Walk Ride Bath - Bath Walking Wheeling Cycling Links Response

Introduction

Walk Ride Bath generally welcomes the proposals contained within this consultation where they improve the potential for active travel; ie walking, wheeling and cycling and comply with Cycle infrastructure design (LTN 1/20).

Proposals that fall below LTN 1/20 have been recognised as being more dangerous than doing nothing, do not increase cycling uptake, and should be avoided.

'Paint on Road' should not be considered for any new schemes. Where improvements are being made to a road, the opportunity should be used to remove advisory cycle lanes.

Isolated stretches of good provision provide little value and are particularly unwelcoming to women and children and should be avoided. Routes and schemes must take account of how users actually behave.

All proposals should be vetted by Active Travel England's Design Surgery or Assurance process. It is understood that such a process is in progress.

Traffic volumes have not been quoted so our response is based on our own perceived traffic flows in various areas and available AECOM traffic reports.

It is difficult to comment on these proposals in isolation from:

- A4 to Bath to Bristol consultation
- Bath City Centre consultation
- Pulteney Estate Liveable Neighbourhood (PELN) proposals which have yet to be published
- Chelsea Road Liveable Neighbourhood
- Strategic Transport Route (STR) (Local Plan policy ST2) developments

We have therefore attempted to comment as best we are able on the proposals bearing in mind other consultations and plans understood to be in the pipeline.

We have conducted a topographical analysis at Appendix A which has been used to critique the consultation proposals and may be of further value to the Active Travel Team.

The term 'quietway', used in various places, does not appear to align with traffic volumes as expressed in LTN 1/20 Figure 4.1 Page 33 - Mixed Traffic :- 20mph and <=2500 pcu/24hr (see below).

While referenced in LTN 1/20, advisory lanes are generally acknowledged as a sub-optimal solution required due to narrow road width. It is proposed that advisory lanes should not, therefore, be included in the length of cycle improvements quoted in the consultation's documentation.

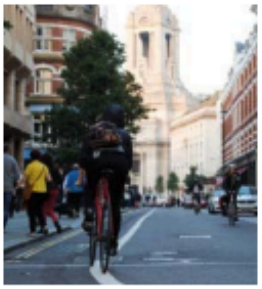
Proposals such as these may benefit from initial discussions with primary stakeholders such as Walk Ride Bath prior to release, to help ensure they are logical and robust, similar to the way 'Choose How You Move' forum works in Leicester. The ad hoc nature of the Journey to Net Zero Forum does not perform such a role.

Key design guidance used in our observations

Cycle infrastructure design (LTN 1/20)

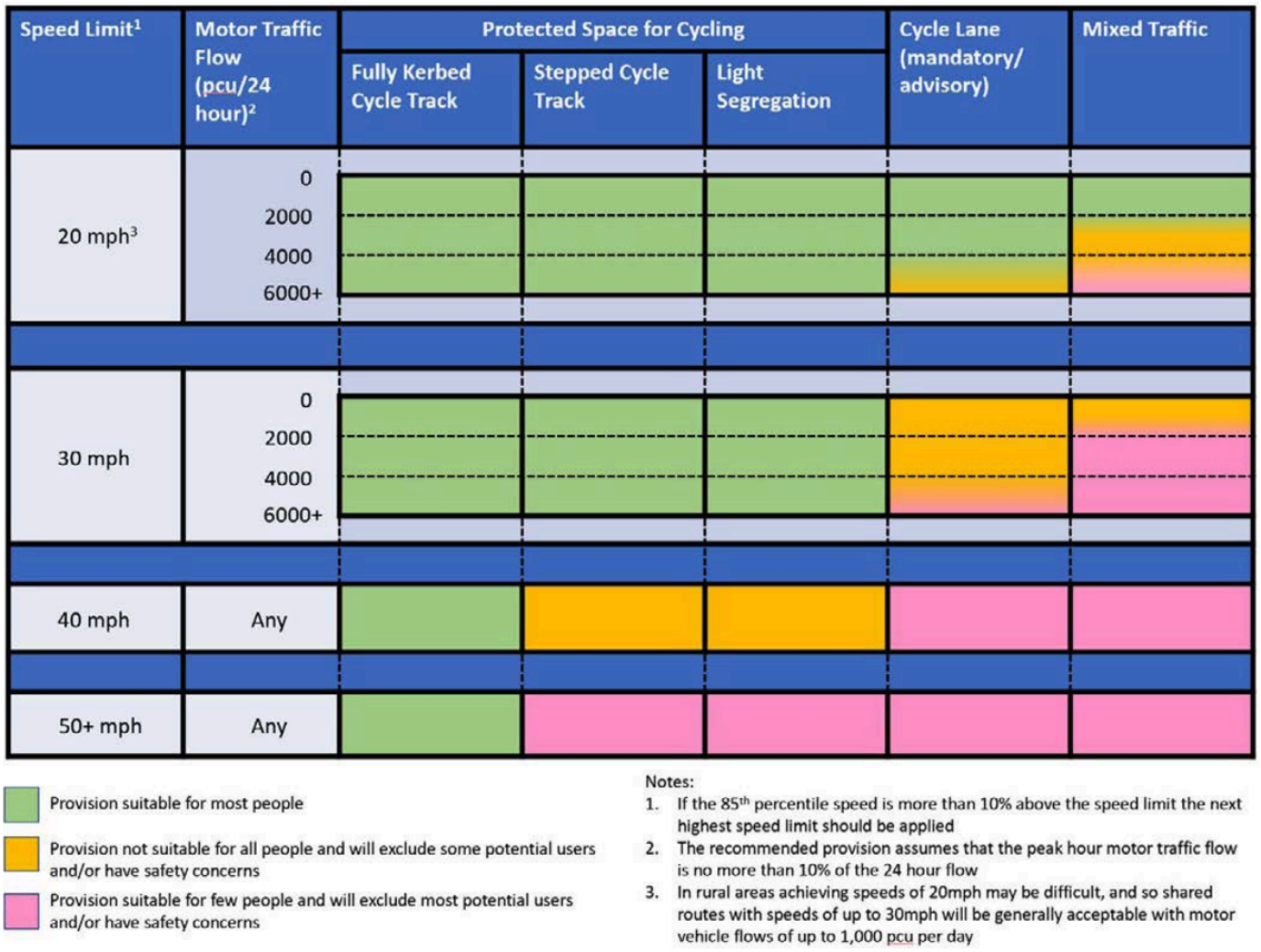
Cycle infrastructure design (LTN 1/20) is the current guidance for designing cycle infrastructure and shared paths for England.

Figure 1.1: Core design principles

Accessibility for all				
Coherent	**Direct**	**Safe**	**Comfortable**	**Attractive**
				
DO Cycle networks should be planned and designed to allow people to reach their day to day destinations easily, along routes that connect, are simple to navigate and are of a consistently high quality.	**DO** Cycle routes should be at least as direct – and preferably more direct – than those available for private motor vehicles.	**DO** Not only must cycle infrastructure be safe, it should also be perceived to be safe so that more people feel able to cycle.	**DO** Comfortable conditions for cycling require routes with good quality, well-maintained smooth surfaces, adequate width for the volume of users, minimal stopping and starting and avoiding steep gradients.	**DO** Cycle infrastructure should help to deliver public spaces that are well designed and finished in attractive materials and be places that people want to spend time using.
				
DON'T Neither cyclists or pedestrians benefit from unintuitive arrangements that put cyclists in unexpected places away from the carriageway.	**DON'T** This track requires cyclists to give way at each side road. Routes involving extra distance or lots of stopping and starting will result in some cyclists choosing to ride on the main carriageway instead because it is faster and more direct, even if less safe.	**DON'T** Space for cycling is important but a narrow advisory cycle lane next to a narrow general traffic lane and guard rail at a busy junction is not an acceptable offer for cyclists.	**DON'T** Uncomfortable transitions between on-and off carriageway facilities are best avoided, particularly at locations where conflict with other road users is more likely.	**DON'T** Sometimes well-intentioned signs and markings for cycling are not only difficult and uncomfortable to use, but are also unattractive additions to the street scape.

LTN 1/20 Page 8

Figure 4.1: Appropriate protection from motor traffic on highways



LTN 1/20 Page 33

Table 5-2: Cycle lane and track widths

Cycle Route Type	Direction	Peak hour cycle flow (either one way or two-way depending on cycle route type)	Desirable minimum width* (m)	Absolute minimum at constraints (m)
Protected space for cycling (including light segregation, stepped cycle track, kerbed cycle track)	1 way	<200	2.0	1.5
		200-800	2.2	2.0
		>800	2.5	2.0
	2 way	<300	3.0	2.0
		>300-1000	3.0	2.5
		>1000	4.0	3.0
Cycle lane	1 way	All – cyclists able to use carriageway to overtake	2.0	1.5

*based on a saturation flow of 1 cyclist per second per metre of space. For user comfort a lower density is generally desirable.

LTN 1/20 Page 43

Gear change: a bold vision for cycling and walking

Cycling and walking plan for England - GOV.UK is the companion document to LTN 1/20 setting out the clear vision for walking and cycling.

Page 21 sets out key design principles we expect to see applied by the council in the designs they present:

1. Cyclists must be separated from volume traffic, both at junctions and on the stretches of road between them.
2. Cyclists must be separated from pedestrians.
3. Cyclists must be treated as vehicles, not pedestrians.
4. Routes must join together; isolated stretches of good provision are of little value.
5. Routes must feel direct, logical and be intuitively understandable by all road users;
6. Routes and schemes must take account of how users actually behave;
7. Purely cosmetic alterations should be avoided.
8. Barriers, such as chicane barriers and dismount signs, should be avoided.
9. Routes should be designed only by those who have experienced the road on a cycle.

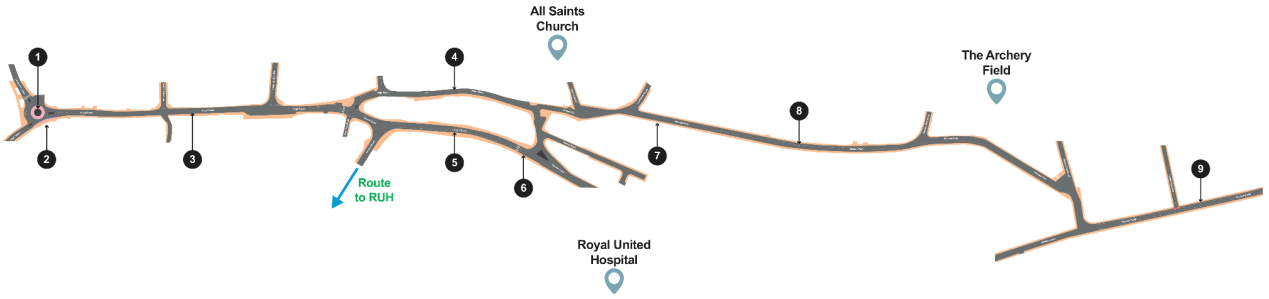
Weston to Bath city centre

https://www.bathnes.gov.uk/weston-bath-city-centre

WESTON TO THE CITY CENTRE

Wayfinding will be introduced across scheme.

1. Altered to slow traffic down to make it easier and safer for people walking, wheeling and cycling.
2. We have looked at options for improving the cycle route along High Street but traffic flows are high and space for segregated cycling is very limited. The options we have identified so far do not meet the high quality we are aiming for. We intend to continue investigating what the best solution for cycling on this section.
3. The centre line would be removed which has been shown to reduce traffic speeds.
4. Towards the city centre cyclists would continue to travel along with the one-way traffic.
5. Away from the city centre people cycling would continue to use the advisory cycle lane on Crown Road.
6. The existing zebra crossing would be converted to a parallel crossing -which is a dual-purpose crossing where cyclists are separated from pedestrians.
7. On Crown Hill and Weston Park the cycle route would follow a quietway.
8. Existing on-street car parking would be formalised by defining the parking bays. This forms a traffic calming measure by narrowing the road.
9. New cycle lanes would be created on both sides taking the form of white painted lines. These are known as advisory cycle lanes. The centre line would be removed which has been shown to reduce traffic speeds.



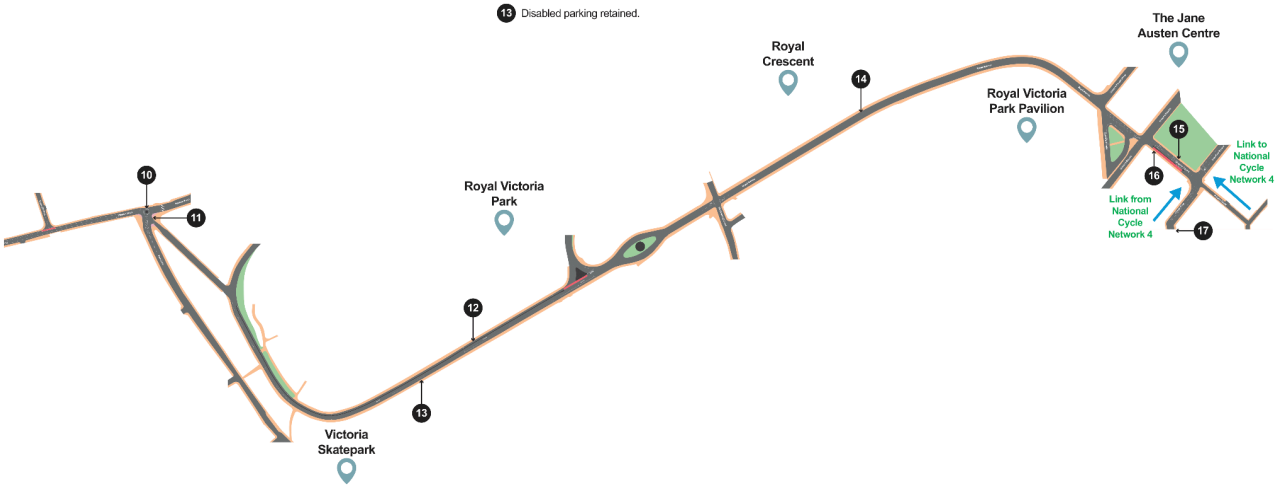
Key
Existing pavement | Proposed shared use path | Coloured surfacing | Islands
Grass verge | Proposed overrun area | Carriageway

Plans show indicative proposals only and are subject to change following design development.

WESTON TO THE CITY CENTRE

Wayfinding will be introduced across scheme.

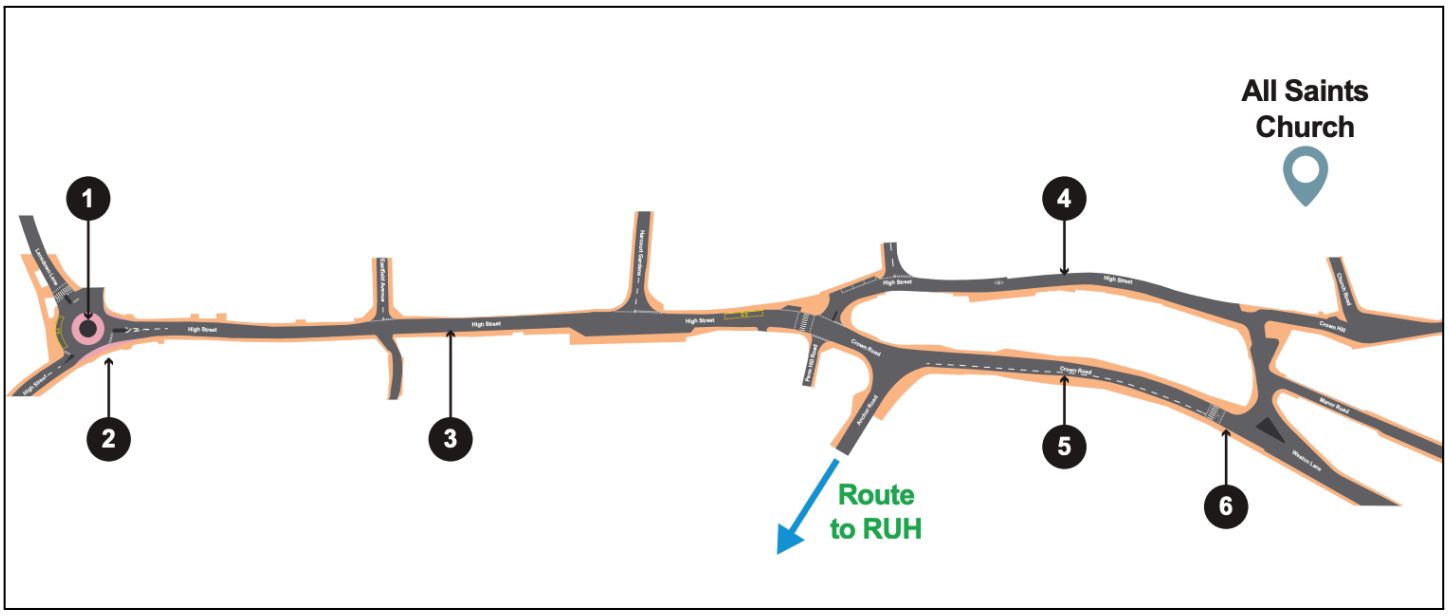
10. The mini-roundabout would be altered to give more space for pedestrians and cyclists, and slow traffic down to make it safer.
11. The access road into Royal Victoria Park at Park Lane would be closed to motor vehicles
12. Using the Park Lane access road, heading south-east towards the city centre cyclists could use a segregated cycle track as this would be against the flow of traffic; this arrangement is known as a contra-flow. There would be some loss of car parking along the access road from Park Lane and along the southern park circuit. This would be around 82 spaces.
13. Disabled parking retained.
14. From the Victoria Obelisk cyclists would cross Marlborough Lane and follow Royal Avenue and Queen's Parade quietway – improvements to street lighting are the only proposed change here.
15. The existing narrow pavement next to the Queens Square park would be made wider but this would mean the loss of approximately 8 car parking spaces. The junction at the south west corner would be modified so that cyclists can join the cycle route safely from Chapel Row and exit the track into Princes Street.
16. A new two-way segregated cycle track north to south from Queens Parade to Princes Street/Chapel Row (on the west side of the square). This route would include new signals for cyclists at the north and south ends of the cycle track.
17. From Queens Square, the route continues south via Princes Street towards Beaufort Square where it will intersect with the National Cycle Route 4. Travelling north cyclist would be directed to use Monmouth Street and Chapel Row.



Key
Existing pavement | Proposed shared use path | Coloured surfacing | Islands
Grass verge | Proposed overrun area | Carriageway

Plans show indicative proposals only and are subject to change following design development.

Weston High Street



The council is proposing the following for Weston High Street:

- The mini roundabout at the junction of the High Street and Lansdown Lane would be altered to slow traffic down to improve walking, wheeling, and cycling links to the new routes.
- We have looked at options for improving the cycle route along High Street but traffic flows are high and space for segregated cycling is very limited. The options we have identified so far do not meet the high quality we are aiming for. We intend to continue investigating what the best solution for cycling on this section.
- The centre line would be removed which has been shown to reduce traffic speeds.
- Heading south east towards the city centre the cycling route would continue to travel along with the one-way traffic. Away from the city centre people cycling would continue to use the advisory cycle lane on Crown Road.
- The existing zebra crossing on Crown Road would be converted to a parallel crossing (a dual-purpose crossing where walking and cycling is separated).

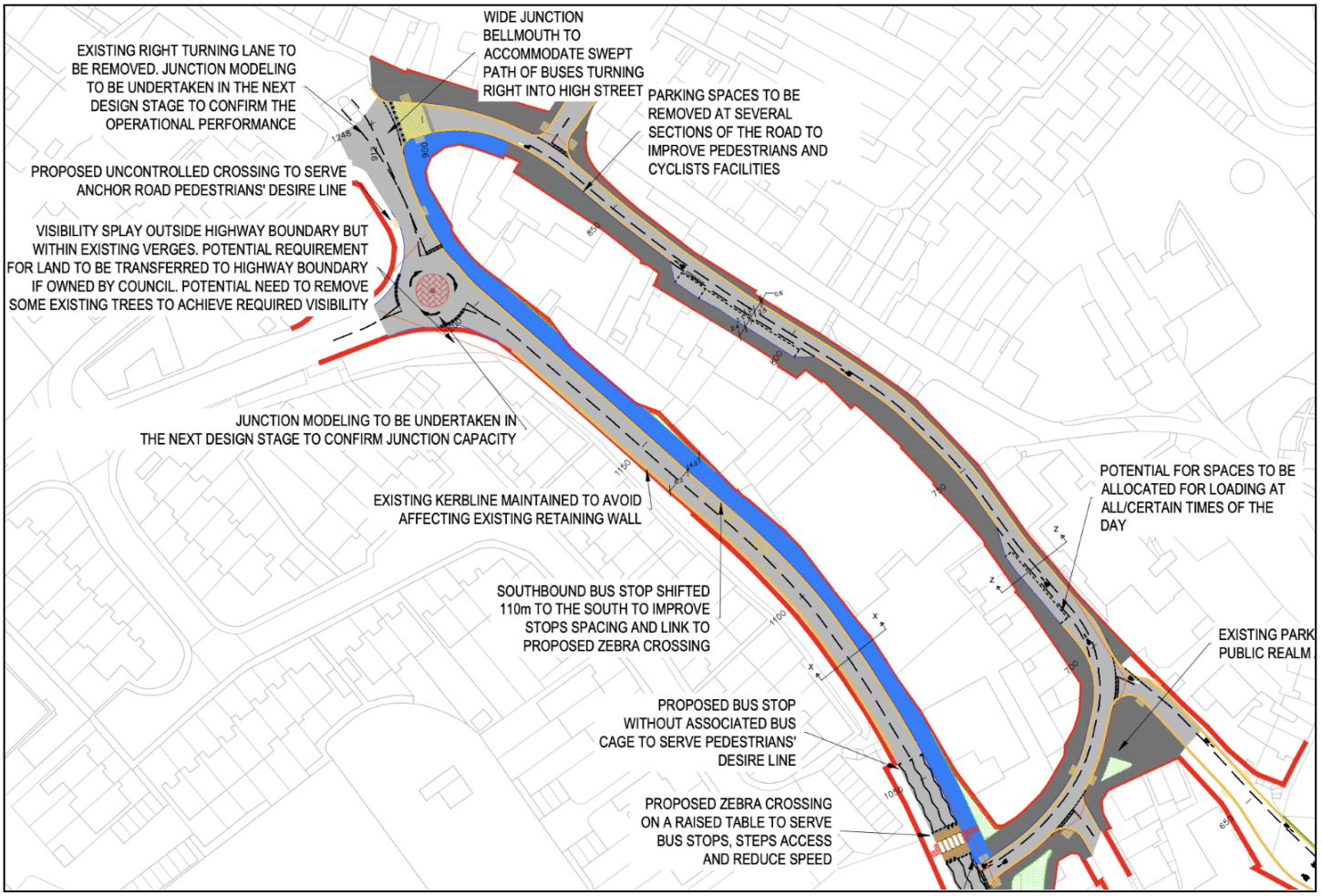
Response

Good to see Penn Hill Road (No 1-10) changed to provide a contraflow for cycles.

The Crown Road advisory cycle lane should be removed as such ‘advisory lanes’ are considered dangerous.

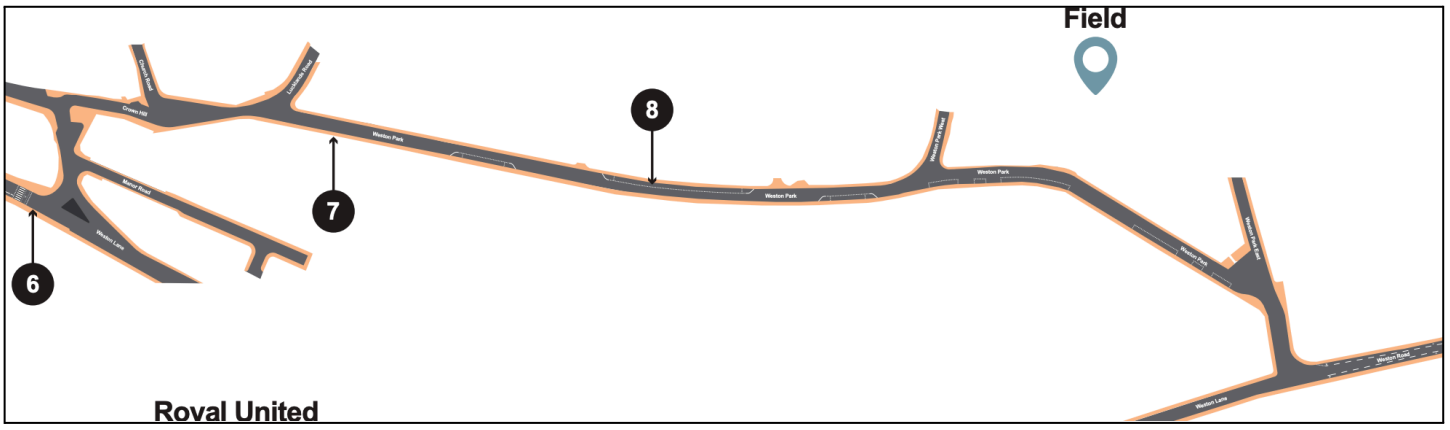
The council should consider AECOM’s High Street designs, mindful of recent regeneration works. AECOM proposed two routes for connecting Penn Hill Road to Crown Hill:

1. A contraflow along the High Street from Weston War Memorial to Trafalgar Road with a section of shared path to the Crown Rd junction.
2. A widened shared path along Crown Road with a contraflow from Weston War Memorial to Crown Hill.



A High Street contraflow and Crown Road shared path as envisioned by Aecom

Crown Hill, Weston Park



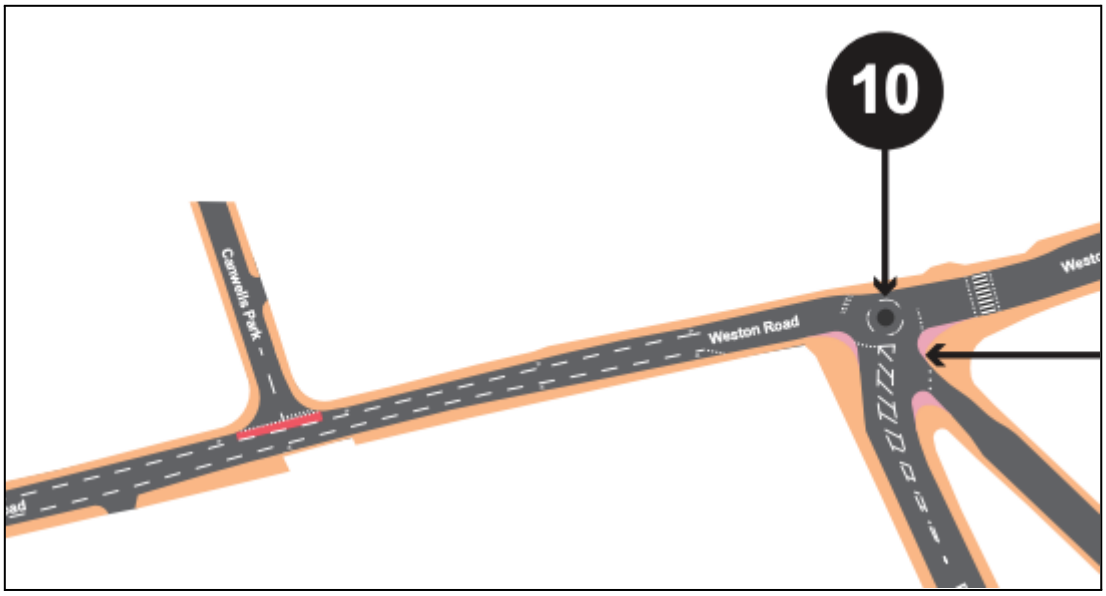
The council is proposing the following for Weston High Street:

- On Crown Hill and Weston Park the cycle route would follow a quietway.
- Existing on-street car parking would be formalised by defining the parking bays. This forms a traffic calming measure by narrowing the road.

Response

WRB supports this proposal if the route conforms to LTN 1/20 mixed traffic scenarios (P 33 Fig 4-1) levels of vehicular traffic.

Weston Road



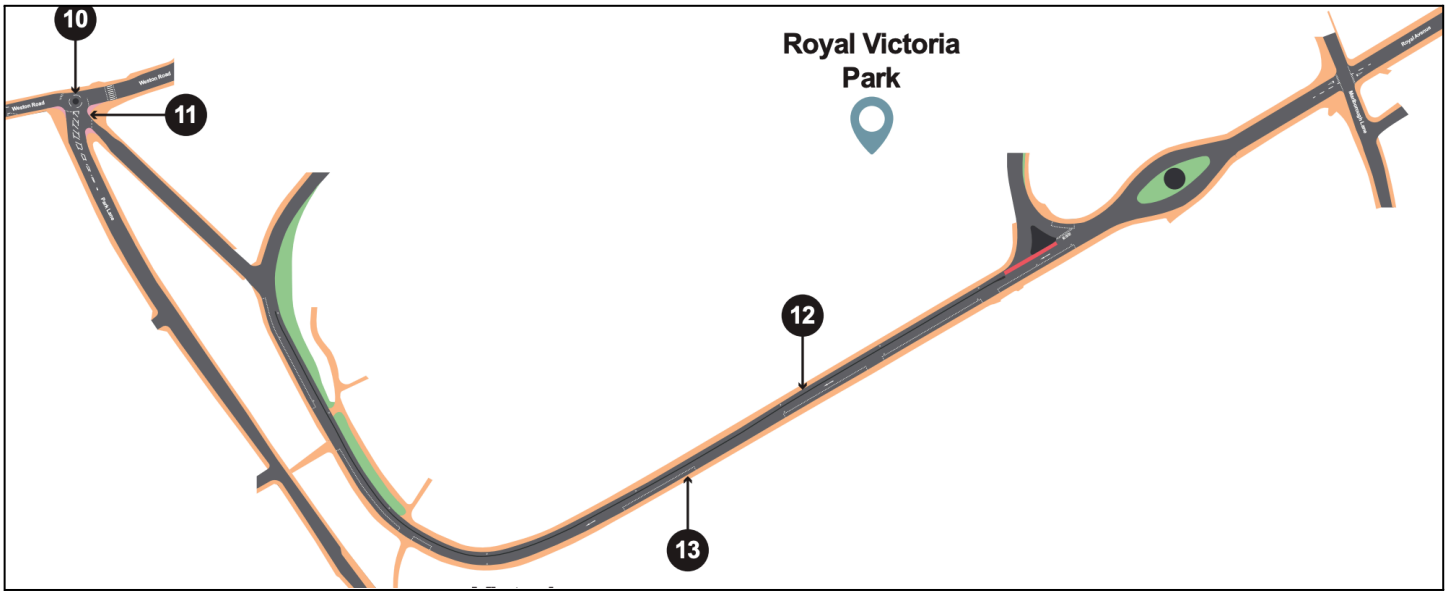
The council is proposing the following for Weston Road:

- New cycle lanes would be created on both sides of Weston Road, taking the form of white painted lines. These are known as advisory cycle lanes. The centre line would be removed which has been shown to reduce traffic speeds.
- The mini roundabout at the junction of Weston Road and Park Lane would be altered to give more space for walking, wheeling, and cycling, and to slow traffic down to make it safer.

Response

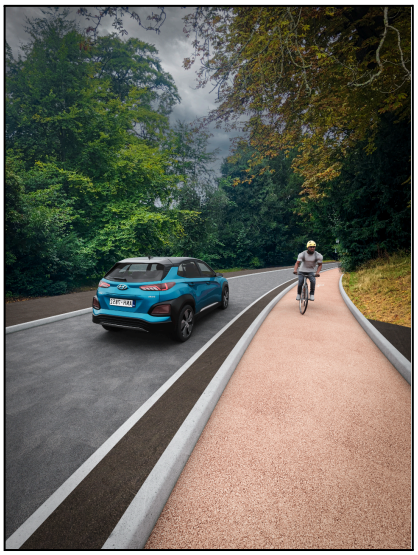
Use of advisory cycle lanes makes Weston Road potentially more dangerous for cyclists. We do not support their use and request these be removed from the design. The solution for Weston Road is considered to be a mixed traffic scenario (<2000 vehicles per day). We believe this would require a bus gate on Weston Road given that there are over 8,000 vehicle per day movements on Weston Road and the 85 percentile speed is 29mph (Aecom B&NES Highway Safety Improvement Studies October 2022).

Royal Victoria Park



The council is proposing the following for Royal Victoria Park:

- The access road into Royal Victoria Park at Park Lane would be closed to motor vehicles to stop people using the road as a shortcut and reduce overall traffic in the park. People would need to access the park via Weston Road or Marlborough Lane by car. Car parking in this section of the park would also need to be removed. This would make the route safer for people walking, wheeling and cycling.
- Using the Park Lane access road, heading south-east towards the city centre the cycle route would join a segregated cycle track as this would be against the flow of traffic; this arrangement is known as a contra-flow.
- Travelling in a northwest direction would share the road with the one-way motor traffic.
- There would be some loss of car parking along the access road from Park Lane and along the southern park circuit. This could be up to 82 spaces and the disabled parking bays will be retained.



An artist's impression of a segregated contra-flow cycle track, based on our preliminary designs.

Response

Closing vehicular access to Victoria Park at Park Lane is cautiously welcomed. Isolated park routes are not safe for women to use after dark and we question why this route was chosen in the first place.

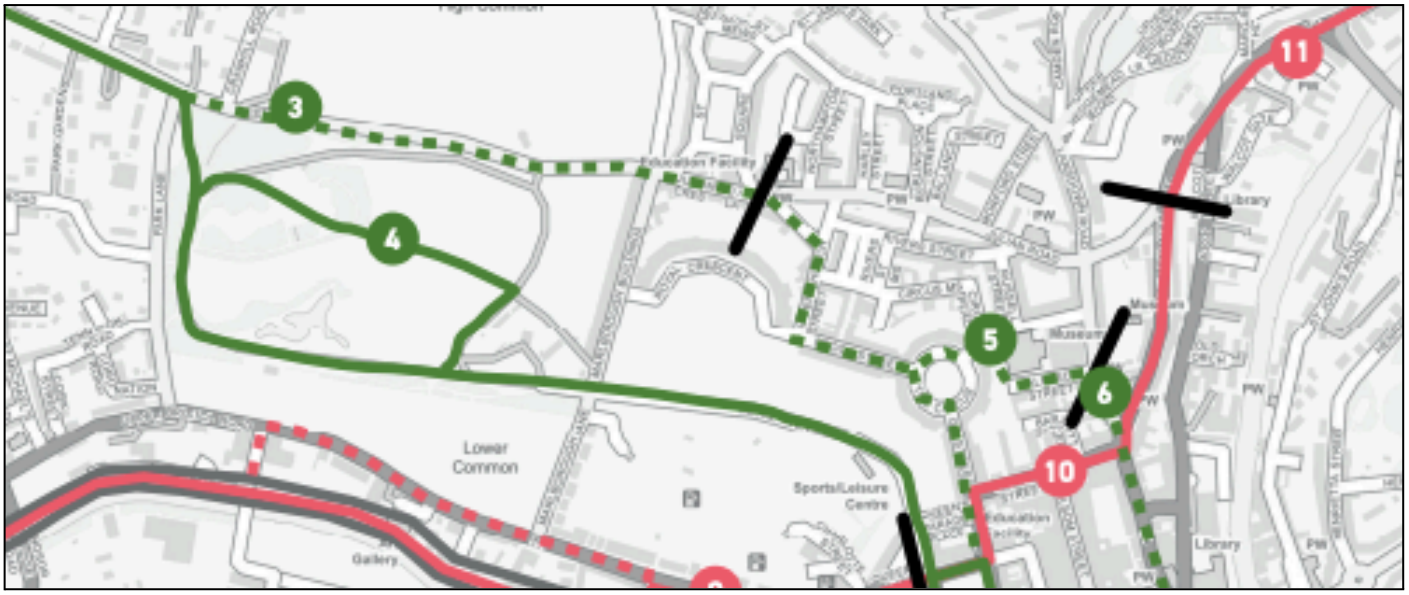
The orbital route is not high in motorised traffic volume, and this *leisure* route is considered sufficient for the majority wheeling and cycling, with those travelling east/west using the southern section, and those travelling

west/east using the northern section. The vehicular closure at Park Lane will further assist this. The cost of construction of the cycle lane would be better utilised elsewhere. eg – See Appendix C: Queen Square.

Street lighting along the orbital route, similar to the lighting improvement proposed for Royal Avenue, should be considered. Even with the lighting, the route is unlikely to be used to its full potential, particularly by women and children in hours of darkness.

The WECA LCWIP route along Weston Road (3 in diagram below) aligns with the identified north route (Appendix A: Topographical Analysis) which would create a strategic link from the RUH to the Circus and Lansdown Liveable Neighbourhood communities. Weston Road is fully lit and is wide enough to support light protected cycle lanes along its length. It is suggested that further consideration be given to:

- Delivering closure of vehicular access to Victoria Park as this provides the majority of the benefits of the park route.
- Delivering LCWIP Bath Route 1 Section 3 providing much safer, higher community and strategic benefits for the north of Bath at potentially lower cost.



Royal Victoria Park to Queen Square

The council is proposing the following for Royal Victoria Park to Queen Square:

- From the Victoria Obelisk the cycle route would cross Marlborough Lane and follow Royal Avenue and the quietway on Queen's Parade – improvements to street lighting are the only proposed change here.

Response

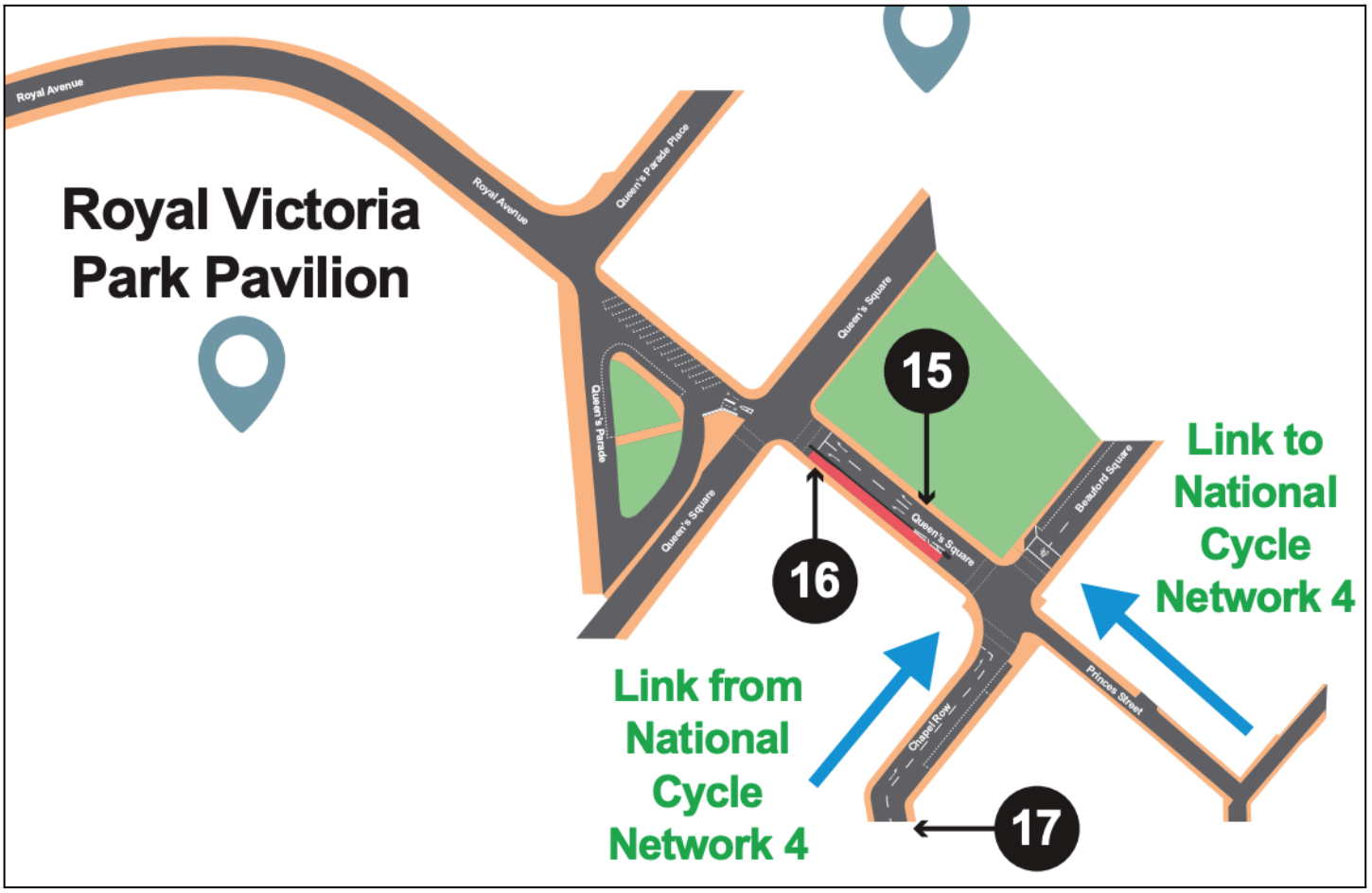
The detail of the street lighting is critical. To make Royal Avenue socially safe for active travel requires a full set of street lights along its full length. Such lighting should be sensitive to the surrounding ecology.

The level of traffic along Royal Avenue should be monitored to ensure the road complies with LTN 1/20 - Mixed Traffic scenario. A modal filter should be considered if this is not the case.

WRB recognises the strategic importance of the Royal Avenue to Queen Square route in providing part of a continuous north/south link from the Circus and Lansdown Liveable Neighbourhood to Oldfield Park:

The council should consider widening the path between Brock Street and Royal Avenue and installing better signposting on Royal Avenue. This strengthens the argument for delivering LCWIP Bath Route 1 Section 3.

Queen Square



The council is proposing the following for Queen Square:

- A new two-way segregated cycle track north to south from Queen's Parade to Princes Street/Chapel Row (on the west side of the square).
- This route would include new cycling signal sat the north and south ends of the cycle track.
- The existing narrow pavement next to the Queen Square park would be made wider to make it safer for those walking and wheeling but this would mean the loss of approximately 8 car parking spaces.
- The junction at the southwest corner would be modified to create a safe cycling route from Chapel Row and exit the track into Princes Street.
- From Queen Square, the route continues south via Princes Street towards Beaufort Square where it will intersect with the National Cycle Route 4. Travelling north, the cycle route would be signposted via Monmouth Street and Chapel Row.

Response

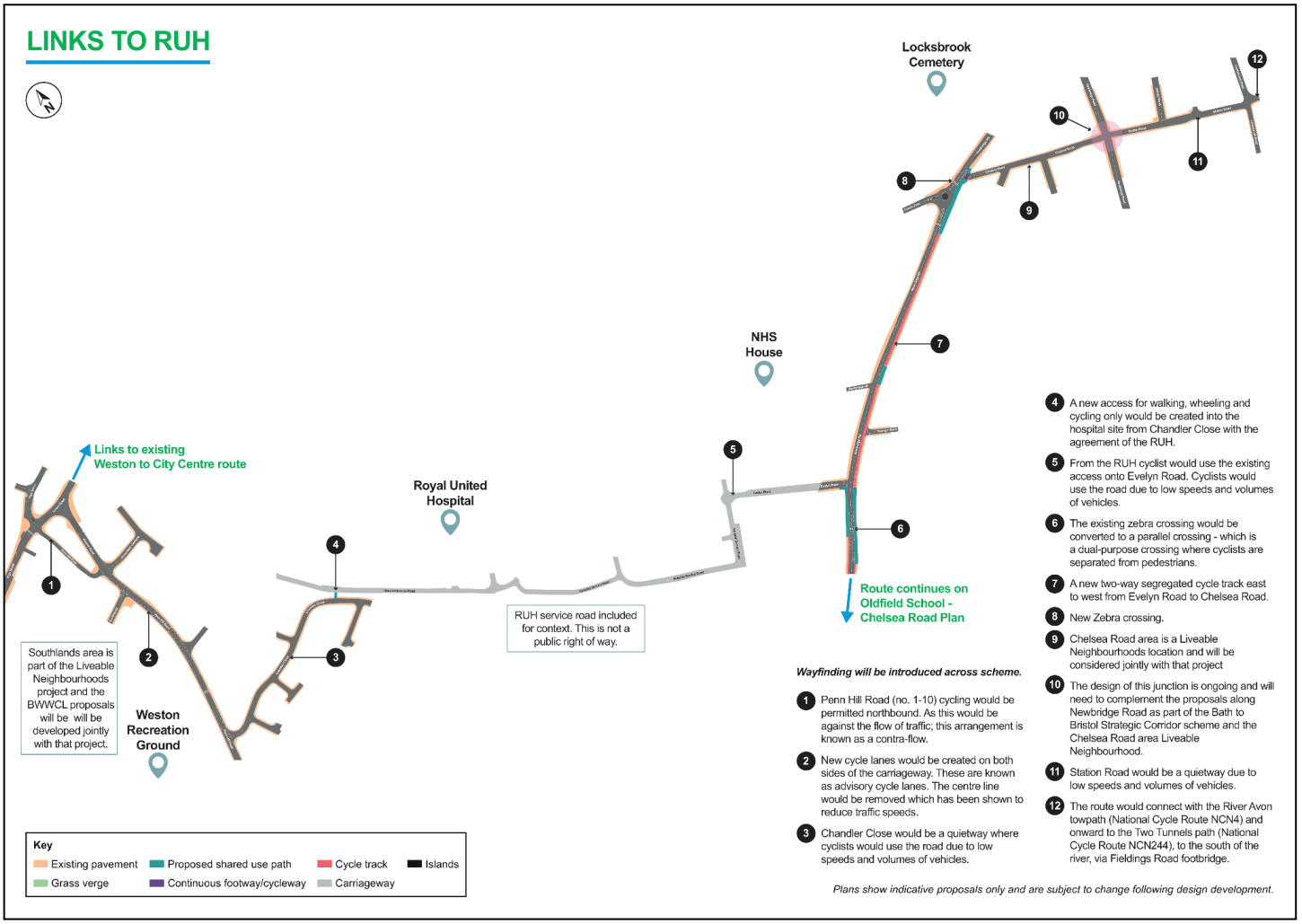
Queen Square is a potentially wonderful part of the public realm, but is currently inaccessible to many, including the young, elderly, disabled, and those with visual impairments, due to the surrounding roads being open to motorised traffic.

WRB suggests an alternative solution for Queen Square in Appendix B: Queen Square that elegantly addresses these issues and design conflicts.

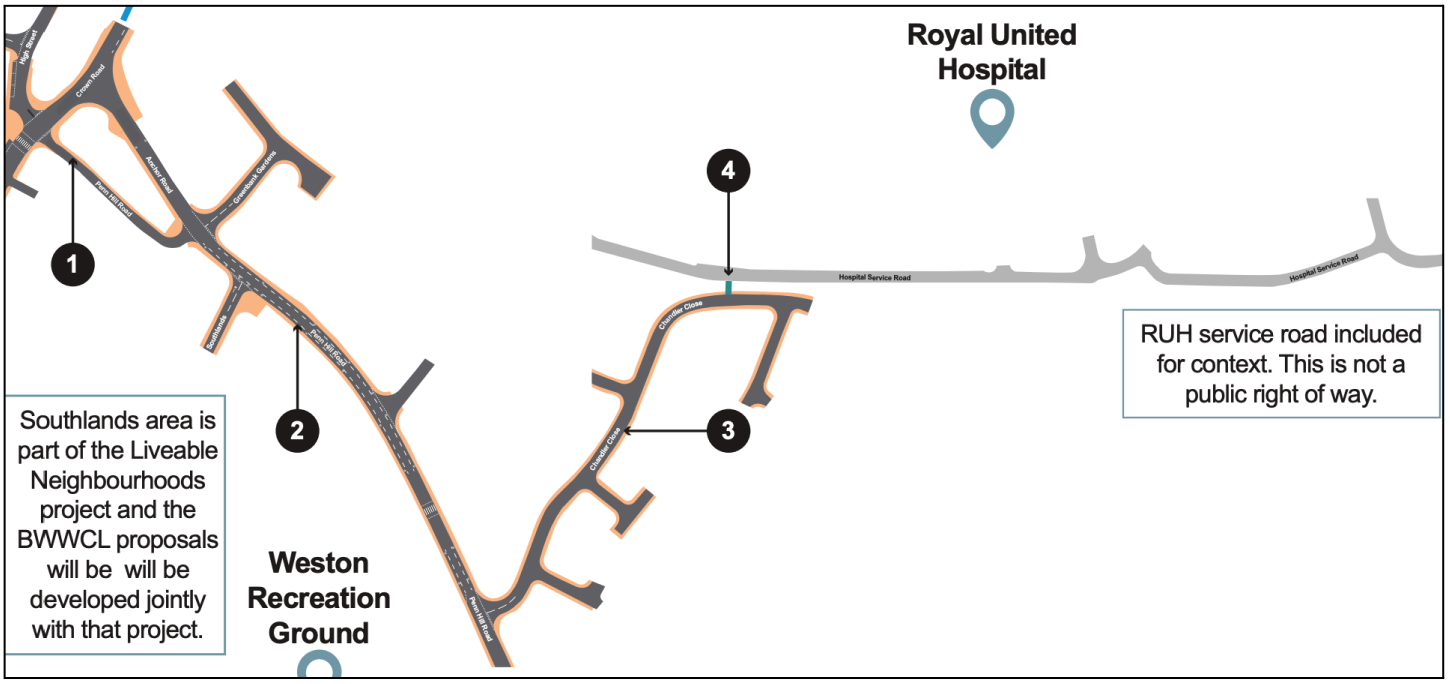
It is noted that the council's regeneration team has begun consulting on improvements to Queen Square and it is assumed that a close dialogue is being held with the BWWCL Team. The WRB alternative solution applies equally to both sets of proposals.

Links to Royal United Hospital

https://www.bathnes.gov.uk/links-royal-united-hospital



Weston High Street to RUH



The council is proposing the following for Weston High Street to the RUH:

- Penn Hill Road (no. 1-10) cycling would be permitted northbound. As this would be against the flow of traffic. This arrangement is known as a contra-flow.
- New cycle lanes would be created on both sides of Penn Hill Road between the junction with Anchor Road and Chandler Close. These are known as advisory cycle lanes. The centre line would be removed which has been shown to reduce traffic speeds.
- Chandler Close would be a quietway where those cycling would use the road due to low speeds and volumes of vehicles.
- A new access for walking, wheeling and cycling only would be created into the hospital site from Chandler Close with the agreement of the RUH.

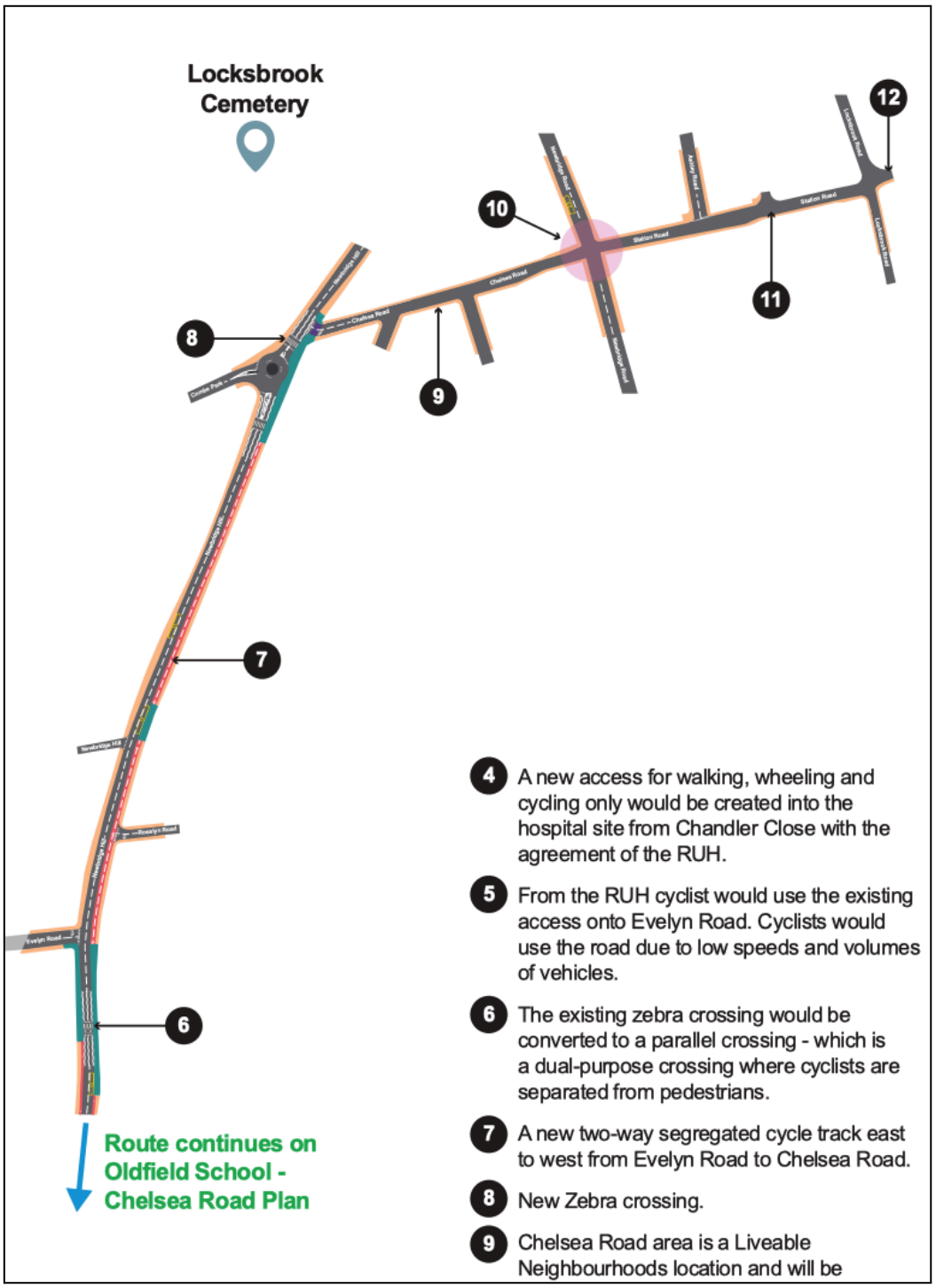
Response

We support the proposal for Penn Hill Road (no. 1-10).

The use of advisory cycle lanes increases danger to cyclists and we do not support their introduction on Penn Hill Road. Given the volume of traffic on Penn Hill Road, we propose that a cycle track or wide shared path is built on the west side of Penn Hill Road creating a cohesive connection from Kelston Road (A351) to Crown Road connecting into the Newbridge Hill scheme (and potentially to the Park and Ride).

We suggest that the access to the RUH via Chandler Close is overly complicated when the RUH Gate 3 access road already serves this function. We recommend working with the RUH to install a cycle contraflow.

RUH to River Avon towpath at Fieldings Road bridge



The council is proposing the following for Weston High Street to the RUH:

- From the RUH cyclist would use the existing access onto Evelyn Road. Those cycling would use the road due to low speeds and volumes of vehicles.
- On Newbridge Hill the existing zebra crossing near Evelyn Road would be converted to a parallel crossing (a dual-purpose crossing where those cycling are separated from people walking).
- A new two-way segregated cycle track east to west from Evelyn Road to Chelsea Road. Chelsea Road area is a Liveable Neighbourhoods location and will be considered jointly with that project. View the Chelsea Road Liveable Neighbourhood page.
- At the south end of Chelsea Road the design of the junction with Newbridge Road is ongoing and will need to complement the proposals along Newbridge Road as part of the Bath to Bristol Strategic Corridor scheme and the Chelsea Road area Liveable Neighbourhood.
- Station Road would be a quietway due to low speeds and volumes of vehicles.

- The route would connect with the River Avon towpath (National Cycle Route NCN4) and onward to the Two Tunnels path (National Cycle Route NCN244), to the south of the river, via Fieldings Road footbridge (those cycling must dismount).

Response

Given desire lines, the parallel (toucan) crossing should be aligned with the entrance to Evelyn Road to create a direct and safe route to the RUH. If this is not done cyclists will just cut over from the protected cycle lane into Evelyn Road. Given the poor state of Evelyn Road resurfacing should be prioritised as part of the Highways Maintenance programme of work.

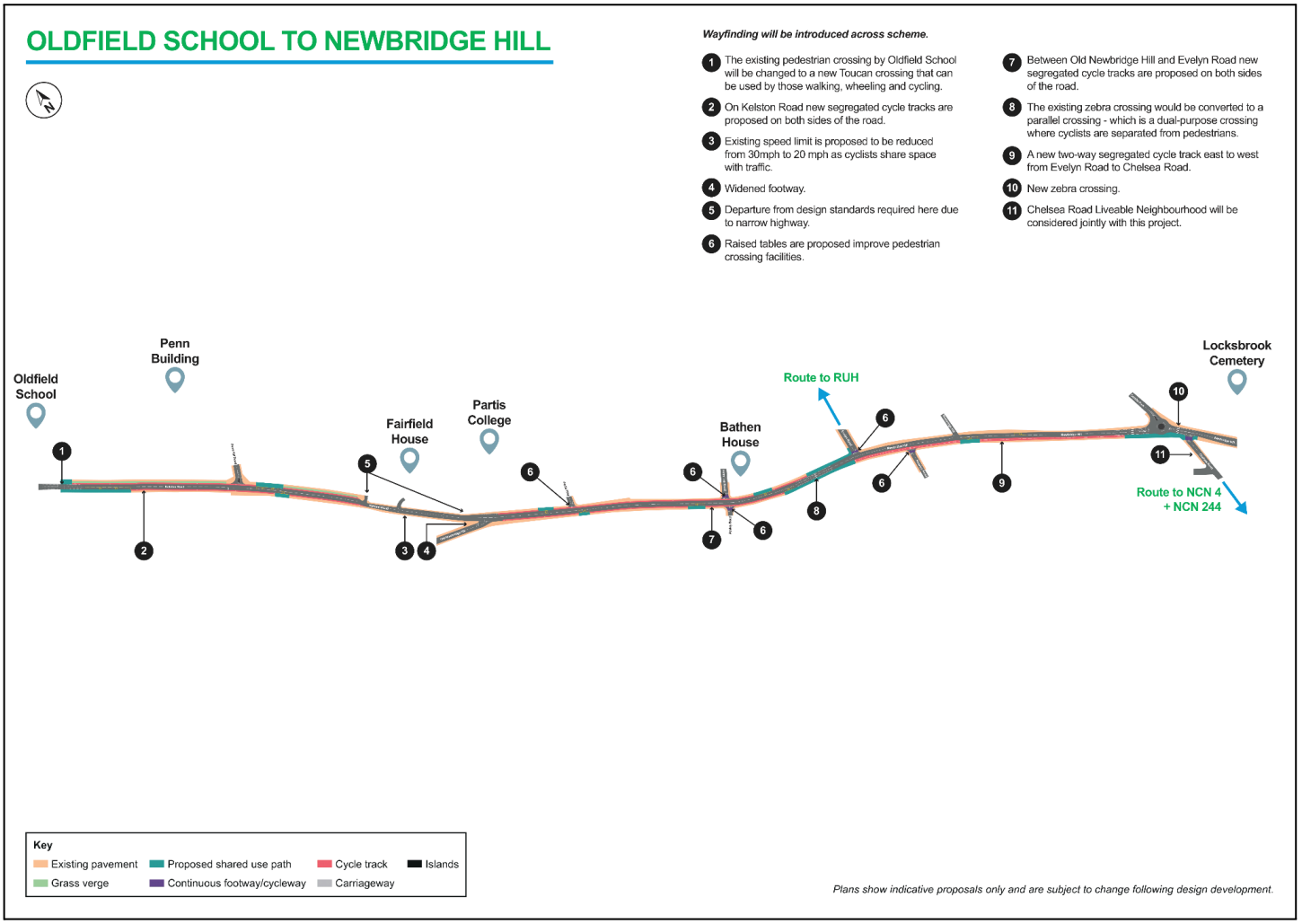
Given the designs for the Bath to Bristol Strategic Corridor scheme and the Chelsea Road area Liveable Neighbourhood are not available further comment at this time is not possible. We look forward to commenting on those as part of future consultations.

However while we await the Bath to Bristol Strategic Corridor scheme consultation, we request that the pedestrian crossing at the south end of Chelsea Road is made more responsive (less than 10 seconds).

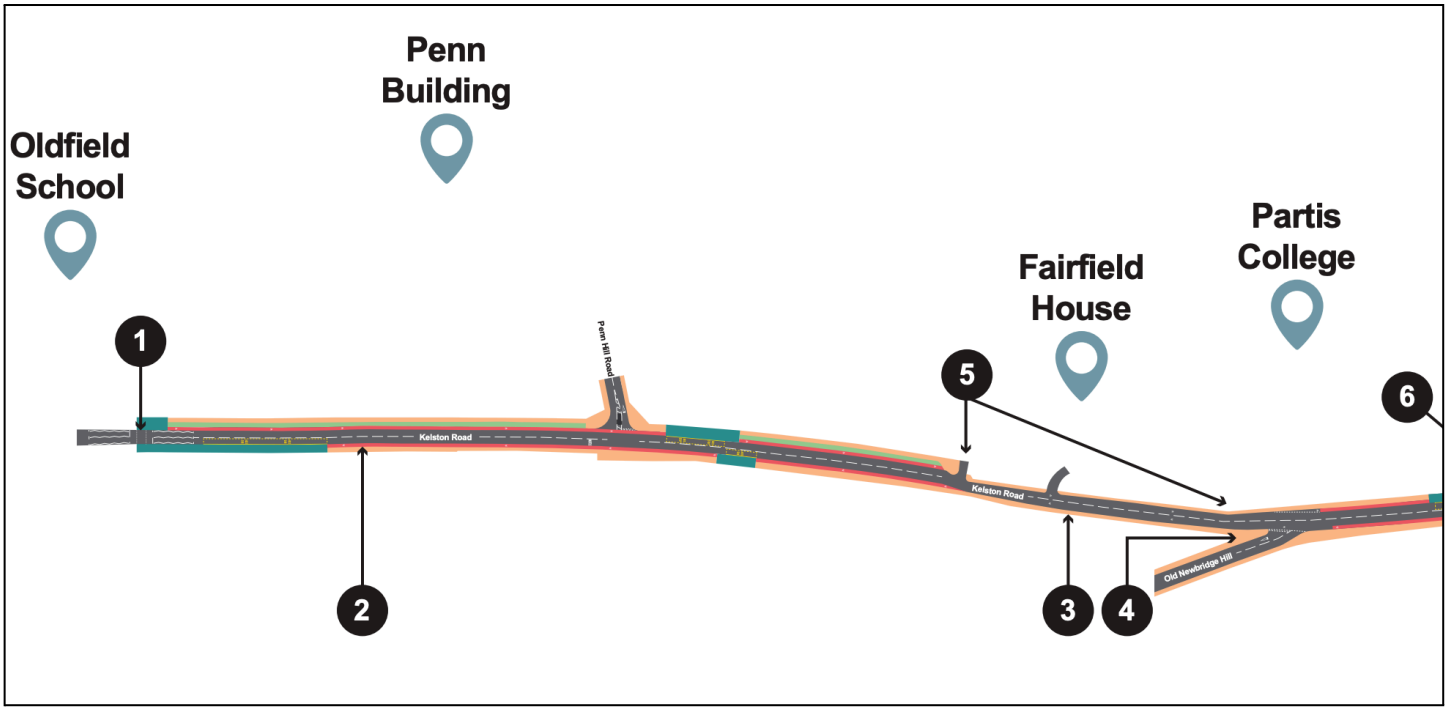
The council should be mindful that Station Road is part of the Sustainable Transport Route and should engage with the Bath Spa University to develop this into a cohesive link.

Oldfield School to Newbridge Hill

https://www.bathnes.gov.uk/oldfield-school-newbridge-hill



Kelston Road



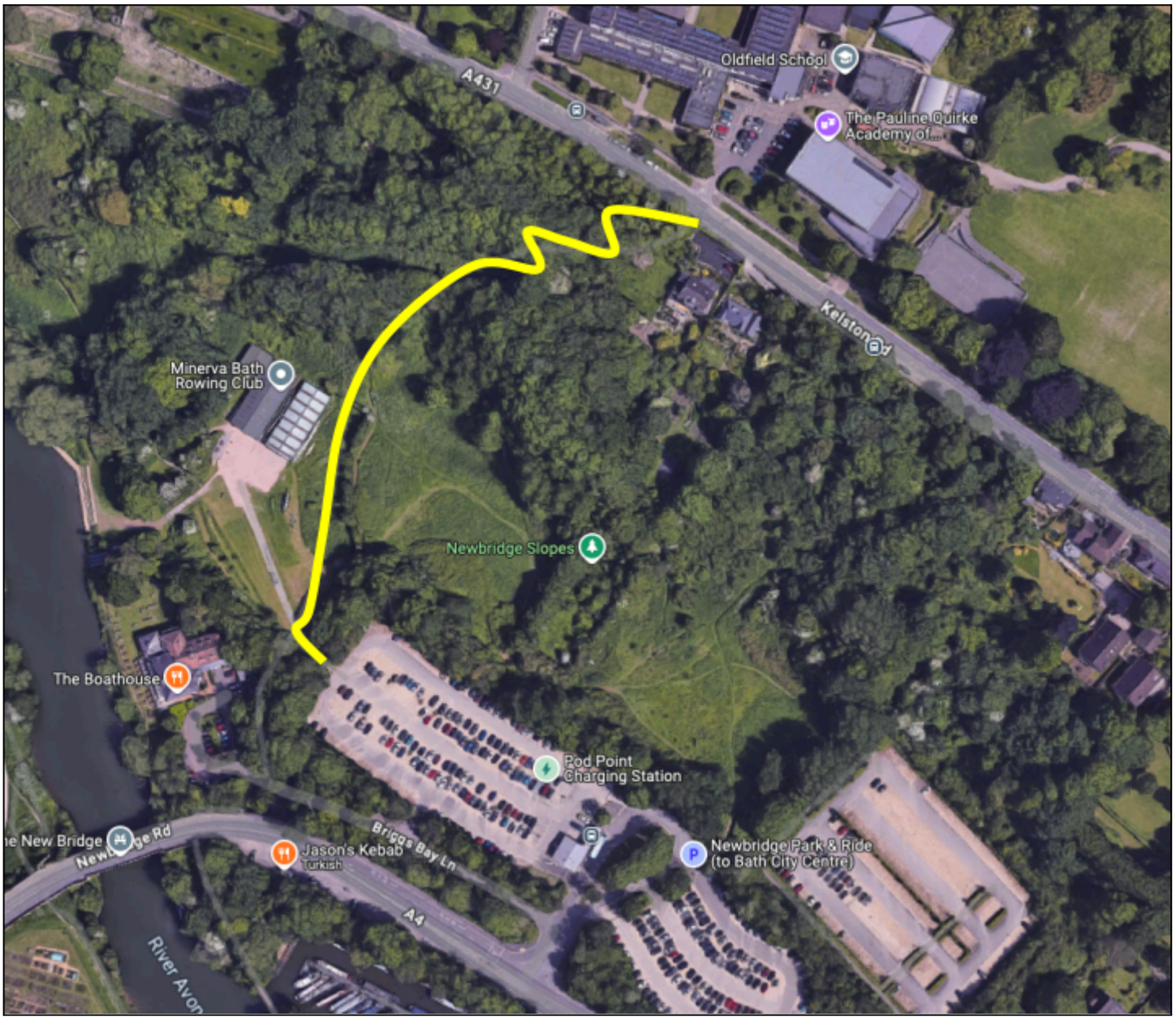
The council is proposing the following for Kelston Road:

- The existing pedestrian crossing by Oldfield School will be changed to a new Toucan crossing that can be used by those walking, wheeling, and cycling.
- On Kelston Road new segregated cycle tracks are proposed on both sides of the road.
- Between 6 Kelston Road and the Kelston Road/ Old Newbridge Hill junction, the existing speed limit is proposed to be reduced from 30mph to 20mph. This creates a safer and more pleasant environment for walking, wheeling, and cycling.

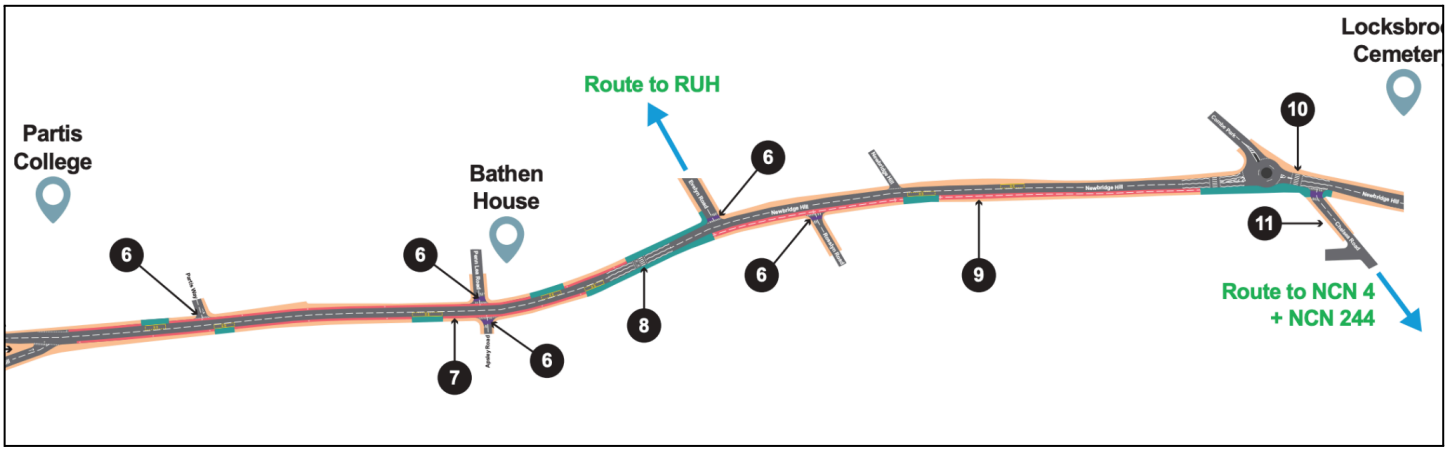
Response

The scheme is generally good except for the Kelston Road/ Old Newbridge Hill junction. The reduction of speed does not bring this section into LTN 1/20 compliance. This is a difficult section to design correctly and the council should use Active Travel England's Design Assurance & Surgery services to offer advice on this section.

It is suggested that there is high value in building a wheelchair friendly link between the Newbridge Park and Ride transport hub and Oldfield School for the benefit of all pupils and staff, and particularly those with disabilities, to replace the current unsurfaced and stepped PROW path, as shown in the image below. The Park and Ride provides further access towards the Bath-Bristol Railway.



Newbridge Hill



The council is proposing the following for Newbridge Hill:

- Widened footway at the junction with Old Newbridge Road.
- Between Old Newbridge Hill and Evelyn Road new segregated cycle tracks are proposed on both sides of the road.
- On Newbridge Hill the existing zebra crossing near Evelyn Road would be converted to a parallel crossing - which is a dual-purpose crossing where those cycling are separated from people walking.
- Between Evelyn Road to Chelsea Road a new two-way segregated cycle track is proposed on the south side of Newbridge Hill.
- At the junctions between Newbridge Hill and Penn Lea Road, Apsley Road, Evelyn Road, and Rosslyn Road raised tables are proposed improve pedestrian crossing facilities.

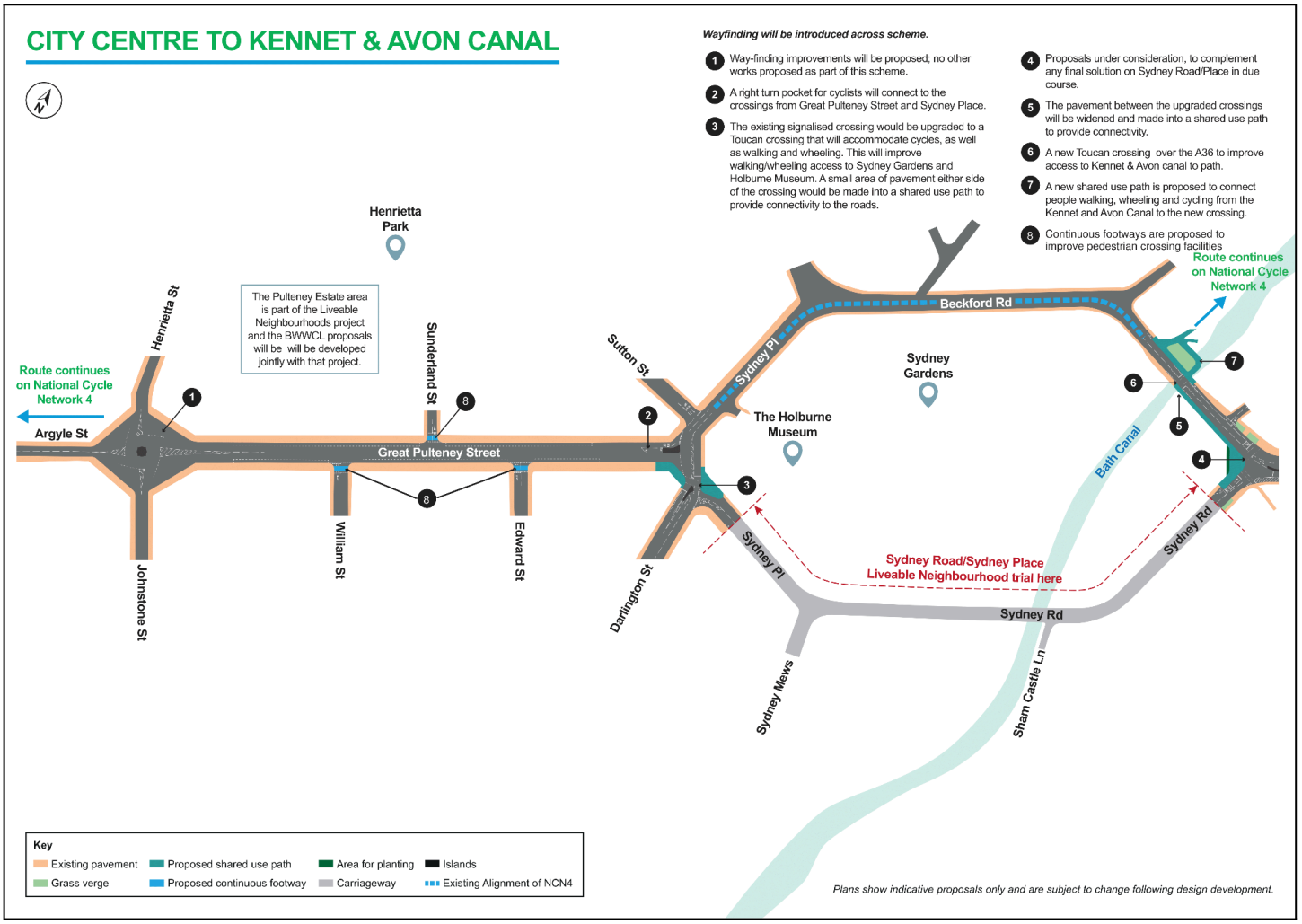
Response

It is not clear why there is a switch between two way and one way cycle tracks at the Evelyn Road toucan which may cause unnecessary conflict. A consistent design approach fully along this section should be considered, either two way (3m+) or one way (2m + 2m), if achievable. A two way cycle track is understood to have advantages in terms of tidal flows and minimising width.

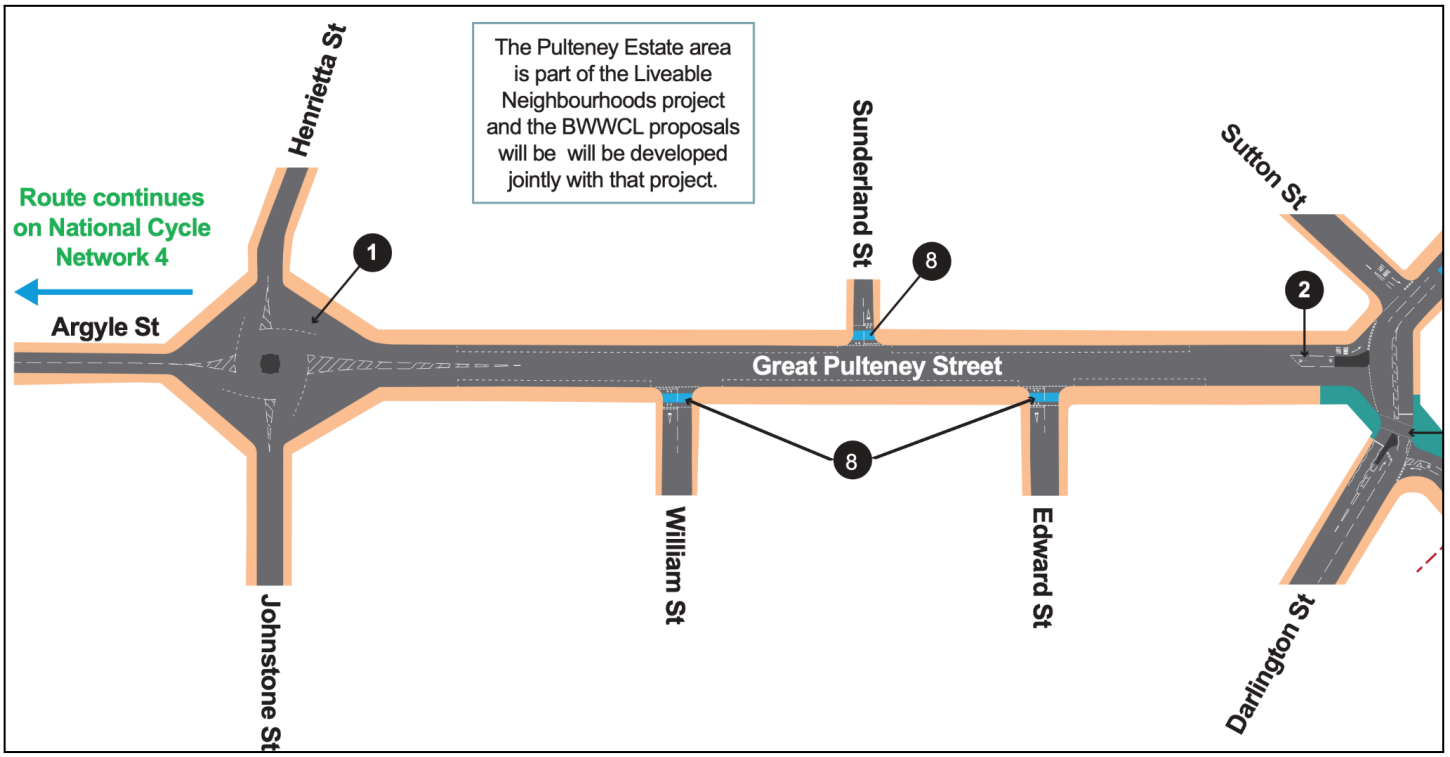
Please see our comment regarding the toucan crossing in the RUH to River Avon towpath at Fieldings Road bridge section.

City centre to the Kennet & Avon canal

https://www.bathnes.gov.uk/city-centre-kennet-avon-canal



Great Pulteney Street



The council is proposing the following for Pulteney Bridge to Great Pulteney Street:

- On Argyle Street and Laura Place way-finding improvements will be proposed; no other works proposed as part of this scheme.
- Continuous footways are proposed over the junctions with William Street. Sunderland Street and Edward Street to improve pedestrian crossing facilities.

Response

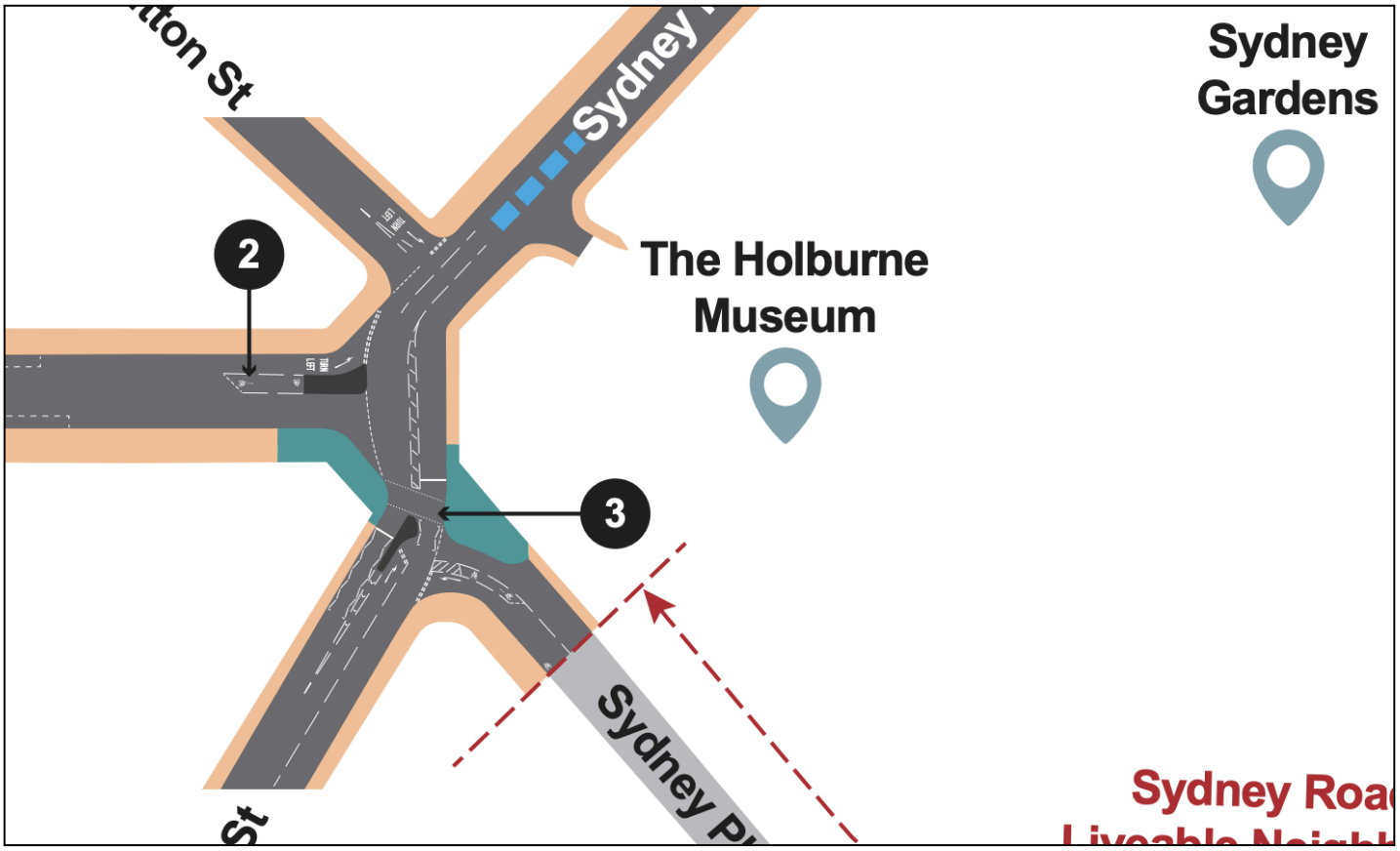
In terms of walking & wheeling, the continuous footways are very much welcome. We feel the scheme should go further with this approach and provide continuous footways across Johnstone St, Henrietta St, and Grove St (not shown) creating a good wheelchair accessible route into the city centre on both sides of Great Pulteney Street.

In terms of cycling, we cannot make a comment until we know the final design of the Pulteney Estate Liveable Neighbourhood (PELN). A “rough” good design is defined in the BaNES Liveable Neighbourhood Full Business Case.

Pulteney Estate Area	Through traffic restriction (timings TBC) on Great Pulteney Street between Laura Place fountain and William Street
	‘No Through Access to A36' traffic signs and posts on Sutton Street to the east of junction with Daniel Street
	Raised pedestrian crossing, removable bollards and closure of Sutton Streets connection to A36

We recommend that a 24/7 bus gate is installed as this prevents confusion and aligns with the Pulteney Bridge bus gate restrictions.

A36 Sydney Place upgraded crossing



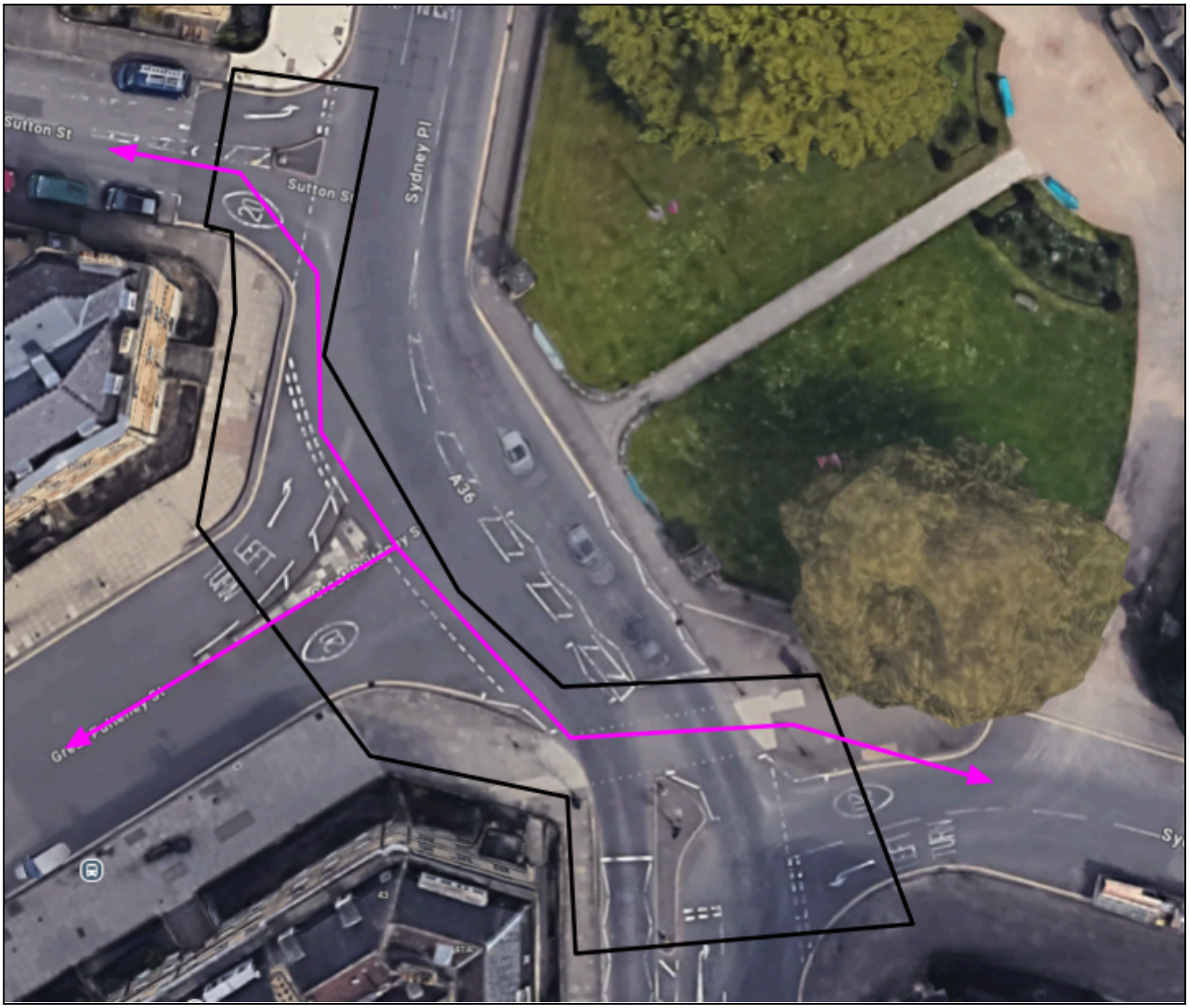
The council is proposing the following for the A36 Sydney Place upgraded crossing:

- The existing signalised crossing at A36 Sydney Place would be upgraded to a Toucan crossing that will accommodate those cycling, as well as walking and wheeling. This is following feedback we received previously on the crossing's use. The signal equipment at this junction will be upgraded.
- A small area of pavement either side of the crossing would be made into a shared use path to provide connectivity to the roads.
- A right turn pocket for those cycling will connect to the crossings from Great Pulteney Street and Sydney Place.

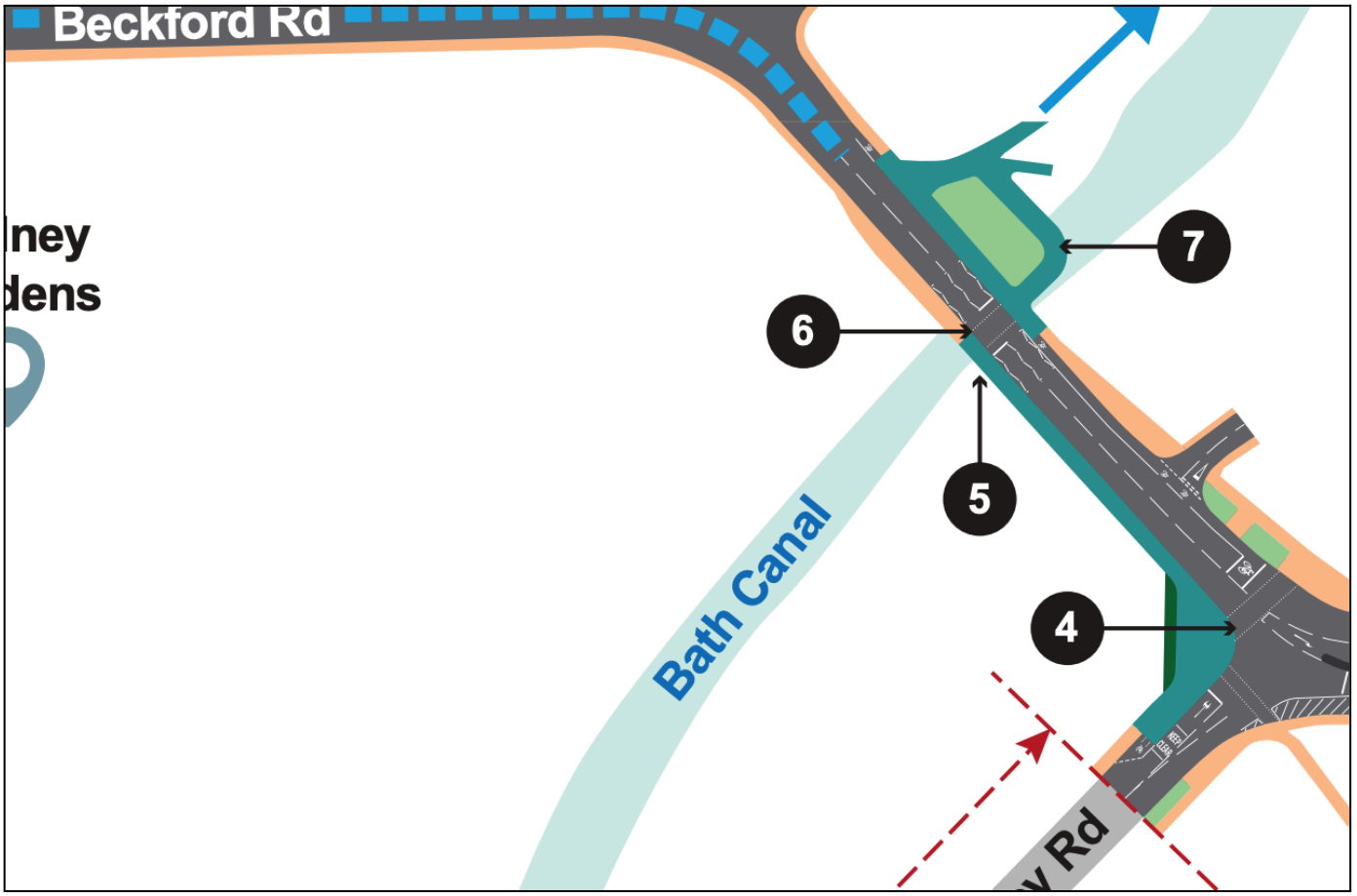
Response

In terms of walking and wheeling the whole of the junction of Great Pulteney Street with the A36 should be treated as a continuous footway. The design of this space does not take into account the PELN proposal as set out in the LN FBC document.

- The A36 junction profile currently enables fast entry/exit for vehicles and should be tightened up to slow entry/exit speeds of motorised vehicles and facilitate safer pedestrian movements.
- The Toucan Crossing wait time should be minimised (under 10 seconds) with button position supporting cyclists using adapted cycles and cargo bikes.
- There is no consideration of how cyclists connect between the Sydney Place/Sydney Road LN and Sutton Street. The design of the junction should incorporate this important desire line:


Sutton St
Sutton St
Sydney Pl
A36

A36 Beckford Road crossing improvements



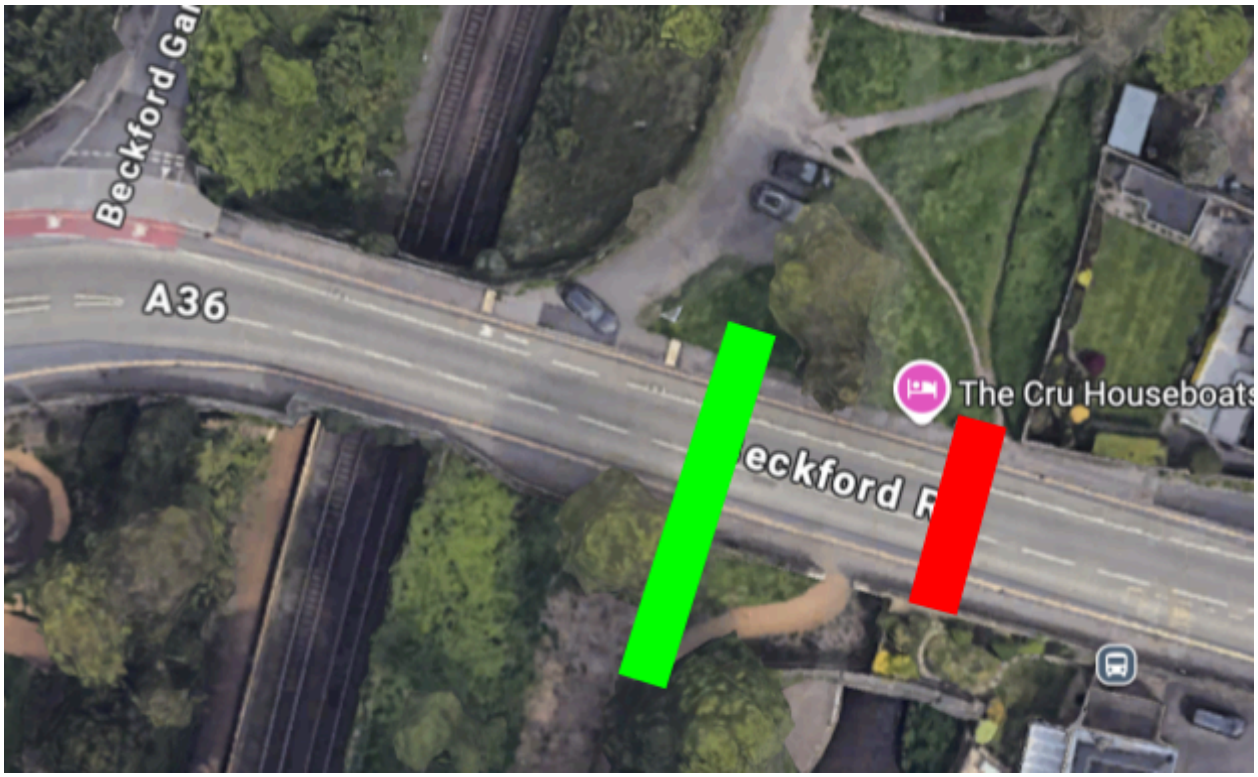
The council is proposing the following for the A36 Beckford Road crossing improvements:

- A new Toucan crossing that can be used for walking, wheeling and cycling over the A36 Beckford Road between the Kennet and Avon Canal and access to Sydney Gardens.
- An improved pedestrian crossing over the A36 Beckford Road at the junction of Beckford Road with Sydney Road. The signal equipment at this junction will be upgraded.
- The pavement between the upgraded crossings on the south side of Beckford Road will be widened and made into a shared use path to provide connectivity.
- A new shared use path is proposed to connect people walking, wheeling and cycling from the Kennet and Avon Canal to the new crossing.

Response

The proposed toucan crossing from the canal path to Sydney Gardens (and vice versa) would require people to wheel/cycle uphill, cross, then move downhill. Therefore:

- Align the crossing point to best satisfy the desire line (green), removing the awkward turns and elevation changes at the proposed crossing point (red) between the towpath and Sydney Gardens:

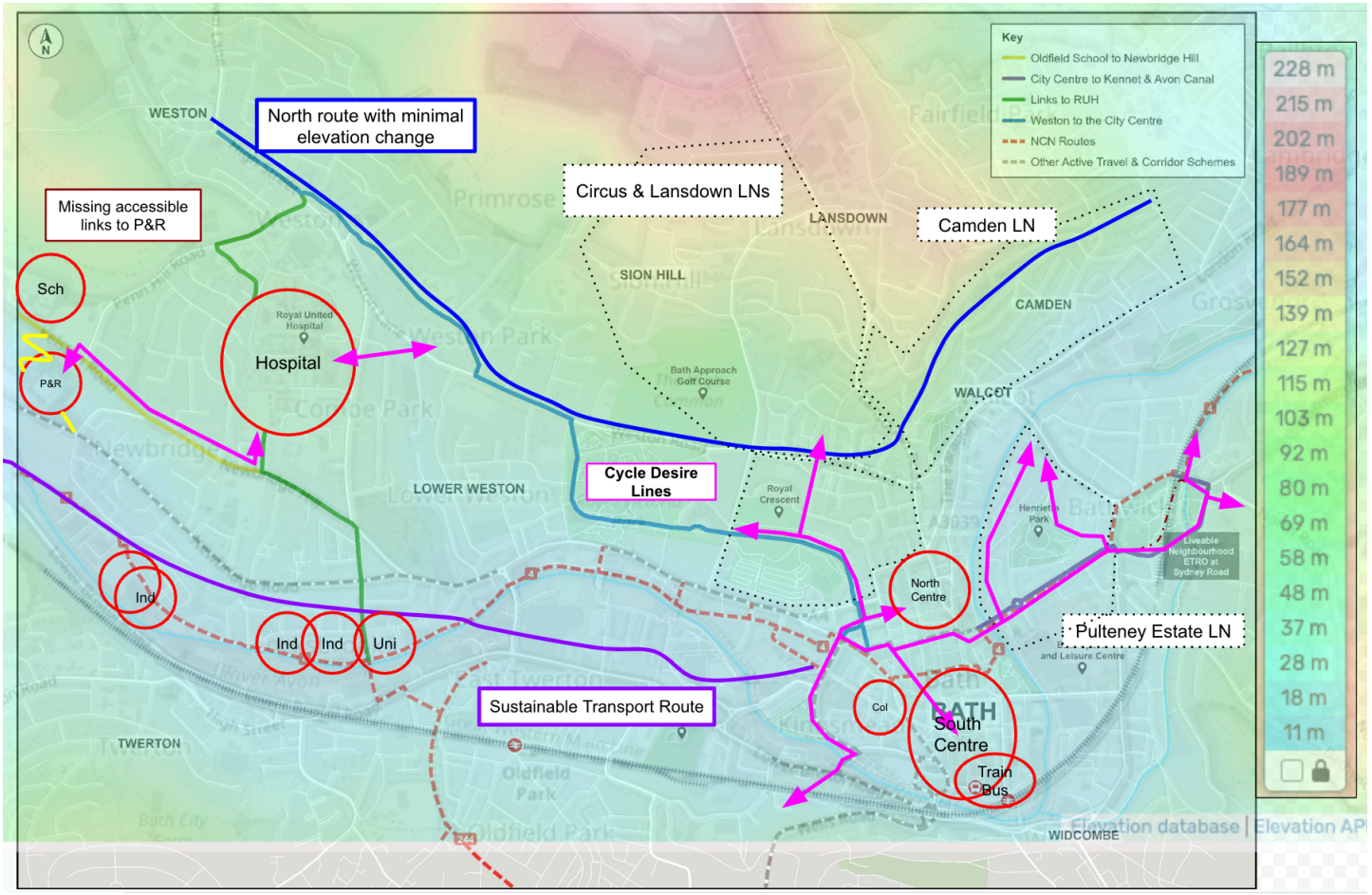


- Provide an all-weather surface within Sydney Gardens to meet the needs of all abilities, particularly wheelchair users.
- Ensure the new shared paths connecting the crossing to the towpath and the footway to Bathwick St Mary Primary School have wheelchair friendly maximum 1:20 elevation changes.
- Consider upgrading the Primary School access footway to a shared path.

Appendix A: Topographical Analysis

The following map overlays topography over the top of the BWWCL routes map and identifies:

- Sustainable Transport Route (Purple)
- A potential northern cycle route with minimal elevation change (blue)
- Major destinations (red circles)
- Known Liveable Neighbourhoods (dashed black lines)
- Missing links (yellow)
- Cycle desire lines (pink arrows)



Appendix B: Queen Square

The fact that the area is being included for improvement for active travel is welcomed, but is considered limited in its ambition.

Queen Square is a potentially wonderful part of the public realm, but is currently inaccessible to many, including the young, elderly, disabled, and those with visual impairments, due to the surrounding roads being open to motorised traffic.

The proposed design does not provide a safe link from the south west corner of Queen Square to the Bath City Centre Charles Street cycle track via Chapel Row.

It is suggested that what is probably a once in a lifetime opportunity be taken now to give Queen Square access for all abilities by establishing a largely traffic free space linking directly to and from the city centre from the southeast corner. This would be for casual day-to-day use, but also events such as food markets and boules tournaments.

WRB Proposal

Make the east, south and west sides of Queen Square access only for motorised traffic. The north side would become two-way to all traffic accessing the north side of the city centre from the Upper Bristol Road, and Charlotte Street car-park which would be unaffected.

Motorised access would be for:

- The small number of businesses requiring occasional admittance such as the Francis Hotel for drop-offs/pick-ups
- Disabled and Resident Parking
- Buses requiring a turn around ‘loop’ route when Milsom Street is closed to them and being used as an event venue
- Emergency Services

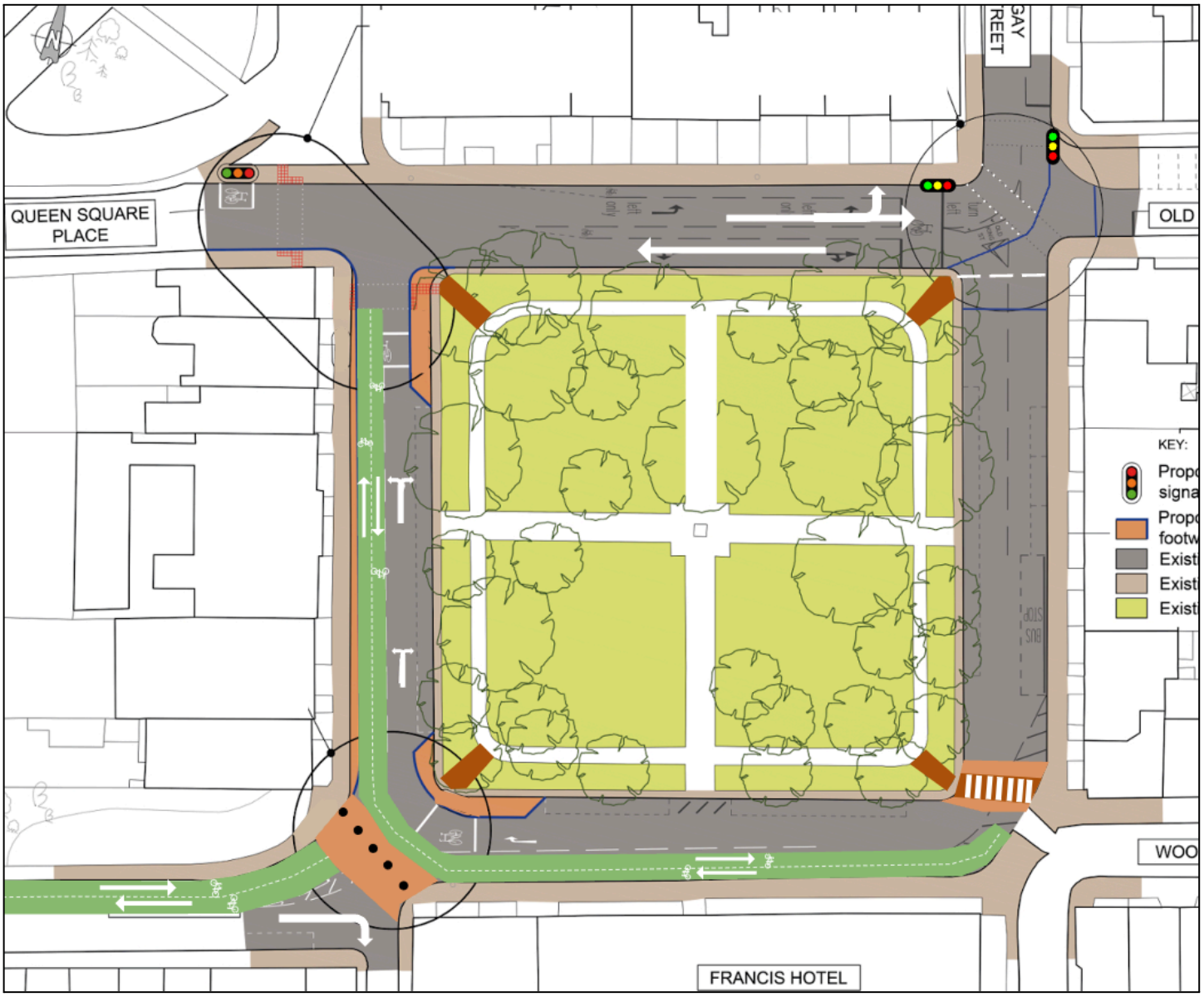
This traffic would enter at the northeast corner, moving around the square anticlockwise and exiting at the northwest corner with no changes to the current direction of traffic.

The two-way segregated cycle track on the west side should be implemented as proposed. However, it should be recognised that the desired line for most cyclists is for access to the northern part of the city centre. Therefore, add a two-way segregated cycle track on the south side of the square facilitating access to Milsom Street via Wood Street.

The southwest exit from Queen Square at Chapel Row should be closed to motorised traffic. A new two-way segregated cycle track should be implemented joining the proposed Charles Street cycle contraflow to the new Queen Square south side cycle contraflow. This would create joined-up cycle routes to the northern end of the city centre from Oldfield Park via North Quay, and the eastern end of the Strategic Transport Route where it emerges at Green Park.

A similar concept is Bristol’s Queen Square which for years was open to through traffic and is now a delightful public space for people of all abilities walking, wheeling and cycling.

Three Sides of Queen Square Mainly Traffic Free



Bath City Centre Consultation - Connection