

OUTCOME OF TRO PROCESS

PREPARED BY: Traffic Management Team, Highways and Traffic Group

TITLE OF REPORT: Upper Bristol Road, Bath

PROPOSAL: Active Travel Fund Scheme
(i) Road humps (part of continuous footways)
(ii) Parking & loading restrictions
(iii) Mandatory cycle lanes
(iv) Pedestrian crossing
(v) 20mph speed limit

SCHEME REF No: 21-015, 21-015A, 21-015B, 21-015C, 21-015D, 21-015E**REPORT AUTHOR: Paul Garrod****1. DELEGATION**

The delegation to be exercised in this report is contained within **Section 4** of the Constitution under the **Delegation of Functions to Officers**, as follows:

Section A	The Chief Executive, Strategic Directors, Divisional Directors and Heads of Service have delegated power to take any decision falling within their area of responsibility...."
Section B	Without prejudice to the generality of this, Officers are authorised to: serve any notices and make, amend or revoke any orders falling within his/her area of responsibility.
Section D9	An Officer to whom a power, duty or function is delegated may nominate or authorise another Officer to exercise that power, duty or function, provided that Officer reports to or is responsible to the delegator.

For the purpose of this report, the Director of Place Management holds the delegated power to make, amend or revoke any Orders.

2. LEGAL AUTHORITY

This proposal is made in accordance with the Road Traffic Regulation Act 1984, which under Section 1 provides, generally, for Orders to be made for the following reasons, and in the case of this report specifically for the reason(s) shown below:

(a)	for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or		X
(b)	for preventing damage to the road or to any building on or near the road, or		
(c)	for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or		X
(d)	for preventing the use of the road by vehicular traffic of a kind which, or its use by		

	vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property,		
(e)	(without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or		
(f)	for preserving or improving the amenities of the area through which the road runs, or		
(g)	for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality)		

This proposal, with regards to the continuous footways and the narrowing of the Marlborough Lane junction, is made in accordance with Section 90A and Section 90G of the Highways Act 1980. The proposal to relocate the existing signalised pedestrian crossing near the junction with Nile Street and to change it to a Parallel Zebra crossing is made in accordance with Section 23 of the Road Traffic Regulation Act 1984.

3. **BACKGROUND**

In May 2020 the Department for Transport launched the Active Travel Fund to enable more journeys to be made on foot and by bicycle. This initially supported temporary highway schemes to aid social distancing in response to the Covid-19 pandemic but a next phase of funding (tranche 2) was then launched for permanent schemes, focusing on reallocating road space to promote active travel.

One of the schemes proposed incorporates lightly segregated cycle lanes along both sides of the A4 Upper Bristol Road, between its junctions with Midland Road and Charlotte Street, and reducing the existing 30mph speed limit to 20mph. Due to the impact on the existing road layout, particularly changes to on-street parking, a local consultation was carried out between 26 February and 21 March 2021 to which a majority of respondents were in favour of the scheme.

On 23 July 2021 Cabinet agreed that the Upper Bristol Road scheme should proceed to the TRO consultation stage.

In view of the comments received, the proposals were slightly modified and included some areas of on-street parking bays with cycle lanes running alongside them, separated by a 'buffer' area.

The proposed Traffic Regulation Orders for the parking and loading restrictions, cycle lanes, 20mph speed limit, the notices for the road humps at side road entrances (part of the continuous footway designs), and the notice for the change to the pedestrian crossing, was advertised on 2 December 2021.

4. **PROPOSAL**

21-015 (Road humps)

21-015A (Parking and loading restrictions)

21-015B (Mandatory cycle lanes)

21-015C (Pedestrian crossing)

21-015D (20mph speed limit)

The above are necessary in order to provide segregated cycle infrastructure on Upper Bristol Road, to promote an alternative mode of transport to motor vehicles for road users, to improve safety and accessibility for pedestrians and cyclists in the area, and to enhance the local environment. The new proposals will restrict on-street parking in the area. However, these restrictions are necessary for the safety of all road users.

Road humps

It is proposed that 'continuous footways' (also known as 'blended crossings') which raise the level of side road carriageways to the height of adjacent footways where they meet the major road, are provided at the Upper Bristol Road junctions with Nile Street, Victoria Bridge Road, Onega Terrace and the western access road leading to the service road behind Crescent Gardens. The purpose of these is to slow vehicles approaching when entering and exiting side roads and to give pedestrians priority when crossing.

Marlborough Lane junction

The proposals include reducing the width of the carriageway by widening the adjacent footways in order to make it easier for pedestrians to cross.

Parking and loading restrictions

In Upper Bristol Road the proposals are to remove all existing parking bays and replace them with double yellow lines in order that cycle lanes with light segregation in both directions can be provided. Existing single yellow lines would also be replaced with double yellow lines. A total of 10 parking spaces and one loading bay has been included within the proposals and these are located where there is sufficient road width to do so. Parking in these bays would be restricted to 30 minutes to enable a regular turn-around of use. A 30 minute time limit would apply between 8am and 6pm on eight of the 10 parking spaces. Two bays on the north side of the road near the junction with Nile Street would be subject to the 30 minute restriction up to 11pm in order to cater for people going to the takeaway opposite. If this facility were not provided it is possible that vehicles in the evening could park in an obstructive manner elsewhere, possibly on part of the cycle lane.

A prohibition of loading restriction is proposed to operate between 8am and 9am and 4.30pm to 6pm, Monday to Friday, in order to help keep motor traffic moving at the busiest times.

Changes to parking restrictions in a number of other roads leading off from Upper Bristol Road are also proposed, increasing the amount of parking spaces in these roads, particularly for permit holders, in order to mitigate for the parking that would need to be removed to accommodate the cycle lanes in Upper Bristol Road. This includes additional Zone 6 permit parking bays in

Marlborough Road, Royal Avenue, Nile Street, Midland Road, James Street West, New King Street, Great Stanhope Street, Norfolk Crescent and Nelson Place West, new dual use three hour parking / Zone 12 parking bays in Park Lane, and converting dual use Zone 6/pay & display bays in Marlborough Lane to Zone 6 permit holders only.

Mandatory cycle lanes

These are proposed either side of Upper Bristol Road between Midland Road and Charlotte Street in order to provide dedicated space for cyclists which motor vehicles must not enter, other than to cross into or from a private access /driveway/car park or a side road.

Pedestrian crossing

It is proposed that the existing Pelican crossing in Upper Bristol Road to the west of the junction with Nile Street is moved to the east of the same junction and converted to a Parallel Zebra crossing. This provides a crossing that cyclists can use without having to dismount, replaces the existing crossing which has reached the end of its serviceable life and enables parking to be provided where the existing crossing is located.

20mph speed limit

This speed limit is proposed on Upper Bristol Road between its junctions with Charlotte Street (already covered by a 20mph limit) and St Michael's Road. The purpose is to bring about lower speeds of motor traffic and create an improved and safer environment for pedestrians and cyclists.

5. SOURCE OF FINANCE

This proposal is being funded against project code TCL0016 (Active Travel Fund). The estimated cost of this scheme is £438,000. The Department for Transport has agreed a time extension for completing the schemes beyond the original April 2022 deadline.

6. INFORMAL CONSULTATION REQUIREMENT

Informal consultation was carried out with the Chief Constable, Ward Members and the Cabinet Member for Climate & Sustainable Transport.

The responses to the informal consultation can be found in TRO report number 2.

7. OBJECTIONS / COMMENTS RECEIVED (following the public advertisement of the proposal(s))

A detailed analysis of the consultation responses is available in Appendix 1 'Traffic Regulation Order Consultation Outcome Report'. Information on the objections and comments received have been summarised below with officer responses in italics underneath each one.

Overall response

A total of 356 responses were received, with most people using the online form to submit their views. 153 respondents (43%) objected to the proposals,

88 (25%) partially supported and 115 (32%) supported. Those who used the online form were asked to tick a box as to whether they objected, supported or partially supported. Respondents using the online form were not limited in the length of comments they could submit about the proposals.

Those respondents who selected either 'object' or 'support' using the online consultation were asked if they agreed with a series of statements. They were then able to add another other comments they wished to make about the proposals. Those respondents who selected 'partially support' were asked to explain why.

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

Objecting statements	
"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
"I have concerns about changes to parking in other roads."	selected by 90 (59%) of objectors
"There is no need for the cycle lanes."	selected by 125 (82%) of objectors
"I do not believe the 20mph speed limit is appropriate."	selected by 60 (39%) of objectors

A more detailed analysis of the responses from those who commented on the proposals can be found in Table 5-2 of the Traffic Regulation Order Consultation Outcome Report in Appendix 1.

People who were objecting to the proposals tended to include more detailed comments on their reasons compared to those who said they supported the proposals. This is quite normal for responses to proposals for Traffic Regulation Orders.

OBJECTIONS

Loss of parking in Upper Bristol Road and impact on deliveries (95 respondents)

Many respondents objecting to the proposals commented on the impact of removing parking from the road. 26 people commented that there is already a shortage of parking space in the area (and in Zone 6 in particular) and that the proposals will exacerbate that situation. A number of people stated their

unhappiness at having to pay for permits when it can be so difficult to find a space. Some commented that removing the parking will affect the value of their properties. A number of people commented that people who are not residents either appear to have permits for parking bays or that the restrictions are not receiving enough enforcement.

Concerns were also raised that the removal of parking bays and preventing vehicles from pulling up to the kerb will have an impact on food shopping and other deliveries. People are concerned that such deliveries, when stopping next to the cycle lane, will cause congestion because currently when vehicles pull up on a yellow line to deliver it is still possible for traffic to pass. A number of respondents commented that their properties in Upper Bristol Road are a considerable distance from the nearest place where a vehicle could stop to load or unload without blocking traffic.

Response: the proposals include new parking bays in a number of other roads across Zone 6 through removing some yellow line restrictions. It also includes changing the use of some of some parking bays to make them exclusively for permit holders, whereas in the daytime many are shared use (ie time limited or pay and display). Changes to the system for hotel and guest house permits will also ease pressure for on-street parking because in more central areas such as Zone 6, such hotel permits will only be available to use in Charlotte Street car park. Zone 6 permit holders can also use Charlotte Street car park overnight until 10am the following day without any charges.

The proposals do not prevent vehicles from stopping to make deliveries apart from morning and afternoon peak periods when a loading restriction is proposed during weekdays. It is acknowledged that a vehicle stopping next to the cycle lane would block that carriageway lane and vehicles behind would have to wait for opposing traffic before passing and this could cause some delays. However, whilst deliveries do take place throughout the day, they are short in duration. Within the section of Upper Bristol Road affected by the proposals there would be three locations where vehicles could unload without blocking the flow of traffic: the floating parking bay on the north side opposite Nile Street; a new layby (not yet constructed) outside the development at the former Hintons garage; and a new loading bay outside of the Hop Pole pub. The maximum distance any Upper Bristol Road property affected by the proposals would be from one of these locations is 150 metres.

The proposals will affect residents' ability to maintain their properties (5 respondents)

A number of people commented that the cycle lanes would affect the ability to maintain their properties in Upper Bristol Road because vehicles making deliveries or trades people dropping off tools and materials would no longer be able to pull up to the kerb and that trades people would be reluctant to work on their homes because of the difficulty parking nearby. One objector made reference to their window cleaner's requirement to park alongside the kerb since they have a three storey house and the cleaner uses a hose attached to their van, and are concerned that this and other maintenance to their property will be affected. Two other respondents raised concerns that

removing the parking bay from in front of their property will mean the next nearest place a skip could be located would be a considerable distance away.

Response: other than the peak hour times when loading would be restricted, vehicles would be able to stop alongside the cycle lane to load or unload, but it is accepted this would block one of the carriageway lanes unless they use one of the loading areas referred to above. The need for window cleaning vehicles with hose attachments to park alongside the kerb was noted from the earlier consultation and the cycle lane Traffic Regulation Order would include an exemption to allow that type of activity to take place because it would not be appropriate for a hose to trail across a cycle lane where it is less simple to provide a temporary mat as it is across a footway.

The proposals will have a negative impact on the businesses located along the route (29 respondents: 25 object; 3 partially support; 1 support)

The main businesses affected would be the pub, the gym and the takeaway. Respondents commented that these businesses, particularly the gym, rely on parking for their customers and that removing this would make it more difficult for them to trade, potentially making businesses unviable. One person stated that the council has disregarded the effects of the proposals on businesses.

Four objectors were female users of the gym who are concerned about their safety in having to park further away and potentially in dark areas. Others commented that some people who use the gym and its classes come from outside of the city and that cycling for them is not an option or that bus services are not good enough to be an alternative to driving in.

A physiotherapy business which operates within the gym also stated that it relies on the parking in the road for its customers and that some cannot walk the distance from alternative areas. Reference was made to the steep path which runs between the allotments from the park to Upper Bristol Road and that it can often be treacherous.

The takeaway has stated it would be affected in terms of its deliveries, which can currently stop on the same side of the road and have raised concerns about items being delivered having to be carried across the road if using the new parking proposed on the opposite side. They have also raised concerns about where delivery riders would park of an evening and suggested that a loading bay should be provided plus parking reserved for Zone 6 permit holders in Charlotte Street car park.

The pub has stated that its deliveries have to unload directly outside of its premises because of the difficulty handling the barrels.

Comments were also made by two respondents as to vehicles including taxis that would have to block the road to drop off and pick up hotel guests with their luggage, whereas at the moment they can pull up to the kerbside without causing an obstruction at most times.

Response: it is acknowledged that the proposals will have an impact on businesses and some may have to make adjustments to how they receive or make deliveries and where their customers can park. The proposed loading bay by the pub provides a facility they can continue to use (but see comments below in 'Partial Support' section).

With regards to the gym, the scheme proposals have included the provision of new parking bays in Park Lane which would be free parking for up to three hours or Zone 12 permit holders. This will help create a more frequent turn around of use of parking in that road which could be used by gym customers. Much of the parking there is currently unrestricted and continuously parked up all day. It is noted that this is further away than the existing parking bay in Upper Bristol Road, although this is frequently parked up without spaces available. The separate project to signalise the Upper Bristol Road/Midland Road junction will include a new signalised pedestrian crossing which will make it safer and easier to cross the road at this point.

30 minute parking spaces would be provided opposite the takeaway which would also help promote a regular turn around of use during the day, making it available for deliveries in this section of the road. Part of that bay would retain the 30 minute time limit up to 10pm, enabling it to be used by motorcycle/moped deliveries.

Vehicles dropping off or collecting guests from hotels at Crescent Gardens would be able to stop alongside then cycle lane and whilst this would block traffic in one lane it would only be for very short durations.

Changes to yellow line restrictions in Park Lane will cause obstructions and/or make it difficult for residents to park (3 respondents)

These three objections were from residents living in Park Lane. Two were concerned that removing some of the existing yellow lines in order to create new parking spaces would lead to larger vehicles such as buses not being able to get through and also cause difficulties for access to/from a private driveway. The other was concerned that the proposals would make it more difficult for residents to park. One stated they support the Upper Bristol Road scheme but have given an objection response to the consultation due to the changes proposed to Park Lane.

Response: the proposed parking restriction changes in Park Lane have been reviewed following these comments about potential obstruction. To reduce the risk of this happening amended proposals which retain most existing double yellow lines are recommended and that the proposed shared use permit holder/three hour parking bay north of the Audley Park Road junction is extended so there is the same overall number of spaces within the bays as originally proposed. The updated drawing is shown in Appendix 2.

The proposals present an increased risk to personal safety and security (27 respondents: 26 object; 1 partially support)

The removal of much of the parking from Upper Bristol Road would require people, and residents in particular, to park in other locations, some of which

have no or poor street lighting and are not all overlooked by housing. These respondents were concerned about their personal safety or that of relatives in having to park further away from home and walking back in the dark.

Response: some of the new parking provided for resident permit holders would be in roads that are overlooked and that have a good level of street lighting in place. It is acknowledged that the proposed permit holder bay in Royal Avenue is not lit and that whilst the no-through road section of Midland Road is well lit, it is secluded. If the scheme goes ahead we will provide a CCTV camera in this section of Midland Road as part of the council's CCTV system if it is technically feasible. The signalisation of Upper Bristol Road's junction with Midland Road will also include a CCTV camera.

The street lighting in Marlborough Lane was installed in 1995 and is currently being reviewed for an upgrade (to heritage LED lighting).

Charlotte Street car park, which is available for use by Zone 6 permit holders overnight and until 10am the following day, has good CCTV coverage and a high standard of lighting.

Impact on people with accessibility or mobility difficulties, or disabilities (25 respondents: 23 object; 2 partially support)

Most of these were concerns about or from people living in or visiting properties in Upper Bristol Road that have no off-road parking. They have stated that they can currently park nearby in the road and that it would no longer be possible to stop to drop off or pick up someone if the cycle lanes go ahead. One objector comments that there is nowhere else in Bath where residents would have as far to walk to the nearest on-street parking space as they would if these proposals go ahead. A concern has also been raised as to what one resident would do if they become disabled in the future and unable to walk any distance.

Four objections from residents living in properties fronting Upper Bristol Road have cited accessibility impacts from the proposals of people living or visiting their households. One was from a parent who states it is already difficult to park and that having a young child means they would not welcome having to park further away. Another was from a resident who lives with their elderly parent who has walking difficulties and says they would not be able to leave the house. Two other objectors from the same household commented that a disabled relative who visits by car can take 10 minutes to get out of their vehicle.

One objector was concerned that the floating parking bay proposal, where the parking bay is located between the carriageway and cycle lane, would cause difficulties for a wheelchair user getting out of a car – the wheelchair would have to be positioned in the cycle lane next to the passenger side in the case of a disabled passenger.

Several comments were made that the proposals only benefit cyclists and that people with disabilities or mobility problems will be worse off.

Response: the overall scheme does include benefits for people on foot as well as cyclists, including those with mobility difficulties. All the side road junctions along the section of Upper Bristol Road would have improvements made to them which would make them easier and safer for pedestrians to cross. Most of the side roads would have level surfaces to cross by use of continuous footways, and at others the junctions would either be narrower or better dropped kerb crossing areas with tactile paving provided. Reducing the speed limit to 20mph will also provide an overall safer road environment.

With regards to access to properties in Upper Bristol Road, the proposals do not prevent a vehicle stopping at any time to enable someone to be dropped off or picked up. It is acknowledged that the section of the road between Marlborough Lane and Midland Road would be further away from the next nearest on-street parking space. However, there is currently no guarantee of finding a space in the existing parking bay adjacent to the allotments and it is continually occupied with vehicles for much of the day. The loading bay that would be provided by the Hop Pole pub can also be used to pick up or drop off someone as can the new layby which will be provided outside of the new development currently being built at the former Hintons garage site. This layby, intended for drop-offs and deliveries, will have a double yellow line restriction which can be used by vehicles displaying a valid Blue Badge to park for up to three hours. Should other or future residents of Upper Bristol Road come forward with specific mobility needs the council will consider these and assist where possible.

Provision of cycle lanes – no need for the cycle lanes (125 respondents)

More detailed reasons why people have stated the cycle lanes are not needed are detailed below. The main reasons for these comments given were the existence of other routes alongside the river or through the park, that few cyclists use the existing cycle lanes in the road, and that the council is putting the needs of cyclists ahead of residents. One respondent stated that the proposal is “a solution looking for a problem.”

Response: new cycle infrastructure is not provided on the basis of current levels of usage but to build a new network which will enable more people to cycle. There is little data available on current usage of Upper Bristol Road by cyclists, but more data will be captured if the decision is made to proceed with the scheme so there is information on the level of usage before the scheme is built and also afterwards. Cycle counts have historically taken place on Upper Bristol Road on one March weekday since 2000. Since it only provides data on one day it is heavily influenced by weather. Data from the last five years is as follows (figures are total cyclists in one day between 7am and 7pm):

1 day, 12 hour cycle survey					
Year	2017	2018	2019	2020	2021
No. of cyclists	369	320	No survey	218	406

Alternative cycle routes already exist (33 respondents: 30 object; 2 partially support; 1 support)

A frequent reason for objecting to the proposals was on the basis that there are already alternative routes, which is further detailed on the comment above relating to the cycle lanes in Upper Bristol Road not being required.

People made reference to Royal Victoria Park being a better route and that cyclists already use it, and that it is a largely traffic-free route. Others referred to the riverside path which can already be used by cyclists and that there is a link from this into the city centre via Nelson Villas and Nelson Place West.

A number of people also suggested that Lower Bristol Road would provide a better cycle route to and from the city centre because of it being wider and with fewer properties fronting it.

Response: the new cycle design standards are clear that cycle routes should be direct and not shared with pedestrians (unless they are sufficiently wide or cyclists are separated from pedestrians). The riverside path is already well used by both pedestrians and cyclists, but it can be very busy at times and it is narrow along much of its length. This means there is not sufficient capacity for it to take much more cycle traffic. Whilst it may be an attractive leisure route, its limited capacity and narrowness means it is not a particularly good route for commuter cyclists. Royal Victoria Park does not have links to any other cycle routes and most of its roads and paths are unlit at night. There are ecological and heritage issues to providing lighting in this listed park which means this would not be possible in the short term.

Lower Bristol Road is no wider than Upper Bristol Road throughout much of its length and in some sections it is narrower. There are also estimated to be similar numbers of residential properties fronting Lower Bristol Road with no rear access or off-street parking as there are in Upper Bristol Road.

When the Department for Transport was allocating the Active Travel Fund to local authorities it asked them to use the [Rapid Cycleway Prioritisation Tool](#) to help identify roads that could offer the greatest potential for helping to increase levels of cycling. That tool identified Upper Bristol Road as having such potential.

Negative impacts to emergency vehicles (20 respondents)

20 respondents objecting to the proposals made comments about the cycle lanes potentially causing delay for emergency vehicles, partly due to the removal of the two right turn lanes, but largely due to the cycle lanes which would have wands and traffic islands that would narrow the remaining carriageway, making it more difficult for an emergency vehicle to pass along Upper Bristol Road because other traffic would not be able to move out of the way as it can at the moment. Reference was made to the Upper Bristol Road being a main road and an important route to the Royal United Hospital.

Response: the original proposals included wands separating the cycle lane from the main carriageway much closer together than the current proposal. Following feedback from the emergency services the design was amended to the current proposal for the wands to be spaced 15 metres apart. This provides enough space for a vehicle to pull in to move out of the way for an emergency vehicle to pass. The Traffic Regulation Order for the cycle lane provides an exemption to allow vehicles to enter the cycle lanes for this reason.

There will be an increase in collisions between all road users (10 respondents: 8 object; 2 partially support)

Most of these concerns are covered more specifically elsewhere in this report, namely comments about bus stops design, floating parking bays and the loading bay by the Hop Pole pub.

A number of objectors were concerned that having to stop alongside the cycle lane to unload or load a vehicle would be a safety issue, both to themselves and cyclists, particularly when handling heavy items. One resident of Upper Bristol Road commented that they currently sometimes receive abuse when stopping to unload from their car and are concerned that such incidents would increase if the proposals go ahead, both from cyclists unhappy about the cycle lane being blocked and motorists from having to wait to pass the stationary vehicle. Concerns have also been expressed about the opening of car doors into the cycle lanes when stopping to load or unload and that this would obstruct cyclists and put them in conflict with cyclists.

Response: the proposals when taken as a whole will change the road environment from what it is now. The narrowing of the carriageway and the 20mph speed limit will reduce traffic speeds. It is likely that the majority of cyclists will understand that people need to take items to and from their homes and act reasonably towards this. There will need to be a change in mindset as to how people perceive the purpose and function of roads, particularly in urban areas when they are serving a variety of users, where that road space has to be shared. That use is currently dominated by the needs of motor traffic and this has to change if we are to help more people make more local journeys on foot and by bike. The need to make people aware of how these cycle lanes affect different road users is acknowledged and a publicity campaign would be undertaken if this scheme (and others) is taken forward, aimed at cyclists as well as motorists, bus users and pedestrians.

Pedestrians will be put at risk of increased injury (5 respondents: 3 object; 2 partially support)

These comments relate to the loading bay at the Hope Pole pub and the continuous footways which are covered in more detail elsewhere in this report.

Proposals do not comply with new design standards (3 respondents)

These respondents do not agree with the proposals stating that they do not conform to the design standards. Two made reference to the proposed cycle lanes not connecting with any other cycle lanes and that this means it is not

'coherent' as required by LTN 1/20. The other stated that the island for the floating bus stops does not meet the standards because they are not the minimum 2.5 metre width specified.

Response: the design standards do include a requirement for cycle routes to be coherent. Whilst the two ends of the proposed cycle lanes do not currently join any other cycle lanes, this scheme is the first phase of a route linking the west of Bath to the city centre. It will provide links to other existing routes, which include the riverside path and the Victoria Bridge route, providing an important link towards the south of the city. It will also connect to a future link from the junction with Midland Road across Destructor Bridge. Nearby in Queen Square, two of the three sets of traffic signals include 'early start' low level signals for cyclists, which give them a head start over other traffic, and a scheme to renew the existing signals at the Gay Street junction including the same cycle priority signals will be undertaken this autumn.

Regarding the floating bus stops, LTN 1/20 only includes basic concept designs for bus stop boarder and bus stop bypass layouts, not the floating island type proposed here. The bypass layout is the preferred solution but it requires significant space. At two of the stops in Upper Bristol Road there is not enough room for bypass layouts, but there is more room than required for the boarder layout, which is why a hybrid layout is being proposed. Although the islands proposed are 1.5 and 1.8 metres wide, they do not contain bus shelters like the bypass layout shown in the standards, which is why those are wider. Reference has been made to the Department for Transport guidance 'Inclusive Mobility' in designing the floating bus stops.

Design of 'bus stop boarders' and 'floating bus stops' (29 respondents: 19 object; 6 partially support; 4 support)

These objectors are concerned that passengers boarding and alighting from buses would have to step into the cycle lane as they do so and that this would pose a risk to their safety due to potential collisions with cyclists. The comments include concern that there would be particular difficulty in using this design of bus stop for disabled people and especially those who are blind or partially sighted. One objector commented that for those with children waiting to get on the bus, the 'floating' bus stop design causes an additional problem in that the parent/carer would have to be aware of their children straying into the cycle lane. Another objector who is a wheelchair user asked how they would access a bus from the floating bus stop.

Response: catering for bus users and cyclists is particularly challenging. Where there is more space available the proposals have included 'floating' bus stops which enables an island to be provided between the cycle lane and the carriageway, allowing someone getting off a bus to step onto the island first and then use a small zebra crossing over the cycle lane to get onto the footway. Where space is more limited we can only fit in the bus stop 'boarder' sign, where a person getting off a bus steps into the cycle lane.

If the cycle lane were to stop either side of the bus stop it would mean cyclists have to pull out into the lane of motor traffic in order to pass a stationary bus.

Our assessment is that the risk of collision between a cyclist and motor vehicle is higher if the cycle lane were to stop either side of the bus stop than the risk of a collision between a cyclist and pedestrian with the proposed bus stop design. The 'boarder' design is included within the LTN 1/20 design standards where there is not space for the preferred 'bus stop bypass' design (ie cycle lane that passes behind the bus stop). Following discussions with RNIB and another disability representative group, the proposal includes enhanced features that do not appear in the design standards such as the use of red coloured surfacing in the cycle lane to make it distinct from the adjacent footway, road markings telling cyclists to give way to pedestrians, and tactile paving. For both type of bus stop designs, there would be a single level between the footway, cycleway and island to enable wheelchair users to access buses without having to use any dropped kerbs.

If the scheme goes ahead we will closely monitor how these bus stops are used and undertake an early review. We will also carry out publicity to make bus users and cyclists aware of these relatively new types of road layout.

The proposals will increase congestion and air pollution (50 respondents: 42 object; 7 partially support; 1 support)

These concerns relate to the removal of right turn lanes at the Marlborough Lane and Little Stanhope Street junctions and that the cycle lanes would prevent vehicles from pulling up to the kerb for deliveries or dropping off/picking up passengers. People making these comments believe that the removal of the right turn lanes will cause queuing that does not currently exist, which in turn could lead to reduced air quality from stationary traffic. Comments also made reference to vehicles having to stop next to the cycle lane would prevent two way traffic from passing and that this would also cause congestion and air quality issues. People point out that at the moment, along much of Upper Bristol Road, vehicles can pull up on single or double yellow lines to make deliveries or drop passengers off without obstructing traffic. One respondent commented that maintaining the free flow of traffic is more important than catering for the low numbers of cyclists who use the road. Some respondents commented that the proposals will impede bus travel.

Response: it is possible that there could be some queuing at the junctions where the right turn lanes would be removed. However, there are plenty of gaps in opposing traffic which would mean that such queues are likely to be short and vehicles would not be stationary for long. Similarly, although vehicles would not be able to pull up at the kerbside and that along much of the section of road affected by the proposals a vehicle stopped alongside the cycle lanes would require traffic to wait and give way to pass, such occurrences would not be continuous throughout the day and the impact on traffic is expected to be minimal when taken over the course of a day.

It would not be possible to provide the cycle lanes without reallocating some of the road space from motor vehicles. Over the past few decades our streets have been designed and laid out with the primary function of enabling motor

traffic. To enable more journeys to be taken on foot and by bike it is necessary to rebalance the use of this space.

The floating parking bays will lead to collisions between cyclists and people exiting parked vehicles (14 respondents)

People making this comment were concerned about this part of the design where a cycle lane runs between the footway and a parking bay. Someone getting out of a parked vehicle would have to cross the cycle lane to get onto the footway. The concern is that people would not be used to looking out for cyclists when doing this, or when opening a car door on the passenger side that they could open it into a passing cyclist, who may be going at speed.

Response: the scheme design has retained as much parking as possible in acknowledgement of the need for space for properties in Upper Bristol Road to be serviced and receive deliveries. If the parking bays were provided next to the kerbside it would put the cycle lane on the outside and too close to a narrow lane for motor traffic, which is why the ‘floated’ design would be used. This layout is within the design standards and has been used increasingly in London and other cities. If the proposal goes ahead we will carry out publicity to make car users and cyclists aware of these relatively new types of road layout.

It is also recommended that a ‘SLOW’ road marking is provided in the cycle lane on the approach to the floating parking bay.

The proposals should be put on hold until the route and design for the Bristol – Bath Strategic Bus Corridor has been finalised (1 respondent)

This objector’s view was that the scheme should not go ahead because there are separate proposals coming forward for bus lanes in Upper Bristol Road as part of the bus corridor scheme.

Response: funding for the bus and active travel corridor between Bristol and Bath was confirmed towards the end of 2021. The options for that scheme include both Upper Bristol Road and Lower Bristol Road. The West of England Combined Authority is expected to undertake consultation on those options later in 2022 with further consultation on a preferred route in 2023. Construction of the scheme is expected to begin in 2025/26, although it is too early to confirm what part of the route would be built first. The selected option will not necessarily result in bus lanes in Upper Bristol Road.

The 20mph speed limit is not appropriate or not needed (60 respondents)

Reasons given for opposing the 20mph limit included concerns it would impede flow of traffic; it is inappropriate for this road; that drivers will find it difficult to drive at this speed; there will be a lack of compliance and that it won’t be enforced. One objector commented that putting a 20mph limit in here goes against government speed limit-setting advice.

Response: the reduced speed limit has been put forward to further improve the environment of Upper Bristol Road for pedestrians, cyclists and people living along the road. It is correct that speed limit-setting guidance advises that

speed limits should be set at or near the current speed of traffic. However, the cycle lanes with their separation from motor traffic and other changes to the layout of the road will result in a narrower carriageway and it is expected that this will lead to lower speeds and bring them down towards 20mph.

The costs of the scheme will outweigh the benefits (14 respondents)

These comments were similar to those questioning the need for the scheme and that other cycle routes already exist. Objectors making this comment included views such as the current levels of cyclists do not justify the cost or that the changes are unlikely to lead to many more people choosing to cycle.

Response: the scheme is not just intended to benefit cyclists and the other proposals will bring about improvements for pedestrians and overall general safety through lowering motor traffic speeds and giving more priority to people walking and on bikes. Monitoring and evaluation will be undertaken if the scheme goes ahead.

PARTIAL SUPPORT

Out of the 88 respondents that selected they 'partially support' the proposals, all but ten were in favour of improving the cycle infrastructure in Upper Bristol Road. Out of those ten, four only favoured the 20mph element of the proposals, two liked the 20mph limit and the continuous footways, and one was not specific as to what element of the proposals they favoured but opposed the loss of parking. One liked the bus stop changes but not the overall cycle lanes. Two were in favour of the continuous footways but were concerned at the loss of parking from the cycle lanes.

Six other respondents who said they partially support the proposals were concerned at the impact from the loss of parking.

Proposals don't go far enough in giving space to pedestrians and cyclists (44 respondents: 16 support, 28 partially support)

These types of comment relate to the design of the proposals. There was some concern the method of separating cyclists from motor traffic would not be sufficient. Some respondents asked that bollards be placed between the floating parking bay and cycle lane to prevent parked cars encroaching into the cycle lane. Several people stated that there should not be any parking at all as shown in the original proposals.

Some respondents questioned why the proposal drawing showed a dashed line behind the floating parking bay indicating the cycle lane was advisory rather than mandatory and was concerned it would mean vehicles could encroach the cycle lane.

Response: the design of the scheme was influenced by the funding available and the timescales set down through the government's Active Travel Fund. With a greater level of funding an alternative method of separating the cycle lane from other traffic could have been considered, but the method of light

segregation proposed still provides a safer route for cyclists compared to the current situation.

The floating parking bay includes a 0.5 metre 'buffer' next to the cycle lane which is intended to provide space for a car door to open slightly and for a vehicle occupant to have time to see a cyclist (and a cyclist to have time to see a door opening). This is in line with the design standards. Bollards have not been included because these could obstruct and prevent car doors from opening.

The cycle lanes should be wider (36 responses: 3 support; 33 partially support)

Many of these respondents made reference to 2 metre wide cycle lanes as stated in the LTN 1/20 design standards, and expressed disappointment that the Upper Bristol Road proposal do not include 2 metre wide lanes throughout. Some people stated that in places Upper Bristol Road is wide enough to have greater than the 1.5 metre cycle lanes which are proposed. One respondent commented that the cycle lanes would not be wide enough for cargo bikes and bikes with trailers.

Response: the 'cycle design vehicle' in LTN 1/20 is 1.2 metres wide and the widest cycle vehicle referred to in the standards is 1.5 metres wide. Although there may be some wider cycle vehicles, the proposals would cater for the vast majority.

The desirable minimum width of a cycle lane in LTN 1/20 where peak hour cycle flow is up to 200 cyclists is 2 metres, but it allows for 1.5 metre wide lanes at constraints. The width of Upper Bristol Road varies considerably throughout the section affected by the proposals. The proposal includes 1.5 metre wide cycle lanes throughout to achieve a consistent width along the entire route and prevent an inconsistent and askew 'live' carriageway edge for vehicles which may cause clipping of the separator units. A 2 metre width would only be achievable at the eastern end, the short section between Little Stanhope Street and Charlotte Street, where the carriageway increases to 7.95m wide. It would be necessary to reduce the length of the westbound cycle lane by 10 metres from the Charlotte Street junction if the width is increased to 2 metres. This is because of the bend in the road at this point and the risk of vehicles striking the splitter island.

In order to make the scheme as compliant with the LTN 1/20 standard as possible it is recommended that the cycle lanes are widened to 2 metres in this eastern section, noting a slight reduction in length of the westbound lane to achieve this. The dashed line behind the floating parking bay in the drawing was an error and it would, if implemented, be a continuous line to identify the cycle lane as mandatory (ie motor vehicles must not enter).

There will be an increase in collisions involving cyclists (13 respondents: 4 object; 6 partially support; 3 support)

These concerns are covered more specifically elsewhere in this report, namely comments about bus stop design, floating parking bays and the loading bay by the Hop Pole pub.

Cycle lane wands are spaced too far apart (37 respondents: 3 support; 34 partially support)

Bollards called 'wands' would be used to separate the cycle lane from other traffic. The objectors were concerned that this could make the cycle lane vulnerable to being encroached by motor vehicles and diminish the level of protection to cyclists. Some objectors asked for the cycle lane to be separated using kerbs or use of a raised cycle track.

Response: the proposals would provide wands spaced 15 metres apart (with a small traffic island at the start of the cycle lane). This was a change from the original proposals where the wands were to be much closer, but this was altered following feedback from the emergency services who were concerned that motor vehicles would not be able to pull out of the way of an emergency vehicle. Whilst it is acknowledged that these larger gaps between wands would enable vehicles to enter the cycle lane, vehicles would have to slow considerably to do this and it would have to be a deliberate manoeuvre rather than through a vehicle accidentally straying in. There would be a series of lower level 'Orca' separator devices to help maintain the distinction and separation between cycle lane and other traffic in between the wands. A stepped cycle track would face similar issues.

The design of the loading bay by The Hop Pole public house creates conflict (37 respondents: 4 support; 33 partially support)

These respondents were concerned that when in use, the loading bay would put cyclists in conflict with pedestrians by making them use a shared use footway. Other respondents were concerned that it would lead to cyclists using the main carriageway instead to pass a vehicle in the loading bay, and that they would have to pull out into traffic, causing a safety issue.

Response: there is a need to cater for loading at this location because of the pub. It is not possible for a brewery dray lorry to park further away because of the difficulty and health and safety implications of moving barrels over a distance. The possibility of providing the loading bay outside of a cycle lane was considered but ruled out. This is because there is a slight bend in the road at this point and having a lorry stopped further away from the current position of the kerb would restrict visibility for vehicles trying to pass it to check for oncoming traffic. For most of the time the loading bay would be empty, meaning cyclists would use a short section of raised cycle track that is neither in the carriageway nor on the footway. On the occasions that a vehicle is using the bay, cyclists would have the choice of using a widened section of shared use footway or to use the main carriageway. The shared use section would only be for the length of the loading bay and cyclists would then re-join the cycle lane in the road.

Design of continuous footways (27 respondents: 2 support; 25 partially support)

Some respondents who commented about the continuous footways stated that the proposals were not proper continuous footways as such and believed they would just be a raised section of carriageway. Seven respondents were concerned that the design of the continuous footway means double yellow line markings are discontinued at the point of the raised section of carriageway and that it could lead to vehicles parking there, making it dangerous to cross the road. Some respondents also asked whether the proposals included use of 'Dutch kerbs' which are a specific design of kerbs that are safe for cyclists to use and have been included in designs of continuous footways in the Netherlands and elsewhere.

Response: there appears to have been some confusion with regards to the design of the proposed continuous footways. They would not just be ramped sections of raised carriageway and would include new footway materials stretching beyond the carriageway of the side road into the adjacent footway to make it look like the footway continues across the carriageway. We would use best practise design used elsewhere. There is currently no national design guidance on continuous footways. The double yellow lines would not appear on the raised section of carriageway because this would then prevent it from looking like the footway continues across. However, this is no different from how signalised crossings are marked, where the double yellow lines stop either side of the crossing point, and we do not experience parking issues in such locations.

Concern that additional Marlborough Lane parking bay will affect access to driveway (1 respondent)

This respondent is concerned that the additional parking proposed in Marlborough Lane will cause them difficulty driving on and off their driveway.

Response: a traffic engineer has checked this and confirmed that the proposed bay should not impede access or egress

Removal of Pelican crossing near Nile Street (1 respondent)

This respondent who gave a 'partial support' reply stated they object to the removal of the Pelican crossing because it is regularly used and that removing it will increase danger to pedestrians.

Response: the proposal is to replace the Pelican crossing with a Parallel zebra crossing on the other side of the Nile Street junction. Zebra crossings give greater priority to pedestrians because unlike signalised crossings, there is no need to wait for a green pedestrian signal. There is no difference in the safety record between signalised and zebra crossings in B&NES.

SUPPORT

Proposals will make it safer and more convenient to cycle (105 respondents)

Within the comments people were asked to explain why they supported the proposals, the issue of safety was a common factor. 32 people stated the need for measures to make it safer for cyclists. A number of people specifically commented on how they liked or felt it is important for cycle lanes

to be physically separated from other traffic. 15 respondents stated they currently cycle along the road and would feel safer with the proposals in place. Others commented that they thought the proposals would encourage more people to cycle and walk.

Importance of expanding the cycle network (103 respondents)

Further detail of comments under this heading includes 19 respondents who commented along the lines that Bath would be a better place if more people can walk and cycle. A frequently theme amongst supporting comments was that change like those in the proposals is needed to enable more people to walk and cycle (25 respondents). Other comments included that the proposals would result in a more equitable treatment of pedestrians and cyclists.

Proposals will make Upper Bristol Road a better place for pedestrians (89 respondents)

In the detailed comments, fewer people who supported the proposals made specific reference to pedestrians compared to cyclists, but nine stated they believed it would be an improvement for people walking.

Agreement with 20mph speed limit (87 respondents: 83 support; 4 object)

The general view from those who are in favour of the 20mph speed limit is that it would help to slow traffic and make people feel safer. Several people commented that the lower speed limit would make cyclists feel safer and/or more confident. One respondent would like to 20mph to be the default speed limit in Bath. Several respondents expressed concern as to whether drivers would obey a lower speed limit.

Ward Members

Kingsmead:

Cllr Sue Craig -

I believe that this part of the Upper Bristol Road is unsuitable for segregated cycle lanes for the following reasons

1. There are long stretches of road where there are no side roads.
2. For many of the businesses and residents on the south side of the road, access is only possible from the front of the property.
3. The park is not safe after dark and this forms the upper boundary of a good length of this stretch of the Upper Bristol Road. If there were other residential streets here instead of the park, there would be more opportunities for residents and users of the businesses on the main road to park not too far away – but this is not the case.
4. Taking away parking for residents on the main road means that there would be no access, at a reasonable distance, to safe, well-lit residents parking spaces, making the loading and unloading of shopping and other paraphernalia that goes with a young family such as pushchairs, baby seats etc, very difficult for residents
5. Taking away parking on the main road for businesses (gym, pubs, take-away) makes the loading and unloading of goods and materials difficult, especially, once again, as there are few side roads.

6. Those with mobility issues that live on the south side of the road need easy access from car to pavement and onward into their property without having to negotiate either vehicles or bicycles – especially if they are in a wheelchair. Once again – if there were regularly spaced side roads and/or access to the rear of these properties, this would not be such an issue.
7. Because of the issues mentioned previously, removing on-road parking along this stretch makes attendance by care workers difficult as they could, potentially, have to park so far away from the house they are visiting. They very often only have 30 minutes for a visit and even less between visits. If visiting someone at the western end of this stretch, it's just not a practical to walk to and from Charlotte Street, which is the nearest public car park.

Response: (1.) Although there is a section of the road with no nearby side roads for alternative parking, the current parking bay alongside the allotments is often fully occupied, meaning there is not always presently anyway to park in the immediate vicinity; (2. 3. 4. & 5.) Additional spaces for permit holders are being provided elsewhere in Zone 6 and of an evening there is capacity in Charlotte Street car park, which is well lit and covered by CCTV. There would be 3 loading areas available along Upper Bristol Road. (6.) 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. (7) The amended proposal provides more space reserved for permit holders in Marlborough Lane.

In addition, certain aspects of this design seem unsafe

8. Following on from earlier feedback, some parking spaces have been made available on the northern side of the road (thank you). However, at the western end of this scheme, where there are no side roads and no crossing points, this is difficult and dangerous for residents and other road users in a wheelchair or with mobility issues who need access to the south side of the road.
9. It includes shared space for cyclists and pedestrians outside the Hop Pole. Pedestrians come first in the Active Travel pecking order and should not have to share the pavement with cyclists. If this does become a main cycle route in and out of the city there will be a LOT of bikes, including trikes and cargo bikes both of which are quite wide, causing conflict and danger, albeit only when loading and unloading is taking place outside the pub
10. I remain unconvinced as to the safety aspects of cycle routes passing between buses and the pavement. Like shared spaces, which were all the rage at one time, I fear this aspect of LTN 1/20 will be looked back on in years to come as a mistake.

Response: (8.) There are currently few opportunities for parking on the south side of the road and the majority of existing parking is on the north side which involves crossing the road. (9.) 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. It is likely that for the majority of the time the loading bay will not be occupied and that cyclists will infrequently use the shared use section of footway. (10.) This will be the first use of these bus stop designs in B&NES and their use will be monitored closely.

Until such time that alternative proposals can be considered (such as one-way traffic) I would like to recommend that we do just 2 things:

11. Reduce the speed to 20mph and install speed cameras. The new highway code no longer expects cyclists to stay in close to the kerb where there is no cycle lane – they are directed to occupy their own space in the middle of the stream of traffic. Reduce the speed of this whole stretch to 20 mph will slow ALL the traffic down and make it safer for cyclists to do just that.
12. Either reduce the width of the opening at the bottom of Marlborough Lane, or introduce a pedestrian refuge halfway across. This will restrict the traffic turning onto the Lower Bristol Road to one lane instead of two and slow down the traffic turning into Marlborough Lane. This will make it safer for pedestrians to cross and also cause queues to get out onto the main road which might even discourage people from using this route as a rat run.

Response: (11.) A key element of the scheme is reducing the speed limit to 20mph. The narrowing of the carriageway is expected to result in lower speeds. (12.) The proposals include narrowing the Marlborough Lane junction, which as well as helping people to cross it should help reduce the speed of traffic turning into it.

Cllr Andrew Furse –

Further to my comments on the 14th November on the scheme put forward on the 7th Nov, and earlier responses to this scheme, I raise the following objections to the scheme now under traffic regulation order consultation. Firstly I appreciate work officer have done to progress this scheme and this revision appears to deliver some improvement from the previous scheme, but again many of the compromises agreed at Cabinet, that were implemented to help mitigate the impact to many residents, access to their properties and their ability to load and unload close to their premises (even if across the road), have not really been improved. My initial view is that the introduction of a Zebra UBR crossing at Nile St on what will now be a 20mph road is a vast improvement. I also note that cycle stands have been introduced. I also welcome the introduction of Zebra markings to facilitate pedestrians crossing the cycle lane to the bus islands. I also ask that;

- more than just minimum pedestrian widths are ensured where bus shelters are introduced.
- 20mph is engineered into the scheme so that high speeds recorded on this road are no longer possible.
- With a 20mph road is the need to segregate traffic so critical?

However, I raise my objection via the points below;

1. The introduction of cycling conflicts with pedestrians and encouraging cyclists to mount the pavement at one location along the UBR. This will also encourage motorised scooter use of pavements which many pedestrians find very intimidating when walking on a footpath. The Hop Pole conflict remains and is a hazard to able and partially sighted pedestrians at a location that is already narrow. Pavement cycling needs to be removed. For me this design feature is unacceptable. (The Nile St conflict seems to have been removed.)

Response: the arrangement of the loading bay outside of the Hop Pole has been carefully considered from a safety perspective with all users in mind, and conflicts are considered to be minimal. It is not an option to provide a loading bay elsewhere

because of the nature of the products being unloaded. The loading bay will not be continually occupied by a vehicle and for most of the time it is likely that cyclists will not need to use the short section of shared use footway, which would be widened.

2. Removal of all short term parking bays. The introduction of short stay bays were a compromise position initially agreed by cabinet to allow residents along the south side of the UBR to use for household loading, drop off and pick up - particularly for those residents of limited mobility. This concern remains unchanged and I see this as a detriment to these residents and their right to access their property in a considered manner.

Response: the revised design with parking bays on the south side of the road included in the report to Cabinet in June 2021 could not be taken forward because it would have meant cyclists passing parked vehicles would have been very close to motor traffic in narrow lanes. There is not sufficient space here to provide a floating parking bay design.

3. Properties on the south side of the UBR continue to have no road access at the rear, and their only vehicular access is from the UBR. Removing such short term parking could lead to isolation of elderly and limited mobility residents who have lived here for a long time.

Response: the proposals do not prevent vehicles from stopping at any time to drop off or pick up passengers. We can consider requests for disabled bays in the nearest available parking area to a resident's home if they are a Blue Badge Holder and they meet the criteria.

4. There remains no pedestrian crossing at/close to the Argos site which was part of the 106 agreement to Western Riverside development to facilitate improved access from the development and Midland Road to RVP. I am told that the money is available but the scheme fails to deliver this promised crossing. This remains a significant omission and concern under a scheme that is supposed to promote Active Travel, and now the road is 20mph the introduction of a zebra crossing (like Nile Street) would seem an easy solution.

Response: a design to signalise the Midland Road junction is currently being produced as part of a separate scheme, which will include a signalised pedestrian crossing here.

5. The ability for pedestrians to cross Little Stanhope Street, a busy pedestrian and vehicle junction has improved with the introduction of dropped kerbs but the removal of the traffic filter on the UBR could un-sight pedestrians to vehicles turning into Little Stanhope Street. Therefore a professional view on this is requested.

Response: drivers are required to give way to pedestrians crossing the side street. Visibility is not considered to be a problem at this location, therefore, it is considered there is no increased risk for pedestrians.

6. I note the new bus stop and new shelter relocated close to Omega Terrace. This is a welcome addition as this bus stop is busy at certain times of the day.
7. I further note the introduction of zone 6 parking in Park Lane to mitigate the removal of resident parking. However, the spaces that were dual use able to be used by zone 12 residents has been lost to them to the benefit of zone 6 residents. These zone 12 bays have been introduced into Park Lane opposite to Audley Park Rd entrance. This may add further parking pressure to Audley Park Road area but only time will tell.

Looking at government guidance, it seems to indicate that; Cycles must be treated as vehicles and not as pedestrians. On urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians. This scheme is contrary to this Government guiding principle in Cycle infrastructure Design 2020 through the introduction of the shared path outside if the Hop Pole.

Response: the proposals for Park Lane are for dual use Zone 12 / 3 hour parking. The design standards allow the use of short sections of shared use footway where there are no alternatives.

The earlier scheme that was approved by cabinet did contain many compromises arrived at after the initial proposal was presented with no ward councillor involvement. To arrive at these compromises both elected members and officers have undertaken considerable work. This revised scheme, although introducing a number of pedestrian friendly elements continues to have the shared path and no crossing facility close to Midland Road. It needs to be remembered that council travel hierarchy puts the pedestrian first, followed by Cyclists, public transport users and then private motorists.

Response: Pedestrian and cycle facilities to be incorporated into the new signalised Midland Road junction as part of a separate scheme.

Cabinet Member for Climate & Sustainable Transport

Cllr Sarah Warren -

As Cabinet Member I would like to progress this TRO, which provides safety improvements to both cycling and walking infrastructure on an important strategic route.

I am pleased to see the many improvements to the scheme that have been made to accommodate concerns raised by the public during the various phases of consultation. Acknowledging continuing concerns of some members of the public, and of ward members, I would like close monitoring and regular reporting to cabinet of any safety incidents that arise in this location.

8. **RECOMMENDATION**

It is acknowledged that the proposals will have an impact on residents and businesses in Upper Bristol Road. The proposals provide some mitigation for the parking that would need to be removed although not all in close proximity. However, the overall benefits of the scheme outweigh the disadvantages because this will provide an important and safer cycle facility as one part of Bath's planned network of cycle routes. It also brings benefits and improvements to pedestrians. It is therefore recommended that the proposed scheme is implemented and the Traffic Regulation Orders are sealed as described below.

A new CCTV camera in Midland Road will be investigated and provided if technically feasible, should this scheme be implemented.

Signature: 

Date: 28th February 2022

Gary Peacock
Deputy Group Manager, Highways & Traffic

9. **DECISION**

As the Officer holding the above delegation, having reviewed this report and the accompanying Appendix 1, I have decided that the objections / comments be:

Road humps (continuous footways):		
a)	not acceded to and the proposal as advertised goes ahead.	X
b)	acceded to in full and the proposal(s) withdrawn.	
c)	acceded to in part and the following adjustments, being of minor significance; be included:	

Parking and loading restrictions (21-015A):		
a)	not acceded to and the Order as advertised be sealed.	
b)	acceded to in full and the proposal(s) withdrawn.	
c)	acceded to in part and the following adjustments, being of minor significance; be included in the Order to be sealed. <i>specify minor amendment to Order here:</i>	X

	The proposal to remove existing no waiting at any time (double yellow line) restrictions in Park Lane is reduced in extent in order to prevent obstruction to traffic and access to a driveway, and the proposed shared use Zone 12 / 3 hour parking bay is extended north as shown in the drawing in Appendix 2.	
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Mandatory cycle lanes (21-015B):		
a)	not acceded to and the Order as advertised be sealed.	
b)	acceded to in full and the proposal(s) withdrawn.	
c)	acceded to in part and the following adjustments, being of minor significance; be included in the Order to be sealed. <i>specify minor amendment to Order here:</i> The proposed cycle lanes in Upper Bristol Road to be widened on both sides of the road to 2 metres in the section between Charlotte Street and a point 15 metres west of its junction with Little Stanhope Street. The westbound cycle lane to be reduced in length by 10 metres from its junction with Charlotte Street.	X

Pedestrian crossing (21-015C):		
a)	not acceded to and the proposal as advertised (remove existing Pelican crossing and provide new parallel crossing near junction with Nile Street) goes ahead:	X
b)	acceded to in full and the proposal(s) withdrawn.	
c)	acceded to in part and the following adjustments, being of minor significance; be included in the Order to be sealed.	

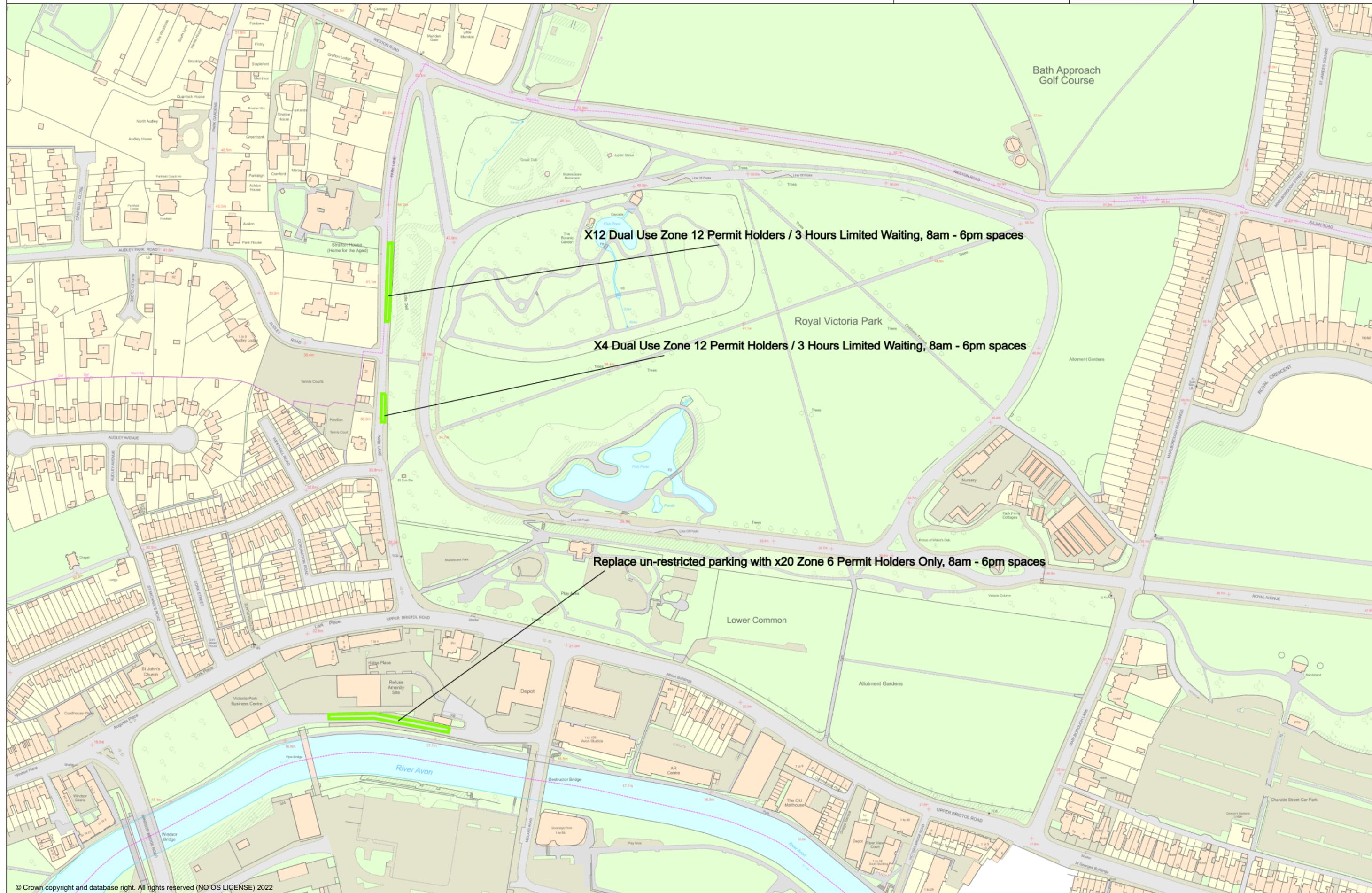
20mph speed limit (21-015D):		
a)	not acceded to and the Order as advertised be sealed.	X
b)	acceded to in full and the proposal(s) withdrawn.	
c)	acceded to in part and the following adjustments, being of minor significance; be included in the Order to be sealed.	

In taking this decision, I confirm that due regard has been given to the Council's public sector equality duty, which requires it to consider and think about how its policies or decisions may affect people who are protected under the Equality Act.

A handwritten signature in black ink, appearing to read 'Chris Major', is positioned above the printed name.

Signature: ...
Chris Major
Director for Place Management

Date: 22/03/22



X12 Dual Use Zone 12 Permit Holders / 3 Hours Limited Waiting, 8am - 6pm spaces

X4 Dual Use Zone 12 Permit Holders / 3 Hours Limited Waiting, 8am - 6pm spaces

Replace un-restricted parking with x20 Zone 6 Permit Holders Only, 8am - 6pm spaces