

Bath & North East Somerset Council



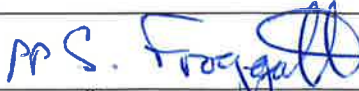
High St, Bath – Public Realm & Highway Improvement

Technical Assessment of Alternative Layouts for Taxi/ Coach Operation in Terrace Walk & Orange Grove

Design & Projects Group

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14 th October 2011	14 th October 2011	14 th October 2011

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Introduction

The following is a technical assessment of the three layouts used as part of recent informal consultation with key-stakeholders. The layouts have also been scrutinised by appropriate B&NES officers and also gone through the Planning & Transport Development Scheme Assessment process.

Social issues highlighted by the consultation process, have not been considered as part of this assessment.

Option 1 – Coaches Re-Located into Terrace Walk

(Drawing No. TR5500/500/01 of the Appendices)

Comparison of Road Space Re-Allocation by Numbers

	Existing Layout	Option 1
P&D/ Resident Parking	10	9
Tour Bus & Park and Ride Stand	3	3
Motorcycle Parking Place	1	1
Disabled Parking Bay	2	2
Coach Parking Bay	0	2
20min parking Bay	0	1
10min Loading Bay	0	1

Coach Turning Movements

The intention of the option 1 layout was to include coach parking within Terrace Walk at location where coaches, once they have dropped-off/ picked up passengers, could turn right out of Terrace Walk, which would considerably reduce the number of vehicles traversing through the High St and around the Guildhall.

The indicative tracking movements shown with the appendices are for a typical 12m coach and demonstrate that coaches starting at the positions indicated would be able to make this movement without footway over-run on Grand Parade.

Longer coach types may have difficulty in undertaking this movement.

Alighting/ Boarding Coach Passengers

A number of incidences have already been observed in Orange Grove, where Continental/ UK coach operators without doors on the footway side of the road have alighted/ boarded passengers into the live carriageway.

The scenario could occur with the option 1 layout and although not desirable, it is recognised that both traffic flows and speeds are considerably lower than those in Orange Grove and as such the risk of vehicle and pedestrian conflict is reduced.

General Pedestrian Safety

The scheme was recently subject to a Planning and Transport Development Scheme Assessment, where a number of comments were made regarding general pedestrian safety and the introduction of coaches into Terrace Walk:-

- The exit and entrance to Terrace Walk are wide and together with a reversal in traffic flow could prove confusing to pedestrian and traffic alike. Consideration should be given to footway improvements to reduce the widths, together with 'LOOK LEFT/ RIGHT' markings.
- Whilst it is recognised that footways are narrow in both Terrace Walk and York St, they are unlikely to present a particular risk to pedestrian safety, other than unsuitability to large numbers of passengers alighting a coach and waiting to be picked up, a situation currently observed in the High St.

Reversal of Traffic Flow

The reversal of traffic flow in Terrace Walk allows tour bus and park and ride services re-located in front of the Abbey Hotel to board/ alight from the footway. The reversal in flow is also likely to improve the capacity of the North Parade/ Pierrepoint St junction.

Proposed Reduction of Resident Parking

The re-arrangement of road space to accommodate the option 1 layout has meant the loss of 1 of the P&D/ resident parking spaces, which cannot be accommodated elsewhere. This will have a revenue impact upon the Council's Parking Services budget.

Option 2 – Taxi Rank Re-Located into Terrace Walk During Daytime Only

(Drawing No. TR5500/500/02 of the Appendices)

Comparison of Road Space Re-Allocation by Numbers

	Existing Layout	Option 2
P&D/ Resident Parking	10	2
Tour Bus & Park and Ride Stand	3	3
Motorcycle Parking Place	1	1
Disabled Parking Bay	2	2
Daytime Taxi Rank	0	7
20min parking Bay	0	1
10min Loading Bay	0	2

Daytime Taxi Rank

The provision of the taxi rank in Terrace Walk during the daytime allows additional coach parking in Orange Grove, reverting back into Orange Grove during the evening. A loading bay on Orange Grove can also be realised within this option.

Alighting/ Boarding Disabled Taxi Passengers

Taxis adapted to carry disabled persons would have to alight/ board them using a ramp from the live carriageway. A recent Planning and Transport Development Scheme Assessment of this option, suggested the allocation of two spaces at the end of the rank for disabled use, orientating as echelon parking.

General Pedestrian Safety

The Planning and Transport Development Scheme Assessment recognised that the exit and entrance to Terrace Walk are wide and together with a reversal in traffic flow could prove confusing to pedestrian and traffic alike. Consideration should be given to footway improvements to reduce the widths, together with 'LOOK LEFT/ RIGHT' markings.

Reversal of Traffic Flow

The reversal of traffic flow in Terrace Walk allows tour bus and park and ride services re-located in front of the Abbey Hotel to board/ alight from the footway. The reversal in flow is also likely to improve the capacity of the North Parade/ Pierrepont St junction.

Proposed Reduction of Resident Parking

As we have added in the taxi rank into the Terrace Walk area, only 3 of the 10 resident and pay & display spaces can be accommodated elsewhere. Therefore it is proposed to take out pay & display in York St to accommodate the loss of resident parking. This will have a revenue impact upon the Council's Parking Services budget.

Option 3 – Coaches & Taxis in Orange Grove

(Drawing No. TR5500/500/03 of the Appendices)

Comparison of Road Space Re-Allocation by Numbers

	Existing Layout	Option 3
Taxi Rank	7	2*
Coach Parking Bay (based upon 2 x 12m vehicles)	2	2

* Taxi rank reduced to 2, but 5 vehicles allocated as proposed permit holder parking for Hackney Carriage taxi's only.

Provision of Permit Holder Parking for Hackney Carriage Taxi's

Option 3 comprises a taxi rank catering for 2 No taxis located to the east of the zig-zags for the proposed crossing on the southern side of Orange Grove. The remaining 5 spaces would be catered for on the eastern side of the Alkmaar Garden in the form of Permit Holder parking, allowing them to wait until the two spaces on the rank are free to pull into.

Existing Operations

A number of incidences have already been observed in Orange Grove, where Continental/ UK coach operators without doors on the footway side of the road have alighted/ boarded passengers into the live carriageway. Coaches also need to reverse into the first coach parking bay when the second bay is occupied, which on the odd occasion has resulted in damage to street furniture in the footway and footway itself.

Both these scenarios are likely to continue with option 3, however a section of double yellow lines has been proposed between the coach and taxi parking to minimise this risk.

A stewarding operation for coach management, similar to that used for the Christmas Markets, should be considered to mitigate the problems outlined.

Current Delivery Arrangements

The provision of the permit holder parking for Hackney Carriage taxis could compromise loading/ delivery arrangements for nearby businesses that use the area of highway.

General Pedestrian Safety

The scheme was recently subject to a Planning and Transport Development Scheme Assessment, where it was recognised that pedestrian desire lines to the Parade Gardens could be compromised by locating the permit holder parking in that location of the highway. Consideration should be given to locating an alternative informal crossing point into the layout.

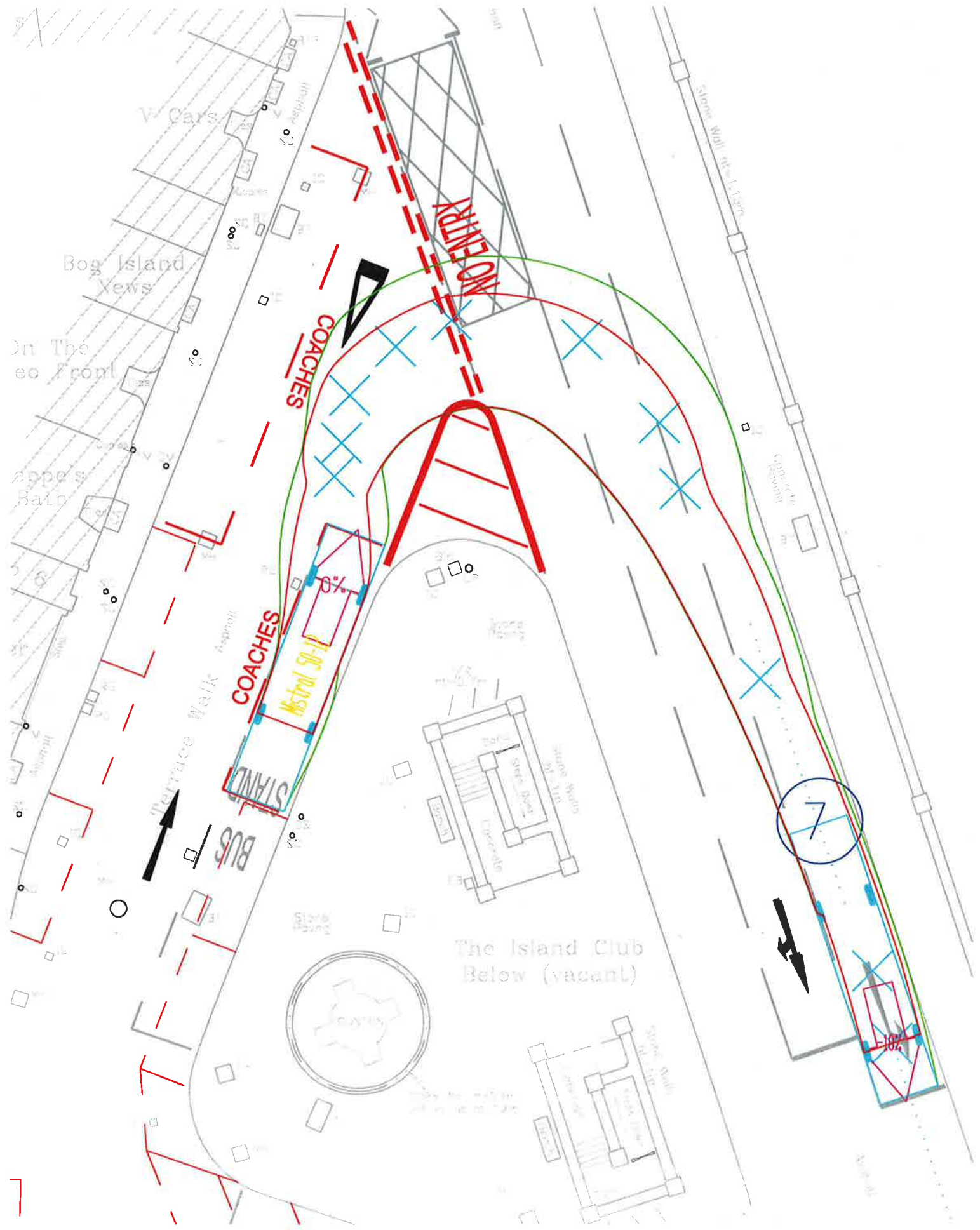
APPENDICES

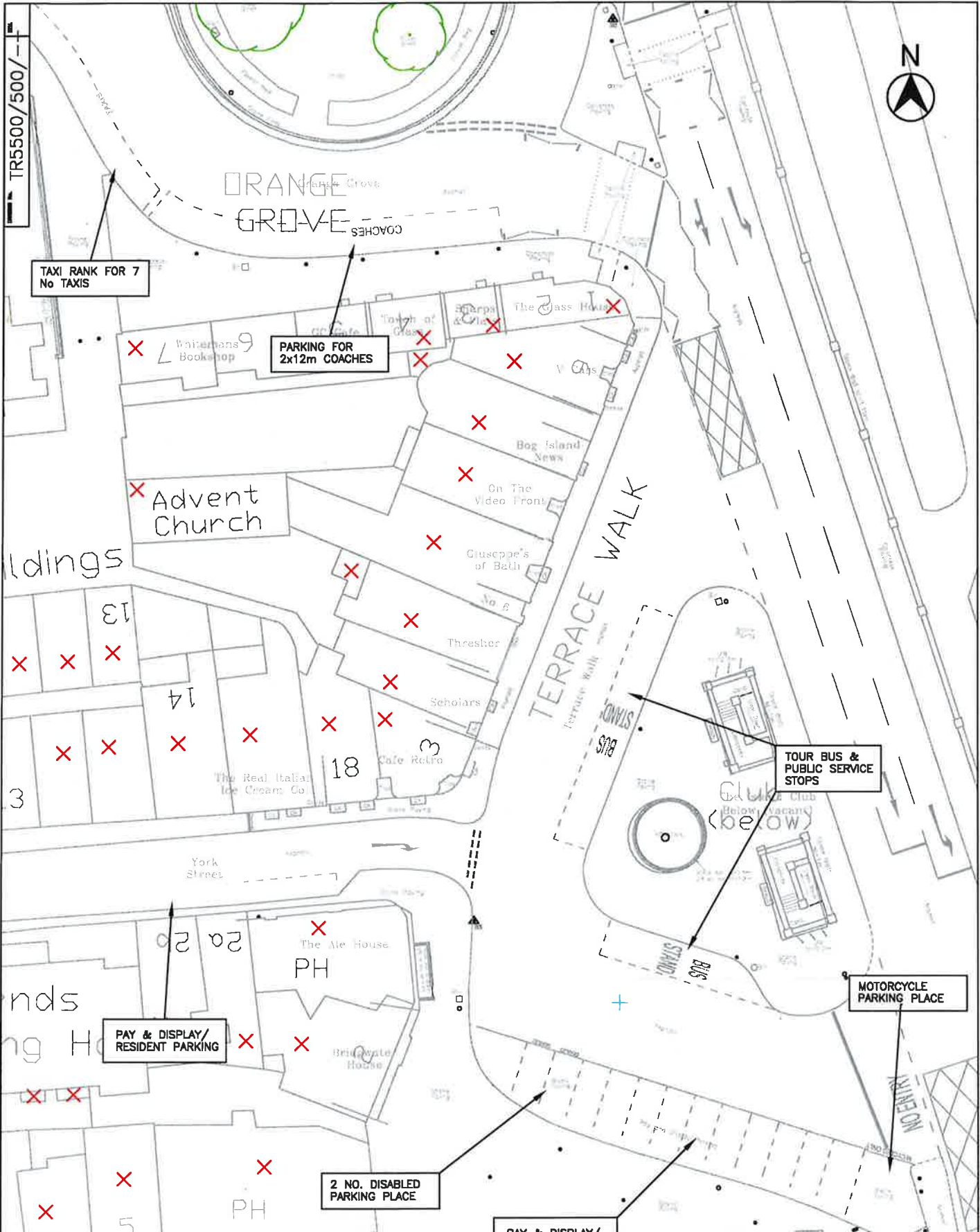
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TERRACE WALK VEHICLE TRACKING MOVEMENTS

DWG. No. TRES00/SK/02





ISSUED FOR CONSULTATION

REV.	DATE	REVISIONS	ISSUED	CHG.	APPROV.
	Sept 2011	DESIGN BY DST			
	SCALE: 1:2500@A3	CHECKED			
CLIENT REF.					
DRAWING NO. TR5500/500/-+					

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PRODUCED BY
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SCHEME TITLE
 High St, Bath
 Public Realm & Highway Improvement Scheme
 DRAWING TITLE
 Existing Layout

