

# **Active Travel Fund Tranche 2 Schemes**

## **Traffic Regulation Order Consultation Outcome Report**

28 February 2022

Revision 02



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# 1 Introduction

## 1.1 Background

1.1.1 The Active Travel Fund was launched in May 2020 by the Department for Transport and supports proposals to enable more journeys to be made on foot and by bicycle. The fund initially supported temporary highway schemes to aid social distancing in response to the Covid-19 pandemic (known as tranche 1). The next phase of funding (tranche 2) is for permanent schemes, focused on reallocating road space in favour of active travel.

1.1.2 In February and March 2021 a first stage of consultation was undertaken on the proposals outlined below. The results from that consultation were report to the council's Cabinet in June 2021 where it was agreed that the proposals, with some modifications, should proceed to the Traffic Regulation Order (TRO) stage of consultation. There is a requirement to allow people to raise objections where a TRO is needed to implement certain types of traffic restrictions. The council also has to give notice if it proposes to install road humps and zebra crossings.

## 1.2 Proposed active travel schemes

1.2.1 The proposed A4 Upper Bristol Road scheme originally consisted of the following elements:

- **A4 Upper Bristol Road:**

- new cycle lanes on both sides of Upper Bristol Road between the junctions with Charlotte Street and Midland Road;
- new bollards and splitter islands to separate cyclists from motor traffic;
- new floating bus stop islands, so that bus passengers can board and alight buses from new areas of footway and cyclists can remain within a cycle lane;
- removal of car parking bays on Upper Bristol Road (40 spaces);
- improvements to all the side road junctions within this section of Upper Bristol Road, to make it easier and safer for pedestrians to cross;
- extension of 20mph speed limit on A4 Upper Bristol Road between Charlotte Street and A3604 Windsor Bridge Road.

1.2.2 Following the first round of consultation the A4 Upper Bristol Road scheme was revised to include the following:

- **A4 Upper Bristol Road (revisions):**

- Following feedback from the emergency services, splitter islands to be provided at the start of the cycle lane, with the wand measures now spaced every 15 metres with 'mini orca' measures in between;

- cycle parking stands to be provided along Upper Bristol Road. Depending on the level of demand one or two secure, on-road bike lockers in the Zone 6 parking area, also to be provided;
- use of 'bus stop boarders' at two of the stops and 'floating bus stops' at two of the other stops;
- the 20mph zone will extend westwards to the junction with St Michael's Road;
- the proposals now include some short sections of car parking in Upper Bristol Road. These would be 'floating' bays, allowing cyclists to pass on the inside of the parking bay. The bays would all offer time-limited 30-minute stays between set hours, to help make parking regularly available during the daytime, with unlimited stays outside of those hours;
- the existing Pelican crossing near Nile Street proposed relocated and replaced with a Parallel Zebra crossing for both pedestrians and cyclists;
- waiting restrictions are proposed along the scheme to be operative at the busiest times of the day;
- the design of the loading bay outside The Hop Pole public house provides a section of shared space outside of the establishment to enable the cyclists to pass a lorry without having to pull out into traffic.

1.2.3 The proposed A36 Beckford Road scheme originally consisted of the following elements:

- ***Bath city centre to Bath University via A36 Beckford Road & North Road:***
  - An uphill (eastbound) cycle lane on Beckford Road, using bollards and splitter islands to separate cyclists from motor vehicles;
  - removal of 28 car parking spaces on Beckford Road;
  - removal of 4 car-lengths of double yellow lines in Forester Road;
  - 4 new time limited parking bays in Warminster Road and 2 new time limited bays in North Road;
  - an experimental closure of North Road to through traffic (except buses and emergency vehicles) to provide a route for cycles and electric scooters which is largely free of motor traffic;
  - an off-road link for cyclists between North Road and The Avenue; and
  - a new cycle path on the existing closed section of The Avenue, adjacent to the footway between Beech Avenue and Norwood Avenue. The cycle path to be separate from the pedestrian path.



1.2.4 Following the first round of consultation, the scheme was revised to the following:

- **A36 Beckford Road (revisions):**

- The proposed closure of North Road not to proceed any further at this stage until other route options have been identified and consulted on, and therefore the proposed cycle path in The Avenue also put on hold. However, the Beckford Road proposals to proceed to TRO consultation;
- Following feedback from the emergency services, splitter islands are used at the start of the cycle lane, but the wand measures are now spaced every 15 metres with 'mini orca' measures in between;
- it is proposed to provide a red surfacing where cycle lanes pass side-road entrances, to make them easier for drivers to see;
- the proposed new time-limited parking bay in North Road has been removed to prevent causing an obstruction;
- it is proposed to move the bus stop on the northwest side of the road a short distance further up the hill to improve visibility at the junction;
- the design of the existing bus stop on the north (uphill) side of the road is enhanced to make it clear to cyclists that they must give way to pedestrians.

## 1.3 Structure of the report

1.3.1 The following sections of this report are set out as follows:

- **section 2** summarises the public consultation activities;
- **section 3** provides a summary of the responses;
- **section 4** provides a summary of the quantitative results from the on-line survey;
- **section 5** provides a summary of the free text comments made via the online survey;
- **section 6** provides a summary of comments received by email and letter, plus free text comments from the on-line survey; and
- **section 7** provides a general summary.

## 2 Public consultation

- 2.1.1 The consultation opportunity to comment on the Traffic Regulation Orders was held between 2 December 2021 and 4 January 2022 and publicised digitally via the council's website, Twitter account, press release, street posters and via a link on the West of England Employers Travel Survey. Given the proposed changes to on street parking in Upper Bristol Road and Beckford Road, resident parking permit account holders in zone 6 and 10 were alerted to the consultation. In addition, letters were sent to residents and businesses adjacent to the proposed schemes.
- 2.1.2 Details, including maps and drawings of the proposals, were made available at:  
**[www.bathnes.gov.uk/upper-bristol-road-consultation](http://www.bathnes.gov.uk/upper-bristol-road-consultation)**  
**[www.bathnes.gov.uk/beckford-road-consultation](http://www.bathnes.gov.uk/beckford-road-consultation)**
- 2.1.3 A web-based questionnaire was developed to seek views on the proposed schemes. A copy of the survey questionnaire is provided as Appendix ATF1.
- 2.1.4 Due to Covid-19 guidance no public-facing drop-in events were held. Any queries were directed to the active travel fund email address: [ActiveTravel\\_FundConsultation@bathnes.gov.uk](mailto:ActiveTravel_FundConsultation@bathnes.gov.uk) or through Council Connect.

## 3 Consultation Response

### 3.1 Feedback generated

- 3.1.1 The online survey generated 515 individual responses, inclusive of three comments sent by email and three by post from respondents who did not fill in an online response. All responses have been included within the analysis.
- 3.1.2 The consultation analysis has involved both quantitative and qualitative data.

### 3.2 Quantitative analysis

- 3.2.1 **Section 4** provides a profile of respondents, whilst **section 5** provides a summary of the results relating to opinion questions on the proposed schemes.

### 3.3 Qualitative data analysis

- 3.3.1 The more detailed qualitative feedback generated from questions is summarised in **section 6**.

## 4 Quantitative Results

### 4.1 Background

4.1.1 The questionnaire included a series of statements which respondents were asked to tick if they agreed with them for both the A4 Upper Bristol Road and A36 Beckford Road scheme areas.

4.1.2 This section of the report sets out the presentation and summary of the following results:

- **Paragraph 4.2** – Overall results of the consultation;
- **Paragraph 4.3** – Proportion of responses received from Bath residents;
- **Paragraph 4.4** – Plans showing the relative location of responses.

### 4.2 Presentation of results

4.2.1 **Figure 4.1** and **Figure 4.2** present the results of the public consultations as stacked bars with 'Support' and 'Partially Support', shown as positive percentages (in dark green and light green respectively), with 'Object' responses shown as negative percentages (in red). When using the online survey form, respondents were asked to tick a box as to whether they objected, partially supported or objected to the proposals.

4.2.2 The results indicate that in both the A4 Upper Bristol Road and A36 Beckford Road cases, the majority of respondents reported either supporting, or partial supporting the proposed schemes.

4.2.3 **Figure 4.1** demonstrates that, for responses received during the A4 Upper Bristol Road consultation, a total of 57% registered either support or partial support of the proposals, with 43% of respondents objecting to the proposed scheme, and **Figure 4.2** shows that, of the responses received during the A36 Beckford Road consultation, 72% either supported or partially supported the proposals, while 28% registered an objection.

4.2.4 **Figures 4.1** and **4.2**, show the percentage of respondents who indicated their support, partial support, or objection to the proposals, and also include the number of responses received in each case within brackets.

### A4 Upper Bristol Road

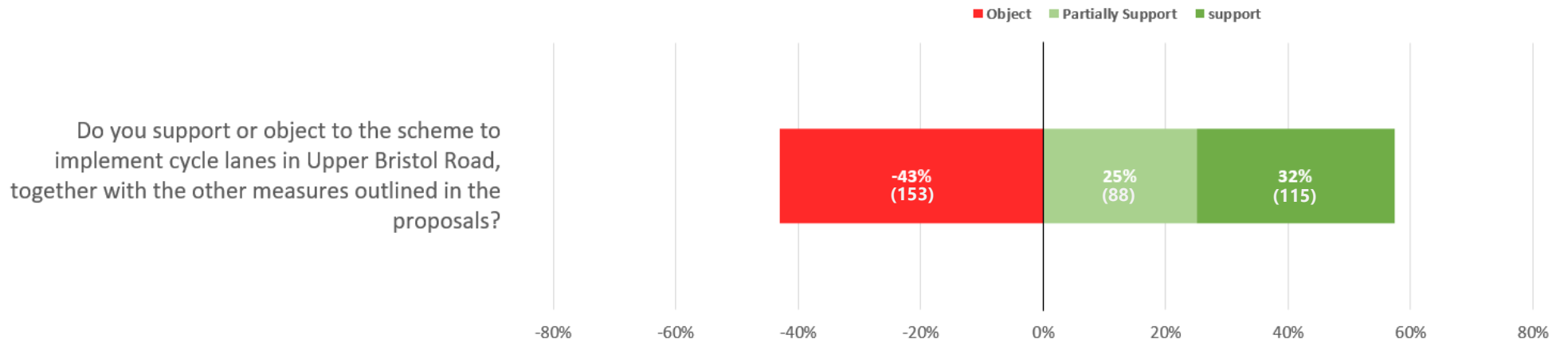


Figure 4-1: A4 Upper Bristol Road

### A36 Beckford Road

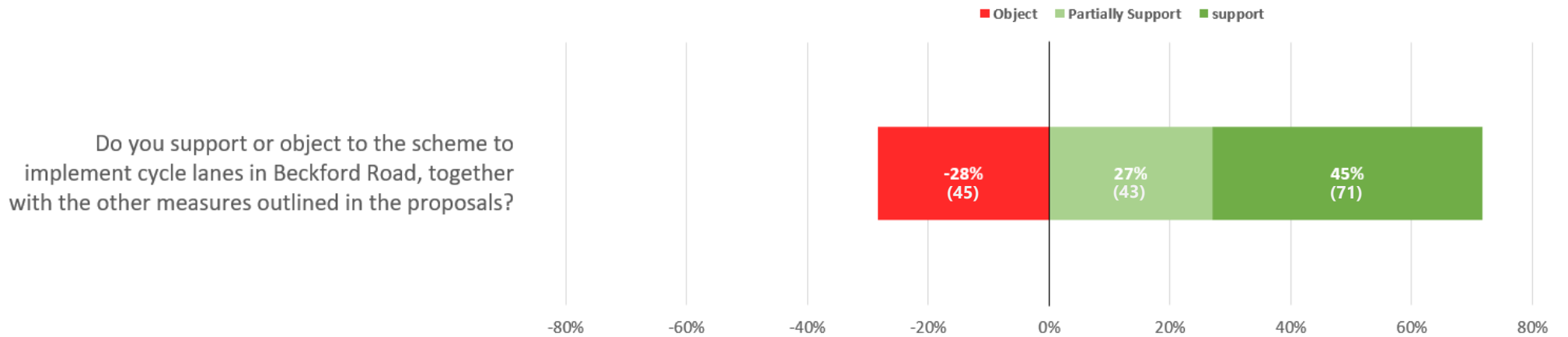
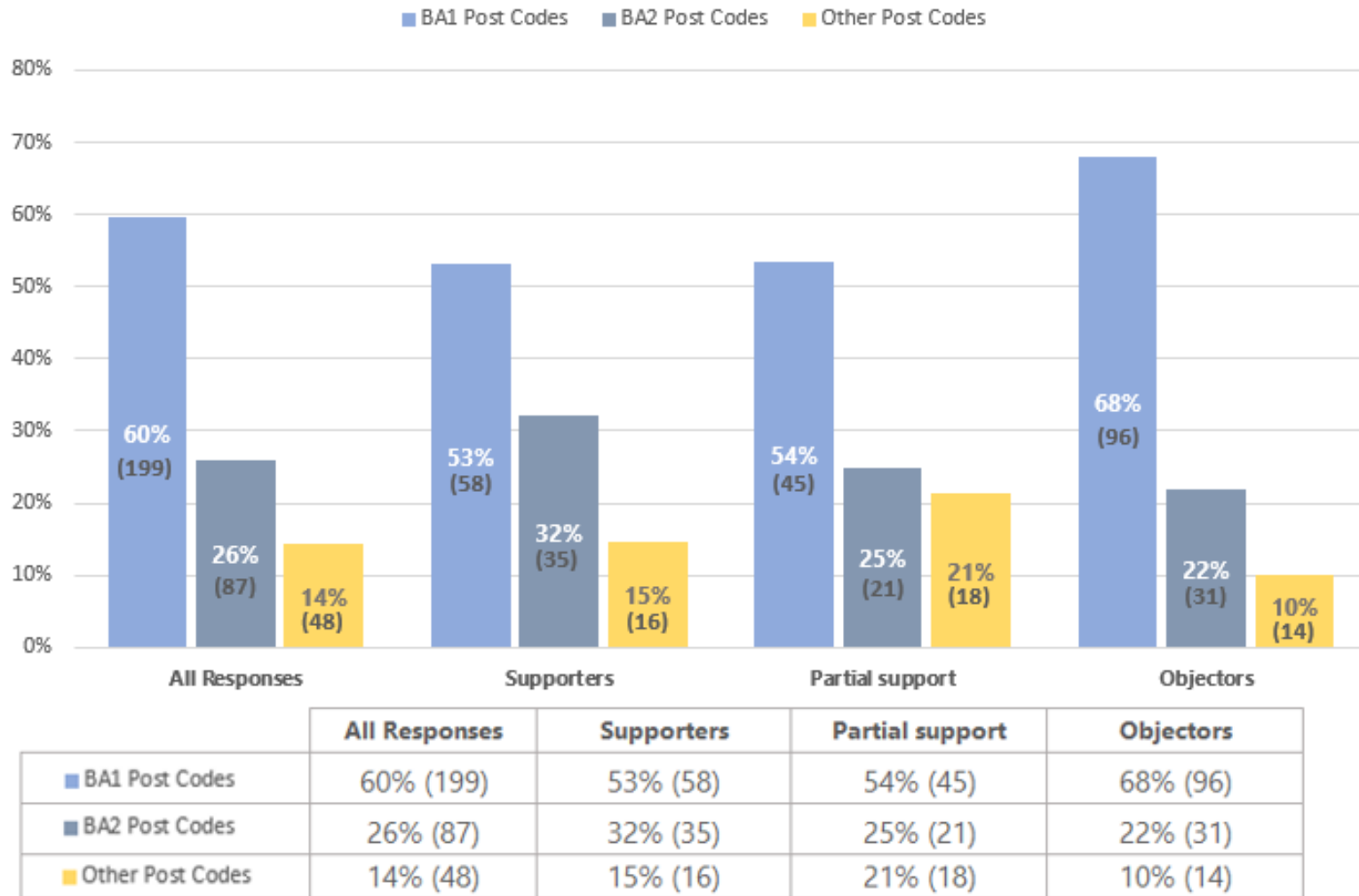


Figure 4-2: A36 Beckford Road

### 4.3 Proportion of respondents located within Bath

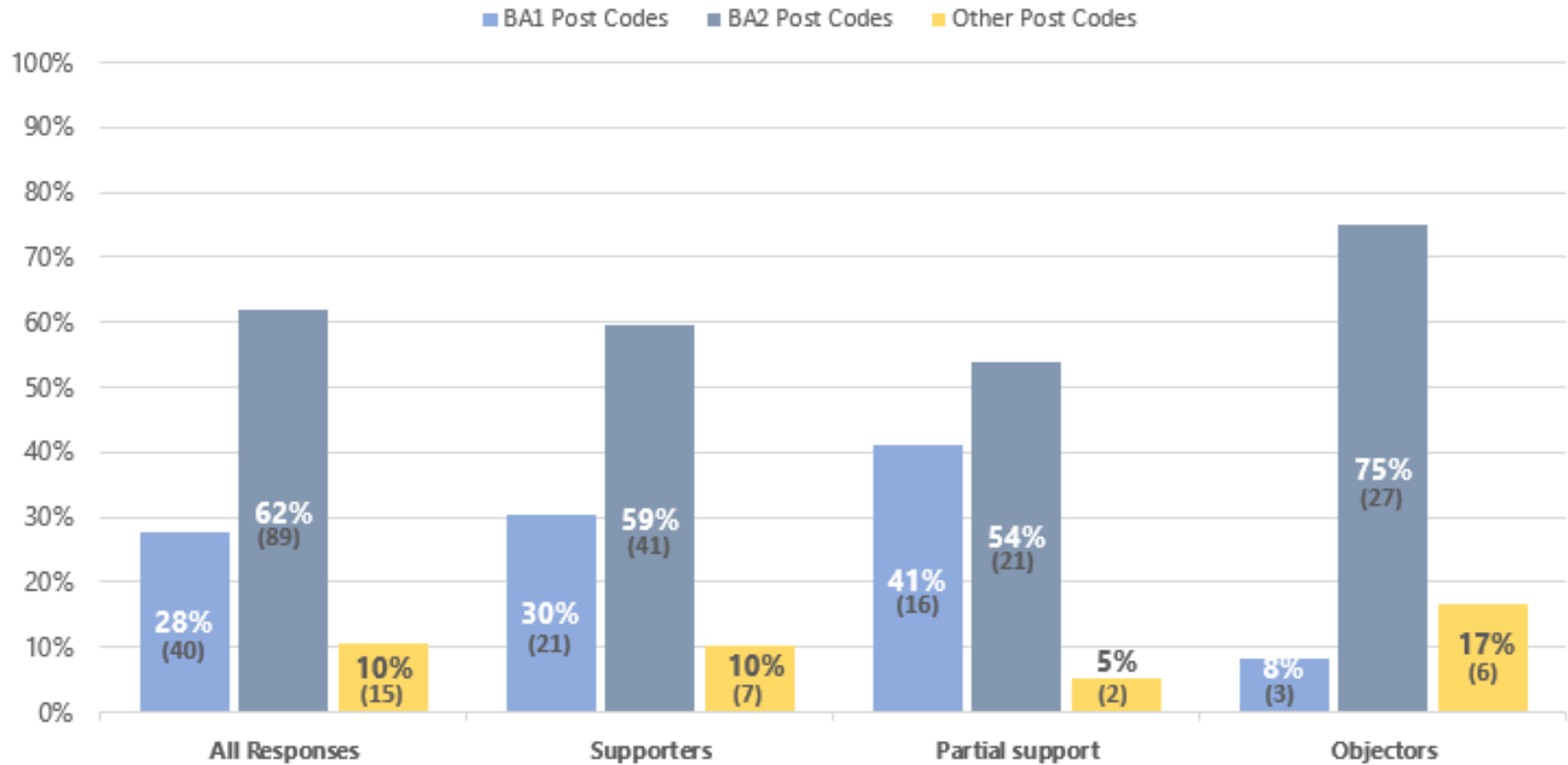
- 4.3.1 In order to provide an analysis of the relative location of the supporting, partially supporting and objecting responses, the consultation requested that respondents provide an address and post code. This post code information was subsequently anonymised prior to analysis via the removal of the final two digits of the post code.
- 4.3.2 **Figure 4.3** demonstrates that, of the total A4 Upper Bristol Road respondents who provided a post code, the vast majority (86%) were located within either BA1 or BA2 post code locations. **Figure 4.4** similarly shows that 90% of responses to the A36 Beckford Road proposals reported as being located within either BA1 or BA2 post code locations.
- 4.3.3 The number of responses is included in **Figures 4.3** and **4.4** in brackets next to their corresponding percentages.
- 4.3.4 It was noted that Upper Bristol Road is located within the BA1 post code area, while Beckford Road is located within the BA2 post code area. The results of the response analysis showed that each consultation was found to have generated a larger proportion of respondents from their relative post code locations (60% of the Upper Bristol Road consultation responses being located within BA1, and 62% of the Beckford Road respondents having been generated from BA2 post codes).

## A4 Upper Bristol Road



**Figure 4-3: A4 Upper Bristol Road, BA1, BA2 and All Other Post Codes**

## A36 Beckford Road



	All Responses	Supporters	Partial support	Objectors
BA1 Post Codes	28% (40)	30% (21)	41% (16)	8% (3)
BA2 Post Codes	62% (89)	59% (41)	54% (21)	75% (27)
Other Post Codes	10% (15)	10% (7)	5% (2)	17% (6)

**Figure 4-4: A36 Beckford Road, BA1, BA2 and All Other Post Codes**



## 4.4 Post Code Plans

4.4.1 From the data provided it was possible to plot responses using their general location. The data has been assessed based upon the frequency of responses received from each post code. The size of the symbols within the plans have therefore been generated to show the number of responses received within each area. From this analysis it is possible to provide a view of where the relative support and objections were located.

### Data table key – A4 Upper Bristol Road

4.4.2 Participants of the online survey were asked to tick if they agreed with various statements about why they supported or objected to the proposals (listed below). It should be noted that percentage results may not sum to 100%, as participants often cited multiple reasons for their support or objection. A total of 153 survey participants objected and 115 supported the proposals.

4.4.3 A total of 88 survey participants stated that they partially support the proposed scheme. These participants were taken directly to the other comments section of the survey to provide individual comments to explain why they partially supported the scheme.

#### Main Reasons for supporting the proposals

- a) There is a need to change the road to make it safer and more convenient to cycle; - selected by 105 (92%) of supporters
- b) It is important to expand the cycle network to give more people the opportunity to cycle; - 103 (90%) of supporters
- c) The proposed improvements will make Upper Bristol Road a better place for pedestrians; - 89 (78%) of supporters
- d) I would like to see the speed limit reduced to 20mph. - 83 (73%) of supporters

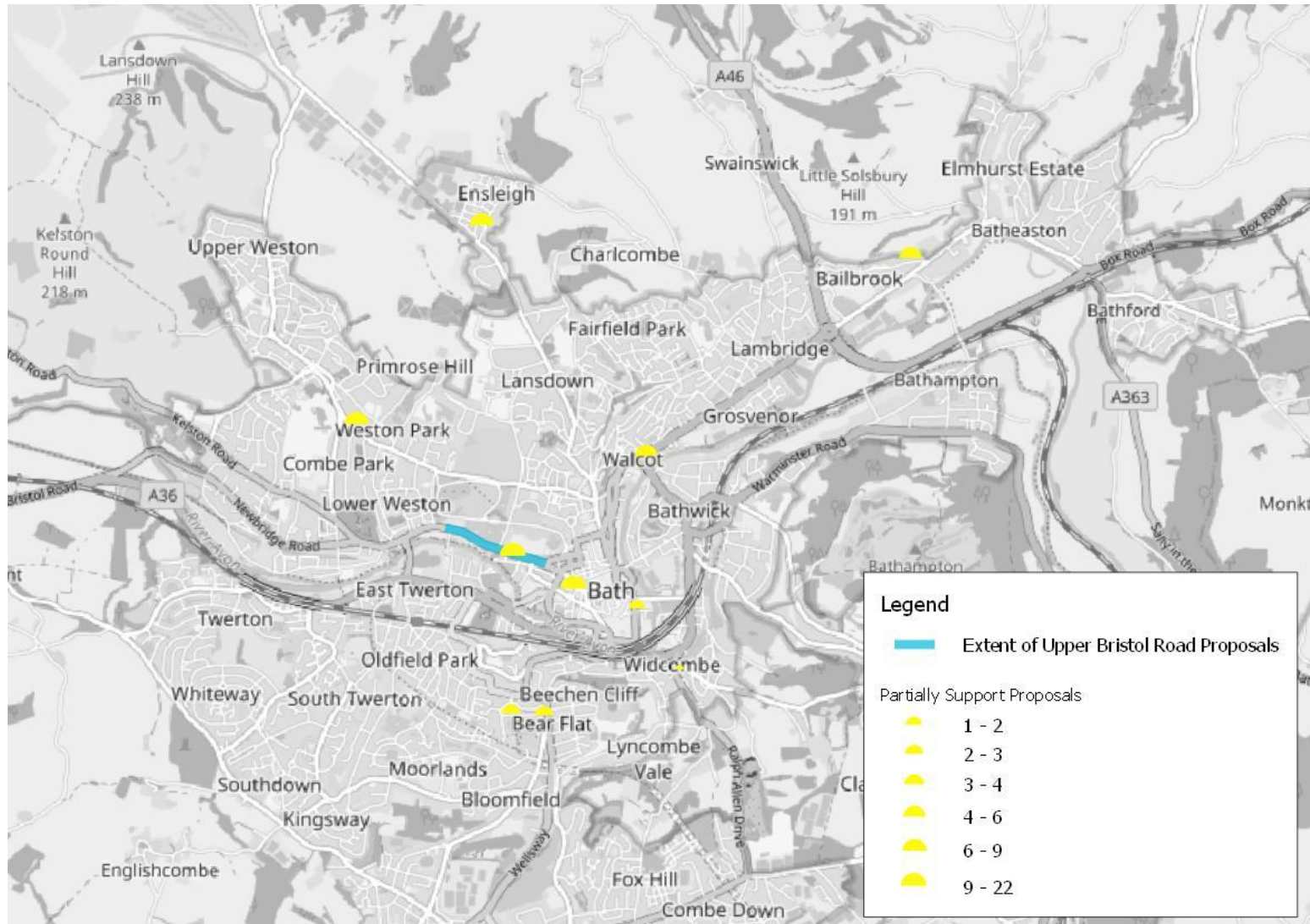
#### Main Reasons for objecting to the proposals

- e) The loss of parking bays will make it difficult for me, delivery vehicles or visitors to park near my home; - selected by 95 (63%) of objectors
- f) I have concerns about changes to parking in other roads; - 90 (59%) of objectors
- g) There is no need for the cycle lanes; - 125 (82%) of objectors
- h) I do not believe the 20mph speed limit is appropriate. – 60 (39%) of objectors



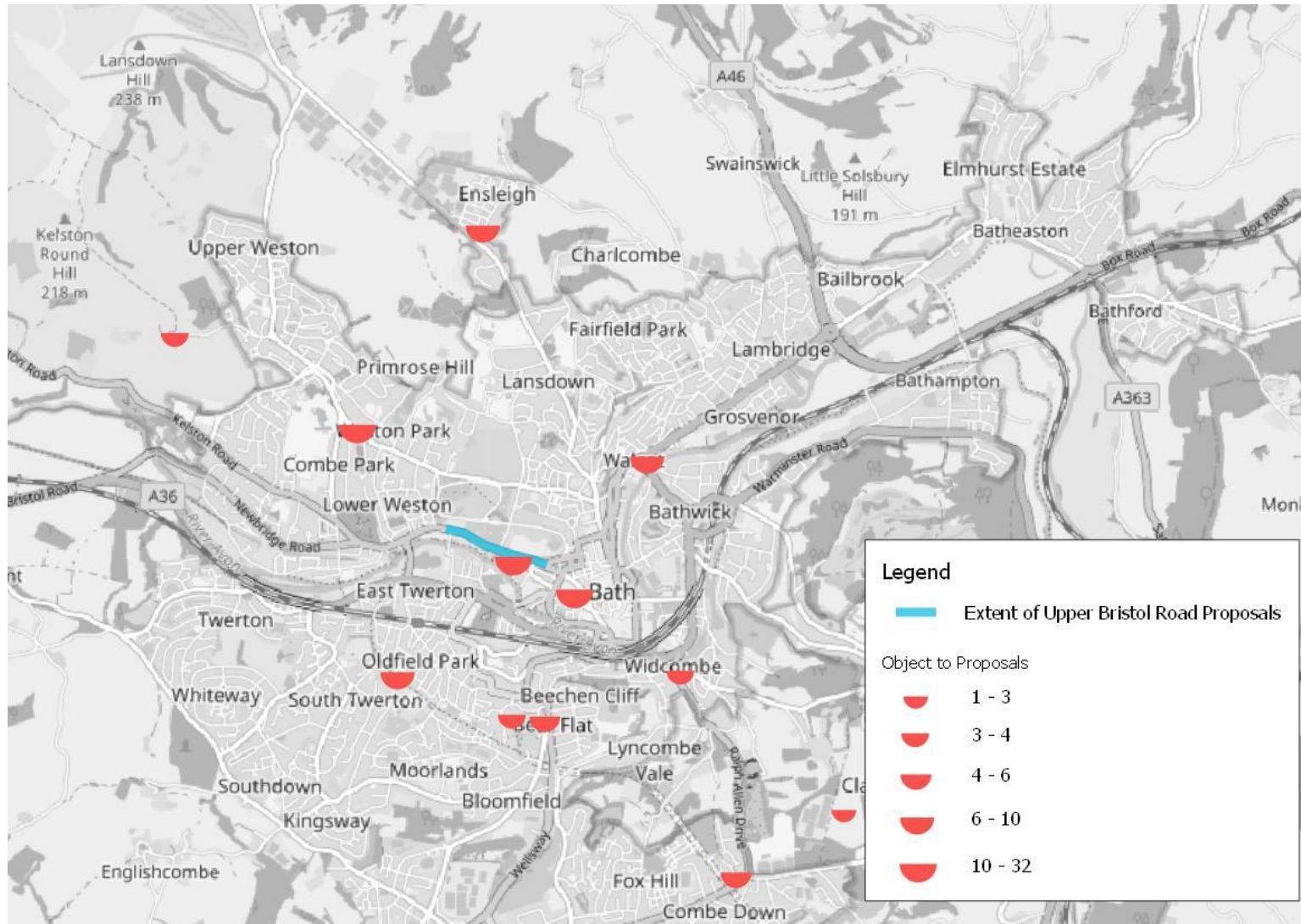
**Figure 4-5: Upper Bristol Road Postcode Plot, Support for Proposals**

This shows where respondents from Bath were from who supported the proposals



**Figure 4-6: Upper Bristol Road Postcode Plot, Partial Support for Proposals**

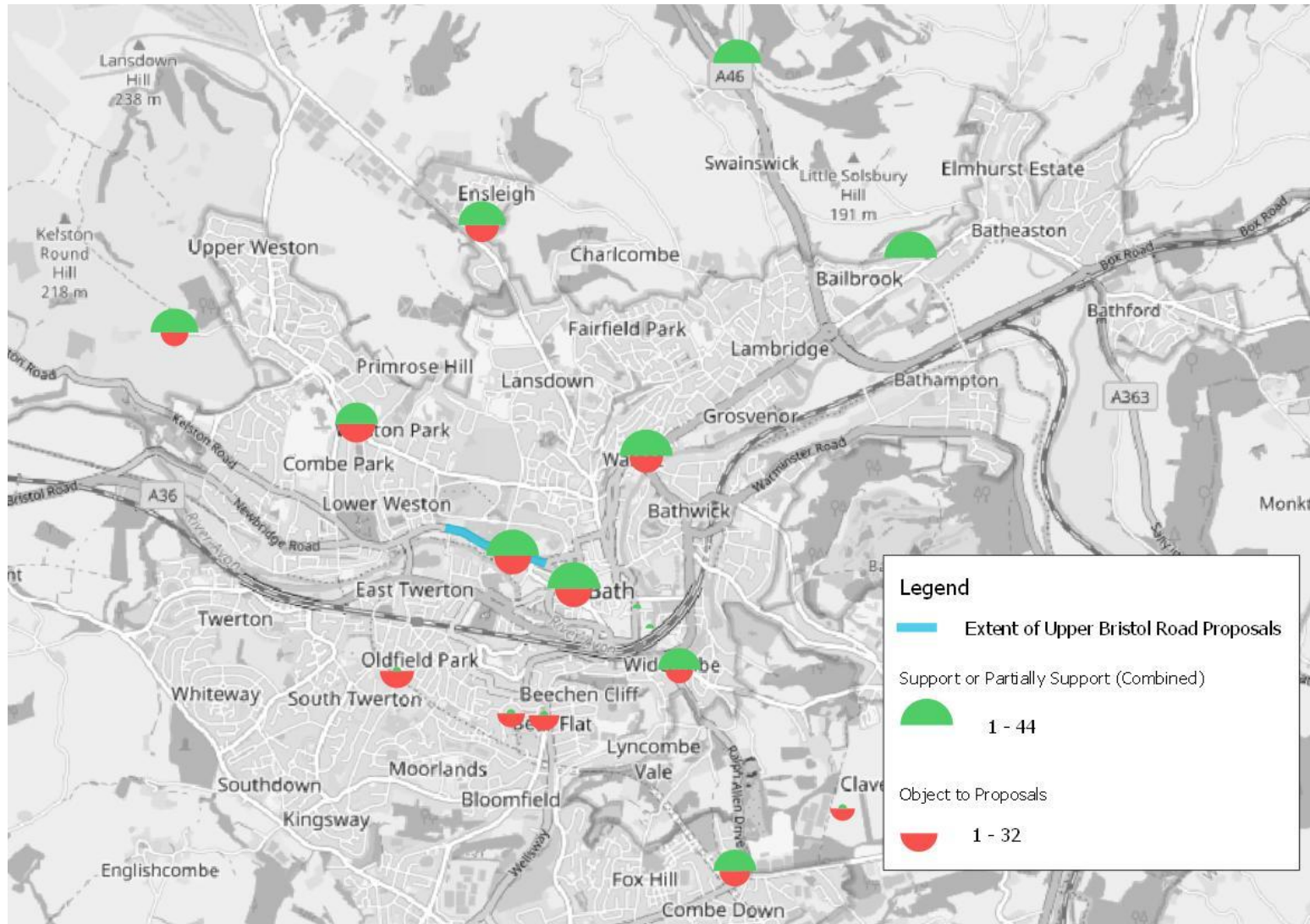
This shows where respondents from Bath were from who partially supported the proposals



**Figure 4-7: Upper Bristol Road Postcode Plot, Objections to Proposals**

This shows where respondents from Bath were from who objected to the proposals





**Figure 4-8: Upper Bristol Road Postcode Plot**

**This shows both objections and support/partially support together according to where respondents live**

### **Data table key – A36 Beckford Road**

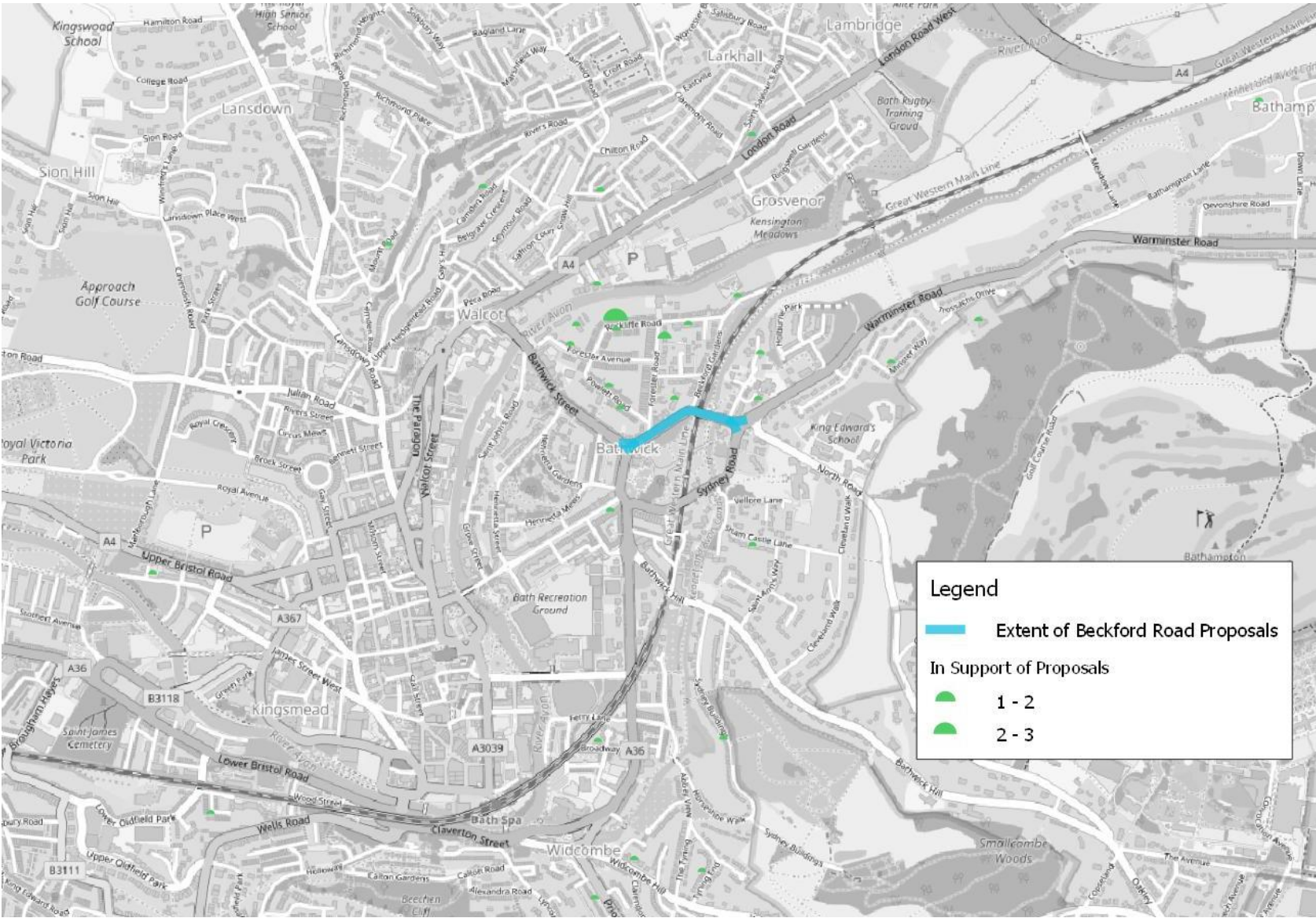
- 4.4.4 Participants of the online survey were asked to tick if they agreed with various statements about the proposals (listed below). It should be noted that participants often cited multiple reasons for their support or objection. A total of 45 participants objected and 71 supported the proposals.
- 4.4.5 A total of 43 survey participants stated that they partially support the proposed scheme. These participants were taken directly to the other comments section of the survey to provide individual comments to explain why they partially supported the scheme

#### Main Reasons for supporting the proposals

- a) The proposals will make it safer and more convenient to cycle; - selected by 67 (94%) of supporters
- b) It is important to expand the cycle network to give more people the opportunity to cycle; - 66 (93%) of supporters
- c) The proposed improvements will make Beckford Road a better place for walking. – 52 (73%) of supporters

#### Main Reasons for objecting to the proposals

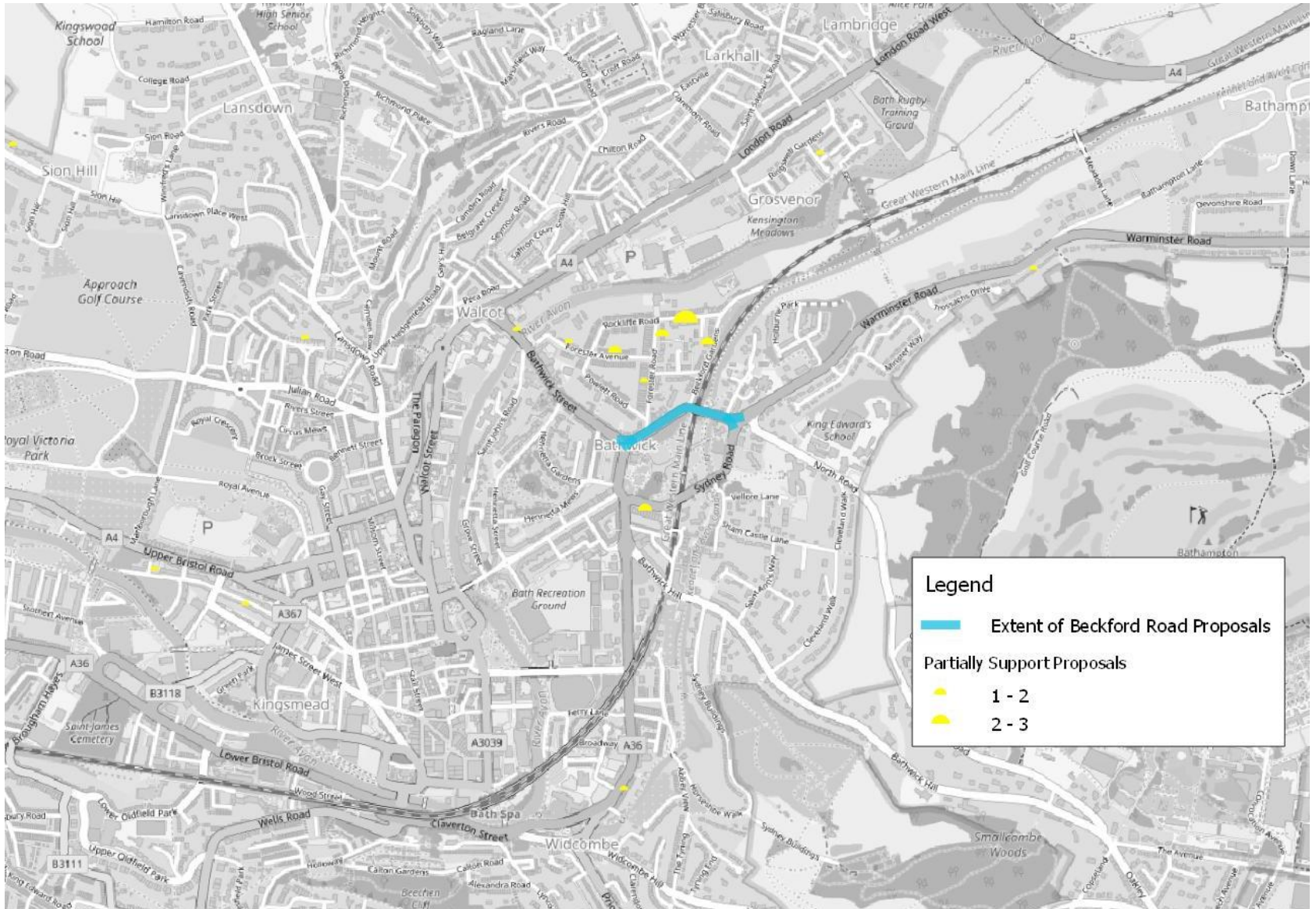
- d) The loss of parking bays will make it difficult for me to park near my home and/or make it difficult to receive deliveries and/or visitors; - selected by 24 (57%) of objectors
- e) I have concerns about changes to parking in other roads; - 25 (60%) of objectors
- f) There is no need for the cycle lanes; - 32 (76%) of objectors



**Figure 4-9: Beckford Road postcode plot, Support for Proposals**

This shows support for the proposals according to where respondents live

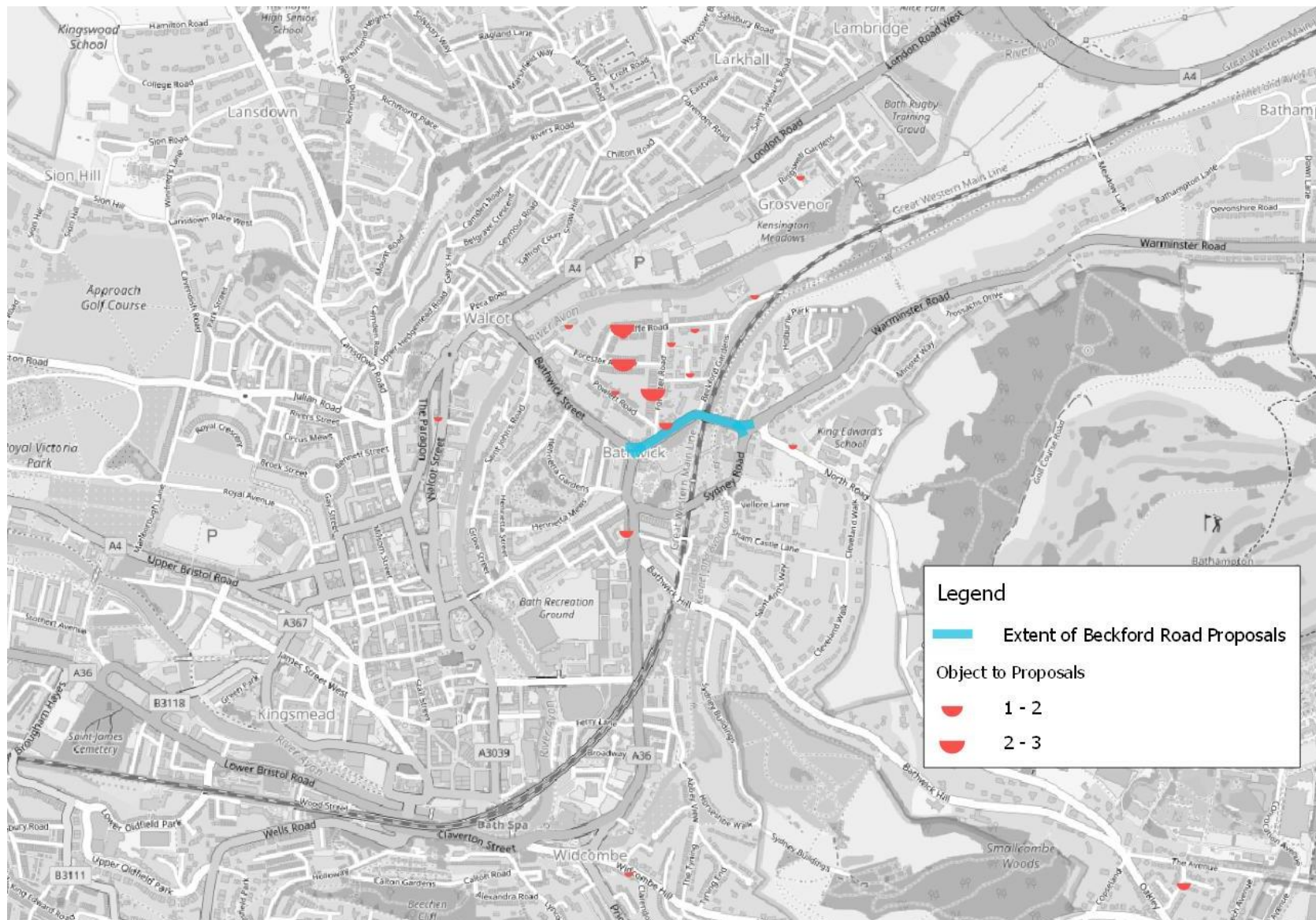




**Figure 4-10: Beckford Road postcode plot, Partial Support for Proposals**

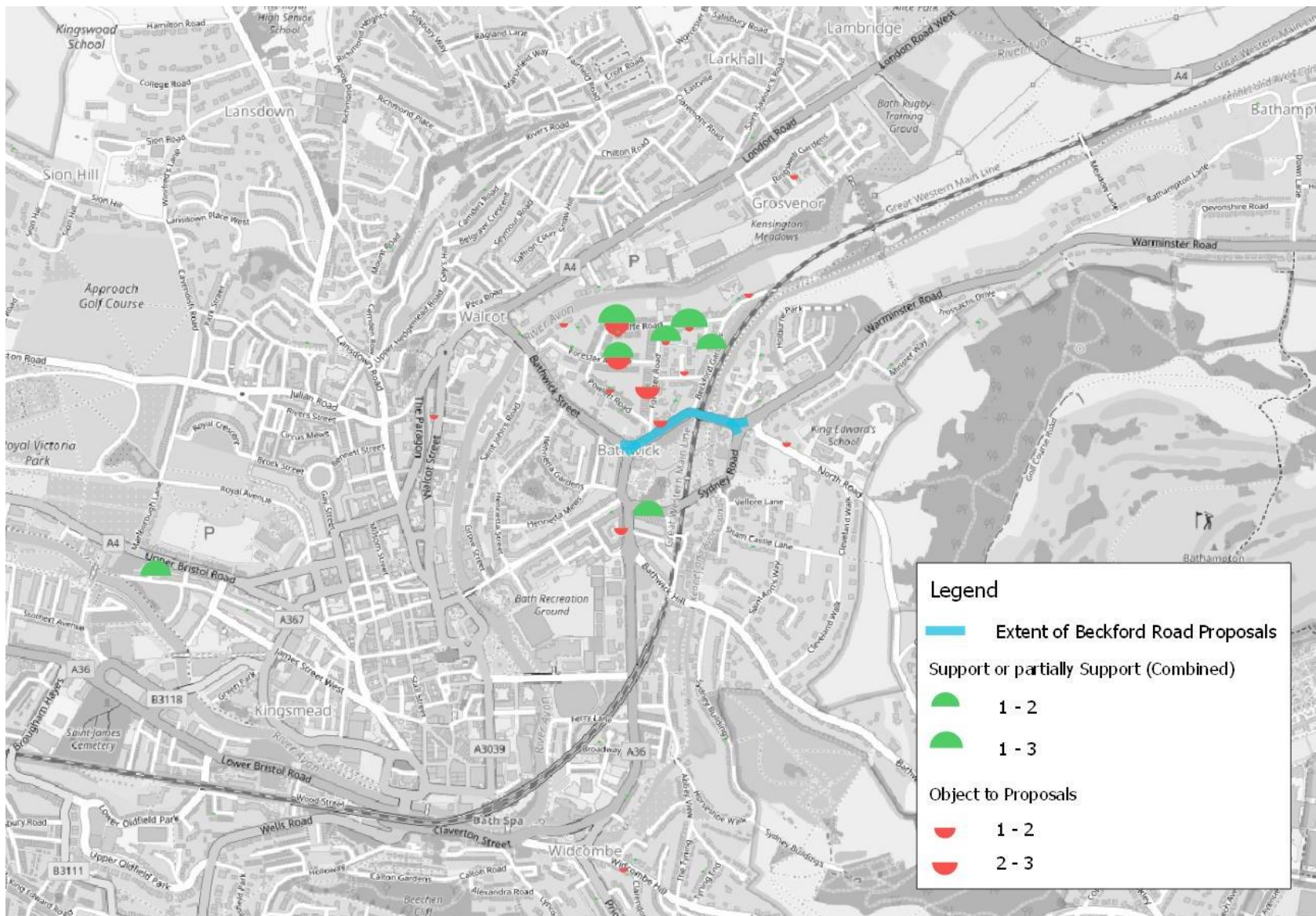
This shows partial support for the proposals according to where respondents live





**Figure 4-11: Beckford Road postcode plot, Objections to Proposals**

This shows objections to the proposals according to where respondents live



**Figure 4-12: Beckford Road postcode plot, All Respondents**

This shows the overall support, partially support and objections to the proposals according to where respondents live



## 5 On-line survey text responses

5.1.1 96% of respondents (494) included comments in the free-text box within the online survey. No text limit was imposed and some of the responses were lengthy. Respondents objecting to the proposals tended to give more detailed comments. The comments have been analysed and summarised for each proposed scheme and segregated into three categories:

- Respondents who support the proposals;
- Respondents who partially support the proposals; and
- Respondents who object to the proposals.

5.1.2 Comments are listed in order of the frequency in which each individual issue was raised and are summarised below in **Table 5.1** and **Table 5.2**.

5.1.3 A number of the comments were raised by multiple categories of respondents and therefore have been listed based upon the total frequency in which these were raised.

5.1.4 The most frequently raised issues relating to the A4 Upper Bristol Road proposals were as follows:

### Most frequent comments provided by respondents who support the proposals

- I. Proposals do not go far enough in terms of cycle and/or pedestrian safety; and,
- II. the proposals will increase safety for cyclists and pedestrians along the route.

### Most frequent comments provided by respondents who partially support the proposals

- I. Wands separating cyclists from the carriageway are spaced too far apart;
- II. the design of the Hop Pole loading bay creates conflicts between cyclists and pedestrians and may encourage cyclists to move into the carriageway;
- III. the proposed cycle lanes too narrow and/or the remaining carriageway lanes are too wide;
- IV. the proposals do not go far enough in terms of providing space for cyclists and/or pedestrians; and,
- V. continuous footways should be utilised rather than speed tables.

Most frequent comments provided by respondents who objected to the proposals

- I. The proposals will increase traffic congestion and air pollution along the route;
- II. better alternative cycle routes are available in the vicinity;
- III. the proposals present an increased risk to personal safety and security;
- IV. the proposals will result in significant losses for local businesses located along the route;
- V. pedestrian safety will be adversely impacted by the proposals;
- VI. there is an existing shortage of parking spaces in the area and the proposals will exacerbate the current situation; and,
- VII. the proposals present difficulties for disabled users in terms of access to dwellings and facilities;
- VIII. there will be negative impacts for emergency vehicles using the route; and
- IX. the bus stop boarder and/or floating bus stop designs are unsafe and/or will be difficult for disabled users to negotiate.

5.1.5 The most frequently raised issues relating to the A36 Beckford Road proposals were as follows:

Most frequent comments provided by respondents who support the proposals

- I. Proposals do not go far enough in terms of cycle and/or pedestrian safety;
- II. the proposals will increase safety for cyclists along the route; and,
- III. the proposals will improve pedestrian safety along the route.

Most frequent comments provided by respondents who partially support the proposals

- I. Proposals do not go far enough in terms of cycle and/or pedestrian safety;
- II. the proposals will increase safety for cyclists along the route;
- III. the proposed cycle lanes too narrow and/or the remaining carriageway lanes are too wide;
- IV. wands separating cyclists from the carriageway are spaced too far apart;
- V. continuous footways should be utilised rather than speed tables; and,
- VI. no dropped kerbs are provided into Sydney Gardens.

Most frequent comments provided by respondents who objected to the proposals

- I. the bus boarder design presents safety issues;
- II. the proposals will have adverse impact on parking for those who live on houseboats;
- III. pedestrian safety will be adversely impacted by the proposals; and,
- IV. better alternative cycle routes are available in the vicinity.

5.1.6 Comments made by organisations are summarised separately in **Section 6**.

**Table 5-1: Data Table; A4 Upper Bristol Road, Qualitative respondents**

	<b>Total No. Responses</b>	<b>Support</b>	<b>Partially Support</b>	<b>Object</b>
<i>The proposals will increase traffic congestion and air pollution along the route</i>	14% (50)	0% (1)	2% (7)	12% (42)
<i>Design proposals do not go far enough in terms of providing space for cyclists and pedestrians</i>	13% (44)	5% (16)	8% (28)	0% (0)
<i>The wands separating the cycle lanes from the carriageway are spaced too far apart</i>	11% (37)	1% (3)	10% (34)	0% (0)
<i>The design of the Hop Pole loading bay creates conflicts between cyclists and pedestrians and may encourage cyclists to move into the carriageway</i>	10% (37)	1% (4)	9% (33)	0% (0)
<i>The proposed cycle lanes should be widened</i>	10% (36)	1% (3)	9% (33)	0% (0)
<i>Alternative cycle routes already exist through Royal Victoria Park and along the riverside</i>	9% (33)	0% (1)	1% (2)	8% (30)
<i>The proposals will result in significant losses for local businesses located along the route</i>	8% (29)	0% (1)	1% (3)	7% (25)
<i>The bus stop boarder and/or floating bus stop designs are unsafe and/or will be difficult for disabled users to negotiate</i>	8% (29)	1% (4)	2% (6)	5% (19)
<i>Continuous footways should be used at crossing points rather than speed tables</i>	8% (27)	1% (2)	7% (25)	0% (0)
<i>The proposals present an increased risk to personal safety and security</i>	7% (27)	0% (0)	0% (1)	7% (26)
<i>There is an existing shortage of parking spaces in the area and the proposals will exacerbate the current situation</i>	7% (26)	0% (0)	1% (3)	6% (23)
<i>The proposals present difficulties for disabled users in terms of access to dwellings and facilities</i>	7% (25)	0% (0)	1% (2)	6% (23)
<i>There will be negative impacts for emergency vehicles using the route</i>	6% (20)	0% (0)	0% (0)	6% (20)
<i>The costs of the scheme will outweigh the benefits</i>	4% (14)	0% (0)	0% (0)	4% (14)
<i>Cycle lanes along the floated parking bays will lead to collisions between cyclists and people exiting parked vehicles</i>	4% (14)	1% (2)	3% (12)	0% (0)
<i>There will be an increase in collisions involving cyclists</i>	4% (13)	1% (3)	2% (6)	1% (4)
<i>The proposals will provide a safer environment for cyclists and pedestrians</i>	3% (12)	3% (12)	0% (0)	0% (0)
<i>The proposals will provide encouragement for potential future users in terms of increasing the propensity towards cycling and walking</i>	3% (10)	3% (9)	0% (0)	0% (1)
<i>There will be an increase in collisions between all road users</i>	3% (10)	0% (0)	1% (2)	2% (8)
<i>The proposals take positive steps towards dealing with the climate emergency</i>	2% (7)	2% (6)	0% (1)	0% (0)
<i>Pedestrians will be put at increased risk of injury</i>	2% (5)	0% (0)	1% (2)	1% (3)

**Table 5-2: Data Table; A36 Beckford Road, Qualitative respondents**

	<b>Total No. Responses</b>	<b>Support</b>	<b>Partially Support</b>	<b>Object</b>
<i>Design proposals do not go far enough in terms of providing space for cyclists and pedestrians</i>	20% (32)	6% (9)	14% (23)	0% (0)
<i>The proposals will provide a safer environment for cyclists</i>	18% (28)	15% (24)	3% (4)	0% (0)
<i>The wands separating the cycle lanes from the carriageway are spaced too far apart</i>	14% (23)	1% (0)	13% (22)	0% (0)
<i>The proposed cycle lanes should be widened</i>	14% (22)	0% (0)	14% (22)	0% (0)
<i>Continuous footways should be used at crossing points rather than speed tables</i>	13% (21)	0% (0)	13% (21)	0% (0)
<i>There is no dropped kerbs access to Sydney Gardens</i>	11% (17)	0% (0)	11% (17)	0% (0)
<i>Removal of Double Yellow Lines will make it more dangerous for pedestrians to cross the carriageway</i>	8% (12)	1% (1)	4% (7)	3% (4)
<i>The proposals will provide a safer environment for pedestrians</i>	6% (10)	6% (9)	1% (1)	0% (0)
<i>The proposals will reduce safety for pedestrians</i>	6% (10)	1% (1)	3% (5)	3% (4)
<i>The bus stop boarder design is unsafe and/or will be difficult for disabled users to negotiate</i>	6% (9)	0% (0)	2% (3)	4% (6)
<i>There is an existing shortage of parking spaces in the area and the proposals will exacerbate the current situation</i>	5% (7)	0% (0)	2% (3)	3% (4)
<i>The proposals will negatively impact the availability of parking spaces for boat dwellers</i>	4% (6)	0% (0)	0% (0)	4% (6)
<i>Better alternative cycle routes already exist along Sydney Road and along the river</i>	3% (5)	0% (0)	0% (0)	3% (5)
<i>The proposals will increase traffic congestion and air pollution along the route</i>	3% (4)	0% (0)	0% (0)	3% (4)
<i>There is an insufficient number of cyclists currently using the route to justify the proposals</i>	2% (3)	0% (0)	0% (0)	2% (3)
<i>The proposals will reduce safety for cyclists</i>	2% (3)	0% (0)	1% (1)	1% (2)
<i>The proposals will improve air quality along the route</i>	1% (2)	1% (2)	0% (0)	0% (0)
<i>The proposals take positive steps towards dealing with the climate emergency</i>	1% (2)	1% (2)	0% (0)	0% (0)
<i>Parking will be displaced</i>	1% (2)	0% (0)	1% (1)	1% (1)

## 6 Letters & emails plus on-line survey text response

### 6.1 Background

6.1.1 In addition to the online responses, the consultation generated three email responses and three written responses from respondents who did not provide an online response. All comments received via email and by post were reviewed in detail and are included within the overall analysis.

### 6.2 Summary of responses

6.2.1 A summary of the points raised by organisations and individuals is set out below. A more detailed summary of the comments received from organisations is provided as Appendix ATF2.

### 6.3 A4 Upper Bristol Road

6.3.1 The main supporting points related to:

- Providing more space for pedestrians and cyclists; and
- providing a safer environment for pedestrians and cyclists.

6.3.2 The main points of objection related to:

- Increased traffic congestion and air pollution along the route;
- alternative cycle routes already being available nearby;
- access to properties for maintenance deliveries;
- emergency vehicle access;
- elderly / disabled access;
- relocation of parking and concerns regarding personal safety;
- scheme design elements;
- parking removal; and
- impact on business.



## **6.4 A36 Beckford Road**

6.4.1 The main supporting points related to:

- Providing increased safety for cyclists and pedestrians;
- expansion of the cycle network in Bath to give more people the opportunity to cycle;
- any measure that supports safer active travel is good.

6.4.2 The main points of objection related to:

- Parking impact;
- wands separating the cycleways from the carriageway too widely spaced;
- disabled access;
- alternative cycle routes already being available nearby;
- safety concerns regarding the bus stop boarder;
- pedestrian safety due to the removal of the double yellow lines;
- the lack of dropped kerbs provided for access into Sydney Gardens.

## 7 Summary

- 7.1.1 During the consultation on the Traffic Regulation Order stage of the proposals for active travel schemes in Upper Bristol Road and Beckford Road, 515 responses were received.
- 7.1.2 For both schemes, when the numbers of who stated they supported and those who stated they partially supported are combined, there were a majority of responses in favour, although with some factors that those partially supporting did not agree with in the proposals. In Upper Bristol Road and Beckford Road, the most common reasons people gave for only partially supporting were factors relating to the design of the scheme that they felt did not go far enough in terms of providing even better infrastructure for cyclists and people walking than is proposed.
- 7.1.3 The most common reasons why people objected to the proposals, which were 43% of respondents to Upper Bristol Road and 28% to Beckford Road, were largely related to the loss of parking, concerns about ability to maintain and service properties, personal safety concerns of having to park further away in certain locations, and comments that the reallocating of road space for cycle lanes could lead to congestion and impact on air quality.

## Appendix ATF1: Survey Questionnaire

### Upper Bristol Road Active Travel consultation: Questions

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**1: Do you support or object to the scheme to implement cycle lanes in Upper Bristol Road, together with the other measures outlined in the proposals?**

- Support
- Object
- Partially support

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**2a: What are your main reasons for supporting the proposals?**

- There's a need to change the road to make it safer and more convenient to cycle
- It's important to expand the cycle network in Bath to give more people the opportunity to cycle
- I think the proposed improvements will make Upper Bristol Road a better place for pedestrians
- I would like to see the speed limit reduced to 20mph

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**2b: What are your main reasons for objecting to the proposals?**

- The loss of parking bays in Upper Bristol Road will make it difficult for me, delivery vehicles or visitors to park near my home
- I have concerns about changes to parking in other roads
- I don't think there is any need for the cycle lanes
- I do not believe a 20mph speed limit is appropriate

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**3: Please add any comments you have on the proposals**

**It's important to give reasons as to why you support or object to the proposals**

<Text box>

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**4: Tell us about you**

- Full name
- Contact email address
- Contact telephone number
- Address 1
- Address 2
- City or town
- Postcode

**Beckford Road Active Travel consultation: Questions**

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**1: Do you support or object to the scheme to implement a cycle lane in Beckford Road, together with the other measures outlined in the proposals?**

- Support
- Object
- Partially support

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**2a: What are your main reasons for supporting the proposals?**

**Select any that apply. You'll have another opportunity to add comments later**

- There's a need to change the road to make it safer and more convenient to cycle.
- It's important to expand the cycle network in Bath to give more people the opportunity to cycle.
- I like the proposed improvements which will make Beckford Road a better place for walking.

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**2b: What are your main reasons for objecting to the proposals?**

**Select any that apply. You will have another opportunity to add your own comments later**

- The loss of parking bays in Beckford Road will make it difficult for me to park near my home and/or make it difficult to receive deliveries and/or visitors.
- I have concerns about changes to parking in other roads
- I don't think there is any need for the cycle lanes

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**3: Please add any comments you have on the proposals**

**It's important to give reasons as to why you support or object to the proposals**

<Text box>

---

**4: Tell us about you**

- Full name
- Contact email address
- Contact telephone number
- Address 1
- Address 2
- City or town
- Postcode

## Appendix ATF2 : Summary of responses from organisations and representatives

### A4 Upper Bristol Road

Organisation	Objection or Support	Summary of comments
<p><b>Mr D's (takeaway fast-food business)</b> 8 St George's Place, Upper Bristol Rd, Bath</p>	<p><b>Objection</b></p>	<p><b>General Concerns</b></p> <ul style="list-style-type: none"> <li>• General concern about ability to receive deliveries from suppliers without blocking the road.</li> <li>• General concern about customers using the click and collect service / delivery platforms having the same problem.</li> <li>• Concern that jobs would be at risk if scheme went ahead in its present form.</li> <li>• General concern about consultation process.</li> </ul> <p><i>B&amp;NES comment: As part of the amended proposals, the existing pedestrian crossing has been relocated to the other side of Nile Street. This has enabled us to provide some 30 minute parking spaces on the opposite side of the road. Although it is not convenient as the present arrangement, the new crossing would be located immediately next to these parking spaces, providing a safe means of crossing the road.</i></p> <p><b>Safety Concerns</b></p> <ul style="list-style-type: none"> <li>• Ambulances travelling to the RUH: nowhere for cars to pull over to let them pass.</li> <li>• Vehicles turning right into Marlborough Lane, where currently there is a filter lane, could easily cause a back log of traffic whilst waiting to turn right. Upper Bristol Road would become a single lane road in both directions.</li> <li>• No provision for supermarket food deliveries to residents other than parking against the bollards.</li> <li>• Elderly and disabled residents are unable to be picked up from their homes on the Upper Bristol Road.</li> <li>• Replacing the residents parking to Royal Avenue might sound a good idea in theory, but practically, how many residents would want to walk from there at night, given the recent events in London.</li> <li>• The current poles installed on part of the Upper Bristol Road are dangerous. Generally dirty and therefore not reflective. Recent incidents where cars have swerved, at the last minute, to avoid them.</li> </ul> <p><i>B&amp;NES comment: The proposals were amended to provide the 'wand' measures separating the cycle lane from the main carriageway at 15m intervals to allow drivers to pull over and allow emergency vehicles to pass. The present short section of segregated cycle lane with wands in Upper Bristol Road near Victoria Bridge Road is isolated but the proposed scheme would involve a long run of segregated cycle lanes, which would make the wands more conspicuous to drivers. Removing the right-hand filters may lead to vehicles having to queue during busy periods however this would also result in overall speed reduction and much needed space for cycle provision, and impacts are considered to be very limited. Following a review of the original proposals we have provided some parking spaces at the eastern end of Upper Bristol Road and additional permit parking bays in a number of other locations in Zone 6. The route between Royal Avenue and Upper Bristol Road is generally well lit and overlooked and Zone 6 permit holders are entitled to park in Charlotte Street car park overnight, which is generally well lit and covered by CCTV.</i></p> <p><b>Alternatives</b></p> <ul style="list-style-type: none"> <li>• Upgrade / expand the existing cycle track on the towpath. This does not disrupt any businesses or residents in the area.</li> </ul>

		<ul style="list-style-type: none"> <li>Put a cycle lane on the Lower Bristol Road. The road is much wider, does not have any permit parking and could run from Churchill Bridge to Windsor Bridge Road. Also, there is significant student housing along the whole of the Lower Bristol Road. They would benefit from a cycle way along this road.</li> <li>If there were to be a cycle lane on the Upper Bristol Road, I think there would be less opposition if it were not a barriered cycle lane and just a marked one so at least vehicles could pull over to let emergency vehicles through.</li> <li>As the speed limit is being reduced to 20 mph, there is no reason for barriers.</li> <li>Also, create a loading bay for businesses that would be affected. There could even be an area with restricted time parking of say 20 mins max, as in Oldfield Park. There is also no need for a 24/7 cycle lane. The compromise view would be to make the existing bays a single yellow line parking restriction. That way at least residents could park there overnight from 6pm - 8am.</li> </ul> <p><i>B&amp;NES comment: There are less opportunities for providing cycle lanes in Lower Bristol Road in both directions compared to Upper Bristol Road. New national design standards and conditions attached to government funding do not allow us to provide long lengths of cycle lane that are only use road markings.</i></p> <p><i>The new cycle standards, LTN 1/20, are clear that in roads with traffic flows in excess of 6,000 vehicles a day there should be cycle lanes, even if the road has a 20mph speed limit. Weekday traffic flows on Upper Bristol Road are typically above 12,000 vehicles a day.</i></p>
<b>Physio Impulse</b>	<b>Objection</b>	<p><b>General concerns</b></p> <ul style="list-style-type: none"> <li>Why are more cycle lanes needed since there is already the river path and an existing (often water-logged) lane already in Upper Bristol Road.</li> <li>A short section of extra cycle lane will not improve safety for cyclists and could have the opposite effect if there are reduced options for motorists. Congestion from buses and additional safety concerns with people being dropped off outside the Army reserve centre and Phase One gym will also be an issue.</li> <li>As a business owner, relies on the parking spaces to enable patients to park opposite Phase One gym to access treatment room as some people are unable to walk the distance from the park down an often treacherous steep slope; which is also a relatively large distance for the older or infirm patient. This is a safety and access concern.</li> <li>Questioning whether enough time has been provided for the initial consultation since it was carried out during lockdown.</li> <li>The proposals could slow down progress when someone suffers injury as a consequence.</li> </ul> <p><i>B&amp;NES comment: Alternative, free, short-stay parking is being provided in the proposals in Park Lane. It is acknowledged that this is further away than the current parking but it is noted that parking bay is often continually full and frequently has no spaces, so there is no guarantee of finding a space here under the current arrangements.</i></p> <p><i>The government launched the Active Travel Fund during the pandemic with the intention of local authorities implementing the schemes as soon as possible. It was therefore not possible to avoid undertaking the first consultation during lockdown. Social distancing rules after lockdown and the high rates of infections prevented in-person public exhibition events from taking place. The consultations were well publicised though and a good level of responses has been received.</i></p> <p><i>The proposals include drainage improvements aimed at eliminating the current level of surface water which lies on the road after rain showers.</i></p>
<b>Concerned Residents of Upper Bristol Road (Residents Association)</b>	<b>Objection</b>	<p><b>General concerns</b></p> <p>Concerned the proposed cycle lane barriers, bollards and bus islands will prevent any vehicle from pulling over to provide space for emergency vehicles and the impact of these delays on journey times to and from the RUH.</p>

		<p><i>B&amp;NES comment: The proposals were amended to provide the 'wand' measures separating the cycle lane from the main carriageway at 15m intervals to allow drivers to pull over and allow emergency vehicles to pass.</i></p> <p>Personal safety concerns where provision of parking a significant distance away from our properties will lead to longer and more walks by women in the dark. The proposed extra parking is in an area which is not overlooked and is a major safety issue.</p> <p><i>B&amp;NES comment: The route between Royal Avenue and Upper Bristol Road is generally well lit and overlooked and Zone 6 permit holders are entitled to park in Charlotte Street car park overnight, which is generally well lit and covered by CCTV.</i></p> <p>Elderly and disabled residents will be badly affected by the scheme with no unloading of groceries, large items or garden centre products and prescription deliveries. Parents with buggies and small children will face similar problems.</p> <p><i>B&amp;NES comment: Following a review of the original proposals we have provided some parking spaces at the eastern end of Upper Bristol Road and additional permit parking bays in a number of other locations in Zone 6. The proposals do not prevent vehicles from stopping at any time to drop off or pick up passengers. The furthest any property in Upper Bristol Road would be from an area where a car can pull up to load or unload without obstructing the flow of traffic is 150 metres.</i></p> <p><b>Concern for businesses</b></p> <p>Concerned with the impact the proposals will have on businesses, especially post COVID, and the start of the recovery. Businesses along the route stand to lose customers because there will be nowhere near to pull up or park.</p> <p><i>B&amp;NES comment: There is parking available within the local area for the use of patrons of businesses along Upper Bristol Road and a lay-by and loading bay are being provided under the amended proposals.</i></p> <p><b>Concern over consultation process</b></p> <p>Length of consultation period not being 12 weeks.  Key documentation relating to consultation being re-uploaded after 2 weeks of consultation period.  Lead Cllr allegedly having insufficient time for responding to scheme queries.  Accepting scheme funding where it has been alleged that criteria cannot be met.  Dissatisfaction with scheme design being progressed in lockdown and insufficient resident's consultation.  Don't feel enough FAQ's provided after webinar.  Consultation bias &amp; deliberately mis-representing the scheme during the consultation process.</p> <p><i>B&amp;NES comment: The conditions of the funding mean that the timescales for designing, consulting on and implementing the schemes are very tight. We have aimed to consult as widely as possible and publicised the consultation.</i></p> <p><i>We are not aware of any misrepresentation of information about the proposals during this second stage on consultation. During the first stage of consultation some proposals relating to parking places in side roads were updated after the wrong plan was added on the website. This minor error was highlighted in the Cabinet report dated 23/6/21.</i></p> <p><b>Concerns / observations on scheme design elements</b></p> <p>Removal of the right-hand filters, will reduce the flow of the road.</p>
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	<p><i>B&amp;NES comment: Removing the right-hand filters may lead to vehicles having to queue during busy periods however this would help contribute to overall speed reduction and much needed space for cycle provision.</i></p> <p>Buses and deliveries will cause blockages in the road on a regular basis and the new layout of the road will lead to more idling vehicles and worsen the air quality of this part of Bath. <i>B&amp;NES comment: air quality will be monitored if the scheme goes ahead.</i></p> <p>We are extremely concerned about safety, especially that of women. Parking our vehicles a significant distance away from our homes and walking back to our properties poses a threat <i>B&amp;NES comment: Zone 6 permit holders are entitled to park in Charlotte Street car park overnight until 10am the following day. The car park is well lit and covered by CCTV.</i></p> <p>Any essential road works will cause traffic to be contra flowed with traffic lights which again will impact traffic flow and worsen air quality. <i>B&amp;NES comment: This is no different to the existing situation whenever road works are required.</i></p> <p>Impact on disabled parking and care for elderly residents. Queries over long term plans for public transport to the city centre. <i>B&amp;NES comment: there are not currently any disabled parking bays in Upper Bristol Road. We can consider requests for such bays in the nearest available parking area to a resident's home if they meet the criteria.</i> <i>All existing bus stops are to be maintained and improved as much as possible and the council is working with the West of England Combined Authority to improve bus infrastructure on the Bath – Bristol route among others. As part of the proposals we would provide an additional bus shelter including a digital real time passenger information display.</i></p> <p>The small test area of the cycle lane barriers already implemented show they are not fit for purpose. <i>B&amp;NES comment: The revised scheme includes poles on traffic islands after each gap to make the cycle lanes more conspicuous. The remaining cycle separators include a combination of cycle units some with and others without poles, adjacent to a continuous white line guiding motor traffic away from them.</i></p> <p>Drainage problems with UBR – cycle lane filling with standing water. <i>B&amp;NES comment: The issue of ponding along a part of the road is currently being investigated to establish a suitable solution as part of the scheme.</i></p> <p>We note that there is a proposed, significant, increase in parking around the Nile Street/Nelson Place junction. There will be a negative impact on the maintenance of housing stock along the UBR. Concern over removal of parking and access to businesses, specifically Phase 1 Gym as well as access for families to the park <i>B&amp;NES comment: See comments on additional parking above.</i></p> <p><b>General observations</b></p> <p>Removal of parking spaces and why they cannot be replaced with EV charging points to accommodate the move the electric vehicles. <i>B&amp;NES comment: the council is currently investigating the provision of EV charging points is suitable locations.</i></p> <p>We are convinced an enforced 20mph zone would achieve the required result of the active travel schemes without the disruption.</p>
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		<p><i>B&amp;NES comment: The existing 20mph speed limit is proposed to be extended to cover Upper Bristol Road up to its junction with Windsor bridge Road. Enforcement lies with the Police, who are the sole enforcement authority. However, we know from national travel surveys (see main Cabinet report (E3284) 23/6/21) that one of the main reasons more people do not cycle is due to concerns over safety and that requires some type of measures to separate cyclists from motor traffic.</i></p>
<p><b>Norfolk Crescent Green Residents</b></p>	<p><b>Largely object</b></p>	<p><b>Concern over consultation process</b></p> <p>Despite extensive consultation, there still are no figures for numbers of cyclists using this stretch of UBR and the whole proposal appears to be based on the number of circa 960 cyclists "recorded" using the Bath/Bristol riverside track/path last July, which would anyway be peak season for cycling, and also assumes the same number would use this stretch of UBR instead. Even if they were to feel safe doing so, many may not want to use UBR instead - why would they in preference to cycling along the riverside where they are safe and in pleasant surroundings.</p> <p>We consider that before proceeding further with this proposal, effort must be made to consult with cyclists using the river path to confirm numbers and whether or not they would use this part of UBR if made to feel safer here. Otherwise circa £140K in addition to DfT grant (via WECA) will be wasted and major upheaval created to progress a proposal which it seems doubtful will be fit for central government purposes, but worse may well add to emissions.</p> <p><i>B&amp;NES comment: manual counts of cyclists taken on a day in March once a year has identified that anything between 300 and 600 cyclists a day use this section of Upper Bristol Road. The purpose of the proposals is not to cater for current demand though, it is to form part of a growing network of better infrastructure that cyclists can use and that in time it will enable or make more people feel able to cycle. National travel surveys have identified that a barrier to cycling for some people is a lack of safe cycle infrastructure. Measuring existing use of roads by cyclists is not an indicator of future use.</i></p> <p><b>Concern over air quality</b></p> <p>We urge members to consider not only that it may not encourage a modal swing to cycling, but worse if it proceeds only one lane of UBR will be provided in each direction for motor vehicles between Midland Bridge and Charlotte Street, causing traffic to back up and quite possibly resulting in almost permanent tail back to Windsor Bridge in the west and around Queen Square and further into the city center to the east. It is already apparent that there is a problem in Chapel Row where CAZ is being breached and Nitrous Oxide readings are above 40% (maybe due to Cleveland Bridge closure or traffic lights on the Square or both) and it would seem a very reasonable assumption that emissions arising from tailbacks caused by changes to UBR layout will increase readings further and quite probably cause new CAZ breaches along UBR itself. Our paramount concern is the health and wellbeing of all who live near these areas and could be subjected to even higher emission levels if this proposal proceeds and we trust Cabinet members will share our concerns and not support TRO's proceeding.</p> <p><i>B&amp;NES comment: Following feedback from concerned user groups, it is considered that these proposals together with other plans for cycle infrastructure will encourage more cycling in the city, helping to transfer more trips that would have been taken by car onto bicycle. The recent congestion in Chapel Row is likely to have been linked to the traffic restrictions on Cleveland Bridge. Air quality in Upper Bristol Road will be monitored.</i></p> <p><b>Concerns regarding impact upon bus services</b></p>

		<p>BBSC (Bristol to Bath Strategic Corridor) to improve travel between both cities by better bus services and to develop facilities to enable more cycling and walking has been proceeding in parallel with BANES proposals above and the intention is for public consultation on the Strategic Outline Case to be carried out this spring/summer. We contend that this will no doubt prompt many further changes and as more bus services are proposed along the A4 carries with it particular potential for needing to amend anything that BANES may have already progressed along UBR. Hence we urge Cabinet to consider that approving TRO's and undertaking work to UBR prior to above would be premature and could be at considerable cost to BANES, which would not be recoverable. Therefore BANES decision on TRO's should not be made until at least the outline case for BBSC is to hand and preferably consulted upon.</p> <p><i>B&amp;NES comment: The council is looking at all modal options and is developing ongoing responses including the Bristol-Bath bus link. The current proposals on Upper Bristol Road includes improving some facilities for bus users.</i></p> <p><b>Further concerns</b></p> <p>Adverse impact on emergency services  <i>B&amp;NES comment: The proposals were amended to provide the 'wand' measures separating the cycle lane from the main carriageway at 15m intervals to allow drivers to pull over and allow emergency vehicles to pass.</i></p> <p>Safety of other road users would be compromised by effectively reducing motor vehicles to one lane only.  <i>B&amp;NES comment: Upper Bristol Road currently includes provision for one lane of traffic travelling in each direction.</i></p> <p>Danger to pedestrians where vehicles and cyclists cross continuous footways i.e. speed humps  <i>B&amp;NES comment: the objective to give greater priority to pedestrians crossing side road junctions is supported by the recently introduced changes to the Highway Code.</i></p> <p>Danger caused by removing right lane turn markings - even the Chief Constable queried.  <i>B&amp;NES comment: There are no issues relating to inter-visibility between road users at right turn junctions and the proposed reduction in the speed limit is considered to provide an increased level of safety for all users.</i></p> <p>Danger to pedestrians and cycling at bus borders  <i>B&amp;NES comment: signage and road markings will be provided for cyclists to inform them they must give way to pedestrians on the approach to bus stops.</i></p> <p>It would be premature to proceed until the longer term impact Covid has ref working from home can be better assessed - e.g. reduction in road use for all forms of transport can be anticipated.  <i>B&amp;NES comment: While traffic levels did reduce significantly during lockdowns period, levels have at times returned to near pre-Covid conditions. It is therefore important to continue to provide for all modes of travel and, in particular, sustainable alternatives to the private car.</i></p> <p>Finally we request that the use of the old railway lines which were reserved for BANES Rapid Bus Transport route and dropped is now urgently reconsidered for a safe cycling route before any further action were taken on TROs  <i>B&amp;NES comment: there is a long term aim to make use this route. However, some of it remains in private ownership with buildings occupying the land.</i></p>
<b>BANES Access Group</b>	<b>Objection</b>	<p><b>Concerns regarding disabled users</b></p> <p>My concerns:</p>

		<p>That pedestrians can cross from one side of the road to another with no obstacles ie: an extra step or two, raised cycle path (see Keynsham High St cycle path plan) or have to walk/wheel etc a long way to the next controlled crossing. I would prefer to see the tarmac a contrasting colour (see bus lanes) to mark the cycle Lane rather than bollards, poles etc which is a hazard for the partially sighted. This works very well in other countries and a lot cheaper to implement and a contrasting colour can aid partially sighted to negotiate easier than posts.</p> <p><i>B&amp;NES comment: the new design standards require cyclists to be separated from motor traffic either using light segregation such as wands or having a cycle track running alongside the road at a different level to the main carriageway. The funding available is not sufficient to construct a cycle track along Upper Bristol Road. Although there are only two formal crossings in this section of Upper Bristol Road, they are located where most people will want to cross. A further crossing facility will be provided when the junction with Midland Road is signalised in the near future as part of a separate scheme.</i></p> <p>I am continually surprised that this Council and probably many others rely on the input from the vulnerable and disabled. Each disability has its own needs. What's right for one us not always right for another. Many are having to cope with great difficulties, particularly during these 'strange times' and you are asking them to add one more thing to their busy schedule in getting by, which for many is one too many. I can only assume that those asking are able bodied. And You have to have it to know it. Statistics say that 50% of the population will experience a short or long term disability in their lifetime. Ideally what is needed is a fully qualified Access Officer who is fully aware of the many disabilities faced by our community. Preferably based in the Planning Dept. Get it right for the Disabled and its right for everyone, for longer. The bad publicity that this Council is getting for not considering the vulnerable is very worrying.</p> <p><i>B&amp;NES comment: the council contacted a number of disability and access groups or representatives at the start of both consultation periods. Amendments to the bus stop designs has been made as a result of some of that engagement. The council is committed to improving staff's understanding and awareness of the challenges faced by people with disabilities when designing these types of schemes.</i></p>
<p><b>Walk Ride Bath</b></p>	<p><b>Partial Support</b></p>	<p><b>General</b></p> <p>The design is now considered to incorporate many positive elements, including:</p> <ul style="list-style-type: none"> <li>• The shared bus border and bus stop bypasses to prioritise the movement of buses over private vehicles, using in lane bus stops</li> <li>• The use of "floated" vehicle parking to protect the cycle lane</li> <li>• The principle of the continuous footways to emphasise pedestrian priority</li> </ul> <p>We request that these elements be incorporated by the council into future main road schemes. We note the following opportunity to strengthen the proposal to improve safety, convenience, and understanding by all road users.</p> <p><b>Carriageway Widths</b></p> <p>To comply with LTN 1/20 paragraph 7.2.10, the design should define the maximum carriageway width as 3m or less (6m for two lanes). Total carriageway width beyond 6m should be used to widen shared bus boarders, bus stop bypasses, and cycle lanes in that order of priority.</p> <p><i>B&amp;NES comment: The guidance with regards to carriageway widths in section 7 of LTN 1/20 relates to cyclists in quiet mixed use traffic lanes as opposed to carriageway widths adjacent to segregated cycle lanes in roads such as Upper Bristol Road.</i></p> <p><b>Cycle lane Widths</b></p>

		<p>LTN 1/20 Table 6-1 advises that 1.5m should only be used where absolutely necessary. Given the kerb the minimum width of cycle lanes should be 1.7m (Table 5-3), only reducing to 1.5m at pinch points. Ideally cycle lanes should be 2m+ wide to mitigate close passes, enable side by side cycling (parent + child), and easy overtaking. It is important that this scheme accommodates the space envelope for the Cycle Design Vehicle (LTN 1/20 Figure 5.2, Table 5-1; 2.8m long x 1.2m wide).</p> <p><i>B&amp;NES comment: There is not enough space in Upper Bristol Road to provide 2m wide cycle lanes on both sides throughout the length of the scheme proposals. Although the width of the road varies along its length and there are some sections where the cycle lane could be wider than 1.5m, we have put forward this width along the entire route to prevent an inconsistent and askew 'live' carriageway edge for vehicles which may cause clipping of the separator units. It is possible for the cycle lanes to be wider at the eastern end of the road and we will put forward this amendment should the scheme go ahead.</i></p> <p><b>Floating Parking – Safety</b></p> <p>The technical drawings appear to indicate that the 'mandatory' cycle lanes used throughout the scheme become 'advisory' behind the floated parking, potentially permitting parking in the cycle lane and making 'dooring' (a cyclist being hit by an opening vehicle door) likely. However, it is recognised that space is tight and compromise is necessary. It is therefore proposed that a 0.5m 'dooring zone' (with chevrons) be incorporated within the width of the cycle lane with wands set every three metres to ensure no chance of any vehicle encroaching into the cycle lane.</p> <p><i>B&amp;NES comment: The drawings should have shown the continuous mandatory line marking and this is what would be provided if the scheme goes ahead. The design incorporates a 0.5m buffer zone. Wands are not included in the design because these could potentially obstruct car doors from being able to open. Given differing vehicle sizes it is not possible to space wands so that they would not get in the way of doors.</i></p> <p><b>Hop Pole Loading Bay</b></p> <p>The shared path "bypass" when the loading bay is being used is a novel compromise. However, for the safety of both the delivery driver, sometimes moving large items such as beer barrels, and those continuing to use the cycle lane, a much safer solution would be to provide a loading bay on Midland Road, 80m away. Consideration of this proposal is requested.</p> <p><i>B&amp;NES comment: The arrangement of the loading bay has been carefully considered from a safety perspective with all users in mind, and conflicts are considered to be minimal. Relocating the loading bay to this location would raise the possibility of difficulty servicing the establishment, and there would be other health and safety implications.</i></p> <p><b>Continuous Footways are Speed Tables</b></p> <p>The use of speed tables as continuous footways is a poor compromise and access should look, to the pedestrian and drivers, as if the pavement is continuous, with 'Dutch' kerb stones to indicate a vehicle crossing point and yellow tactile blister paving should indicate the crossing point for visually impaired. The aim is to communicate pedestrian priority at all times where the motorist is the guest. The entry point to Victoria Bridge is considered particularly ideal for this treatment and will provide a good example for future council schemes.</p> <p><i>B&amp;NES comment: Speed tables would not be used as an alternative to continuous footways but would be part of the overall design. It is intended that they would be designed to give the appearance that the footway continues across the carriageway of the side road. There are not currently any national standards or guidance with regards to continuous footways but our intention would be to use best practise from elsewhere. The detailed design will vary at each side road location because it will depend on the levels, camber and drainage.</i></p> <p><b>Wand Spacing</b></p>
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		<p>Our understanding is that the fire service has raised concerns about the placement of plastic flexible wands every 5m potentially preventing access in an emergency. However, light plastic wands are designed to be driven over by fire appliances which are invariably large, heavy and resilient. Wands have been shown to:</p> <ul style="list-style-type: none"> <li>• discourage “driving to the line” thereby creating cyclist ‘close passes’</li> <li>• provide subjective safety that unconfident cyclists welcome</li> <li>• prevent drivers, particularly delivery drivers, from parking in the cycle lane forcing unconfident cyclist into 30mph traffic</li> </ul> <p>In many schemes nationally they are used at 5m intervals or less with no concerns raised by emergency services. The proposal creates very significant risk to cyclists as it does not manage motor vehicles effectively. A safe solution must have the wands no more than 5m apart for the entire length of the cycle lanes. This is especially the case on the north side (Victoria Park) of the road where there are no residential buildings and indicates a general council design decision has been taken and not one on a section by section basis.</p> <p><i>B&amp;NES comment: Designs include wands spaced at 15m intervals to allow drivers to pull over and allow emergency vehicles to pass. This was included within the designs after consultation and feedback from the emergency services who expressed concern that vehicles may not overrun the wands and therefore block the route.</i></p>
<p><b>The Hop Pole Public House</b></p>	<p><b>Objection</b></p>	<p><b>Concerns regarding impacts to business</b></p> <p>Concerned that, if the delivery drop-off is relocated, as a company, we would find it hard to control</p> <p><i>B&amp;NES comment: It is understood that the drop-off is an important part of the maintaining of the business. The arrangement of the loading bay has been carefully considered from a safety perspective with all users in mind, and no relocation is proposed.</i></p> <p><b>Concerns regarding Safety</b></p> <p>Concerns that relocating the delivery drop-off away from its current location would result in a negative impact upon health and safety with regard to the delivery of barrels and food.</p> <p><i>B&amp;NES comment: See comment above.</i></p>

## A36 Beckford Road

Organisation	Objection or Support	Summary of comments
Walk Ride Bath	Partial Support	<p><b>General</b></p> <p>The design is now considered to incorporate many positive elements, including:</p> <ul style="list-style-type: none"> <li>• The shared bus border to prioritise the movement of buses over private vehicles, using in lane bus stops</li> <li>• The principle of the continuous footways to emphasise pedestrian priority</li> </ul> <p>We note the following opportunity to strengthen the proposal to improve safety, convenience, and understanding by all road users:</p> <p><b>Carriageway Widths</b></p> <p>To comply with LTN 1/20 paragraph 7.2.10, the design should define the maximum carriageway width as 3m or less (6/9m for two/three lanes). Total carriageway width beyond 6/9m should be used to widen shared bus borders and cycle lanes in that order of priority.</p> <p><i>B&amp;NES comment: The guidance with regards to carriageway widths in section 7 of LTN 1/20 relates to cyclists in quiet mixed use traffic lanes as opposed to carriageway widths adjacent to segregated cycle lanes in roads</i></p> <p><b>Cycle lane Widths</b></p> <p>LTN 1/20 Table 6-1 advises that 1.5m should only be used where absolutely necessary. Given the kerb the minimum width of cycle lanes has been designed as 1.7m (Table 5-3). Ideally cycle lanes should be 2m+ wide to mitigate close passes, enable side by side cycling (parent + child), and easy overtaking. It is important that this scheme accommodates the space envelope for the Cycle Design Vehicle (LTN 1/20 Figure 5.2, Table 5-1; 2.8m long x 1.2m wide). We are concerned that the 400mm wide Traffic island set within the 1.7m cycle lane narrows the cycle lane to 1.3m wide which is below the absolute minimum 1.5m.</p> <p><i>B&amp;NES comment: There is not enough space in Beckford Road to provide a 2m wide cycle lane throughout the length of the scheme proposals. Although the city end of the road is much wider, to have increased the width of the cycle lane would have required the removal of one of the inbound general traffic lanes. This would have required alterations to the signalised junction and full impacts of this significant reduction in road capacity would have needed to have been assessed, which was beyond the timeframe and funding available. The cycle lane would be 2m wide between the junction with Beckford Gardens and Warminster Road.</i></p> <p><b>Speed Tables Not Continuous Footways</b></p> <p>The wide splay into Beckford Gardens and the design being a speed table not a continuous footway should be reconsidered. There is an opportunity here for a pocket park and a much more inclusive design that does not allow a vehicle to take this junction at speed. The Darlington Road speed table should be made into a continuous footway to clearly communicate that cars are guests in this space.</p>

		<p><i>B&amp;NES comment: Speed tables would not be used as an alternative to continuous footways but would be part of the overall design. It is intended that they would be designed to give the appearance that the footway continues across the carriageway of the side road. There are not currently any national standards or guidance with regards to continuous footways but our intention would be to use best practise from elsewhere. The detailed design will vary at each side road location because it will depend on the levels, camber and drainage.</i></p> <p><b>Wand Spacing</b></p> <p>Our understanding is that the fire service has raised concerns about the placement of plastic flexible wands every 5m potentially preventing access in an emergency. However, light plastic wands are designed to be driven over by fire appliances which are invariably large, heavy and resilient. Wands have been shown to:</p> <ul style="list-style-type: none"> <li>discourage “driving to the line” thereby creating cyclist ‘close passes’</li> <li>provide subjective safety that unconfident cyclists welcome</li> <li>prevent drivers, particularly delivery drivers, from parking in the cycle lane forcing unconfident cyclist into 30mph traffic</li> </ul> <p>In many schemes nationally they are used at 5m intervals or less with no concerns raised by emergency services. The proposal creates very significant risk to cyclists as it does not manage motor vehicles effectively. A safe solution must have the wands no more than 5m apart for the entire length of the cycle lanes. This is especially the case on the section by the section below Darlington Road where there are no residential buildings. This indicates a general council design decision has been taken and not one on a section by section basis.</p> <p><i>B&amp;NES comment: Designs include wands spaced at 15m intervals to allow drivers to pull over and allow emergency vehicles to pass. This was included within the designs after consultation and feedback from the emergency services who expressed concern that vehicles may not overrun the wands and therefore block the route.</i></p> <p><b>No dropped kerb to access new Sydney Gardens entrance</b></p> <p>The current design would require a cyclist to ride along the footway from the Warminster Road junction which is illegal. A dropped kerb is required to enable easy access to the new Sydney Gardens entrance.</p> <p><i>B&amp;NES comment: Access improvements for people with mobility difficulties will be included as part of the separate Sydney Gardens project.</i></p>
<p><b>Chair of Bathwick Estate Residents Association</b></p>	<p><b>Partially Support</b></p>	<p><b>Safety Concerns regarding the removal of Double Yellow Lines</b></p> <p>The proposals envisage removing most of the double yellow lines at this end of Forester Rd opposite the top of Powlett Rd. This is in order to provide an additional 4 residents parking places to compensate for the loss of (mainly unrestricted) parking on Beckford Rd. The requirement for this additional parking is not strong. Half of the residences on Beckford Rd, and almost all on Forester Rd have some off- road parking, and as a consequence the competition for on road residents parking space in this part of the Estate is much less than elsewhere.</p>



		<p>The more important factor is the safety implications of such a change. We are told that traffic modelling of this road width and junction type suggests it should be safe. The lived experience of those of us who live here is that this junction quickly gets congested even now whenever there is static traffic on either side of this part of Beckford Rd, as often happens at busy times of day. More parked cars here would make this congestion problem much worse. This junction is the main entrance for almost all road traffic to and from the 400 households on the Estate. Congestion here makes the junction more hazardous for pedestrians negotiating the top of Powlett Rd and end of Forester Rd, and particularly for children using these junctions for their journeys to and from school. The new style walkway at the Forester Rd junction won't remove this hazard. Banked up traffic with poor sightlines will make this junction more dangerous for all these users, especially for children and the less mobile. The current double yellow lines should therefore be retained for safety reasons.</p> <p><i>B&amp;NES comment: we will amend the proposals to retain this section of double yellow lines in view of the blockage of the road that could occur in weekday mornings when vehicles queue to exit Forester Road.</i></p>
<p><b>Kennet and Avon Boaters Action Group</b></p>	<p><b>Object</b></p>	<p><b>Concerns regarding loss of parking for boat dwellers</b></p> <p>In drawing up these proposals the Council has not taken into consideration the needs of boat dwellers without a home mooring to park their vehicles near to their homes moored on the Kennet and Avon Canal in Bath. Due to being forced to travel a range of 20 miles during their licence period, many boaters are now forced to use vehicles to travel to work when they previously (before 2015) were able to move their boats every 14 days but remain within cycling distance of their work or children's schools or remain in areas where they can use public transport to get to work/ school. This is not possible now as they are being forced to travel to areas as far as All Cannings where there is little or no public transport. Therefore boat dwellers need to be able to park in and around Beckford Road and Forester Road. We would like to support the cycle lane but since CRT introduced its unlawful and punitive 20-mile range requirement in 2015 for boaters without a home mooring, cycling to work or school or using public transport has become untenable for liveaboard boaters. We strongly recommend that the Council meets with the liveaboard boater community to discuss these concerns and how to make provision for liveaboard boaters to continue to be able to access their employment or their children's schools before making any decisions on the proposed Traffic Regulation Order.</p> <p><i>B&amp;NES comment: Alternative unrestricted parking for all motorists displaced by the scheme remains available approximately 600m away from where the canal footpath joins Beckford Road along the A36 heading uphill away from the city centre. Both the alternative parking location and Beckford Road are served by regular bus services.</i></p> <p><i>We recognise that this alternative parking may be unsuitable for any motorist, including a boat dweller, that is disabled. Blue Badge holders are entitled to park their vehicle, upon display of their blue badge in the vehicle, for as long as is necessary in resident permit holders bays. Resident Parking Zone 10 is located adjacent to the area of Beckford Road affected by this scheme with resident permit parking located along Beckford Gardens and Forester Road.</i></p> <p><i>The council manages over 20 residents parking schemes and issues permits to residents where qualifying criteria are met in accordance with the scheme's terms and conditions. These criteria include residents that live within an entitled property within the zone that is recorded within the Local Land Property Gazetteer (LLPG) and registered for council tax purposes, or where the resident holds a valid exemption from council tax. These criteria do not apply to Blue Badge holders as described above, where their Blue Badge is the permit.</i></p>



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