

# Bath City Centre Consultation - Walk Ride Bath (WRB) Response

## General Comments

Investment in walking, wheeling, and cycling is very much welcomed.

WRB considers the proposals as a whole as good, in particular for wheeling (wheelchairs/mobility scooters) on Upper Borough Walls.

Our suggested improvements to the schemes look to further improve on:

- a. the connectivity to existing infrastructure,
- b. improving bus operational efficiency,
- c. increasing pedestrian space,
- d. providing future opportunities for better public realm in Somerset St/Southgate St/St James Parade/Westgate Buildings, and
- e. creating opportunities for more Blue Badge holder parking on St James Parade and Westgate Buildings.

## Recommendations

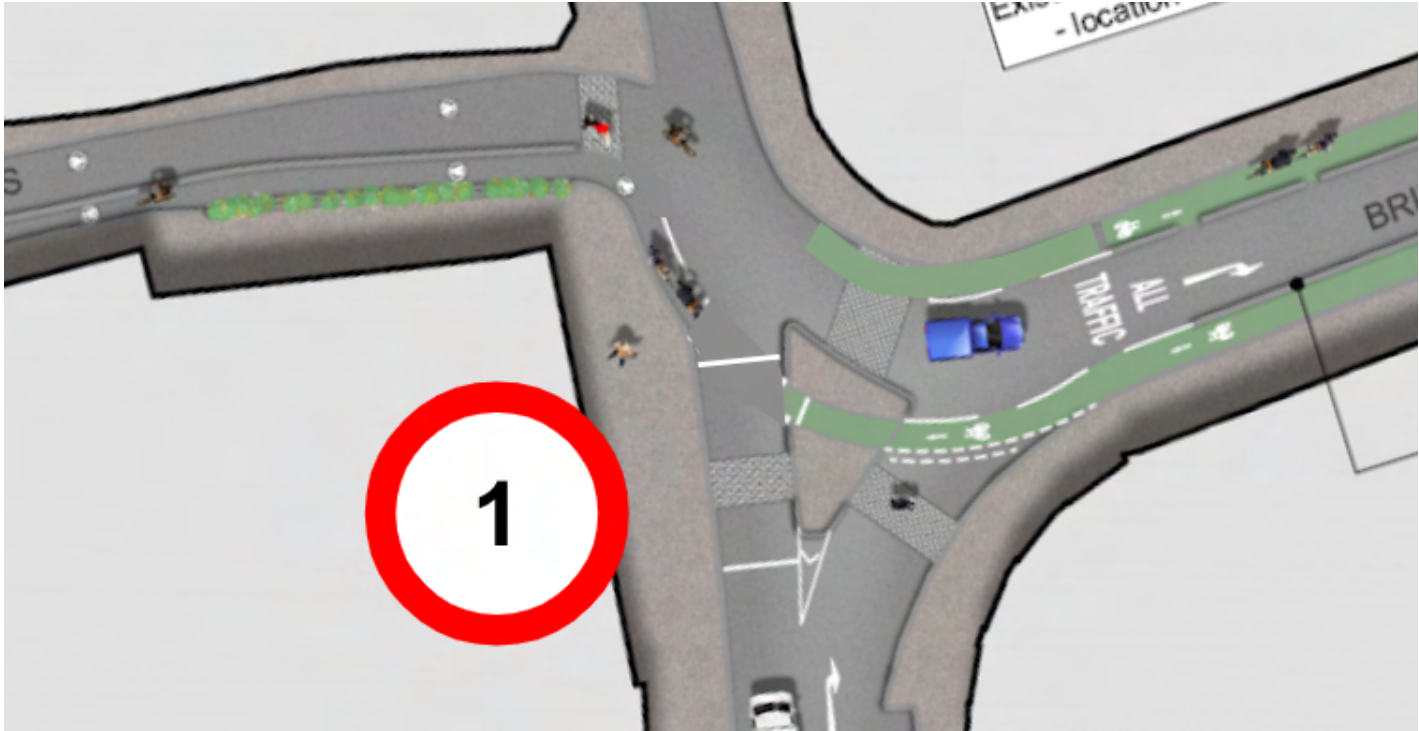
Our response comes in three parts:

- this report,
- a map (separate pdf file),

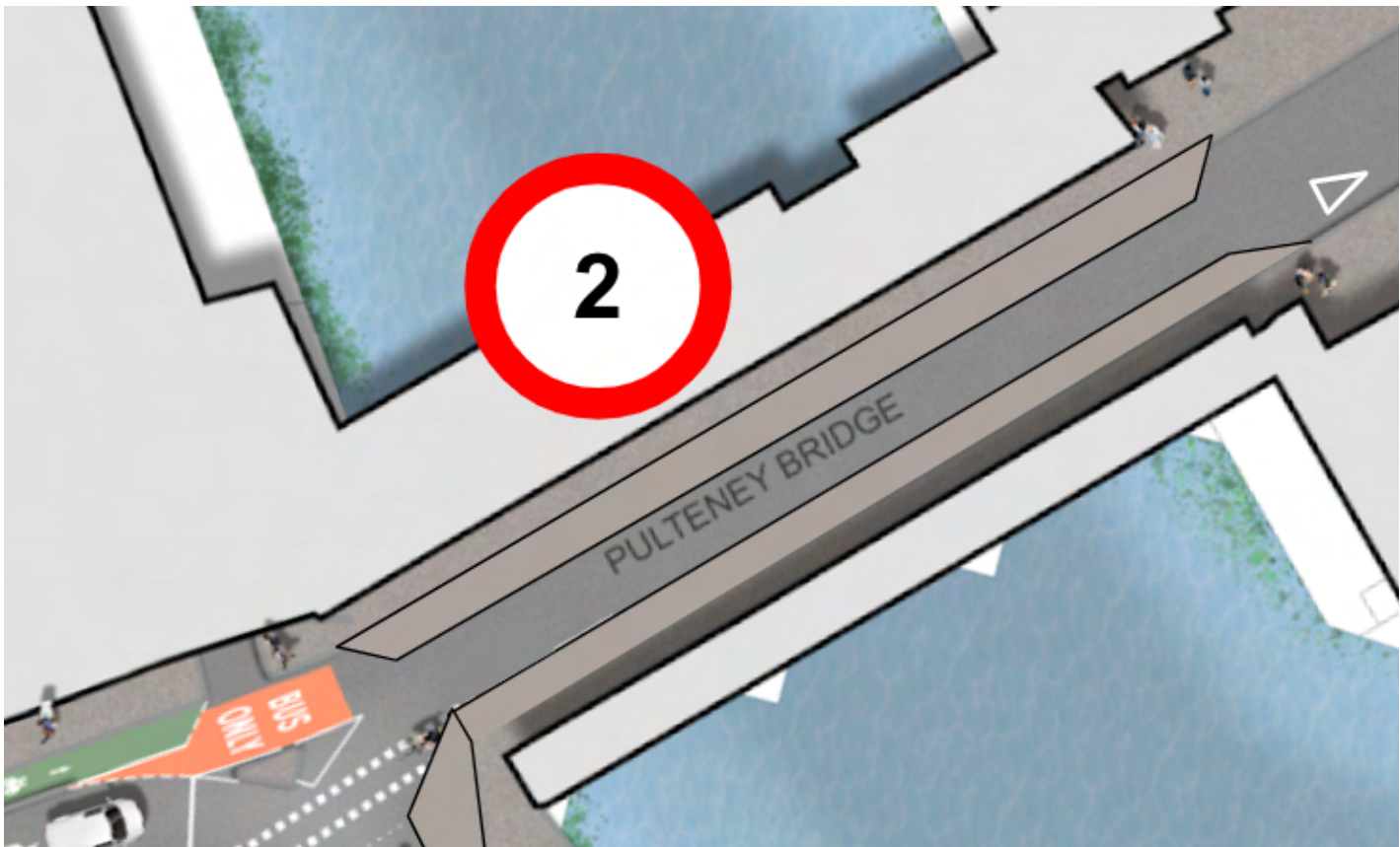


- a Monmouth Place analysis (separate pdf file)

1. Northgate St: Add cycle signals and cycle holding area at High St Junction.



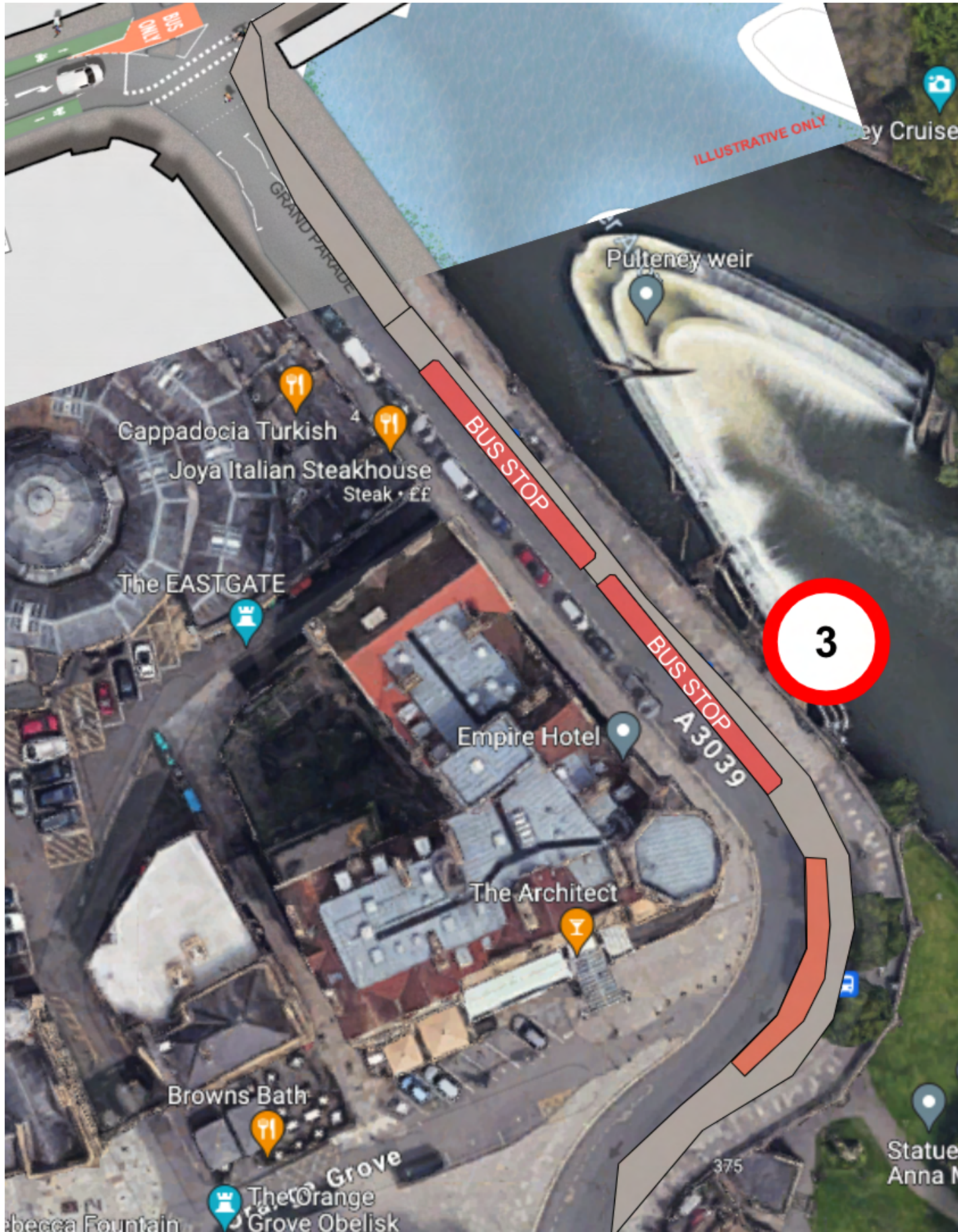
2. Pulteney Bridge: Widen pavements creating a narrow 5m wide carriageway and adding contraflow with priority for outbound traffic solving the significant pedestrian space issues.



3. Grand Parade: Widen the promenade narrowing the carriageway to 3m integrating bus stops while preventing the poor overtaking interaction between cyclists and drivers while creating a better transition



at Orange Grove cycle path.



4. Corn St/Southgate St: Block vehicular access from Corn St to St James Parade and Southgate St to Dorchester St making Southgate St two way. Provides an opportunity to narrow Southgate St to better connect the Southgate area with Quays via Somerset St. This also removes buses being delayed by



Southgate car park entrance/exit.



5. St James Parade: Make it one way with cycle contraflow beyond Amery Lane, using Wine St as a loop creating opportunity for 15+ Blue Badge holders parking bays on the north side of this section of St



James Parade.



- 6. Churchill Bridge: Add bus/taxi gate to prevent east-bound traffic along Dorchester St. Add drop of laybys on Churchill Bridge.





7. Avon St: Make it two way for buses. Add bus stops on both sides.



8. Westgate Buildings: Close bus stops, float parking, add cycle contraflow, and add Blue Badge holders parking spaces where bus stops were. Move bus stops to Avon St removing through buses from Seven

Dials area. All buses would then turn left out of Avon St reducing bus times.





9. Green Park Rd (A367): Extend two way cycle track to connect to Quays Bridge

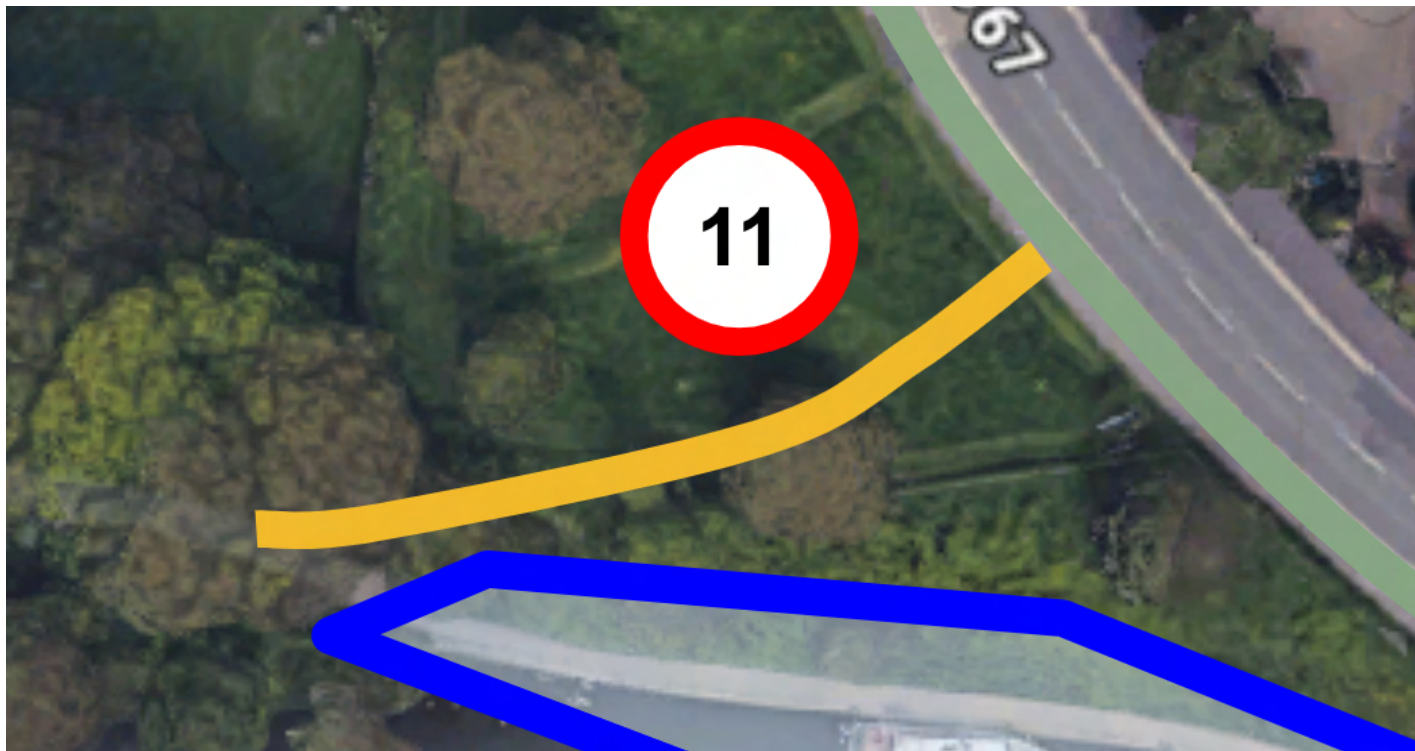




10. Quays Bridge: Create cycle link to Avon Street



11. River Path: Add new shared path from the corner of Green Park to Green Park Road diverting cycle traffic from Quays and avoiding flooded areas.



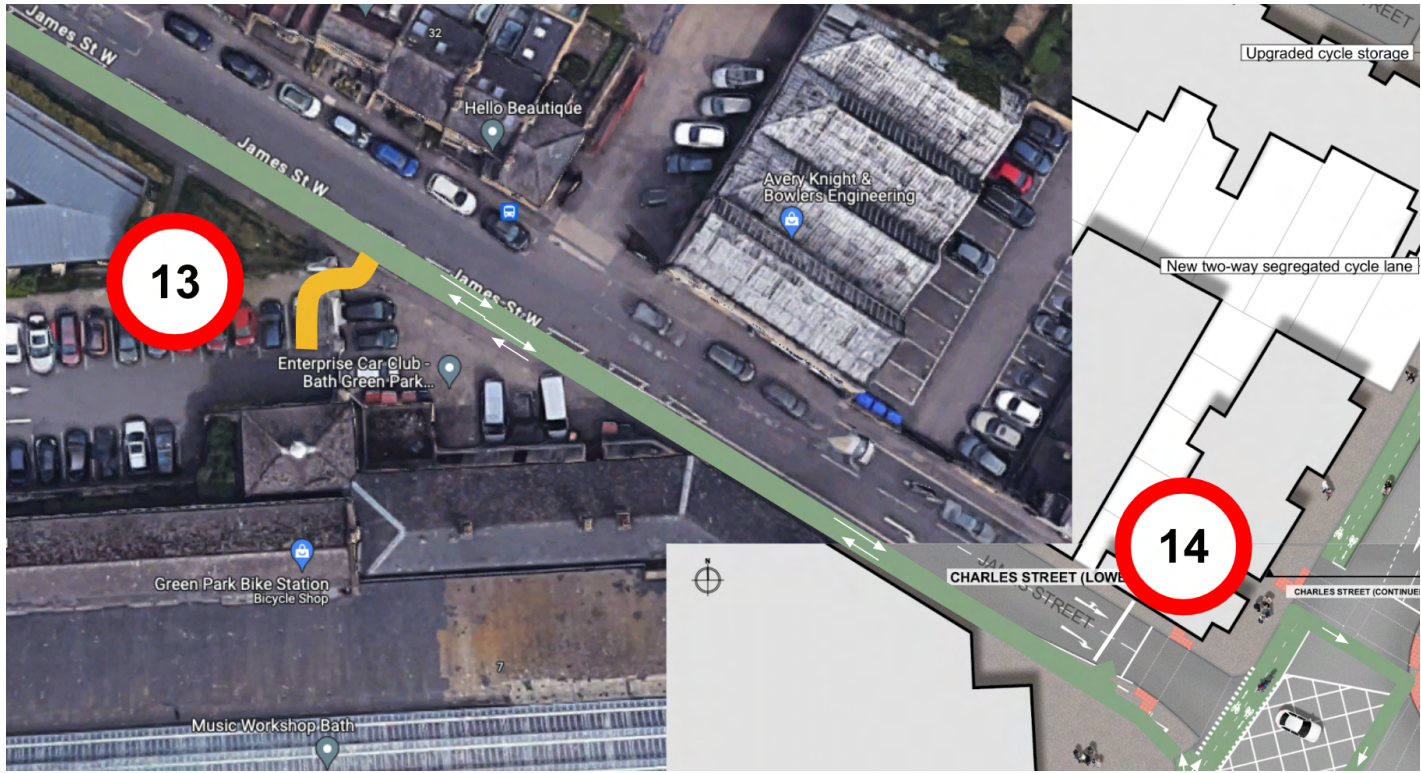
12. Green Park: Upgrade existing gravel path to a 4 season accessible low maintenance surface (ie Asphalt).



13. James St West: Make protected cycle track two way until Great Stanhope St and create good connection to the Sustainable Transport Route (STR) exit in Green Park Station. Improve/widen link



from STR to James Street West cycle track.



14. James St West/Charles St Junction: Make the junction work in all directions for cycling. Add ASL to James Street West west leg to accommodate West to East cycle traffic.



15. Monmouth Place: Add a two way protected cycle lane, aligned with Monmouth St two way cycle lane to connect with Upper Bristol Road cycle infrastructure. If space is tight add a 'with traffic' cycle lane only.



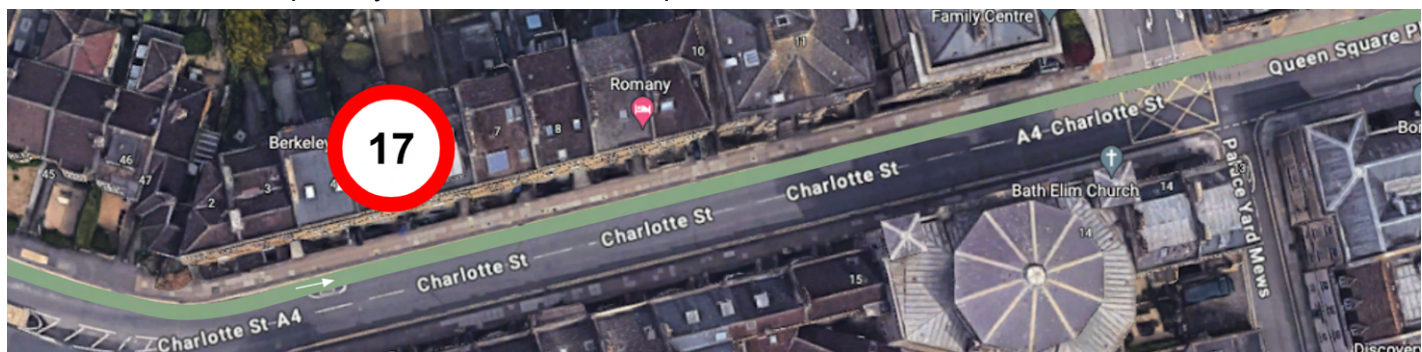
See attached file 'Monmouth Place - Proposed Cycle Lane Provision.pdf' for supporting detail.



16. Monmouth Place/Charlotte St: Tighten junction significantly creating a safer junction for crossing by pedestrians and better junction interaction for cyclists.

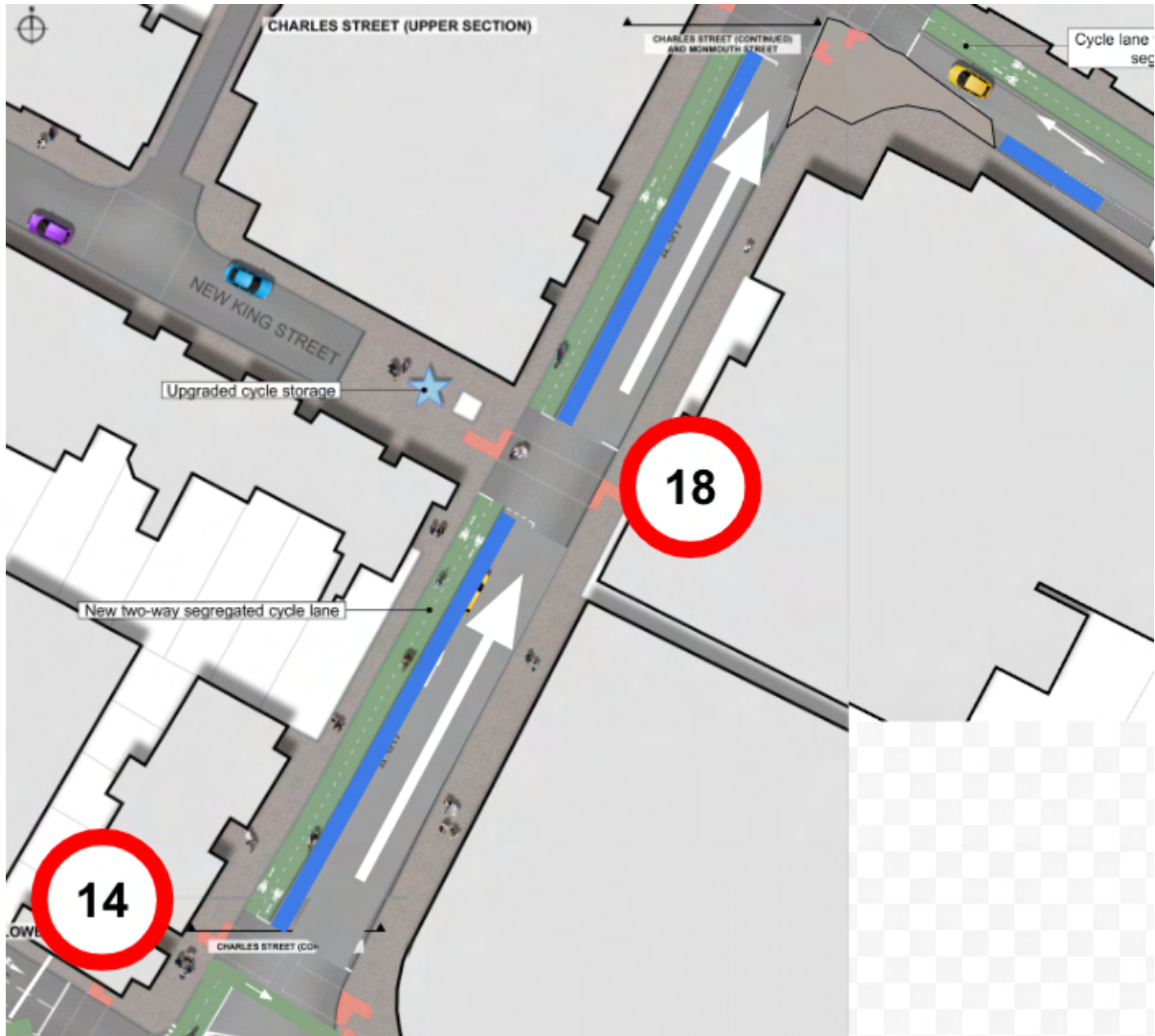


17. Charlotte St: Extend up hill cycle track to Queen Square.

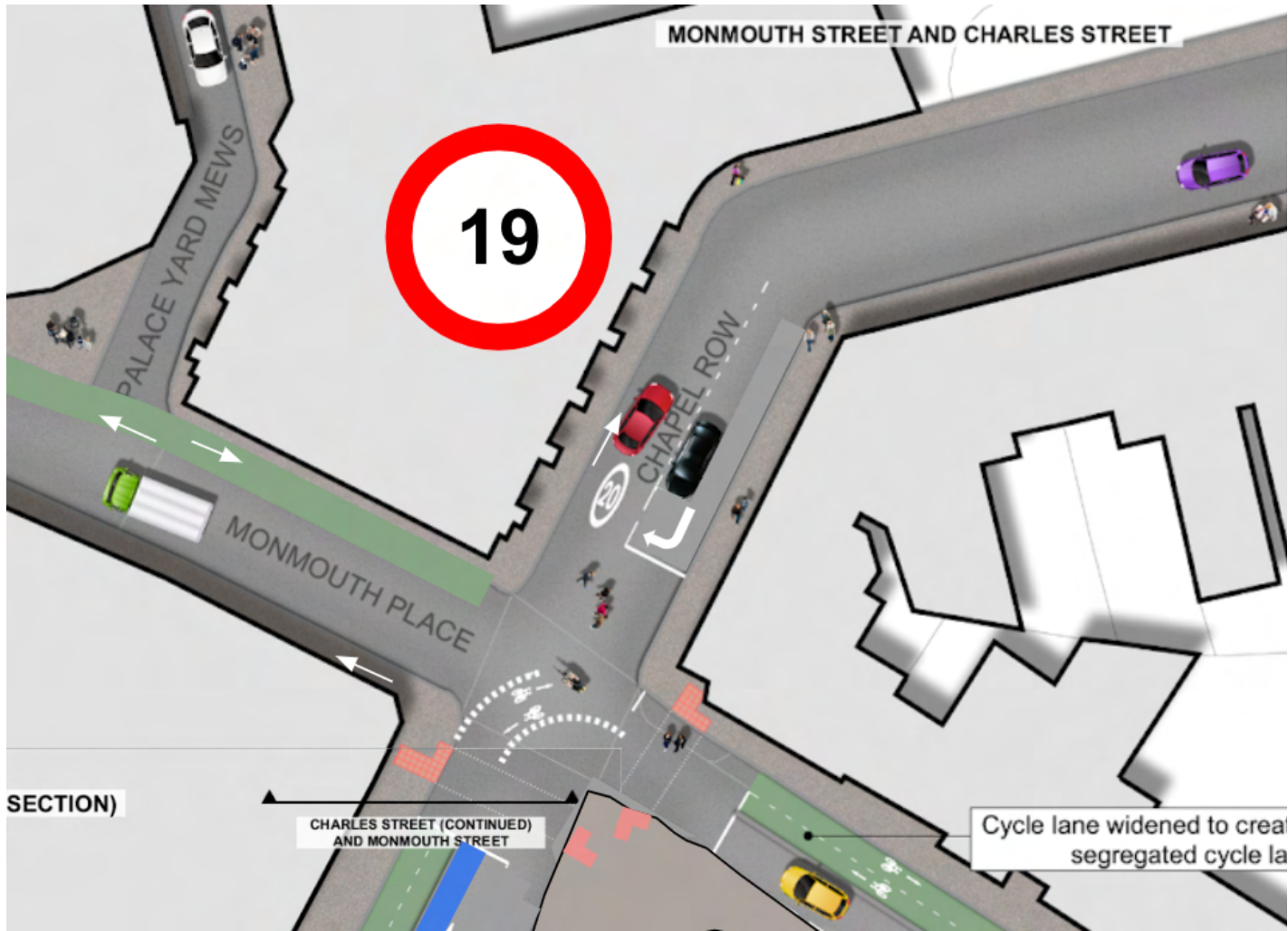




18. Charles St: Make Charles St one way north. Add loading and Blue Badge holder parking bays. Only viable if Queen Square suggestion (20) is implemented.



19. Monmouth St/Charles St Junction: Left turn only from Chapel Row, except cycles. Remove the left turn from Monmouth Street. Only viable if Queen Square suggestion (20) is implemented.

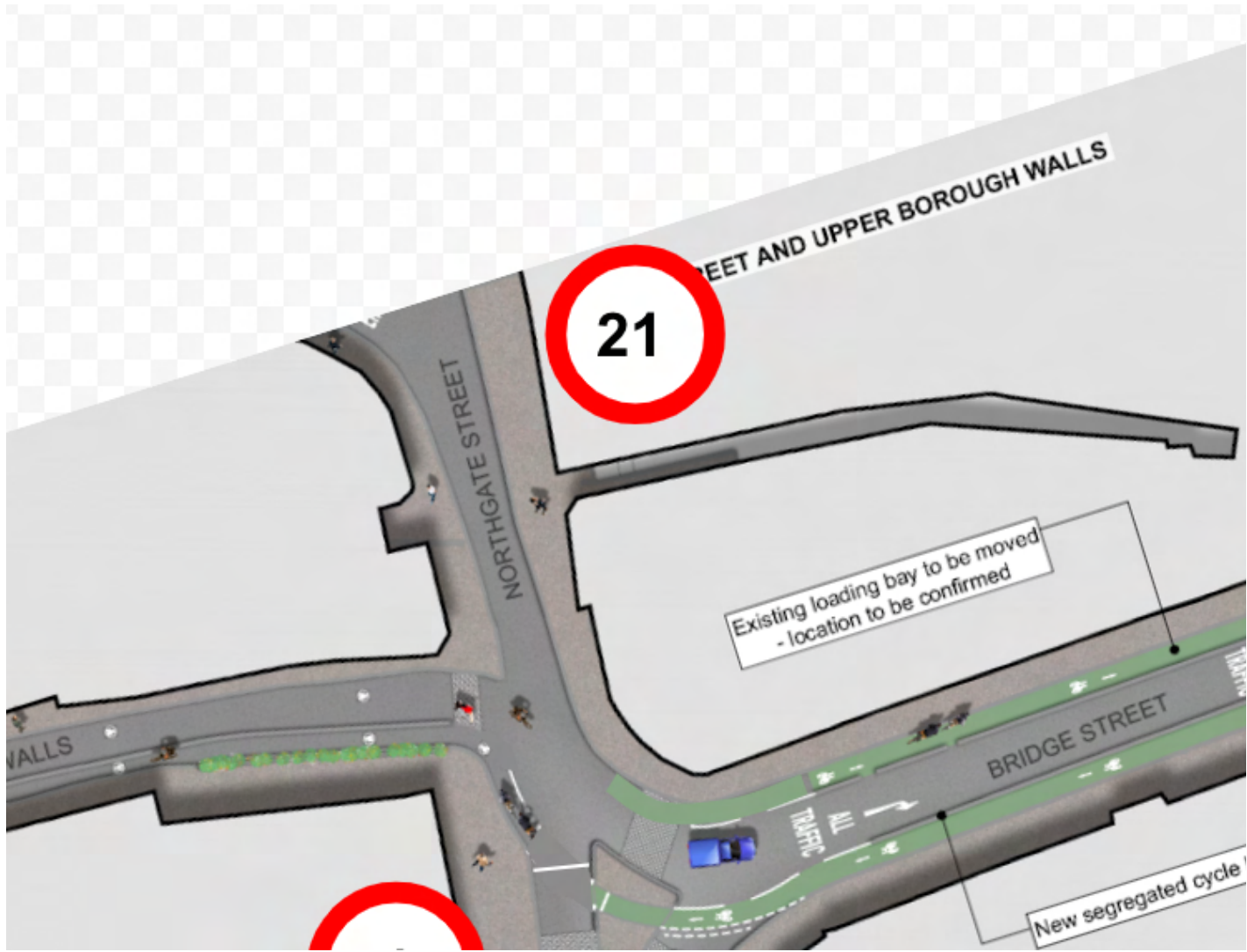




20. Queen Square: Make the North leg two way. Remove traffic lights. Consider adding pedestrian crossing. Significantly increase Blue Badge holder parking spaces.



21. Northgate Street: Change the bus gate to operate 24/7 not 10am-6pm delivering the Journey To Net Zero Report: City Centre Liveable Neighbourhoods proposal.





# Extra Consideration

## Improved Circulation Plan prioritising buses and pedestrians



The proposed bus gate on St James Parade does remove private through traffic from the Kingsmead Square area. However this still creates poor interaction with the Southgate Car Park entrance while still allowing private cars to access the train station via Dorchester St creating unnecessary delays for bus services. It

should be recognised that the previous Dorchester St bus gate was considered a success by James Freeman, the then MD of First.

It should also be recognised that the changes we propose would deliver the city centre Liveable Neighbourhoods as set out in the Journey To Net Zero report.

**5 City Centre Liveable Neighbourhoods**

As well as being the location of many of Bath's businesses, the city centre is also home to a large number of people. It therefore makes sense that we look to develop liveable neighbourhoods within the city centre in the same way that we are proposing for the residential areas of the city.

City centre liveable neighbourhoods change the way in which the city centre is accessed by dividing it into a number of segments. Vehicular access to each segment is limited to one or two locations on the outer boundary and vehicles are prevented from travelling across the inner boundaries between segments. Movements between the segments is unrestricted and enhanced for public transport, pedestrians and cyclists.

In Bath, this could involve the creation of four city centre liveable neighbourhoods which would restrict traffic movement across the city centre – unlocking significant public realm benefits in the historic core of Bath, a World Heritage Site. This initiative would include the areas across the entire Top of Town area, Grand Parade and High Street, Dorchester Street, James Street West and Green Park Road. As the project develops, access for people with mobility difficulties will be fully considered.

The creation of city centre liveable neighbourhoods is a long term project and could be the final step in transforming the city centre.

It would encourage people to leave their cars at home and undertake shorter trips by bike or walking. It is important to note that this type of liveable neighbourhood would be consulted on throughout its development in order to ensure it works for the city as a whole.

The combination of all these projects will enable a wider reallocation of road space with significant improvements to active travel, public transport facilities and the public realm.

**Status:** Future

**Delivery timescales:** Long-term

**Other themes supported:** Better public transport options, Providing for travel by bike and on foot.

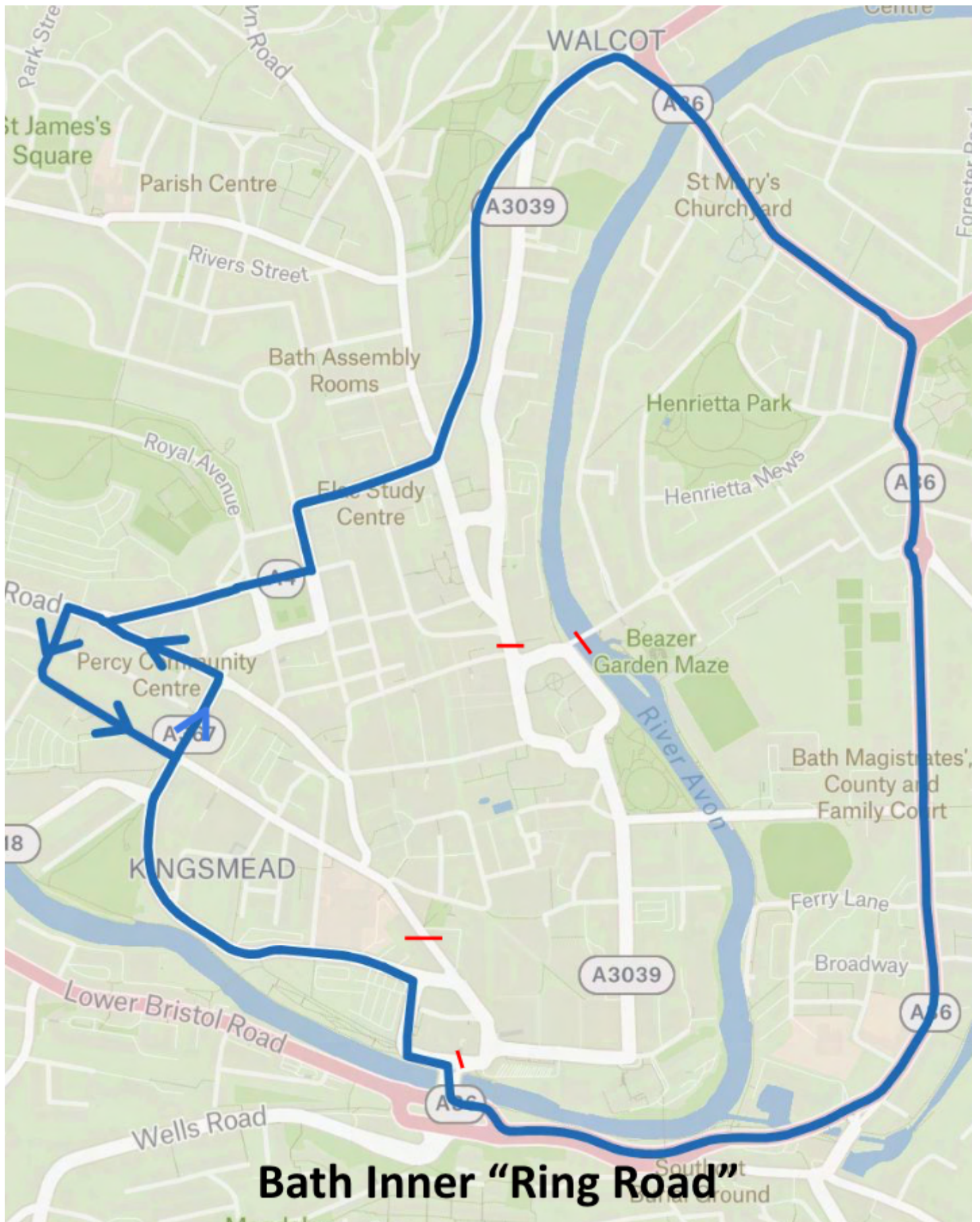
**Potential scale of carbon impact:** Medium to high

Figure is illustrative to show the concept of liveable neighbourhoods

Our proposed changes to Queen Square would achieve a number of objectives:

- LTN 1/20 compliance for cycling on Chapel Row as mixed traffic would be viable.
- Remove bottlenecks at Gay Street & George Street as only a controlled pedestrian crossing at the corner of Gay Street/Queen Square would be required.
- Define the inner city ring road to support the delivery of the City Centre Liveable Neighbourhoods as set out in the JtNZ report.
- Prioritise routes through the city centre for bus services.
- Create a high value low traffic public park/realms similar to what was achieved at Queen Square in Bristol.



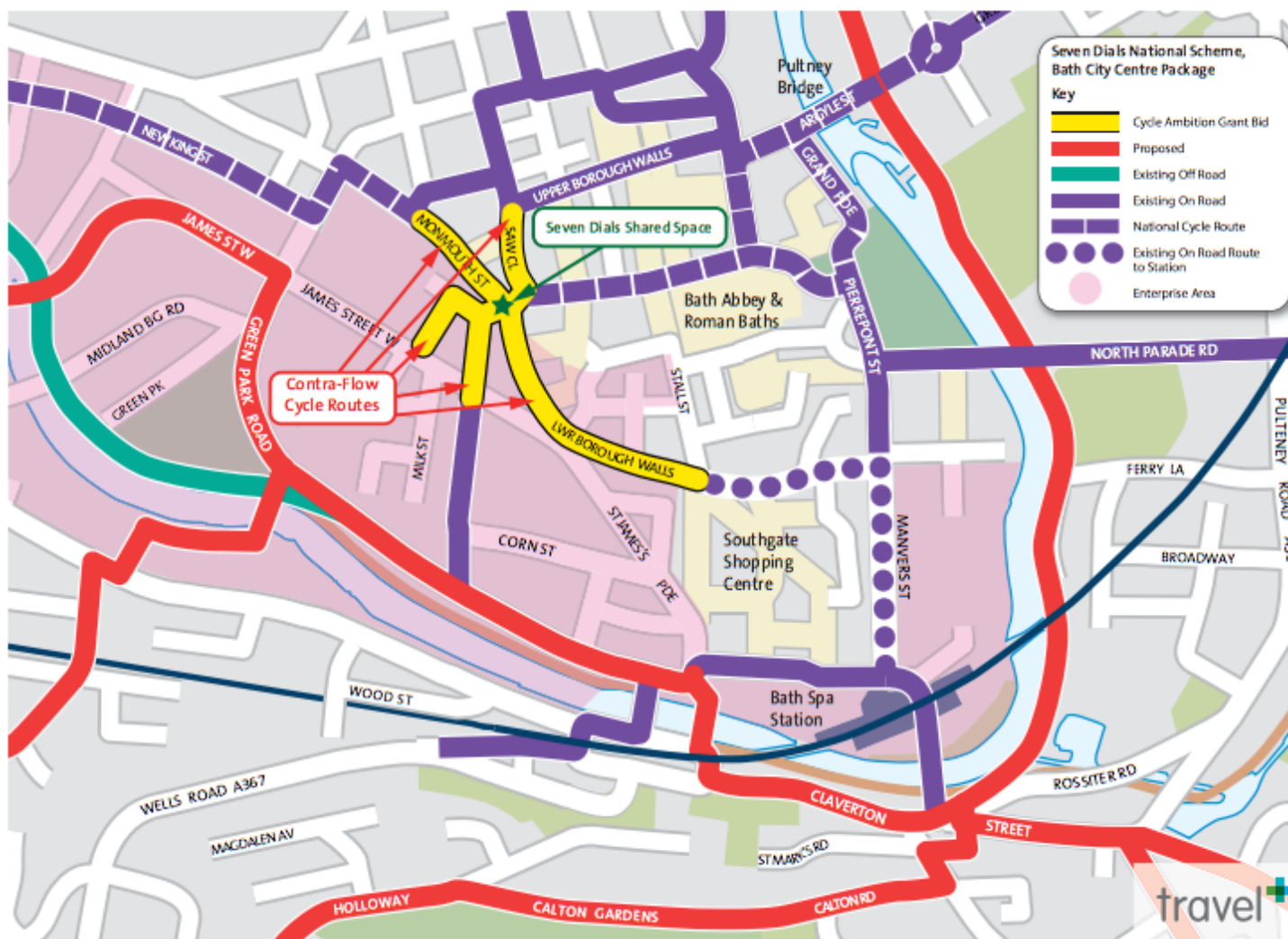


**Bath Inner "Ring Road"**

## Seven Dials

The Cycle City Ambition Grant for Seven Dials 'Shared Space' failed to deliver:

- A cycle contraflow on Monmouth Place
- A contraflow on Westgate Buildings
- A space usable by Visually Impaired People (VIPs) for whom this is effectively a no-go area.



It is acknowledged that a Monmouth Street contraflow into Seven Dials may not be spatially viable but this does not stop cyclists from using this route to Westgate Street.

The flat shared space could be rectified creating a space that VIPs could navigate successfully. Introduction of a zebra crossing here should therefore be considered. This would create a world-class, almost traffic free space from James Street West, though Kingsmead Square to the Theatre Royal in Saw Close and beyond.

With our proposal to move all bus stops on Westgate Buildings to Avon St and/or James St West, this would remove all buses from this space while providing the space to implement the cycle contraflow and provide more Blue Badge holder parking and loading bays.