

Creating the Canvas for Public Life in Bath
 Summary of key responses to the Consultation

SUMMARY OF KEY COMMENTS

Introduction and Context

- Clarification on the relationship of the Strategy within the World Heritage Site Management Plan required.
- Attractive and enthusiastic plan – fantastic opportunity to transform the city into the most environmentally sustainable city in the EU.
- Support the conclusions and recommendations, and the emphasis on health and wellbeing.
- Support the document which will help attract the most able students and eminent scholars from a global recruitment market.
- Place shaping fundamentals should be reflected in the Core Strategy.
- A major effort is needed to bring it up to the level appropriate for the finest Georgian city in the world
- The area covered in the plan is too small – it should be treated as a whole

The Big Idea

- Sustainability – address adaptation to climate change including increased use of sustainable urban drainage and greening to the city to reduce the heat island effect, slow precipitation runoff, provide shading and ameliorate air quality and reducing impacts which give rise to climate change.
- The air quality management area and air pollution levels need to be taken into consideration when implementing the strategy – the Council is completing a dispersion model.
- Public Realm is vital to the vitality of the city particularly as much of the city’s wealth is linked to tourism and shopping.
- Importance of craftsmanship as a key value.
- The city is being comprised by scruffy streetscape, concrete paving and inappropriate signage.

A Rebalanced Movement and Spatial Structure

- Provision of workable pedestrian links between designated regeneration areas and the city centre.
- Too much emphasis on restriction - danger that pedestrianisation can be overdone.
- A careful mix of pedestrians and transport users is required.
- Encouraged by proposed package of improvements to transportation system and is keen that they are adopted in a holistic way alongside improvements to legibility and accessibility.
- Supports the provision of high quality transport options and cycle/pedestrian networks the Movement and Spatial Strategy is of particular interest, however, the effects of displacing traffic onto the surrounding road network (A4, A36, A48 and M4) must be considered and managed.
- Particular support for Variable messaging system and freight transhipment depot.
- Rebalance the statement about the A36/46 link to reflect environmental constraints and absence of regional funding.
- Keep businesses, traders and tourist companies involved into how deliveries of goods and people are to be handled.
- Concerned over the lack of recognition that has been shown to tourist bus movements in the city centre – restrictions could seriously damage Bath’s economy.
- Dominance of the motor vehicle in the city centre needs to be challenged.
- Need to ensure that public transport is unobtrusive, clear, efficient and inexpensive.
- Public transport consideration should include the use of ferries and river taxis.
- Where ‘walking and cycling’ are referred to – other water based activities should be added.
- Provision for cyclist needs to enable:
 - Straight line or desire line journeys.
 - Full access to shops and facilities with secure cycle parking.
 - Calmed roads, separate lanes and shared cycling areas.
- Concern about access for elderly and disabled.
- Concern about alienation of cyclists.
- Cyclists must have clearly marked and reasonable direct and continuous routes to avoid coming into contention with pedestrians.
- Making Bath a walkable city will increase the number of pedestrians (increase hustle and bustle).
- Banning cars may improve air quality and cosmopolitan feel, but banning cars could ban their drivers and passengers.
- Visitors keep this city flowing – don’t penalize them for coming in the first place.

- All major routes to have pedestrian priority etc.
- Taxis to carry two bicycle racks .
- The present over-dominance of vehicles ruins the experience of using the city centre.
- Introduce smaller tour buses which would be more compatible with the Bath's aspiration to be pedestrian friendly.
- More consultation required on the movement systems within the city, particularly in relation to deliveries of goods, inclusion of the river and tourist movements – summary of current and proposed traffic patterns to be included.

A Refashioned Network of Streets, Spaces and Riverscape

- Ecological enhancements should form an integral part of the improvement of riverside green spaces.
- Removal of sluice gate mechanism must be reconsidered.
- The commitment to enhancing biodiversity is commendable but a more thorough discussion on how to achieve it needs to be included.
- Pleased to support the Strategy particularly the reference to trees making a major contribution to the character of public spaces.
- Upgraded or new construction should recognise need for disabled access.
- Concern places will become empty if pedestrianisation happens.
- Go further than removing street clutter – extend it to A boards, people holding signs, pedlar stalls and tables and chairs.
- Café culture – tables and chairs should be within designated areas.
- Include wider area e.g. Marlborough Buildings and Crescent Land junction in the strategy.
- Consider a decked promenade along the river.
- Bath is short of public art and should be encouraged- a strategy needs to be developed with full public engagement.
- A masterplan for the river is essential ideally extending across the city.
- Money needs to be spent on riverside walkways and regeneration areas not just tourist quarter.
- Consideration needs to be given to the knock-on effect in residential areas adjacent to the city centre.
- Objections to proposal for a pedestrian bridge crossing at Norfolk Crescent by local residents and concern about proposed pedestrian bridge crossing between Pulteney Weir and North Parade Bridge.

A City Revealed Through a New Wayfinding System

- The investment and physical elements needs to be accompanied by a comprehensive programme of education and interpretation.
- Involve disabled people in the proposals for wayfinding information and transport proposals from the beginning.
- Support for a new information system.
- Wayfinding system needs to be multi lingual.
- The investment and physical elements need to be accompanied by a comprehensive programme of education and interpretation.
- Better wayfinding needs to go hand in hand with better interpretation – how the city works, information on buildings etc – the Mayors Guides and tour business need to be engaged in the development of a new system.
- Need for electronic display boards and other ways of constantly updating information about cultural events and public art in the open air and in venues in the city.

A Canvas for Public Life

1. Cultural events (and art) in the public realm are essential and should be enjoyable and fun.
2. Festivals and events should encourage a wider audience of all ages, interests and preferences, from Bath, the rest of the district and elsewhere.
3. Adequate financial provision should be made for the cost of some performances in the public realm.
4. Ensure that residents are consulted in the planning of events in the public realm.

The Design Elements

- Design should reflect understanding of local context, character and aspirations and emphasise the compatibility with the city's historic integrity.
- Use of materials that are local and appropriate for Bath and local skills in implementation.
- The Strategy should promote the city's heritage – Victorian, Edwardian and industrial.
- Design should reflect understanding of local context, character and aspirations.
- Continue to consult on specifics of design and paving etc.

- Pattern book should have a life span to prevent dating.
- Less is more – along with the Pattern Book which will be crucial to achieving unity in the execution and finish.
- A Bath Pattern Book on its own is not enough – it needs to be strictly enforced with proper controls in place.
- Introduce a code of practice restricting café table etc to wide pavements only and to A boards.

Making it Happen

- Strong leadership and corporate commitment is necessary to deliver the Strategy.
- Delivery management structure to be in place including adequate funding and maintenance.
- The Council should publish best estimate of the cost of PRMS and its plans for raising the necessary funds – further clarity for landowners required.
- Phasing of the Strategy to be reconsidered – the programme is too long.
- Activity and change needs to be seen as early as possible.
- Cleanliness Strategy to be implemented alongside the Strategy to focus on cleanliness, and maintenance.
- Implementation of bye-laws to enforce the improvements.
- Importance of the relationship between Public Realm and Movement Strategy and World Heritage Site steering group.
- Describe how the Council ensure that all departments work together to deliver the strategy.
- Make changes slowly and carefully to keep public support.
- Consult regularly with residents affected by proposals.
- Adequate funds for implementation and maintenance to be reviewed on a regular basis.
- Training for people working in the public realm.
- Reasonable consultation required on details of the strategy.
- Ownership of the plan – consultation must be carried through to design and implementation.
- Ensure that a delivery management structure is in place to make it happen.
- Ensure that a credible funding plan is developed from the outset.
- Concern over implementation – funding and long term commitment is unclear – I would like to see this strategy whole heartedly endorsed by the entire Council and funding secured for the projects that it proposes.
- Rather than suggest a Rolls Royce plan for which there will be little funds, a start would be made with the basic and simple things – signs, cleansing, policing and pavement/road maintenance.
- Welcome the general principles and urge the Council to consult with residents and other local groups
- The Council should ensure that there is full community involvement in developing the various strategies envisaged in the Plan.

Consultees - Organisations

Abbey Residents' Association
B&NES Cultural Forum
B&NES Initiative/Chamber of Commerce
Bath Abbey
Bath City Sightseeing
Bath Cycling Campaign
Bath Heritage Watchdog
Bath Preservation Trust
Bath Society
Better Bath
CABE
City Centre Manager, Bath
Claverton Parish Council
Coal Authority
Conservation – Planning
Disability Equality Forum
English Heritage
Environment – Planning
Environment Agency
Environmental Services
Equality and Human Rights Commission
Federation of Bath Residents' Association
Fielden Clegg Bradley Studios
Highways Agency
Inland Waterways Association
L&R Group
Landsdown Crescent Residents' Association
Limpley Stoke Parish Council
London Road Area Residents' Association
National Grid
Natural England
Norfolk Crescent Residents' Association
Property Services

Pulteney Estates Residents' Association
Royal United Hospital
Scott Brownrigg
Somerset County Council
South West Regional Development Agency
Stubbs Rich
The Circus Area Residents' Association
The Inland Waterways Association
Theatres Trust
Traffic Commissioner
Transition Bath
Transport
University of Bath
Wessex Water
Woodland Trust
WYG Planning & Design