

**RESPONSE TO A PETITION FROM THE CYCLE LOBBY FOR DISCUSSION AT BANES GENERAL COUNCIL MEETING
21ST JULY 2016, GUILDHALL, BATH**

SUMMARY

As local residents, who are **also cyclists**, we are asking the Council to honour the undertaking, made by Tony Clarke, to **reinstate the original long loading bay at Walcot Terrace**. This bay worked well as a shared space in the past. It is, we believe, still the **safest option** for cyclists, pedestrians and drivers, and the best way to protect the Terrace's **Grade 2 listed buildings and vaults**.

BACKGROUND

Before the London Gateway Scheme, there was a **fully load-bearing bay along the entire length of Walcot Terrace**. This loading bay operated extremely well for a number of years as a **shared space used 24/7 by cyclists, pedestrians and vehicles loading and unloading**. All sections of the community cooperated well over its use.

Please note:

- There is **NO REAR ACCESS** (either pedestrian or vehicular) to properties in the Terrace. All goods and services **HAVE** to be delivered from the London Road. Without loading facilities, obstruction of traffic is inevitable – and the original loading bay was installed to avoid this.
- Walcot Terrace consists entirely of **Listed Buildings**, and is located in a Conservation Area in a World Heritage City. Adequate loading facilities are essential to the delivery of services required for the proper up-keep of the Terrace.

WHAT WE HAVE NOW:

- The long loading bay has been replaced by **one 2-car loading bay**.
This bay:
 - is insufficient for the needs of the 26 individual residential properties at Walcot Terrace. **As a result, people park on the pavement, which is no longer load-bearing**
 - is **too short** to accommodate large delivery lorries. These are forced to stop on the main carriageway of the A4. This causes **obstruction to traffic, danger to drivers exiting these vehicles and abuse from other drivers**
 - only permits loading during non-peak hours, making it **inappropriate for services** which cannot guarantee arrivals or deliveries outside peak times
 - is **under-enforced**, and used as a parking, not loading, bay by local shoppers
- **Another short bay** has been introduced at the other end of the Terrace.
This bay:
 - Is for the **exclusive** use of the local funeral directors, **NOT for public use**, and protected by locked bollards
 - Is **too short to accommodate the funeral hearse and funeral ambulance together**, so one is often parked on the pavement over the neighbouring vault.
 - Operates 24 hrs a day, so **funeral vehicles can be parked during peak hours**
 - This makes it impossible to guarantee cyclists a clear run along the Terrace at peak hours, and pointless to forbid peak-hour parking in the public bay
- The **pavement surface** between the 2 new bays has been changed to simple bricks on sand.
This surface is:
 - **Subject to movement** and already uneven in a number of places, causing puddling and trip hazards
 - **NOT load-bearing**, so vehicles parked on it **endanger the Grade 2 listed vaults** beneath. Some leaks have already emerged. If further damage occurs, this could result in **legal action** against the Council.
 - Currently, Council are unable to properly monitor the effect of these pavement changes on the listed Terrace. Although **full surveys of the vaults** were undertaken before installing the original bay, no further surveys were instigated before it was removed.

Residents have consistently raised all of these points with the council, to no avail. They have also repeatedly asked to be consulted properly over the changes. Having failed to receive an adequate response, 20 local residents are now pursuing a **formal complaint against the council**.

Examples of parking on the A4, and on the pavement at Walcot Terrace



**Clare Farquhar & Ann Carey
representing other Walcot Terrace residents, and supported by The London Road & Snow Hill Partnership.**

**Presented to Council by:
Martin Price (Walcot Terrace resident).**