

The Active Travel and Accessibility Forum

24th April 2017 Kaposvar Room, The Guildhall, Bath

Attendees: Councillor Paul Crossley (PC); Justin Reeve (JR), B&NES; Alison Sherwin (AS) B&NES; Gillian Risbridger (GR), Living Streets; Nigel Sherwen (NS) Federation of Bath residents; Adam Reynolds (AR) CycleBath and Bath Hacked; Frank Tompson (FT), 2 Tunnels group; Bryn Jones (BJ) Transition Larkhall; Jon Usher (JU), Sustrans; Susan Charles (SC), Bath Access Group, Esther Britton (EB), Transition Bath; Julian Carpenter (JC), Sustrans local ranger.

Apologies: RNIB.

Action

<p>1. Terms of reference/previous minutes Terms of Reference agreed by Forum members. Previous minutes agreed to be a true record. Matters arising from minutes: FT said that AS had provide answers to the majority of queries he had previously raised but 3 which were passed to other officers were not answered and requested that they should be chased. PC to follow this up. AS to circulate answers to all questions. AR raised his concerns regarding the proposed speed cushions o/s Hayesfield School. Suggested that an alternative chicane approach with parking relocated would be a preferable solution.</p>	<p>PC/AS</p>
<p>2. Current scheme/project update The following updates were provided: Draft WaterSpace study published http://www.bathnes.gov.uk/services/environment/river-safety/rivers-canal/water-space-study AR said he felt it is very boater orientated. Queried if surfaces would be suitable for wheeled access, particularly wheelchairs. Cycle/pedestrian action plan The aim is to develop proposals to improve strategic cycle/pedestrian routes to the centre of Bath and particular the proposed Bath Quays Bridge for future funding opportunities. This work is funded by the Cycle Ambition Fund 2 (CAF2). Three elements to this project: The first is the development of outline designs for 2 routes in Bath: Review priority routes in 2014 audit and choose 2 routes/area for development; assessment through community engagement; summarise issues, opportunities and constraints; provide outline solutions proposed by current guidance; present deliverable projects for development. The areas chosen are London Road/Larkhall and Bear Flat. The next steps: <ul style="list-style-type: none"> • Sustrans currently developing outline design proposals • 2nd community engagement events • The Council to develop outline designs for future funding opportunities. The other 2 elements to this project are: <ul style="list-style-type: none"> • Network Nodes include Sydney Gardens area and Lower Bristol </p>	<p>AS/JR</p>

<p>Road/Fieldings Bridge/Windsor Bridge area.</p> <ul style="list-style-type: none"> Bath Quays Bridge. Sustrans asked to investigate links in all directions. Forum members requested that they are informed of the 2 community engagement in advance. JC noted absence of proposals for Twerton/Southdown region. <p>Weston cycle route</p> <ul style="list-style-type: none"> Proposed cycle route between Weston Village and Julian Road prioritised in Sustrans audit in 2014 Funding source Local Growth Fund Currently consulting on proposals Construction before September 2017 <p>NS commented on poor awareness of 20mph zone, asked for visibility of signs to be checked for obstruction.</p>	<p>AS</p>
<p>Argyle Street pedestrian improvements</p> <p>Recently a scheme has been constructed to improve the access at this junction where there is a high footfall. It is not possible to lower the kerbs because of the cellars, so the road level has been raised to the footway level. Comments: it is difficult to turn right at this junction from Grove Street on a bike. Suggested that Laura Place is closed to traffic. It is not clear that vehicles cannot turn right from Grove Street (sign not visible on approach?). AS to investigate.</p> <p>The budget was limited and improvements will not affect any future larger public realm scheme.</p>	<p>AS</p>
<p>Door to Door Journeys CAF2</p> <ul style="list-style-type: none"> £88k funding over 2 years Delivered cycle parking shelters in 9 Schools in Bath Delivered 41 cycle parking stands around Bath Delivered cycle parking in 2 businesses in Bath 	<p>AS</p>
<p>SC raised concerns about the positioning of cycle parking on the pavement which can cause an obstruction for blind and partially sighted people, for example Keynsham High Street. AS agreed and will look into whether these will be relocated as part of the experimental one way.</p> <p>Saw Close proposals have a 1.5m strip with corduroy paving but concerns about provision for the blind and partially sighted from Forum members. Agreed that the final plans brought to the next forum meeting.</p> <p>JU suggested that cycle parking should be provided in parking spaces on the carriageway rather than using limited footway space. AS has proposed this previously but resistance from parking.</p> <p>Broadlands School link west, Keynsham</p> <ul style="list-style-type: none"> £55k Local growth funding to improve one section of the route. Funding to be spent by September 2017 Kelston Park improvements which will also link in with future improvements to the open space. Section 106 to construct link from new housing in south adjacent to Castle School Linking with St Keyna School to develop future proposals. <p>Saltford to Keynsham shared use path</p> <p>Resurfacing of the footway and upgrading existing dropped kerbs between Grange Road, Saltford and Ellsbridge Close, Keynsham. In previous years</p>	<p>JR</p>

<p>improvements have been made to widen the footway between Ellsbridge Close and Wellsway School and the provision of a Toucan crossing near Norman Road. This final piece of work will complete the route between Salford and Wellsway School providing a high quality off road route for cyclists and pedestrians travelling between Salford and Keynsham.</p>	
<p>3. Feedback session-top issues for cycling, walking and accessibility as identified at previous meeting</p> <p>1. On street parking policy limiting cycling and walking proposals. JU suggested that parking policy should be looked at holistically. Decision on parking is outside responsibility of officers and administration need to respond on policy matters. PC raised the issue of Blue Badge parking.</p> <p>2. Inclusive mobility access issues at entry points to key cycling/walking routes. AS said that last financial year there was some funding to review these within Bath and the information is due soon. JC asked about width of access at entrance to the Bristol & Bath Railway Path, is it accessible to wheelchairs. AS to check.</p> <p>3. Review of informal path between Lyncombe Vale and the 2 Tunnels. This is not a PROW and the council does not have any plans to install a path here.</p> <ul style="list-style-type: none"> -Placing a loose material or similar onto the woodland floor as suggested would be very temporary, likely to be washed down the slope and sink into the mud below, this would not be sustainable and could not be maintained. -Once a surface is put down along a route through a council woodland or park it becomes a path and the surface must be fit for purpose and maintained to an appropriate standard. The council would then be responsible for any future liabilities and for maintaining the path. -Paths in public areas do have to be constructed to an appropriate standard and maintained in order that they are not hazardous to the public using them. Whilst it is appreciated that you would like to improve access to this section of the Linear Park from Lyncombe Vale Road, for the above reasons, putting down loose material or similar on the ground to form a path at this location is not desirable so the council would not give permission. <p>FT requested that this proposal is put forward as a good idea from the Forum. PC said he would meet Frank to look at this.</p> <p>4. London Road/Cleveland Place conflicts arising from parking. This relates to the London Road Gateway scheme. There is some funding allocated this financial year to enable the Council to finalise the TRO's. It is therefore proposed that the experimental TRO's are made permanent. Following on from this there will be a review of certain elements of the scheme, for example the loading arrangements. The experimental orders will be made permanent soon and then the review will be started after June.</p> <p>5. 20mph enforcement and extension. AS reported that a review has been carried of the current 20mph areas. This considers how successful it has been and whether or not there is a need for more 20mph areas. This is due to be taken to the May Overview and Scrutiny Panel (to be confirmed).</p>	<p>AS</p>

<p>4. Identify foremost barrier to accessibility for further investigation by Working Group</p> <p>Forum agreed that points 1 & 5 should be prioritised and initially a statement should be requested from Councillor Tony Clarke (Executive Member for Transport). No 4 should be reviewed separately and 2 & 3 should be reviewed</p>	
<p>5. General news or items of interest/discussion</p> <p>a. Two Tunnels route signing (Frank Tompson). Some years ago a signing exercise was carried out by Sustrans and volunteers. 8 routes were proposed. Sustrans did not have the resources to implement these and the Council have not had the funding. AS provided an approximate cost for priority routes. PC suggested that these could be done on a ward by ward basis using the Councillor Ward grants. AS to break down the routes on a ward by ward basis and pass to PC.</p> <p>b. Cycle Lane widths (Adam Reynolds). Suggested that the Council should be designing to a minimum width of 2m and 2.25m to allow for passing distance. LTN/08 should not be used and guidance such as London Design standards should be used. AS said the London Design Standards are used, but there is usually not the road space to provide 2m wide lanes and so a minimum of 1.5m is used as stated in London Design Guidance.</p> <p>c. Keynsham High Street one-way trial (Justin Reeve, BANES) PC requested that the forum is formally consulted during the trial.</p> <p>d. Access Fund (Justin Reeve, BANES). The council bid jointly with the west of England authorities i.e. BANES, Bristol, South Glos and North Somerset) and have been awarded £6.9 mil over 3 years. BANES allocation is £1.1 mil. This is revenue only and the projects include business engagement, school engagement, and community engagement to encourage modal shift. This is not capital funding and so cannot be allocated to infrastructure schemes. PC asked if the forum can input how this funding is spent. JR said suggestions within the work packages to meet the targets would be useful. JR to circulate the targets.</p>	<p>AS/PC</p> <p>JR</p>
<p>6. AOB</p> <p>JU said that the Government's Cycling and Walking Investment Strategy (CWIS) has now been published. Alongside it, the Government has also published some guidance to councils on how to draw up Local Cycling and Walking Infrastructure Plans, or LCWIPs.</p> <p>AR asked if the tube style map produced for Bath showing the facilities they want to see prioritised in their areas could be used for this. JU said yes.</p>	
<p>7. Next meeting</p> <p>PC said that some forum members were not able to attend because of the location and timing. It was suggested that the meetings are moved around. The next meeting will be held in the Guildhall on July ?? and the following meeting October?? in Keynsham to discuss and review the Keynsham one-way trial.</p>	

