
Cycling (& Walking) in Bath and North East Somerset

Cycle Bath's Proposals to newly appointed executive Member for Transport, Councillor Mark Shelford

46.94% of residents in Bath walk or cycle to work in Bath using Census 2011 WU03EW Commuter Flow Data.

POS	CITY	%WALKING + CYCLING
1	Cambridge	58.25
2	York	48.78
3	Oxford	48.39
4	Bath	46.97
5	Brighton and Hove	46.75
6	Guildford	44.8
7	Cheltenham	43
8	Salford	42.66
9	Exeter	40.35
10	Lincoln	39.37

Bath is #4 in the country for walking and cycling and we should be proud of that fact!
(#1 for Walking at 41.23% and #32 for Cycling at 5.74%)

<https://docs.google.com/spreadsheets/d/1U9f-q8ETvljw-YAZbFpWxOBdKZQhExHugbX6tkrUnl8/edit#gid=1747708383>

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OVERVIEW

Cllr Mark Shelford, having been recently installed as BathNES Council Executive Member for Transport, has invited Cycle Bath to raise proposals, encompassing easy achievable goals, medium term improvements and gold standard cycle paths. He emphasises that any proposals would be subject to budget constraints, practicality of delivery, and how they sit within the overall Council Transport vision.

Cycle Bath recognises these constraints and the following proposals have been designed with these in mind. Cycle Bath also observes that there is no apparent reason for cycling policy to be a subject for division on party political grounds and welcomes Cllr Shelford's objective to forge a way forward based on cross party support. Cycle Bath also acknowledges that a number of its proposals are contained within existing council proposals, but since we have been asked, here is what we have to say.

Cycle Bath has taken the approach that **NOTHING** is off the table. The only premise that we are using is that the proposals in this document are about the type of place we want to live in and not just about facilitating the type of place we currently are living in. We want a healthier, inclusive, more efficient, road system that works for everyone.

WHAT IS A QUICK WIN [QW]?

Quick wins are anything that can be delivered with minimal design or the need for consultation or traffic orders etc. This could be things that just require financing, so might include:

- Widening of entrances, drop kerb access etc to existing cycle routes.
- Increased vegetation clearance/path maintenance.
- Clearer signage of existing routes.

Basically, if it's already there but there's some reason why it isn't used as well as it could be.

WHAT IS A MEDIUM TERM GOAL [MTG]?

If it can be done within the existing road layout with just additional marking and/or movable street furniture (road diets perhaps) this would be medium term goal. Medium term goals should be achievable within 1 to 2 years.

However, what looks deliverable to begin with can soon get slowed once it goes to local Councillors/residents/businesses etc. Everyone always has an idea how it could be done differently – or not at all. As an example, Sevendials.

WHAT IS A LONG TERM GOAL [LTG]?

Long term goals cover everything else. Many of the proposals in this document require significant engagement with the public and will need strong political leadership to achieve.

CYCLE BATH GOALS

“To enable everyone to cycle in comfort we need high quality space for cycling, inclusive for all ages and abilities, connecting communities with schools and centres of employment. Routes must be direct and cohesive, with space on main roads re-allocated from the general carriageway, not the footway.”

BaNES Highways and Planning departments are biased in various ways that stimulate automobile dependency, creating communities where driving is convenient and cheap and other forms of travel are inconvenient, uncomfortable and even dangerous to use. Many people have no choice and must own and operate a car just to survive.

Cycle Bath campaigns to give residents, particularly parents and children, a real choice in how they get around Bath and North East Somerset. It is not about an anti-car agenda, simply that walking, cycling, and driving should be treated as equals. Separate provision on our major roads should be provided for each mode of travel before considering on-street parking.

The simple fact is that, particularly within our urban environments, many people want to cycle, but feel the roads are too dangerous. Personally, I will let my daughter walk to school, but I cannot stomach her riding a bike to school along Wellsway. Something many parents obviously feel, given the number of parents that drop their kids off at school by car.

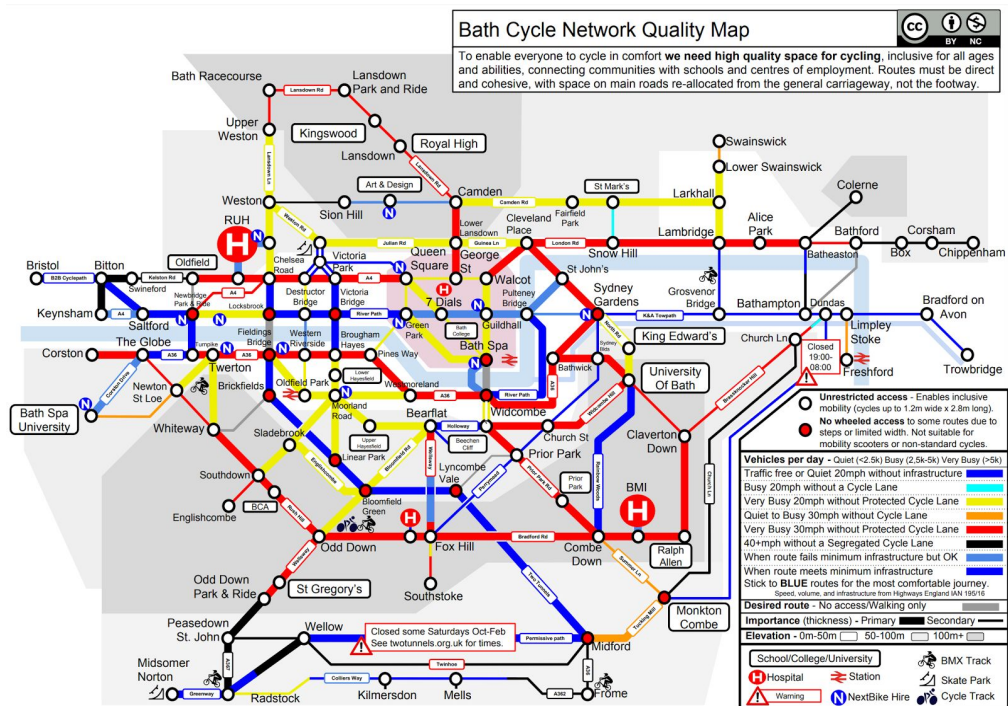
COUNCIL OPERATIONAL PROPOSALS

These proposals encompass policy change as well as methods of operation.

LOCAL CYCLING WALKING INFRASTRUCTURE PLANS (LCWIPs) [QW]

As part of the government’s Cycling and Walking Investment Strategy (CWIS), councils are now encouraged to develop LCWIPs as part of any bid process for new infrastructure. LCWIPs should be developed for all urban conurbations as well as identify key connecting rural routes.

The Bath Cycle Quality Map developed by Cycle Bath and is being used by Cycling UK as a national example of what LCWIPs should look like. PDF available here <https://cyclebath.org.uk/map/>



SPACE FOR CYCLING MOTION [QW]

In simple terms, “Show me the money”. Cycle infrastructure requires a yearly commitment from the council to delivering real improvements. Cycle Bath would like to work on a cross-party motion to deliver the yearly budgets necessary to deliver a real change in the way people get around our cities and towns.

THE MOTION

The nationally proposed draft motion will need editing to reflect BaNES specific circumstances.

“This Council aims to protect residents and visitors from road danger, air and noise pollution and improve the health, economy and wellbeing of local communities. This council recognises that creating a public environment that encourages cycling and walking is a low cost and highly effective way of achieving these aims and should therefore invest in changing patterns of travel towards walking and cycling.

This Council recognises Cycling UK’s Space for Cycling campaign and 20’s Plenty for Us default 20mph limits campaign which are supported by <xxxx local groups>. <Local stats on air pollution, congestions, health>. This council will join the 60+ other authorities that have already implemented wide-area 20mph.

In order to progress Space for Cycling and wide area 20mph limits, this Council will plan a costed network of safe, accessible and direct routes that link places people need to get to. It will bid for funding from the Department for Transport to build the infrastructure required and allocate at least x% (min 5%) of all local transport funds per year ongoing towards active travel (cycling and walking). This will progressively increase by y% per year to reach £20 per person per year. It will consider how best and most cost effectively, including seeking a range of funding sources and agencies, to implement a policy for restricted roads to be set to 20mph unless decided otherwise, as the foundation for active travel.”

ADOPT PUBLIC HIGHWAYS IAN 195 [QW]

“INTERIM ADVICE NOTE 195/16 CYCLE TRAFFIC AND THE STRATEGIC ROAD NETWORK” is a significant document released by the DfT in relation to best cycle infrastructure design practices. Contained within this document are extremely good standards for designing road space and the spatial requirements for mobility devices.

www.standardsforhighways.co.uk/ha/standards/ians/pdfs/ian195.pdf

SPATIAL REQUIREMENTS

The council should adopt the specified spatial requirements to create an inclusive network. These spatial requirements define that any cycle network should support mobility vehicles that are 1.2m wide by 2.8m long. These are particularly important for cargo bikes and some of the wider mobility tricycles that enable people with disabilities to be mobile in and around our towns and cities.

This particularly affects much of the parks network as well as certain access points onto our towpath/river network. These are identified on the Cycle Quality Network Map (Appendix A).

DESIGN REQUIREMENTS

To deliver end to end good cycle networks based on recommended minimum cycle infrastructure requirements from IAN 195 dependent upon the speed and volume of traffic on a road.

Table 2.2.2 Minimum provision for cycle routes

Speed Limit (mph)	Motor Traffic Flow (AADT-Average Annual Daily Traffic)	Minimum Provision for Cycle Routes
40 and over	All flows	Cycle Tracks (excluding stepped cycle tracks)
30	0-5,000	Cycle Lanes
	>5,000	Cycle Tracks
20	<2,500	Cycle Streets or Quiet Streets: combined traffic
	2,500-5,000	Cycle Lanes
	>5,000	Cycle Tracks

INCLUSIVE REQUIREMENTS

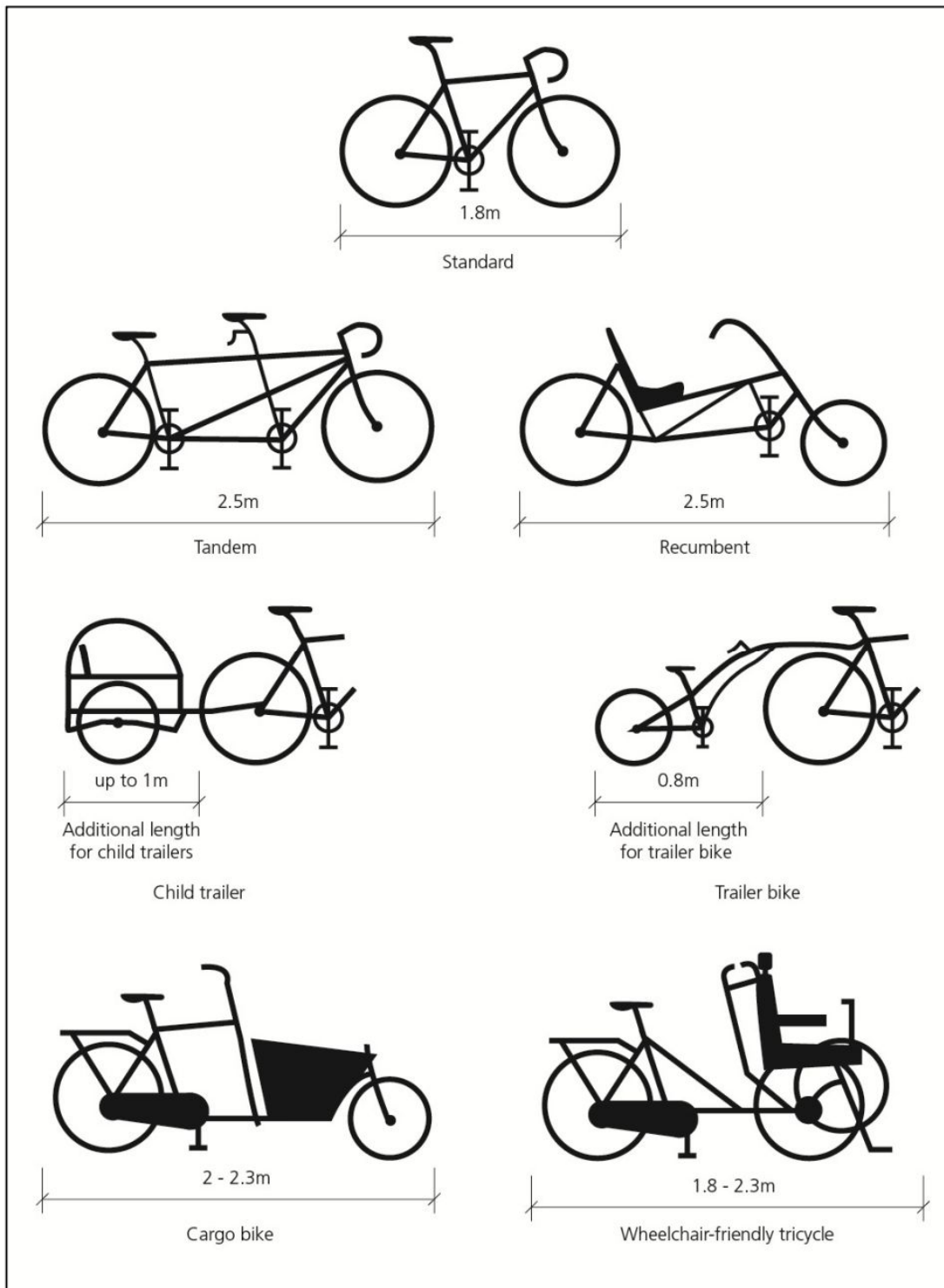
Much of the cycle network is recognised as a leisure network. Much of it is inaccessible to lone women cycling late at night given safety concerns. Much of it is impossible to navigate on the wider tricycles that people with mobility issues use. This also affects parents with child trailers.





Access to Brickfields from Shophouse Road, Bath.

Figure 2.2.4.1 Approximate Lengths of Different Types of Cycle



This particularly impacts the river corridor. It is not safe and much of the route has too many locations where 'bad people' can hide and jump out on you with no lighting. Significant neglect has now made it necessary to side out the river path. Inclusive paths are well lit paths.

PARKS & GREEN SPACES TO BECOME PARKS, GREEN SPACES, & PATHS [QW]

The council currently has handed responsibility for certain routes, (e.g. Radstock Greenway, Bath to Bristol Cycle Path, Bath River Path) to Highways, while others such as the Two Tunnels Greenway remain with Parks. Highways cutting regimes (April and August) regularly fail to deal with the significant issues that arise from nettles, brambles, and other minor vegetation can ignore that significantly impact path widths.

Parks currently have *most* of the hardware to maintain paths better and cheaper than Highways



Parks should be made responsible for all paths, be provided with the necessary **boom flail attachment** and **siding out machinery/attachment**, and given responsibility for maintaining paths as a priority.

COUNCILLOR SHELFORD TO BECOME CHAIR OF ATAF [QW]

The Active Travel and Accessibility Forum rose from the ashes of the Cycle Forum and is very much more focused on getting organisations that are working in this space talking to each other and the council.

The forum meets once every 4 months and is currently chaired by Councillor Paul Crossley. Given the importance of this forum Cycle Bath believes that the Cabinet Member for Transport to be chair should chair the forum and invites him to do so. .

PATH DESIGN STANDARDS [QW]

One of the key issues is that due to the poor design, a 1 metre mow strip either side of paths has never been provided either side of an active travel corridor. This, in combination with a poor maintenance regime, has resulted in many of the paths becoming overgrown and narrow. Designing in a grass strip either side of paths enabling easy mowing is key to long term full-width of the paths being available.

Would you believe that the river path is mostly 10ft wide along its whole length.

CYCLE PATHS TO BE PAINTED RED [QW]

It is very obvious that many cycle routes in the city are not clearly marked. The new Widcombe scheme creates pedestrian/cyclist conflict by keeping the footpath and cycle path the same colour.

The council should adopt a policy of colour coding cycle lanes on roads and pavements using red stone or red bitmac to clearly define the cycle path. Note that Cheap Street, London Road, and St James West suffers from this significantly and create problems between people cycling and walking.

ADOPT NATIONALLY RECOGNISED GOOD DESIGN STANDARDS [QW]

The Welsh Active Travel Design Guidance and the Transport For London Cycling design standards are the best in the UK. The council should follow these design standards. It should be noted that TfL offer to train highways engineers in the use of their standards.

<http://gov.wales/topics/transport/walking-cycling/activetravelact/implementation/?lang=en>

<https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit>

WARD/TOWN/CITY LEVEL MODAL SHARE/SPLIT VALUES AND TARGETS [QW]

The council has a habit of talking about 2% of people cycling in Bath and North East Somerset. This however ignores the fact that Census 2011 Commuter Data (Table WU03EW) showed that Bath has 41.23% of residents walking to work (**Number 1 in the country!**) and 5.74% of people cycling to work.

We need the council to understand that looking at county level transport figures biases any result towards “more driving” and completely ignores the enormous benefits to reducing congestion that focusing on walking and cycling within our towns and cities could bring.

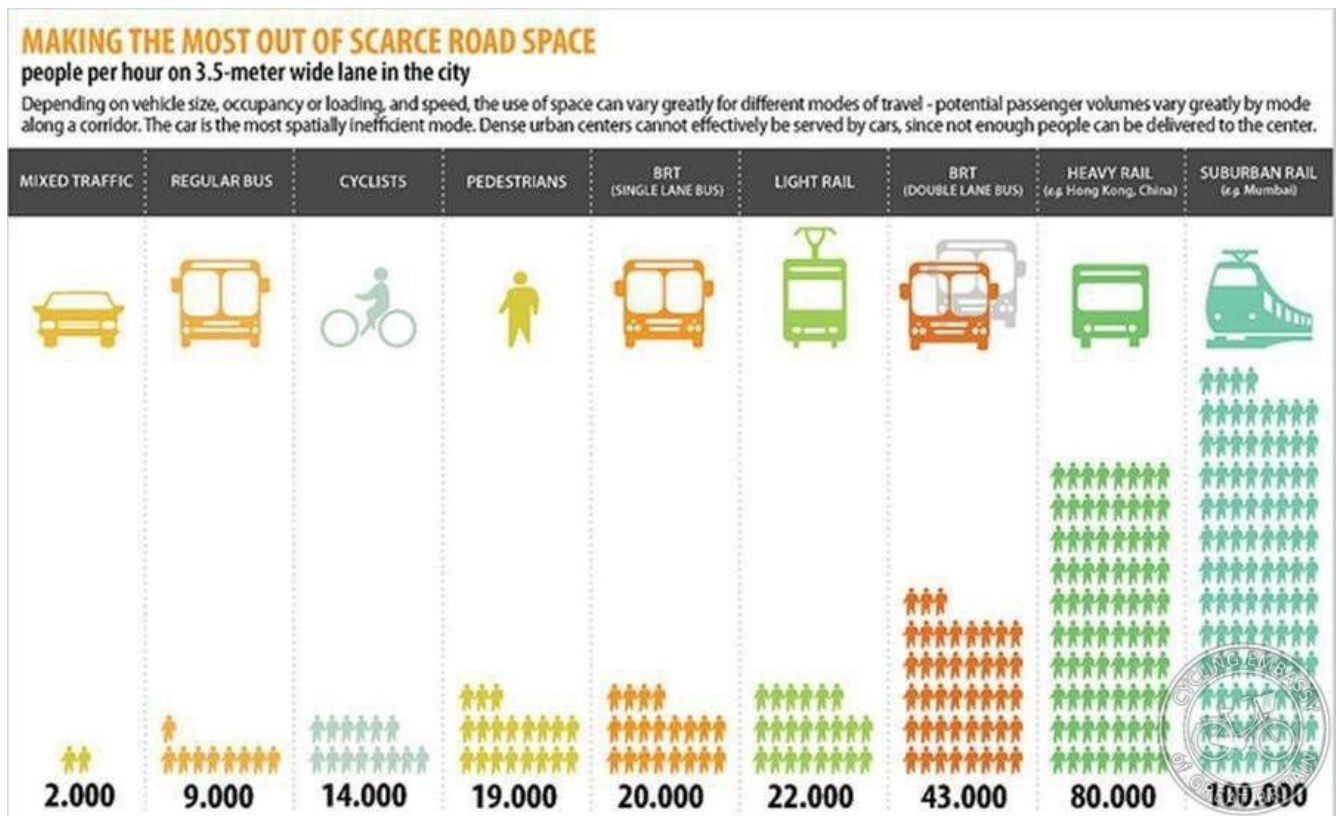
To this end, Ward level modal splits and target modal splits should be established, inherently recognising that rural wards have very different needs.

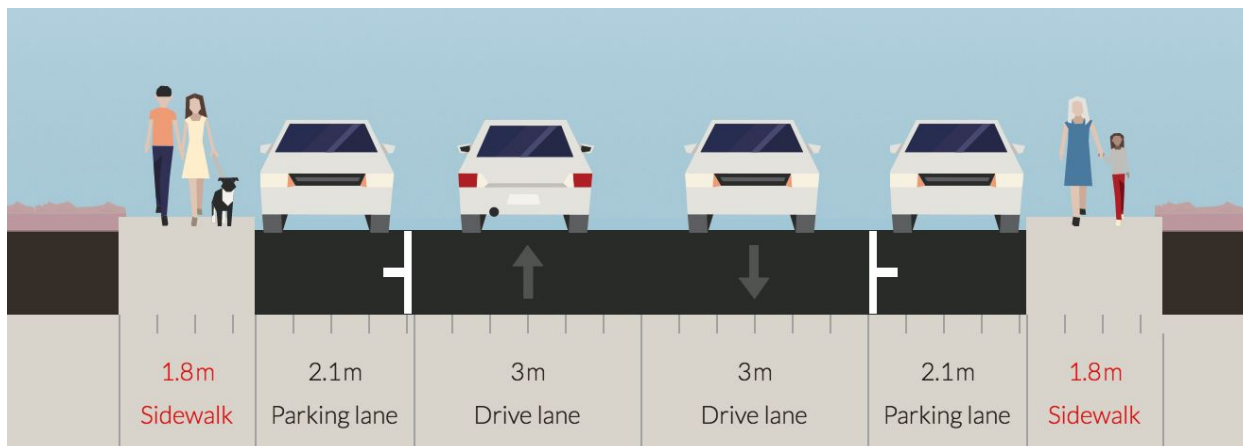
<https://docs.google.com/spreadsheets/d/1U9f-g8ETvljw-YAZbFpWXOBdKZQhExHuqbX6tkrUnl8/edit#gid=1747708383>

TRAFFIC FLOW RECLASSIFICATION [QW]

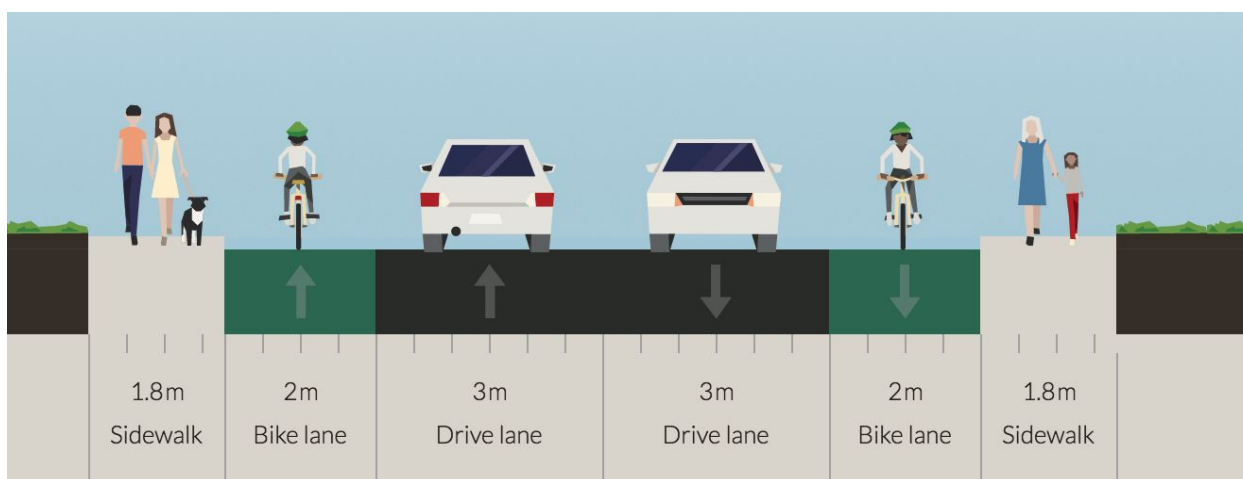
Currently traffic flow counts are recognised as only including motorised vehicular traffic. We suspect that any modelling done by Highways does not include walking and cycling.

By including motorised vehicles, walking, and cycling in your models, significant increases (60%+) in traffic flow can be achieved through road diets (reallocation of road space) and provision of cycle tracks on major urban transport corridors.





Road with on-street parking either side = 23,000 people per hour.



Road with on-street parking replaced by cycle tracks = 37,000 people per hour. A 61% increase in capacity vs the road with on-street parking while increasing the efficiency and health of users.

RECALIBRATION OF PEDESTRIAN CROSSINGS [QW]

Many of the crossings in the county force waits of upwards of 45 seconds creating a 'run for it mentality'. All pedestrian crossings should change within 7 seconds of operation with a 60 second grace period after changing. This excludes traffic light controlled junctions.

Note that this seems to affect all newer traffic lights. Older ones seem to be far more responsive.

ADVISORY & MANDATORY CYCLE LANES REQUIRE NO TRAFFIC REGULATION ORDERS [QW]

Recognition by the council and councillors in particular, that Highways England Road Regulations were updated in 2016. A TRO is no longer required to install advisory and mandatory cycle lanes, yet

conversations around this with officers has usually established a “we’ll do it anyway to be safe”. There is no legal requirement and costs are minimal (paint).

This particularly should impact road resurfacing programmes where there is no attempt currently to install advisory (on any width) or mandatory (where double yellows are already established and width is sufficient) cycle lanes.

HIGHWAYS & PLANNING TO DELIVER PUBLIC HEALTH POLICY [QW]

It should be recognised that a key aspect of public health is the way we have designed roads. Given that the UK is on track for 35% obesity by 2030 and currently at 27% with the Netherlands at 8.5% **DOWN** from 10%.

In a five-year study of 263,450 UK commuters, [published in the BMJ](#), researchers at Glasgow University found regular cycling cut the risk of death from any cause by 41%, and the incidence of cancer and heart disease by 45% and 46% respectively. This health impact was not found for walking. Cycling specifically provided this health benefit.

6% of Bath residents cycle to work, 41% walk (best in the England and Wales!), 40% drive, and 13% use public transport. Only 1% of school children cycle to school, 42% walk, 17% use public transport, and 34% get driven to school. About 10,000 people living in Bath driving to work in Bath. 5,000 children are being driven to school in Bath. A total of 40,000 local journeys.

Obesity cannot be tackled simply by diet and telling people to exercise. Our built environment must prioritise healthy ways to get to work and school from our communities.

Most people want to lead healthy lifestyles. There is much that people can do individually to protect their health including driving safely, wearing seat belts, avoiding tobacco smoke and air pollution, exercising regularly, eating healthy food and having regular checkups. But many health risks are also influenced by community factors, including transportation and land use planning decisions.

Transport, in particular, affects health in various ways. Transport policies and planning decisions affect rates of cancer, cardiovascular disease and traffic collisions. Three of the largest causes of reduced longevity in the UK and can also affect people’s ability to access health-related goods and services such as food and health care.

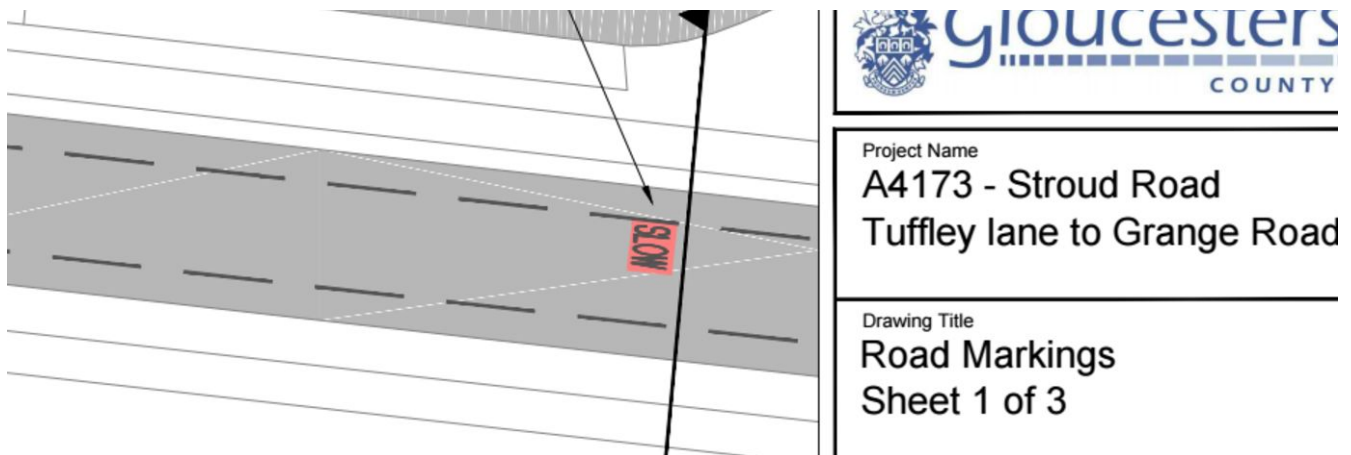
Cycle Bath feels that BaNES Highways and Planning departments are biased in various ways that stimulate automobile dependency, creating communities where driving is convenient and cheap and other forms of travel are inconvenient, uncomfortable and even dangerous to use. This exacerbates transport-related health risks including per capita traffic casualties, pollution emissions, sedentary living, and inadequate access to essential goods and services. There are many justifications for reforms to the

approach Highways takes that will create more efficient and diverse transport systems, of which improving public health is should be the primary factor in their design and decision making process.

Public health must be made a core remit of the Highways and Planning departments with a focus on getting more people walking and cycling.

CYCLE STREETS [MTG]

Many of our roads are designed around the concept that the 'car is king'. Gloucester recently trialed successfully a cycle street. A road where the car lanes are narrowed and drivers are required to 'dip into' the cycle lanes as and when passing oncoming cars.



An approach used on low volume dutch roads to inform the driver that they are guests and priority is to be given to pedestrians and cyclists.



They are particularly effective in rural settings as the advisory cycle lanes are not cycle lanes, but simply create a safer space for people to walk or cycle with cars keeping away from these areas during normal driving by creating visual clues encouraging drivers to stick to the middle of the road.



These cycle streets should be trialled as part of resurfacing programs, particularly on rural roads to create a better space for walking and cycling.

SCHOOL STREETS [MTG]

Councils are now recognising that dropping your kid off at school by car is one of the worst things you can do to your child. Sitting in a car can expose you up to 11 times more pollution, the lack of exercise impacts a your child's ability to learn, and there is the danger created by the cars themselves, all converging on a school.

Councils are now trialling fines for dropping your child off outside school or closing roads around schools during drop-off/pick-up time. It is being used successfully/trialled in Edinburgh and Hackney to create a safer and healthier space around the school and achieve a significant modal shift. Schools should be identified in BaNES where this can be achieved. Beechen Cliff springs to mind.

<http://www.edinburghnews.scotsman.com/our-region/edinburgh/parents-face-fines-in-new-school-run-parking-crackdown-1-4431766> & <https://www.hackney.gov.uk/school-streets>

ABANDONED BIKE CLEARANCE [QW]

Many of the bike stands get choked up with abandoned bikes. The council's clearance team seems to have a very lackadaisical approach to ensuring sheffield stands are free of these bikes. A monthly tagging and removal the next month would free up significant numbers of cycle spaces in the city.

BUSES TO CARRY BIKES AT DRIVER'S DISCRETION [QW]

Currently buses refuse to carry bikes however late at night, many of these buses are empty but could enable carry bikes on the bus at the drivers discretion. Naturally if no space is available OR push chairs etc are on the bus, they take priority.

Council needs to work with bus companies to make this a reality.

PROJECTS

These are relatively simple projects that usually just require money to implement. They may be very large or very small, but they are very much self contained.

NEXT BIKE UPGRADE NETWORK TO ELECTRIC BIKES [QW]

Exeter is having phenomenal success with their fully electric bike share program (<https://www.co-bikes.co.uk/>).

Bath Bike Share programme suffers from the hill challenge and this can be seen in the hire statistics Bath Hacked analysed. Syon Hill station had under 20 people in 2 years riding to it.

By upgrading existing stations to electric, we not only increase usage, but also enable people to experience eBikes and how absolutely amazing they are.

MULBERRY PARK CYCLE STREETS [MTG]

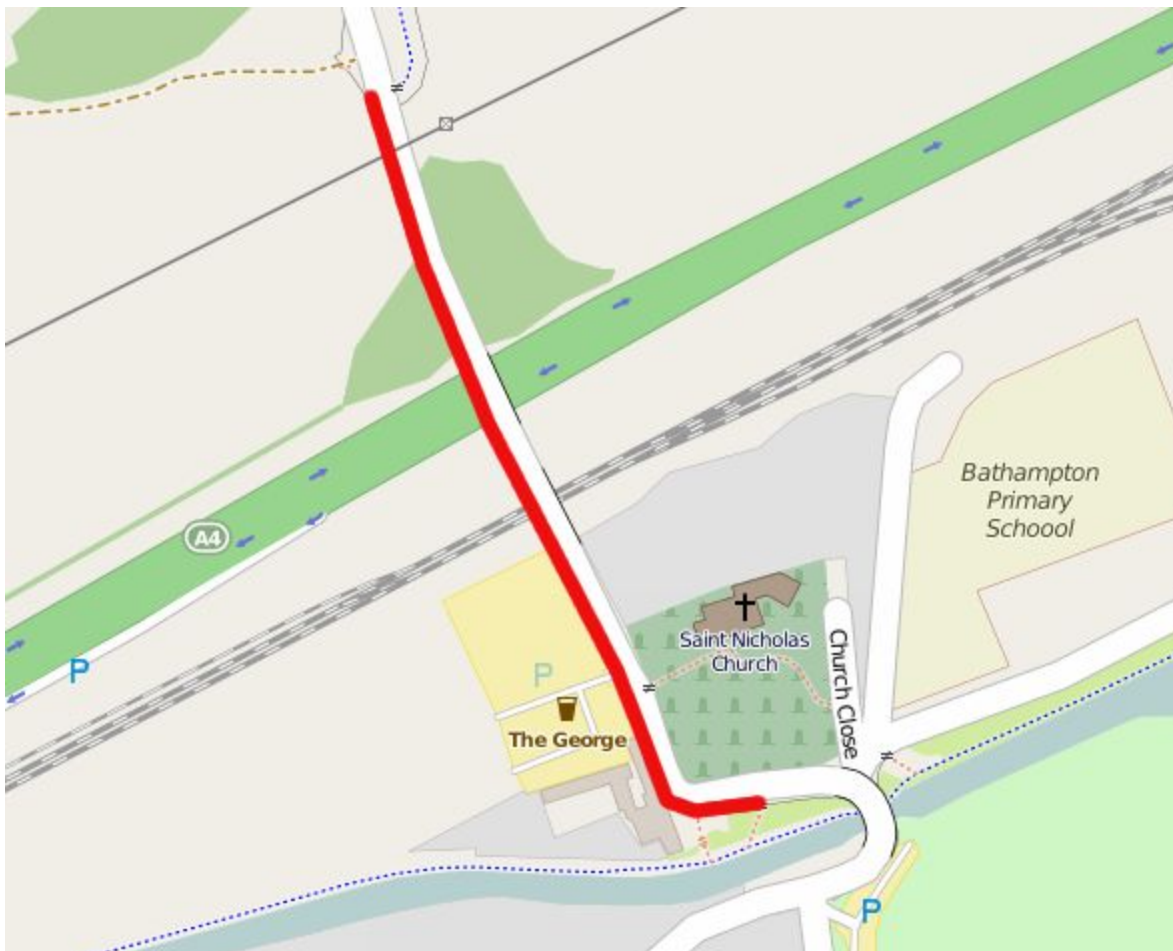
Adam Reynolds working within the Foxhill Forum as chair of their Transport Group has identified an issue in the way developers have to design roads to ensure that BaNES Highways will adopt them. More modal filtering and cycle streets design approach has not been incorporated into their scheme as a major concern is Highways not adopting the road system.

Highways should be able to encourage cycle streets and modal filtering to encourage a healthier road space within residential areas and developers should not 'fear' that unless they deliver traditional road systems they will incur re-engineering costs for designing a more livable healthier space.

Highways should provide new design guidance with a Public Health oriented specification for road design that enables developers to deliver healthier residential streets.

MILL LANE BATHAMPTON [MTG]

Getting from the towpath to the shared river bridge path requires cycling along a national speed limit road. To create a child safe route from Batheaston to Bathampton is vital.



BATH QUAYS BRIDGE OLDFIELD PARK CONNECTION [MTG]

The bridge is in progress, however it is fundamentally a bridge to nowhere with design considerations ONLY being considered a couple of 100 metres either side of the exit. It needs a good connection.

WESTON ROAD/JULIAN ROAD CYCLEScheme [QW]

In Progress - LEP - However local councillors are now involved and concern is that an already weak proposal is now just paint and very little infrastructure.

LONDON ROAD JUNCTION WITH CLEVELAND PLACE [MTG]

Install a distinctly surfaced cycle lane from the inbound London Rd junction with Cleveland Place across to London Street. This could be segregated by means of changes to the traffic lights as necessary. I can provide at least one example from east London of such a design at a similar type of junction. At the moment the off-road path deposits cyclists either into the traffic flows or into pedestrians.

As part of this, removal of all pavement street furniture to create a better interaction between cyclists and pedestrians. Currently pedestrians are blocked by the posts of a road sign and must step into the cycle path.



ST SAVIOURS ROAD CONTRAFLOW ACCESS TO LONDON ROAD [MTG]

Access from Larkhall onto London Rd at the one-way exit onto St Saviours Road. This would be the most convenient way to usher town-bound cyclists onto London Rd via the pelican crossing opposite Grosvenor Place entrance. The only work needed would be contraflow warning signs to vehicles exiting London Road, some paint and about three yards of pavement resurfacing between the crossing and the St Saviours Rd exit.

LOCKSBROOK TO TWERTON HIGH STREET [QW]

A proper mixed use path from Locksbrook to Twerton High Street via the railway underpass. Plenty of cyclists use this route already, myself included.

"I perceive most roads (Lower Bristol Road included) as too risky to take my 2yo son on and cycle slowly and respectfully on footpaths where necessary."

LOCKSBROOK ROAD BRASSMILL LANE [MTG]

Significant issues with people travelling the wrong way up Locksbrook Road to access the Locksbrook Trading estate. Using blended crossings and a dedicated contraflow this could be made 'official' and provide a good route to access the trading estate. Note that the river path is considered isolated and unsafe.



Proposed contraflow and use of existing 'BRT' path.



HARTWELL BATH DEVELOPMENT B2B TO LOCKSBROOK [LTG]

The current exit from the Bath To Bristol Cycle path forces people onto a busy industrial road that can, unfortunately contain significant fast traffic including HGVs. When the Hartwell site is redeveloped and considering that the new Rotork site is also being developed, there is an ‘opportunity’ to develop the proposed BRT route into a good traffic free cycle path removing significant amounts of conflict from Locksbrook Road and the River Path.



LARKHALL TO GROSVENOR BRIDGE ROAD [QW]

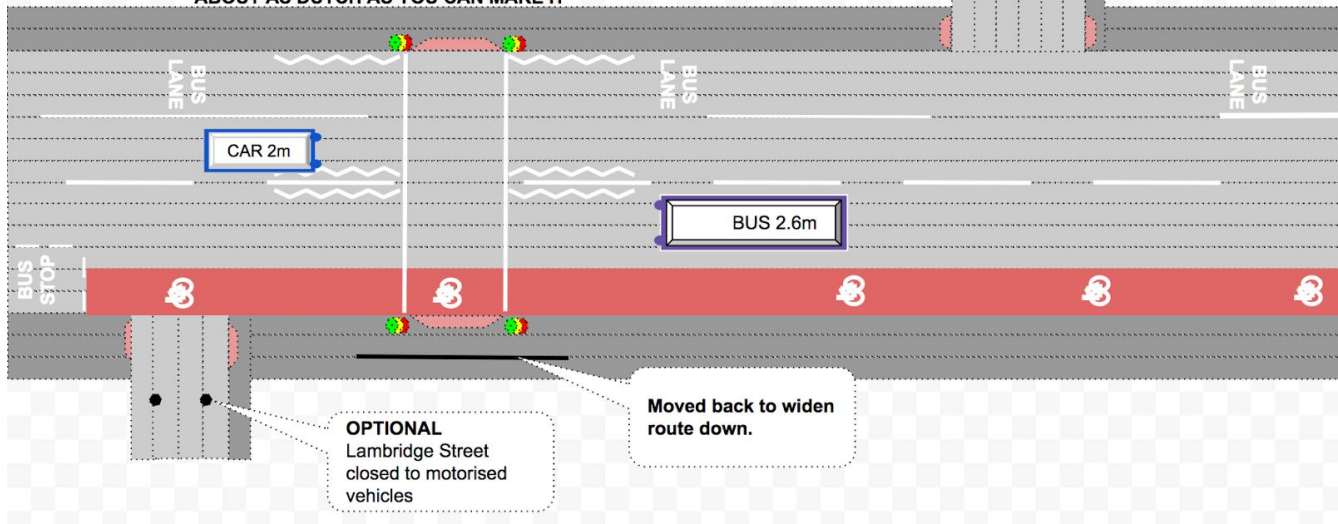
Action on the Larkhall access to Grosvenor Bridge Rd and onto the canal towpath. Two routes with attendant minor works were under examination: via Lambridge Street or via Beaufort Place. Yet nothing has happened on these BaNES proposals for about 12 months.

With preparatory studies and consultations done there is no reason to progress this.

Note Cycle Bath did propose a solution but required the removal of on street parking.

Proposal 3 Lambridge Street to Grosvenor Bridge

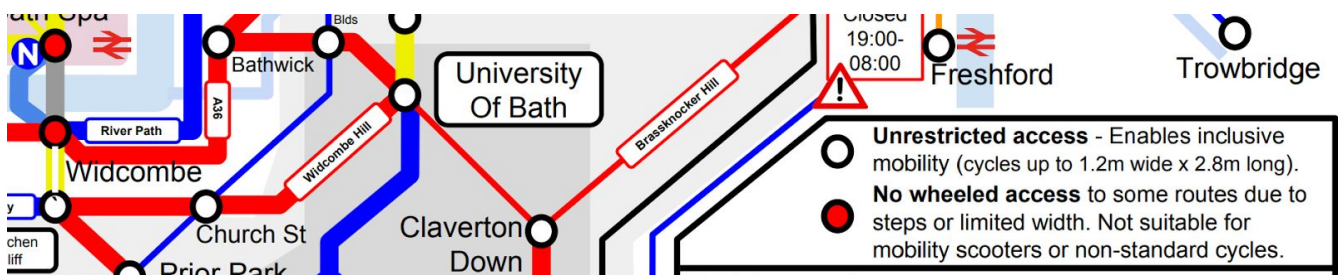
Child safe route, Bus lane protected. 3m wide lanes
ABOUT AS DUTCH AS YOU CAN MAKE IT



INCLUSIVE ACCESS TO EXISTING CYCLE NETWORK [QW]

The current cycle network, e.g. the Two Tunnels, has bollard systems on them that exclude people using wheelchair trikes, cargo bikes and generally provide severe access issues to people with disabilities. In many instances the barrier is one key away from being making miles of route accessible.

The Bath Cycle Quality Network map identifies ALL locations where currently the network does not support a 1.2m wide by 2.8m long mobility device.



The council should replace/remove all barriers and ensure that, going forward, barriers support the accessible spatial requirements necessary for inclusive use.



BEARFLAT CYCLEScheme [LTG]

Cycle Ambition Fund 2 money - Sustrans - Being developed as an off the shelf scheme for future bids.

LONDON ROAD CYCLEScheme [LTG]

Cycle Ambition Fund 2 money - Sustrans - Being developed as an off the shelf scheme for future bids.

RIVER ACCESS TO VICTORIA BRIDGE RAMP [QW]

Private developer has applied to redevelop the Halfords site into 23 residential flats, cafe, and including an accessible ramp down onto the river path. This is extremely important given the current poor accessible stairs that has created real issues for people with disabilities living in Western Riverside. The Council must be prepared to support this as previous ramp proposal was prevented by English Heritage objections. It is a vital accessibility access issue.



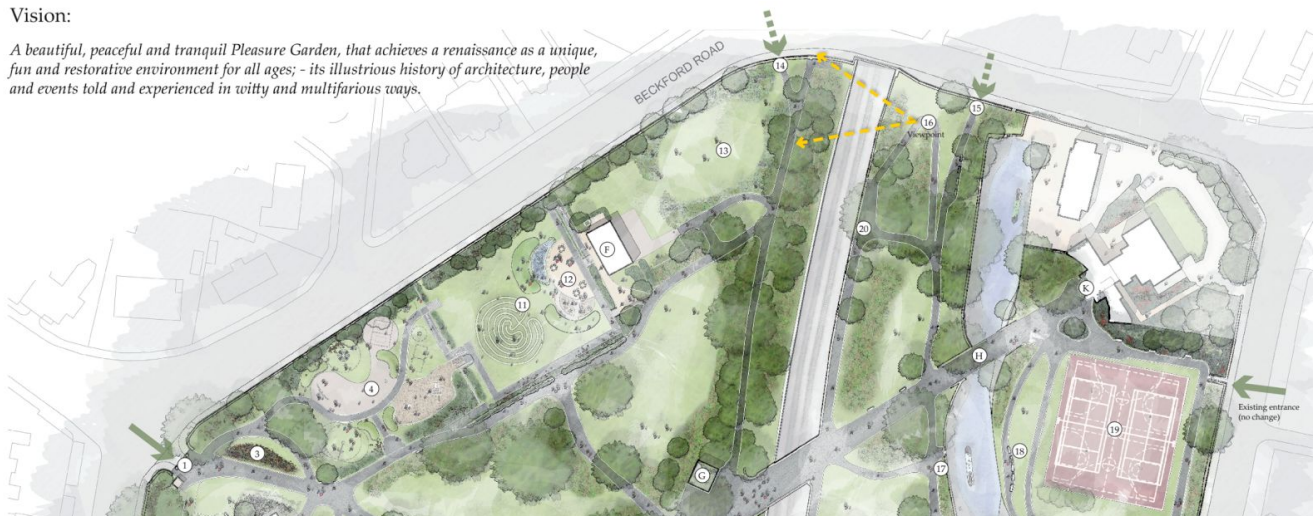
Figure 1.1: Illustrative Riverfront Elevation

SYDNEY GARDENS [MTG]

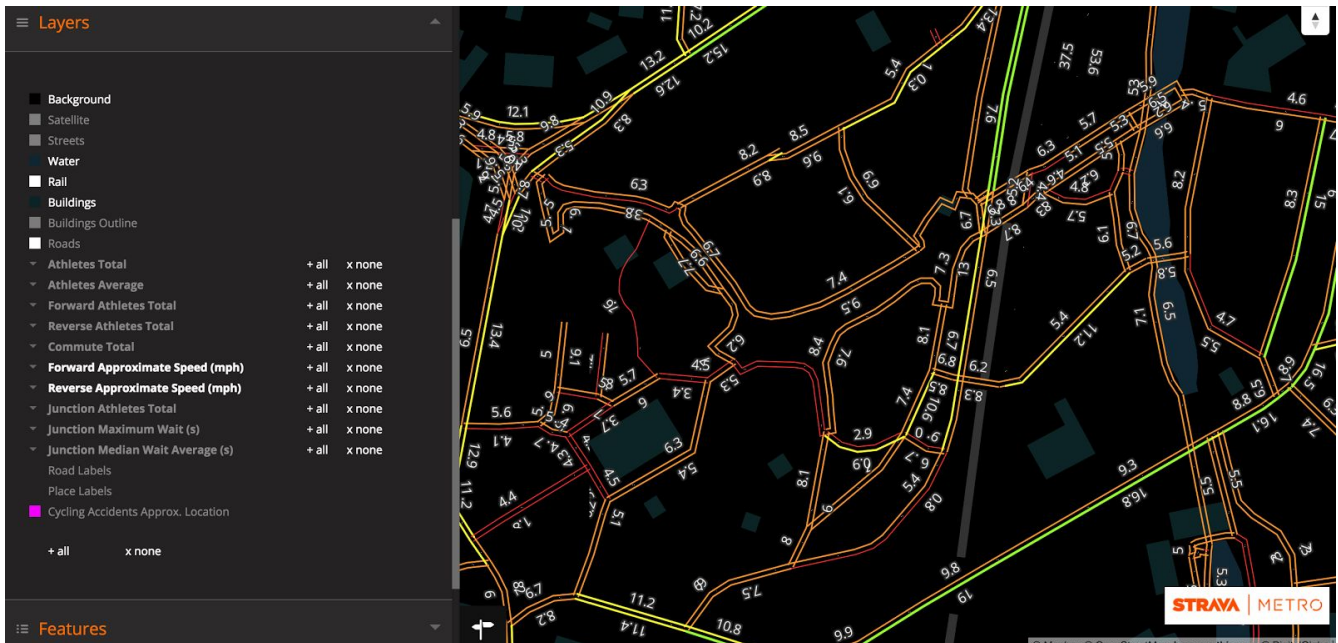
Council + Lottery money reopening of side gate to give level access to towpath. Money is in place to deliver the route to the exit of Sydney Gardens but the toucan crossing to the towpath and to Cleveland Pools is not provided. This is a vital accessibility issue from the park to the towpath that finally has a light at the end of the tunnel.

Vision:

A beautiful, peaceful and tranquil Pleasure Garden, that achieves a renaissance as a unique, fun and restorative environment for all ages; - its illustrious history of architecture, people and events told and experienced in witty and multifarious ways.



It should be noted that the wide paths inside the park have demonstrated low speeds by cyclists and can be inspected here <http://strava.bathhacked.org/interact/> There is concern from Cycle Bath that the width of the path (point 14) will be kept to the current narrow width creating unnecessary conflict between people walking and cycling. There is space to provide a wide path similar to other paths within Sydney Gardens.



GRANGE ROAD/A4 SALTFOORD [MTG]

Story from a Bikeability trainer:

I took my yr 6 Bikeability group from Saltford along the new cycle path in Saltford alongside the A4. I'm delighted to see so many kids riding it to Wellsway each morning. However we came to the junction with Grange Road and I was perplexed about how to help them negotiate this. In fact my best call was to tell these 10yr olds they're best bet was to avoid the cycle path and get on the main road. Beggars belief. If you are going to put a cyclepath in alongside a main road you HAVE to make provision for the cyclists at junctions. They were forced to look out for traffic emerging from Grange Road and traffic turning in from both directions from the A4. Impossible. A small gain.

The above illustrated the nature of our cycle and walking improvements. The council has patted themselves on the back for delivering a better cycle connection, but at each and every side road, the cycle path stops must give way to the side road.

Use of blended crossings giving priority to people walking and cycling along the main route should be a priority in the way we design our cycle and walking infrastructure.

PARAGON NEAR WALCOT STREET [MTG]

Many people cross the Paragon near junction with Walcot Street by using the pedestrian crossing to get to either of these roads. It is potentially hazardous as some drivers form a second lane to turn into Walcot St at the mini roundabout and are often unaware that the main lane has stopped for pedestrians. This is particularly a problem when it is a high vehicle that has stopped such as a van. The temporary bollard installed by highways to overcome this concern helped but were subsequently removed on order of Tony Clarke, as it caused a "bottleneck". Officers advice was that there should be a signalled pedestrian crossing here.

LONDON ROAD BY ALICE PARK AND A46 ROUNDABOUT [LTG]

The extended bus lane heading into the city has made cycling here much safer. The down side is there is only one lane going out of the city on the Alice Park side, where formerly drivers tended to speed up. People cycling are experiencing aggressive driving here recently, though it might have also been our use of the roundabout to get to Batheaston.

The cycle facility around this roundabout is poorly designed for cyclists, as opposed to the mini Holland type. A shared path here would be better than nothing but would have to be wider than now.

LYNCOMBE VALE TWO TUNNELS INFORMAL PATH ACCESS [QW]

This is a long standing issue that can be easily resolved as it is on council land. The current informal path (not designated a PROW) is a barb wire lined narrow section which becomes a muddy mess after rain. A standard Council response has been received from Parks setting out the reason why nothing can be done. But with little money and some good will this section can easily be improved.

Note that during the two tunnels build process a path was proposed through the allotments on the other side but allotment owners objected. This would have provided traffic free/quiet routes to the school.

MONKTON COMBE CANAL CENTRE BYPASS [LTG]

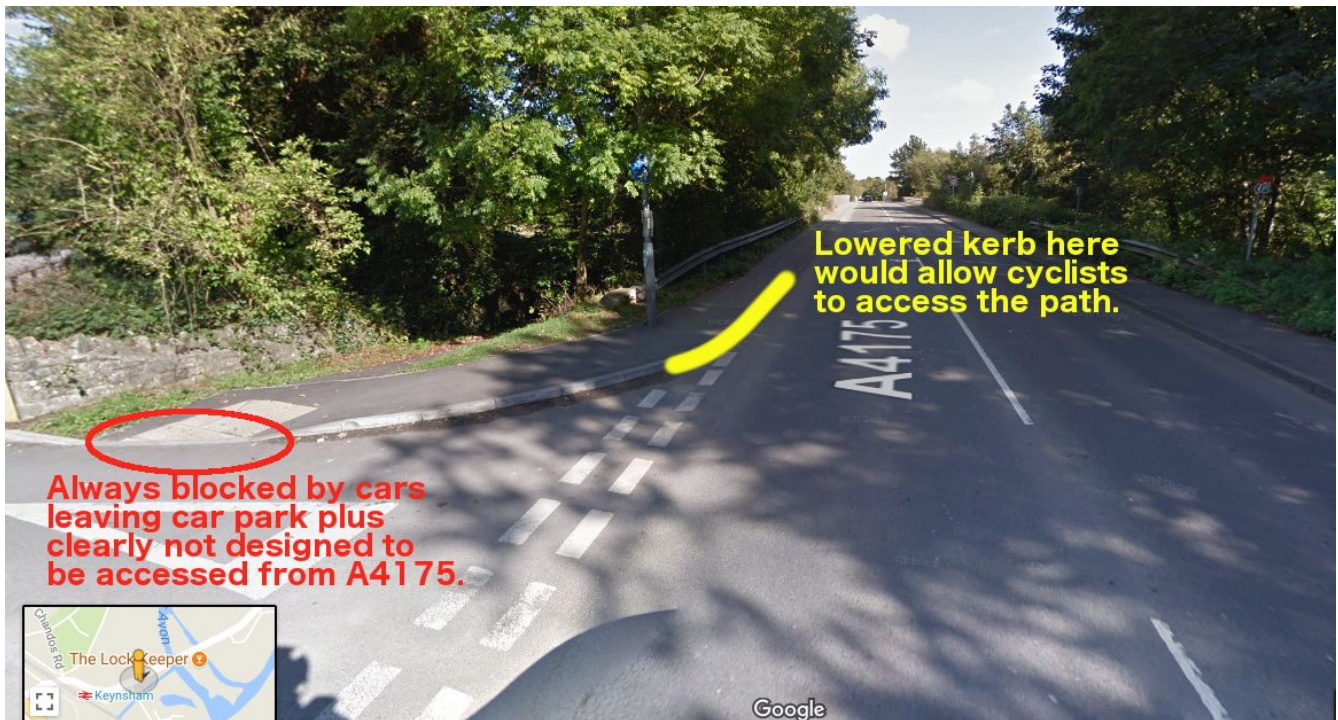
If using the Two Tunnels Circuit you have to ride through Monkton Combe School and then through the Canal Centre, both of which can be closed.

Again there was supposed to be a bypass at the church to enable people not to have to cycle/walk through school grounds that was objected to by residents, even though impact would be tiny: this re-routing should be re-examined.

The council need to work with the canal centre to enable people to be able to cycle through the canal centre car park. The only other option is to carry along Church Lane and across the A36.

IMPROVE KEYNSHAM ROAD ACCESS TO BITTON CYCLE PATH [QW]

"I commute from Bath to Keynsham and use the B2B path. As you say the Bitton to Keynsham path is terrible, primarily because it is so narrow. However it is also inexplicably difficult to access, even northbound. I would like to include the suggestion of lowering the kerb after the car park, at the start of the road crossing the river. This is the Keynsham end, after passing the chaos of the station and the Avon Mill Lane junction."



Cycle Bathth would go so far as to suggest that a blended crossing (Copenhagen Crossing) is appropriate here.

LOCKSBROOK BRIDGE RE-OPENING [LTG]

Initially part of the Council's Cycling Ambition Fund 2 (CAF2) bid. Deeley Freed has included in its redevelopment of Roseberry Place (currently being built) access to the south side of the bridge with a link across the Lower Bristol Road onto the Two Tunnels Greenway, so giving a direct traffic free link to the riverside path on the north side. The bridge is currently owned by the Highways Agency (Historical Railway Estate) which has indicated that *a dowry is available for renovation and future maintenance*. While acceptance of any asset by a local authority carries a degree of risk, this needs to be balanced against public utility. An informal survey in recent months indicated that the bridge was in good condition. Discussions will be required with the new owners of the former and adjacent BBC Audio Books site to ensure that they would be happy to give access to the foot of the bridge via a small parcel of land on their site.

TWO TUNNELS GREENWAY - ROSPA AUDIT ITEMS [QW]

In March 2015, at the Council's request, ROSPA conducted a study into the safety of the Two Tunnels Greenway. A very useful meeting was held afterwards chaired by Kelvin Packer, in which a range of issues were incorporated for further consideration. A 'Joint Maintenance Plan' was being developed and in an attempt to secure £50k to develop a maintenance regime. Safety and related issues are very important. May we please be advised how it is intended to take these forward since repeated requests have not been answered?

TWO TUNNELS GREENWAY SIGNAGE [QW]

Following a detailed study and the submission of signage proposals to and from local facilities and points of interest by local Sustrans Volunteers, execution has been estimated by officers at approx £5k. The introduction of this signage would be hugely beneficial to local people and visitors alike and it is requested that implementation approval be granted.

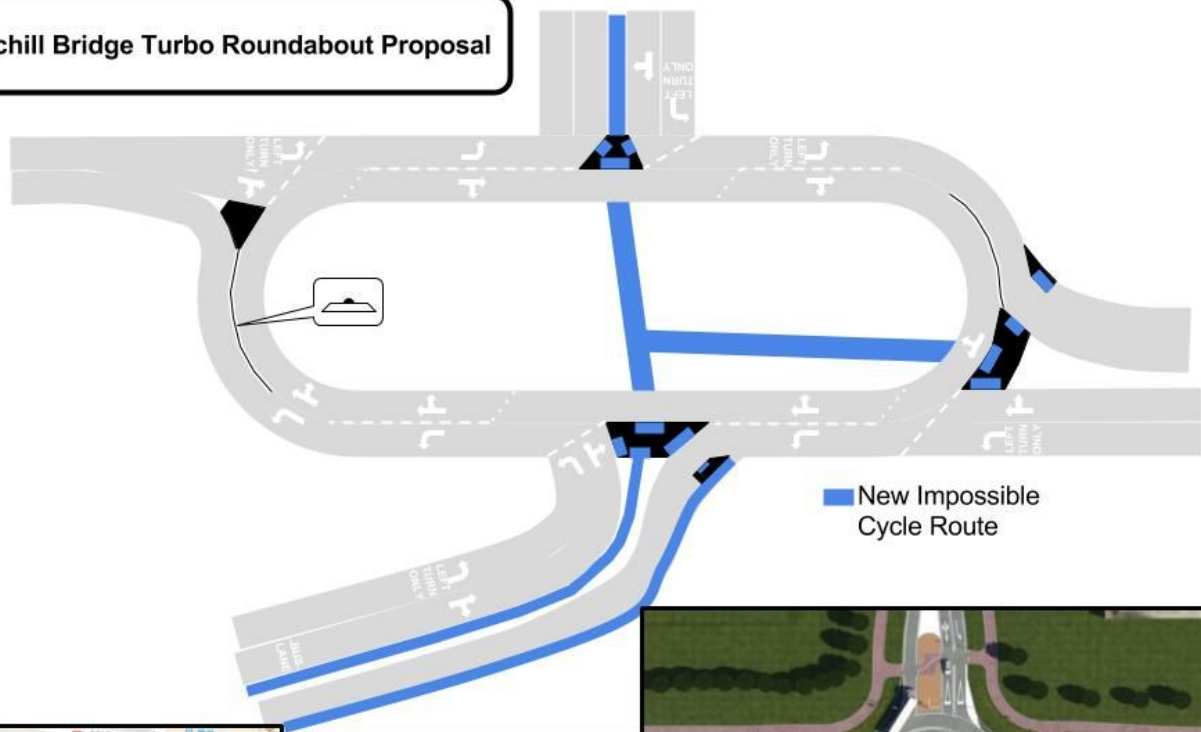
MARLBOROUGH BUILDINGS TO ROYAL CRESCENT DROPPED KERB [QW]

There used to be a dropped kerb here. This was replaced last year. This should be re-instated.

CHURCHILL BRIDGE TURBO ROUNDABOUT [MTG]

This roundabout is problematic for cyclists as well as creating immense queueing. Taking a Turbo Roundabout approach creates an opportunity to make the roundabout highly efficient while creating a good crossing for cyclists.

Churchill Bridge Turbo Roundabout Proposal



Turbo roundabout

A specific form of roundabout for motorists, with a spiral pattern that commits motorists to choosing the correct lane before entering the roundabout. Lane changes on the roundabout itself are eliminated



Crash data in the area indicates there are severe issues caused by the confusion of cars not clearly going up Wellsway or heading on to Lower Bristol Road. Data is from 2012-2016



SCHEMES

These are significantly large concepts that fundamentally change an area. These can be monumental in what they are trying to achieve and will usually consist of a number of deliveries/parts that are delivered in phases.

ON STREET BIKE HANGARS [MTG]

Bristol has established secure bike hangars in parking bays on residential streets with high numbers of flats where bike storage is impossible. Residents rent a space. There are instances of people buying vans and then using them as storage facilities on roads.



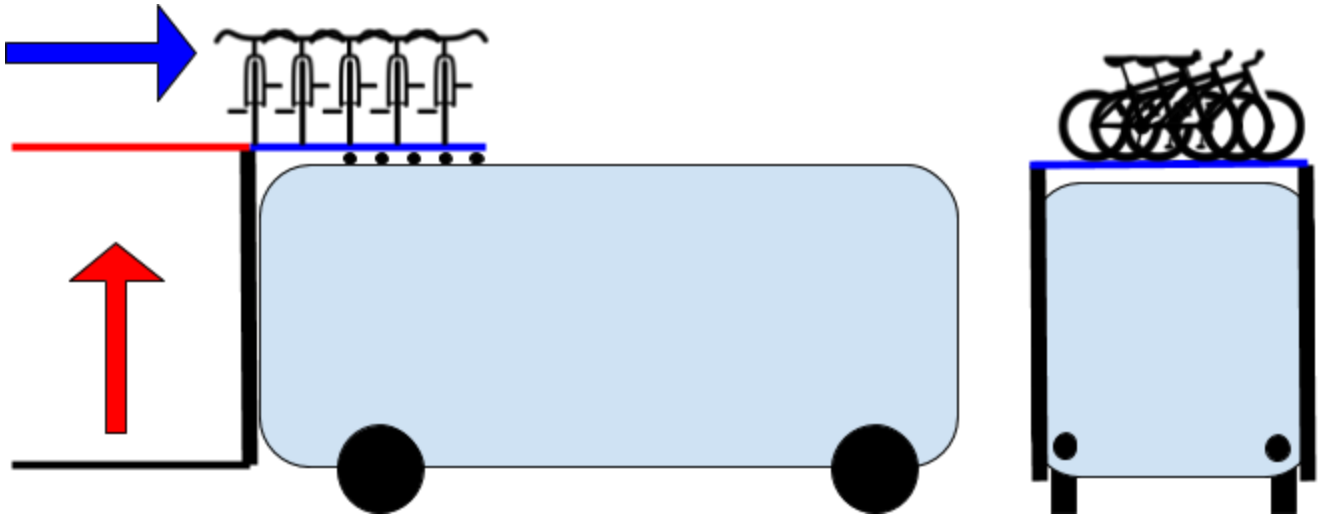
BUS STOP BIKE HANGARS [QW]

Multi-modal travel is powerful but currently you cannot take your bike on buses. Providing secure storage next to key bus stops would increase the catchment area of a bus stop from 400m to about 1500m.



ALL BUSES TO HAVE REAR CYCLE RACKS [QW]

Given that front of bus cycle racks have been deemed impossible by the DVSA. AND until the council, in co-operation with the University of Bath, invents a front loading platform that lifts itself out of the way using a screw mechanism and then slides the platform back onto the top of the bus roof enabling buses to carry 10s of bikes and not limiting it to the 3 max that the US systems currently in use. (There's a lot of money in this if you get it right.)



ANYWAY until THEN all buses in BaNES should have rear cycle racks. AS dwell time is an issue, we should consider initially ensuring all Park and Ride buses have rear cycle racks and then expanding on some of the longer rural routes.



BATH'S LIVING HEART [MTG-LTG]

Making the city centre access only for private vehicles using a phased delivery approach. Request is to implement PHASE 1 closing Corn Street access to St James Parade, removing cycle lane on Avon Street making it two-way for buses only, and close Greenpark Road access to Midland Bridge Road. Only consider further phases after evaluation of PHASE 1. Key objectives are to make all sides of Queen Square access only and remove all daytime traffic from Milsom Street.

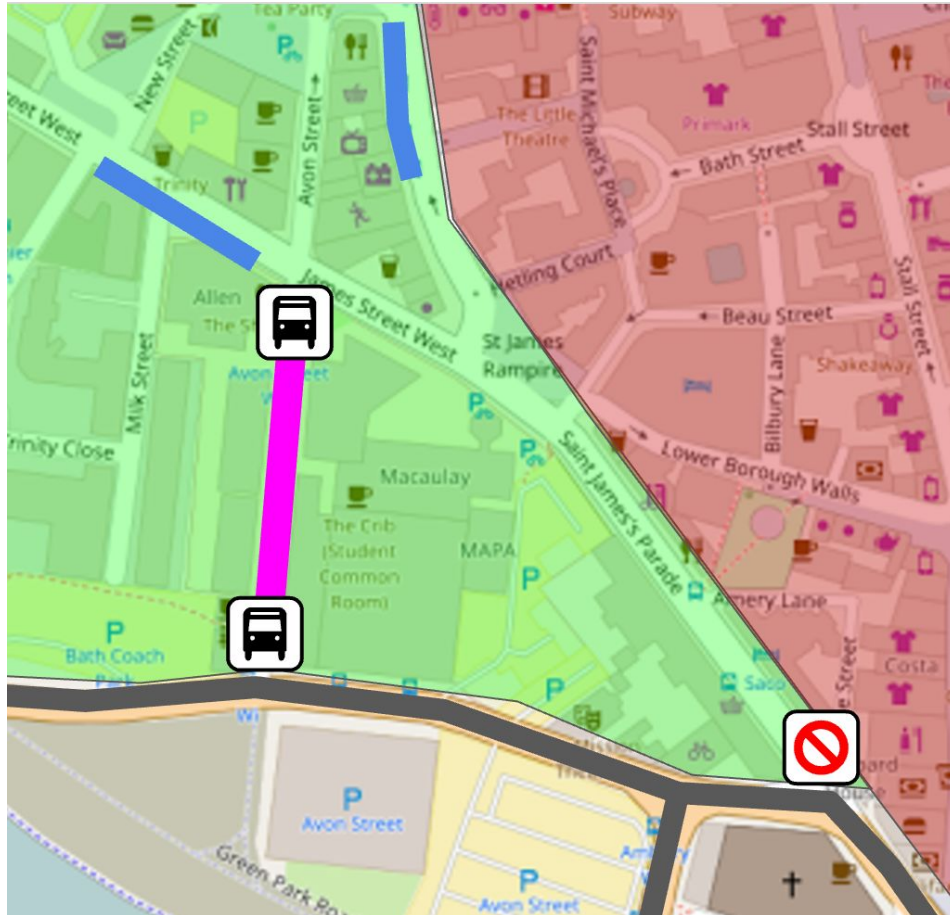


- Remove through traffic
- Preserve access by car
- Improve bus efficiency
- Create new public spaces
- Create a better public realm for walking and cycling

https://docs.google.com/presentation/d/1VmUr_8O_F9JNpE_IXpQof-knyUU9zGy62LZQDCn9Ft4/edit?usp=sharing

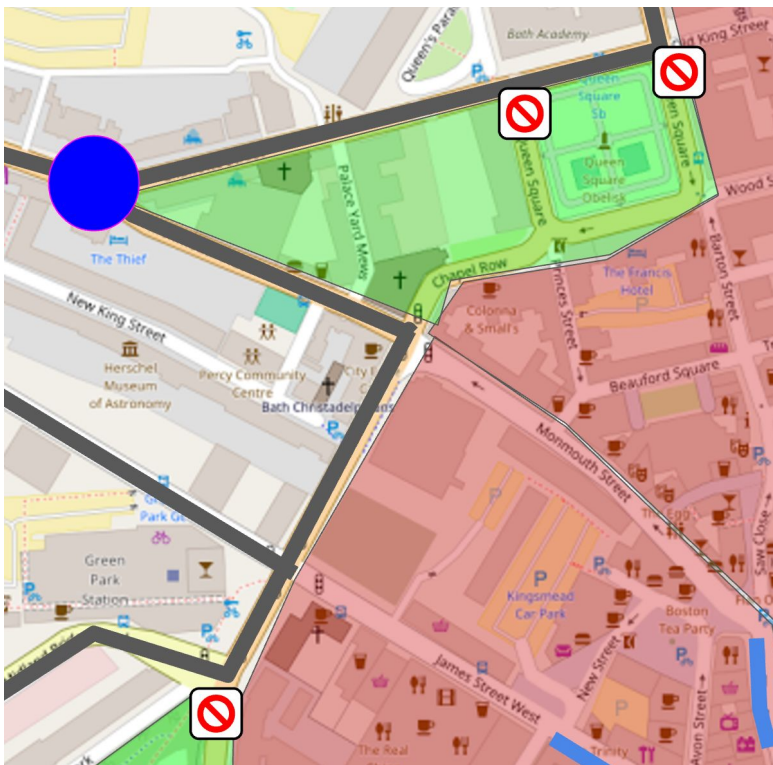
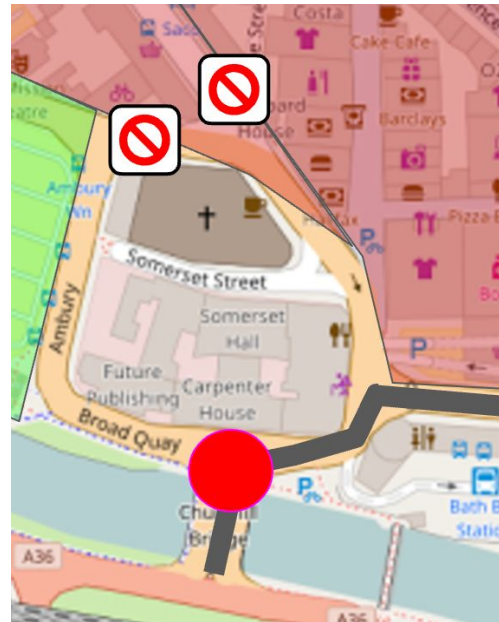
PHASE 1

- Close Corn Street to St James Parade
- Widen Avon Street, remove parking/cycle lane.
- Move bus stops from Westgate Buildings to James Street West
- Newbridge P&R bus stop moved to Charles Street



PHASE 2

- Close Green Park Road
- Install Churchill Bridge Roundabout
- Close Corn Street
- Close 3 sides of Queen Square
- Install Roundabout at Monmouth Street/Upper Bristol Road.
- Close The Circus

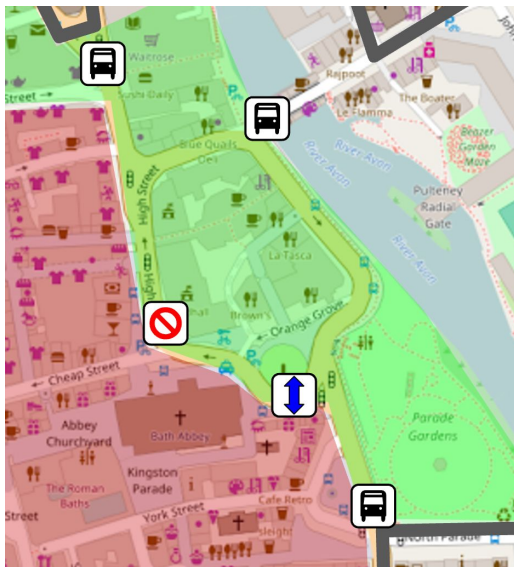


PHASE 3

- Milsom Street Rising Bollards
- Close High Street

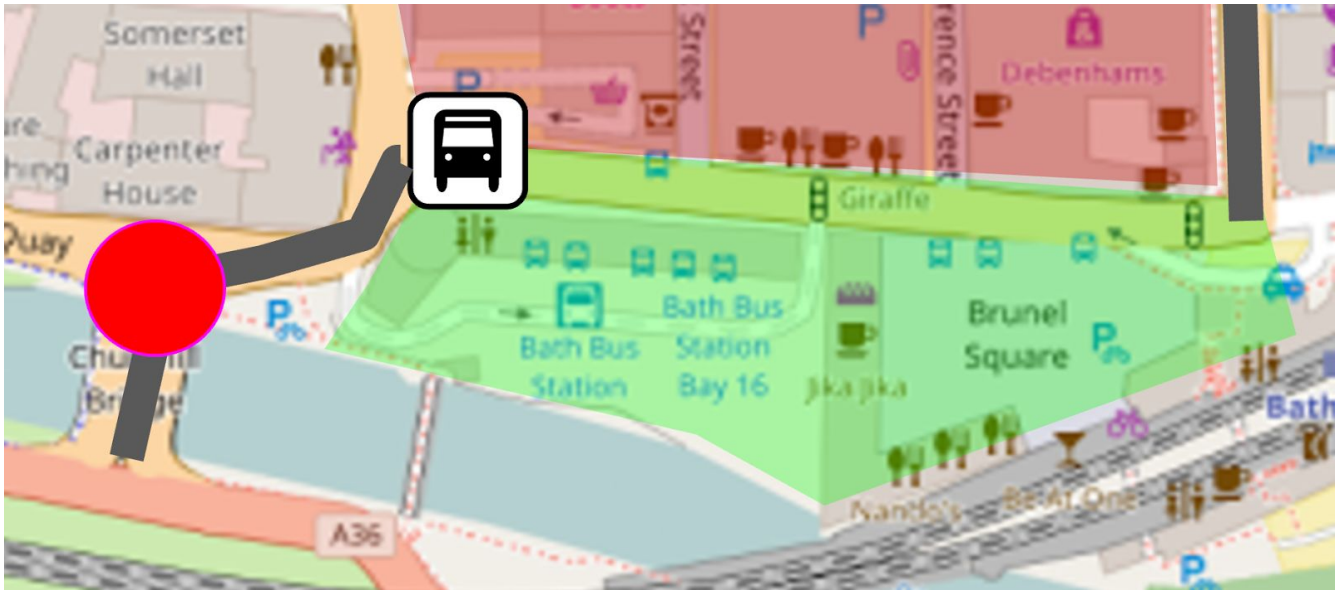
Contributions & feedback should be fed back through Adam Reynolds awireynolds@gmail.com

- Broad Street 2 way for buses
- Broad Street Bus Gates
- Grand Parade Bus Gate
- Lansdown P&R bus stop moved to Hilton



PHASE 4

- Dorchester Street Bus Gate
- Close High Street
- Close Lower Gay Street
- Re-open Queen's Parade and remove parking



PHASES BEYOND

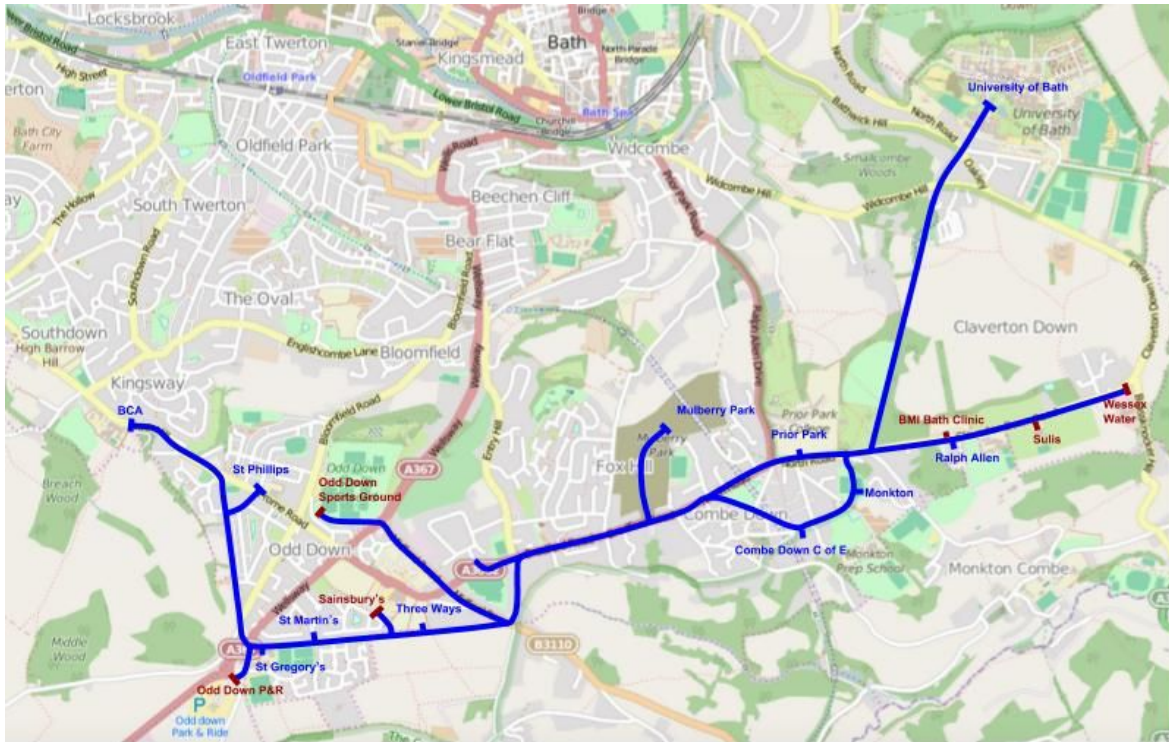
The document goes into further detail but feel that it becomes too speculative to consider seriously.

https://docs.google.com/presentation/d/1VmUr_8O_F9JNpE_IXpQof-knyUU9zGy62LZQDCn9Ft4/edit

SCHOLAR'S WAY [MTG-LTG]

Scholars way is a Cycle Bath's proposed school to community cycle network on the south of the city that takes advantage of the southern plateau to connect 13+ educational establishments to the communities around them. An estimated 22,000 students.

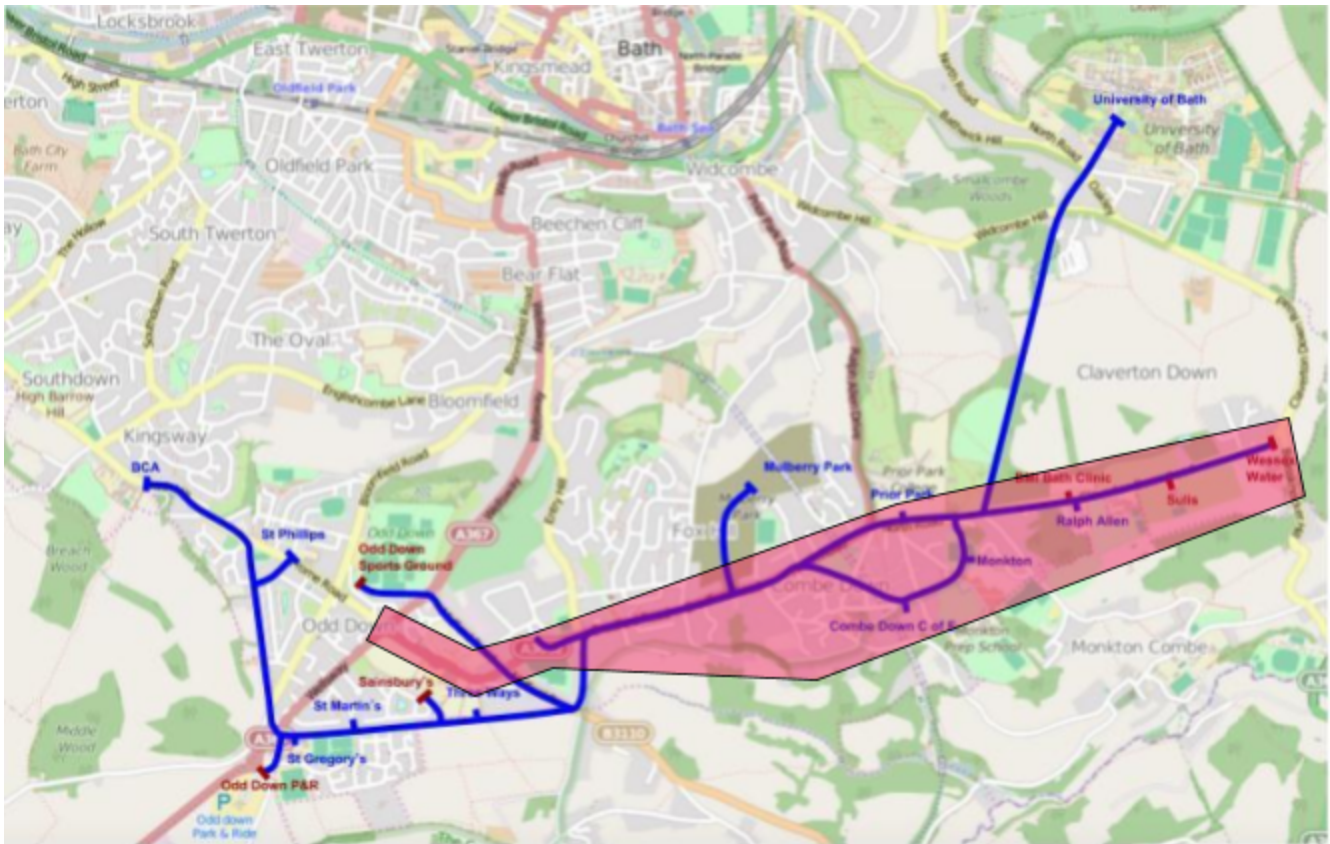




BRADFORD ROAD [MTG]

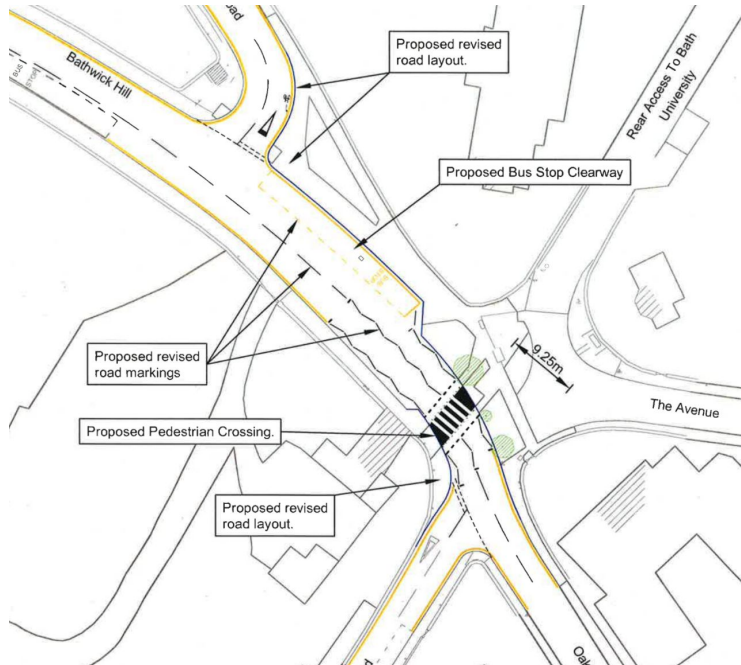
Bradford Road - Section 106 Money - C2HM in partnership with Curo are developing out a proposal for Bradford Road. Expectation is a November study document however full network will take years to

deliver. Pink zone highlights intended scope of work.



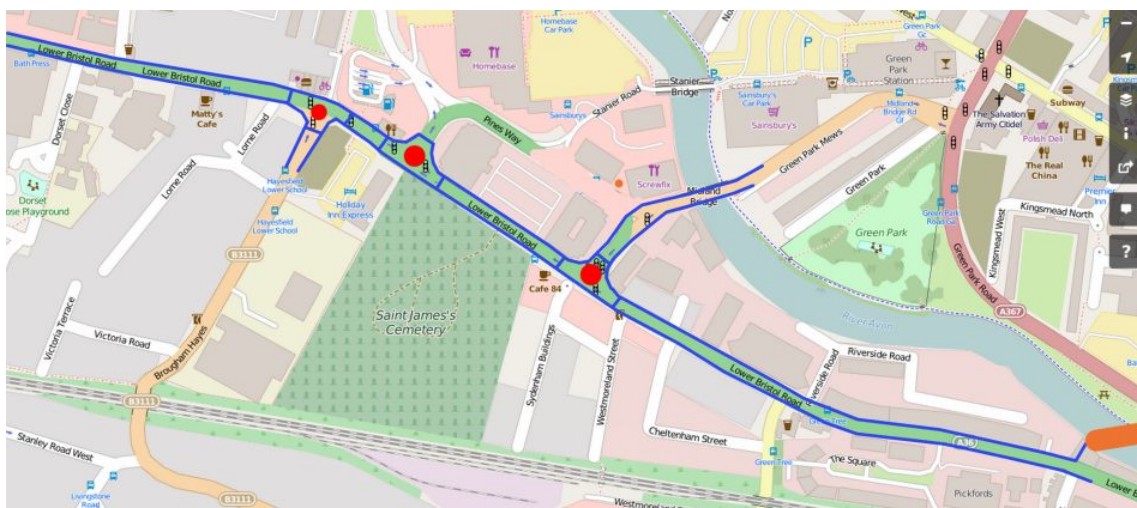
COPSELAND TRO TC4057 REVIVAL [MTG]

Refused TRO TC4057 proposed remodeling and installing a crossing, paid partially by the University. It was recommended by officers and each objection was countered by highlighting the immense number of pedestrians and cyclists that use this area to cross. Cllr Clarke refusal to listen to officers was raised as a concern at the time. Note that there is now a campaign to address dangers of speeding cars in the area.



BATH QUAYS BRIDGE SOUTH TO TWERTON BREAKING PINES WAY [LTG]

Often referred to as 'the bridge to nowhere' since connecting routes from South quays were not identified in advance of the design. It is understood that, somewhat late in the day, node points are to be identified proposing south-side links. Council officers advise they are only looking at up to 100m either side of the exit point of the bridge onto Lower Bristol Road. The council needs to establish a good route from Bath Quays to Twerton incorporating the Two Tunnels Greenway junction at Bellotts Road. This proposal recognises that Lower Bristol Road is a desired primary route, but that to achieve any real change, the Pines Way Gyratory MUST be broken. This enables a good connection from the Bath Quays Bridge to Brougham Hayes and onto Twerton.



LONDON ROAD TO BECKFORD ROAD POYNTON SCHEME [LTG]

The London Road gateway public realm improvements failed, not so much due to lack of public consultation but as much due to the constraints placed upon each end of the scheme. Replacement of traffic controlled junctions with ‘dutch’ roundabouts at Gloucester Road, Morrisons, Cleveland Place, and Bathwick St/Beckford Road will remove the unnecessary left/right turn lanes and create the space for segregated cycle infrastructure along the full length of London Road and Bathwick Street.

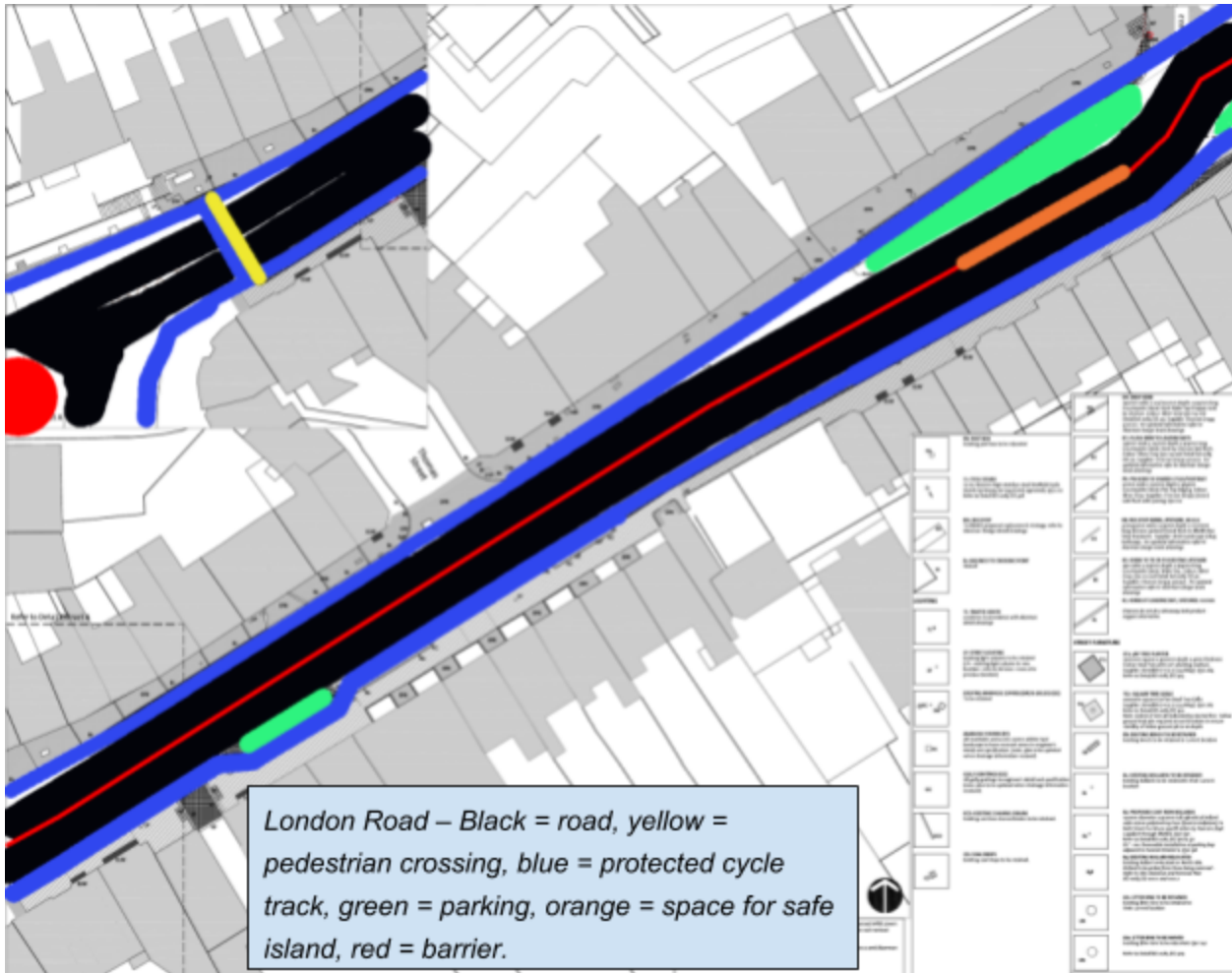
<https://cyclebath.org.uk/2015/05/23/london-road-an-example-of-bad-banes-management/>



This is an improvement on the Poynton Scheme which unfortunately held the premise that people walking and cycling could ‘share’ the space where 25,000 cars a day drive through it however Poynton is phenomenally successful from a point of traffic flow.

<http://www.sustrans.org.uk/our-services/what-we-do/route-design-and-construction/shared-space-busy-intersection-poynton>

Any proposal would require the reworking of Morrisons, Cleveland Place and Beckford Road.



BANES WATERSPACE STUDY [MTG-LTG]

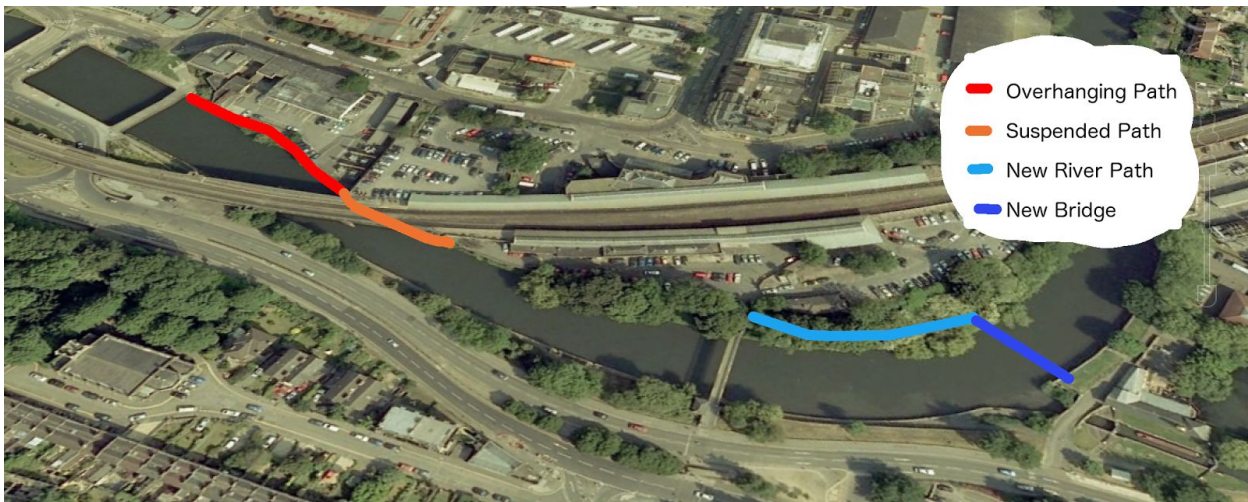
An exceptional document that provides a wealth of ideas and suggestions for developing the river corridor. <http://www.bathnes.gov.uk/services/environment/river-safety/rivers-canals/water-space-study>

The importance of this document cannot be understated.

KENSINGTON MEADOWS [LTG]

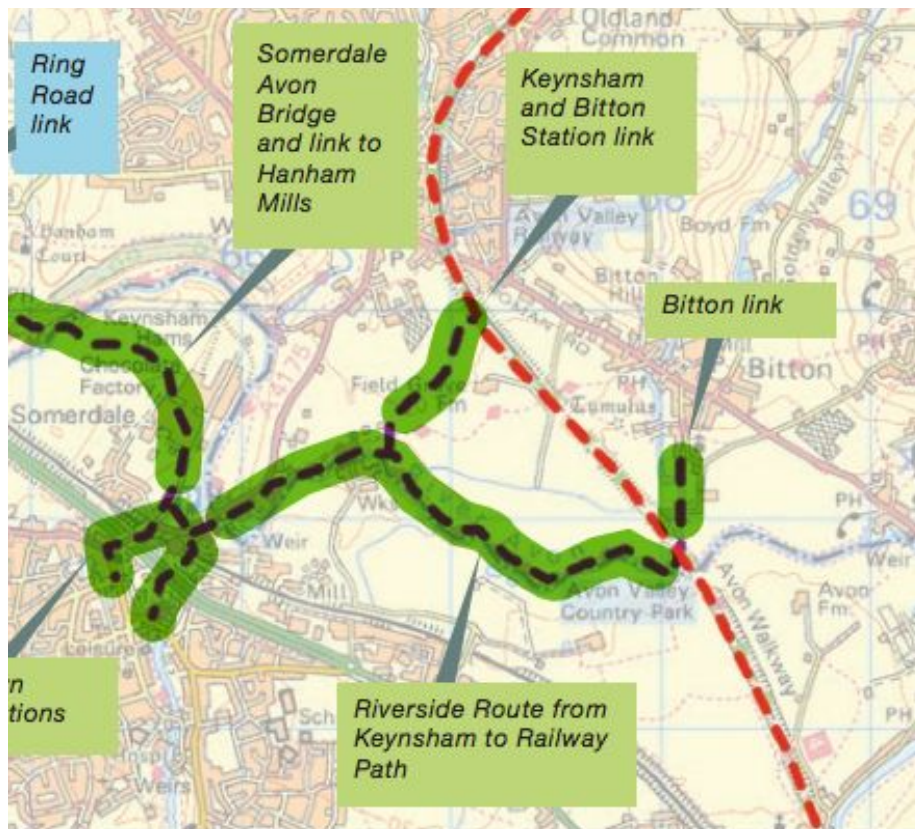
The vision of Kensington Meadows contained within the study is really inspiring and provides a good connection to Morrisons from Grosvenor Bridge and the Kennet and Avon Canal connecting ramp while delivering a better place for nature.

<https://cyclebath.org.uk/2015/11/05/cycle-city-ambition-grant-halfpenny-bridge-scheme/>



KEYNSHAM TO BATH TO BRISTOL CYCLE PATH CONNECTION [LTG]

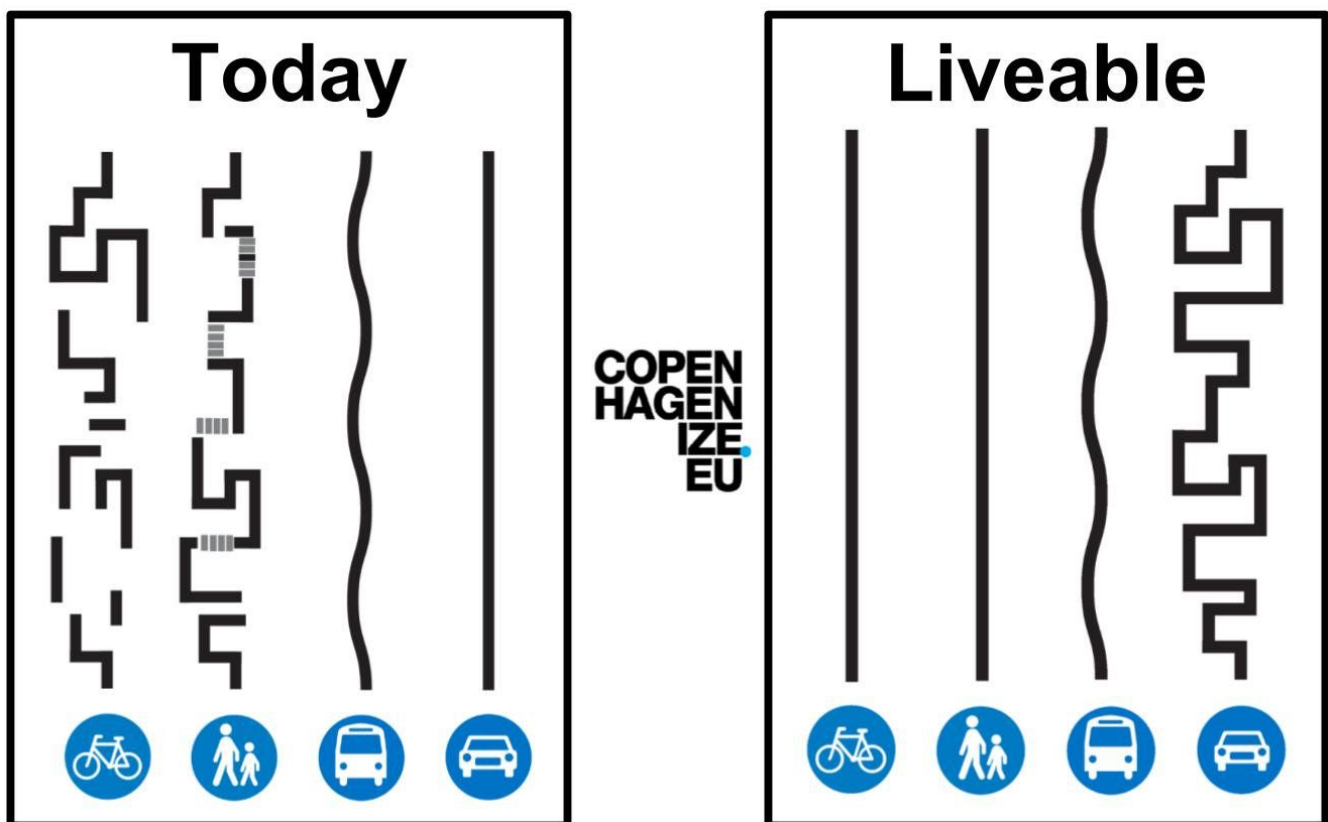
Requires Metro Mayor intervention but that has been a long term desire to not only 'fix' the exceptionally poor Bitton to Keynsham 1m wide at most, shared path but also provide a direct route from Keynsham to the B2B path. However land falls in South Gloucester and thus needs Metro Mayor.



BATH MINI-HOLLAND SCHEME [MTG-LTG]

Walthamstow mini-holland scheme closed 14 roads and reduced car journeys in residential areas by over 10,000 car journeys PER DAY with minimal increases in traffic outside the area. Significant numbers of people switched from car to walking and cycling and has been hailed a major success <http://www.standard.co.uk/news/london/mini-holland-scheme-in-walthamstow-hailed-as-major-success-as-traffic-falls-by-half-a3389936.html>

The key point is to make it easy to walk and cycle but make it more inconvenient to drive **but not impossible**. This approach is part of a livable cities approach to urban design and is having a profound impact around the world as cities begin to understand that it is not about banning the car, just not making it the easiest way to get around a city or town. To prioritize walking and cycling where possible.



Further reading can be found here on livable cities www.knightfoundation.org/features/livable-cities

Road closures using Experimental Traffic Regulation Orders and planters should be trialled in Bath to create a better place for walking and cycling while still providing access for residents in cars.

The mini-holland scheme would require road residents/traders in coordination with their councillors to put forward a proposal for consideration. It is not an imposition.



New York City used this trial approach in Times Square to experiment with paint and filled oil drums. The people liked it and it is now a phenomenal retail success.

https://www.ted.com/talks/janette_sadik_khan_new_york_s_streets_not_so_mean_anymore

Mini-holland schemes also use blended crossings to communicate to drivers that the priority is with the pedestrian. Known as 'copenhagen' crossings, these require drivers turning into the side road to give priority to pedestrians crossing and visually and physically enforce pedestrian priority.



Note that Bath City Forum Community Investment Levy is potentially a good place to source funding for implementing a Bath Mini-Holland scheme. The Bath City Forum is also provides a good mechanism for public consultation.

PROPOSED BLENDED/COPENHAGEN CROSSING LOCATIONS

ANY and ALL roads that are residential 20MPH roads joining a 30MPH main road that are not through roads.

Anytime a side road ends in a dead end, yet priority is to cars, not pedestrians going straight on.

PROPOSED MODAL FILTER LOCATIONS

Note that modal filters can be achieved using planters or simply painting cement filled painted oil drums as they achieved in New York City.

It should be recognised that using rising bollards should also be considered similar to the ones on Lower Borough Walls which have been hailed a success by businesses. A reverse approach that closes access to a road from 8am to 9am and similarly between 4:30pm and 6pm could be used to 'kill' a rat run.

Another consideration are rising bollards that let through one car every 45-60 seconds. Used successfully to make a route undesirable unless you live there or have to make a delivery.

The point being that use of technology to create intelligent barriers is something that should be taken advantage of where appropriate.

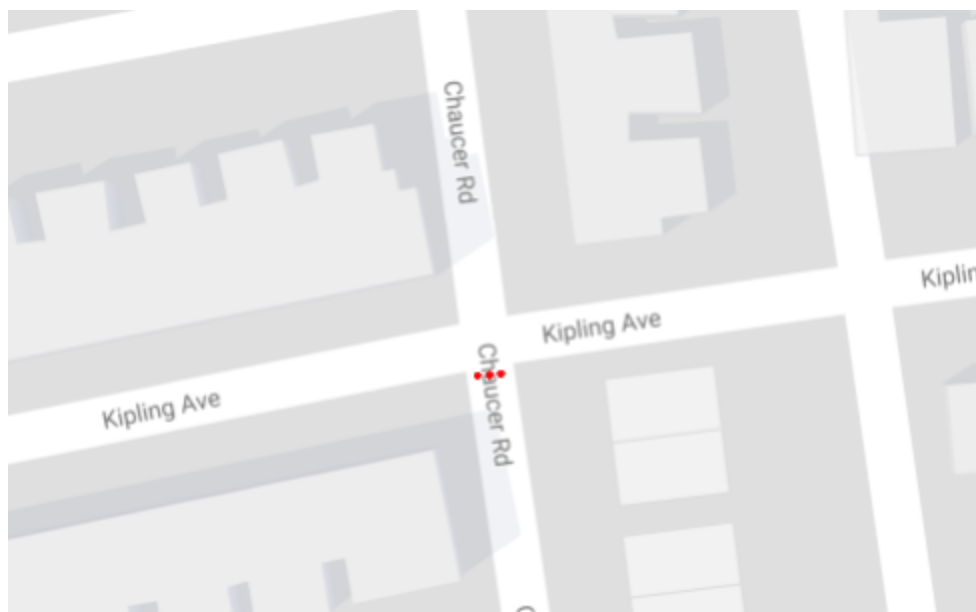
Chelsea Road

To create a better space for walking and shopping by removing unnecessary through traffic. Note that this could create more parking. Use of rising electronic barriers can be used to enable larger deliveries not to have to turn or exclude traffic completely through routes during the busier lunchtime periods.



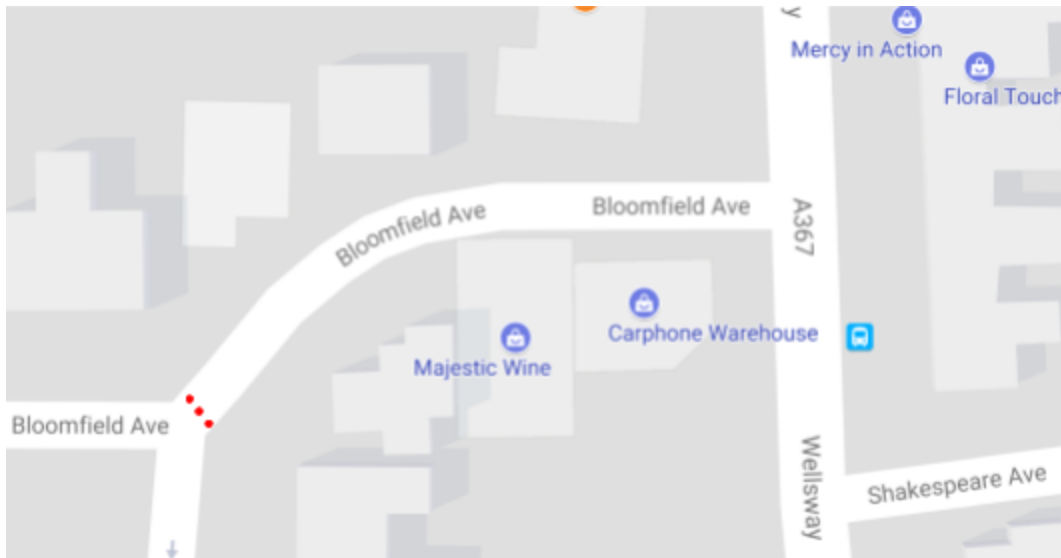
Chaucer Road

Chaucer Road suffers from rat running, speeding, and school run traffic with many accidents on Kipling Ave/Chaucer Ave junction. By preventing car travel along Chaucer Road you create a safe drop off for school kids on Milton while providing a safe space for children to access the school. It also removes the rat running that happens along Chaucer.



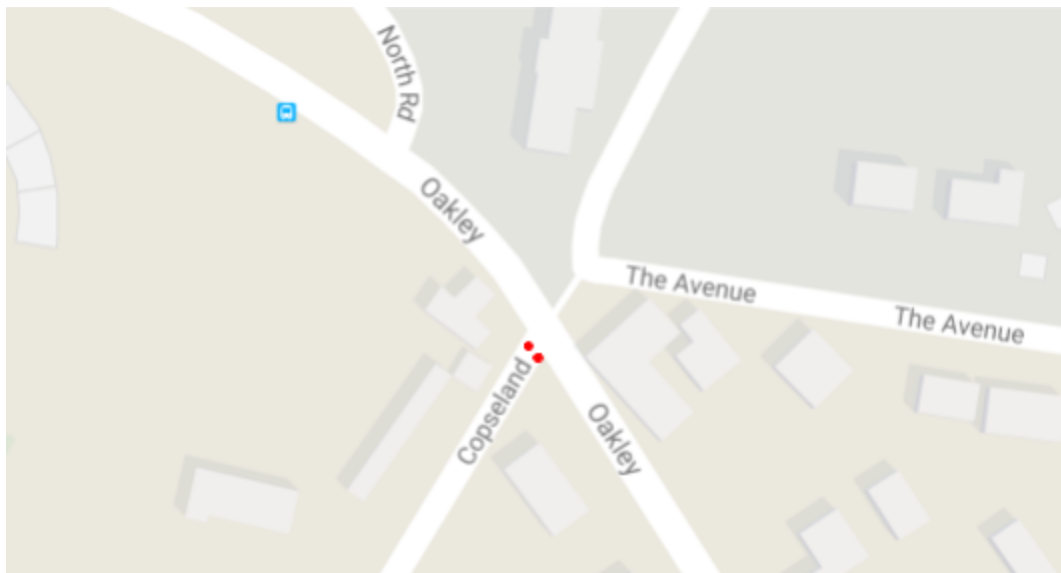
Bloomfield Ave

Bloomfield Ave to Oldfield Road is a horrendous rat run, but heavily used by children walking to school. This would convert it into a quiet route.



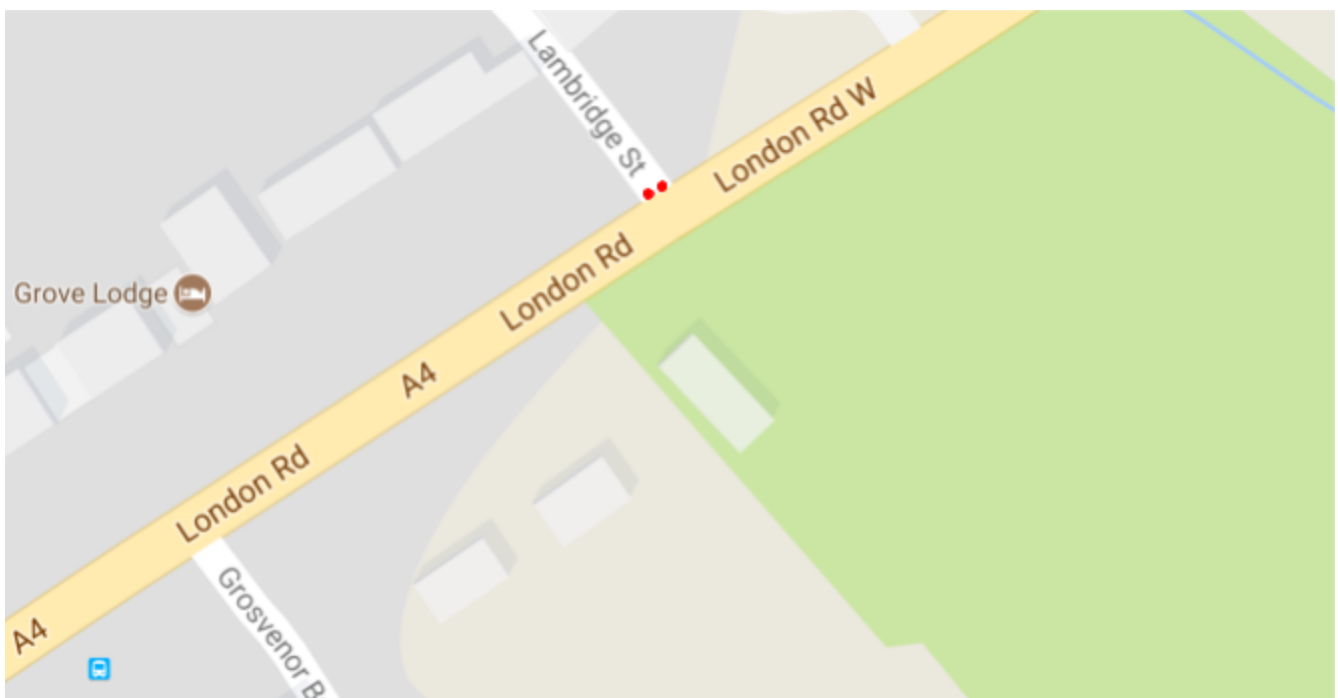
Copseland

A modal filter on Copseland would create a quiet residential road and that also connects the University to Rainbow woods and completes this end of Scholar's Way.

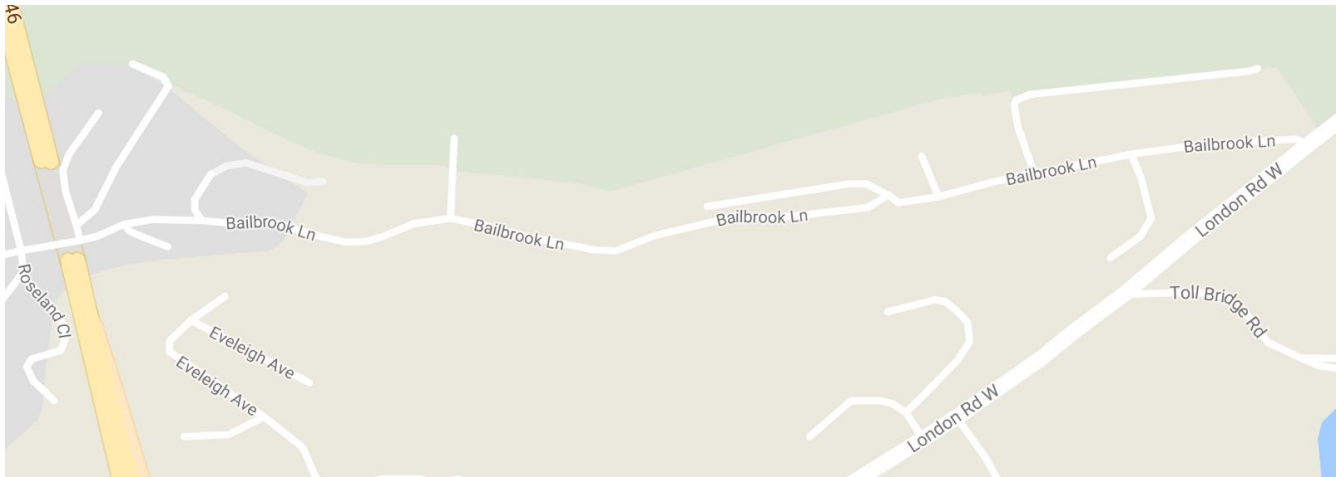


Lambridge Street

Pavement is so narrow that wheelchairs/pushchairs need to use the road into oncoming traffic. This should have a modal filter applied to make it pedestrian/wheelchair friendly and stop any rat running. This will also significantly impact the heart of the village reducing rat running.



Bailbrook Lane



A Cycle Bath member proposed this:

Bailbrook Lane is marked "no through traffic" and "no lorries" and yet it is constantly set upon by 'rat-runners', including very large vehicles which get stuck in the narrow bits. Because of this it's not safe for walkers, prams, cyclists, wheelchair users etc. There are no pavements.

*The only thing I've heard from the council is "we might make it a one-way" which is a ****terrible**** idea since the only thing keeping people from driving at top speed is the fact that they might round a bend and be bonnet-to-bonnet with another vehicle.*

The lane is currently closed for utility works at the midpoint, which means the neighbourhood has had a chance to see the benefit of the lane being closed, rather than just seeing it as "but that would mean I'd have to drive 3 min out of my way occasionally so no"

I have canvassed the inhabitants of every house on my half of the lane and found strong support for action on the part of the council:

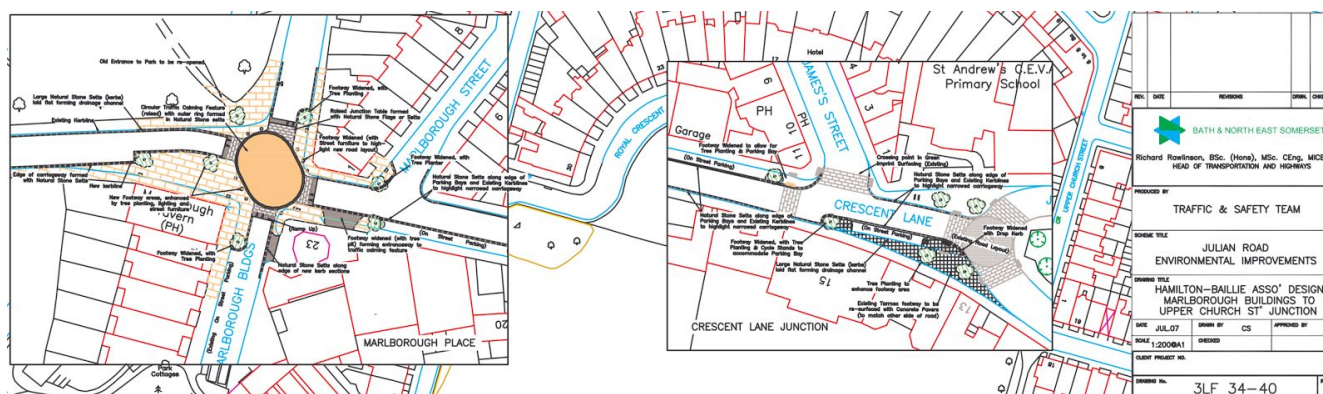
- 94% of respondents agree 'rat-running' is a problem on Bailbrook Lane
- 100% agree through-traffic endangers vulnerable people
- 100% want the council to take action to solve this problem
- 68% are in favour of closing the lane completely to through traffic

There are multiple possible solutions but the simplest/cheapest one is a locking bollard at the midpoint, which emergency services (and possibly deliveries) could have access to, so they can come up either end of the lane.

*If it were a funding issue I could ***definitely*** raise money from the community to cover this, but I don't imagine that's the sticking point.*

Note that the road is about to be closed for 3 months in parts. This should be used to examine the impact on residents.

Marlborough Buildings



Stothert Ave

When Destructor Bridge opens this will become the rat run from Pines Way to Upper Bristol Road. The developer has already dumped skips there to prevent their own contractors using it as a shortcut to the building site.



Others????

By no means is this an exhaustive list and residents, resident associations, and councillors will know their areas better.

KEYNSHAM MINI-HOLLAND SCHEME [LTG]

As with the Bath Mini-Holland scheme, a series of blended/copenhagen crossings and modal filters to create a better walking and cycling environment.

PROPOSED BLENDED/COPENHAGEN CROSSING LOCATIONS

ANY and ALL roads that are residential 20MPH roads joining a 30MPH main road that are not through roads.

Anytime a side road ends in a dead end, yet priority is to cars, not pedestrians going straight on.

PROPOSED MODAL FILTER LOCATIONS

TBD

RADSTOCK MINI-HOLLAND SCHEME [LTG]

As with the Bath Mini-Holland scheme, a series of blended/copenhagen crossings and modal filters to create a better walking and cycling environment.

PROPOSED BLENDED/COPENHAGEN CROSSING LOCATIONS

ANY and ALL roads that are residential 20MPH roads joining a 30MPH main road that are not through roads.

Anytime a side road ends in a dead end, yet priority is to cars, not pedestrians going straight on.

PROPOSED MODAL FILTER LOCATIONS

TBD

MIDSOMER NORTON MINI-HOLLAND SCHEME [LTG]

As with the Bath Mini-Holland scheme, a series of blended/copenhagen crossings and modal filters to create a better walking and cycling environment.

PROPOSED BLENDED/COPENHAGEN CROSSING LOCATIONS

ANY and ALL roads that are residential 20MPH roads joining a 30MPH main road that are not through roads.

Anytime a side road ends in a dead end, yet priority is to cars, not pedestrians going straight on.

PROPOSED MODAL FILTER LOCATIONS

TBD

BANES TRANSPORT STRATEGY PROPOSED CYCLE ROUTES [LTG]

As part of developing the transport strategies for BaNES

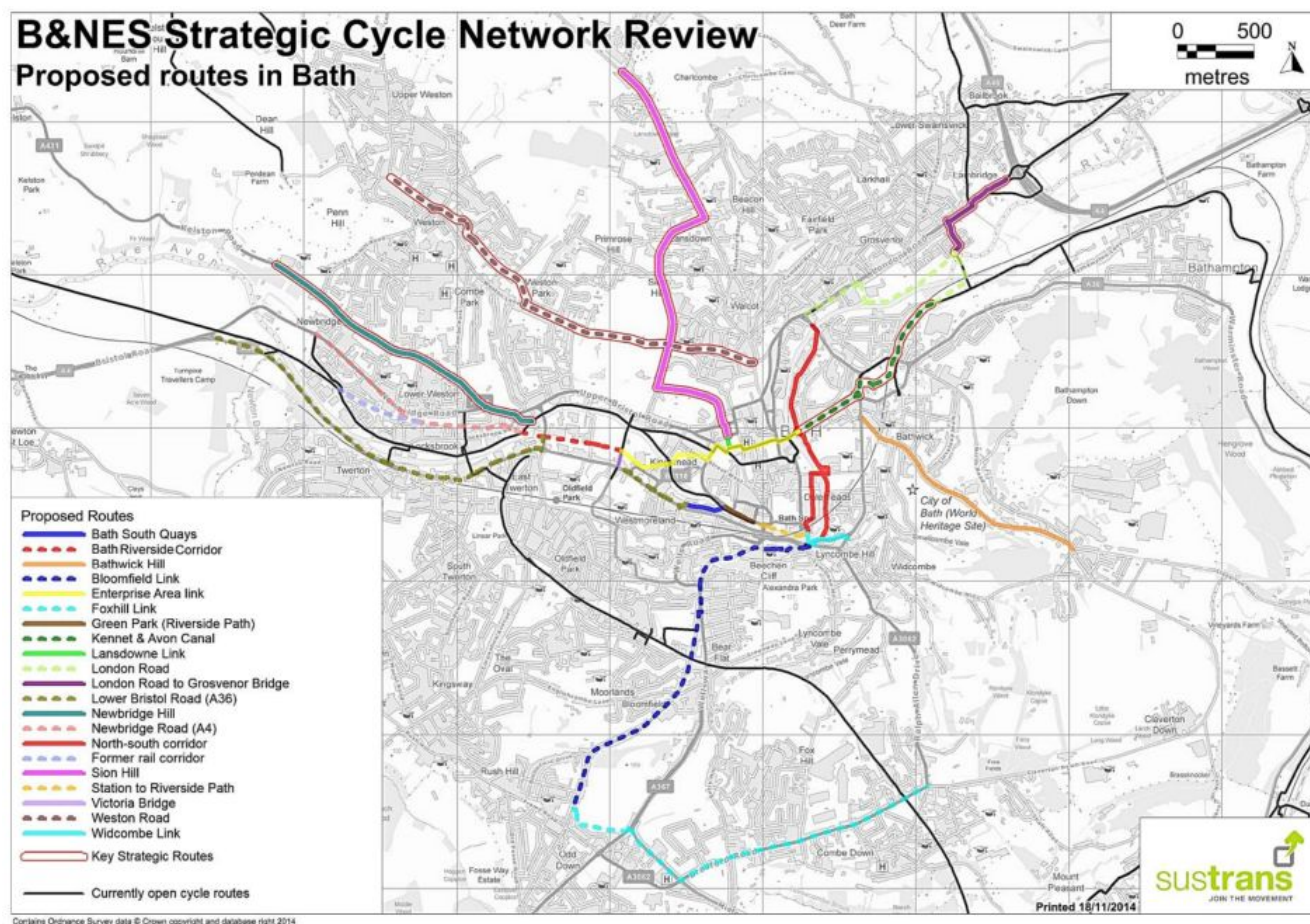
<http://www.bathnes.gov.uk/services/parking-and-travel/transport-plans-and-policies> the council commissioned Sustrans to consult with the communities and establish a top 5 list of routes for each area.

This resulted in 266 identified 'routes'.

<https://docs.google.com/spreadsheets/d/1SwAlh0r9kXYNC-hb-SfSQT4HFmalxwPsMqQuMvbXFk/edit#gid=527423318>

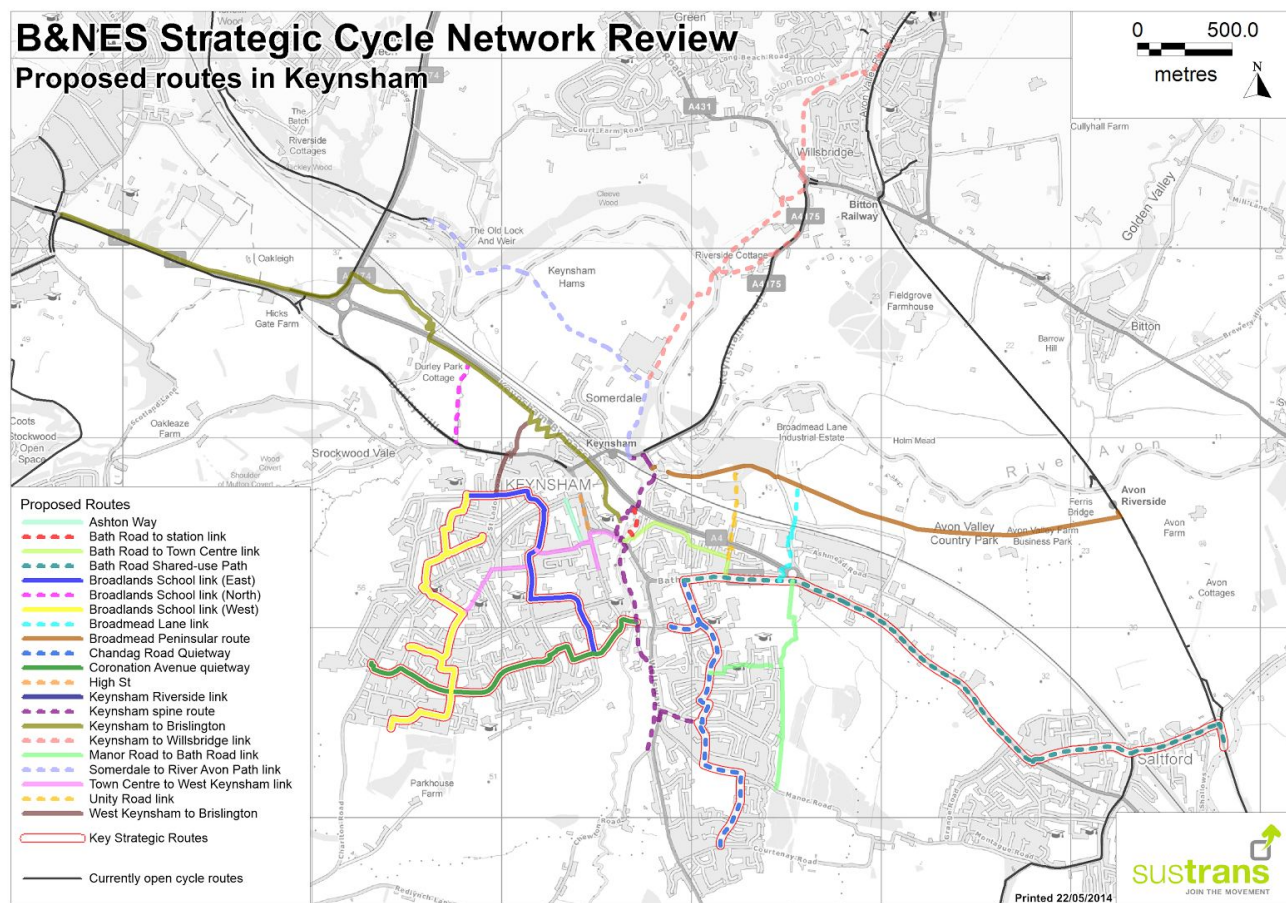


BATH



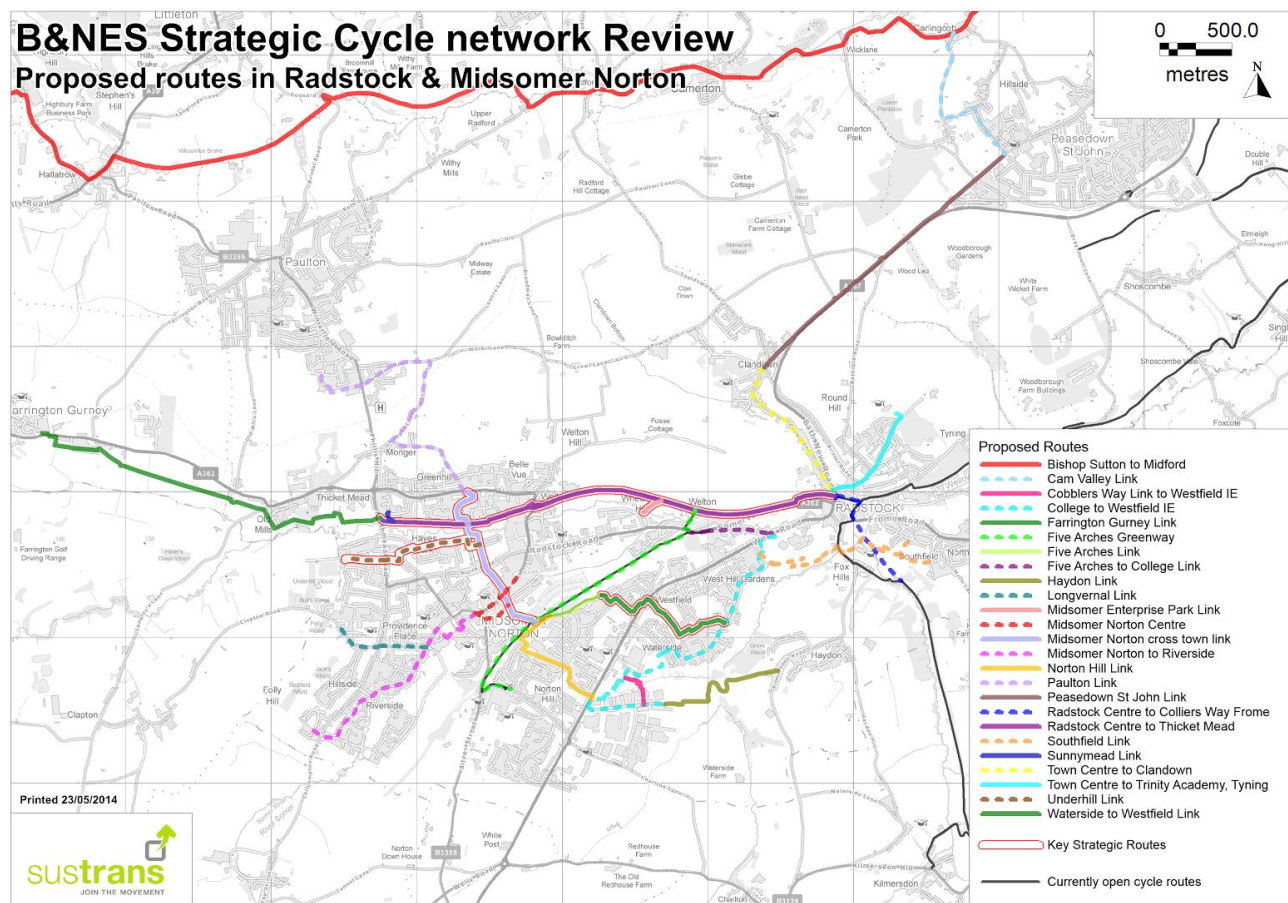
Note that Weston Road is in the process of being delivered, however this is mostly paint and no concessions have been made to move or remove on-street parking.

KEYNSHAM

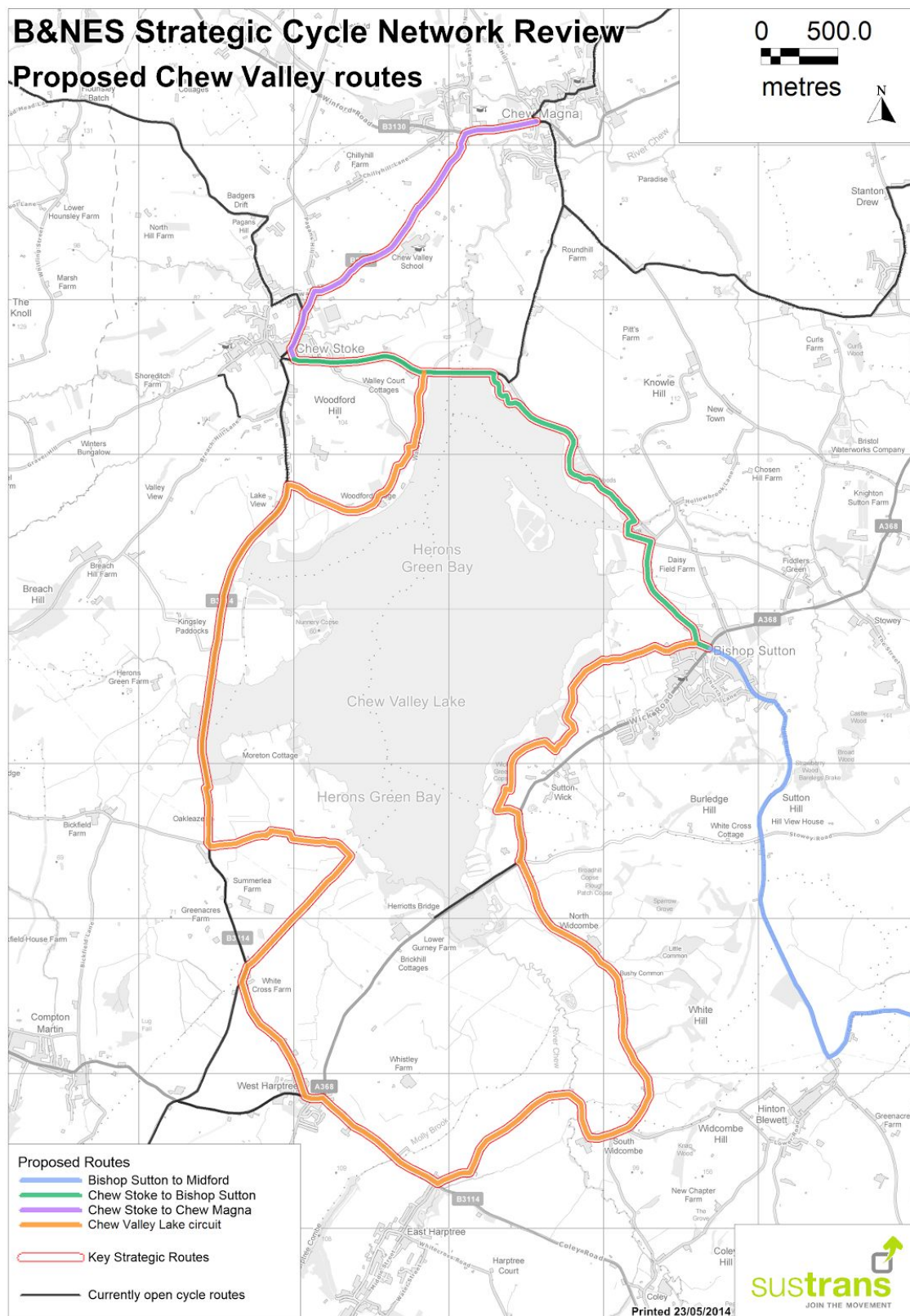


It should be noted that the Broadlands School link has already, disastrously been downgraded from creating a good safe route to schools to pretty much paint.

RADSTOCK AND MIDSOMER NORTON



CHEW VALLEY



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Contributions & feedback should be fed back through Adam Reynolds awireynolds@gmail.com

KENNET & AVON CANAL UPGRADE TO BOA AND BEYOND [LTG]

The highly praised upgrade of the Kennet & Avon Canal between Sydney Gardens and Bathampton has created an inclusive, all year round, useable path where conflict between users has been mitigated due to full width of path being useable.

The material selection, particularly the right gravel on top of bitmac, has made a huge difference and provided a long-term good surface.



This approach should be recognised as of hugely significant and recognition should be made, that if we want good traffic free connections between rural and urban areas, that we should be looking to upgrade the whole of the 2000 mile canal and river network of paths to a standard that wheelchair and mobility scooters can use. Our motorways of the 17th century should be recognised for why they were built, to move people and goods across our lands. In terms of costs, £600M at £200k per kilometre to deliver a high quality off road traffic cycle network is probably not a bad price to pay.

Cycle Bath asks the council to pursue a policy of upgrading the rest of the towpaths and river paths in Bath and North East Somerset and pursue further money at a national level to work with neighbouring councils to deliver a fully upgraded towpath network that connects Bath to Bradford on Avon, Trowbridge and beyond.

TRAFFIC LIGHT CONTROLLED JUNCTIONS CONVERTED TO 'DUTCH' OPEN ROUNDABOUTS [LTG]

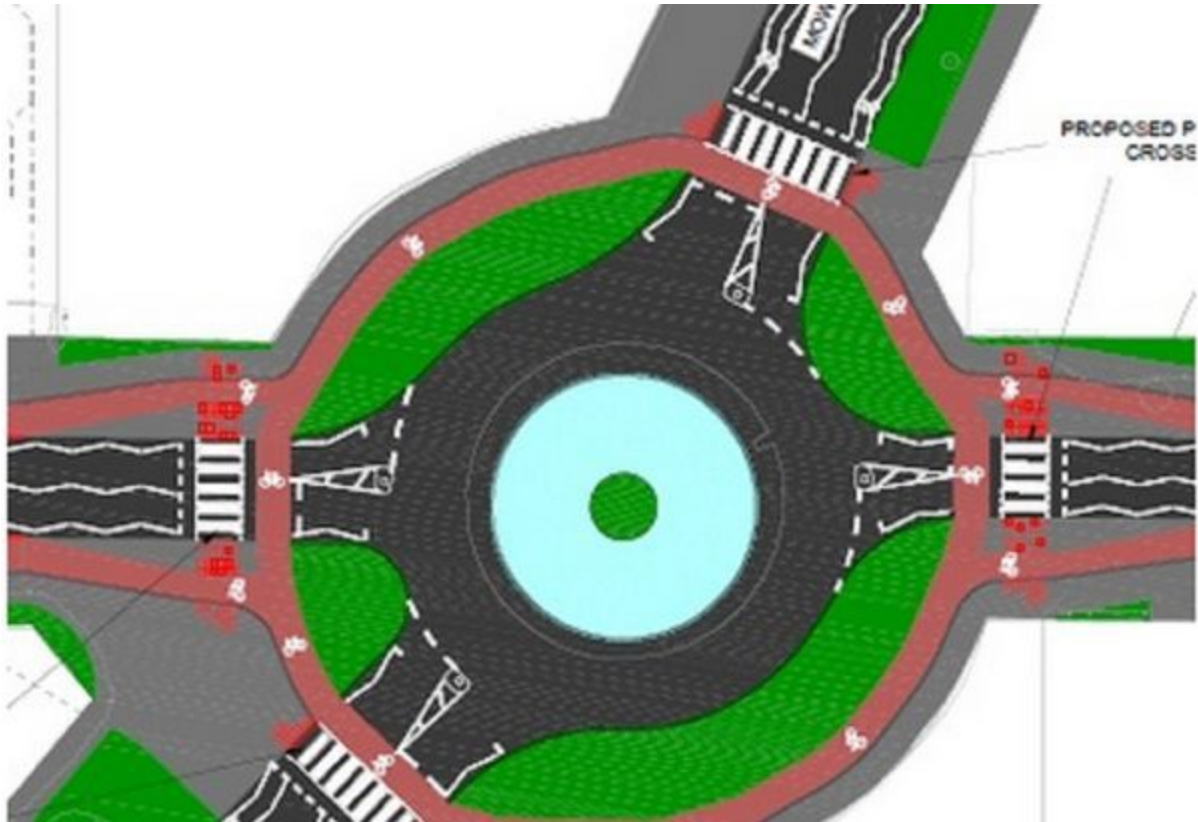
The proposed London Road scheme highlights one of the issues with traffic light systems. Each light costs about £2500 per year to operate and maintain and the junction is 60% less efficient than roundabouts while creating significant delays for pedestrians.

The Poynton Traffic Scheme took a 8 way traffic controlled junction and replaced it with a 'shared' space junction that has better throughput.



However the scheme itself created significant issues for pedestrians and cyclists in that 'sharing' a busy junction has failed miserably creating an immense amount of pavement cycling.

The solution is to recognise the benefits of creating these 'open' roundabout spaces but to ensure that pedestrians and cyclists have space to go around the inner car space.



This above roundabout is being installed in Cambridge. Not how the interaction between cars and pedestrians or cyclists is always at 90 degrees with a key aspect being that pedestrians and cyclists have priority.

This approach could be used to convert the London Road/Cleveland Place junction into a three-way magic roundabout:



The space is there, just we need the council to start thinking out of the box. Windsor Bridge junctions should also be considered.

PARK AND RIDE LOCAL COMMUNITY CONNECT [LTG]

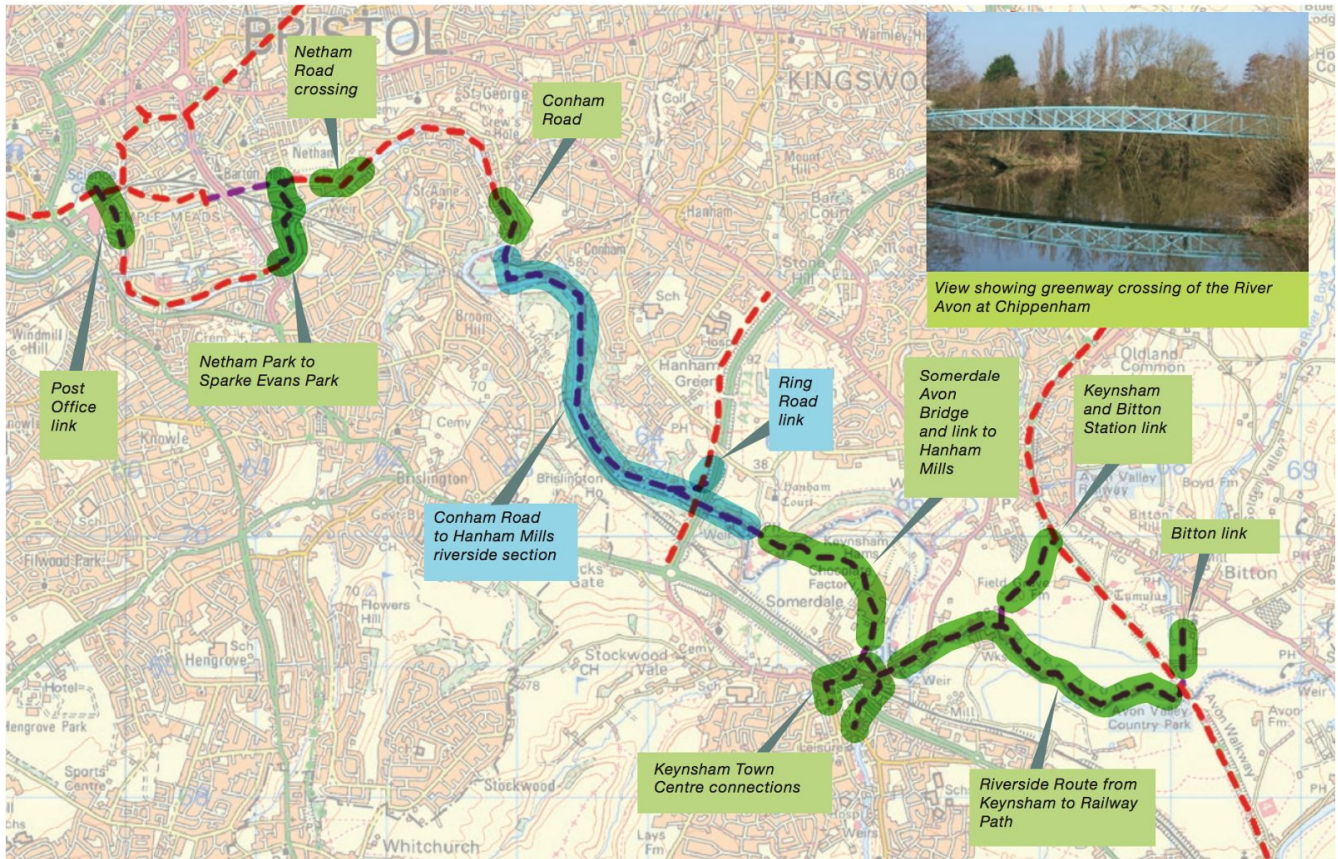
ALL of the Park and Ride sites are car only solutions. Even the Newbridge site does not recognise the phenomenal access value from the P&R site to Oldfield School or the River Path. It is part of the design philosophy of these sites. They are 'car' projects.

The council should re-examine the connectivity of the sites to local communities and create direct traffic free cycle and walking routes. The Odd Down P&R site should provide a location for kids to drop kids off and walk to St Gregs. Similarly Newbridge P&R should provide access to Oldfield School AND the Brassmill Lane and the river path. Lansdown P&R should give direct access to the new Endsleigh development and a good cycle path to Kingswood School.

KEYNSHAM GREENWAYS [QW-LTG]

An ambitious project that encompasses has been developed to a high detail by John Grimshaw and available in detail here <http://johngrimshawassociates.com/downloads/AvonTowpath.pdf> Reference to this is made in the Waterways Study.

Given the complexity of this proposal and the huge potential to remove congestion from our road system, it is stressed, that given that this involved 3 different councils, that the Metro-Mayor should be championing this scheme.



SOMERDALE AVON BRIDGE [QW]

Developer has now released money to deliver this bridge. It is vital that a 'basic' off the shelf bridge is delivered as significant waste can happen otherwise. The bridge at Batheaston cost the council over £900k but the actual cost of installation of the bridge, is understood to be, around £550k.

The extra costs incurred through council officers etc must be kept to a minimum and a simple off the shelf bridge, as used on the Two Tunnels can significantly enable the provided moneys to deliver a high quality all weather, wheelchair friendly, smooth bitmac path connecting Keynsham to Bristol.

RALPH ALLEN

The pavement could so easily be a cycle path especially on the opposite side to the school and then a pedestrian/cycle crossing.

BEECHEN CLIFF

Let's make one of the roads up Poets Corner to the school cycle only between the times of 7.30-9 and 3-4.30.

ST GREGS

A cycle lane on the main road up to the school.

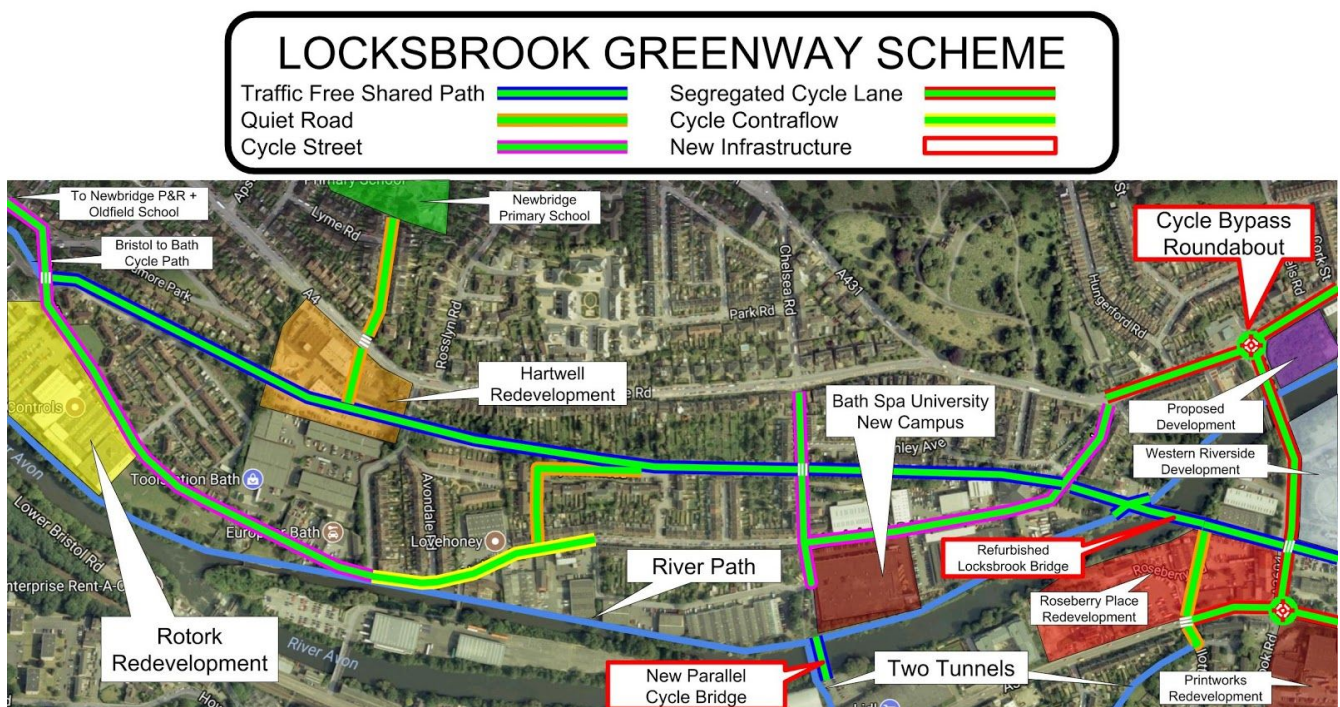
HAYESFIELD

Cycle lane in both directions from Upper and Lower School. Similar for Oldfield Park.

LOCKSBROOK CONNECT SCHEME

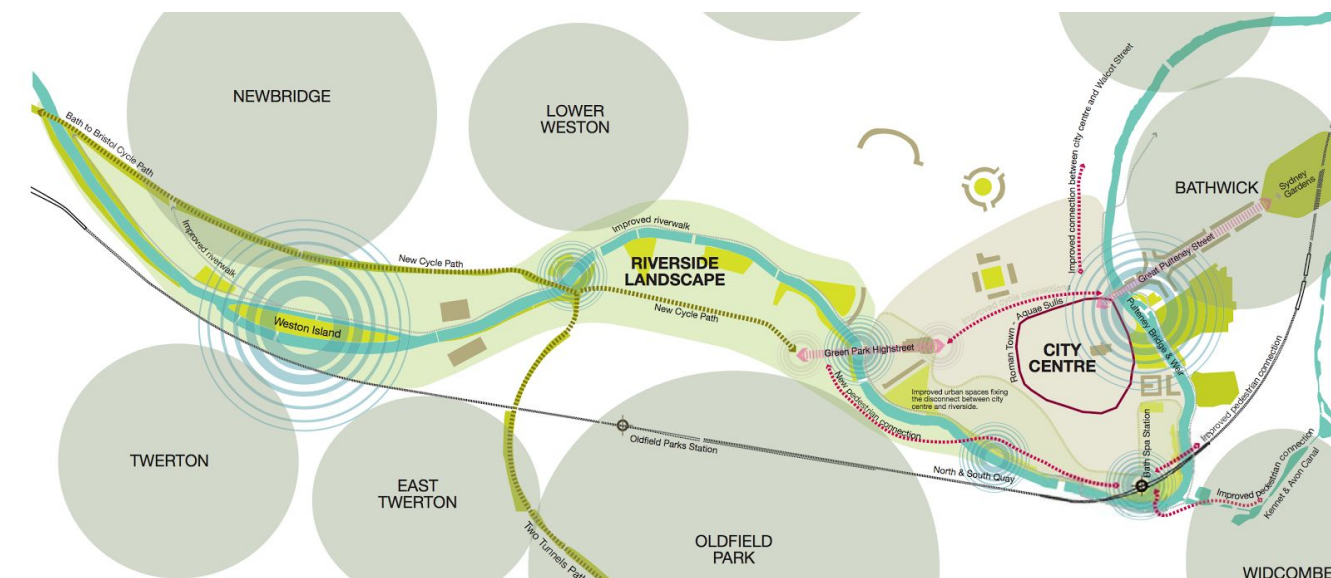
This scheme brings together all projects that have been mentioned within this document into a vision of what could be done in the Locksbrook area.

This is part of creating a cycle corridor that relieves the pressure on the river path.

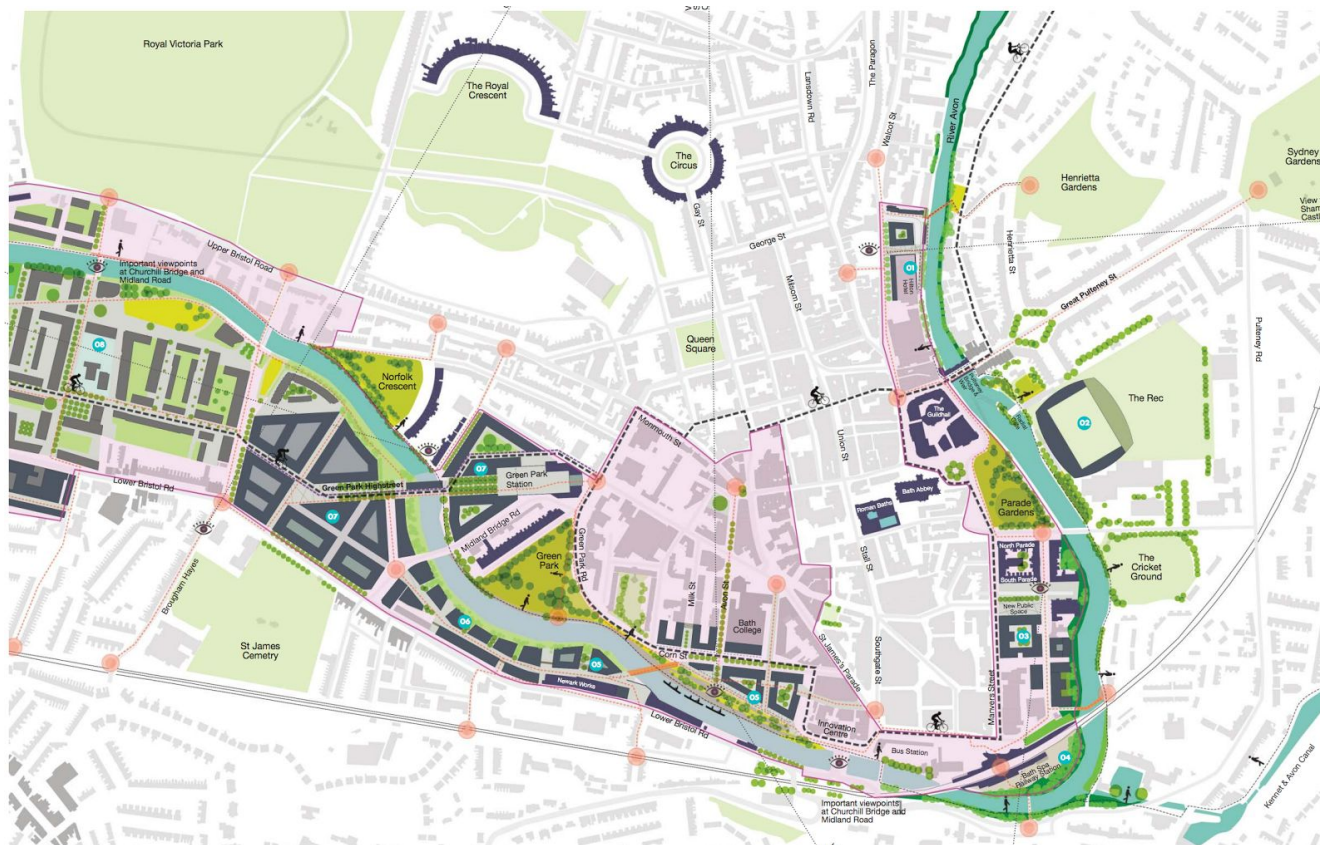


The following images are taken from the Bath Riverside Enterprise Area Masterplan Vision.

<http://www.bathnes.gov.uk/services/planning-and-building-control/major-projects/bath-city-riverside-enterprise-area>



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Note that their proposals around Pines Way do not identify the connection to Quays Bridge as being key. Cycle Bath believe that Pines Way Gyratory needs 'breaking':

