

Bath & North East Somerset Active Travel Consultation

Schemes: Bath Quays Links and Scholars' Way

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| 1 | Version 1.0 | Daniel Vieira | Douglas Chapman | Stephen Payne | 02/09/2022 |
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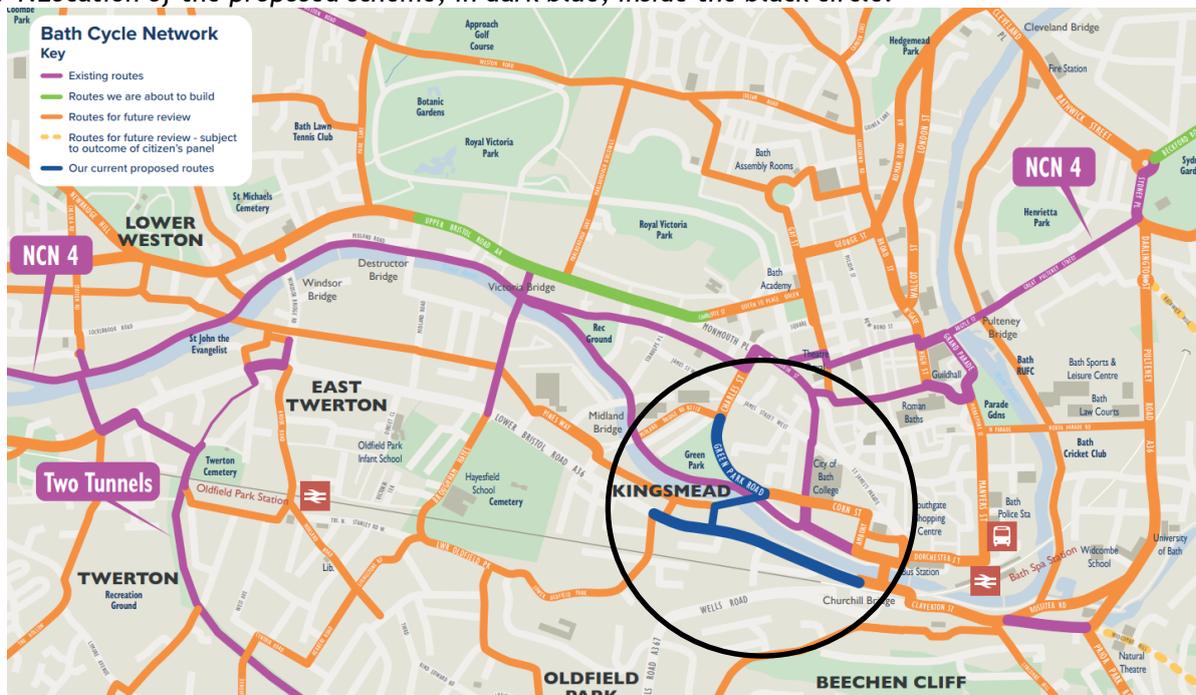
1. Introduction

Between the 11th of July 2022 and the 8th of August 2022 public consultation for two active travel schemes, Bath Quays Links and Scholars' Way Walking & Cycling Route was undertaken. This report presents the results of the consultation. The findings from this consultation will be used to inform the future direction of the scheme and the next stages in the design process.

Bath Quays Links

Bath Quays is a flagship regeneration project in the heart of the Bath City Centre Enterprise Zone which is under construction. The development will provide up to 2,700 new jobs, a minimum of 130 new homes and deliver a new green space (Waterside Park). As part of the development a new pedestrian and cycle bridge has been delivered which connects development sites north and south of the river (Figure 1).

Figure 1: Location of the proposed scheme, in dark blue, inside the black circle.



Source: <https://beta.bathnes.gov.uk/bath-quays-links-consultation/scheme-overview>

The Bath Quays Links proposals are active travel facilities that will connect the new river crossing at Bath Quays development with the existing network.

The proposals include:

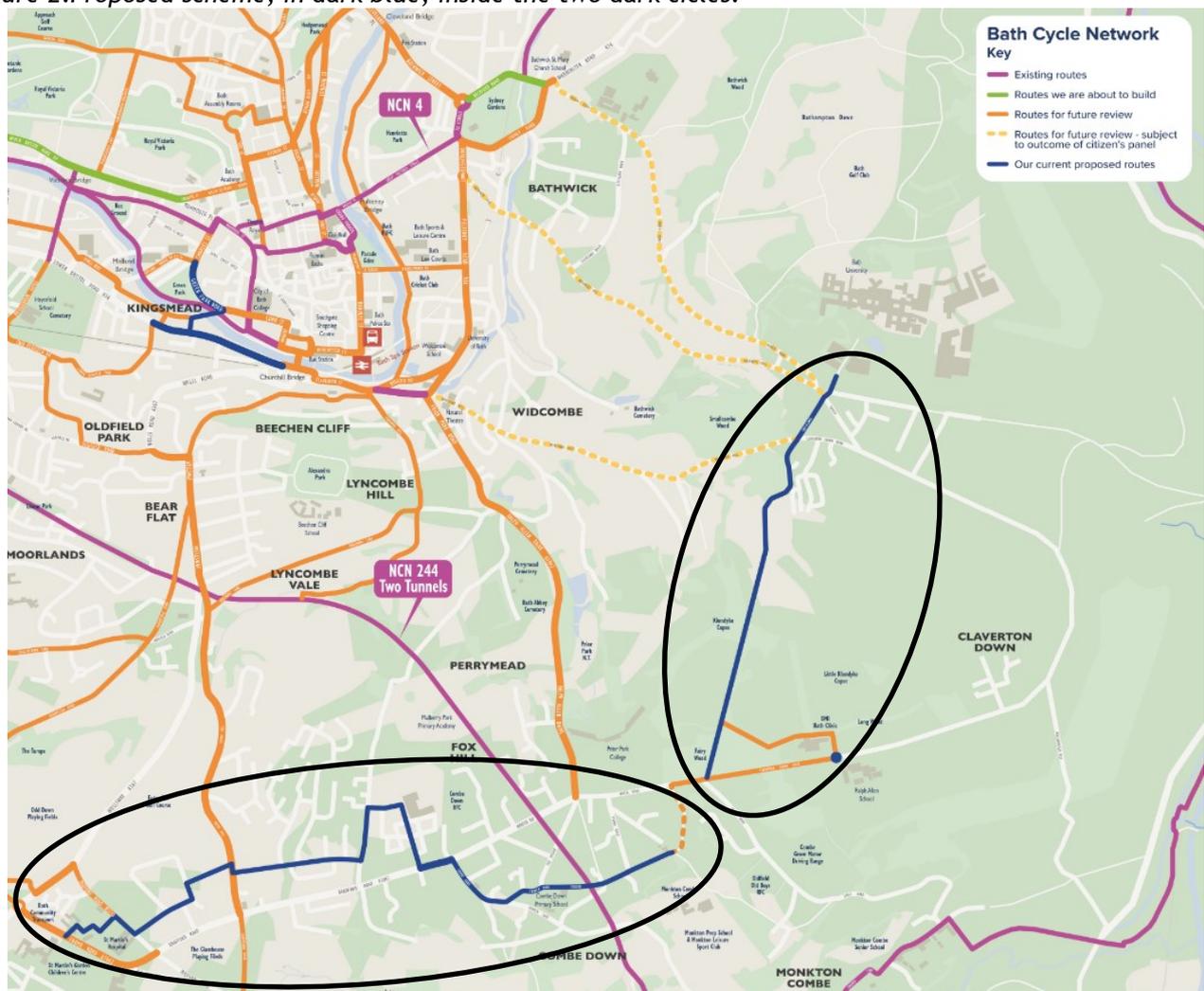
- Cycle lanes on A367 Green Park Road, between Midland Bridge Road and the bridge at the Bath Quays development;
- Segregated cycle lanes on both sides of A36 Lower Bristol Road, between Westmoreland Road and Oak Street;
- Floating bus stops;
- New parallel crossing for pedestrians and cycles on A367 Green Park Road;

- Upgrade the existing zebra crossing near Avon Street to a parallel crossing;
- Two new toucan crossings on A36 Lower Bristol Road;
- Carriageway width to be reduced to 6.4m in the A347 Green Park Road and in the A36 Lower Bristol Road east of the junction with Westmoreland Road/Riverside Road;
- Continuous footways at side road junctions between Westmoreland Road and the A36/A367 gyratory; and
- Cyclist to ride on the carriageway or divert onto Wood Street because of widening the footway on the A36 Lower Bristol Road between Oak Street and the Churchill Bridge gyratory to 1.6m. Advisory markings to be introduced to make motorists aware.

Scholars' Way Walking & Cycling Route

The sections put forward in this consultation account for a smaller part of the overall planned Scholars' Way scheme, which include the route between Claverton Down, Combe Down and Odd Down. The section is represented in dark blue, in the south east of the Figure 2.

Figure 2: Proposed scheme, in dark blue, inside the two dark circles.



Source: <https://beta.bathnes.gov.uk/scholars-way-consultation/introduction-and-policy-background>

The proposals for selected areas are as follow:

- Upgrade the existing shared path between Quarry Farm and Claverton Down Road to a hard surface (3m in width);
- Upgrade the existing zebra crossing on Claverton Down Road, east of Shaft Road to a parallel crossing for pedestrians and cycles;
- Introduce a new zebra crossing on Claverton Down Road, adjacent to Ralph Allen School, and thus improving pedestrian access to the school;
- Relocate existing bus stops;
- Introduction of an in-carriageway cycle route with painted cycle markings between Church Road and Combe Road;
- Introduction of a new parallel crossing on A3062 Bradford Road, east of Mulberry Way;
- Introduction of a new zebra crossing on Entry Hill between Hawthorn Grove and Entry Rise;
- Introduction of shared use path between Hansford Close and Clara Cross Lane;
- A new toucan crossing for pedestrians and cycles on Midford Road; and
- The upgrade to toucan crossing of the existing puffin crossing on the A3062 Frome Road, adjacent to St Martin's Garden Primary School.

2. The Consultation and Engagement Process

The consultation process was designed to be inclusive and engaging, utilising multiple formats to gather feedback. It was launched in two formats: an online questionnaire and drop-in sessions. To ensure maximum reach letters were sent to local residents and businesses, providing them with information about the consultation. In addition, posters were strategically affixed along the routes to create awareness, and active promotion on social media platforms was conducted.

The consultation process also welcomed email responses to B&NES, which were duly received and accounted for. Recognising the importance of accommodating diverse needs, print copies of the questionnaire and other relevant materials were made available upon request, and accessible formats were also provided to ensure that everyone could participate effectively.

Online Consultation

An online questionnaire opened on the 11th of July 2022 and was available for a period of 4 weeks (closing on the 8th of August 2022). Respondents could choose to respond to the Scholars' Way proposals, the Bath Quays Links scheme or both together. The number of questions varied by scheme, with Scholars' Way having an additional two questions. The questionnaire is included within Appendix 1.

Drop-in Sessions

Three drop-in sessions were held. These sessions were open to everyone and provided the opportunity to discuss the proposals with the design and engineering team. The dates, times and location of these sessions occurred on a weekday and a Sunday and across different times of the day to enable as many people to attend a session as possible. The drop-in sessions were held on:

- 15th July 2022 The Hub, Mulberry Park (Two Tunnels Room) 4pm to 7pm
- 19th July 2022 The Guildhall, Bath (Aix-en-Provence Room) 12pm to 2pm
- 19th July 2022 The Guildhall, Bath (Aix-en-Provence Room) 4pm to 7pm

Electronic Correspondence

People could also email the Active Travel Team with their views to Active_Travel@bathnes.gov.uk. Views expressed through emails have also been included in this report.

3. Responses

Through the online portal, 297 completed online responses were submitted, and an additional 14 emails were received.

A review of the responses was undertaken to identify people who may have responded multiple times. Upon completion of this review, it was deemed that all responses are valid individual responses.

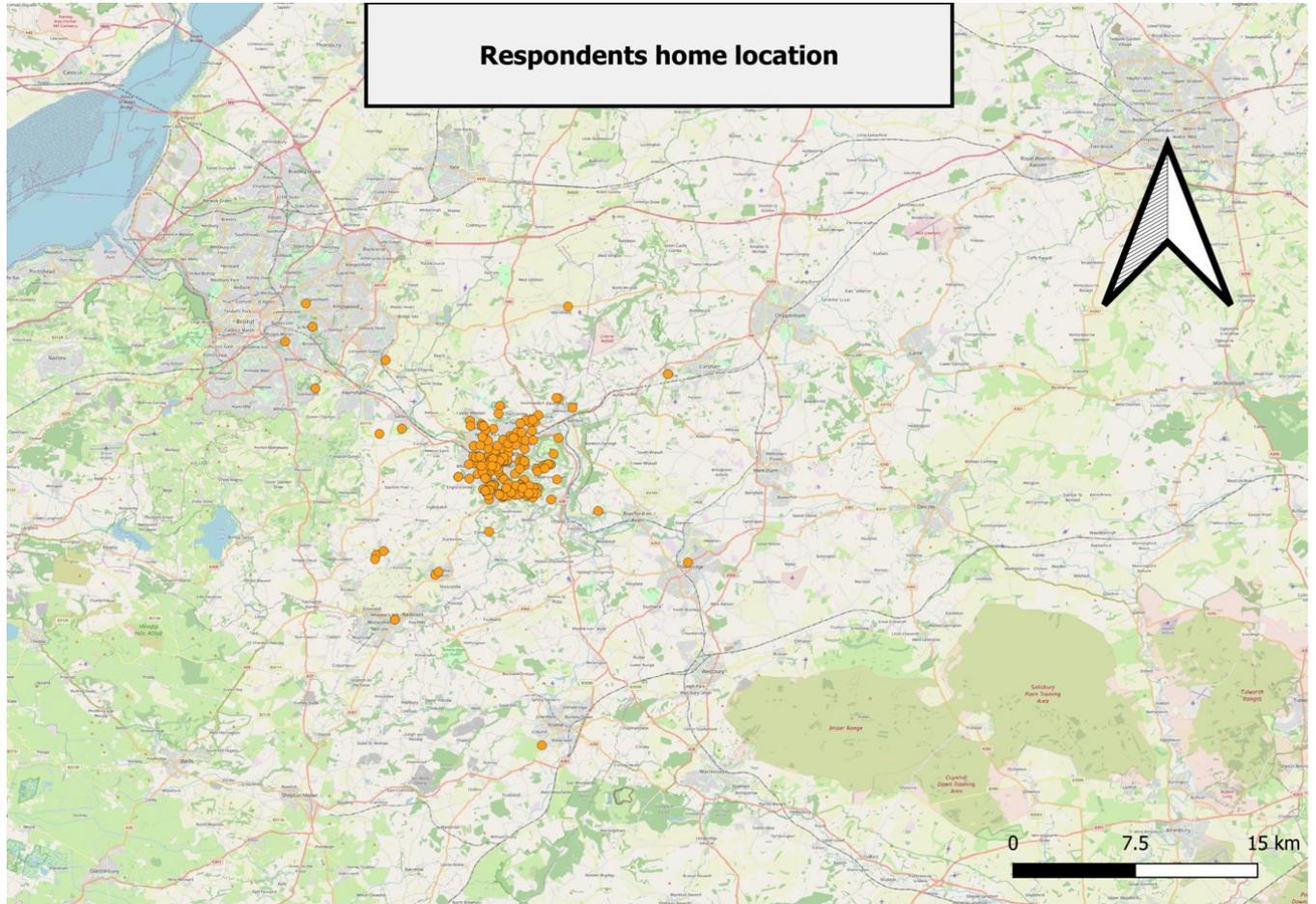
Following the verification process, there are 297 responses, which are divided as follows:

- 52 for Bath Quays Links only;
- 130 for Scholars' Way only; and
- 115 covering both schemes.

When including responses that were valid for both schemes, there are 167 responses received for the Bath Quays Links and 205 responses for the Scholars' Way. This can be explained by the fact that the option to leave feedback for both projects would be selected, but the feedback was sometimes left for just one of the two projects.

A geographical analysis of the postcode has been undertaken, with the vast majority of respondents' home addresses located in Bath and nearby towns and villages, as well as a few entries from Bristol and beyond.

Figure 3: Home locations of respondents.



Consultation Results

Respondents were asked to respond to each of the closed questions using a five-point scale:

- Strongly Agree
- Agree
- Neither agree nor disagree
- Disagree; and
- Strongly Disagree

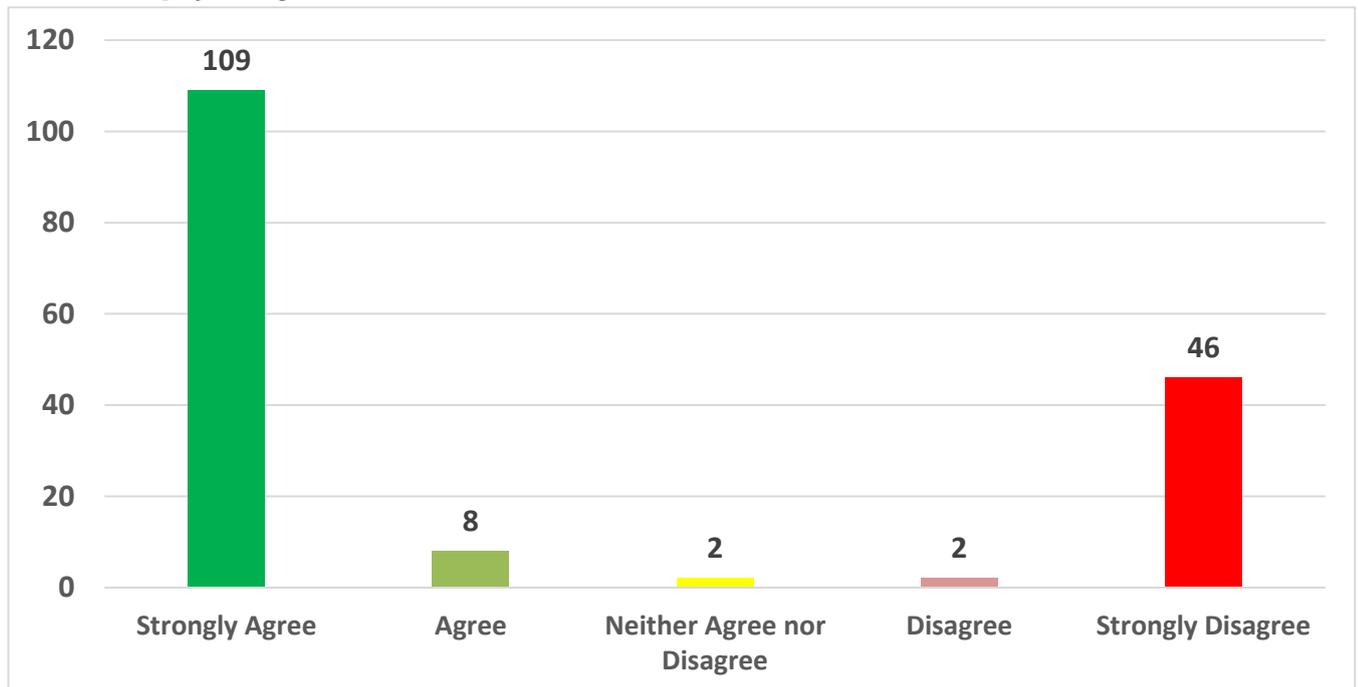
In addition, an opened ended question was provided to enable respondents to expand upon their responses.

Bath Quays Links results

Question 1 - I support the concept of providing cycle lanes on the A367 Green Park Road, between Midland Bridge Road and Bath Quays Bridge.

A majority (70%) of respondents support (strongly agree or agree) the concept of providing cycle lanes on the A367 Green Park Road, between Midland Bridge Road and Bath Quays Bridge, whilst 29% do not support the concept (disagree or strongly disagree).

Figure 4: I support the concept of providing cycle lanes on the A367 Green Park Road, between Midland Bridge Road and Bath Quays Bridge



Responses= 167

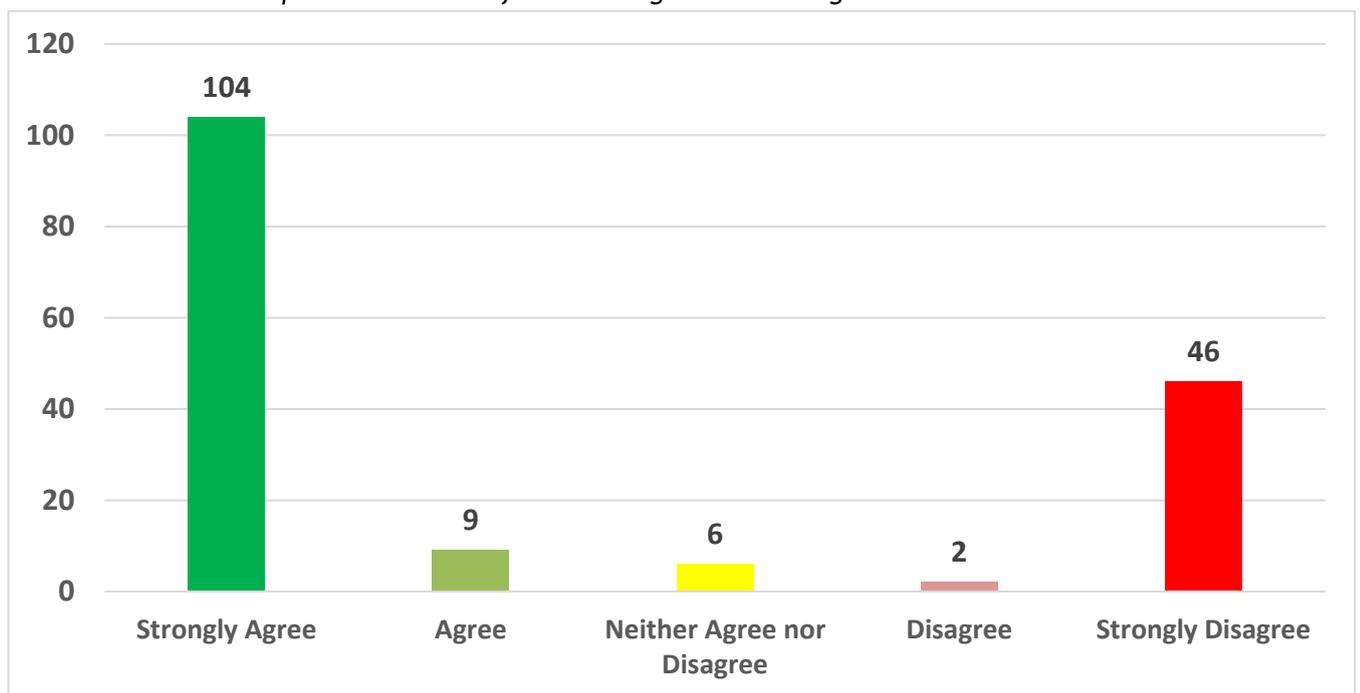
Table 1: I support the concept of providing cycle lanes on the A367 Green Park Road, between Midland Bridge Road and Bath Quays Bridge

| | Count | % |
|---------------------------|-------|-------|
| Strongly agree | 109 | 65.3% |
| Agree | 8 | 4.8% |
| Neither agree or disagree | 2 | 1.2% |
| Disagree | 2 | 1.2% |
| Strongly disagree | 46 | 27.5% |
| Total | 167 | 100% |

Question 2 - I support the proposed design for cycle lanes on the A367 Green Park Road, including a cycle bypass at the northbound bus stop and relocation of the existing zebra crossing.

A majority (67%) of respondents are in favour of (strongly agree or agree) the proposals for the design for cycle lanes on the A367 Green Park Road, including a cycle bypass at the northbound bus stop and relocation of the existing zebra crossing. 29% of respondents do not support these proposals (strongly disagree or disagree).

Figure 5: I support the proposed design for cycle lanes on the A367 Green Park Road, including a cycle bypass at the northbound bus stop and relocation of the existing zebra crossing.



Responses = 167

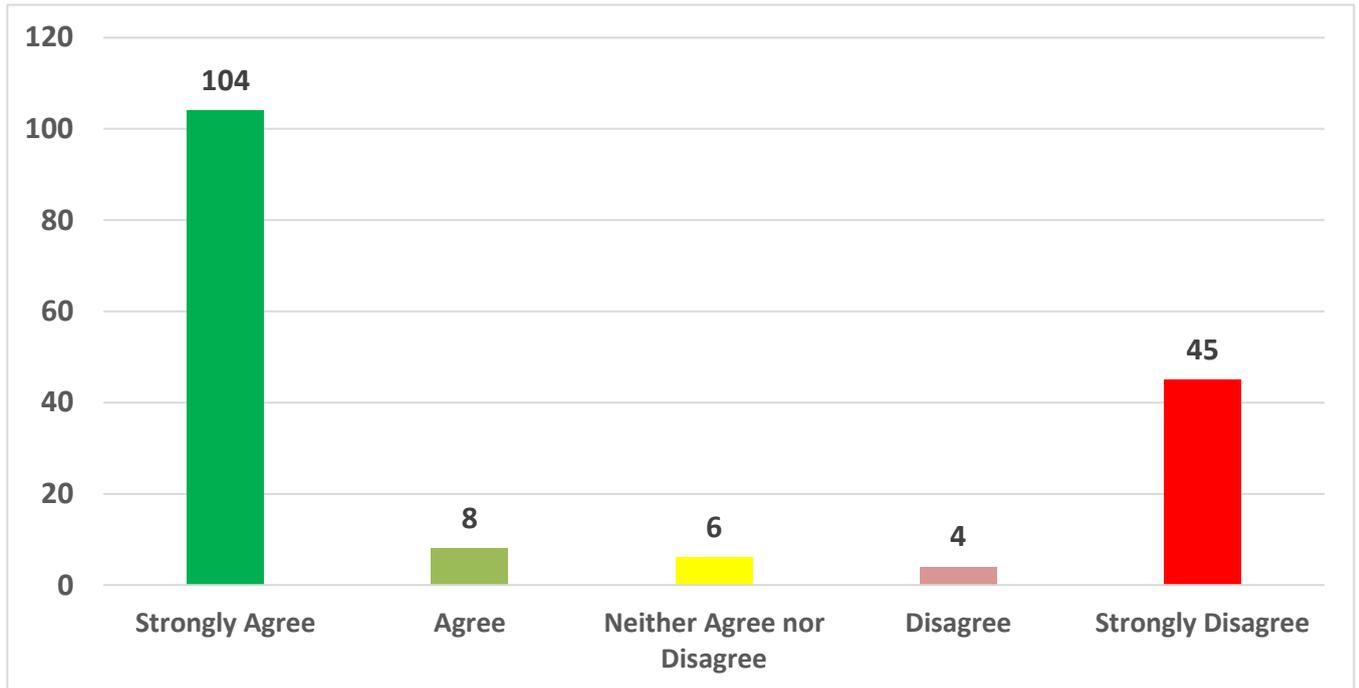
Table 2: I support the proposed design for cycle lanes on the A367 Green Park Road, including a cycle bypass at the northbound bus stop and relocation of the existing zebra crossing.

| | Count | % |
|---------------------------|-------|-------|
| Strongly agree | 104 | 62.3% |
| Agree | 9 | 5.4% |
| Neither agree or disagree | 6 | 3.6% |
| Disagree | 2 | 1.2% |
| Strongly disagree | 46 | 27.5% |
| Total | 167 | 100% |

Question 3 - I support the two proposed parallel crossings for pedestrians and cycles on the A367 Green Park Road.

A majority (67%) of respondent’s support (strongly agree or agree) the two proposed parallel crossings for pedestrians and cycles on the A367 Green Park Road. 29% of responses do not support these proposals (disagree or strongly disagree).

Figure 6: I support the two proposed parallel crossings for pedestrians and cycles on the A367 Green Park Road.



Responses = 167

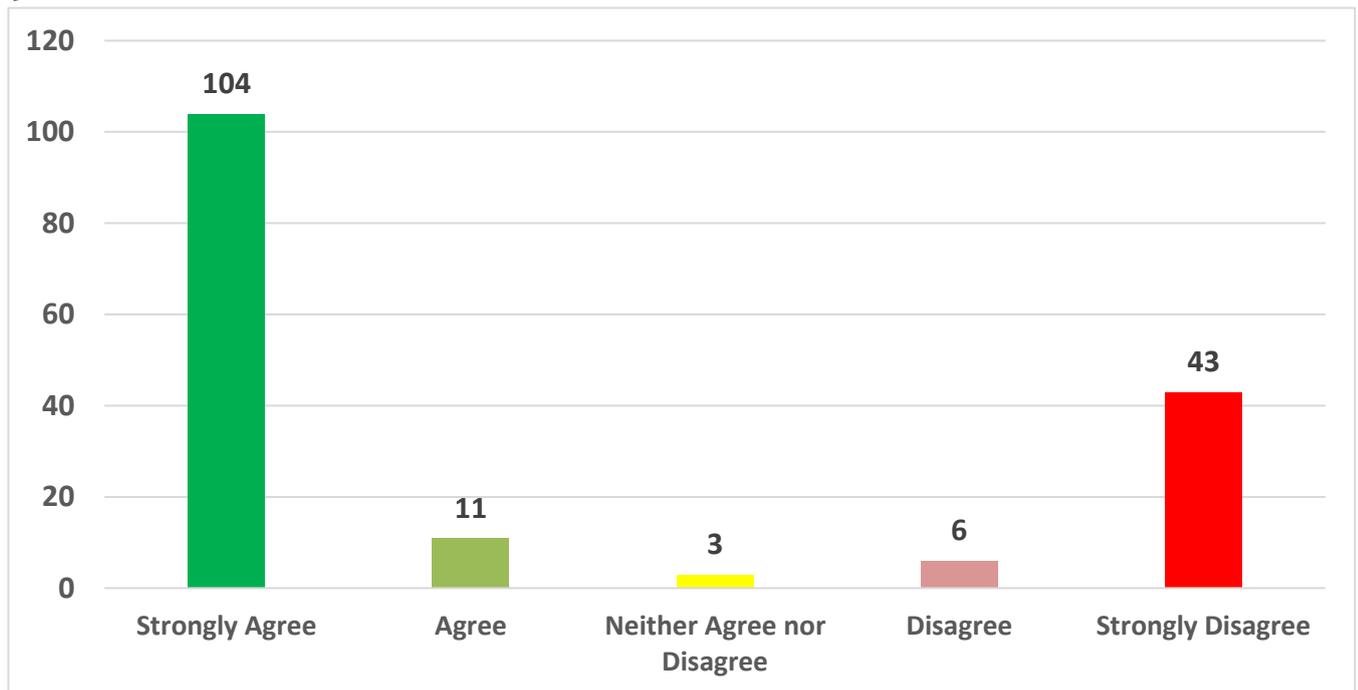
Table 3: I support the two proposed parallel crossings for pedestrians and cycles on the A367 Green Park Road.

| | Count | % |
|---------------------------|-------|-------|
| Strongly agree | 104 | 62.3% |
| Agree | 8 | 4.8% |
| Neither agree or disagree | 6 | 3.6% |
| Disagree | 4 | 2.4% |
| Strongly disagree | 45 | 26.9% |
| Total | 167 | 100% |

Question 4 - I support the proposed toucan crossing for pedestrians and cycles on the A36 Lower Bristol Road near the junction with Westmoreland Road and Riverside Road.

Of the responses 69% support (strongly agree or agree) proposals for a toucan crossing for pedestrians and cycles on the A336 Lower Bristol Road near the junction with Westmoreland Road and Riverside Road. 29% of respondents were not supportive (disagree or strongly disagree).

Figure 7: I support the proposed toucan crossing for pedestrians and cycles on the A36 Lower Bristol Road near the junction with Westmoreland Road and Riverside Road.



Responses = 167

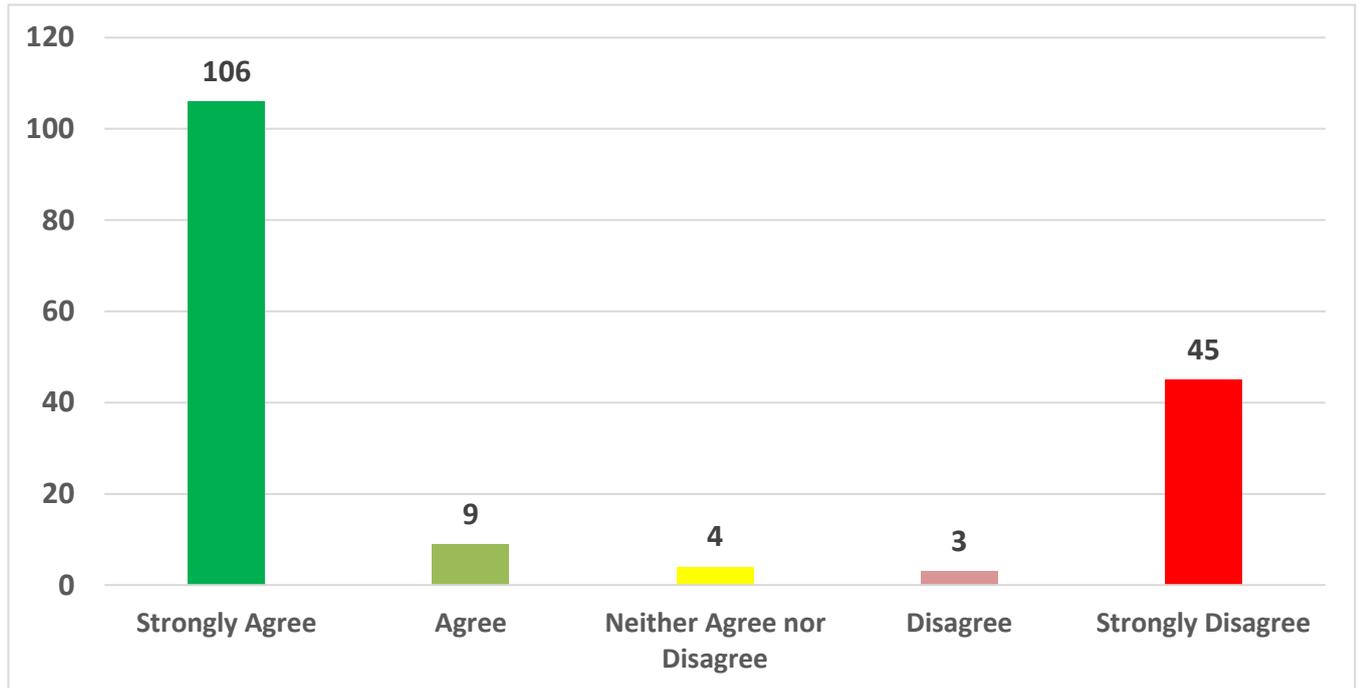
Table 4: I support the proposed toucan crossing for pedestrians and cycles on the A36 Lower Bristol Road near the junction with Westmoreland Road and Riverside Road.

| | Count | % |
|---------------------------|-------|-------|
| Strongly agree | 104 | 62.3% |
| Agree | 11 | 6.6% |
| Neither agree or disagree | 3 | 1.8% |
| Disagree | 6 | 3.6% |
| Strongly disagree | 43 | 25.7% |
| Total | 167 | 100% |

Question 5 - I support the concept of providing cycle lanes on the A36 Lower Bristol Road, between Westmoreland Road and Oak Street.

Of the responses, 69% support (strongly agree or agree) the proposals to provide cycle lanes on the A36 Lower Bristol Road, between Westmoreland Road and Oak Street. 29% of responses were not supportive (disagree or strongly disagree).

Figure 8: I support the concept of providing cycle lanes on the A36 Lower Bristol Road, between Westmoreland Road and Oak Street.



Responses = 167

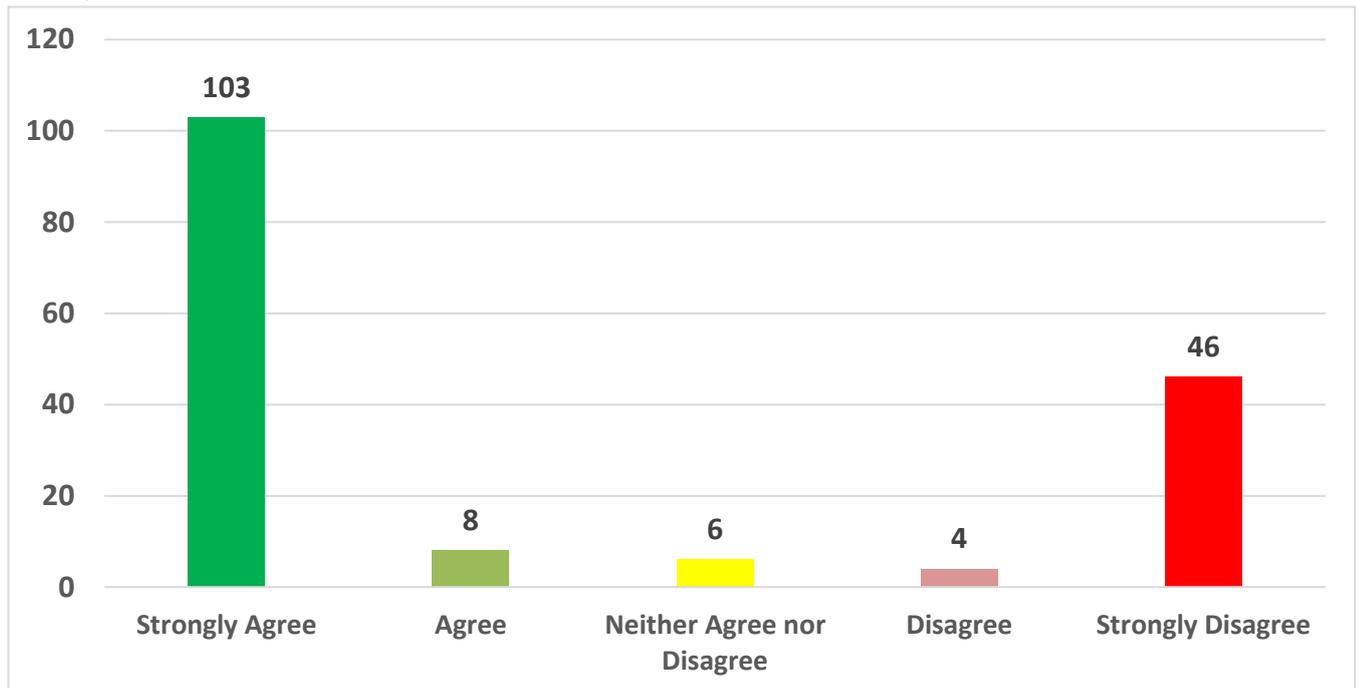
Table 5: I support the concept of providing cycle lanes on the A36 Lower Bristol Road, between Westmoreland Road and Oak Street.

| | Count | % |
|---------------------------|-------|-------|
| Strongly agree | 106 | 63.5% |
| Agree | 9 | 5.4% |
| Neither agree or disagree | 4 | 2.4% |
| Disagree | 3 | 1.8% |
| Strongly disagree | 45 | 26.9% |
| Total | 167 | 100% |

Question 6 - I support the proposed design of cycle lanes on the A36 Lower Bristol Road including cycle bypasses at bus stops.

67% of responses support (strongly agree or agree) with the proposed design of cycle lanes on the A36 Lower Bristol Road, including cycle bypasses at bus stops. 30% of respondents did not support these proposals (disagree or strongly disagree).

Figure 9: I support the proposed design of cycle lanes on the A36 Lower Bristol Road including cycle bypasses at bus stops.



Responses = 167

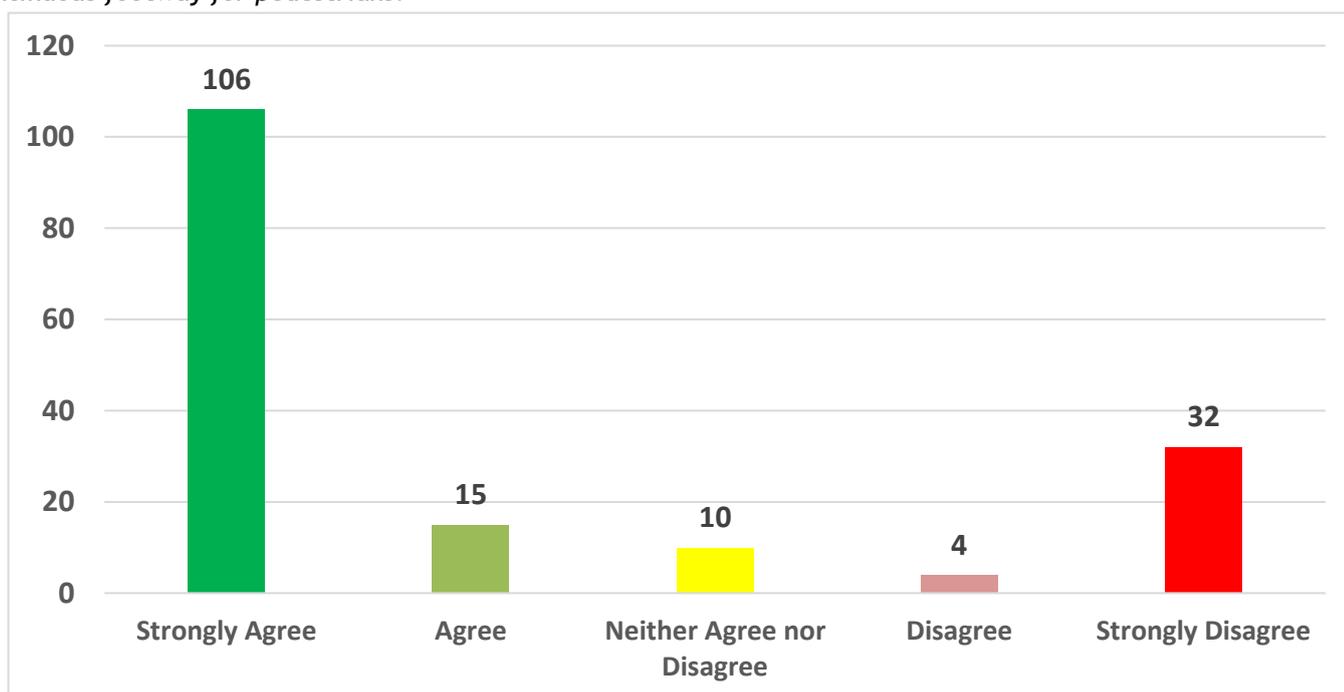
Table 6: I support the proposed design of cycle lanes on the A36 Lower Bristol Road including cycle bypasses at bus stops.

| | Count | % |
|---------------------------|-------|-------|
| Strongly agree | 103 | 61.7% |
| Agree | 8 | 4.8% |
| Neither agree or disagree | 6 | 3.6% |
| Disagree | 4 | 2.4% |
| Strongly disagree | 46 | 27.5% |
| Total | 167 | 100% |

Question 7 - I support raising the level of the road where side streets meet Lower Bristol Road, to create a continuous footway for pedestrians.

Of the responses 73% support (strongly agree or agree) with the proposals to raise the level of the road where side streets meet Lower Bristol Road, to create a continuous footway for pedestrians. Just over one fifth of respondents (21%) did not support the proposals (disagree or strongly disagree).

Figure 10: I support raising the level of the road where side streets meet Lower Bristol Road, to create a continuous footway for pedestrians.



Responses = 167

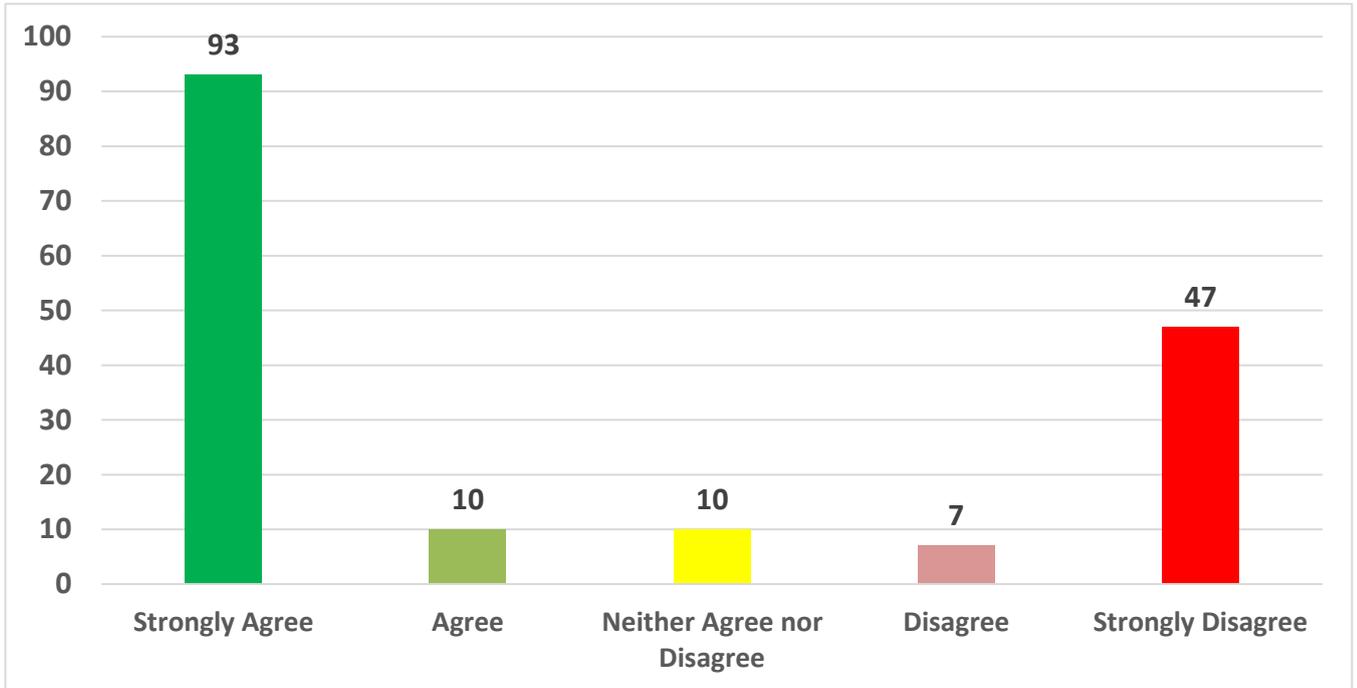
Table 7: I support raising the level of the road where side streets meet Lower Bristol Road, to create a continuous footway for pedestrians.

| | Count | % |
|---------------------------|-------|-------|
| Strongly agree | 106 | 63.5% |
| Agree | 15 | 9.0% |
| Neither agree or disagree | 10 | 6.0% |
| Disagree | 4 | 2.4% |
| Strongly disagree | 32 | 19.2% |
| Total | 167 | 100% |

Question 8 - I support the proposed quiet route for cycles via Wood Street and Oak Street.

62% of responses supported (strongly agree or agree) with the proposals for a quiet route for cycles via Wood Street and Oak Street. 32% of respondents do not support the proposals (disagree or strongly disagree).

Figure 11: I support the proposed quiet route for cycles via Wood Street and Oak Street.



Responses = 167

Table 8: I support the proposed quiet route for cycles via Wood Street and Oak Street.

| | Count | % |
|---------------------------|-------|-------|
| Strongly agree | 93 | 55.7% |
| Agree | 10 | 6.0% |
| Neither agree or disagree | 10 | 6.0% |
| Disagree | 7 | 4.2% |
| Strongly disagree | 47 | 28.1% |
| Total | 167 | 100% |

Bath Quays Links qualitative analysis

At the end of the questionnaire respondents were asked for any further comments or suggestions. All of these free text responses have been analysed and categorised. It is important to note that each comment could be classified into more than one category. A total of 62 free text comments were received regarding the Bath Quays Links scheme. These related to the following 20 categories. A list of the categories, ranked by the number of respondents who mentioned them are presented in Table 9.

Table 9: Results of the qualitative analysis of the comments left by respondents.

| Category | Explanation | Number | Percentage |
|------------------------------------|--|--------|------------|
| Cycle Infrastructure | The need for the scheme to have more segregated cycle infrastructure and/or general ambition for more active travel infrastructure throughout the city. | 15 | 18.1% |
| Safety (positive) Active Travel | In favour of the scheme, but with concerns regarding the safety of active travel users. Does not believe the scheme goes far enough to protect active travel users from motorised vehicles. | 14 | 16.9% |
| Connectivity - Active Travel | Concerns raised regarding: - the proposed scheme not being the most direct route; - not connecting appropriately to other active travel infrastructure/network; and - ambition for higher levels of connectivity for active travel users throughout the city. | 8 | 9.6% |
| Congestion | Concerns that the scheme will increase congestion. | 8 | 9.6% |
| Safety (negative) Active Travel | Against the scheme due to safety concerns. The scheme would lead to a detriment in the safety of walkers, and disabled people, among others. | 7 | 8.4% |
| Public Transport | Requests for improved public transport, in most cases, instead of the proposed scheme. | 5 | 6.0% |
| Cycle Infrastructure - Width | Concerns were raised about the need for cycle infrastructure to be wider. | 4 | 4.8% |
| Crossings - Formal | Requests the need for formal crossings and may be against the introduction of priority crossings. Concerns raised regarding vulnerable users and how they are affected by priority crossings. | 3 | 3.6% |
| Pedestrian | Concerns regarding the reduction in | 3 | 3.6% |

| Category | Explanation | Number | Percentage |
|--------------------------|---|---------------|-------------------|
| Infrastructure | pedestrian infrastructure. | | |
| Carriageway Width | Concerns regarding the reduction in carriageway width. | 3 | 3.6% |
| Speed Limit - Reduction | Requests for the speed limit to be reduced in the scheme area. | 2 | 2.4% |
| Parking - Formalisation | Requests to formalise parking in order to reduce the number of cars parked on the street. | 2 | 2.4% |
| Infrastructure - Surface | Requests to improve surfaces in roads that have poor surface. | 2 | 2.4% |
| Crossings | Request the need for more crossings. | 1 | 1.2% |
| Junction - Safety | Concerns were raised regarding active travel users' safety in the scheme area junctions. | 1 | 1.2% |
| Consultation | Requests for further consultation to be carried out, as well as a combined consultation/approach with other schemes in the area. | 1 | 1.2% |
| Campaign | Requests to raise awareness of the positive effects of cycling on mental and physical health. | 1 | 1.2% |
| Parking - Concerns | Concerns raised about the reduction of parking spaces for visitors, businesses and especially residents. | 1 | 1.2% |
| Traffic Routing | Requests to implement traffic calming measures in order to reduce speed and/or traffic. | 1 | 1.2% |
| Inclusive Mobility | Concerns from people reliant on the car/have mobility issues and that their movements are becoming more difficult due to the scheme's implementation. | 1 | 1.2% |

Proposals for Bath Quays Links

In the comments left by respondents to the questionnaire, suggestions of what could be done differently were made. Each proposal has also been analysed and grouped into a category. The full list of proposals has been attached to this document and will be reviewed by the design team. This is an important step since the local knowledge of respondents is very invaluable in ensuring the schemes designs meet the needs of the local community. For the Bath Quays Links, 19 suggestions have been recorded and grouped into 6 different categories.

In Table 10, the number of proposals that have been recorded for each category is presented, as well as an explanation of each category.

Table 10: Summary of the respondents' proposals. See Appendix 3 for the full list.

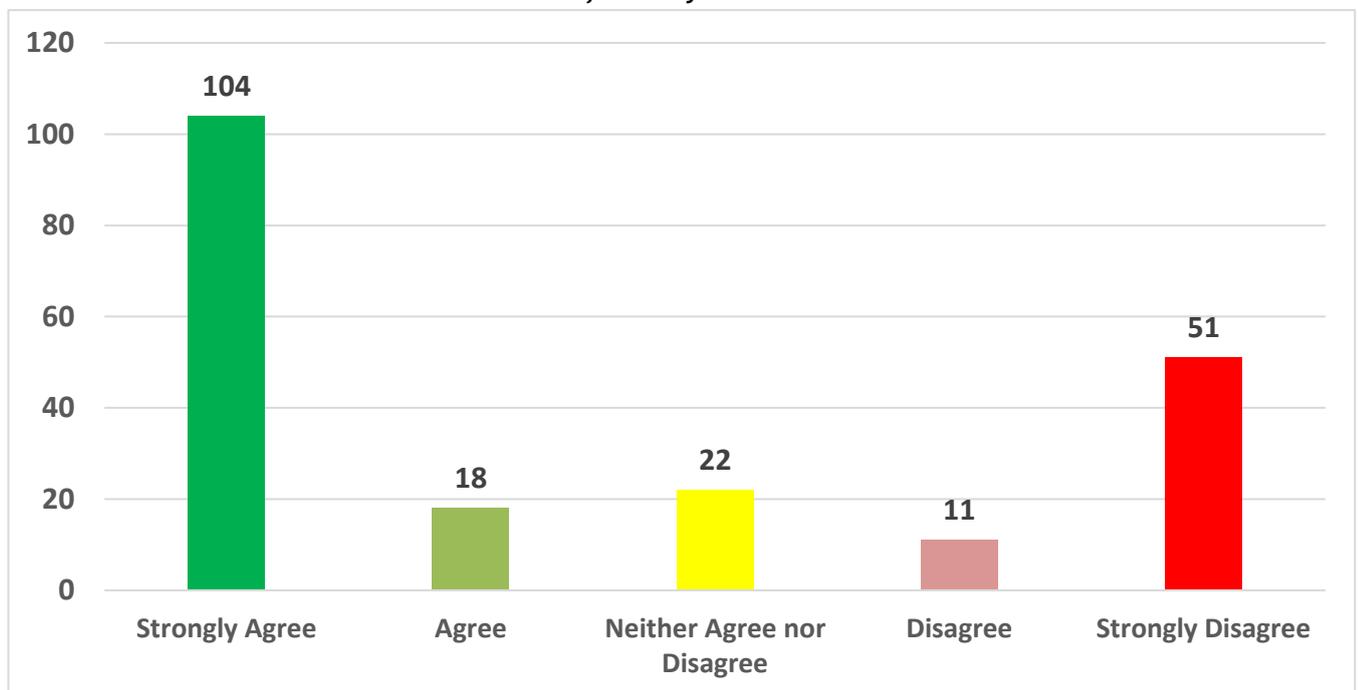
| Category | Explanation | Frequency of response |
|---------------------------|---|------------------------------|
| Different/New Route | Suggesting alternative routes, extensions to proposed routes and/or creation of new active travel routes. | 8 |
| Crossings | Suggesting active travel crossings. | 4 |
| Pedestrian Infrastructure | Suggesting the introduction of pedestrian infrastructure. | 3 |
| Cycle Infrastructure | Suggesting the introduction of cycle infrastructure. | 2 |
| Safety Infrastructure | Suggesting introduction of infrastructure that improves safety for bicycles and pedestrians. | 1 |
| Junction reconfiguration | Suggesting the reconfiguration of junctions. | 1 |

Scholars' Way results

Question 1 - I support the concept of Scholars' Way, a cycle route with pedestrian facilities linking communities with educational establishments across the south of the city.

59% of respondents support (strongly agree or agree) with the concept of Scholars' Way, a cycle route with pedestrian facilities linking communities with educational establishments across the south of the city. 30% of responses did not support the concept (disagree or strongly disagree).

Figure 12: I support the concept of Scholars' Way, a cycle route with pedestrian facilities linking communities with educational establishments across the south of the city.



Responses = 206

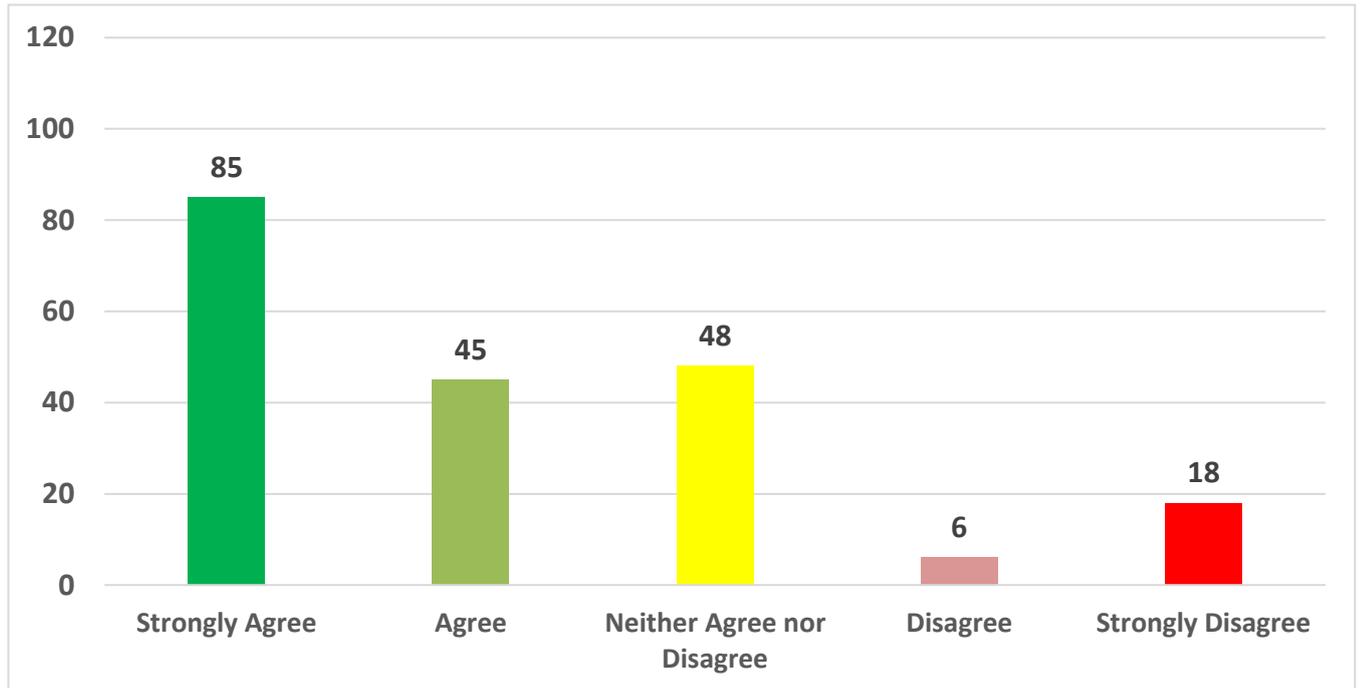
Table 11: I support the concept of Scholars' Way, a cycle route with pedestrian facilities linking communities with educational establishments across the south of the city.

| | Count | % |
|---------------------------|-------|-------|
| Strongly agree | 104 | 50.5% |
| Agree | 18 | 8.7% |
| Neither agree or disagree | 22 | 10.7% |
| Disagree | 11 | 5.3% |
| Strongly disagree | 51 | 24.8% |
| Total | 206 | 100% |

Question 2 - I support the proposed informal pedestrian crossing facility on Widcombe Hill near the junction with Copseland.

64% of responses support (strongly agree or agree) with the proposals for an informal pedestrian crossing facility on Widcombe Hill near the junction with Copseland. 12% of respondents do not support a cross (disagree or strongly disagree).

Figure 13: I support the proposed informal pedestrian crossing facility on Widcombe Hill near the junction with Copseland.



Responses = 202

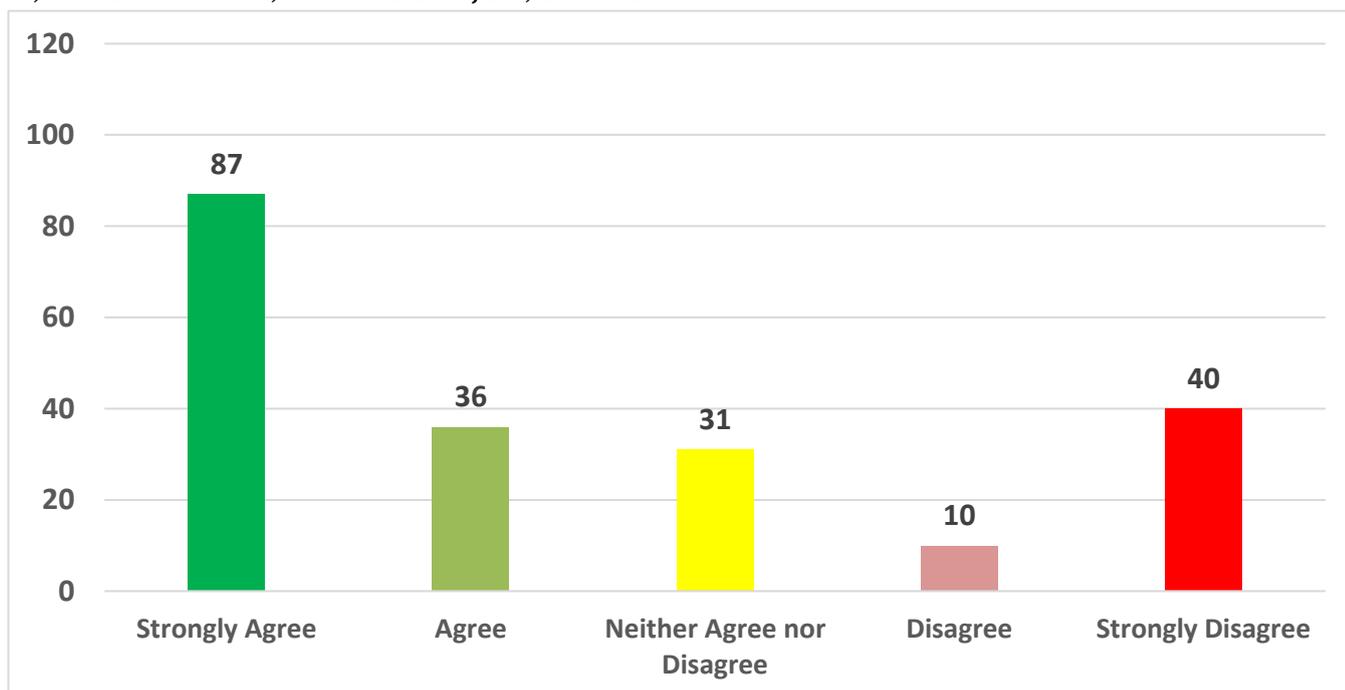
Table 12: I support the proposed informal pedestrian crossing facility on Widcombe Hill near the junction with Copseland.

| | Count | % |
|---------------------------|-------|-------|
| Strongly agree | 85 | 42.1% |
| Agree | 45 | 22.3% |
| Neither agree or disagree | 48 | 23.8% |
| Disagree | 6 | 3.0% |
| Strongly disagree | 18 | 8.9% |
| Total | 202 | 100% |

Question 3 - I support upgrading the existing path between Quarry Farm, Claverton Down to North Road, Combe Down, via Rainbow Wood, with a hard surface, 3m wide.

Of the respondents 60% support (strongly agree or agree) the proposals to upgrade the existing path between Quarry Farm, Claverton Down to North Road, Combe Down, via Rainbow Wood, With a hard surface, 3m wide. 25% of responses were not supportive (disagree or strongly disagree) of the proposals.

Figure 14: I support upgrading the existing path between Quarry Farm, Claverton Down to North Road, Combe Down, via Rainbow Wood, with a hard surface, 3m wide.



Responses = 204

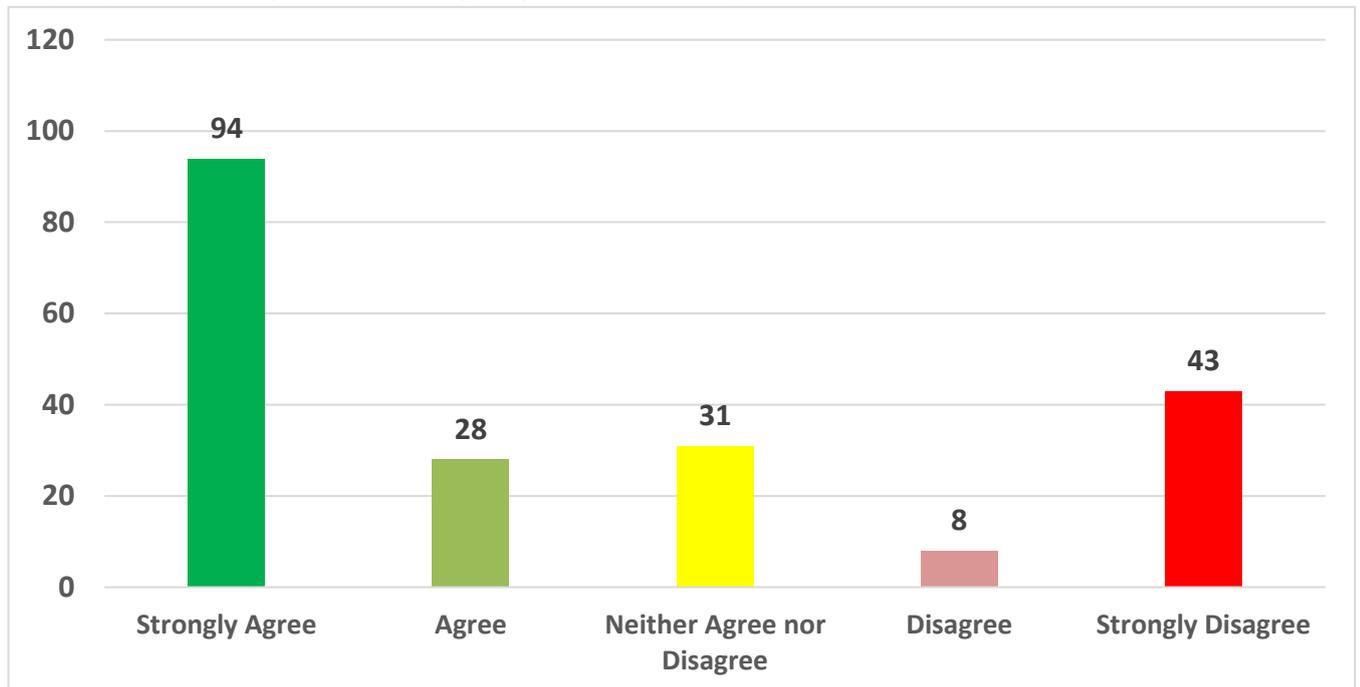
Table 13: I support upgrading the existing path between Quarry Farm, Claverton Down to North Road, Combe Down, via Rainbow Wood, with a hard surface, 3m wide.

| | Count | % |
|---------------------------|-------|-------|
| Strongly agree | 87 | 42.6% |
| Agree | 36 | 17.6% |
| Neither agree or disagree | 31 | 15.2% |
| Disagree | 10 | 4.9% |
| Strongly disagree | 40 | 19.6% |
| Total | 204 | 100% |

Question 4 - I support upgrading the existing zebra crossing on the A3062 North Road/Claverton Down Road (east of Shaft Road) to a parallel crossing for pedestrians and cycles.

60% of respondents were supportive (strongly agree or agree) of upgrading the existing zebra crossing on the A3062 North Road/Claverton Down Road (east of Shaft Road) to a parallel crossing for pedestrians and cycles. 25% of the responses were not supportive of the proposals (disagree or strongly disagree).

Figure 15: I support upgrading the existing zebra crossing on the A3062 North Road/Claverton Down Road (east of Shaft Road) to a parallel crossing for pedestrians and cycles.



Responses = 204

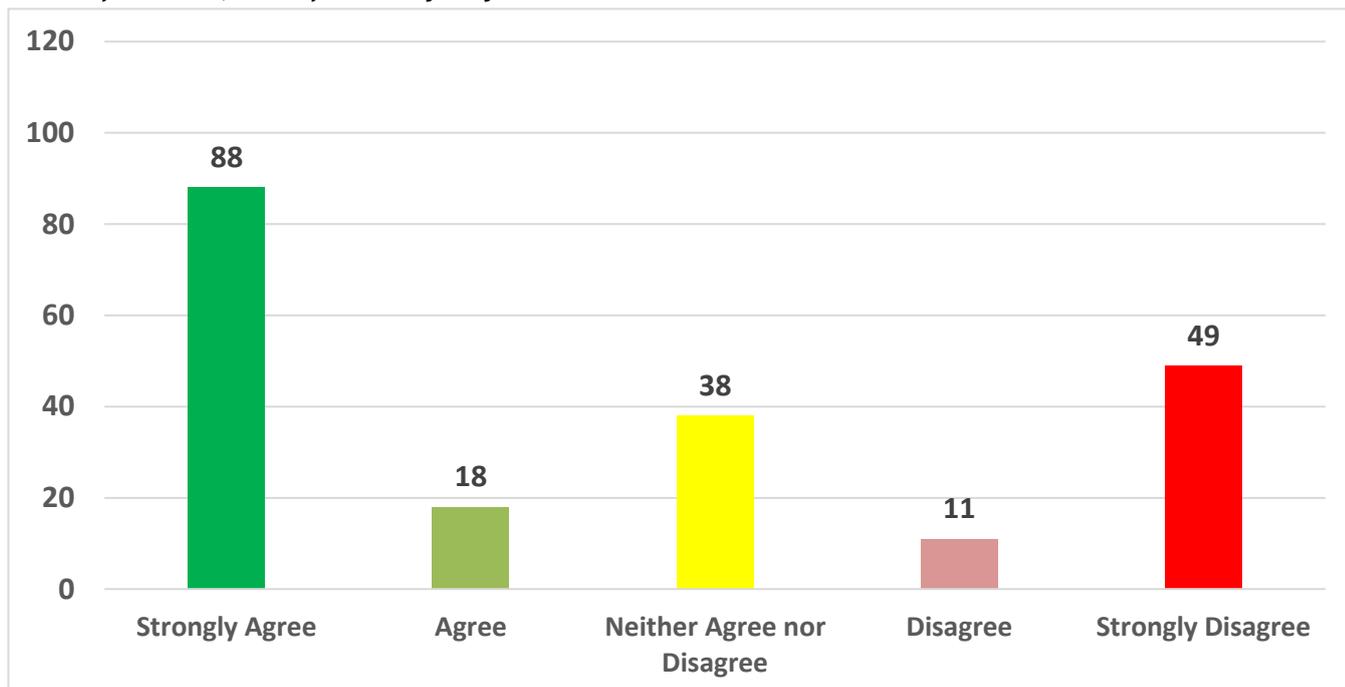
Table 14: I support upgrading the existing zebra crossing on the A3062 North Road/Claverton Down Road (east of Shaft Road) to a parallel crossing for pedestrians and cycles.

| | Count | % |
|---------------------------|-------|-------|
| Strongly agree | 94 | 46.1% |
| Agree | 28 | 13.7% |
| Neither agree or disagree | 31 | 15.2% |
| Disagree | 8 | 3.9% |
| Strongly disagree | 43 | 21.1% |
| Total | 204 | 100% |

Question 5 - I support the proposed shared use path and parallel crossing for pedestrians and cycles on the A3062 Bradford Road, east of Mulberry Way.

52% of responses are supportive (strongly agree or agree) of the proposals for shared use path and parallel crossing for pedestrians and cycles on the A3062 Bradford Road, east of Mulberry Way. 29% of responses were not supportive (disagree or strongly disagree).

Figure 16: I support the proposed shared use path and parallel crossing for pedestrians and cycles on the A3062 Bradford Road, east of Mulberry Way.



Responses = 204

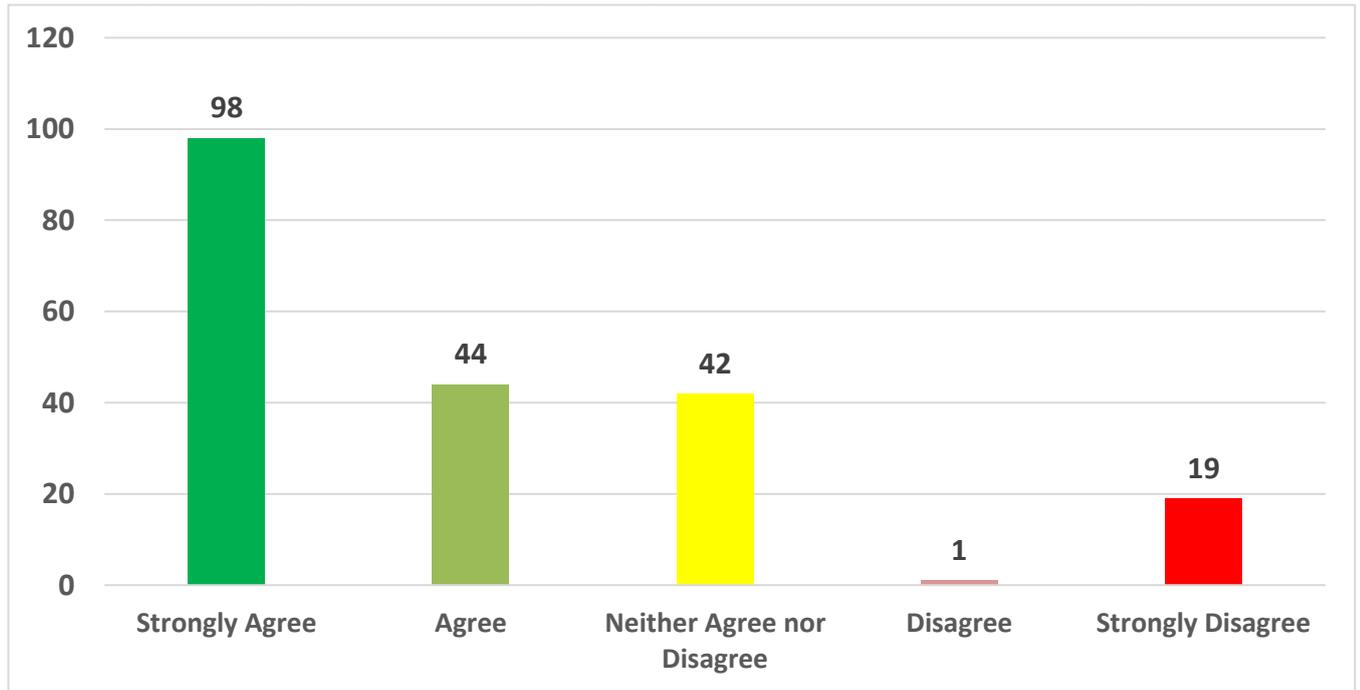
Table 15: I support the proposed shared use path and parallel crossing for pedestrians and cycles on the A3062 Bradford Road, east of Mulberry Way.

| | Count | % |
|---------------------------|-------|-------|
| Strongly agree | 88 | 43.1% |
| Agree | 18 | 8.8% |
| Neither agree or disagree | 38 | 18.6% |
| Disagree | 11 | 5.4% |
| Strongly disagree | 49 | 24.0% |
| Total | 204 | 100% |

Question 6 - I support the proposed zebra crossing on Entry Hill between Hawthorn Grove and Entry Rise.

70% of respondents support (strongly agree or agree) the proposals for a zebra crossing on Entry Hill between Hawthorn Grove and Entry rise. Less than 10% of respondents do not support the proposals (disagree or strongly disagree).

Figure 17: I support the proposed zebra crossing on Entry Hill between Hawthorn Grove and Entry Rise.



Responses = 204

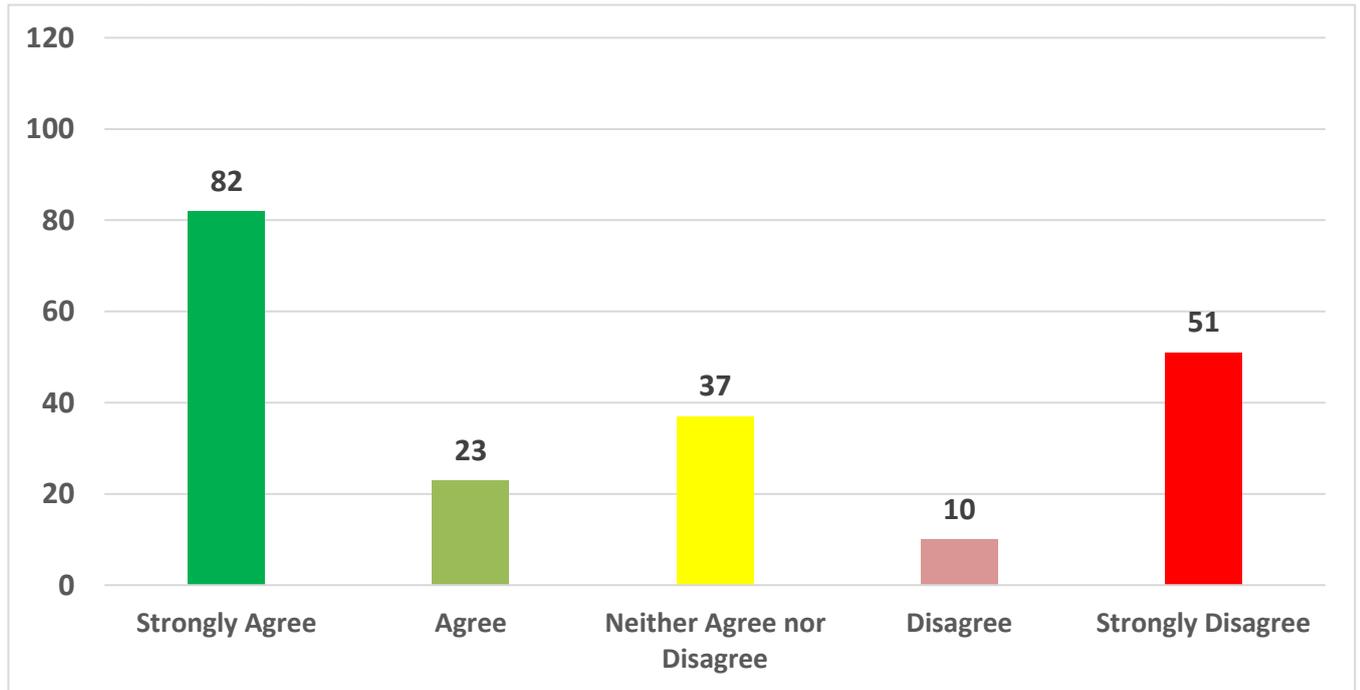
Table 16: I support the proposed zebra crossing on Entry Hill between Hawthorn Grove and Entry Rise.

| | Count | % |
|---------------------------|-------|-------|
| Strongly agree | 98 | 48.0% |
| Agree | 44 | 21.6% |
| Neither agree or disagree | 42 | 20.6% |
| Disagree | 1 | 0.5% |
| Strongly disagree | 19 | 9.3% |
| Total | 204 | 100% |

Question 7 - I support the proposed shared use path between Hansford Close and Midford Road to allow cycling.

52% of respondents support (strongly agree or agree) the proposed shared use path between Hansford Close and Midford Road to allow cycling. 30% of responses were not supportive of the proposals (disagree or strongly disagree).

Figure 18: I support the proposed shared use path between Hansford Close and Midford Road to allow cycling.



Responses = 203

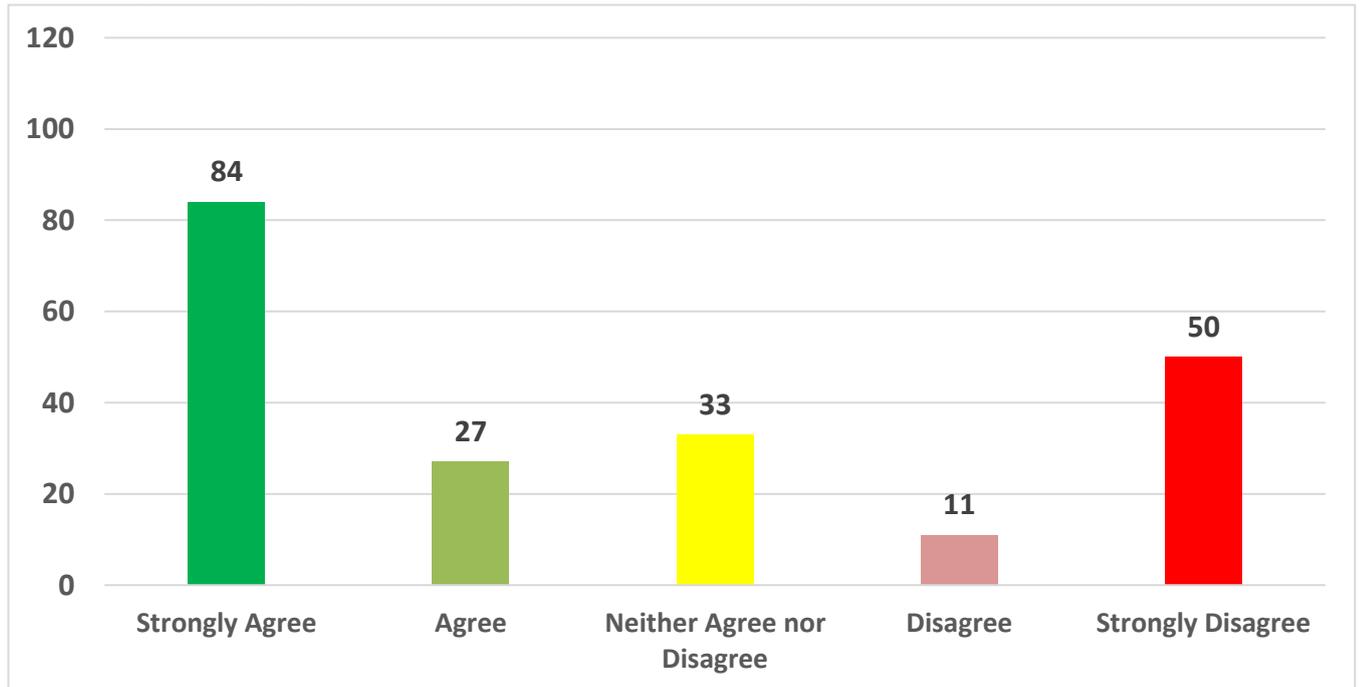
Table 17: I support the proposed shared use path between Hansford Close and Midford Road to allow cycling.

| | Count | % |
|---------------------------|-------|-------|
| Strongly agree | 82 | 40.4% |
| Agree | 23 | 11.3% |
| Neither agree or disagree | 37 | 18.2% |
| Disagree | 10 | 4.9% |
| Strongly disagree | 51 | 25.1% |
| Total | 203 | 100% |

Question 8 - I support the proposed shared use path and toucan crossing on Midford Road.

54% of responses support (strongly agree or agree) the proposed shared use path and toucan crossing on Midford Road. 30% of respondents did not support the proposals (disagree or strongly disagree).

Figure 19: I support the proposed shared use path and toucan crossing on Midford Road.



Responses = 205

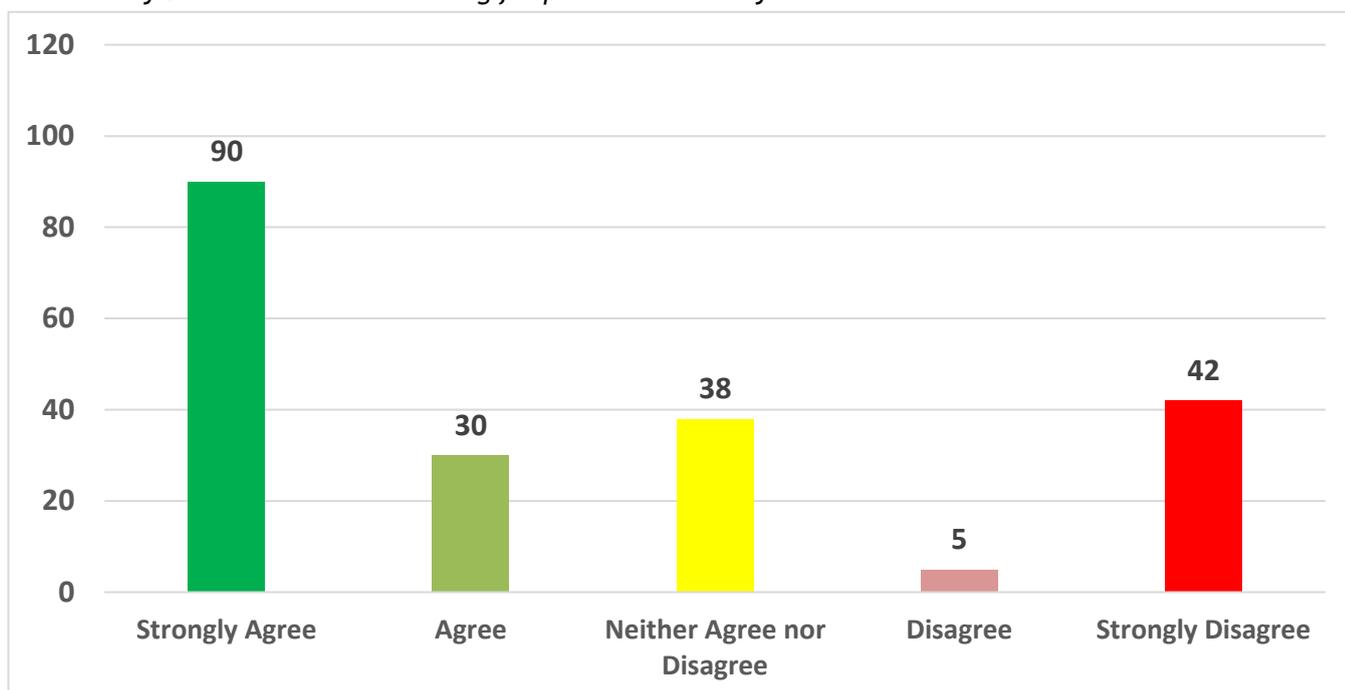
Table 18: I support the proposed shared use path and toucan crossing on Midford Road.

| | Count | % |
|---------------------------|-------|-------|
| Strongly agree | 84 | 41.0% |
| Agree | 27 | 13.2% |
| Neither agree or disagree | 33 | 16.1% |
| Disagree | 11 | 5.4% |
| Strongly disagree | 50 | 24.4% |
| Total | 205 | 100% |

Question 9 - I support upgrading the existing pelican crossing on the A3062 Frome Road adjacent to St Martin's Garden Primary School to a toucan crossing for pedestrians and cycles.

59% of respondents support (strongly agree or agree) the upgrading the existing pelican crossing on the A3062 Frome Road adjacent to St Martin's Garden Primary School to a toucan crossing for pedestrians and cycles. 23% of responses were not supportive of these proposals (disagree or strongly disagree).

Figure 20: I support upgrading the existing pelican crossing on the A3062 Frome Road adjacent to St Martin's Garden Primary School to a toucan crossing for pedestrians and cycles.



Responses = 205

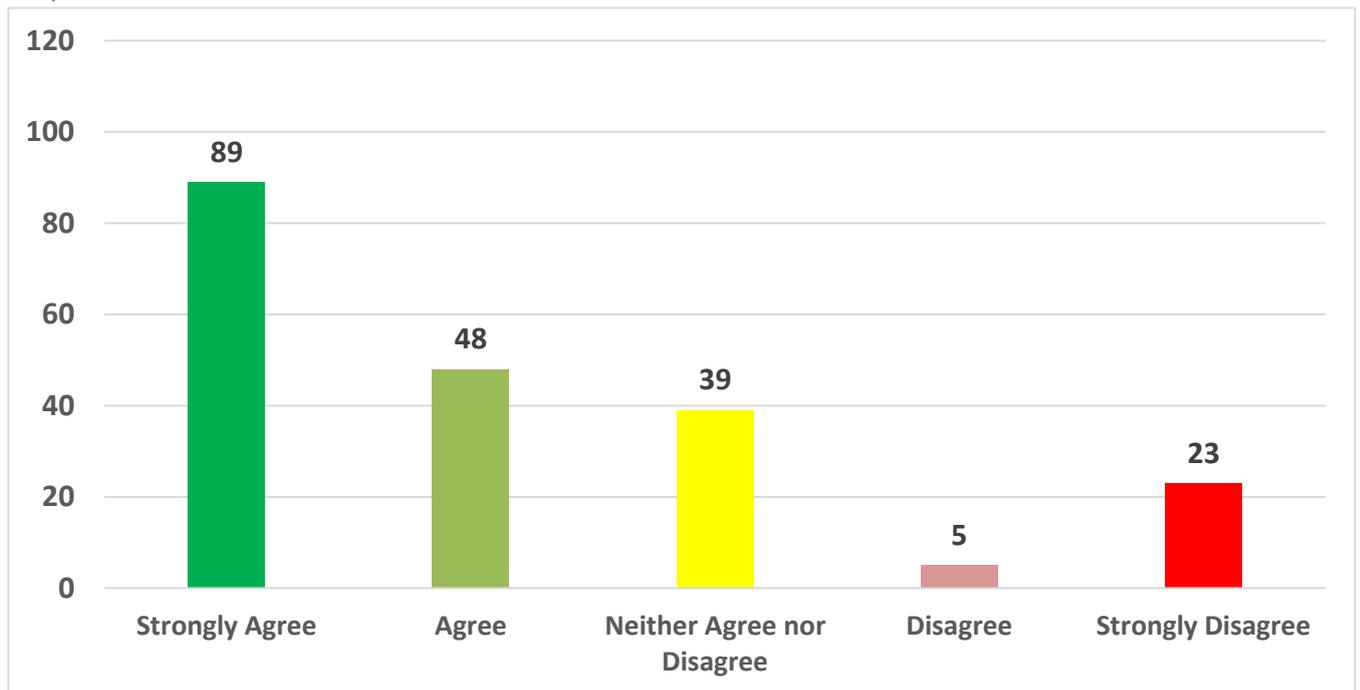
Table 19: I support upgrading the existing pelican crossing on the A3062 Frome Road adjacent to St Martin's Garden Primary School to a toucan crossing for pedestrians and cycles.

| | Count | % |
|---------------------------|-------|-------|
| Strongly agree | 90 | 43.9% |
| Agree | 30 | 14.6% |
| Neither agree or disagree | 38 | 18.5% |
| Disagree | 5 | 2.4% |
| Strongly disagree | 42 | 20.5% |
| Total | 205 | 100% |

Question 10 - At Ralph Allen School, Claverton Down Road, I support the proposed zebra crossing, relocation of bus stops and new bus shelter on the south side.

67% of responses were in support (strongly agree or agree) of the proposed zebra crossing, relocation of bus stops and new bus shelter on the south side, at Ralph Allen School, Claverton Down Road. 14% of respondents were not supportive of the proposals (disagree or strongly disagree).

Figure 21: At Ralph Allen School, Claverton Down Road, I support the proposed zebra crossing, relocation of bus stops and new bus shelter on the south side.



Responses = 204

Table 20: At Ralph Allen School, Claverton Down Road, I support the proposed zebra crossing, relocation of bus stops and new bus shelter on the south side.

| | Count | % |
|---------------------------|-------|-------|
| Strongly agree | 89 | 43.6% |
| Agree | 48 | 23.5% |
| Neither agree or disagree | 39 | 19.1% |
| Disagree | 5 | 2.5% |
| Strongly disagree | 23 | 11.3% |
| Total | 204 | 100% |

Scholars' Way qualitative analysis

At the end of the questionnaire respondents were asked for any further comments or suggestions. All of these free text responses have been analysed and categorised. It is important to note that each comment could be classified into more than one category. A total of 130 free text comments were received regarding the Scholars' Way scheme. These related to the following 33 categories. A list of the categories, ranked by the number of respondents who mentioned them are presented in Table 21.

Table 21: A table of the categories and the number and percentage of total responses identified to each category.

| Category | Explanation | Number | Percentage |
|----------------------------------|---|--------|------------|
| Safety (positive) Active Travel | In favour of the scheme, but with concerns regarding the safety of active travel users. Does not believe the scheme goes far enough to protect active travel users from motorised vehicles. | 37 | 13.2% |
| Safety (negative) Active Travel | Against the scheme due to safety concerns. The scheme would lead to a detriment in the safety of walkers, and disabled people, among others. | 35 | 12.5% |
| Cycle Infrastructure | The need for the scheme to have more segregated cycle infrastructure and/or general ambition for more active travel infrastructure throughout the city. | 20 | 7.1% |
| Parking - Formalisation | Requests to formalise parking in order to reduce the number of cars parked on the street. | 19 | 6.8% |
| Infrastructure - Natural surface | Requests to not build hard surfaces(tarmac) in rural paths. | 17 | 6.1% |
| Connectivity - Active Travel | Concerns raised regarding: - the proposed scheme not being the most direct route; - not connecting appropriately to other active travel infrastructure/network; and -ambition for higher levels of connectivity for active travel users throughout the city. | 15 | 5.4% |
| Speed - Bicycles | Concerns raised regarding the speed of the bicycles if the scheme is implemented. | 14 | 5.0% |
| Crossings | Request the need for more crossings. | 13 | 4.6% |
| Parking - Concerns | Concerns raised about the reduction of parking spaces for visitors, businesses and especially residents. | 13 | 4.6% |
| Congestion | Concerns that the scheme will increase congestion. | 11 | 3.9% |

| Category | Explanation | Number | Percentage |
|------------------------------|--|--------|------------|
| Protect - Landscape | Requests to prevent the urbanisation of the community by protecting the rural fabric. Concerns regarding the influx of students to the community. | 11 | 3.9% |
| Cycle Infrastructure - Width | Concerns were raised about the need for cycle infrastructure to be wider. | 8 | 2.9% |
| Public Transport | Requests of improved public transport, in most times, instead of the proposed scheme. | 8 | 2.9% |
| Crossings - Formal | Requests the need for formal crossings and may be against the introduction of priority crossings. Concerns raised regarding vulnerable users and how they are affected by priority crossings. | 7 | 2.5% |
| Speed Limit - Reduction | Requests for the speed limit to be reduced in the scheme area. | 7 | 2.5% |
| Markings and signage | Not in agreement with the new markings and signage that will be added because respondents don't think it will be useful for active travel users and/or don't want the markings on the road in their local community. | 5 | 1.8% |
| Traffic Routing | Requests to implement traffic calming measures in order to reduce speed and/or traffic. | 5 | 1.8% |
| Standards | Concerns raised regarding the scheme not meeting LTN1/20 standards. | 4 | 1.4% |
| Pedestrian Infrastructure | Concerns regarding the reduction in pedestrian infrastructure. | 4 | 1.4% |
| Streets - Narrow | Concerns were raised that the roads are too narrow to accommodate active travel infrastructure/users, parking and motorised traffic. | 3 | 1.1% |
| Rat - Running | Concerns regarding the scheme's location being an active rat-running route. | 3 | 1.1% |
| Cost - Benefit | Requests for costs and benefits data to be shared. Concerns raised that the scheme is not warranted due to future low usage. | 3 | 1.1% |
| Lighting - Positive | Requests to add lighting to the new active travel routes. | 3 | 1.1% |
| Consultation | Requests for further consultation to be carried out, as well as a combined consultation/approach with other schemes in the area. | 3 | 1.1% |
| Junction - Safety | Concerns were raised regarding active | 2 | 0.7% |

| Category | Explanation | Number | Percentage |
|-----------------------------|---|--------|------------|
| | travel users' safety in the scheme's area junctions. | | |
| Infrastructure - Surface | Requests to improve surfaces in roads that have poor surface. | 2 | 0.7% |
| Inclusive Mobility | Concerns from people reliant on the car/have mobility issues and that their movements are becoming more difficult due to the scheme's implementation. | 2 | 0.7% |
| Reduce crossings | Concerns that the increase in crossings will lead to congestion and pollution. Disagrees that the area needs additional pedestrian crossings. | 1 | 0.4% |
| Traffic Restrictions - HGVs | Requests to restrict HGVs from nearby businesses during the day. | 1 | 0.4% |
| LTN | Requests to create a low traffic neighbourhood. | 1 | 0.4% |
| Lighting - Negative | Against the introduction of lighting infrastructure for the new active travel route. | 1 | 0.4% |
| Commuter Focus | Concerns regarding the scheme focus on commuters while disregarding leisure users. | 1 | 0.4% |
| Consultation - Confusing | Unable to understand the scheme. | 1 | 0.4% |

Proposals for Scholars' Way

In the comments left by respondents to the questionnaire, suggestions of what could be done differently were made. Each proposal has also been analysed and grouped into a category. The full list of proposals has been attached to this document and will be reviewed by the design team. This is an important step since the local knowledge of residents is very important for the improvement of first drafts and, subsequently, the successful implementation of schemes.

For the Scholars' Way, 84 suggestions have been recorded and grouped into 17 different categories. In Table 22, the number of proposals that have been recorded for each category is presented, as well as an explanation of each category.

Table 22: Summary of the respondents' proposals. See Appendix 2 for the full list.

| Category | Explanation | Frequency of response |
|---------------------------|---|-----------------------|
| Different/New Route | Suggesting alternative routes, extensions to proposed routes and/or creation of new active travel routes. | 21 |
| Crossings | Suggesting active travel crossings. | 12 |
| Cycle Infrastructure | Suggesting the introduction of cycle infrastructure. | 12 |
| Parking - Formalisation | Suggesting the reduction of parking supply. | 10 |
| Speed Reduction | Suggesting the reduction of motorised vehicles speed limits. | 5 |
| Traffic Routing | Suggesting the introduction of traffic calming measures, traffic restrictions etc. | 5 |
| Install Lighting | Suggesting the installation of streetlights. | 3 |
| Public Transport | Suggesting improvements to public transport services or infrastructure. | 3 |
| LTN | Suggesting the introduction of Low Traffic Neighbourhoods. | 2 |
| Consultation | Suggesting extended or improved public consultation. | 2 |
| Junction reconfiguration | Suggesting the reconfiguration of junctions. | 2 |
| Resurface | Suggesting the improvement of road surfaces. | 2 |
| Funding | Suggesting alternative funding methods. | 1 |
| Safety Infrastructure | Suggesting introduction of infrastructure that improves safety for bicycles and pedestrians. | 1 |
| Fencing | Suggesting the introduction of fencing to protect pedestrians. | 1 |
| Pedestrian Infrastructure | Suggesting the introduction of pedestrian infrastructure. | 1 |
| Signs | Suggesting locations to add signage. | 1 |

4. Demographics

Question: Are you replying to this consultation for

Figure 22: Are you replying to this consultation for

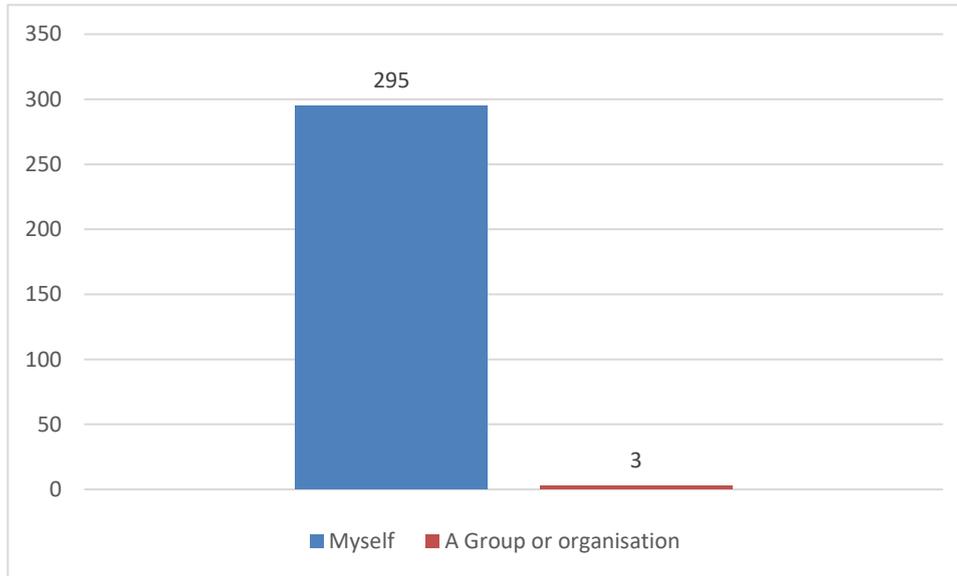


Table 23: Are you replying to this consultation for

| | Bath Quays Links | Bath Quays Links | Scholar's Way | Scholar's Way | Bath Quays & Scholars Way | Bath Quays & Scholars Way | Total | Total |
|-------------------------|------------------|------------------|---------------|---------------|---------------------------|---------------------------|--------|-------|
| | Number | % | Number | % | Number | % | Number | % |
| Myself | 92 | 100% | 129 | 98% | 74 | 99% | 295 | 99% |
| A group or organisation | 0 | 0% | 2 | 2% | 1 | 1% | 3 | 1% |
| Total | 92 | 100% | 131 | 100% | 75 | 100% | 298 | 100% |

Question: Please tell us the basis of your interest in travel and transport in and around Bath?

Figure 23: Please tell us the basis of your interest in travel and transport in and around Bath?

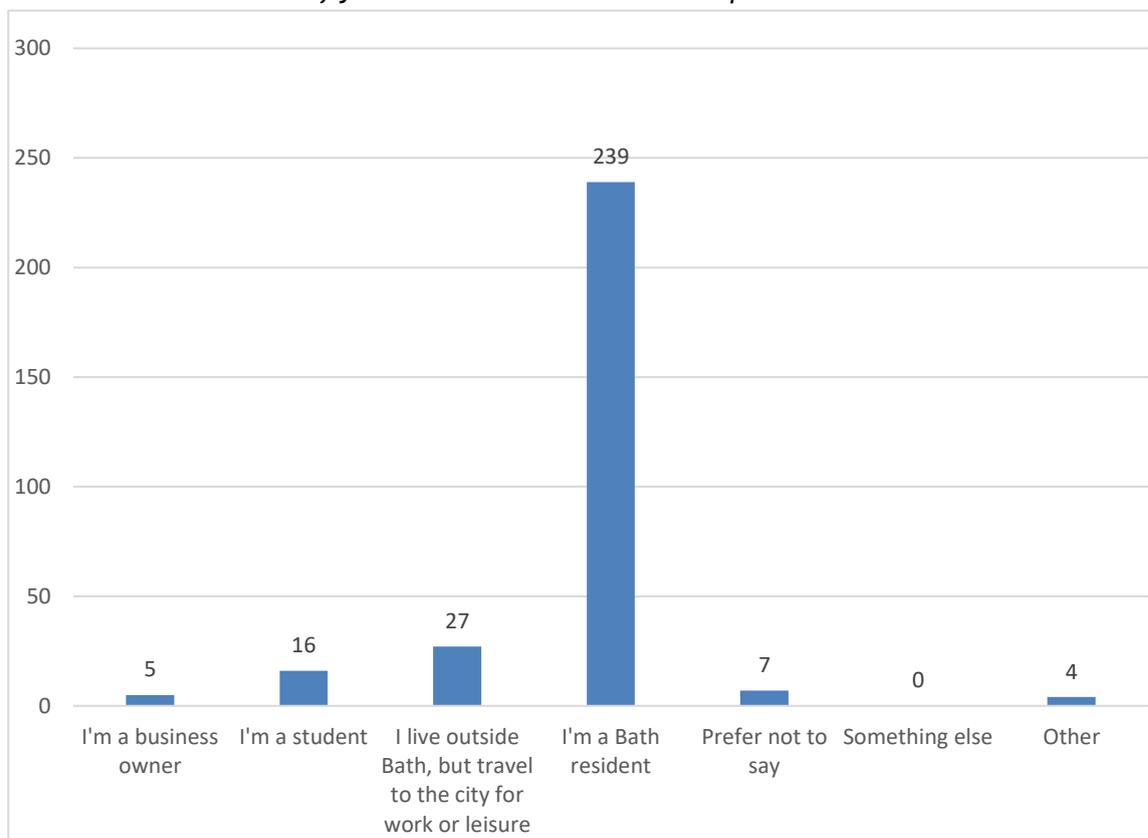


Table 24: Please tell us the basis of your interest in travel and transport in and around Bath?

| | Bath Quays Links | Bath Quays Links | Scholar's Way | Scholar's Way | Bath Quays & Scholars Way | Bath Quays & Scholars Way | Total | Total |
|------------------------|------------------|------------------|---------------|---------------|---------------------------|---------------------------|--------|-------|
| | Number | % | Number | % | Number | % | Number | % |
| I'm a business Owner | 1 | 1% | 1 | 1% | 3 | 4% | 5 | 2% |
| I'm a student | 4 | 4% | 3 | 2% | 9 | 12% | 16 | 5% |
| I live outside Bath, * | 10 | 11% | 6 | 5% | 11 | 15% | 27 | 9% |
| I'm a Bath resident | 75 | 82% | 118 | 90% | 46 | 61% | 239 | 80% |
| Prefer not to say | 1 | 1% | 1 | 1% | 5 | 7% | 7 | 2% |
| Other | 1 | 1% | 2 | 1% | 1 | 1% | 4 | 1% |

| | | | | | | | | |
|-------|----|------|-----|------|----|------|-----|------|
| Total | 92 | 100% | 131 | 100% | 75 | 100% | 298 | 100% |
|-------|----|------|-----|------|----|------|-----|------|

* but travel to the city for work or leisure

Question: Please tell us your working status?

Figure 24: Please tell us your working status?

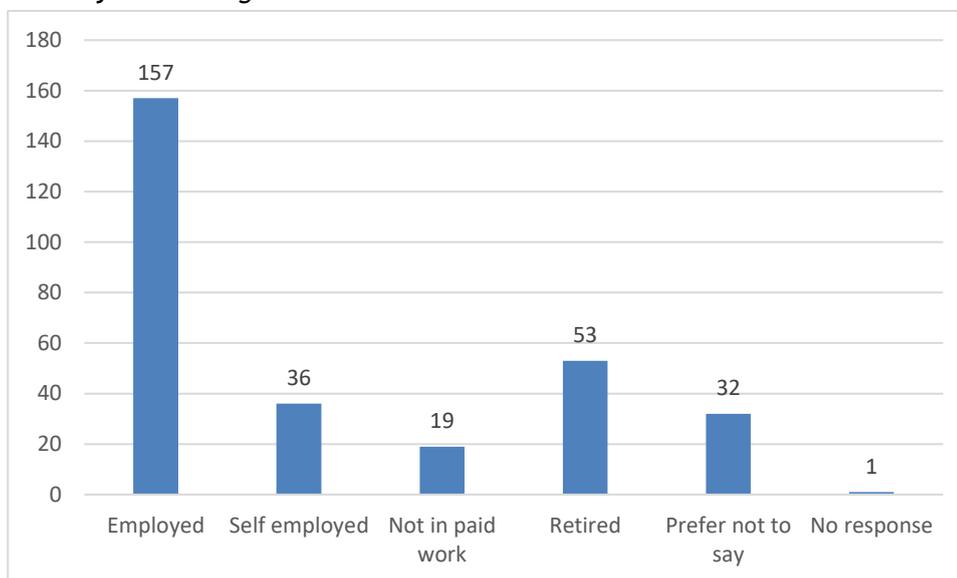


Table 25: Please tell us your working status?

| | Bath Quays Links | Bath Quays Links | Scholar's Way | Scholar's Way | Bath Quays & Scholars Way | Bath Quays & Scholars Way | Total | Total |
|-------------------|------------------|------------------|---------------|---------------|---------------------------|---------------------------|------------|-------------|
| | Number | % | Number | % | Number | % | Number | % |
| Employed | 60 | 65% | 62 | 47% | 35 | 47% | 157 | 53% |
| Self Employed | 11 | 12% | 16 | 12% | 9 | 12% | 36 | 12% |
| Not in paid Work | 2 | 2% | 8 | 6% | 9 | 12% | 19 | 6% |
| Retired | 10 | 11% | 29 | 22% | 14 | 19% | 53 | 18% |
| Prefer not to say | 8 | 9% | 16 | 12% | 8 | 11% | 32 | 11% |
| No response | 1 | 1% | 0 | 0% | 0 | 0% | 1 | 0% |
| Total | 92 | 100% | 131 | 100% | 75 | 100% | 298 | 100% |

Question: How do you define your sex?

Figure 25: How do you define your sex?

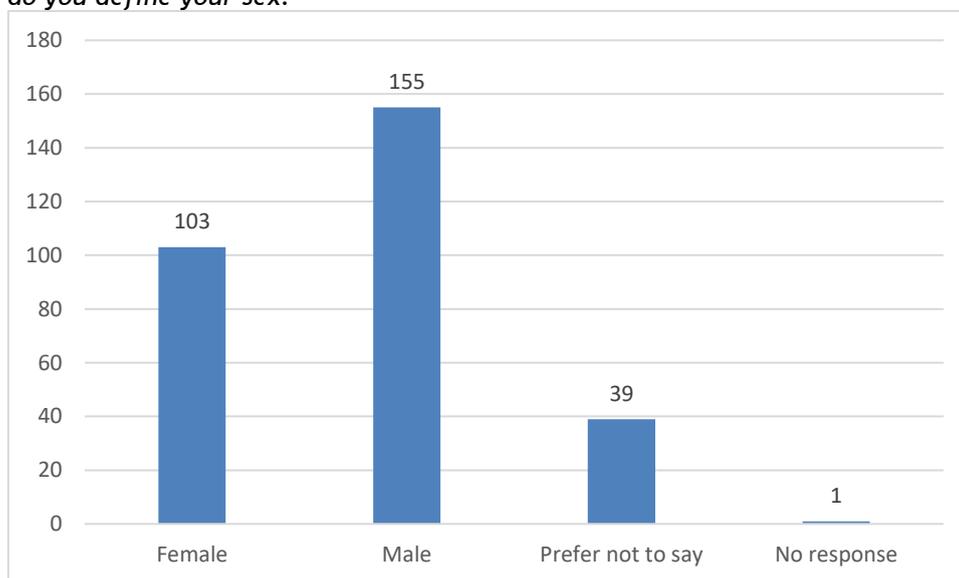


Table 26: How do you define your sex?

| | Bath Quays Links | Bath Quays Links | Scholar's Way | Scholar's Way | Bath Quays & Scholars Way | Bath Quays & Scholars Way | Total | Total |
|-------------------|------------------|------------------|---------------|---------------|---------------------------|---------------------------|--------|-------|
| | Number | % | Number | % | Number | % | Number | % |
| Female | 29 | 32% | 47 | 36% | 27 | 36% | 103 | 35% |
| Male | 51 | 55% | 68 | 52% | 36 | 48% | 155 | 52% |
| Prefer not to say | 11 | 12% | 16 | 12% | 12 | 16% | 39 | 13% |
| No response | 1 | 1% | 0 | 0% | 0 | 0% | 1 | 0% |
| Total | 92 | 100% | 131 | 100% | 75 | 100% | 298 | 100% |

Question: How old are you?

Figure 26: How old are you?

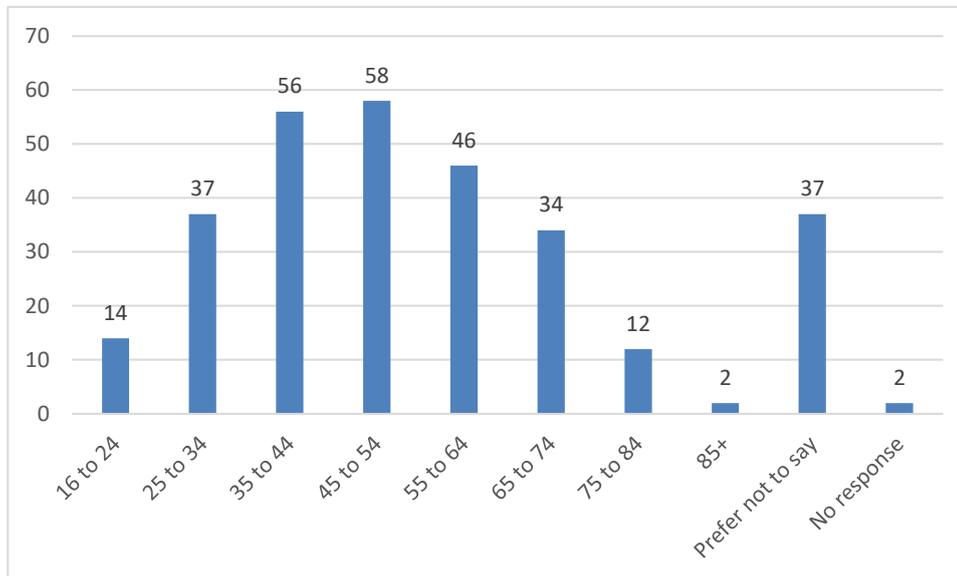


Table 27: How old are you?

| | Bath Quays Links | Bath Quays Links | Scholar's Way | Scholar's Way | Bath Quays & Scholars Way | Bath Quays & Scholars Way | Total | Total |
|-------------------|------------------|------------------|---------------|---------------|---------------------------|---------------------------|--------|-------|
| | Number | % | Number | % | Number | % | Number | % |
| 16 to 24 | 2 | 2% | 3 | 2% | 9 | 12% | 14 | 5% |
| 25 to 34 | 18 | 20% | 10 | 8% | 9 | 12% | 37 | 12% |
| 35 to 44 | 21 | 23% | 21 | 16% | 14 | 19% | 56 | 19% |
| 45 to 54 | 16 | 17% | 26 | 20% | 16 | 21% | 58 | 19% |
| 55 to 64 | 14 | 15% | 22 | 17% | 10 | 13% | 46 | 15% |
| 65 to 74 | 7 | 8% | 21 | 16% | 6 | 8% | 34 | 11% |
| 75 to 84 | 2 | 2% | 6 | 5% | 4 | 5% | 12 | 4% |
| 85+ | 0 | 0% | 2 | 2% | 0 | 0% | 2 | 1% |
| Prefer not to say | 11 | 12% | 19 | 15% | 7 | 9% | 37 | 12% |
| No response | 1 | 1% | 1 | 1% | 0 | 0% | 2 | 1% |
| Total | 92 | 100% | 131 | 100% | 75 | 100% | 298 | 100% |

Question: Do you have any dependent children?

Figure 27: Do you have any dependent children?

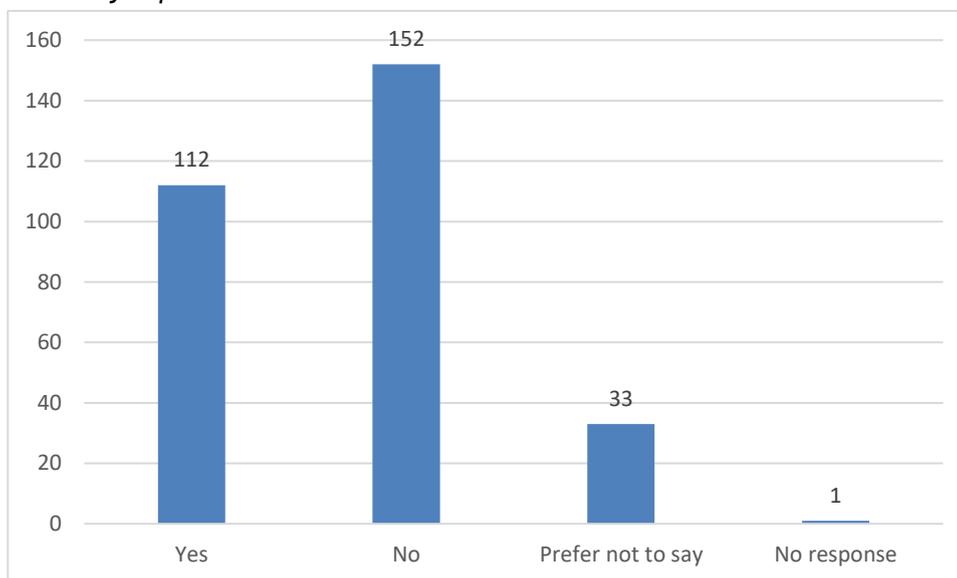


Table 28: Do you have any dependent children?

| | Bath Quays Links | Bath Quays Links | Scholar's Way | Scholar's Way | Bath Quays & Scholars Way | Bath Quays & Scholars Way | Total | Total |
|-------------------|------------------|------------------|---------------|---------------|---------------------------|---------------------------|------------|-------------|
| | Number | % | Number | % | Number | % | Number | % |
| Yes | 42 | 46% | 48 | 37% | 22 | 29% | 112 | 38% |
| No | 40 | 43% | 66 | 50% | 46 | 61% | 152 | 51% |
| Prefer not to say | 9 | 10% | 17 | 13% | 7 | 9% | 33 | 11% |
| No response | 1 | 1% | 0 | 0% | 0 | 0% | 1 | 0% |
| Total | 92 | 100% | 131 | 100% | 75 | 100% | 298 | 100% |

Question: Are your day to day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?

Figure 28: Are your day to day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?

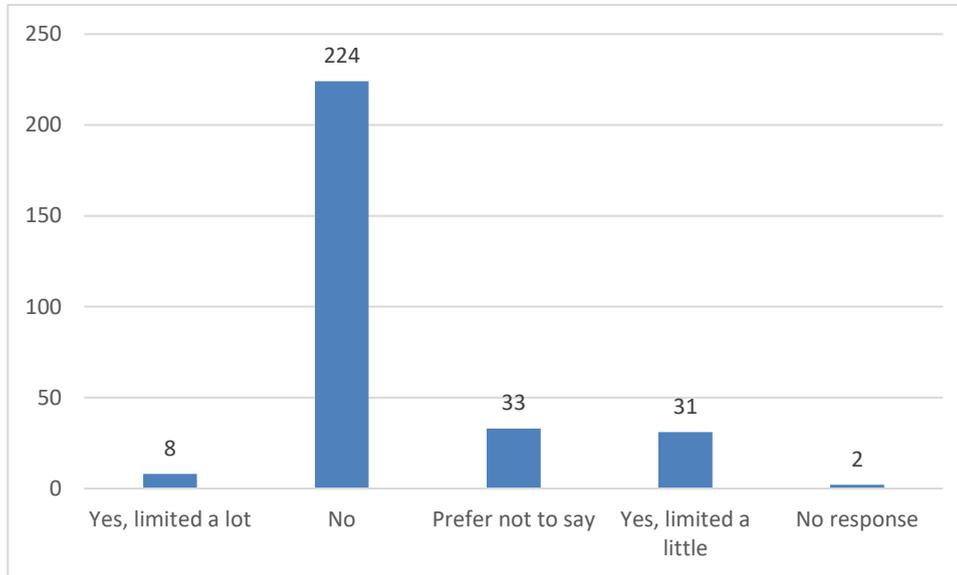


Table 29: Are your day to day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?

| | Bath Quays Links | Bath Quays Links | Scholar's Way | Scholar's Way | Bath Quays & Scholars Way | Bath Quays & Scholars Way | Total | Total |
|-----------------------|------------------|------------------|---------------|---------------|---------------------------|---------------------------|------------|-------------|
| | Number | % | Number | % | Number | % | Number | % |
| Yes, limited a lot | 0 | 0% | 3 | 2% | 5 | 7% | 8 | 3% |
| No | 75 | 82% | 97 | 74% | 52 | 69% | 224 | 75% |
| Prefer not to say | 8 | 9% | 18 | 14% | 7 | 9% | 33 | 11% |
| Yes, limited a little | 7 | 8% | 13 | 10% | 11 | 15% | 31 | 10% |
| No response | 2 | 2% | 0 | 0% | 0 | 0% | 2 | 1% |
| Total | 92 | 100% | 131 | 100% | 75 | 100% | 298 | 100% |

5. Appendices

Appendix 1 - Scholars' Way Questionnaire - Example

Scholars' Way Questionnaire

The first phase of Scholars' Way includes a package of schemes which will provide a cycle route between Claverton Down, Combe Down, and Odd Down. We have commissioned a Citizens' Panel to consider options for the valley floor to Claverton Down, so we do not need your views on that section.

[We have previously consulted](#) on a proposed parallel crossing for pedestrians and cycles and other junction works at the Oakley/Copseland junction in 2021, so that scheme is also excluded from this consultation.

Please [read the scheme details and view the plans](#) before giving us your opinion about each of the proposals.

To what extent do you agree or disagree with the following statements? (Please tick)

I support the concept of Scholars' Way, a cycle route with pedestrian facilities linking communities with educational establishments across the south of the city

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

I support the proposed informal pedestrian crossing facility on Widcombe Hill near the junction with Copseland.

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

I support upgrading the existing path between Quarry Farm, Claverton Down to North Road, Combe Down, via Rainbow Wood, with a hard surface, 3m wide.

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

I support upgrading the existing zebra crossing on the A3062 North Road/Claverton Down Road (east of Shaft Road) to a parallel crossing for pedestrians and cycles.

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

I support the proposed shared use path and parallel crossing for pedestrians and cycles on the A3062 Bradford Road, east of Mulberry Way

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

I support the proposed zebra crossing on Entry Hill between Hawthorn Grove and Entry Rise

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

I support the proposed shared use path between Hansford Close and Midford Road to allow cycling

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

I support the proposed shared use path and toucan crossing on Midford Road

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

I support upgrading the existing pelican crossing on the A3062 Frome Road adjacent to St Martin's Garden Primary School to a toucan crossing for pedestrians and cycles

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

At Ralph Allen School, Claverton Down Road, I support the proposed zebra crossing, relocation of bus stops and new bus shelter on the south side

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

Do you have any further comments or suggestions on the proposals for Scholars' Way?

To help us to ensure that we research the opinions of a wide variety of groups and people, we would be very grateful if you could answer a few short questions about yourself.

Are you replying to this consultation for yourself, or on behalf of a group or organisation?

- Myself
- A group or organisation

Please tell us the basis of your interest in travel and transport in and around Bath

Please tick the first category that applies to you

- I'm a business owner
- I'm a student
- I live outside Bath, but travel to the city for work or leisure
- I'm a Bath resident
- Prefer not to say
- Something else

Please tell us your postcode

We will only use this for the purpose of mapping where we receive responses from

Please tell us your working status

- Employed
- Self employed
- Not in paid work
- Retired
- Prefer not to say

How do you define your sex?

- Male
- Female
- Prefer not to say
- Something else

How old are you?

- 16 to 24
- 25 to 34
- 35 to 44
- 45 to 54
- 55 to 64
- 65 to 74
- 75 to 84
- 85+
- Prefer not to say

Do you have any dependent children?

- Yes
- No
- Prefer not to say

Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?

- Yes, limited a lot
- Yes, limited a little
- No
- Prefer not to say

Please return to the address below to arrive no later than 8th August 2022.

Active Travel Team
Sustainable Communities
Bath & North East Somerset Council
Lewis House
Bath
BA1 1JG

Appendix 2 - Bath Quays Links Questionnaire

Bath Quays Links are a series of pedestrian and cycle improvements that link to the new bridge at the Bath Quays development. The bridge, which is due to open by the end of 2022, connects Bath Quays North to Bath Quays South and will improve connectivity for active travel between the riverside, Bath city centre and the Oldfield Park area. The proposed Bath Quays Links will integrate the bridge into the existing cycling and walking networks to maximise opportunities for active travel.

Please [read the scheme details and view the plans](#) before giving us your opinion about each of the proposals.

To what extent do you agree or disagree with the following statements? (Please tick)

I/we support the concept of providing cycle lanes on the A367 Green Park Road, between Midland Bridge Road and Bath Quays Bridge

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

I/we support the proposed design for cycle lanes on the A367 Green Park Road, including a cycle bypass at the northbound bus stop and relocation of the existing zebra crossing

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

I/we support the two proposed parallel crossings for pedestrians and cycles on the A367 Green Park Road

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

I/we support the proposed toucan crossing for pedestrians and cycles on the A36 Lower Bristol Road near the junction with Westmorland Road and Riverside Road

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

I/we support the concept of providing cycle lanes on the A36 Lower Bristol Road, between Westmoreland Road and Oak Street

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

I/we support the proposed design of cycle lanes on the A36 Lower Bristol Road including cycle bypasses at bus stops

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

I/we support raising the level of the road where side streets meet Lower Bristol Road, to create 'continuous footways' for pedestrians

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

I/we support the proposed quiet route for cycles via Wood Street and Oak Street

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

Do you have any further comments or suggestions on the proposals for Bath Quays Links?

To help us to ensure that we research the opinions of a wide variety of groups and people, we would be very grateful if you could answer a few short questions about yourself.

Are you replying to this consultation for yourself, or on behalf of a group or organisation?

- Myself
- A group or organisation

Please tell us the basis of your interest in travel and transport in and around Bath

Please tick the first category that applies to you

- I'm a business owner
- I'm a student
- I live outside Bath, but travel to the city for work or leisure
- I'm a Bath resident
- Prefer not to say
- Something else

Please tell us your postcode

We will only use this for the purpose of mapping where we receive responses from

Please tell us your working status

- Employed
- Self employed
- Not in paid work
- Retired
- Prefer not to say

How do you define your sex?

- Male
- Female
- Prefer not to say
- Something else

How old are you?

- 16 to 24
- 25 to 34
- 35 to 44
- 45 to 54
- 55 to 64
- 65 to 74
- 75 to 84
- 85+
- Prefer not to say

Do you have any dependent children?

- Yes
- No
- Prefer not to say

Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?

- Yes, limited a lot
- Yes, limited a little
- No
- Prefer not to say

Please return to the address below to arrive no later than 8th August 2022.

Active Travel Team
Sustainable Communities
Bath & North East Somerset Council
Lewis House
Bath
BA1 1JG

Appendix 2 - Proposals for Scholars' Way

| Proposal | Categories assigned |
|--|---|
| Add safe crossing of the Wells Wat by the vet hospital and a connection on to Odd Down playing field. | Crossings |
| Reduce speed along the A3062. | Speed Reduction |
| Change zebra crossings to light controlled crossings. | Crossings |
| Add yellow markings to prohibit parking in Mulberry Park(section 1) | Parking - Formalisation |
| One way system for Combe Down. | Traffic Routing |
| Change the route from Combe Rd to Mulberry Way to a route of Combe Rd to Bramble Way. | Different Route/New Route |
| Route through existing national trust woodland and around the back of the private hospital, via Fairy Wood. | Different Route/New Route |
| Toucan crossing at Odd Down end, crossing Wells way. Toucan crossing adjacent to Vet hospital | Crossings |
| Introduce traffic calming in Combe down. | Traffic Routing |
| Remove continuous footways on Quarry Farm and use the budget for the missing North Road section | Different Route/New Route |
| LTN on Combe Road. | LTN |
| Segregated cycle lane needed on Bradford Road between Foxhill and Mulberry Roundabout. | Cycle Infrastructure |
| Consider whether the owners of the private track behind the Victorian terraces on the south side would allow conversion to a cycle path. | Different Route/New Route |
| Use the funding available since 2015 from Curo towards highway work on Bradford Road. | Funding |
| Take the route through backstones green space and come out on the road from the rugby club instead of widening Bradford Road. | Different Route/New Route |
| Lowered pavement in Rhodesia house & Widgates will be dangerous due to the driveways. Move the dropped kerb to Quarry Farm | Different Route/New Route |
| Some kind of measure to slow bicycle speed in Bansford close. | Safety Infrastructure |
| Do a consultation in Combe Down. | Consultation |
| Use instead the path between Quarry Farm and Claverton Down Road. | Different Route/New Route |
| Remove parking provision and add cycle lane in Claverton Down Road. | Parking - Formalisation Cycle Infrastructure |
| Safe crossing needed other end of Copseland Crossing over Bathwich Hill. | Crossings |
| Remove parked cars/spaces in Combe Down | Parking - Formalisation |
| Install lights on the path between Claverton Down and Combe Down. | Install Lighting |
| Consult with university about the paths that will lead to the university, and have no lighting. | Consultation Install Lighting |
| Extend through Odd Down Playing fields and through to Corston View | Different Route/New Route |
| Create off road section through Rush Hill. | Different Route/New |

| Proposal | Categories assigned |
|--|--|
| | Route |
| Create connections to P+R, two tunnels. | Different Route/New Route |
| Add a formal crossing instead of the informal one on the Widcombe Hill/Copseland junction. | Crossings |
| Segregated cycle infrastructure always. | Cycle Infrastructure |
| Transform all sideroads along Hawthorne Grove to be converted into continuous footways. | New Route |
| Reduce car parking between No's 59 and 69 of Frome Road to improve safety | Parking - Formalisation |
| Traffic calming measures on Widcombe Hill and Claverton Down Road. | Traffic Routing |
| Traffic calming measures near the top of Widcombe Hill and along Oskley. | Traffic Routing |
| Segregated cycle infrastructure in Combe Down. | Cycle Infrastructure |
| Off road path from Bramble Way to Windell Street across backstones Open Space. | Different Route/New Route |
| 20mph in Bradford Road. | Speed Reduction |
| Build pavement at the top of Summer lane to prevent parking on dangerous junction. | Parking - Formalisation |
| Path between Midford Road straight over Kempthorn Lane instead of Midford Road to St martin's School | Different Route/New Route |
| Remove parking in Combe Road and introduce dedicated cycle lane to ensure safety for active travel users. | Parking - Formalisation Cycle Infrastructure |
| Connect the cycle path from Combe Down to Ralph Allen. | Different Route/New Route |
| Restrictions to Sydenhams Builders Merchants delivery times | Traffic Routing |
| Reconfigure the road at the Entry Rise junction, in order for traffic travelling up the hill stop and give way to traffic emerging from Entry rise? You could then build a continuous footway at the newly created side road to accommodate the desire line. | Junction reconfiguration Cycle Infrastructure |
| Fencing along the pavement areas north and south directly outside Ralph Allen School, around the new Zebra and Bus stop. | Fencing |
| Wider pavement areas on Claverton Down Road | Pedestrian Infrastructure |
| Restrict parking along Claverton Down Road adjacent to fairy woods. | Parking - Formalisation |
| Crossing at Bradford Road crossing with Fox Hill. | Crossings |
| Make the route more direct, through Bradford Road. | Different Route/New Route |
| Reversing vehicles sign to be placed at the corner before Clara Cross Road. | Signs |
| Improved bus services for Combe Down(every 15min) | Public Transport |
| To make things safer, resurface Combe Road. | Resurface |
| Red lion roundabout is too dangerous and has no pedestrian or bike | Crossings |

| Proposal | Categories assigned |
|--|---|
| crossings. Upgrade it. | Junction reconfiguration |
| Instead of turning towards the entrance to Chelwood Drive, the route could access the Odd Down Playing Fields. | Different Route/New Route |
| Put yellow lines in Combe down road. No parking. | Parking - Formalisation |
| Segregated cycle lanes. | Cycle Infrastructure |
| Reduce speed limits to 20mph. | Speed Reduction |
| Consider extra crossings between Horsecombe Grove and the Mulberry roundabout | Crossings |
| Introduce 20mph on Bradford Road. | Speed Reduction |
| Stop parking by adding double yellow lines east of the Rainbow Woods Entrance. | Parking - Formalisation |
| Bike lift at the end of Perrymead | Cycle Infrastructure |
| Segregated cycle lane along Bradford Road. Eastbound section to divert for a section via Entry hill, Hawthorne grove and return via Foxhill | Different Route/New Route Cycle Infrastructure |
| 3 new parallel zebra crossings on Bradford Road, with separate crossing lanes for cyclists | Crossings |
| Removal of on-street parking on Bradford Road with parking permits for houses with no private parking. | Parking - Formalisation |
| LTN for the area south of North Road(Combe Down village) | LTN |
| Introduce lighting in the path between Shaft Road and Copseland. Safety concerns of collisions at night | Install Lighting |
| Unsafe for pupils to cross Claverton Down road and to cycle along this road. Alternative would be to turn right at the end of Church road and then run alongside the allotments to Shaft Road. | Crossings Different Route/New Route |
| Alternative route to the combe down section is the track along the allotments until Shaft Road. | Different Route/New Route |
| For safety concerns, change the Bus stop outside Mulberry park School. Add a pedestrian crossing on the road in front of the hub/school | Crossings Public Transport |
| All speed limits in built up areas to change to 20mph. | Speed Reduction |
| Implement cycle provision on the main road, Bradford Road. | Cycle Infrastructure |
| Introduce a route from Clara Cross lane through St martins Hospital to the crossing opposite Sainsburys. This would be important for everyone else. What you have now is just for students. | Different Route/New Route |
| Introduce dropped kerb to enable access to the Monkton Combe driveway/Gladstone Drive | Cycle Infrastructure |
| Install proper pedestrian crossing instead of informal ones. | Crossings |
| Lighter colour surfaces rather than normal tarmac | Resurface |
| Improve public transport | Public Transport |
| Route needs to be more direct | Different Route/New Route |
| Create segregated cycle infrastructure-not shared spaced | Cycle Infrastructure |
| Complete the couple of hundred meters along North road(west of | Different Route/New |

| Proposal | Categories assigned |
|------------------------------|---------------------|
| Shaft Road) at the same time | Route |

Appendix 3 - Proposals for Bath Quays Links

| Proposal | Categories assigned |
|---|---|
| Two way route between the bridge and Sawclose along Avon Street. Traffic on Corn street and James street West should give way. | Different Route/New Route |
| Move the toucan crossing to the east of Riverside road further East, so build-up of traffic does not block the junctions | Crossing |
| Add a toucan crossing on the A36 near where the new bridge will be. | Crossing |
| Where the pedestrian footway is going to be widened, between Oak Street and Churchill bridge, puddling of water on the roadway occurs. Hazardous for pedestrians. | Pedestrian Infrastructure |
| Remove zebra crossings, they are not inclusive. Replace the toucan crossing with traffic lights at the nearby junction (riverside/LBR/Westmoreland) and move the toucan crossing to the path of the new footbridge. | Crossing |
| There already is a traffic free alternative, the river Avon path. Money should be spent on improving this instead of the proposals. | Different Route/New Route |
| Quiet route for bikes would be from Oak Street to Thornbank Place through Thornbank Gardens. | Different Route/New Route |
| Remove the gate from Thornbank Gardens. | Cycle Infrastructure |
| Bath Quays Bridge for pedestrians only. | Pedestrian Infrastructure |
| Utilise old Midland Railway trackbed including Pines Way. | Different Route/New Route |
| No advertisements obscuring cyclists from pedestrians in floating bus stops. | Safety Infrastructure |
| Use continuous footways for car park entrances. | Pedestrian Infrastructure |
| Segregated cycle lane between Churchill gyratory and Wood Street. | Different Route/New Route Cycle Infrastructure |
| Cyclops for A367/GreenPark/Midland Bridge junction? | Junction reconfiguration |
| Continue with the cycle lane rather than use Oak Street. | Different Route/New Route |
| Link Bath Quays to UBR and the NRN4 at Monmouth street. | Different Route/New Route |
| The position of the crossing on LBR should be to the east of the quays entrance and not the west. | Crossing |
| Connect the Quays scheme to UBR and NCN4 route. | Different |

| Proposal | Categories assigned |
|-----------------|----------------------------|
| | Route/New Route |