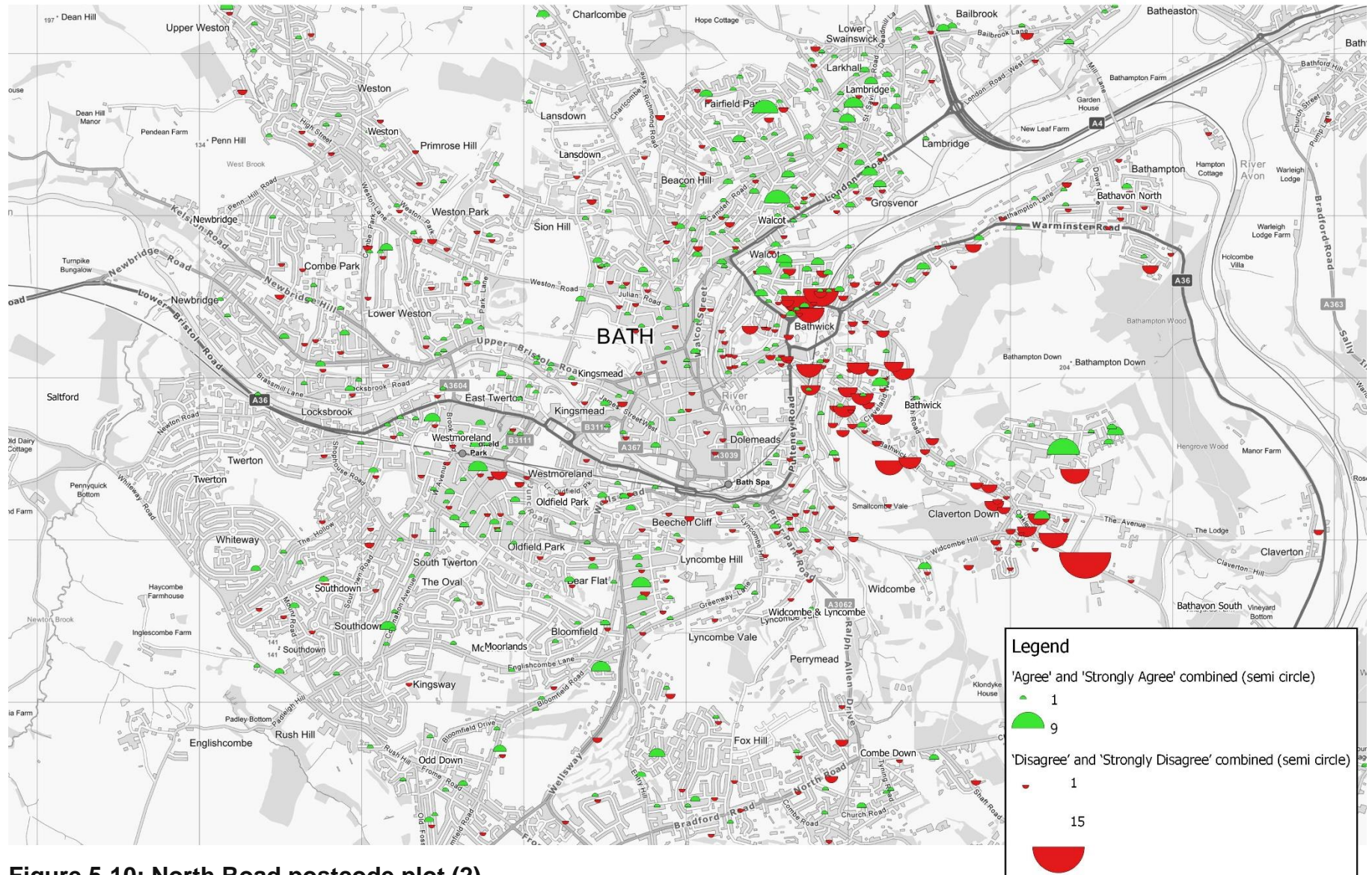
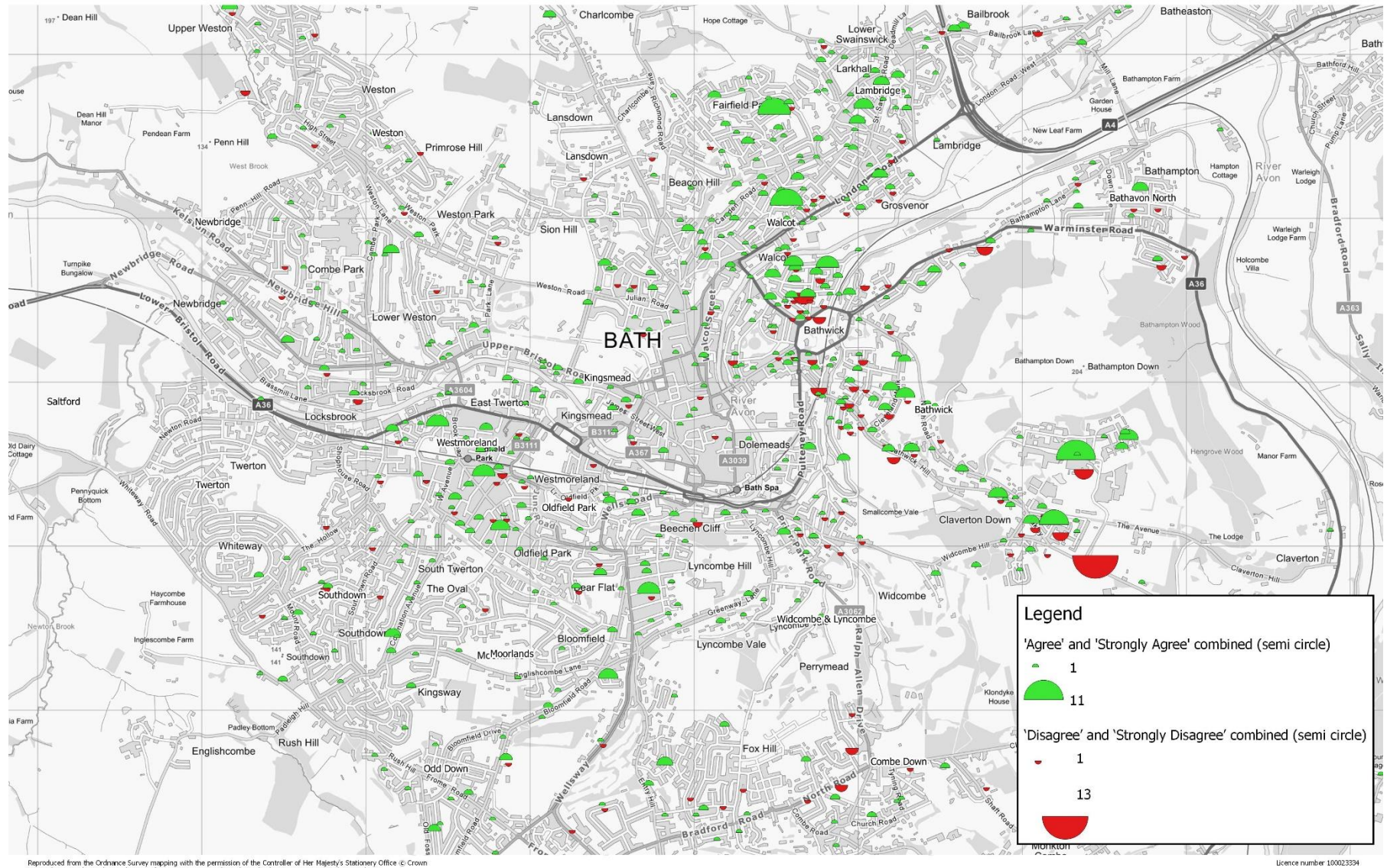


Figure 5-10: North Road postcode plot (2)



# Active Travel Schemes Consultation (February-March 2021):

Do you agree or disagree with the following statement?: 'I support the proposed creation of a separate cycle lane and pedestrian footpath on The Avenue'  
Number of responses by postcode, where provided.

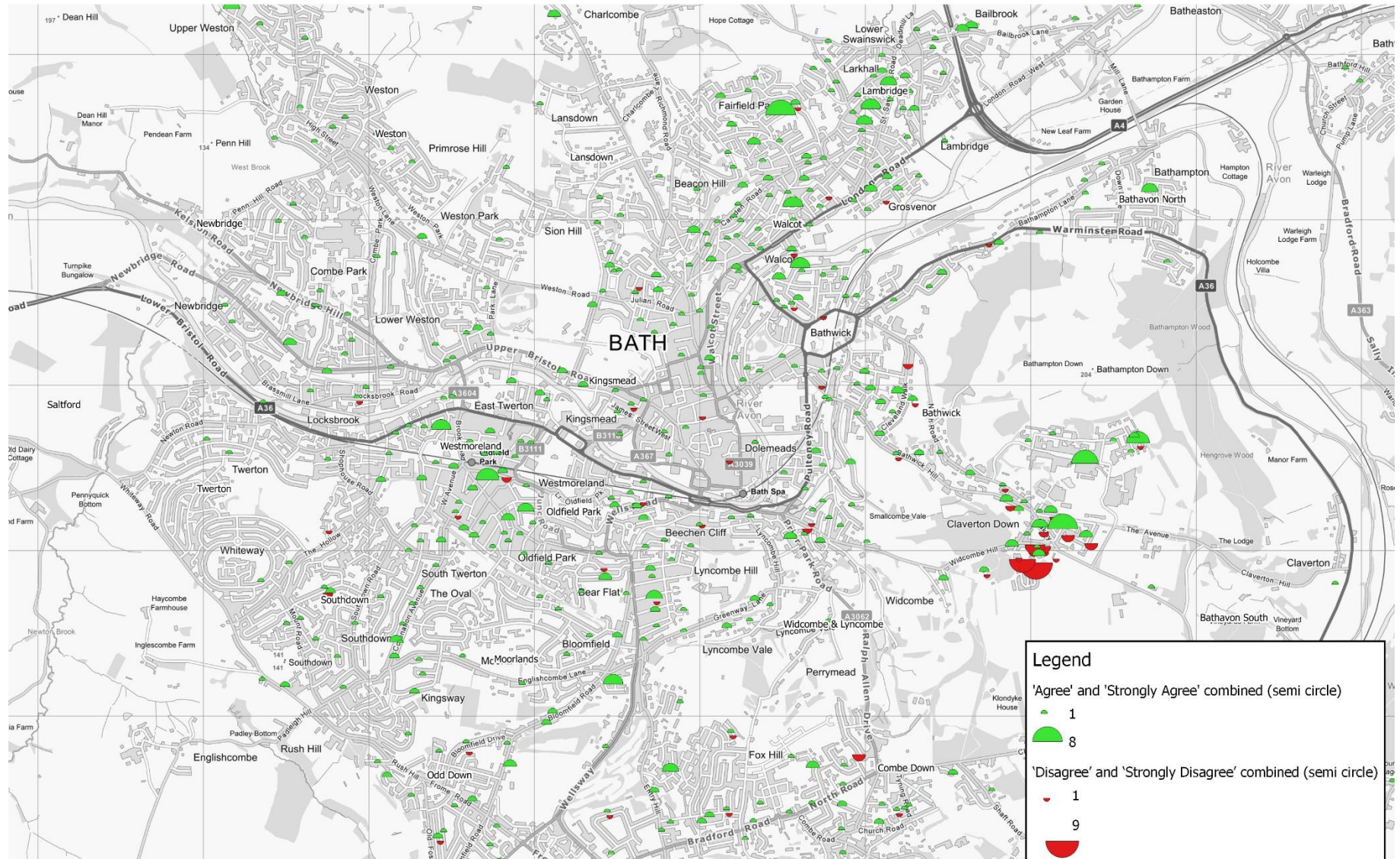


**Figure 5-11: The Avenue postcode plot**



# Active Travel Schemes Consultation (February-March 2021):

Do you agree or disagree with the following statement?: 'I support the design of the proposed zebra crossings to the north and south of Copseland'  
Number of responses by postcode, where provided.



**Figure 5-12: Copseland postcode plot**

## 6 On-line survey text responses (individuals)

6.1.1 58% of respondents (1,391) included comments in the free-text box within the on line survey. No text limit was imposed and some of the responses were lengthy. The comments have been analysed and summarised for each proposed scheme and segregated into three categories:

- Supporting comments;
- Objection comments; and
- Other comments

6.1.2 Each set of comments is set out as a numbered list in order of the frequency that the issue was raised, including where only one respondent raised the issue. A selection of poignant comments are provided in italics, together with some B&NES officer comments in relation to statements of fact. Comments made by organisations are summarised separately in Section 6.

### 6.2 A4 Upper Bristol Road scheme

#### ***Supporting comments***

- 1) General support to make cycling safer, reduce danger and intimidation from vehicles, improve air quality and support action on climate emergency; *‘Motorists need to adjust to their needs not being met first’*
- 2) Support removing guest house permits
- 3) Allow residents to use Charlotte St car park at all times
- 4) 20mph restriction supported but needs enforcement (*B&NES Note: there was no survey question about this*).
- 5) Continuous footways supported, esp. for children and disabled people; *‘Walking has not always felt safe due to fast driving and crossing roads is annoying and dangerous, having to always wait for the thousands of cars driving everywhere, the fumes are also bad’*
- 6) Extend scheme further west to Newbridge, RUH & Weston (scheme is too short) Windsor Bridge Rd and Park Lane junctions need to be addressed
- 7) Scheme will remove problem of car doors opening into cyclists and drivers crossing our path
- 8) Make cycle lanes continuous across junctions
- 9) Make wands easier to see and keep them clean
- 10) Pleased that children will be able to cycle to school on Upper Bristol Road
- 11) Support narrowing of Marlborough Lane
- 12) Scheme will reduce vehicles mounting the pavements/cutting corners *‘Vehicles regularly mount the pavements and cut corners when I am walking my children to*

*school, brushing past us. Once a van mounted the pavement to beat the lights on Lower Bristol Road and actually hit my baby's pram'*

- 13) Add double yellow lines to continuous footways
- 14) Widen pavements

### **Objection comments**

- 15) General objection to removing parking; *'Unacceptable to park distant from home with bags and babies'*
- 16) Cycle lanes duplicate riverside path and Royal Victoria Park
- 17) Removal of car parking will affect my ability to load and unload; *'Tradesmen, builders, window cleaners, removal firms would all find it very difficult to service and access the properties along this section of the Upper Bristol Road.'*
- 18) Don't remove parking, I need on-street parking close to my home
- 19) I feel vulnerable walking to/from car at night (e.g. in Royal Avenue)
- 20) Cycle bollards are dangerous, especially in the dark
- 21) Cycle lanes are problematic when intermittent
- 22) Cycle lanes will cause accident with turning traffic
- 23) How will bins be collected?
- 24) Provide 2-way cycle lane on north side and retain parking on south side B&NES  
note: there is insufficient width to accommodate this
- 25) How will people pick up from the Territorial Army and arts centre?
- 26) How will route be kept clear of debris?
- 27) Scheme will kill business
- 28) Removal of parking will increase pressure in remainder of zone 6
- 29) Restricts ability to operate Bath Half
- 30) Scheme will affect evening custom at Phase 1 Gym
- 31) Continuous pavements not required/dangerous for vehicles exiting accesses
- 32) Don't support 20mph/retain 30mph
- 33) Object to loss of holiday let parking
- 34) Insufficient cycle demand to justify scheme
- 35) Wands are a trip hazard and will prevent blue light vehicles from overtaking
- 36) Bus islands will block road delaying Newbridge P&R bus and cycles will endanger bus users
- 37) Waste of money
- 38) Existing cycle lanes are dangerous
- 39) Removal of eastbound right turn lane into Little Stanhope Street will delay traffic
- 40) Narrowing Marlborough Lane will make it difficult to exit and reduce capacity, increasing close passing of cyclists
- 41) Use white lines instead and allow loading/unloading
- 42) Where will allotment users park?
- 43) Bus stop islands difficult for visually impaired

### **Other comments**

- 44) Pedestrian crossing on Upper Bristol Road required at Midland Rd junction
- 45) Drainage by Marlborough Lane is poor and ponding water freezes in Winter
- 46) Cycle lanes should be bounded by kerbs
- 47) Risk of conflict between cycles and bus passengers
- 48) Provide cycle link to RVP playground
- 49) Reduce car parking permits to one per property
- 50) Resurface section of Upper Bristol Rd near Stanhope Place
- 51) Make RPZ 6 seven days a week and extend into the evening
- 52) Enforce 7.5t HGV restriction
- 53) Remove single yellow line Norfolk place to provide more car parking
- 54) Drivers/riders at Mr D's currently park on double yellow lines and on the crossing
- 55) Stop ice cream van in RVP using diesel engine
- 56) Allow on street parking near waste site when it relocates
- 57) Use coloured asphalt on the bus islands
- 58) Make cycle lanes wide enough for cargo bikes and trikes
- 59) Segregate cycle lane with barriers
- 60) Pedestrian crossing or traffic signals required at Little Stanhope Street
- 61) Could reduce/restrict cycling on riverside path if scheme implemented
- 62) Provide car parking for disabled people at regular intervals
- 63) Cycles should be restricted to 20mph
- 64) Cycles should be banned from vehicle lane if segregated facilities provided
- 65) Fill in potholes
- 66) Buses and other vehicles can trap cyclists by pulling in after bollards
- 67) Cork St to Windsor Bridge Road footway is too narrow
- 68) Will cycles stop when bus passengers are alighting?

### **6.3 A36 Beckford Road scheme**

#### **Supporting comments**

- 1) General support to make cycling safer (along a route with a high level of HGVs) improve air quality and support action on climate emergency; *'I have almost been squashed by HGVs when cycling on Bathwick St, Beckford Rd and North Rd'*
- 2) Beckford Road is part of National Cycle Network (NCN) Route 4 and good facility for accessing canal towpath (also NCN4)
- 3) Use Dutch kerbs at entrances to improve priority for pedestrians
- 4) Will improve cycle access to Bathwick St Mary Primary School
- 5) Would prefer a higher degree of segregation, considering number of HGVs
- 6) Will improve cycle access to Cleveland Pools

#### **Objection comments**

- 7) Cycle lane not required/insufficient demand



- 8) Sydney Road or through Sydney Gardens would be a better route
- 9) Agree with making cycling safer but not at the expense of parking
- 10) Will make it more difficult for Bathwick St Mary parents and canal visitor to park
- 11) Older people need on street parking
- 12) Won't be able to park outside our house/unload or have a removal van
- 13) Won't be able to bring disabled people to our house (*B&NES Note: vehicles will be able to drop off/pick up passengers from carriageway*).
- 14) Exiting Forester Road will be more difficult (poor existing sight lines and crossing cycle lane)
- 15) Additional parking in Forester Road will be a safety hazard as this area provides visibility
- 16) £100 residents' permits and currently difficult to find a space at times
- 17) Will restrict ability to operate the Bath Half
- 18) A36 is a trunk road (*B&NES Note: The A36 and A4 within the Bath city boundary is not a trunk road and is managed by B&NES Council*)

#### **Other comments**

- 19) Scheme should include bus stop island
- 20) Cycle lane should be separated by a kerb (wands are ugly)
- 21) Zebra crossing required to get to bus stop on other side of Beckford Rd
- 22) Extend scheme on Warminster Rd to Holburne Park and Bathampton Lane
- 23) Sydney Gardens traffic lights should be a roundabout
- 24) Extend continuous footway to Stanhope Place
- 25) Additional cycling on towpath will require capacity improvements
- 26) Move bus stop further east where footway is wider
- 27) Concerned about potential conflict between cycles and bus users at bus stop
- 28) Make Beckford Rd 20mph
- 29) Entrance to Seletar, Beckford Road makes it difficult to see pedestrians and cyclists

## **6.4 North Road scheme**

#### **Supporting comments**

- 1) General support: will improve cycle access between the city centre and University of Bath and Ralph Allen school, improve air quality and assist in tackling the climate emergency; *'my child will be starting at Ralph Allen in September, so great for cycling to school'; 'Bathwick Hill isn't great for cycling due to buses. Widcombe Hill too steep and narrow in places'; 'Two main dangers for cycling are: schoolchild motorised delivery - which is uncontrolled and awful; and downhill traffic on the section between the Golf Club Road and the school'; 'I commute by bike to the University up North Road and the 50 metre sections where there is a series of cars parked on one side mean there isn't much space left for passing cars to pass with enough clearance. Many motorists ignore this problem and close pass me'*
- 2) Need to consider how King Edwards School (KES) drop off/pick up will work

- 3) Need a segregated cycle lane past KES *'KES parents ignore double yellow lines and put out unpredictably, blocking the road'; 'my son cycles to Ralph Allen past KES where there are too many cars in a hurry'*
- 4) Scheme should include cycle facility at A36 Warminster Rd/North Rd junction
- 5) Car parking near the Skyline crossing helps to slow down traffic but cars pass cyclists far too close
- 6) Cycling uphill needs more support than downhill
- 7) Bus gate needs to be designed so as not to cause accidents for downhill cycles
- 8) Bus gate required in both directions to provide safe cycling route

### **Objection comments**

- 9) Traffic will divert to other routes causing congestion, pollution and safety problems
- 10) Topography in Bath discourages cycling
- 11) Route not direct for majority of students living in Oldfield Park area
- 12) KES traffic issues not considered, including U turns which will be a danger to cyclists; *'KES students living outside Bath can't walk or cycle'; 'not safe for pupils walking during the hours of darkness after attending school clubs';*
- 13) Reduces access to medical centre and golf club; *'Golfers can't cycle with their clubs'*
- 14) Local people won't benefit
- 15) No evidence that scheme will increase cycling
- 16) Extend Bathwick Hill cycle lane instead
- 17) Will cause long diversions for residents & reduces access to open space for visitors
- 18) Scheme only needed during term time; students only in Bath for 30 weeks a year
- 19) Provide cycle facilities by removing parking instead
- 20) Effects not modelled /insufficient analysis/not cost benefit analysis
- 21) Stating that money will be lost is not a justification
- 22) University open days are very congested, scheme will make it worse
- 23) One-way bus gate worse as KES parents will block the road at pick up time
- 24) Cycling is a minority interest
- 25) Traffic will increase in the CAZ; wait and see effects of CAZ
- 26) Access to university via North Road should be encouraged; scheme reduces access to Quarry Rd University entrance
- 27) If Cleveland Walk is one way, Sham Castle Lane will become a rat run
- 28) Cycling up North Road followed by a tour bus is intimidating and they can't overtake
- 29) Additional traffic on alternative routes will make cycling less safe on these routes
- 30) Should encourage EVs and hybrids instead
- 31) Cycles will travel too fast downhill/on bends with poor sight lines and speed through bus gate
- 32) Bathwick Hill/North Road junction is difficult to navigate
- 33) Promotes use by polluting tour buses
- 34) Students use buses not bikes
- 35) Improvements to technology will make Bathwick Hill an option for scooters

36) Numerous unintended consequences not considered

### **Other issues**

- 37) Need to enforce double yellow lines outside KES and restrict school drop off/pick up
- 38) Road needs resurfacing and drainage issues resolved esp. near golf club access  
*'Spring water flows across the road and freezes making cycling unsafe'*
- 39) Buses tend to break down on Bathwick Hill, North Rd required as an alternative route
- 40) Close Cleveland Walk at North Rd junction
- 41) Formalise existing informal one-way system for KES, via Cleveland Walk
- 42) Need pedestrian crossings on Skyline walk
- 43) Need 20mph limit on Bathwick Hill
- 44) Bus gate should be part time to reflect peak cycling times
- 45) Install a car club at University of Bath
- 46) Provide continuous footway at North Road/Woodland Place junction
- 47) Put bollards on Cleveland Walk and Sham Castle Lane to stop rat running
- 48) Any one-way restriction needs to allow for two-way cycling
- 49) B&NES should improve maintenance, gutter cleaning and pot hole treatment
- 50) Test proposal when University is open
- 51) KES should put on more school buses
- 52) Move Bathwick Hill pedestrian crossing outside The Bird
- 53) Need to reduce vehicular trips to the University
- 54) Need a direct bus from Lansdown P&R to the University
- 55) Promote Wellsway/Combe Down/Rainbow Wood for students to University
- 56) Soldier Down Lane is a better route for cycles
- 57) North Road/Bathwick bus stop should be a pull-in design or moved to a safer location
- 58) Enforce 20mph speed limits
- 59) Will residents and supermarket deliveries be able to use the bus gate? *B&NES*  
*Note: no plans to allow these exemptions*
- 60) Students buy bus season ticket which then discourages cycling
- 61) Need new cycles lane on Bathwick Hill
- 62) Make North Road/Cleveland Walk a mini roundabout
- 63) Need to clear leaves more regularly
- 64) Consider installing 'Trondheim cycle lift' to make it attractive for cycling
- 65) Too many speeding vehicles on Widcombe Hill
- 66) The University must be mandated to resolve traffic problems it causes
- 67) Should improve pavements on Widcombe Hill & Bathwick Hill
- 68) Warminster Rd/North Road junction should be included
- 69) Put bike carriers on Uni buses and make them electric
- 70) North Road carriageway surface is in a poor state of repair

## **6.5 The Avenue scheme**

### ***Supporting comments***

- 1) General support expressed

### ***Objection comments***

- 2) Not needed/waste of money
- 3) Poor visibility from private accesses

### ***Other issues***

- 4) Safety at junctions with Woodland Rd and Beech Rd should be addressed

## **6.6 Copseland scheme**

### ***Supporting comments***

- 1) Crossings will improve safety
- 2) Less traffic on Copseland will better for cycling

### ***Objection comments***

- 3) No need for crossings
- 4) Need to retain left turn out, otherwise U turns generated
- 5) Cycles may speed across roads without looking
- 6) Design is dangerous/doesn't allow 2 buses to stop
- 7) Cycles will take the shortest route, not divert to a crossing
- 8) Crossings will cause congestion/delay buses
- 9) Don't move boundary stones
- 10) Scheme generates pedestrian/cycle conflict at North Rd/Soldier Down Lane

### ***Other issues***

- 11) Speed limits need to be enforced; '*cars go 50mph at night*'
- 12) Cycles have to dismount on zebra crossings (*B&NES Note: parallel crossings don't require cycles to dismount*)
- 13) Need cycle link to Ralph Allen
- 14) Cycles travel too fast on existing path to Combe Down
- 15) If left turn is prohibited, Oakley /Claverton Down Road junction needs to be improved
- 16) Improved street lighting will be required
- 17) Install speed bumps
- 18) Southern crossing needs to be more direct on a raised table
- 19) Existing footway is narrow
- 20) Copseland has a high stone wall on one side restricting visibility



## **7 Letters & emails plus on-line survey text response (organisations)**

### **7.1 Background**

7.1.1 The consultation generated a large number of letters and emails. These comments have been reviewed and reported in two categories:

- Residents associations, businesses and other organisations; and
- Individual respondents

7.1.2 Comments in the first category (organisations) have been summarised by scheme type with the name of the organisation retained. Comments made by organisation in the on-line survey have been added to this group. Comments in the second category (individuals) have been summarised by scheme type only.

### **7.2 Distribution of response type**

7.2.1 42 organisations, both public and private responded to the consultation process, the breakdown of this is as follows: -

- Businesses: 10
- Education institutions: 6
- Residents Associations: 15
- Community organisations: 11

A letter was also received from two Ward Members.

7.2.2 Some organisations responded to just one scheme, whilst others referred to 2 or 3 schemes.

7.2.3 The schemes received a mixture of supporting comments and objections from the participating organisations. The distribution of supporting comments and objections is set out in Table 7.1.

<b>Scheme Name</b>	<b>Number of Supporting Comments</b>	<b>Number of objections</b>	<b>Number of general comments / observations</b>
A4 Upper Bristol Road,	3 residents associations  3 community organisations	4 business  2 residents associations	3 Business  1 Community organisation  2 ward members
North Road / Beckford Road cycle lane	4 education institutions  2 community organisations  1 residents association	3 businesses  4 residents association  3 education institutions  1 ward members	1 community organisation  2 residents association  1 education institution
Copseland	2 education institutions  2 residents association	2 residents association	2 ward members
General observations across all schemes	2 community organisations	1 community organisation	1 community organisation  2 ward members

**Table 7-1 Distribution of supporting comments and objections**

### **7.3 Summary of responses**

7.3.1 A brief summary of the points raised by organisations and individuals is set out below. A more detailed summary of the comments received from organisations is provided as Appendix ATF2.

### **7.4 A4 Upper Bristol Road**

7.4.1 The main supporting points related to:

- speed reduction; and
- a reduction in rat running

#### 7.4.2 The main points of objection related to:

- access to properties for maintenance deliveries;
- emergency vehicle access and compromised safety;
- elderly / disable access;
- relocation of parking and safety concerns;
- current bollards on cycle lane not reflective;
- cycle lane impact on residents;
- consultation process;
- scheme design elements;
- parking removal;
- impact on business; and
- event viability.

### 7.5 Bath city centre to University of Bath: A36 Beckford Road and North Road

#### 7.5.1 The main supporting points related to:

- any measure that supports safer active travel is good.

#### 7.5.2 The main points of objection related to:

- bus gate;
- vehicle U turns;
- access to facilities;
- don't feel schemes will reduce car use;
- not a natural cycle route;
- consultation process;
- parking impact;
- disabled access;
- wrong route choice;
- proposed disruption;
- displaced traffic;
- don't understand why route was selected;
- road closure; and
- no supporting analysis.

### 7.6 Combe Down to University of Bath: Copseland crossings

#### 7.6.1 The main supporting points related to:

- any measure that supports safer active travel

#### 7.6.2 The main points of objection related to:

- over-engineered design;
- removes green space;
- makes certain turns more dangerous for cyclists;
- makes access more difficult;
- don't feel scheme will be of benefit;
- introduces hazards;
- bus stop design;
- speed of scheme development;
- crossing not necessary; and
- unintended consequences of design.

## 8 Summary

- 8.1.1 The importance of addressing the council's Climate Emergency, declared in March 2019, is central to the development of Active Travel Schemes. The Climate Emergency Action Plan, approved in October 2019, recommends a major shift to mass transport, walking and cycling to reduce transport emissions. Active travel schemes are an important part of the Council's plan to tackle the climate emergency and to improve health and wellbeing across the area.
- 8.1.2 Three active travel schemes were the subject of public consultation, which took place between 26 February and 21 March 2021. An online survey generated 2,380 individual responses. Additional responses were received by email and letter. Overwhelming support for the schemes was identified, except the proposed North Road bus gate where the level of support versus opposition was more finely balanced. Residents and organisations living adjacent or close to the proposed schemes indicated strong objections, mainly due to the loss of parking/space for loading/unloading, plus locally unpopular consequences of the proposed North Road bus gate. A variety of concerns were highlighted that require investigation to determine if mitigation measures can be included to reduce the negative aspects of the schemes.

**Appendix ATF1: Survey Questionnaire**

## Appendix ATF2 : Summary of responses from organisations

### A4 Upper Bristol Road

Organisation	Objection or Support	Summary of comments
<b>Mr D's (takeaway fast-food business)</b> 8 St George's place, Upper Bristol Rd, Bath	Objection	<p><b>General Concerns</b></p> <ul style="list-style-type: none"> <li>• General concern about ability to receive deliveries from suppliers without blocking the road.</li> <li>• General concern about customers using the click and collect service / delivery platforms having the same problem.</li> <li>• Concern that jobs would be at risk if scheme went ahead in its present form.</li> <li>• General concern about consultation process.</li> </ul> <p><i>B&amp;NES comment: As part of the amended proposals, the existing pedestrian crossing can be relocated to the other side of Nile Street. This will free up space outside Mr D's for a new 30mins limited waiting/loading parking bay accommodating 6 cars, between 8am and 6pm.</i></p> <p><b>Safety Concerns</b></p> <ul style="list-style-type: none"> <li>• Ambulances travelling to the RUH: nowhere for cars to pull over to let them pass.</li> <li>• Vehicles turning right into Marlborough Lane, where currently there is a filter lane, could easily cause a back log of traffic whilst waiting to turn right. Upper Bristol Road would become a single lane road in both directions.</li> <li>• No provision for supermarket food deliveries to residents other than parking against the bollards.</li> <li>• Elderly and disabled residents are unable to be picked up from their homes on the Upper Bristol Road.</li> <li>• Replacing the residents parking to Royal Avenue might sound a good idea in theory, but practically, how many residents would want to walk from there at night, given the recent events in London.</li> <li>• The current poles installed on part of the Upper Bristol Road are dangerous. Generally dirty and therefore not reflective. Recent incidents where cars have swerved, at the last minute, to avoid them.</li> </ul> <p><i>B&amp;NES comment: The proposals have been reviewed and can be amended. These include a combination of cycle divider units with and without poles. These would be spaced in such a way so that a</i></p>

		<p><i>gap of 15m is maintained between poles, allowing drivers to pull over to let emergency vehicles through.</i></p> <p><i>Removing the right turn lane at Marlborough Lane may lead to vehicles having to queue however this will also result in overall speed reduction and much needed space for cycle provision. In order to make the cycle infrastructure more prominent, traffic islands 400mm wide x 2.5m long incorporating poles at either end would be installed after every gap to the cycle lane.</i></p> <p><b>Alternatives</b></p> <ul style="list-style-type: none"> <li>• Upgrade / expand the existing cycle track on the towpath. This does not disrupt any businesses or residents in the area.</li> <li>• Put a cycle lane on the Lower Bristol Road. The road is much wider, does not have any permit parking and could run from Churchill Bridge to Windsor Bridge Road. Also, there is significant student housing along the whole of the Lower Bristol Road. They would benefit from a cycle way along this road</li> <li>• If there were to be a cycle lane on the Upper Bristol Road, I think there would be less opposition if it were not a barriered cycle lane and just a marked one so at least vehicles could pull over to let emergency vehicles through.</li> <li>• As the speed limit is being reduced to 20 mph, there is no reason for barriers.</li> <li>• Also, create a loading bay for businesses that would be affected. There could even be an area with restricted time parking of say 20 mins max, as in Oldfield Park. There is also no need for a 24/7 cycle lane. The compromise view would be to make the existing bays a single yellow line parking restriction. That way at least residents could park there overnight from 6pm - 8am.</li> </ul>
<b>Barkers of Bath, Dry Cleaners, 6 Monmouth Place BA1 2AU</b>	<b>General concern</b>	<p>Concern regarding collection and delivery small van that need to come and go from the shop and to park outside in the street on and off a number of times each day.</p> <p>Important to clarify whether this will still be possible.</p> <p><i>B&amp;NES comment: These proposals do not extend as far as Monmouth Place so the existing parking restrictions outside no. 6 will remain unaffected.</i></p>
<b>Avon Fire and Rescue</b>	<b>General Observations</b>	<p>Proposal may compromise community and firefighter safety, whilst having an impact on the commuter route if an incident occurs in this area.</p>



		<ul style="list-style-type: none"> <li>• If roads are congested with high volumes of traffic not sure there is enough room for other vehicles to create a gap for fire engines to pass and hinder its attendance to an emergency risk critical incident, this may result in AF&amp;RS not being able to achieve its published response standards.</li> <li>• Multi pump attendance at any of the addresses on this route would cause significant traffic disruption to the local area and the city.</li> <li>• Dismounting the fire engine by our crews could see an increased risk on offside of the vehicle by dismounting into a narrower carriage way, or a risk on the nearside when the door is opened into path of cyclist if the cyclist is travelling fast and not seen by crew member due to restricted view from window when dismounting the appliance and the appliance being positioned close to the proposed segregation and road width.</li> <li>• With the road width being narrowed on both sides, this potentially would result in crews that have attended an incident at any property in this section needing to close the whole road to facilitate them safely getting equipment from the off side lockers to prevent the risk of firefighters being hit by vehicles travelling in the other direction or vehicles trying to pass the fire engine from behind.</li> <li>• Plans shows the available carriageway being 6.60m between cycle lanes, <ul style="list-style-type: none"> <li>○ a standard double decker bus is 2.55m</li> <li>○ An LGV average 2.49m.</li> <li>○ Avon Fire engine 2.52m (closed mirrors)</li> </ul> </li> </ul> <p>All three of the above add up to 7.56m, so a fire engine could not pass if congestion is met. I am unsure if there is enough passing places to enable progress to be made without significant hold up of risk of slow vehicle collision damage occurring. Again this depends on the proposed length of the cycle route and available pass points, but I am aware you may have already identified the road width as possibly being of concern to us.</p> <ul style="list-style-type: none"> <li>• If traffic island and separation are black at ground level they may be a risk to our crews whilst responding to an incident in this area by creating an additional trip hazard into the carriageway whilst carrying items of equipment.</li> </ul>
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		<ul style="list-style-type: none"> <li>The bus stops look like they block the carriageway and mean the public transport vehicles would stop all traffic whilst the passengers boarded the them, this again depending on numbers could impact on point 1 AF&amp;RS's response standards. Our concern is that when someone is trapped in a fire situation every second counts in our assets getting to them.</li> </ul> <p><i>B&amp;NES comment: There are many main roads across Bath that are not wide enough for emergency vehicles to overtake traffic, either due to the physical width of the road or the presence of parked vehicles.</i></p> <p><i>However, the proposals have been reviewed and can be amended to include a combination of cycle divider units with and without poles. These will be spaced in such a way so that a gap of 15m is maintained between poles, allowing drivers to pull over to let emergency vehicles to pass. The revised design also allows fire engines to pull up at premises in the road outside premises in the road to attend an incident and addresses concerns over fire crews dismounting into a narrower carriageway. All proposed cycle units are black and white and include reflective markings to make them conspicuous.</i></p> <p><i>With regards to crews dismounting from fire engines, on the nearside the fire engine can overrun the cycle units and park within the cycle lane in our amended proposals. On the offside we accept that the crews will be dismounting into a narrower carriageway but this would be no different to the current situation where vehicles park on one side and reduce the effective width of the carriageway.</i></p> <p><i>It is accepted that if crews need to access lockers on the vehicles on the traffic side that they will need to cross over the divider units. However, these units are not continuous and there are frequent gaps in between them. The revised bus stop designs take up less road width than the original proposal but it remains the case that a fire engine would not be able to pass a stationary bus at one of the stops without opposing traffic giving way. However, this is already the case at one of the bus stops in Upper Bristol Road due to parked cars in the current layout, and this situation is not uncommon in many other roads in Bath.</i></p>
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<p><b>Bristol Disability Equality Forum</b></p>	<p><b>General Observations</b></p>	<p>How wide is the pavement and the bus stop island? Is there sufficient space for pedestrians including those using a wheelchair or scooter without obstructing the cycle path?  <i>B&amp;NES comment: The narrowest pavement is at Onega Terrace. This is only 1.7m wide. Due to lack of available space the design has been revised and at bus stops rather than islands it now includes widening the existing footway by 1.5m to create a bus boarder. This would be a shared space for both pedestrians and cyclists. This is in line with the DfT's guidance on cycle infrastructure design.</i></p> <p>Is there a bus shelter with room for a wheelchair or child's buggy? <i>B&amp;NES comment: Due to lack of space not all bus stops include shelters. Where shelters are proposed wheelchairs and buggies can be accommodated.</i></p> <p>What is the lay-out of the cycle path as it goes through the bus stop? I believe there needs to be a physical / visual warning to cyclists to slow down i.e. a change of surface as soon as it meets the bus stop possibly also a colour change (red?) before getting to the raised pavement section. The change of surface should continue until the end of the bus stop to minimise the temptation to go back to full speed immediately on exiting the raised section. <i>B&amp;NES comment: The revised design means that cyclists would not have a dedicated lane to get through at bus stops. Instead they would have to share the new bus boarder area with pedestrians. In order to raise awareness, the bus boarder area would be coloured red and corduroy warning paving would be installed at either end. Signs will also be provided on the approach to the bus boarder to warn cyclists that are entering a shared space together with road markings telling them to give way to pedestrians. Corduroy paving is also proposed between the existing footway and the new bus boarder to warn pedestrian that they are entering a shared space.</i></p> <p>There needs to be suitable tactile paving to assist those with low vision of the situation they are in. <i>B&amp;NES comment: Corduroy paving would be installed between the existing footway and the bus boarder area to warn visually impaired people that they are entering a shared space.</i></p> <p>Warnings should be given on the bus before arriving at the stop that passengers will be alighting on a bus island and that they</p>
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		<p>will need to cross a cycle path to arrive at the pavement. <i>B&amp;NES comment: if the scheme proceeds, we will discuss the best way of achieving this with the bus operators.</i></p> <p>Are there adjacent dropped kerbs so that wheelchair users can cross the road if necessary. <i>B&amp;NES comment: There are two existing signalised crossings within the section of Upper Bristol Road where the cycle lanes are proposed and we would also install a new accessible refuge island near the Monmouth Place/Charlotte Street junction. Improvements are also proposed at all junctions with side streets to enhance pedestrian access.</i></p>
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<b>South Western Ambulance Service</b>	<b>General comment</b>	No objection to the scheme.
<b>Royal National Institute of Blind People (RNIB)</b>	<b>General concerns</b>	<p>Comments raised during meeting on the revised proposals for Upper Bristol Road:</p> <p>Concerns over cyclists not giving way to pedestrians at bus stops who have stepped onto the cycle lane. Could the design make it a requirement for cyclists to stop?</p> <p><i>B&amp;NES Response: Due to lack of available space the design has been revised and at bus stops it now includes widening the existing footway by 1.5m to create a bus boarder, rather than having islands. The bus boarder will be a shared space for both pedestrians and cyclists. This is in line with the DfT's guidance on cycle infrastructure design. Signs and road markings will be used to tell cyclists they must give way to pedestrians.</i></p> <p>Could low level cycle signals be used so when bus detected at the stop it gives red signal to cyclists?</p> <p><i>B&amp;NES Response: The cost would be significant and is beyond the scope of funding for this particular scheme. We are not aware of the use of cycle signals at bus stops anywhere else in the UK. This is only an option to explore further at very busy stops with very frequent services.</i></p> <p>Would it be possible to use some type of zebra crossing at the bus stops?</p> <p><i>B&amp;NES Response: The revised design means that any type of crossing would not be suitable due to the limited space available. Instead, more emphasis has been given to make cyclists more aware that they are entering a shared space where pedestrians have priority.</i></p>

<b>CLLrs Alison Born &amp; Winston Duguid</b>	<b>Observation</b>	<p>This is well outside of our ward boundary so we have not consulted residents on these proposals but we are aware of considerable disquiet about the impact the cycle lane will have on the lives of residents living along that stretch of road. They will continue to need to receive deliveries, to move house and they could require disabled parking outside their home, none of which appear to be considered in the proposals. We understand that local businesses have also raised concerns. We hope that these local views will be listened to carefully and that a detailed cost/benefit analysis will be undertaken.</p>
<b>Concerned residents of Upper Bristol Road (Residents Association)</b>	<b>Objection</b>	<p><b>General concerns</b></p> <p>Concerned the proposed cycle lane barriers, bollards and bus islands will prevent any vehicle from pulling over to provide space for emergency vehicles and the impact of these delays on journey times to and from the RUH.</p> <p><i>B&amp;NES comment: The proposals have been reviewed and as such include a combination of cycle units with and without poles. These would be spaced in such a way so that a gap of 15m is maintained between poles, allowing drivers to pull over to let emergency vehicles to pass. The bus stop design has also been altered to free up more space in the carriageway.</i></p> <p>Personal safety concerns where provision of parking a significant distance away from our properties will lead to longer and more walks by women in the dark. The proposed extra parking is in an area which is not overlooked and is a major safety issue.</p> <p><i>B&amp;NES comment: Zone 6 permit holders are entitled to park in Charlotte Street car park overnight, which is covered by CCTV.</i></p> <p>Elderly and disabled residents will be badly affected by the scheme with no unloading of groceries, large items or garden centre products and prescription deliveries. Parents with buggies and small children will face similar problems.</p> <p><i>B&amp;NES comment: Every effort has been made to provide alternative parking whilst improving the existing environment for cyclists and pedestrians. Following a review of the original proposals, 12 additional on-street parking spaces are proposed along Upper Bristol Road.</i></p> <p><b>Concern over consultation process</b></p> <p>Length of consultation period not being 12 weeks. Key documentation relating to consultation being re-uploaded after 2 weeks of consultation period.</p>

		<p>Lead Cllr allegedly having insufficient time for responding to scheme queries.</p> <p>Accepting scheme funding where it has been alleged that criteria cannot be met.</p> <p>Dissatisfaction with scheme design being progressed in lockdown and insufficient resident's consultation.</p> <p>Don't feel enough FAQ's provided after webinar.</p> <p>Consultation bias &amp; deliberately mis-representing the scheme during the consultation process.</p> <p>B&amp;NES comment: the conditions of the funding mean that the timescales for designing, consulting on and implementing the schemes are very tight. We have aimed to consult as widely as possible and publicised the consultation.</p> <p><b>Concerns / observations on scheme design elements</b></p> <p>Removal of the right-hand filters, will reduce the flow of the road.</p> <p><i>B&amp;NES comment: Removing the right-hand filters may lead to vehicles having to queue during busy periods however this would also result in overall speed reduction and much needed space for cycle provision.</i></p> <p>Buses and deliveries will cause blockages in the road on a regular basis and the new layout of the road will lead to more idling vehicles and worsen the air quality of this part of Bath.</p> <p><i>B&amp;NES comment: the amended proposals would provide 12 parking spaces with a 30 minute maximum stay between 8am and 6pm. This will provide areas for people to stop and unload. Buses are only stationary at a stop for short periods of time.</i></p> <p>We are extremely concerned about safety, especially that of women. Parking our vehicles a significant distance away from our homes and walking back to our properties poses a threat</p> <p><i>B&amp;NES comment: Zone 6 permit holders are entitled to park in Charlotte Street car park overnight, which is covered by CCTV. Following a review of the original proposal 12 additional on-street parking spaces are proposed along Upper Bristol Road which will be available for use overnight.</i></p> <p>Any essential road works will cause traffic to be contra flowed with traffic lights which again will impact traffic flow and worsen air quality.</p>
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		<p><i>B&amp;NES comment: This is no different to the existing situation whenever roadworks are required.</i></p> <p>Impact on disabled parking and care for elderly residents Queries over long term plans for public transport to the city centre</p> <p><i>B&amp;NES comment: there are not currently any disabled parking bays in Upper Bristol Road. We can consider requests for such bays in the nearest available parking area to a resident's home if they meet the criteria.</i></p> <p><i>All existing bus stops are to be maintained and improved as much as possible and the council is working with the West of England Combined Authority to improve bus infrastructure on the Bath – Bristol route among others</i></p> <p>The small test area of the cycle lane barriers already implemented show they are not fit for purpose</p> <p><i>B&amp;NES comment: The revised scheme includes poles on traffic islands after each gap to make the cycle lanes more conspicuous. The remaining cycle separators include a combination of cycle units some with and others without poles, adjacent to a continuous white line guiding motor traffic away from them.</i></p> <p>Drainage problems with UBR – cycle lane filling with standing water.</p> <p><i>B&amp;NES comment: The issue of ponding along a part of UBR is currently being investigated to establish a suitable solution as part of the scheme.</i></p> <p>We note that there is a proposed, significant, increase in parking around the Nile Street/Nelson Place junction. There will be a negative impact on the maintenance of housing stock along the UBR. Concern over removal of parking and access to businesses, specifically Phase 1 gym as well as access for families to the park</p> <p><i>B&amp;NES comment: See comments on additional parking above.</i></p> <p><b>General observations</b> Removal of parking spaces and why they cannot be replaced with EV charging points to accommodate the move the electric vehicles.</p> <p><i>B&amp;NES comment: the council is currently investigating the provision of EV charging points across B&amp;NES.</i></p>
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		<p>We are convinced an enforced 20mph zone would achieve the required result of the active travel schemes without the disruption.</p> <p><i>B&amp;NES comment: The existing 20mph speed limit is proposed to be extended to cover UBR up to its junction with Windsor bridge Road. Enforcement lies with the Police, who are the sole enforcement authority. However, we know from national travel surveys (see main Cabinet report (E3284) 23/6/21) that one of the main reasons more people do not cycle is due to concerns over safety and that requires some type of measures to separate cyclists from motor traffic.</i></p>
<b>Crescent Gardens Residents Association</b>	<b>Objection</b>	<p>Do not feel appropriate consultation has been allowed for (current situation with Covid) given significant change in road system. Concern older residents have been excluded from the process – technology related.</p> <p>Completely reject the scheme plan.  Feel it will create more congestion and more pollution to neighbourhood.  Feel the measures will make the following impossible: -</p> <ul style="list-style-type: none"> <li>• for large items or essential grocery deliveries;</li> <li>• to 'pull in' and safely drop people with mobility issues outside their home;</li> <li>• for builders or trades people to access buildings when undertaking essential works;</li> <li>• for refuse collections not to cause huge congestion as they block the carriageway whilst processing rubbish and recycling;</li> <li>• for every bus stopping at a 'bus island' not to grind traffic to a halt; and</li> <li>• for the guaranteed swift and unhindered passage of emergency vehicles - especially ambulances to the RUH.</li> </ul> <p>The creation of a 'red route no stopping scheme' in a residential area will make normal day to day activities impossible.</p> <p>Feel removal of right turn filters will deliberately cause congestion along A4 creating more delays and pollution.</p> <p>We ask that the council should review the existing cycle path options or a route through the Royal Victoria park, and not progress this scheme.</p> <p><i>B&amp;NES comment: - see comments above.</i></p>

		<i>With respect to creating a route through Royal Victoria Park, this would not provide important connections to existing cycle routes such as the riverside path and Victoria Bridge.</i>
<b>Future Weston Residents Group</b>	<b>Support</b>	<p>Supportive of all the proposals. Many features we wholeheartedly support and have suggested in our own Sustainable Travel Plan. These include:</p> <ul style="list-style-type: none"> <li>• removing on street vehicle storage to provide protected cycle lanes;</li> <li>• continuous footways across junctions;</li> <li>• narrowing the splay of junctions to reduce crossing distances;</li> <li>• revising junction layouts to improve safety for cyclists and pedestrians;</li> <li>• giving roads the appearance of a 20mph road (many still look like the 30mph roads they once were e.g. Lansdown Lane/Weston Road);</li> <li>• providing safe crossing points to link the most direct cycle routes (with parallel crossings in this instance);</li> <li>• using bus gates experimentally to see the effect. We would like to see one on Weston Road (at the Bath Priory) to create a long low traffic corridor between Weston Village and Victoria Park; and</li> <li>• putting low carbon active travel at the centre of infrastructure planning</li> </ul> <p><b>Observations on UBR scheme:</b></p> <ul style="list-style-type: none"> <li>• How will the new 20mph on UBR be enforced? Elsewhere enforcement seems scant and in Weston we observe a lot of speeding on 20mph roads. Could average speed cameras be used?</li> <li>• B&amp;NES comment: average speed cameras are unlikely to be suitable here because of the many side roads and bus stops along UBR, meaning the start/stop nature of traffic reduces average speeds, even if 'spot' speeds in certain sections does exceed 20mph. However, the cycle lane dividers will physically narrow the carriageway for motor vehicles, and this is likely to have a positive influence in reducing vehicle speeds.</li> <li>• Should Royal Avenue be closed to through traffic to deter any displacement by motor vehicles from the UBR?</li> <li>• Should Marlborough Lane / Park Lane have continuous footways? They are relatively minor roads made busy by rat running more than by residents</li> </ul>

		<p><i>B&amp;NES comment: Due to the number of vehicles using Marlborough Lane and Park Lane neither of these are currently suitable to have continuous footways.</i></p> <ul style="list-style-type: none"> <li>• Should a bus gate on Weston Road (at Bath Priory) be explored to reduce traffic on Marlborough Lane / Park Lane. Junctions are where most cyclists/vehicle collisions occur and this measure could reduce traffic volumes. It also helps keep motorists on the UBR where this big investment in safety is being made.</li> <li>• Could a hedge be planted alongside the railings of Victoria Park playground to further reduce the noise and pollution from the road?</li> <li>• Could a contraflow cycle lane on Monmouth Place be explored to tie this scheme into the existing cycle lane on Monmouth Street?</li> <li>• Could 'pop up' cycle lanes be used to tie the West end of the scheme into the Bristol-Bath path/2 tunnels route until better improvements can be made?</li> </ul> <p>Feel people will only engage with active travel if they can do it in safety. Schemes deliver improved safety and hopefully are a starting point for a robust active travel network. The councillors and officers should be commended for doing so much work in such a short timeframe.</p>
<b>Transition Bath</b>	<b>Support, observations</b>	<p>Strongly support the scheme.</p> <p>Comments from a cyclist's perspective about the existing setup and potential implications for the new scheme:</p> <ul style="list-style-type: none"> <li>• Road needs resurfacing in places - the south side of the road near the junction with Stanhope Place has a very poor uneven surface.</li> <li>• Heading west the main problem with the existing cycleway is delivery vehicles (e.g. The Hop Pole) parked, blocking the inside of the road - hopefully the scheme will address this. The Argos carpark is also a hazard with cars entering the car park blocking the road, and those exiting doing so without looking because of poor sightlines, and the section between Park Lane and Windsor Bridge Road can be tricky because of backed up traffic; the need to choose lanes which might put off less confident cyclists - hopefully this will eventually be covered by the scheme. The junction with the recycling depot is also a problem with queueing cars backing up</li> </ul>

		<p>and crossing blocking queuing traffic but I am guessing now this is moving the problem will disappear.</p> <ul style="list-style-type: none"> <li>• <i>B&amp;NES comment: due to the different types of properties fronting the road it is necessary to cater for loading/unloading in some places, which is reflected in the amended proposals.</i></li> <li>• Heading east has been typically less problematic in the past, however removing the on-street car parking will improve sightlines and reduce any perceived hazard of cars opening doors onto you, forcing their way out in front of you.</li> </ul>
<b>B&amp;NES Allotments Association</b>	<b>Support, with observations</b>	<p>Representation on behalf of the plot holders on Lower East (LCE) and West (LCW) Common Allotment sites.</p> <p>The Association supports the objectives of the scheme, but would point out some detailed problems affecting the servicing of and accesses to these two large allotment sites.</p> <p>The Association has an active Trading Hut for its members, where gardening goods and equipment are sold to our members throughout B&amp;NES. These members inevitably need to bring their cars to collect the bulky goods. This facility and the Lower West Common site is accessed off the Lower Bristol Road, through gates adjacent to the playground, right at the western end of the current parking bays. There is room on the site for a car to turn around and exit in forward gear, but not a truck.</p> <p>The consultation plans show a continuous cycle separator at this point. We are concerned that vehicle access is maintained across the proposed cycle lane to allow access to the Trading Hut and for maintenance of the LCW allotment site by the Council. B&amp;NES comment: the cycle lane separators would not prevent vehicular access.</p> <p>The Trading Hut gets deliveries from trucks unloading by stopping on the double yellow lines to the west of the entrance. This is currently allowed and they are only parked for a few minutes. However, if the cycling lane prevented a truck doing this it would be a problem since trucks cannot enter the LCW parking area due to lack of space. A suitable double line only space on either both or to one side of the entrance would be all that's required.</p>

		<p><i>B&amp;NES comment: the spacing of the 'wands' within the cycle separator devices would be spaced such that a lorry could pull over temporarily for such loading.</i></p> <p>Plot holders also have vehicle access to the LCE site from Marlborough Lane and the Council also brings large maintenance vehicles in at this gate. Exiting this gate is already risky and the proposed new parking bays to the north of the access gate will make turning out of the gate onto Marlborough Lane even more so. We would ask the design engineers to ensure that there is adequate visibility in both directions at this point, as drivers do tend to speed up going down Marlborough Lane. This could be done by setting back the proposed and existing bays from each side of the gate.</p> <p><i>B&amp;NES comment: comments noted.</i></p> <p>A representative would be happy to meet an engineer at the site if that would be helpful.</p>
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<b>MLBRA (Marlborough Lane and Buildings Residents' Association)</b>	<b>Support, observations</b>	<p>MLBRA supports any scheme that seeks to stop speeding and rat running along our street: we have a 20mph which is by and large ignored, very aggressive driving and a high volume of traffic.</p> <p>Lowering of the speed limit to 20 mph on the Upper Bristol Road is welcomed. But in our experience, if the speed limit is not enforced it will not be a deterrent.</p> <p>Support the narrowing of the road/extension of pavement at the bottom of Marlborough Lane for similar reasons. Hopefully it will make pedestrian crossing safer, cut down speeds and potentially deter rat running.</p> <p>We are divided on our response to car parking changes. Some members worried about the loss of car parking spaces on the Upper Bristol Road to make way for cycle lanes. Some residents really welcome the change from pay and display in Marlborough Lane and the addition of parking spaces, while others feel these additional spaces will narrow the road and add to further congestion. Residents were not encouraged by the provision of extra overnight parking in Royal Avenue, as past experience shows that vehicles left here will be damaged in the unlit park. The suggestion for additional hotel/B&amp;B parking in the Charlotte Street car park was welcomed, as pre-Lockdown hotel guest parking took up a disproportionate number of parking bays on ML.</p> <p>Some members support an extended, continual cycle lane and any attempt to encourage cycling in the city, others felt it was overkill and unnecessary. However, the proposed design of split cycle lanes with barriers/bollards was universally felt to be dangerous, both to car drivers and cyclists alike. Residents have noticed cyclists going round those bollards already in place making the cycle lane redundant and there have been accidents caused by the almost invisible 'orcas'. Would coloured asphalt demarcating the road as used extensively and safely in The Netherlands (surely the home of city cycling) not be a cheaper and better option?</p>
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		<p><i>B&amp;NES comment: coloured surfacing throughout the length of the cycle lanes would be prohibitively expensive for this scheme. It will be used where the cycle lane passes bus stops and side roads though.</i></p> <p>There were also concerns about the safety of the proposed bus island. Many of our members are elderly bus users and it was felt the new bus stop design was dangerous. B&amp;NES comment: see comments above.</p>
<b>Phase One Gym, Upper Bristol Road</b>	<b>Objection</b>	<p>As a business owner on the Upper Bristol Road, I fear that this scheme would have a severe detrimental impact. The aims maybe noble but for us, hundreds of our members use our facilities in the evenings and would be reluctant to walk or cycle in the dark/ bad weather.</p> <p>A lowering of the speed limit is a good idea, but I see few cyclists using the current cycle lane and most of the cyclists who attend, come via the cycle path along the river (running parallel to the road). Perhaps some investment in this would allow the best of both worlds?</p> <p>Being in a perilous state after various lockdowns, the news that a number of our members will have extra hurdles to attend is extremely daunting. I am very much against this scheme and would be happy to discuss the implications to the powers that be. <i>B&amp;NES comment: comments noted.</i></p>
<b>Running High Events Ltd</b>	<b>Objection</b>	<p>The Upper Bristol Road has been part of the Bath Half Marathon route since it was first staged in 1981. Reducing the width of the carriageway will reduce the capacity of the event and the number of runners who can participate, and effect the financial viability of the event which is the largest sporting and community event in the city and the largest charity fundraiser in the South West region (£2.5m each year). <i>B&amp;NES comment: discussion has taken place with Running High Events. No elements of the Active Travel Fund schemes will compromise the ability of the event to take place.</i></p>
<b>South West Transport Network</b>	<b>Support schemes in principle but have observations / concerns</b>	<p>In principle we support the schemes but have concerns about the design of bus stops on the Upper Bristol Road as this is metro bus route proposed by WECA under the national bus strategy.</p>

		<p><i>B&amp;NES comment: the proposals will not prejudice a future mass transit route.</i></p> <p>Need to work in partnership with bus operators First group and Rapt Bath bus company.</p> <p>The following bus routes use the corridor: - A4 Bristol Airport; X39 Bristol bus and coach station; 18 UWE.</p> <p>Concerned about bus stop design and the need for clear crossing points with ramps to prevent cyclist running into bus passengers especially wheelchair users, parents with buggies and passengers from Bristol Bus and coach station, Temple Meads station and Bristol Airport. accessing small hotels. The bus stop will need to change tarmac from Green to red with notice warning cyclist of bus passengers blighting or Boarding buses. Castle kerbs and drop kerbs. to cross the routes.</p> <p>London Road: the cycleways are green with cross points but bus stops have not been redesigned. On the buses notices need to be placed near doorways and on real time information inside Rapt Bath buses and First Group West of England buses.</p> <p>This route is being upgraded to the Bristol bus and coach station to Bath so design of bus stop needs to be to a standard along the route with cycle way and pedestrian facilities. As this route is the main road from Bristol to Bath the level of cycling leisure travel needs to be addressed.</p> <p>We need to look at bus lanes at the Windsor Bridge junction for cycling and buses.</p> <p>Metrobus will also need bus lanes from Bristol to Bath via Keynsham. This route needs to include cycleway and pedestrian facilities along the route. We support continues pavements on the A4 in Bath on the Bath city centre to university route. We support the North Road bus gate for Bath Bus Company tour service and Scotland buses.</p>
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		<p>We have concerns about the Bathwick Hill bus stop design and the needs of cycling in front of the bus stop the bus needs to pull in to the castle kerbs to pick up wheelchair access and parents with buggies and older people. The stop requires a bus shelter. All crossing points should have drop kerbs. The bus stop outside the university needs to be designed with safety signs ramp and different colours on the tarmac red safety around the bus stop and a shelter with castle kerbs and drop kerbs bus notice with need to be on university bus service 20 c and 94 buses .</p> <p><i>B&amp;NES comment: comments noted.</i></p>
<b>Riverside Community Voice</b>	<b>Support but Concerns</b>	<p>While we support the intention to improve facilities for pedestrians and cyclists on the Upper Bristol Road we have serious concerns about the implications for Bath Riverside of reducing car parking along the UBR. Cars displaced from UBR will seek to park on Midland Road which is already suffering from excessive parking which is not regulated. Before this Active Travel Scheme is implemented the Council needs to adopt Midland Rd and Stothert Avenue and put double yellow lines along Midland Rd.</p> <p><i>B&amp;NES comment: the amended proposals include bringing part of Midland Road into Zone 6 permit parking.</i></p>
<b>The Courtyard Bath, 10 Monmouth Place, Bath</b>	<b>Objection</b>	<p>I have lived and worked in bath for over 30 years and feel that the plan to create more cycle lanes is clearly not been decided by residents they are aesthetically unattractive and dangerous. I feel that they are more dangerous to pedestrians as this plan is adding an extra lane each side of the road to accommodate cyclists, there are some of these lanes and bollards near the turning to Marlborough Lane they are not clearly defined either with high visible road markings or clearly marked bollards for motorist, I have seen vehicles swerve as they approach as they clearly have not noticed them until they are right on them. I will not be able to have important stock deliveries as it is not possible to book a delivery time in the suggested times,</p>

		<p>I also have some elderly clients that need to be dropped off outside my business and also for our clients with disabilities that need access directly outside, the negative affect on my business that these plans would have in what is already a very difficult time for local businesses is unexcitable. I cycle myself and feel that these lanes that are in place at the moment are a waste of tax payers money and time they would need to be continuous throughout the city not just in random arears which would be dangerous and very unattractive for the city. I feel that they are very dangerous to pedestrians as quite often cyclist are going far too fast I question if the persons that come up with these plans actually live in Bath there seems to be very little thought to local businesses as for these schemes reducing pollution by introducing speed restrictions and cycle lanes is ridiculous there will still be the same amount of pollution. Maybe a clear way to reduce pollution would be to restrict university students from bring their cars and instead use the very frequent busses provided (instant reduction in pollution). I strongly oppose this plan.</p> <p><i>B&amp;NES comment: the amended proposals include 12 spaces that allow short stay parking during the day. With regards to the current cycle lane separator devices near the Victoria Bridge junction, these would be incorporated within the proposed scheme and as part of a longer cycle lane would not appear as an isolated feature as they do now.</i></p>
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#### **Bath city centre to University of Bath: A36 Beckford Road and North Road**

<b>Organisation</b>	<b>Objection or support</b>	<b>Comments summary</b>
<b>Bath University Student's Union</b>	<b>Supportive (of all schemes)</b>	<p>In favour of the three schemes proposed in the consultation, particularly North Road and Beckford Road scheme.</p> <p>Significant proportion of movements to and from Claverton Down can be attributed to the university community. Student consultation in summer 2020: almost half said they would like to develop the habit of walking or cycling to campus. One of the common barriers to this was feeling safety on the roads.</p> <p>Emphasises the desire / need for safer infrastructure for cyclists so students who choose active travel can do so in a safe way.</p>

		<p>Reference to previous accidents within the student community. Widcombe Hill, North Road and Bathwick Hill tend to be preferred options for their cyclists – although it is felt they can be unwelcoming and unsafe. Feel the proposed scheme will make North Road a safe, quiet route increasing the safety and accessibility of cycling, walking, e-biking, e-scooting for journeys to and from campus.</p> <p>Understand that no solution will suit all but conscious that tackling climate crisis won't come without some sacrifices.</p>
<b>University of Bath Vice Chancellors Office</b>	<b>Support in principle</b>	<p>Recognition of university campus location offering unique transport challenges &amp; impact this has.</p> <p>We are absolutely committed to supporting schemes and local infrastructure which will enable active travel for our students, staff, visitors and local community, and help us to achieve our carbon targets. We therefore support the principle of the proposed active travel schemes.</p> <p>We appreciate the proposals enable walking and cycling but do not have a view on the route selected. We recognise that there are a range of opinions on the different possible routes to achieve this aim, and that it is the Local Authority's role, in consultation with the community, to determine which route offers the most beneficial solution.</p> <p>The University will work with whatever scheme is settled upon in support of our students and staff.</p>
<b>Bath Golf Club</b>	<b>Objection to scheme</b>	<p>Support concept of active travel but do not support the North Road scheme. Feel it won't achieve aim of safer cycling from Bath University to City Centre. Reasons for this are: - Northern end of North Road – U-turns by KES school drop offs to exit North Road causing danger &amp; disruption to cyclists and motorists.</p> <p>Apart from the proposals in Beckford Road, there is no designated and independent cycle lane included in the scheme proposals.</p> <p>Vehicles entering North Road from Beckford Road with the intention of accessing Cleveland Walk will also have to U-turn – increased risk to cyclists.</p> <p>Vehicles using North road at southern end will increase making it less safe for cyclists.</p>

		<p>People using parking spaces on North Road below entrance to golf club will need to U turn to exit north road at junction with Bathwick Hill. Cyclists will have to navigate U-turning vehicles either side of intended bus gate.</p> <p>Golf club will only have access from southern section of North Road – now means that all those visiting club will have to use North Road from Bathwick Hill junction to enter and exit.</p> <p>No provision for separation of cyclists (separated cycle lane).  <i>B&amp;NES comment: North Road is not wide enough to provided segregated cycle lanes unless the road is made one way.</i></p> <p>Estimated vehicle movements of 750 2-way movements per day on a normal day. Potential for greatly increased congestion due to removal of right turn lane into North Road as a result of reconfiguration of North Road / Bathwick Hill junction. Difficulties for commercial vehicles access North Road from Bathwick Hill (uphill) have a very difficult left turn with new pedestrian island.</p> <p>Other comments regarding route choice to university by cyclists and use of University Bus Service.  Concern that opinion of golf club has not been sought even though club is greatest user of North Road as a destination.  <i>B&amp;NES comment: the golf club was emailed as part of the consultation.</i></p> <p>Due to nature of equipment required for sport, most people travel by car unless they are students within walking distance.</p> <p>Potential impact on membership levels of scheme – financial impact to club.  <i>B&amp;NES response: comments noted.</i></p>
<b>Walk Ride Bath</b>	<b>Support</b>	<p>Walk Ride Bath (WRB) and its 725 members (Facebook) strongly supports the schemes.</p>

		<p>WRB feels that consideration should be made to close off Cleveland Walk to North Road, rather than make it one way south bound, as this creates an afternoon/evening rat run along Cleveland Walk to North Road and on to Warminster Road. The North Road section below Cleveland Walk would then exceed 2000 PCU/24hr which would not conform to Cycle Infrastructure Design (LTN 1/20). By doing this you also provide King Edward's School the opportunity to implement a future school street should they wish to.</p> <p>Due to sat nav apps, consideration should be made to close access from Sham Castle Lane to Vellore Lane or at least monitor traffic and be prepared to act quickly using the Experimental Traffic Regulation Order process. This will be necessary whether you close off CW or leave CW as a one-way southbound junction. The ETRO should be written in a way to cover the potential closures.</p> <p>WRB is exceptionally supportive of the schemes and particularly the use of continuous footways, protected cycle lanes, bus stop bypasses, shared bus boarders, and pinch point closures. We understand perfect is the enemy of good enough, that money could only go so far, and recognise that these schemes show a vision of Bath that simply did not exist two years ago.</p> <p>WRB supports the use of ETROs enabling community feedback to improve schemes once they have been implemented, however ETROs can have a very short shelf-life and it is important for the council to remain committed to these types of trial and at least allow them to run for 6 months and preferably the full 18 months to enable communities to take advantage of them. In particular this should enable the University and other big employers to implement policies to take advantage of the new active travel route within the coming year.</p> <p>In finishing WRB is pleased to see a council that has moved from promoting walking, wheeling, and cycling to one that is enabling. Well done."</p>
<b>Bathwick Hill Residents Association</b>	<b>Opposed to North Road bus gate</b>	<p>Opposed to the proposal for the bus gate in North Road. The impact of this proposal will be a high increase in traffic using Bathwick Hill with little increase in cycles using North Road.</p>



		<p>Do not feel the scheme is linked to any plans to reduce the use of cars overall, for example there are no proposals to reduce car parking spaces at any of these facilities which might result in a modal shift away from car travel. In addition, there are no plans to help students or other potential cyclists to purchase electric bikes.</p> <p>We do not believe that North Road will be the preferred route for students cycling to the university. Most students live to the west of the hills leading up to the university. Cyclists would have to cycle past Widcombe Hill, Bathwick Hill and Prior Park before reaching North Road.</p> <p>We do support measures to improve safety of cyclists on Bathwick Hill, with traffic calming measures and potentially a cycle lane.</p> <p>Feel that travel to the university by bus is likely to remain the most important method of transport for students given the services from Oldfield Park to campus.</p> <p><i>B&amp;NES response: comments noted.</i></p>
<b>PentathlonGB, Based at University of Bath</b>	<b>Objection</b>	<p>I have significant concerns regarding the plans particularly those on North Road, the road is not used by cyclists, cyclists will normally use Bathwick hill due to the nature of the hill. There are large number of school children for KES which I would have significant concerns for their safety and those of the staff that support the children. The impact on the other roads around particularly Warminster Road would be significant. I would strongly recommend that on safety grounds this plan is removed, for the children and staff who are at KES, the students of Bath Uni and my staff.</p> <p><i>B&amp;NES response: comments noted.</i></p>
<b>King Edward's School, North Road, Bath BA2 6HU</b>	<b>General sustainable transport support but concerns about scheme.</b>	<p>In addition to investing significant funds in facilitating sustainable travel, we also actively promote its uptake in our travel advice to all new parents. Other initiatives in recent years include the installation of additional cycle racks for pupils and staff and additional showers for staff to use if they cycle or run to school. There is a cycle proficiency training scheme based at the Junior School. In pre-pandemic times, we have also actively encouraged car sharing and KES was one of the first schools in Bath to adopt the HomeRun App.</p>

		<p>The fact is, however, that a significant majority of our current parents/pupils and staff do not live close enough to School to be able to consider walking or cycling as a viable travel option, with many residing in areas which are not serviced with public travel options which allows them to travel to and from the School.</p> <p>The school's catchment area extends up to 15 miles in all directions, with some number of staff and pupils travelling from even further afield, often transporting school bags, books, sports kit and equipment etc. There are approximately 1,000 pupils (including nearly 200 Primary school aged pupils) and 200 staff based at the school's North Road site.</p> <p>For those whose lack of access to public transport or to the school's coach services sees them dependent on using a car to travel to the School, we are acutely aware that any changes to the traffic management systems and road layout around the School's location, such as those proposed in this Scheme, will risk the displacement of a large number of cars to the neighbouring streets adversely impacting many of local residents, especially those on North Road, Cleveland Walk, Sham Castle Lane and Bathwick Hill.</p> <p>In some cases, the proposed scheme will also compromise the effectiveness of measures to improve traffic flow around the School site that have been introduced in recent years, such as the morning drop off system via the Lower Entrance. Furthermore, we are particularly concerned that the introduction of a bus gate and the potential restriction of the traffic flow along Cleveland Walk will lead to a significant increase in dangerous traffic movements in and around the School. In particular we envisage a number of cars undertaking U turns / three-point turns either side of the bus gate at drop-off and pick-up times.</p> <p>Any such manoeuvres will significantly increase the likelihood of incidents and injuries to users of the road most notably those pedestrians and cyclists using the North Road route not only to access the School itself but also those using the route to access the University, Ralph Allen School and Bathwick St Mary Primary School.</p>
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		<p>With these issues in mind, we would expect any proposed changes to be based on a carefully considered analysis of representative data, to include:</p> <ul style="list-style-type: none"> <li>- An understanding of the impact of the displacement of a large number of cars, both parked and in circulation, during drop-off and pick-up times at the beginning and end of the school day, with the likely increase in traffic flow/congestion on Cleveland Walk, Sham Castle Lane and Bathwick Hill, in particular.</li> <li>- An understanding of the likely increase, if any, in cyclists/pedestrians using North Road to access the University as a result of the new scheme and proposals, bearing in mind that a large number of University students are based/live in the south west of the city and may well choose to keep to the existing routes/main roads (and shorter desire lines), such as Widcombe Hill and the much wider Bathwick Hill. The latter is already served by regular bus routes and indeed an existing cycle path for part of its length; for example, how many people already walk/cycle along these roads to access the University, compared with North Road? What representative data has been used during normal (non Covid) term time and what surveys have been conducted amongst likely users to indicate that a longer (in many cases) route along the A36 and up North Road will be used in preference to the existing options mentioned above?</li> </ul>
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		<p>An understanding based on accurate scientific information of the relative steepness of the different hills that lead up to the University, to identify the extent to which one or other is more or less steep/navigable by e-scooter (bearing in mind that many e-scooters are regularly seen parked on Bathwick Hill) and whether or not this is by way of average gradient or, perhaps more helpfully, includes consideration of individual challenging sections of each road (the lowest part of North Road, emerging from the junction with the A36, which has a particularly steep gradient before quickly meeting a blind bend, would be one such example)</p> <p>The apparent absence of much of this data and the other issues raised above, leads the School to have significant concerns that:</p> <p>new proposals may not be supported by the relevant data or analysis;</p> <p>that the scheme's aims to increase significantly the number of cyclists and pedestrians using North Road in preference to other options may not be met; and</p> <p>that some aspects of the proposals may in fact lead to a more dangerous and challenging environment both for pedestrians, cyclists and car drivers as well as for a large number of local residents.</p> <p>Further comment on some of these aspects is provided below.</p> <p>1. I support reducing space for car parking to create a new eastbound (uphill) cycle lane on Beckford Road</p> <p>Comment: The School has no comment on the removal of car parking spaces on Beckford Road. However it strongly opposes the proposed additional 3 parking places on North Road, for the following reasons:</p> <p>1. This will lead to backlogs of cars and coaches leaving the site going down North Road (that section of North Road is not wide enough for cars to pass in both directions when a vehicle is also parked).</p>
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		<p>2. It will force cyclists and users of e-scooters towards oncoming traffic when travelling up North Road when these bays are occupied, making it feel less safe for them.</p> <p>3. Even without the addition of the proposed parking spaces, this section of North Road is beset by bottlenecks whenever a solitary vehicle parks downhill from the School's Lower Entrance, and we would propose consideration of introducing another length of yellow zig-zag linings below the Lower Entrance, perhaps limited to afternoon time restrictions.</p> <p>4. There is no pavement on the School side of North Road, so this would be dangerous if parents parked to drop off or pick up children.</p> <p>2. I support the design of the proposed cycle lane on Beckford Road: Neither agree nor disagree</p> <p>3. I support the proposed design of the bus stop on Beckford Road: Neither agree nor disagree</p> <p>4. I support the use of a one-way 'bus gate' on North Road, to restrict southbound (uphill) traffic ONLY: Strongly disagree</p> <p>Comment:</p> <p>1. Car drivers who need to get to the top of North Road will turn right into Cleveland Walk and at the end turn left up Bathwick Hill. This is a longer route and will therefore increase pollution and congestion along Cleveland Walk. The additional traffic movements along Cleveland Walk would undermine what the School has done to date in trying to limit our impact on our neighbours where possible.</p> <p>2. Any extra manoeuvres which cars are forced to do [in this case turning from North Road into or out of Cleveland Walk] increases the likelihood of accidents occurring. In this case we would envisage that the most likely increase in risk would be to cyclists travelling down North Road.</p> <p>3. Uphill access for school coaches and minibuses must continue to be allowed, as the former are too large to use Cleveland Walk and would have to detour to the bottom of Bathwick Hill via town, again merely displacing traffic and increasing pollution in other areas. For example, School coach services run to and from the University of Bath sports facilities throughout the week.</p> <p>4. We would support the extension of a speed restriction for uphill traffic of 20mph all way to the top of North Road to the junction of Bathwick Hill to increase the sense of safety for cyclists. We would welcome any initiatives that reinforce adherence to the speed limit in both directions.</p>
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		<p>5. I support the use of a two-way 'bus gate' on North Road, to restrict traffic in BOTH directions: Strongly disagree. Comment:</p> <p>1. This would cause serious disruption to parents who live South and South-West of Bath in KES's wider catchment area, which, as noted above, extends to a wide radius. Travelling to School, parents would most likely detour via Bathwick Hill and Cleveland Walk on drop off and return, and again use Cleveland Walk twice on collection. This will most likely result in them performing turns at the junction of Cleveland Walk and North Road (or three point turns along Cleveland Walk), which would potentially have an adverse impact on cyclist and pedestrian safety, as well as increasing danger and inconvenience to other road users</p> <p>2. Some parents may travel down North Road, drop off and then perform a U-turn/three point turn just above the bus/control gate. This would increase the danger to cyclists travelling both up and, especially, down North Road. In particular, the downhill (left hand) side of the section of North Road above the proposed bus/control gate is well used by parents collecting their children at the end of school, as well as for after school and weekend events, as it is a relatively safe area to park and wait.</p> <p>6. I support the proposal to restrict southbound traffic on Cleveland Walk (between junctions with Sham Castle Lane and North Road): Strongly disagree</p> <p>Comment:</p> <p>1. If this were in addition to the bus gate preventing uphill travel, this would mean that after drop-off the several hundred cars leaving Lower Entrance would all have to turn right to go down North Road, which we predict would likely cause a traffic backlog in the School drop off area and lead to a consequent backlog entering School that would soon back onto the A36/Warminster Road. Were these cars instead to use Sham Castle Lane, the additional volumes might create gridlock on this narrow lane, which in some areas is single lane with tight turns. At the top of Sham Castle Lane, parents would turn left and left again onto North Road, adding to the existing traffic density in that direction.</p>
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		<p>2. Some drivers going up North Road could travel past the Lower Entrance and pull over to the right-hand side to drop off for a Middle Entrance crossing. They would then pull out, travel uphill and perform a U-turn at the Cleveland Walk junction. This is dangerous for both pedestrians and cyclists travelling in both directions.</p> <p><i>B&amp;NES comment: comments noted. If the scheme were to proceed there would be 'before' and 'after' surveys undertaken on motor and cyclist flows on this and other routes. Opinion surveys would also be undertaken.</i></p> <p><i>The revised proposals no longer include three parking spaces in North Road.</i></p>
<b>Sydney Place Action Group</b>	<b>Object</b>	<p>We are concerned at the discriminatory nature of the consultation process.</p> <p>We are concerned at the lack of rationale, evidence and impact assessment of the proposal, other than very generic statements related to climate emergency. The plan provides no evidence of reducing emissions and has the potential to impact negatively on the health and safety of residents, including the elderly, disabled and children. Disputed points: We do not believe that cyclists would have a safe travel route alongside buses travelling up and down North Road, with parking on one side that is not going to be reduced.</p> <p>The argument regarding the gradient was unsubstantiated. Local residents have observed few cyclists coping with the steep hill.</p> <p>We find it hard to understand the benefits of cycling alongside HGVs and coaches on the A36 Beckford Road when there are better and safer cycling routes that require little or no expenditure.</p> <p><i>B&amp;NES response: The proposed cycle infrastructure will provide a segregated link for cyclists travelling between Bathwick St. and the Kennet &amp; Avon Canal path, a popular destination for cyclists who currently have to share the existing carriageway with motor traffic.</i></p>



		<p>The traffic layout plans are convoluted and over-worked. Residents will not benefit at all. £350,000 will be spent on an experiment.</p> <p>We fail to understand the rationale to spend the majority of funding on a cycle route along a traffic-light, unpolluted road, which will have no impact on any reduction in emissions for which the funding is allocated. Areas that are currently over-used by traffic and require funding for improvements are not covered in the proposal.</p> <p>Suggestions:</p> <p>Leave North Road as it is. Cars, walkers and cyclists can all use the road safely. There are no reported problems, we believe, other than the excessive parking along lengthy stretches of road.</p> <p>Remove some of the parking. Drivers to Bath University should be able to park on the campus and, if the aim is to reduce the use of the car - now that active travel is the priority - then why facilitate so much parking along North Road?</p> <p>Cyclists on the Commonplace website asked for a better crossing at the end of Great Pulteney Street over to the Holburne Museum, and many suggested taking the NCR or a cycle route up past (New) Sydney Place and along Sydney Road (to the canal, Bath University and Warminster Road).</p> <p>Savings would be significant and displacement would be nil. Sydney Road and New Sydney Place are residential roads and not the A36 primary route.</p> <p>Funds could be spent on a scheme for Widcombe Hill (favoured by many cyclists and residents of that area) and/or a more substantial and useful Upper Bristol Road scheme, as well as improved facilities along the A36 (Old) Sydney Place and Bathwick Street crossings.</p>
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		<p>Summary</p> <p>We were impressed by the Lib Dems plans to reduce the use of the car and prioritize walkers and cyclists, and improve the public realm. However, the Council's intention to stop traffic displacement onto residential roads and to introduce a better travel plan for Bath, through a fair, listening and community-led process, has not happened. Why do we have to defend our right to a healthy and safe environment to a Council who are supposed to listen and hear us?</p>
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<p><b>Bristol Disability Equality Forum</b></p>	<p><b>General Observations</b></p>	<p>Turning now to the Beckford Road type stop (no bus island, passengers alight directly onto cycle path) :</p> <p>Many of the points raised above apply to this situation as well – particularly No 5.</p> <p>I don't see any castle kerbs and wonder how easy it will be to enter/exit the bus. <i>B&amp;NES comment: we are intending to incorporate accessible design features at all bus stops within the extents of these schemes.</i></p> <p>Need to have instructions to cyclists to dismount whilst going through the bus stop zone – not to do so will cause problems for all passengers. Wheelchair and scooter users may be blocking the cycle path for a longer period of time than other users. As above this will need physical and visual signs as well as the standard notice to cyclists. <i>B&amp;NES comment: instructing cyclists to dismount at the bus stops would be contrary to the purpose of providing continuous cycle lanes at bus stops and would not be consistent with the government's LTN 1/20 design standards for cycle infrastructure. However, we will provide signage for cyclists and road markings to tell them to give way to pedestrians on the approach to bus stops.</i></p> <p>Tactile paving? Including on cycle path. <i>B&amp;NES comment: The hump and the signs/markings on the approach would be the warning for cyclists.</i></p> <p>Dropped kerbs? <i>B&amp;NES comment: This part of Beckford Road is three lanes wide and is not a suitable place for those with or without mobility issues to cross. The nearby signalised junction includes pedestrian crossing facilities with dropped kerbs.</i></p> <p>Accessible bus shelter? <i>B&amp;NES comment: the footway on Beckford Road is too narrow to accommodate a shelter.</i></p>
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<b>Bathwick St Mary Church School</b>	<b>Concerns (taken as objection)</b>	<p>We are concerned by the removal of parking bays on Beckford Road and the impact this will have on pick up and drop off times. It may add to congestion on Darlington Road, which is already a hazard for children. Plus any reduction in accessibility to the school will impact its ability to fill school places as future parents may be deterred from applying.</p> <p><i>B&amp;NES response: arranging to meet the school to discuss Darlington Road further and potential mitigation measures.</i></p>
<b>Cllrs Alison Born &amp; Winston Duguid</b>	<b>Objections, concerns</b>	<p>We are yet to find a resident who is supportive of this proposal or who thinks it will achieve the stated aim of encouraging walking and cycling to the university.</p> <p>We are aware that the cycle lobby has been working actively to "get the cycling vote out" to support this proposal and are disappointed that this has happened because that is not the purpose of the consultation. It should be a genuine attempt to listen to a range of views, particularly those of local residents who will be most affected by any proposals.</p> <p>Of the 3 potential routes to the university from the City Centre, more staff and students use Widcombe Hill for walking and cycling than North Road and Bathwick Hill combined. Three times as many people cycle on Widcombe Hill as North Road. The reason for this is because Widcombe Hill is by far the most direct route from the areas where most students live and also from the bus and train stations. People will not take a one mile plus diversion on a busy and congested road (the A36) to access North Road and will continue to use Widcombe Hill. If we are serious about encouraging active travel, resources would be better deployed to improve safety on Widcombe Hill.</p>

		<p>It is also worth noting that the considerable disruption caused by a bus gate on North Road will not stop traffic from using the road. Significant numbers of vehicles will continue to access the Quarry Road entrance to the University, Bath Golf club and King Edwards School which are all off North Road. The difference is that they will have to travel along Cleveland Walk, Sham Castle Lane or St Anne's Way to reach Bathwick Hill. They will then have to go up Bathwick Hill and back down North Road to reach their destination. This will increase traffic on these roads and will increase journey times which will result in more, not less pollution. Any cyclists or pedestrians on North Road will still need to compete for space with cars and other motorised vehicles.</p> <p>Concerns have also been expressed at the proposed disruption on Beckford Road that is required to enable cyclists to access North Road. This is unlikely to be supported by residents of the Bathwick Estate (who will no doubt be making their views known) and most cyclists would probably prefer the safer option of cutting through Sydney gardens or travelling up Sydney Road, turning into Vellore Lane, Sham Castle Lane and Cleveland Walk to access North Road just above King Edward's School. The significant engineering required at Beckford road is costly, disruptive and pointless.</p>
<b>North Road, Bathwick, Residents Association</b>	<b>General concerns / observations</b>	<p><b>North Road impact</b></p> <p>Applaud aims and objections in regard to create safer and healthier choices for travel. Concerns regarding potential unintended consequences of impact of works.</p> <p>Concerns are as follows: -  Tick box approach feels too limited  Residents Association has undertaken two surveys of resident's views  Remain open to constructive input into design process.</p> <p><b>January 2021 survey</b>  Residents felt that North Road was unsuitable to carry any more buses, incompatibility with a cycle lane &amp; emissions in relation to the school.</p>

		<p>Concerns relating to vehicles speeding -measures to reduce this would be strongly supported. Residents feel current weight restrictions and speed limits were enforced.</p> <p>Some residents were supportive of a cycle path on North Road, however some thought that the road was potentially too narrow, too steep and already dangerous for cyclists and some suggested that it would not be used.</p> <p>Those supporting a cycle route also strongly supported maintaining existing on-street parking with some noting that the parking, which is all on the downhill side, acted as a natural vehicle speed control measure for both vehicles and cyclists and was partly introduced for that reason.</p> <p><b>Second resident's survey</b></p> <p>Residents were asked to select their preferred option and why. The options residents were given are: -</p> <p><b>Option 1</b> - Seek to defer the implementation of the proposed scheme on North Road until a full traffic analysis has been done of the road including the number of cyclists that currently use it as well as the number of cars to include the University, visiting golfers, residents and others.</p> <p><b>Option 2</b> - Agree in principle with the proposal and preferred approach of the Council with the essential caveat and clarification that all residents (permit-only) on street parking remains and ideally that all on street parking remains (due to its traffic calming effect).[Note that this predated the clarification during the Council Active Travel webinar that no change in parking was planned].</p> <p>In the surveys, North Road Residents were not specifically asked to give a view on the parking changes on Beckford Road or at the bottom of North Road (2 additional spaces). However, many have indicated they would be happy to support the changes at the top of North Road to improve pedestrian safety (introduction of a pedestrian refuge island).</p>
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		<p>North Road residents are split as to whether the proposal should proceed without further studies, RA Committee is happy to work with Council officers on that on behalf of the road.</p> <p>The support shown for the proposal is based on the bus gate operating in the uphill (south/east bound) direction only with on-street parking being retained. There would be less support for a two-way bus gate.</p> <p>On-street parking is considered to be important not only for residents who rely on it but also because it acts as an important traffic calming measure reducing speed.</p> <p>To improve safety further, particularly for pedestrians but also for cyclists, there would be support for the introduction of further measures to reduce vehicle speed on the road.</p> <p><i>B&amp;NES comment: comments noted.</i></p>
<b>Pulteney Estate Residents Association (PERA)</b>	<b>Objection</b>	<p>PERA fully support council's declaration of a climate emergency.</p> <p>Feel scheme as proposed is contrary to the above declared policies &amp; objectives. Believe that the impact of a trial must be properly monitored &amp; a trial should also allow adaptation or reversal reasonably easily to address problems.</p> <p>Feel there should be stronger justification for the displaced traffic from North Road &amp; there should at least be a plausible case on carbon/CE to even consider proceeding with a trial.</p> <p><b>PERA</b> is strongly opposed to the trial proposed by B&amp;NES.</p> <p>Feel the route choice via Beckford Road &amp; North Road seems least intuitive. Also do not feel that night- time safety has been sufficiently taken into account. The target group of students already use mass transport.</p>



		<p>Beckford Road Cycle Lane</p> <p>Feel selection of Beckford Road as part of route is misguided as involves crossing two dangerous junctions.</p> <p><i>B&amp;NES comment: The proposed cycle lane starts at Bathwick St and ends at Warminster Road. Neither of the three roads it crosses (Forester Road, Beckford Gardens or Darlington Road) are busy or considered to be dangerous.</i></p> <p>Beckford Road route will push more traffic on to residential roads due to restricted width at the railway bridge. Feel that the extent of HGV traffic on Beckford Road has been forgotten.</p> <p><i>B&amp;NES comment: Road capacity will not be affected by the provision of the cycle infrastructure and as such no displaced traffic is expected.</i></p> <p>North Road Bus Gate</p> <p>The closure of North Road is unjustified. The road has low traffic levels, and even more significantly much of the traffic isn't through traffic but is generated by facilities on North Road itself. If it is desired to reduce the traffic then, since it is mainly destination traffic not through traffic, the focus must be on the main North Road sources of this traffic. Also concerns over potential traffic displacement.</p> <p><i>B&amp;NES comment: although North Road is relatively quiet for much of the day, during peak times it is busy. The purpose of a bus gate would be to make this a largely traffic-free route for cyclists.</i></p> <p>For the university student parking availability should be revised and the golf club could be made less viable as a business if it became less accessible as a result of the bus gate.</p> <p>It is also felt the impact monitoring proposals are insufficient and request that local residents groups are included in monitoring discussions.</p>
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		<p>PERA feel that the consultation process has also been insufficient and does not include all affected groups – e.g. pedestrians and disabled people. Alternative options should have been discussed with local residents – these alternative options could include non RPZ parking on North Road, having a 20mph speed limit along the entire length of North Road, explore options for reducing traffic to King Edward School.</p>
<p><b>The Widcombe Association Residents Association</b></p>	<p><b>Do not support</b></p>	<p>Struggle to understand how North Road was selected as a route as principal living areas for students are Oldfield Park and Widcombe. Widcombe Hill already more heavily used by cyclists – suspect that even with active travel route on north road there will still be more cyclists travelling to and from university using Widcombe Hill.</p> <p>Not clear how much the effects of a diversion have been considered if North Road is closed. Further information on traffic displacement should be available. (particularly Bathwick Hill impact).</p> <p>Can see benefits of Widcombe Hill being selected ahead of North Road. However accident record by Macaulay Buildings from cyclist travelling too fast downhill is a concern – warning signs and non skid surface was laid.</p> <p>Is community recognition of travel problems on Widcombe Hill and some support for measures to encourage walking and cycling. Active travel scheme could contribute towards addressing safety issues at Oakley, Copseland, bend by Macaulay Buildings, traffic speeds on the hill and congestion at White Hart junction. Some residents concerned about displacement of traffic and effects of any restrictions on Widcombe Hill.</p> <p>Widcombe Hill issues still need addressing irrespective of Active Travel Scheme. Residents believe this should be further investigated.</p> <p><i>B&amp;NES comment: comments noted.</i></p>

<p><b>Beech Avenue Residents Association</b></p>	<p><b>Objection</b></p>	<p>BARA members consider the proposed Active Travel schemes to be flawed.</p> <p>BARA object most strongly to the proposal to construct a 3-metre wide two-way cycle track at this location, understood to be at a different level to the existing footway (hence a trip hazard), when demand does not exist and is unlikely to do so in the foreseeable future.</p> <p>Concern at proposed removal of vegetation and impact on natural landscape.</p> <p>Difficult to see where any benefit would accrue for the provision of this new cycle path. The overwhelming majority of cycle journeys in the area are in order to access the University. The Avenue is not part of that route.</p> <p><i>B&amp;NES comment: The proposed cycle track will provide a new link from Bathwick Hill to the east part of the university and beyond towards the American Museum and Claverton. The existing footway will be improved to ease access for pedestrians and to keep them away from cyclists.</i></p> <p>Funds for this aspect of the Scheme should be diverted to improving the dangerous road junction outside Claverton Down Community Hall for pedestrians and/or undertaking pavement surface improvements, particularly Soldier Down Lane.</p> <p>Local residents have long pressed for give way markings to be painted on the road at the junctions of The Avenue with Woodland Grove and Beech Avenue, and any scheme that encourages cycling (whether effective or not) should include these.</p> <p><i>B&amp;NES comment: these would be provided if the scheme goes ahead.</i></p> <p>BARA welcome the Council's aims and ambitions to enable safer and healthier travel choices (with emphasis on the word 'choices'), we are very concerned at the unintended consequences that a hasty decision to install a bus gate on North Road is very likely to cause.</p>
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		<p>BARA consider the proposal for North Road to become a priority cycle route to and from the University of Bath at the exclusion of most other motor traffic to be so fundamentally flawed at all levels that it should not proceed, even on an experimental or one-way basis.</p> <p>BARA believe that e-scooters should be excluded from active travel schemes as do not understand how they can be considered active travel.</p> <p><i>B&amp;NES comment: the current national trial of e-scooters has temporarily amended legislation which means they can use the same on and off-road facilities as pedal cycles.</i></p> <p>Local topography between Claverton Down and the city precludes walking and cycling for the vast majority of local residents, many of whom are elderly without the option to change their travel habits, however much they might wish to. The vast majority of students travel to and from the university by the frequent bus service.</p> <p>Furthermore, we consider that the proposed bus gate would introduce more danger to pedestrians and cyclists alike at the junction of North Road and Cleveland Walk.</p> <p>Concerns include traffic displacement, the claim the route would promote increased active travel between the city centre and university. No definition of how 'success' would be measured at the end of any experimental period, also concerned about claims that the University of Bath supports the proposed North Road cycle route.</p> <p>RA also concerns about pressure from cycling pressure groups including WalkRideBath and the University's Cycle Users' Group, no more than 40 members of whom use the North Road route.</p>
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<b>Running High Events Ltd</b>	<b>Objection</b>	<p>Beckford Road, North Road and Cleveland Walk have been part of the principal diversion route around the north of the city on the day of the Bath Half Marathon for many years. These proposals will compromise the free flow of traffic around the city on race day, and therefore compromise the viability of the event, which is the largest sporting and community event in the City and the largest charity fundraising event in the South West Region (Approx £2.5m per year).</p> <p><i>B&amp;NES comment: discussion has taken place with Running High Events. No elements of the Active Travel Fund schemes will compromise the ability of the event to take place.</i></p>
<b>Bicycle Users Group at the University of Bath</b>	<b>Objection / observation</b>	<p>A Southbound bus gate only on North Road would create a dangerous situation with cars speeding down the hill without any upcoming traffic to slow them down. It wouldn't offer cyclists and pedestrians a traffic-low route to the University. The Bicycle Users Group preference would be for a bus gate for both southbound and northbound traffic, to create a proper quiet and safe route to the University, to enable more people to take up walking and cycling.</p> <p>The junction from Beckford Road to North Road is highly problematic at the moment for cyclists, and might become even more dangerous with the installation of an ASL. I understand that we can't solve this junction without a lot of extra money though so am grateful for all the other improvements.</p> <p><i>B&amp;NES comment: if the North Road scheme were to be implemented permanently we would then investigate changes to the Beckford Road/North Road/Sydney Road signalised junction. It would be a considerable cost to change the junction which is why it was beyond the scope of the Active Travel Fund.</i></p> <p>The cycle lane on The Avenue isn't particularly useful to University staff. No one wants to cycle on Convocation Avenue, which is where it leads you to. It might be useful as a link to the American Museum though.</p>

<b>Bathwick St Mary Church School</b>	<b>Concerns about scheme, but generally committed to sustainable transport</b>	<p>As a school, Bathwick St Mary's is committed to supporting a healthy lifestyle, safer routes to school and a reduction in pollution around the school and the wider community. We welcome and support initiatives that will make our city a cleaner, safer and healthier environment.</p> <p>However, having surveyed the proposed changes for Beckford Road/North Road plans we are concerned on a number of levels particularly around the Beckford Road section of the plan: -</p> <ul style="list-style-type: none"> <li>- Removal of parking along Beckford Road, particularly after the railway bridge. These spaces are used for parking during drop off and pick up for parents not wanting to park on Darlington Road. By removing these spaces, more parents will enter Darlington Road in their cars making an already difficult situation worse both in terms of safety for the children and disturbance for local residents. As you will be aware, we have engaged multiple times with the Council on the issue of congestion on Darlington Road and this proposal will only exacerbate the situation.</li> <li>- The impact of the closure of North Road is likely to push traffic from King Edward's School onto the A36 causing further problems with parking specifically in the morning. There are currently no other parking spaces suggested around either school to ease this situation.</li> <li>- Removing the traffic island from Beckford Gardens. Many of our families use Beckford Road to walk to school including many of our Yr 5 and 6 children who may walk to school on their own. The junction between Beckford Road and Beckford Gardens is difficult at the best of times given that children must look three ways before crossing. The proposal is to provide a raised pavement giving pedestrians right of way however this is dependent on traffic stopping, could be misleading and therefore potentially dangerous.</li> </ul> <p>As a primary school who will be directly affected by the proposal, we are disappointed not to have been invited</p>
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		<p>to collaborate on possible challenges during the planning stage, prior to the proposal going to general consultation.</p> <p><i>B&amp;NES response: arranging to meet the school to discuss Darlington Road further and potential mitigation measures.</i></p>
<b>Bathwick Estate Residents Association</b>	<b>Observation</b>	<p>There is no analysis or evidence to support these proposals. The assertion that usage will follow provision ignores local geography and circumstances which have always been major determinants of traffic patterns in Bath.</p> <p>There has always been quite a lot of cycle traffic up Beckford Rd, most of which then heads down the canal towpath. (This is part of National Cycle Route 4) This traffic has markedly increased since covid restrictions began. The uphill section on Beckford Rd, passing parked cars, sometimes in heavy traffic, is unpleasant, and can be dangerous, for cyclists. A few cycle illegally on the pavement here, encouraged by misleading signage, making it dangerous for pedestrians instead. The second of the possible future schemes referred to would make this journey safer by directing such cyclists up the much quieter Sydney Rd route. This would meet a clear current need, and would encourage others to cycle. Why is this not being done now instead of the Beckford Rd proposal? It would make little sense to do so afterwards; they are alternatives.</p>



		<p>There is no analysis of the demand for improving North Rd for cyclists going up to the University. Motor traffic is not heavy, except at rush hours near KES, but the hill is very steep and long; that is the obvious deterrent for cyclists. Any difference in steepness with Bathwick and Widcombe Hills is marginal. The obvious potential new demand is from students, but for most of them cycling via North Rd would add a big dog-leg to their journey. This proposal seems to be driven more by the Scholar's Way slogan than by any evidence for its need.</p> <p>Remaining comments are about how the scheme should be implemented in the Bathwick Estate area, and related concerns, if the scheme nonetheless goes ahead.</p> <p>The Beckford Rd bus stop proposals are problematic (because of lack of road space) with the current position of the bus stop. The road is too narrow here for this to be practical. Why not move it up the hill to just before Beckford Gardens? The road is much wider here. There would need to be changes to the central road markings, which are currently ambiguous anyway.</p> <p>The continuous footway proposal at the end of Forester Rd could be of value on the inbound side, but this junction is dangerous for outbound cyclists and cars turning right onto Beckford Rd; they have poor sightlines for traffic coming up Beckford Rd. A raised pavement would make the required speedy exit more difficult. A slightly extended pavement on the inbound side would be a better idea.</p> <p>The proposals envisage removing double yellow lines at the end of Forester Road to free up parking for 4 cars with Zone 10 permits. This is opposite the top of Powlett Rd, and very close to the Beckford Rd junction. Who has made this assessment? This section of Forester Rd is the main entrance to an estate of 400 households. The junction is quite busy, and can easily get jammed up when Beckford Rd is busy, or deliveries or recycling trucks are there. It is also the only entrance to Powlett</p>
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		<p>Rd. Allowing cars to park there will worsen these problems, and make the junction more dangerous. B&amp;NES comment: we have assessed that it would be safe to allow parking here.</p> <p>What is the assumed requirement for parking? The parking spaces on Beckford Rd are currently unlimited. Many have cars parked long term, and sometimes dumped. These car parking spaces are of some use for Beckford Rd residents (because they can see when spaces appear), but not for others on the Bathwick Estate.</p> <p>The proposals also envisage providing a time-limited parking bay on Beckford Rd near the railway bridge which can accommodate 8 cars. What is the requirement for this? It may encourage people to use it to visit the Cleveland Pools by car. But the CPT say people shouldn't come by car. However, the space would be a much better and safer location for the bus stop, as suggested earlier.</p> <p>The main impact for Bathwick Estate Residents of the bus gate on North Rd would be for those visiting, say the University, Golf Club, Cats and Dogs home or American Museum by car. Many of these residents are elderly and not very mobile, and therefore unlikely cycling converts. Their choice would be either substantial increases to the length of their journeys adding to car traffic and pollution elsewhere, bus plus a long walk, or not making the journey at all, causing loss of amenity to them, and of income to the businesses. <i>B&amp;NES comment: comments noted.</i></p>
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<p><b>The Sydney Place Residents Association</b></p>	<p><b>Support in general but have observations</b></p>	<p>First we fully support in principle the idea of Active Travel in Bath, and the Sydney Place Residents Association has been advocating for it for more than 20 years. However, the Beckford Road / North Road Active Travel Proposal has not been properly thought through and will have the opposite effect to the effect intended.</p> <p>Indeed, we are confident it would not even have been considered and would never have got to this advanced stage had local residents been consulted on it earlier.</p> <p>For it is the wrong money being spent on the wrong route, on the wrong proposal, which is likely to have a massively adverse effect on our quality of life locally. Ironically, for all of us in this immediate neighbourhood, the Beckford Rd/ North Rd proposal, if implemented against the express will of the local people, will make active travel more difficult, not easier, in this part of Bath, and it will prove a menace to local cyclists and pedestrians alike.</p> <p>For as motorists seek alternative routes, through traffic will inevitably be displaced from a rural road onto quiet residential streets including Sydney Road and New Sydney Place, roads which the Liberal Democrats have been promising us since 2001 would be barred to through traffic.</p> <p>With the full support of our local Liberal Democrat councillors, Manda and Kumar, New Sydney Place and Sydney Road are now at long last due to be made one of Bath's first Low Traffic Neighbourhoods, thus reinstating a proposal that got as far as a B&amp;NES Second Stage Public Consultation in May 2002 only to be shot down at that time by the then all-powerful motorists lobby.</p> <p>The Pelican crossing by the Holburne Museum had originally been intended by the Council in 2002 to be a Toucan crossing, and cyclists coming down Gt Pulteney St were to be routed along the desire line across the A36, using the Toucan crossing by the Holburne Museum, and then up the quiet residential street that is</p>
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		<p>New Sydney Place and Sydney Road. This is what would have happened by 2003 had the B&amp;NES engineers and Liberal Democrat Councillors had their way at the time.</p> <p>We must ask: Even if North Rd must be closed, what is the point of needlessly frittering away the precious, all-too-limited budget dedicated to cycle routes, deploying it to make unnecessary changes to the Primary Route A36 in Beckford Rd, thus displacing rat-running traffic onto these quiet residential streets previously popular with cyclists and pedestrians alike?</p> <p>For without spending all that money from the cycling budget, instead of going around the three upper sides of the Sydney Gardens hexagon, cyclists could leave the A36 and go around the lower three sides of Sydney Gardens for exactly the same distance to reach North Rd, using New Sydney Place and Sydney Road which will hopefully soon be closed to through traffic once the LTN comes in. Then that same money from the cycle routes budget could be deployed to put in further cycle routes elsewhere, up Widcombe Hill for example, where cyclists have been clamouring for it.</p> <p>The proposal, as far as we have been able to determine, will massively increase the damaging impact of cars on residential streets, increase rat-running, and as your own B&amp;NES Traffic Management engineers will tell you, will make traffic management far more difficult not easier, as cars bypass the A36 primary route controlled by the computerized traffic management system to rat-run down Sydney Road and New Sydney Place, leading to increased queues and standing traffic, increasing emissions in residential streets.</p> <p>This ill-thought-through proposal will also inevitably mean (i) further traffic-induced vibration damage to some of Bath's most important built heritage (where almost every second week more ornamental masonry is lost from the facade due to traffic vibration); (ii) increased emissions adversely impacting our health, and (iii) will pose an unconscionable threat to the safety</p>
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		<p>and lives of cyclists and pedestrian, ranging from the very young and their families to the very elderly who live here, as well as threatening the safety and lives of those pedestrians who cross this road to visit Sydney Gardens. Emissions which are already at an unacceptably high level, will only get worse in consequence.</p> <p>The potentially tragic consequences of this 'experiment' make it far too high risk to be tried, and also, for the reasons we have adduced, unnecessary in this form.</p> <p>If North Rd must be shut in the view of the Council, then the only way to avoid the adverse impact is by abandoning the proposed alterations to Beckford Road and instead routing cyclists from Gt Pulteney St up New Sydney Place and Sydney Road to the junction with the A36 at the top, to access North Rd from there, and closing New Sydney Place and Sydney Road to through traffic per the LTN proposal backed by Manda and Kumar, and as promised to our Association for over two decades. This way, there will be no displacement of traffic onto local streets, and drivers will just have to be patient and stay on the A36 Primary Route.</p> <p><i>B&amp;NES comment: there would be benefits in encouraging use of Sydney Place/Sydney Road as a cycle route, including converting the existing Puffin crossing to a Toucan. However, this would be in addition to and not instead of a route along Beckford Road, which would provide a direct link to the canal towpath from the city centre.</i></p>
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### **Combe Down to University of Bath: Copseland**

Organisation	Objection or support	Summary of comments
<b>Cllrs Alison Born &amp; Winston Duguid</b>	<b>General Comment that consultation portal was a little tricky to navigate &amp; webinar not as useful as anticipated</b>	<p><b>Bath University to Combe Down via Copseland, Quarry Farm and existing off-road path</b></p> <p>Widcombe Hill end of Copseland – Local residents over riding concern is that this is an over-engineered solution which:</p> <ul style="list-style-type: none"> <li>- Removes valuable green space from outside the houses near the Quarry Farm track.</li> <li>- Places a Belisha Beacon in the centre of the entrance to Copseland, creating a hazard and making access difficult for some vehicles.</li> <li>- Means that the residents of Rhodesia House will come out of their driveway directly on to the pedestrian crossing.</li> <li>- Makes the left turn into Copseland more difficult and dangerous for the cyclists who have come up Widcombe Hill.</li> <li>- Makes the entrance and exit to Copseland too narrow which will cause difficulties for deliveries etc.</li> <li>- Is likely to make the area around Clarence Terrace more dangerous, unless traffic is calmed.</li> <li>- Doesn't take account of the bus stop opposite Clarence Terrace (residents questioned whether the author of the plans had visited the site).</li> <li>- Requires the significant number of residents who live above Copseland on Widcombe Hill and are travelling from the Bathwick direction to access their homes via the Oakley junction which is much more difficult than access via Copseland.</li> <li>- Is unlikely to be used by Cyclists who will continue to cut directly across Widcombe hill between the Quarry Farm track and Oakley.</li> </ul>

		<p>Residents feel that the crossing is a “sledgehammer to crack a nut” and that all that is required is effective traffic calming to slow traffic down to the 20mph limit on Widcombe Hill. They are also concerned that the proposed design is out of keeping with the semi-rural nature of the top of Widcombe Hill. If a pedestrian crossing were to be provided, it should be further towards the Oakley junction where dropped kerbs are already in place. A raised pedestrian crossing at this point would have the dual purpose of calming the traffic and providing a safe space for pedestrians to cross the road.</p> <p>Several of the residents we spoke to are keen cyclists and are supportive of measures to encourage cycling but also expressed concern about mixing cyclists with pedestrians, off lead dogs etc. This is a particular risk on the path to Rainbow Wood which is used extensively by walkers, joggers, dogs, children and cyclists and where it is essential that cyclists do not see the track as part of a cycling super highway but treat it as a mixed use facility where they will have to proceed with caution.</p> <p><i>B&amp;NES comment: the revised proposals have removed the parallel zebra crossing but still include improvements which will make it easier to cross from Quarry Farm to Copseland.</i></p> <p>Residents are more supportive of the crossing on Bathwick Hill because they felt that the traffic volumes there require a crossing but they have identified a number of technical and safety issues with the proposed design which Peter Marsden has described in detail in his response to the consultation.</p> <p>When visiting the site to meet with residents, we observed the significant challenges caused by the narrowing of Bathwick Hill just above North Road at Oakley. Anything that forces more traffic onto this section of road (ie the proposed Widcombe Hill crossing) should be avoided.</p>
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		<p>One potential mitigation could be to remove the pavement on the opposite side to the houses on Oakley (the left hand side as you come up the hill) which would help reduce the pinch point and make the road feel safer. Several people commented that this would be a better use of public funding than that which is proposed.</p> <p>Concern was also expressed at the loss of some of the green space opposite Copseland; the impact on the historic boundary stone (located in that vegetation) and the right turn lane into North Road which will cause traffic to back up along Oakley, further exacerbating air quality problems in that location.</p>
<b>Copseland Residents Association</b>	<b>Objection</b>	<p>Do not feel it will benefit the safety of pedestrians and cyclists.</p> <p>Feel it will introduce unnecessary hazards, add to environmental harm and detract from residential amenity.</p> <p>Do not feel the pre pandemic volume of traffic on Widcombe Hill / Claverton Down Road presents a hard for those wishing to cross from Quarry Farm into Copseland and vice versa.</p> <p>Find there are few cyclists who use this route from/to Combe Down, and fewer pedestrians, most of whom are recreational and are not accessing the University.</p> <p><i>B&amp;NES comment: one of the main objectives is to encourage more people to walk and cycle and therefore interventions do not need to be based on current levels of usage.</i></p> <p>Majority of cyclists and pedestrians who use Copseland have travelled up Widcombe Hill as the shortest, and quickest, route from the 'student quarter' in Westmoreland and Oldfield Park.</p> <p>Feel the design introduces hazards that do not currently exist and that a reduction in road width will lead to a back up of traffic.</p>



		<p>Would like the proposal for no left turn out of Copseland to be removed. Feel it is illogical for no left turn out of Copseland while a right turn out of Quarry Farm is permitted.</p> <p>Drawing of the crossing makes no mention of the bus stop situated at the top of Widcombe Hill and only makes reference to the approximate position of residential vehicular access to the property (Rhodesia House) on the corner of Quarry Farm and Claverton Down Road, whereas it appears on the ground to be situated in the very middle of the proposed parallel crossing.</p> <p><i>B&amp;NES comment: we are aware of this bus stop and it was taken into account in the design.</i></p> <p>Feel that the concept of a crossing at this point should be abandoned as being unnecessary in the first instance. Suggestion of installing speed bumps as in Lower Oldfield Park / Hayesfield School area. Feel funding could be better spent to improve the junction of Claverton Down Road and Oakley outside the community hall.</p>
<b>Beech Avenue Residents Association</b>	<b>Objection</b>	<p>Concerned at the speed the active travel proposals have been put together and processed.</p> <p>Object to the time period available for consultation.</p> <p><b>Four main concerns are: -</b></p> <p>The proposed 'experimental' bus gate on steep North Road (which attracts no more than 40 cyclists per day for obvious reasons), with its major unintended consequences and no definition of success criteria</p> <p>Proposed parallel Zebra crossings, with associated dangerous traffic restrictions, placed over road junctions at either end of narrow Copseland, and neither of which would be placed in a position that pedestrians or cyclists are likely to use in practice.</p>

		<p><i>B&amp;NES comment: acknowledge that at the Widcombe Hill/ Copseland crossing, most cyclists are unlikely to use the crossing. However, improvements for pedestrians in particular are still required to help them to cross, which is reflected in the amended proposals. We disagree that the crossing at the Oakley end of crossing would not be used. This can be a difficult place to cross, particularly during peak periods.</i></p> <p>A proposed 10-feet wide cycle path extension to The Avenue that would form no part of the route that students take to and from the university, and where cyclists are even more rarely seen than on North Road.</p> <p><i>B&amp;NES comment: cyclists already use the path and providing a specific cycle path here would help facilitate that and improve safety of pedestrians due to the narrow width of the current path.</i></p>
<b>The Widcombe Association</b>	<b>Support principle of safer route</b>	<p>Support principle of safe route – for cyclists from the direction of Combe Down to the University that may also provide better access in the future to Ralph Allen school.</p> <p>Some reservations on the proposal New crossing of Widcombe Hill by junction with Copseland – just downhill of this Widcombe Hill is restricted to one lane due to parked cars by Clarence Terrace and there are poor sight lines. It is the only parking available for residents.</p> <p><i>B&amp;NES comment: see comments above.</i></p> <p>Concerned about off road section of proposed route along paths that are heavily used by walkers. Important that route upgrade is not too urban in style.</p> <p><i>B&amp;NES comment: noted.</i></p>

<b>Bathwick Hill Residents Association</b>	<b>Generally support Combe Down to the University of Bath</b>	<p>We do support more cyclists being encouraged to use the route from Combe Down to the university and the proposed crossing at the top of Bathwick Hill will help both cyclists and local residents. We also support the improvements for pedestrians crossing the top of North Road and crossing Copseland at its junction with Bathwick Hill. Both of these junctions are very difficult for pedestrians at present. There is currently no pavement build out at Copseland and we hope the new scheme will improve sightlines for pedestrians crossing from Bathwick Hill to Oakley across Copseland.</p>
<b>Beech Avenue Residents Association</b>	<b>Objections / concerns</b>	<p>Proposed Parallel Zebra Crossing at Junction of Copseland/Widcombe Hill/Claverton Down Road/Quarry Farm Drive</p> <p>Do not feel the proposed crossing is necessary in terms of its stated aims and will not do anything to benefit safety. Feel it will introduce unnecessary hazards, add to environmental harm and detract from residential amenity.</p> <p>The volume of traffic on Widcombe Hill/Claverton Down Road is modest and does not present any particular hazard for those wishing to cross from Quarry Farm Drive to Copseland or vice versa, with good sight lines in both directions.</p> <p>The University of Bath has consistently stated that, despite considerable efforts to encourage more to do so, no more than about 250 students cycle to/from the university, no doubt dictated by the steep hills in the area.</p> <p>RA also feel the inconvenience to local residents is disproportionate to the stated aims.</p> <p>Design of proposed crossing would introduce hazards through a substantial reduction in road width which will also mean a back up of traffic.</p>

		<p>Would like the no left turn out of Copseland proposal removed. crossing should be moved a few metres to the east to a distance of 5 metres measured from the driver's position as he/she waits at the Give Way line allowing for a widened exit from Copseland and the reinstatement of the left turn.</p> <p>Illogical that there should be no left turn out of Copseland while a right turn out of Quarry Farm is permitted.</p> <p>Believe current design may also have unintended consequences – such as longer journeys.</p> <p><i>B&amp;NES comment: see comments above.</i></p> <p>Believe that money would be better spent on safety improvements at the nearby Claverton Down Community Hall accident black spot.</p> <p><i>B&amp;NES comment: design work on potential improvements to this junction is currently being undertaken as a separate scheme.</i></p>
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#### Other matters

Organisation title	Objection / support Either general or specific items?	Comments summary
<b>Cllrs Alison Born &amp; Winston Duguid</b>	<b>General comments</b>	It is also worth noting many comments on statements that the Active Travel Funding must be spent because it is WECA funding and we will lose it if it is not used on these schemes. Our residents do not support this view and have stated that all public money should be spent wisely, whatever the source. They do not think that statements of this sort enhance the council's credibility and they do not support them.

		<p>Lastly, we have some concerns about the notion of cycling as “mass transit”. This may be government policy but that does not mean it is right. London, for example, has for many years been blighted by large groups of cyclists trying to travel as quickly as they can across the city. Some are inconsiderate and do not follow the highway code. When this happens, they can be as dangerous to pedestrians as cars which can set up conflicts between walkers and cyclists.</p> <p>Many of the cycle routes in Bath such as the canal and the Rainbow Woods track are shared with pedestrians. In the same way that we are creating more 20mph roads to encourage consideration by motorists; similar messages need to be given to cyclists emphasising the need for safe rather than speedy travel.</p>
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<b>Cycling Projects - Wheels for All Bath &amp; West</b>	<b>Support, observations</b>	<p>The proposed schemes are to be welcomed in providing a higher standard of cycling infrastructure across the City of Bath.</p> <p>As an inclusive cycling scheme using a stock of adapted cycles, handcycles and trikes our users are not able to use conventional cycles and are unlikely to use much of the existing road and cycle infrastructure. The recent Gear Change document and LTN1/20 is to be welcomed in challenging previous infrastructure to cater for all users and to accommodate users of adapted cycles: "cycle infrastructure should be accessible to everyone from 8-80 or beyond". It's also encouraging to note that this was referenced by Chris Wood in the recent webinar on the proposed Active travel schemes.</p> <p>Adequate width of cycle lanes to accommodate the additional length and width of on standard cycles, hand cycles, trikes and especially side by side tandems(e.g 113cm wide) needs to be adopted.</p> <p>Making users of cycle infrastructure feel safe is vital to increasing "non traditional groups including older and disabled people". To support this increase 'soft measures' like promotional initiatives and cycle buddy schemes' that create confidence, provision of training and skill acquisition for more marginalised and disabled users should be supported.</p> <p>The use of e-bikes and e-trikes will have a key role in enabling under-represented but potential cyclists benefit from the proposed improvements, especially given the city's hilly geography. Given the current relatively high cost of e-bike/trikes the implementation of an e-trike loan scheme could generate awareness of their benefits and create a wider use of e-bikes/trikes. Wheels for All Bath &amp; West is supportive of the 3 proposed schemes and offers support and advice in making them accessible.</p>
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Bailbrook Lane Residents Association	<b>Support</b>	These are amazing plans! Let's make sure they happen.
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Sustainable Transport Team  
Highways & Transport  
Bath & North East Somerset Council

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