

# B&NES Strategic Network

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## Bath city routes

November 2014

## Contents

|   |    |
|---|----|
| Bath .....                                | 4  |
| Newbridge Hill Link .....                 | 7  |
| Weston Road Link.....                     | 11 |
| London Road to Grosvenor Bridge Link..... | 13 |
| Kennet & Avon Canal Towpath .....         | 17 |
| Lansdown via Sion Hill .....              | 21 |

## **About Sustrans**

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## Bath

Bath city centre lies in the valley of the river Avon with steep sided hills on either side. The main transport connections lie in the valley running east to west whilst a large proportion of the 94,000 population live to the north and south of the river.

The steep hills are a barrier to cycle use in the city, although Bath does enjoy a higher than average level of walking. There is significant latent demand for cycling demonstrated by the development of recent traffic free routes such as the Two Tunnels Greenway, which have experienced increases in cycling numbers in excess of 1000% since opening.

The City of Bath was designated a 'cultural site' by UNESCO in 1987 and with a planned Georgian Street pattern, the city was not built to accommodate the two major roads that bisect the City (the A4 and A36). In addition, the river and railway line limit the number of north south crossings, forcing a significant proportion of all vehicular movement along the river corridor and through the historic city centre. However the river corridor is where the majority of our proposals are focussed with routes running in parallel to the north and south of the river taking advantage of the existing wide trunk road network.

Despite the topographical challenges to the north and south, there are opportunities to improve facilities to the residential areas of the city. The existing road network provides many of the best corridors for cycling, particularly to the north east and North West radiating from the city centre. The existing radial highway network follows the contour lines of the river valley meaning gradients are shallow and relatively comfortable to cycle. Opportunities are harder to identify through the south of the city and the topography more challenging.

There are a number of key development opportunities within the river corridor which must be exploited to fully complete the key east-west links across the city. For example, the Enterprise Area spread across the north and south of the river, stretching from Bath Spa Railway station to Brassmills Lane represents a significant opportunity to establish the type of high quality infrastructure that would encourage substantial modal shift.

**A number of valuable schemes were identified throughout Bath. The highest priority routes were identified as:**

- Newbridge Hill link to Riverside Path (£200k+)
- Weston Road Link (£100-£200k)
- Grosvenor Bridge Ramp & eastbound element of London Road Phase 1 (£200K+)
- Kennet & Avon Canal widening and resurfacing (£200K+)
- Sion Hill link to Lansdown (£100-£200K)

There are a number of high profile, high value development sites planned for Bath. These areas present a blank canvas for urban design and a huge opportunity to ensure cycling is given a priority in public space. This is particularly true for the residential developments where there will be opportunities to influence the travel behaviour of new communities. Developments should consider cycling within, to and from these new communities.

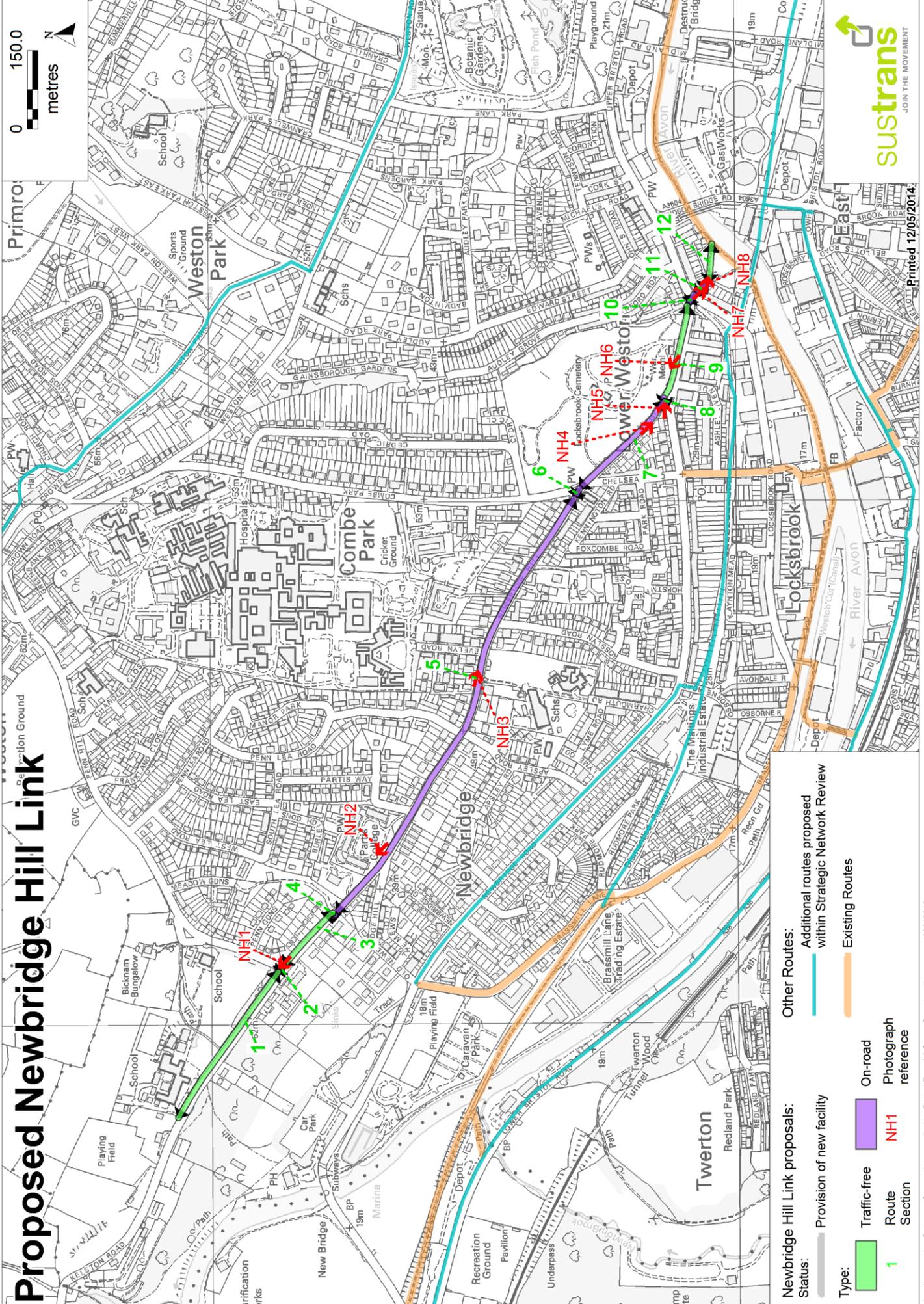
**In particular, the following sites should be considered:**

- The Enterprise Area
- Bath Quays north and south
- The Royal Mail depot
- Western Riverside build out
- Locksbrook trading estate plans
- Foxhill MOD site
- Warminster Road site
- Ensleigh MOD site

In order to create a network of routes suitable for those aged 8-80, there has to be a significant shift in the way the existing movement of people across the city is prioritised. This is particularly evident in the city centres where space becomes more constrained by buildings and traffic capacity cannot be continually increased through new construction.

There needs to be a reappraisal of the function of some of our urban road network, in some cases prioritising movement over stationary parked vehicles, in others prioritising residents' access only. In many cases, the radial road network has sufficient width to accommodate two lanes of opposing traffic and a cycle lane in both directions. However, this width is often constrained by central islands, hatching dedicated right turn lanes or on-street parking (whether controlled or not). We could recommend a policy shift to systematic reduction of the amount of on-street parking by 10% per annum radiating from the city centre outwards to provide space for cycling.

# Proposed Newbridge Hill Link



**Newbridge Hill Link proposals:**

Status:

- █ Traffic-free
- █ On-road
- █ Provision of new facility
- █ NH1

Type:

- █ 1
- █ Route
- █ NH1
- █ Photograph reference

**Other Routes:**

- █ Additional routes proposed within Strategic Network Review
- █ Existing Routes

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## Newbridge Hill Link

The Riverside Path already provides a good quality traffic free connection into the central area of Bath. However, there are currently few good quality links to it from the north meaning suburban areas to the west of Bath are relatively cut off. The main purpose of this route is to open up parts of the north west of the city to the city centre along a largely well graded terraced route. Newbridge Hill itself provides connections to the Royal United Hospital, a major trip generator and employment site in the north west of the city.

### Suggested measures:

1. Two-way cycle track constructed on verge on north side of road on approach to the school
2. Raised table across junction, with a narrowed bell-mouth to reduce entry/exit speed, possibly set back table from entrance to provide priority give-way for pedestrians and cyclists
3. Two-way cycle track constructed on verge on approach to school - ensure eastbound cyclists are given protected access back onto the carriageway
4. New toucan crossing to provide access to segregated route on north side of road
5. Wide uphill cycle lane, with narrow carriageways. If width prevents this, then general principles of >4m carriageway width to be provided up hill, and <3m provided downhill
6. Narrow all approaches to roundabout providing greater level of deflection. Westbound cyclists could be provided with a bypass of the roundabout to allow momentum travelling up hill to be maintained
7. On road cycle lanes marked - wide uphill lane, with maximum of 3m wide downhill carriageway lane
8. Integration with existing signalised crossing to provide a direct link back onto carriageway for westbound cyclists. This link should be a single stage crossing, preferably working as a cycle phase within the existing signal timings. Eastbound cyclists to be provided with a protected re-entry to carriageway for onward journeys towards Windsor Bridge
9. Two-way cycle track to link to signalised junction providing continuity of route east to west along the corridor.
10. New light controlled crossing of Windsor Place to provide access to segregated facility on eastbound carriageway
11. Short stretch of on-road route to link to park. Road to be resurfaced to provide quality link
12. New construction of link through open space to make connection between Newbridge Hill and Riverside Path



**NH1:** Looking west towards Oldfield School – wide verge on north side of road



**NH5:** Re-phase existing signal junction to provide cycle crossing on Newbridge arm



**NH2:** Remove central islands and replace with zebra crossings



**NH6:** Provide 2-way cycle track on northern side of carriageway. Reallocate carriageway space



**NH3:** Sign link to RUH along Evelyn Road and consider removal or on-road car parking



**NH7:** Resurface existing link through to park – possible ownership issues



**NH4:** Ample carriageway width to mark wide uphill cycle lane



**NH8:** Reconstruct existing link across park and create gateway to riverside path



# Proposed Weston Road Link



**Weston Road Link proposals:**

- Status:
  - Improvement to existing facility
  - Provision of new facility
- Type:
  - Traffic-free
  - On-road
- Route Section:
  - 1
  - WR1

**Other Routes:**

- Additional routes proposed within Strategic Network Review
- Existing Routes

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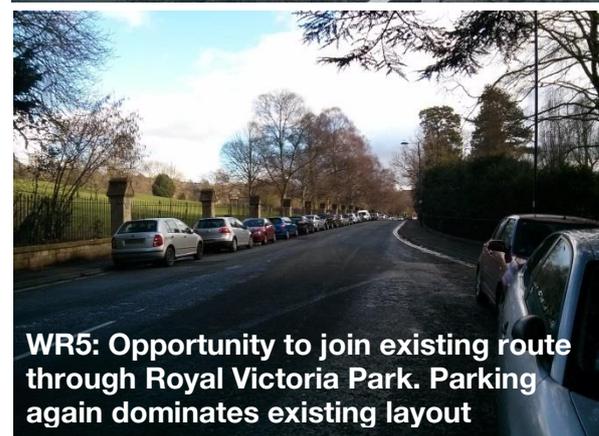
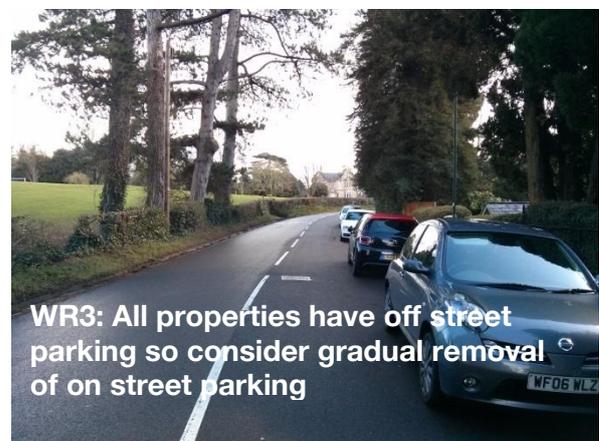
## Weston Road Link

When imagining the North West quadrant of the city, it is easy to view the layout as a series of terraces. The existing street pattern provides the best opportunity for encouraging access into the city as the east-west corridors are largely well graded, and even flat in places once relatively short climbs have been achieved. When planning a network of routes, it is important to think how people want to travel. As a result there cannot be an over-reliance on a single corridor to take all traffic as has largely been the case to date with the Riverside Path. It's unlikely that many would drop to river level for a journey to work or shops, and then face a steep climb home. When viewing the north west of the city as a series of terraces, it is appropriate to expect people to drop to the next nearest terrace to continue their journey – hence the inclusion here of Newbridge Hill and the Weston Link.

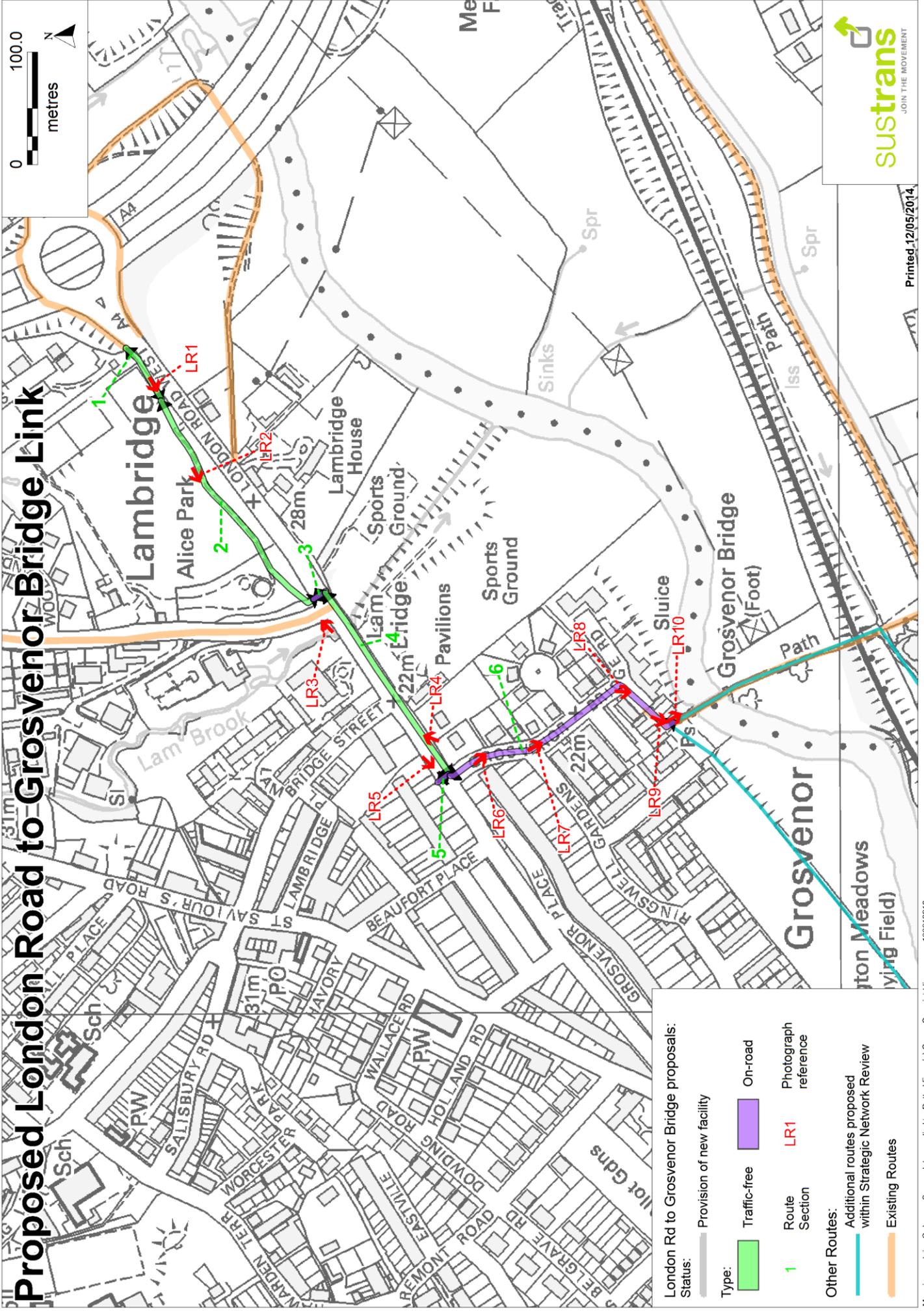
### Suggested measures:

1. Remove centre line and realign parking. Provide advisory on-carriageway lanes in both directions. Pedestrian Footway approx. 2 m wide
2. Widen the existing zebra crossing and provide single stage. Table the crossing and widen to 4m to allow cycles heading westbound to cross and re-join carriageway.
3. Minimum 4m wide shared use path to provide contraflow facility along one-way street. Links to existing zebra to enable cyclists heading westbound to cross and re-join carriageway.
4. Raised table across junction to provide continuity of route for pedestrians and cyclists
5. Use existing traffic free section of Church Lane to avoid narrow one way High Street
6. Very little intervention required other than signing this route
7. Remove centre line and promote gradual removal of commuter parking from carriageway. Increase compliance with 20mph limits by use of some targeted vertical deflection, such as at junctions for instance.
8. Phased approach to intervention. Initially remove centre line and possible traffic calming (vertical deflection) to slow speeds. Commence programme of gradual removal of on-street commuter car parking c. 10% each year in order to provide space for cycling

9. Remove lining from carriageway to promote slower speed (20mph limit), narrow junctions and provide some limited traffic calming, especially as gateway to retail area.



# Proposed London Road to Grosvenor Bridge Link



**London Rd to Grosvenor Bridge proposals:**

- Status:**
- Provision of new facility
- Type:**
- Traffic-free
  - On-road
- Route Section**
- Photograph reference
  - LR1
- Other Routes:**
- Additional routes proposed within Strategic Network Review
  - Existing Routes

## London Road to Grosvenor Bridge Link

The London Road carries the main A4 into the city from the A46 Swainsick bypass, with a large population living to the north many are put off from cycling as a result of the busy road. As a result, despite only being a very short distance from the city centre, residents in Larkhall are relatively cut off, with no safe routes into the city. London Road itself isn't compatible for everyday cycling, with traffic volume being a particular concern for any on-carriageway proposal and it would therefore be vital to provide a traffic free alternative. Our approach to providing a route along this corridor is to split the project into two phases, the first phase of which would provide a route along the eastern end of the road from Grosvenor Road up to the A46 linking to the Kennet and Avon towpath. This should only be viewed as an interim solution, as it is a circuitous route for most involving a level change, when the road itself is flat. Future phases detail a route along Kensington Meadows until linking back to the London Road at the existing retail area at its western end. This in turn links to the work already underway at the London Road Gateway Project, which needs to provide good quality facilities for cyclists in both directions in order to be future proofed. In future, a traffic free facility could be provided along the length of the road, but this will require strong political leadership and commitment in order to reduce capacity for motor traffic entering the city.

### Suggested measures:

1. New ramp from highway into Alice Park linking the existing traffic free facility across the A46 junction
2. Widen existing route through Alice Park to accommodate shared use. Construction of short section of new route to connect with footway on Gloucester Road at junction with London Road
3. Single stage crossing of London Road for cyclists within existing signalled junction
4. Two-way cycle track on south side of London Road to provide east-west access along London Road. Remove the central hatching and narrow existing carriageway widths to 3m to provide sufficient space to retain the existing footways.
5. Realign existing pelican crossing and convert to toucan to provide access to two way facility for eastbound cyclists
6. Sign existing Grosvenor Bridge Road as a key link to Kennet & Avon Canal and City Centre





**LR3: Break through hedgerow to link to existing light controlled crossing. Provide phase in lights to link to new facility**



**LR7: Consider replacing advisory keep clear markings with formal waiting restrictions to maintain width**



**LR4: Ample space to provide two-way cycle track on south side of road. Narrow carriageways and remove central island**



**LR8: Opportunity to trial narrow estate roads with 'cycle streets' under TSRGD consultation**



**LR5: Looking west beyond Grosvenor Road space exists but start of bus lane limits current opportunities**



**LR9: Access to Grosvenor Bridge required a flush kerb, and view across Kensington Meadows**



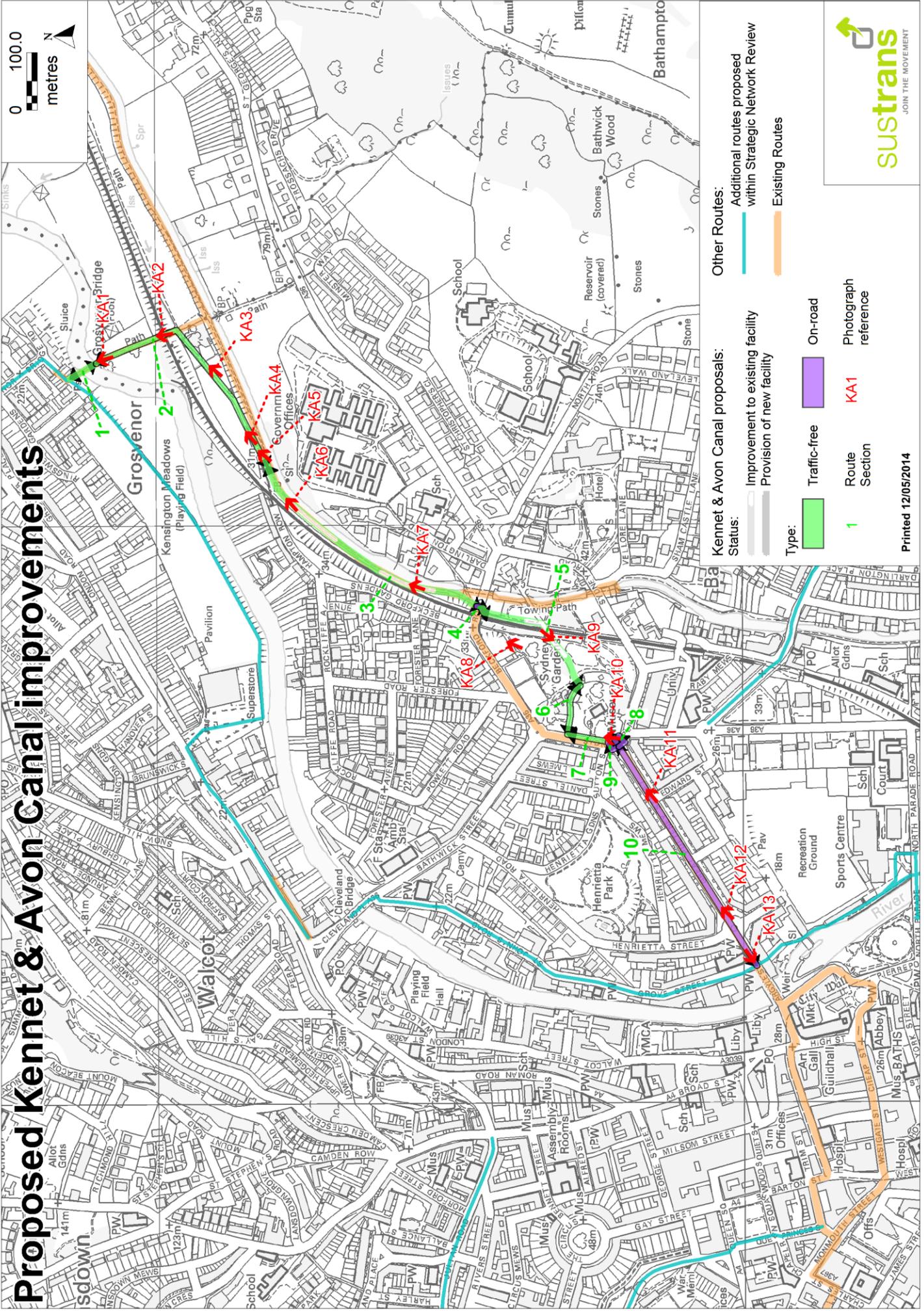
**LR6: Grosvenor Road is already a quiet cul-de-sac signing only required here**



**LR10: Maintenance at Grosvenor Bridge needs to be improved to provide a welcoming route**



# Proposed Kennet & Avon Canal improvements



**Other Routes:**

- Additional routes proposed within Strategic Network Review (Blue line)
- Existing Routes (Orange line)

**Status:**

- Improvement to existing facility (Light blue line)
- Provision of new facility (Dark blue line)

**Type:**

- Traffic-free (Green box)
- On-road (Purple box)

**Route Section**

- 1 (Green box)
- KA1 (Red box)

**Photograph reference**



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## Kennet & Avon Canal Towpath

The Kennet & Avon Canal Towpath was re-constructed by Sustrans in the 1980s and has become one of the busiest pedestrian and cycle corridors in the district, mainly carrying leisure journeys from the city into the open countryside. Traffic on the canal has increased rapidly over recent years, and pressures are beginning to emerge over maintenance and capacity.

The towpath itself is relatively narrow, approximately 2m wide along the majority of its length, with pinch points at bridges reducing to less than 1m over very short distances. The limestone-dust surface has also deteriorated to the point where it is unattractive for pedestrians – particularly during the wetter months, and a deterrent for many cyclists. Recent investment has meant that there will be an increase in the walking and cycling traffic using the path for commuting journeys. The new bridge across the Avon at Batheaston will draw commuting journeys along Mill Lane to join the towpath at the George Inn. This could be increased with the phase 1 plans for London Road from Grosvenor Bridge.

Discussions with the Canal and Rivers Trust about widening and resurfacing the path have already taken place and are agreed subject to the availability of funding.

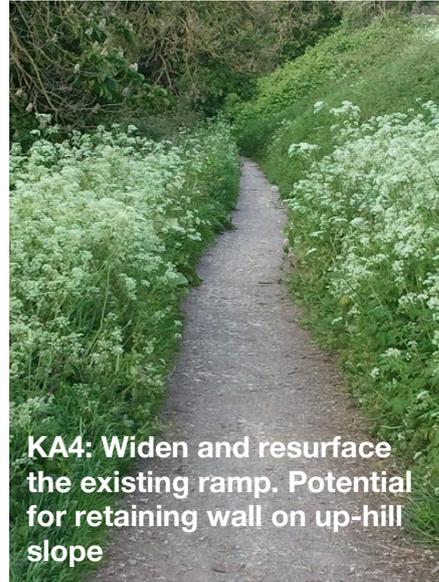
Of course, the canal towpath is only one part of this scheme, with the other barrier being the A36 Warminster Road. The suggestions included in this report encompass the corridor from Grosvenor Bridge through to Pulteney Bridge.

### Suggested measures:

1. Existing Grosvenor Bridge – see London Road to Grosvenor Bridge scheme
2. Resurface existing link and realign/re-grade existing steep ramp onto canal towpath to encourage more use.
3. Widen and resurface with sealed wearing course to provide route suitable for commuting to carry additional traffic from new Batheaston Bridge and Grosvenor Bridge
4. Crossing the Warminster Road A36 to link through to Sydney Gardens
5. Widen link up to wide promenade across railway and follow existing wide route up to boundary with Holburne Museum
6. Construction of a shared use greenway route skirting the boundary of the Holburne Museum. Ideal solution would be to bring the route through the museum grounds to reconnect the Museum to Sydney Gardens, but appreciate this might not be possible.
7. Wide shared use or two way cycle track to link to new signalised junction at the end of Great Pulteney Street. Constructed with width gained from narrowing carriageways.
8. Possible signal crossing of Sydney Place
9. Possible light controlled crossing of Sydney Place
10. Possible shared space arrangement. Redesign of road in its entirety similar to Exhibition Road in London, huge width and opportunity to transform this space from a car park as it currently is into a place cherished by the City. Reinforce the desire line between Pulteney Bridge and the Holburne Museum.



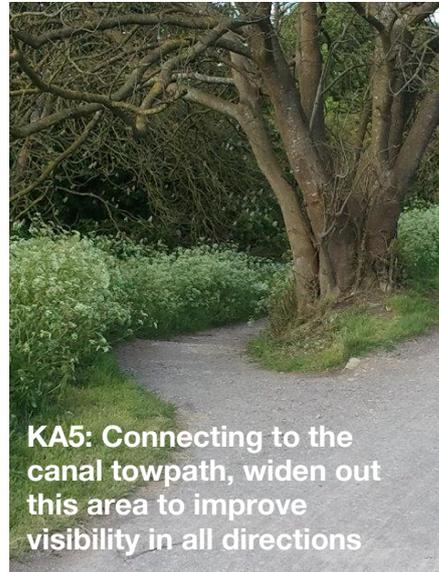
**KA1: Existing Grosvenor Bridge**



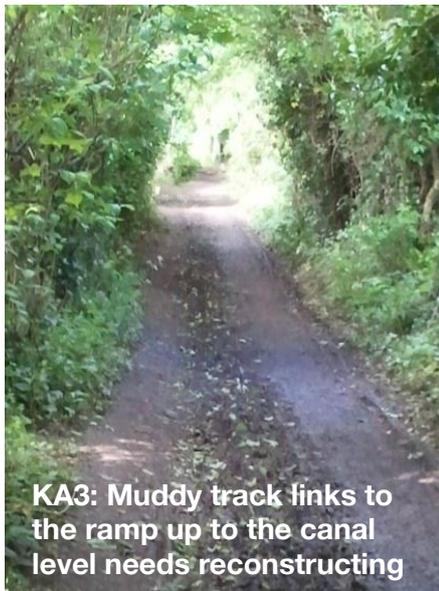
**KA4: Widen and resurface the existing ramp. Potential for retaining wall on up-hill slope**



**KA2: Subway under Great Western mainline is wide with plenty of scope for improvements to surfacing**



**KA5: Connecting to the canal towpath, widen out this area to improve visibility in all directions**



**KA3: Muddy track links to the ramp up to the canal level needs reconstructing**



**KA6: From the bridge to Hampton Road, widen the towpath to minimum 4m wide to cope with additional traffic**



**KA7: There is ample space to widen and maintain all existing moorings**



**KA11: Image demonstrates width available on Great Pulteney Street – a space currently dominated by cars**



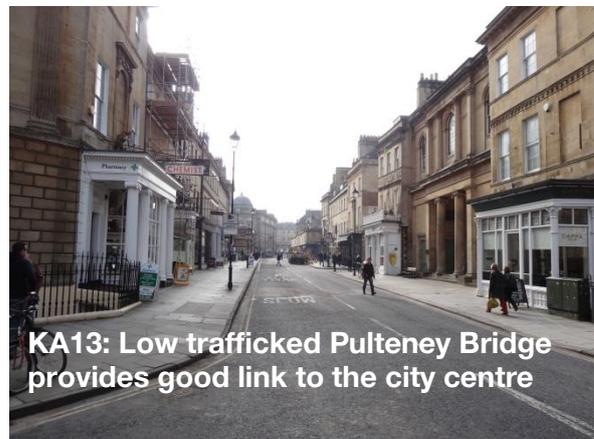
**KA8: Link into Sydney Gardens through wall and new toucan crossing of A36. Widen existing path to min. 4m**



**KA12: Opportunity to create a landmark space for the city with full width reconstruction removing dominance of parking on linear view to Holburne**



**KA9: The existing boulevard through Sydney Gardens provides ample width to support cycling**



**KA13: Low trafficked Pulteney Bridge provides good link to the city centre**



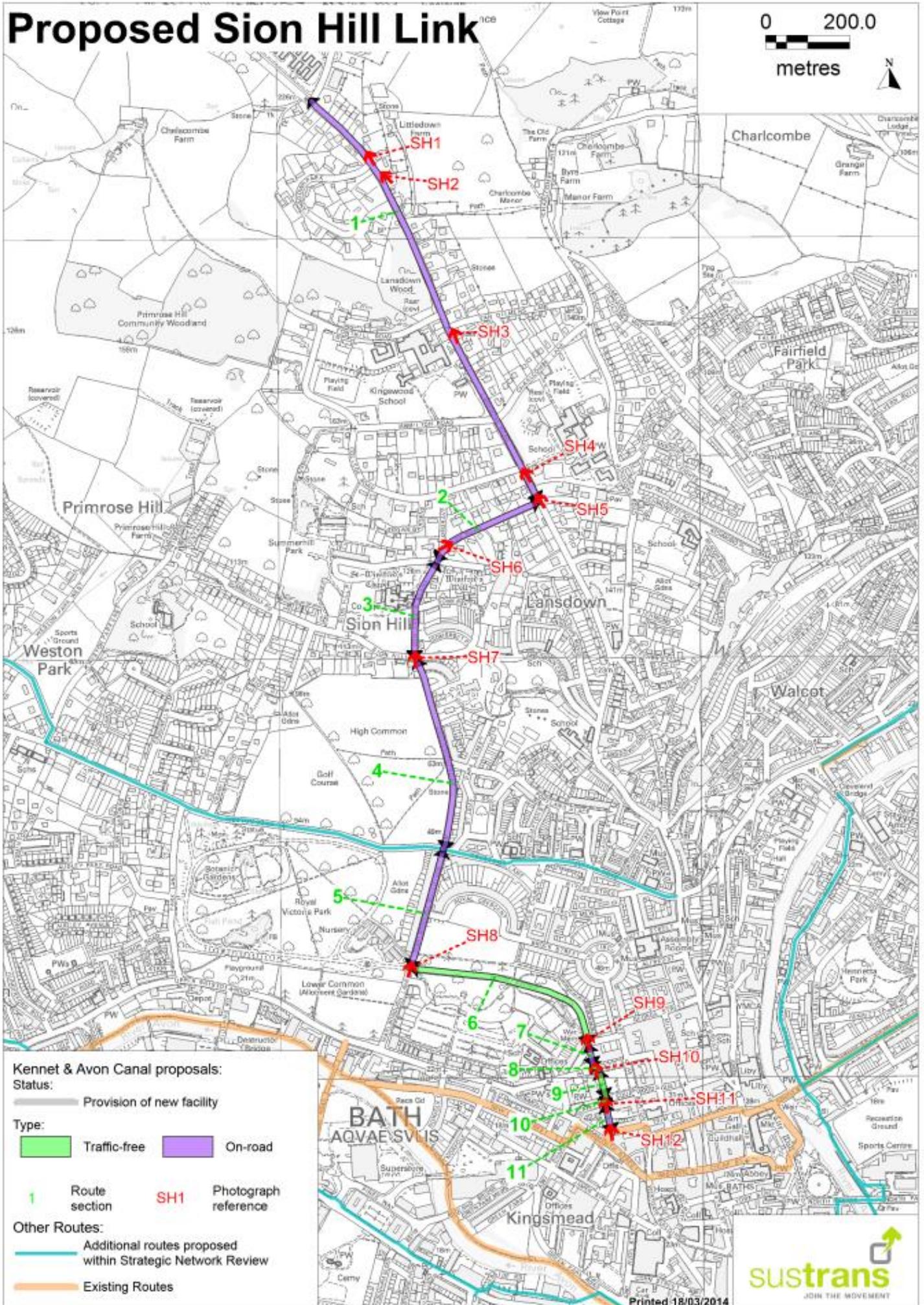
**KA10: Looking east along Sydney place – there is ample space to widen the footway to provide for two way cycling – narrow carriageways to 3m**

# Proposed Sion Hill Link

0 200.0



metres



**Kennet & Avon Canal proposals:**

Status:

— Provision of new facility

Type:

■ Traffic-free    ■ On-road

1 Route section    SH1 Photograph reference

**Other Routes:**

— Additional routes proposed within Strategic Network Review

— Existing Routes



Printed 18/03/2014

## Lansdown via Sion Hill

Lansdown lies to the north of the city and is one of the highest points of Bath. There are several trip generators such as the Royal High and Kingswood School. However of more interest is the proposed development at the former Defence Equipment and Support site at Ensleigh. This development site with plans for approximately 300 new homes has already commenced work off Granville Road. This provides a key opportunity to embed cycling into the development and as a viable option for people commuting into town by bike from the offset. A key feature of the Local Sustainable Transport Fund is transitions, and the house move is one of the key transition points where travel behaviour can be influenced. This link from Lansdown into town largely follows a parallel route to Lansdown Road itself and is less steep than the main corridor. Climbing the hill towards Lansdown would require a greater space allocation if cyclists were to stay on the main road – as the dynamic envelope at low speed is greater. Space is also in short supply, particularly from the junction with Richmond Road into town. The parallel alternative is largely on quieter residential streets, where there is significantly lower traffic volume and speed.

### Suggested measures:

1. Change carriageway characteristics to provide wide uphill cycle lane, with 3m carriageway operating in both directions. Remove central hatching and traffic islands, replacing with zebra or light controlled crossings.
2. Signing and removal of centre line on this largely residential street
3. Closure of Winfred's Lane at junction of Somerset Lane to provide access to Bath Spa University. Alternatively, a contraflow could be considered, but the road is narrow with limited opportunity for refuges.
4. Remove centre line from street and consider traffic calming to reinforce 20mph limit
5. Remove centre line from street and consider traffic calming, on steeper section from Royal Crescent south
6. Reconfigure the existing on street parking arrangements, to provide safe on-road north-south access
7. Reconfigure the existing on street parking arrangements, to provide safe on-road north-south access
8. A diagonal crossing at the north west corner of Queen Square to provide a direct crossing for cyclists into the end of Queen's Parade
9. Two-way cycle track in place of pay and display on street car parking at Queen Square
10. Crossing of Queen Square to link two contraflow facilities
11. Provide contraflow street along Princes Street to link to Queen Square





SH3: Space largely exists within highway boundary to provide space for cycling if engineered



SH6: Removing the centre line and consider traffic calming to encourage slower speeds



SH4: As a general principle, remove islands that create pinch points and replace with zebras or light controlled crossings



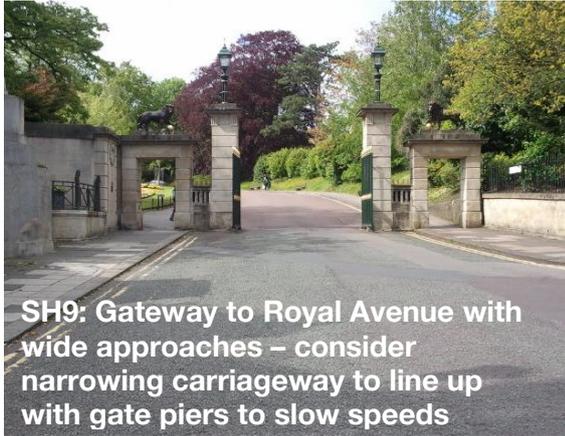
SH7: Consider closure of Winfred's Lane or alternatively contraflow with appropriate signing



SH5: On street parking severely limits space and capacity for movement along the corridor



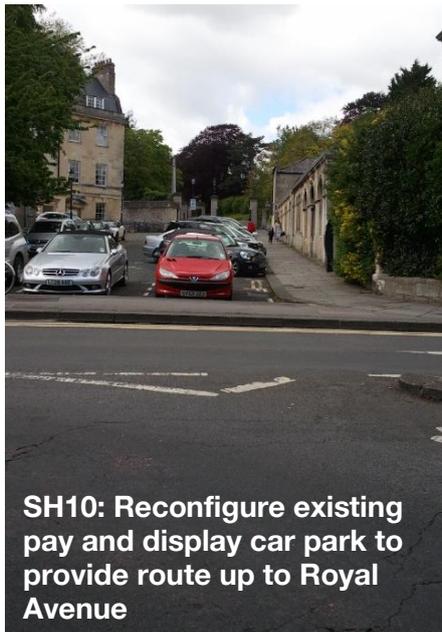
SH8: Contraflow required to permit cycling access



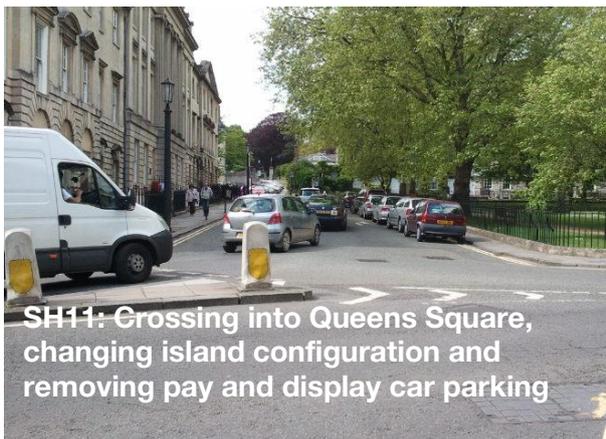
**SH9: Gateway to Royal Avenue with wide approaches – consider narrowing carriageway to line up with gate piers to slow speeds**



**SH12: Contraflow required on Princes Street – existing low volumes and speeds should allow signing only**



**SH10: Reconfigure existing pay and display car park to provide route up to Royal Avenue**



**SH11: Crossing into Queens Square, changing island configuration and removing pay and display car parking**