

# Bath City Centre Improvements Consultation Report



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## Executive Summary

Between 6 November 2023 and 2 January 2024, the West of England Mayoral Combined Authority and Bath & North East Somerset Council held a public consultation on two key proposals aimed at improving sustainable travel in Bath city centre. These proposals included a new cross-city centre cycle route and changes to St James' Parade and the Ambury Gyratory designed to improve bus reliability, journey times, and the overall travel experience.

The consultation sought views from residents, businesses, commuters, and other stakeholders through a range of engagement channels, including an online questionnaire, public events, a webinar, social media promotion, leaflets, and a dedicated project webpage. Over 1,000 responses were received, with feedback captured through surveys, emails, and letters.

Key themes emerged from the consultation:

- **Support for active travel improvements:** Many respondents welcomed the proposals, particularly the introduction of segregated cycle lanes, improved pedestrian environments, and measures to reduce bus delays.
- **Concerns about impacts on car users:** Some participants expressed opposition to the proposals, citing increased traffic, reduced road space, and limited parking as potential negative outcomes. Others felt that the schemes favoured a minority of cyclists over the broader population of drivers.
- **Safety and accessibility considerations:** Respondents emphasised the need for clearly separated pedestrian and cycle infrastructure, better crossings, and inclusive design for people with disabilities. Concerns were raised about shared use spaces and potential conflict between users.
- **Public transport improvements:** Feedback highlighted support for making bus journeys quicker and more reliable, though many noted that cost, frequency, and service coverage remain key barriers to bus use.
- **Mixed views on the cycling proposals:** While over half of respondents felt the new cross-city cycle route would encourage more people to cycle, others pointed to existing issues such as hilly terrain, weather, and concerns over cyclist behaviour. Views on the St James' Parade cycle lane were equally split.

The consultation also identified broader themes, including the importance of better onward travel connections, existing maintenance issues in the city, and the need for complementary schemes such as Park & Ride or tram options.

This engagement has provided valuable insight into the views of people who live, work and travel in Bath. Feedback will directly shape how these proposals are refined, progressed, and communicated.

# 1. Introduction

The consultation targeted those living, working or travelling in and through Bath city centre and included a range of communication channels to raise awareness of the consultation and encourage participation. These included the use of online material and webinars, leaflets, questionnaires and drop in events.

This report provides a summary of feedback received during the public consultation and includes the following main topics:

- A summary of the proposals
- Consultation objectives
- The audiences we engaged with
- How the consultation was carried out
- Channels and feedback mechanisms
- Response analysis
- Next steps

## 2. About the proposals

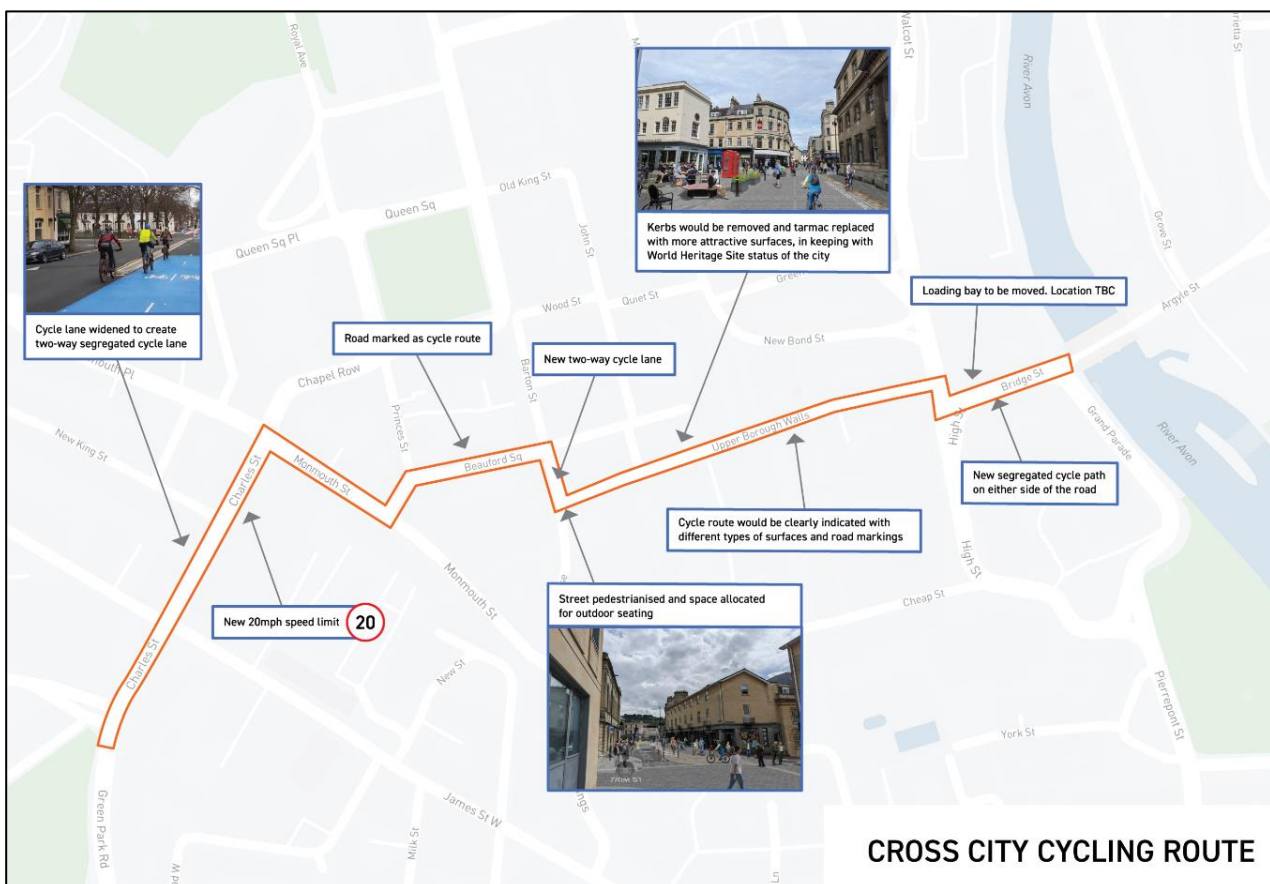
### 2.1 Cross-city centre cycling

Currently, the National Cycle Network route 4 travels through Bath city centre, but it is poorly signposted and difficult to navigate. At one point, it splits into two different routes going east or west. The proposals would change this route by converting it into a single two-way cycle route running between Pulteney Bridge and New King Street.

The scheme would create a better signposted and joined-up network across the city centre, connecting not only to existing routes but to other projects in development. This would make cycling in the city a more appealing way to travel, being easier, safer and more direct.

The route would move cyclists away from pedestrians on busier shopping streets, and instead, they would travel along mostly segregated cycle lanes or quieter pedestrianised streets. Improvements would also be made to footpaths, where needed. The map highlights the route and key scheme details.

Figure 1 Cross city cycling route



### 2.2 St James' Parade and Ambury Gyratory

The roads closest to Bath Bus Station are one of the biggest causes of delays to buses in the city. This results in longer journey times and makes services unpredictable and unreliable.

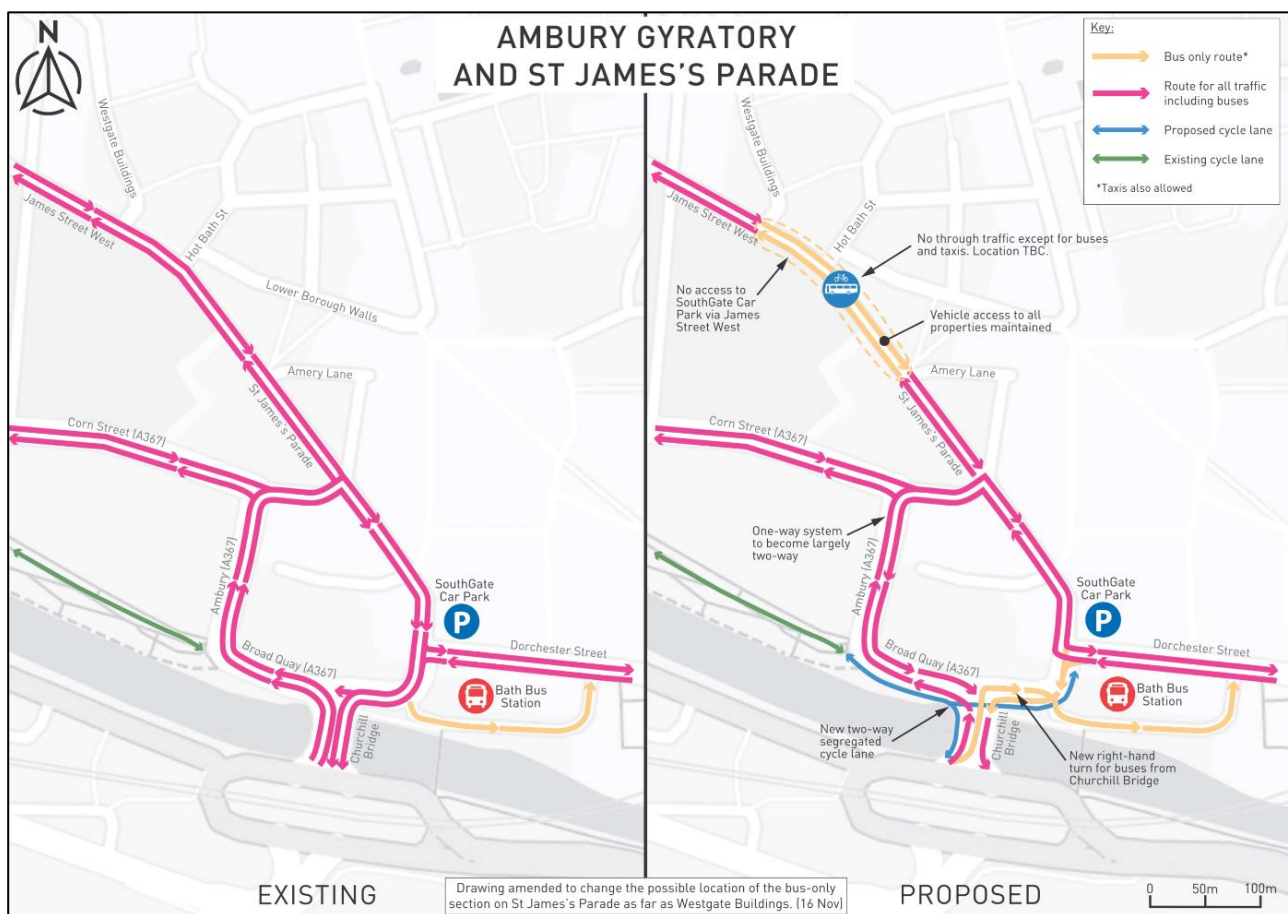


The proposals include:

- Implementing a bus right-hand turn from Churchill Bridge into Bath Bus Station
- Making Ambury Gyratory largely two-way
- Introducing a bus-only lane in part of St James' Parade, between Amery Lane and Westgate Buildings
- Installing a new two-way segregated cycle lane along Churchill Bridge, Broad Quay and towards Dorchester Street

These would help to reduce bus delays and create faster journey times, provide better connections with other proposed public transport improvements, and make it easier and safer for cyclists. The map highlights the route and key scheme details.

**Figure 2 Ambury Gyratory and St James' Parade**





## 3. Consultation approach and overview

### 3.1 Approach

The consultation was held to inform the public on the proposals for the city centre and emphasise the benefits they would bring to Bath. Understanding people's views has been central to our approach, so we have encouraged feedback to know what they like about them, and what they don't like about them.

The consultation has targeted those living, working, or travelling in and through Bath city centre.

### 3.2 Objectives

The objectives of the consultation were as follows:

- Promote the consultation using a variety of channels
- Inform people on the proposals through the project webpage, including the use of text descriptions, maps, and artists impressions
- Encourage participation to the online survey to gauge the public's views on the proposals, which will be used to decide on the next steps for the schemes

### 3.3 Consultation period

The consultation ran for eight weeks, from 6 November 2023 to 2 January 2024. Initially the consultation was due to finish on 22 December 2023, however this was extended.

### 3.4 Audiences

The consultation targeted those living, working and travelling in and through Bath city centre.

A stakeholder mapping exercise was carried out to identify the key audiences that needed to be involved throughout the process. These included, but were not limited to:

- Local elected representatives responsible for the areas within which the proposed schemes are located or may affect, including MPs and Bath and North East Somerset (B&NES) councillors
- Businesses, including Bath Business Improvement District, Bath Chamber of Commerce and city centre retailers
- Tourism, including major tourist locations such as Bath Abbey and Roman Baths, as well as hotels
- Residents and community groups, including active travel and accessibility groups
- Education sectors
- Transport operators and groups such as local taxis and buses
- Environmental bodies and heritage groups
- Youth groups
- Underrepresented groups

### 3.5 Channels and feedback mechanisms

A range of channels were used to raise awareness of the consultation and encourage participation, including:

- A webpage: <https://bath.haveyoursaywest.co.uk/>
- Questionnaire (available online and at in-person drop in events)
- Leaflets sent to residents and workplaces
- Press release
- Stakeholder emails
- Social media
- Online webinar held on Tuesday 21 November 2023, 7 – 8pm
- Drop in events
  - Wednesday 29 November 2023, 2 – 7pm
  - Wednesday 6 December 2023, 2 – 7pm

### 3.6 Webpage

Information about the proposals in Bath city centre were published on the Have Your Say webpage: <https://bath.haveyoursaywest.co.uk/>. The webpage contained:

- Context to the proposals, including the need to reduce car use through an increase in walking, cycling, and public transport
- Two separate sub-pages for each scheme that provided detail on the improvements being considered
- Maps, plans, illustrations, and artists impressions that provided further information on the schemes, including what the schemes may look like
- Frequently Asked Questions
- The online questionnaire
- Downloadable PDF documents of some of the scheme information, including scheme factsheets, the questionnaire and illustrations
- Contact details

A news article on the proposals was provided on the West of England Combined Authority's webpage: <https://www.westofengland-ca.gov.uk/news/bathonians-urged-to-shape-cycling-and-bus-plans/>. This article explained the rationale of the proposals and outlined details of the consultation exercise. It also included one of the artist impressions as the banner. The article provided a link to the Have Your Say webpage and encouraged readers to visit it to find out more information and to have their say via the questionnaire.

A link to the Have Your Say website was also available through the B&NES website.

A screenshot of the webpages can be found in Appendix 1

### 3.7 Questionnaire

The online questionnaire was available on the Have Your Say website: <https://bath.haveyoursaywest.co.uk/>

A PDF version of the questionnaire could also be downloaded from the website. For those who did not have access to the webpage, a hard copy version was available upon request. Completed hard copy questionnaires could either be posted, or scanned in and emailed, to the following addresses:

- Bath Consultation team, West of England Combined Authority, 70 Redcliff St, Redcliffe, Bristol BS1 6AL
- [bath.bigchoices@westofengland-ca.gov.uk](mailto:bath.bigchoices@westofengland-ca.gov.uk).

A screenshot of the webpages can be found in Appendix 2

### 3.8 Leaflet

Leaflets were distributed to residents and businesses within the project area. Copies of these leaflets can be found in Appendix 3

### 3.9 Social media

Posts were made on the West of England Combined Authority's X (formerly Twitter), Facebook, and Instagram accounts throughout the consultation period. The same post was made on each social media platform. The posts encouraged people to visit the website for more information on the proposals and to have their say via the questionnaire.

Each post either included an artist impression of the proposals, or a 'have your say' graphic, as outlined in the screenshots.

Screenshots of these post can be found in Appendix 4

### 3.10 Project inbox and stakeholder emails

The Combined Authority created a bespoke mailbox [bath.bigchoices@westofengland-ca.gov.uk](mailto:bath.bigchoices@westofengland-ca.gov.uk) which featured on promotional materials and the webpage. This was for people to be able to ask questions or request specific materials in alternative formats.

Stakeholder emails were issued from this mailbox to local representative groups and bodies who act as intermediaries to wider communities (e.g. businesses, local action groups, schools, bus operators, emergency services, local members). The email provided recipients with information on the consultation period.

Consultation responses received via email into this inbox were also accepted and these have been summarised within this report.

### 3.11 Online webinar

The online webinar was hosted on Zoom on Tuesday 21 November 2023, between 7 and 8pm. There were speakers from both the Combined Authority and B&NES. The webinar was recorded, and after the event, a copy of the recording was made available on the project webpage.

The webinar provided the opportunity for the project team to explain the proposals and answer questions submitted by members of the public, both those that were submitted ahead of the webinar and those asked during the session. The agenda for the session included:

- Background to the project, including funding available
- The Bath city centre project
- Proposals in detail
  - Cross-city centre cycling – questions
  - St James' Parade and Ambury Gyrotory – questions
- Engagement
- Next Steps
- Questions

### 3.12 Drop in events

Two drop-in events were held during the consultation period:

- Wednesday 29 November 2023, 2 – 7pm at Bath Cricket Club, North Parade, Bridge Road, Bathwick, Bath, BA2 4EX

- Wednesday 6 December 2023, 2 – 7pm at Percy Community Centre, New King Street, Bath, BA1 2BN

The events were attended by representatives from the Combined Authority and B&NES. This gave members of the public the opportunity to learn about the proposals and ask the project team questions.

Information that was presented included presentation boards, leaflets, maps and a text description of the proposals.

A map showing the event locations can be found in Appendix 5

## 4. Analysis of responses

### 4.1 Response analysis methodology

The consultation generated a significant amount of data, mostly through the online questionnaire. Two hard copy questionnaires were received, and these were combined with the online questionnaires for the analysis. Responses were also accepted via email and letter.

### 4.2 Closed question responses

Some of the questions were closed, inviting respondents to choose one or more answers from a pre-defined list. The answers to these questions are presented in graphs within this report.

### 4.3 Open question responses

A number of open questions were provided within the questionnaire, inviting respondents to provide more detailed feedback on the proposals. These responses have been analysed through a process called 'coding', which identifies common high-level themes.

A code frame was created in consultation with the Combined Authority and B&NES by reviewing a sample of the responses received and identifying a set of common themes. Each theme was given a unique code, for example, comments that expressed support for the scheme, but provided no further information, were coded as 'general support'. The codes have been analysed to identify the most frequently recurring themes. The code frame is shown in Appendix 6.

Responses received via email and letter have been summarised into bullet points to capture the main points raised.

### 4.4 Analysis of responses

The following sections outline the results of responses received to the consultation period. This consisted of the questionnaire, emails, and letters.

It should be noted that percentages, where included, have been rounded to the nearest whole percentage point and as such, totals may not always equal 10. Percentages are based on the total number of respondents who answered that particular question (the base is shown as 'n' below each figure/table).

### 4.5 Response statistics

The table below shows the number of responses and comments received.

**Table 1** Number of questionnaire responses

Method of response	Total number
Surveys (both online and hard copy)	1,069
Email responses	27*
<b>Total responses</b>	<b>1,096</b>

*\*one organisation submitted two email responses*



## 4.6 Sustainable travel

**Question: What improvements in Bath city centre would you like to see to support people walking, wheeling (for example if you use a wheelchair or mobility scooter) or cycling?**

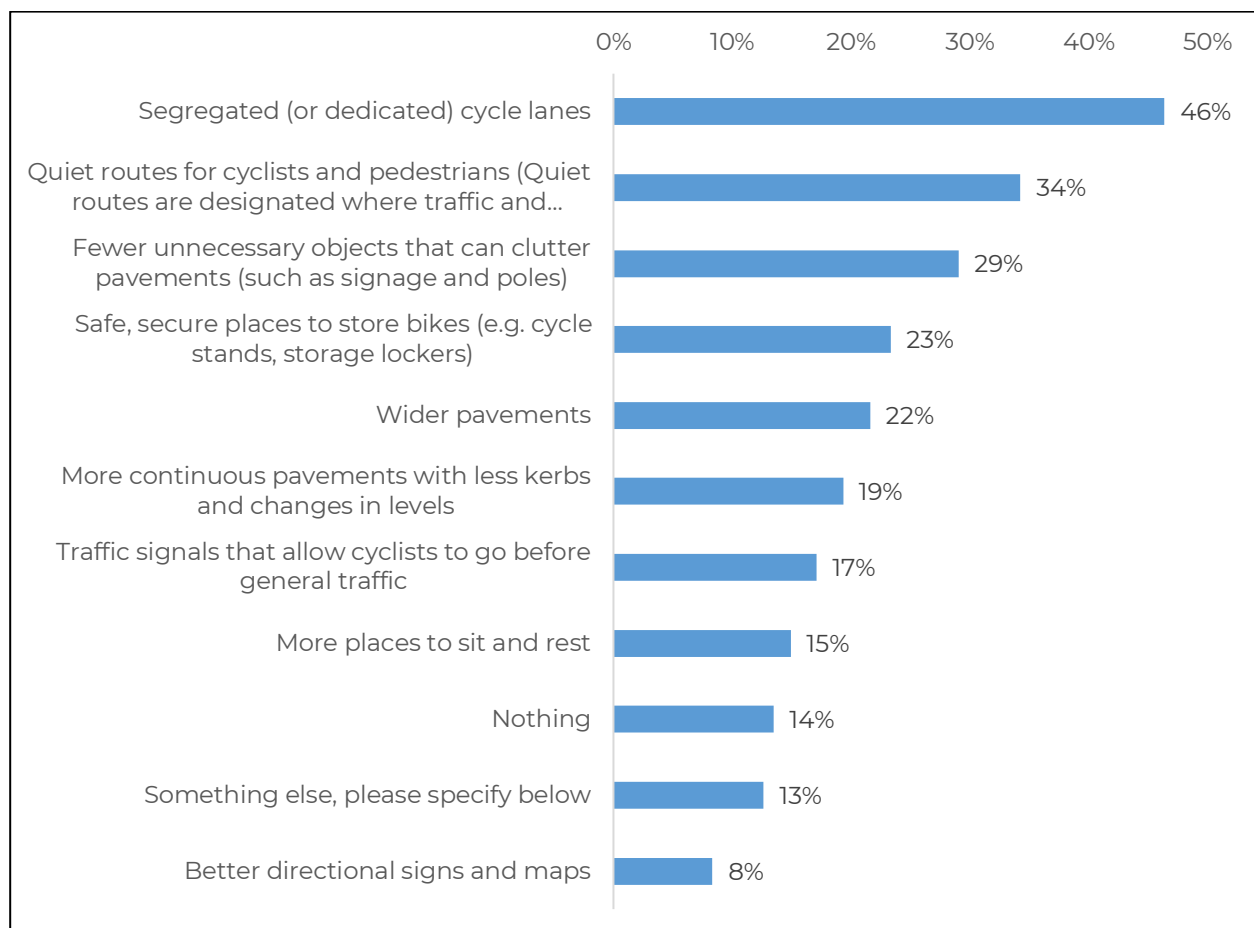
For this question, a maximum of three options could be selected.

Nearly half of the respondents (429 out of 925 respondents) thought installing segregated (or dedicated) cycle lanes would be a way to support active travel within the city. This was followed by quiet routes for cyclists and pedestrians, which was selected by 34% of respondents (317).

A total of 29% of respondents (269) also wanted fewer unnecessary objects that clutter pavements.

The improvement that was only selected by 8% of respondents (77) was better directional signs and maps. This suggests that this improvement would be the least effective at encouraging people to walk, cycling or wheel more.

**Figure 3 Responses: What improvements in Bath city centre would you like to see to support people walking, wheeling (for example if you use a wheelchair or mobility scooter) or cycling?**



Base = all who provided a response to this question (n. 925)

**Question: What improvements in Bath city centre would you like to see to support people walking, wheeling (for example if you use a wheelchair or mobility scooter) or cycling?**

This question had an option for respondents to specify something else. These results have been coded and the most frequently recurring themes are presented in Table 2.

A total of 204 out of 1,069 survey respondents (19%) provided a valid response to this question, and a total of 467 codes have been allocated across these responses.

Table 2 shows that some of the respondents who provided a comment to this question, took it as an opportunity to express their feelings towards the scheme or outline the existing issues that are faced within the area.

While opposing comments were made, many of these raised general opposition towards active travel improvement schemes (9%) rather than opposing specific features of the proposals. For example, some thought there are not enough cyclists in the area to warrant a scheme (3%).

There were some comments opposing specific features of the proposals. This mainly included the shared use paths and continuous pavements, with some citing safety concerns over space that is shared with cyclists, pedestrians and wheelchair users (8%).

**Table 2 Table of the most frequently recurring themes for what improvements in Bath city centre respondents would like to see to support walking, wheeling or cycle**

Theme description	No. of coded comments	% of coded comments	Example verbatim comments
General opposition	42	9%	"Leave the city alone."
Opposition - shared space/continuous pavements not wanted	36	8%	"No shared paths. Keep cyclists away from pedestrians."
Existing safety issue - current safety concerns for walkers and/or cyclists	23	5%	"Queen Square does not feel safe for cyclists"
Opposition - will increase traffic/make it more difficult to travel by car/increase in journey time	22	5%	"Cycle lanes everywhere, resulting in worse traffic"
Need schemes that provide improvements for vehicles/to roads	20	4%	"A circular route for traffic"
Need to increase parking	16	3%	"More parking, particularly for disabled people"
Need to ensure proposals are accessible	14	3%	"Improve vehicle access for people with reduced mobility"
Opposition - proposal not wanted/required (e.g. as not many cyclists)	14	3%	"Cycle lanes removed no one is using them"
Walking/cycling opportunity - need to prioritise pedestrians more than cyclists	13	3%	"rebalancing even more in favour of pedestrians"
Opposition - won't improve the city/will make it worse	13	3%	"Please stop destroying Bath"

Theme description	No. of coded comments	% of coded comments	Example verbatim comments
Negative comments about e-scooters and/or e-bikes	13	3%	"Get rid of the e-scooters and bikes"
Support - cyclists/pedestrians having more priority	13	3%	"More pedestrian crossings"
Further improvements needed to buses/bus services within Bath	13	3%	"Better bus services into the city"
Opposition - Oppose more priority given to cyclists and pedestrians	12	3%	"Stop being anti vehicle"
Cycling misuse/speeding	12	3%	"control of law-breaking cyclists"
Walking/cycling opportunity - further developments needed	12	3%	"Have separate differently coloured cycle lane"

Other comments raised opposition of any scheme that does not provide improvements for vehicles (4%), and some were of the belief that any active travel improvement scheme would take space away from vehicles and therefore result in an increase in congestion (5%).

Many comments were raised on what respondents would like to see from the scheme. This included the need to increase parking (3%), ensure the proposals are accessible for all (3%), prioritise pedestrians more than cyclists (3%), and provide improvements to bus services (3%). There were also a number of existing issues referenced, including safety concerns for walkers and/or cyclists (5%), negative comments about e-scooters/e-bikes (3%), and the bad behaviour of cyclists (3%).

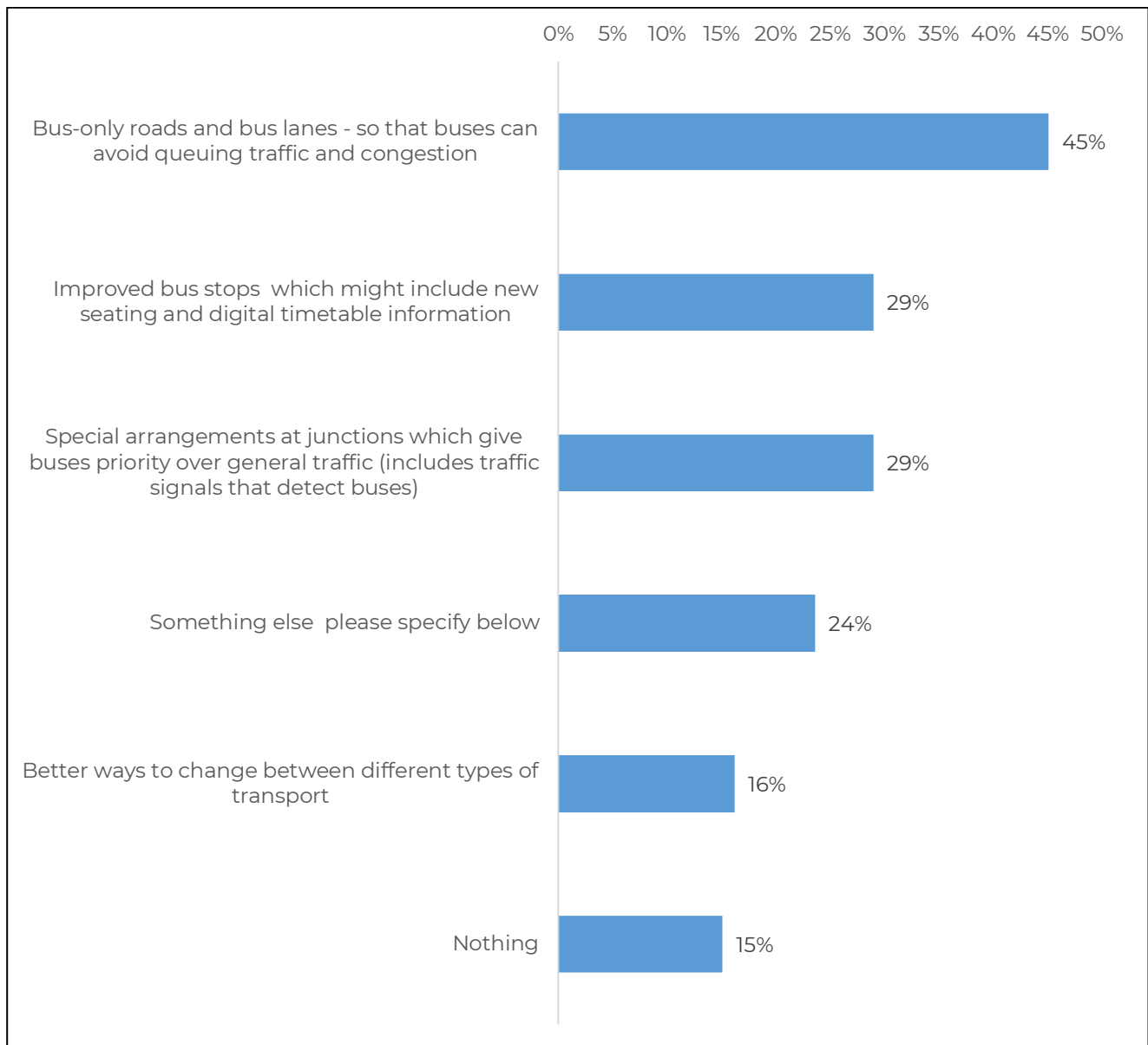
### Question: What improvements in Bath city centre would you like to see to support people taking the bus?

For this question, a maximum of two options could be selected.

Nearly half of respondents (403 out of 893 respondents) wanted to see bus-only roads and bus lanes to support people taking the bus. This was followed by both improved bus stops and special arrangements at junctions that give buses priority, which was each selected by just under 30% of respondents (259 respondents to each option).

With the exception of 'nothing', which received 15% of responses, better ways to change between different types of transport received the fewest number of responses (145 respondents, 16%). This suggests that this improvement would be the least effective at encouraging people to take the bus.

**Figure 4 Responses: What improvements in Bath city centre would you like to see to support people taking the bus?**



*Base = all who provided a response to this question (n. 893)*

**Question: What improvements in Bath city centre would you like to see to support people taking the bus?**

This question had an option for respondents to specify something else. These results have been coded and the most frequently recurring themes are presented in Table 3.

A total of 307 out of 1,069 survey respondents (29%) provided a response to this question, and a total of 635 codes have been allocated across these responses

A total of 30% of the comments (190 out of 635 coded comments) provided suggestions on how buses/bus services can be improved within Bath. Many expressed wanting buses to become more reliable and run for longer hours of the day. For example, the example verbatim comment suggests having a bus service that operates 24 hours a day, seven days a week.

Many respondents also wanted reduced public transport costs (102 coded comments, 16%), as they thought this would be a way to encourage an increase in bus use within the city. Respondents also

took this question as an opportunity to raise existing reliability issues with public transport in Bath, raise general opposition to the scheme, and make suggestions that there should be improvements for vehicles/to roads.

**Table 3** Table of the most frequently recurring themes for what improvements in Bath city centre respondents would like to see to support people taking the bus

Theme description	No. of coded comments	% of coded comments	Example verbatim comments
Further improvements needed to buses/bus services within Bath	190	30%	"Provide busses that run 24/7"
Existing reliability issues with the public transport	105	17%	"The buses are horribly unreliable at the moment"
Need to reduce public transport costs	102	16%	"Free buses will get people out of their cars and reduce congestion making buses more reliable"
General opposition	26	4%	"Stop causing problems in order to provide a solution"
Need schemes that provide improvements for vehicles/to roads	25	4%	"Better car access with affordable parking"

*Base = total number of coded comments (n.635)*

## 4.7 Cross – city centre cycling route

**Question:** Do you think this proposal will encourage more people to cycle in Bath?

For this question, respondents could only select yes or no.

The results show that just over half of respondents thought the proposals for the cross-city centre cycling route would encourage more people to cycle in Bath (518 out of 983 respondents).

Less than half of respondents (47%, 465) did not think the proposals would encourage more people to cycle in Bath.

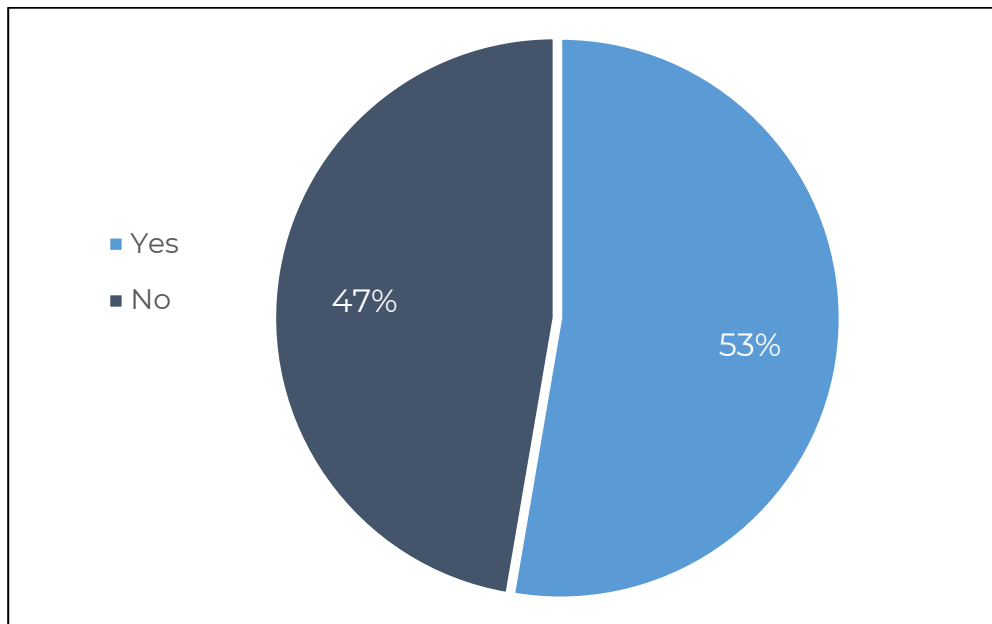
### If yes, why?

The following question asked respondents who selected 'yes' to specify why. Respondents could either select one or more of the pre-defined options, or provide an 'other' answer, which are presented on Figure 12. However, it should be noted that some respondents that selected 'no' did also answer this question.

Most respondents thought the proposals would make cycling safer, with this option being selected by 434 out of 610 respondents (71%). This was followed by the proposals making cycling easier, which was selected by 341 respondents (56%).

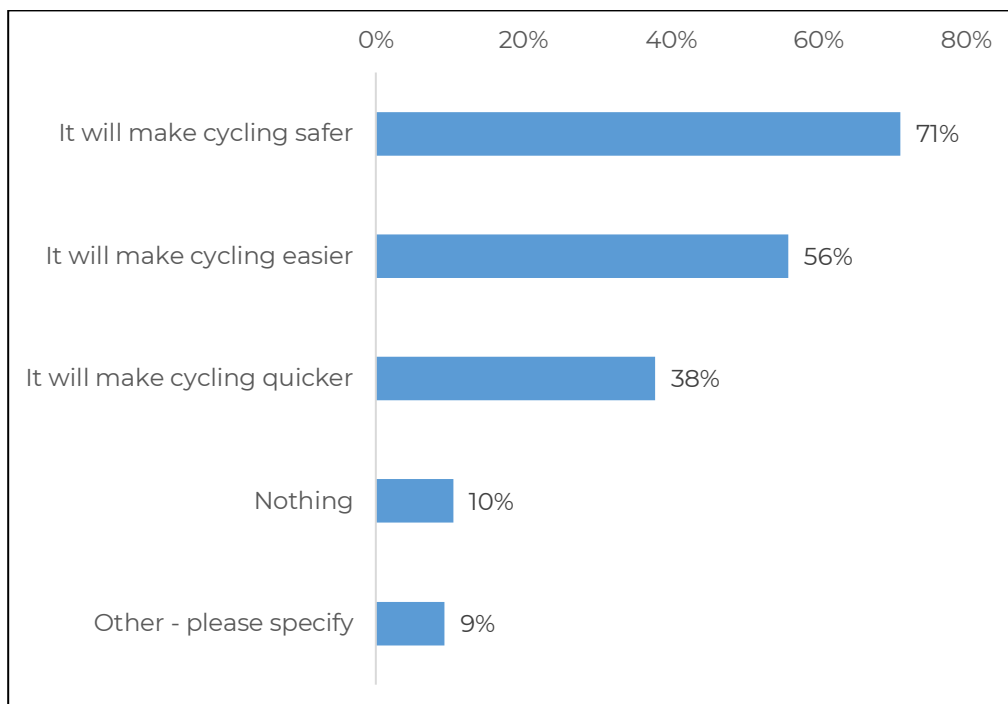
More than one third of respondents (231, 38%) thought the proposal would make cycling quicker in the city centre.

Figure 5 Responses: Do you think this proposal will encourage more people to cycle in Bath?



Base = all who provided a response to this question (n. 983)

Figure 6 Responses: If yes, why?



Base = all who provided a response to this question (n. 610)

### Question: Do you think this proposal will encourage more people to cycle in Bath?

This question also had an option for respondents to specify an 'other' option, if they felt there was another reason why the proposals would encourage more people to cycle in Bath. These results have been coded and the most frequently recurring themes are presented in Table 4.

A total of 54 respondents who selected 'other' provided a free-text response. However, there were an additional 69 respondents who did not select 'other' that also provided a response, meaning a



total of 123 out of the 1,069 survey respondents (12%) provided a comment. Across these responses, 236 codes were allocated.

Of the small number of respondents who answered this question, many provided general reasons as to why they opposed the scheme. For example, some comments referred to people having no alternative but to drive (4%) and there were also comments about witnessing bad behaviour of cyclists (4%).

**Table 4 Table of the most frequently recurring themes for whether respondents think the proposals would encourage more people to cycle in Bath**

Theme description	No. of coded comments	% of coded comments	Example verbatim comments
Opposition - proposal not wanted/required (e.g. as not many cyclists)	19	8%	"there is no point wasting money creating more cycle lanes that will not get used"
Bath is too hilly to cycle	18	8%	"Too many hills in Bath for people to take up cycling"
Walking/cycling opportunity - need to prioritise pedestrians more than cyclists	16	7%	"Please prioritise pedestrians, not cyclists"
Existing safety issue - current safety concerns for walkers and/or cyclists	13	6%	"drivers driving too fast without regard for cyclists"
Cycling misuse/speeding	10	4%	"Cyclists and scooters are a danger to pedestrians."
Opposition - proposals won't work	10	4%	"it wouldn't change their behaviour"
No viable alternatives to the car due to disabilities or journeys too long	9	4%	"A lot of disabled and elderly people cannot cycle"
Opposition - proposal not safe/won't improve safety	9	4%	"It will make walking more dangerous"
General opposition	8	3%	"It won't [encourage more people to cycle in Bath]"
Walking/cycling opportunity - further developments needed	7	3%	"Better long-distance dedicated cycling routes"
Walking/cycling opportunity - improvements needed to onward connections	7	3%	"it must link 'Places where people are' (e.g. homes) to 'Places where people want to go' (e.g. work, schools)"
Inappropriate weather conditions	7	3%	"nobody cycles when it rains"

Theme description	No. of coded comments	% of coded comments	Example verbatim comments
Support - the proposals for improving cycling through the city centre	6	3%	"Great to get the main cycling route off Westgate street"
Opposition - the proposals for improving cycling through the city centre	6	3%	"Get cyclists off their bikes in the centre"
Opposition - won't improve the city/will make it worse	6	3%	"It will make it worse"
Comments referring to the council's procedures/consultation process (incl. comments related to the survey)	6	3%	"why is there no question about a no answer?"
Support - Will encourage people to walk/cycle more	6	3%	"It will raise general awareness of cycling as a viable model of transport"
Accessibility issues with the proposals	6	3%	"Bath has a high proportion of elderly folk who will not use cycles"

*Base = total number of coded comments (n.1,303)*

Certain reasons cited by the respondents were beyond the control of the authority, including Bath being too hilly to cycle (8%) and inappropriate weather conditions (3%).

A smaller number of respondents provided comments that were specific to the proposals. While there were some opposing views, such as the belief that the scheme would not improve the city/make it worse (3%), or the scheme would not work (4%), there were a number of comments in support. For example, some were in favour of improving cycling through the city centre (3%), while some thought the scheme would encourage more people to walk/cycle more (3%).

Other comments were neither supportive nor opposing but offered suggestions on how it could be improved. These included the need to improve onward connections (3%) and the need to prioritise pedestrians more than cyclists (7%).

### Question: If you think these proposals could be improved, please tell us how

A total of 443 out of 1,069 survey respondents (41%) provided a valid response to this question. Across these responses, 1,303 codes were allocated.

Rather than providing suggestions on how the proposals could be improved, many of the respondents who answered this question took it as an opportunity to express opposition towards the scheme.

Some of the comments raised were specific to the proposals, including the belief that the scheme would not improve safety or would make it more unsafe (6%), not wanting cyclists to share a space with pedestrians (5%), and not being value for money (3%).

Other opposing comments were more generic to active travel schemes, rather than commenting on specific features of the proposals. This included the belief that there are not enough cyclists in the area to warrant a scheme (5%).

**Table 5 Table of the most frequently recurring themes for whether respondents think the proposals could be improved**

Theme description	No. of coded comments	% of coded comments	Example verbatim comments
General opposition	137	11%	<b>"Scrapping them"</b>
Existing safety issue - current safety concerns for walkers and/or cyclists	73	6%	"there are already daily near misses on pavements in Bath with cyclists"
Opposition - proposal not safe/won't improve safety	73	6%	"These changes are extremely unsafe as Upper Borough Walls is a heavily pedestrianised street"
Opposition - shared space/continuous pavements not wanted	62	5%	"Don't mix cycling and pedestrians"
Opposition - proposal not wanted/required (e.g. as not many cyclists)	62	5%	"Bath will never be a cycling city. Very few people here"
Walking/cycling opportunity - further developments needed	56	4%	"Do not ever remove kerbs"
Walking/cycling opportunity - improvements needed to onward connections	56	4%	"cycle lane into Monmouth Street should go all the way to the north side of Kingsmead Square"
Walking/cycling opportunity - need to prioritise pedestrians more than cyclists	43	3%	"The focus should be on improving pedestrian safety"
Opposition - will increase traffic/make it more difficult to travel by car	41	3%	"It's going to add to the congestion for traffic, slow buses down"
Opposition - the proposals for improving cycling through the city centre	41	3%	"Cycling route should not go directly through the centre"
General support	39	3%	"I think these ideas are brilliant"
Opposition - value for money	39	3%	"Do not waste tax payers money for the odd cyclist"
Need schemes that provide improvements for vehicles/to roads	38	3%	"invest in carparks, relief roads for traffic"

Theme description	No. of coded comments	% of coded comments	Example verbatim comments
Support - cyclists/pedestrians having more priority	36	3%	"Prioritise walking, cycling, active travel over cars"
Further improvements needed to buses/bus services within Bath	34	3%	"Addition of bus shelters would improve bus take up"
Partial support - improvements needed elsewhere (support the types of improvements, but not where they are being proposed)	34	3%	"more of this elsewhere please"
Cycling misuse/speeding	33	3%	"Cyclists disregard signage"

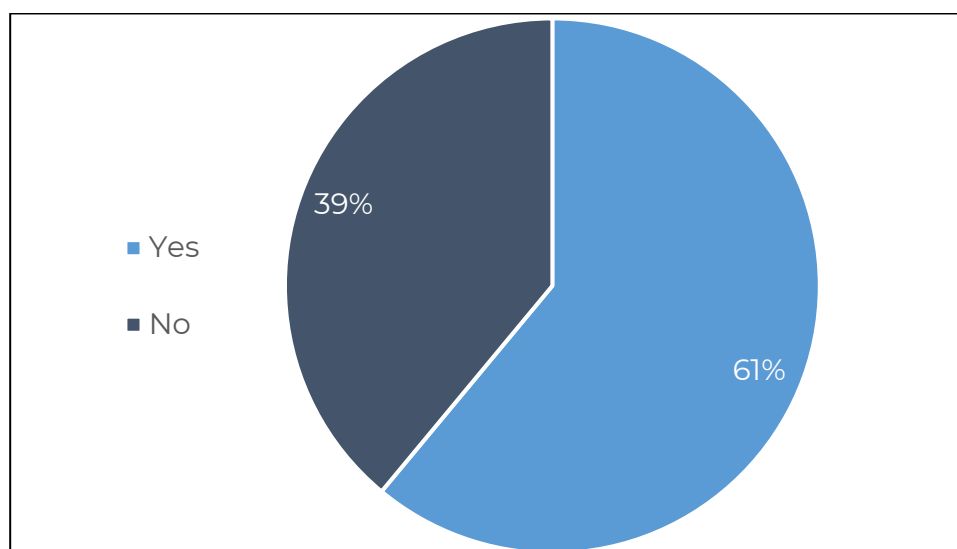
Base = total number of coded comments (n.1,303)

## 4.8 Changes to St James' Parade and the Ambury Gyratory

**Question: Do you think that more people will use buses in Bath if buses were more punctual as a result of these proposals?**

The majority of respondents (592 out of 970 respondents, 61%) thought that if the proposals along St James' Parade and the Ambury Gyratory would make buses more punctual, then more people would be encouraged to use them. Whereas less than 40% of respondents (378) thought that making buses more punctual would not encourage people to use them. This either suggests there are other issues with the buses in the city other than punctuality, or some respondents do not believe the proposals will make the buses more punctual.

**Figure 7 Responses: Do you think that more people will use buses in Bath if buses were more punctual as a result of these proposals?**

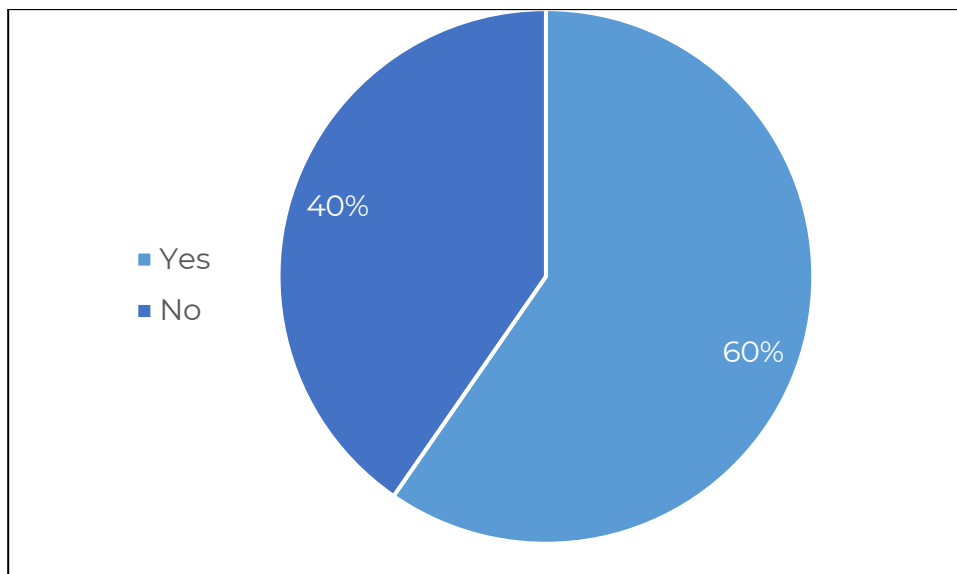


**Question: Do you think that more people will use buses in Bath if buses were quicker as a result of these proposals?**

This question received similar results, with 60% of respondents (578 out of 969) thinking that if the proposals would make buses quicker, then more people would be encouraged to use them.

A total of 40% of respondents (391) thought that people would not be encouraged to use the buses if they were quicker. This again suggests that people either think there are other issues with the buses in the city other than them needing to be quicker, or some do not believe the proposals would make journeys quicker.

**Figure 8 Responses: Do you think that more people will use buses in Bath if buses were quicker as a result of these proposals?**



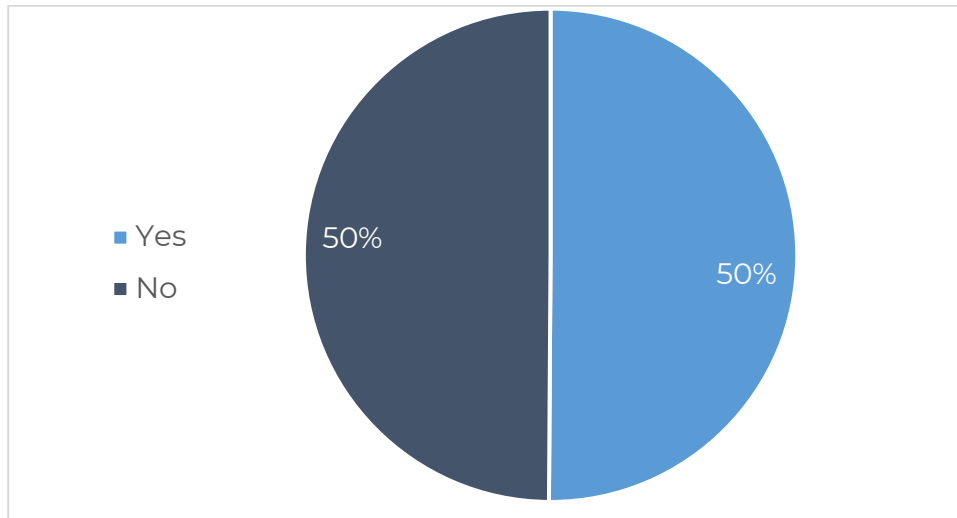
*Base = all who provided a response to this question (n. 969)*

**Question: Do you think the new cycle lane in this proposal will encourage more people to cycle in Bath?**

Views on whether the new cycle lane along St James' Parade and the Ambury Gyratory would encourage more people to cycle were split, with an equal number of respondents that selected 'yes' as they did 'no' to this question.

A total of 488 out of 974 thought that the new cycle lane would encourage more people to cycle, whereas 486 respondents thought that it would not encourage people to cycle.

**Figure 9 Responses: Do you think the new cycle lane in this proposal will encourage more people to cycle in Bath?**



Base = all who provided a response to this question (n. 974)

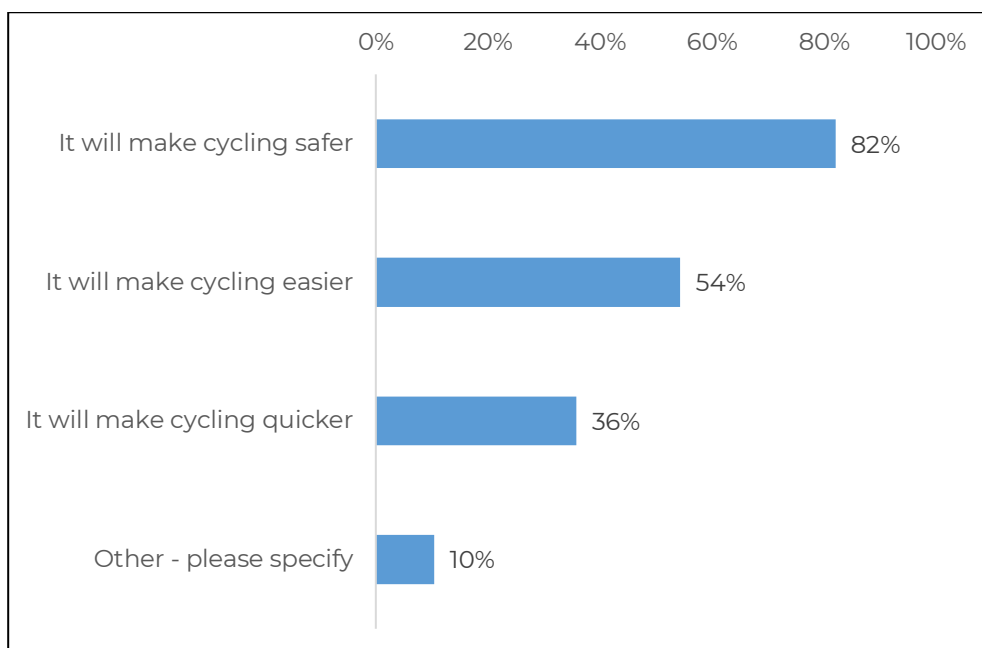
#### If yes, why

The following question asked respondents that selected 'yes' to specify why. Respondents could either select one or more of the pre-defined options, or provide an 'other' answer, the results of which are presented on Figure 16. However, it should be noted that 40 respondents that selected 'no' also answered this question. While most of these respondents selected 'other', two respondents selected that it would make cycling safer.

Most of the respondents to this question thought the new cycle lane would make cycling safer, being selected by 426 out of 519 respondents (82%).

Over half of the respondents (282) also thought the new cycle lane would make cycling easier, while just over a third (186) thought that cycling would become quicker.

**Figure 10 Responses: If yes, why?**



Base = all who provided a response to this question (n. 519)



**Question: Do you think the new cycle lane in this proposal will encourage more people to cycle in Bath?**

This question also had an option for respondents to specify an 'other' option, if they felt there was another reason why the new cycle lane would encourage more people to cycle in Bath. These results have been coded and the most frequently recurring themes are presented in Table 6.

A total of 45 respondents who selected 'other' provided a free-text response. However, there were an additional 26 respondents who did not select 'other' who also provided a response, meaning a total of 71 out of the 1,069 survey respondents (7%) provided a comment to this question. Across these responses, 151 codes were allocated.

Of the small number of people who provided a response to this question, a number of opposing comments were made. However, many of these raised opposition to active travel schemes in general, rather than commenting on the scheme specifically. For example, some believed a scheme was not needed as there are few cyclists in the area (6%).

**Table 6 Table of the most frequently recurring themes for whether respondents think the new cycle lane would encourage more people to cycle in Bath**

Theme description	No. of coded comments	% of coded comments	Example verbatim comments
Opposition - proposals won't work	17	11%	<b>"It won't do anything"</b>
Opposition - proposal not wanted/required (e.g. as not many cyclists)	9	6%	"Why are we adding in yet more cycle lanes if the existing ones are being blatantly ignored"
Support - will encourage people to walk/cycle more	8	5%	"Make cycling more pleasant"
Existing safety issue - current safety concerns for walkers and/or cyclists	7	5%	"Cycling around Churchill Bridge roundabout and over Churchill Bridge is dangerous"
General support (giving no other reasons why)	7	5%	"It's a much better design"
Cycling misuse/speeding	7	5%	"cyclists will just ignore the traffic lights, as some do now"
Opposition - proposal not safe/won't improve safety	6	4%	"It will make walking more dangerous"
Existing reliability issues with the public transport	5	3%	"Buses are too infrequent"
Bath is too hilly to cycle	5	3%	"the big hills make it very difficult"
Other comments not related to the proposals	5	3%	"Don't know"
General opposition	5	3%	"Don't do it"

Theme description	No. of coded comments	% of coded comments	Example verbatim comments
Opposition - will increase traffic/make it more difficult to travel by car/increase in journey time	5	3%	"all it will do is add to car congestion"
Walking/cycling opportunity - improvements needed to onward connections	4	3%	"From Bear Flat via Wellsway there should be proposals to link"
No viable alternatives to the car due to disabilities or journeys too long	4	3%	"Physically unable to cycle"
Support - segregated cycle lanes	4	3%	"Wider deployment of fully segregated cycle lanes throughout the city"
Comments referring to the council's procedures/consultation process (incl. comments related to the survey)	4	3%	"Your questions are too loaded"

*Base = total number of coded comments (n.151)*

There were also some comments raised that would be out of the control of the authority, including Bath being too hilly to cycle (3%) and some people having no alternative but to use the car (3%). Opposing comments specific to the proposals included the belief that they were not safe/would not improve safety (4%).

Other comments were in support of the scheme. These were either general support, and therefore giving no further explanation, believing the proposals would work at getting people to walk and cycle more (5%), or in support of segregated cycle lanes (3%). There were also some comments in relation to the opportunity the scheme could bring, including connecting it to other areas.

### Question: If you think these proposals could be improved, please tell us how

A total of 369 out of 1,069 survey respondents (35%) provided a valid response to this question. Across these responses, 837 codes were allocated.

Although the question asked respondents to explain how the proposals could be improved, many took the opportunity to outline their thoughts on the proposals.

Some respondents raised comments in opposition to the scheme. This included the belief that it would increase traffic in the area or that it would make it more difficult to travel by car (7%), would reduce road space/restrict vehicle access (3%), or improvements need to be focused elsewhere/an alternative solution is needed (3%).

However, there were other comments that raised existing reliability issues with public transport in the city (6%), which could therefore be a factor limiting current usage. Some also outlined that further improvements were needed to buses (5%), or bus services, and that the cost of public transport needed to be reduced (3%).

**Table 7 Table of the most frequently recurring themes for whether respondents think the St James's Parade and Ambury Gyratory proposals could be improved**

Theme description	No. of coded comments	% of coded comments	Example verbatim comments
Opposition - will increase traffic/make it more difficult to travel by car/increase in journey time	60	7%	<b>"Don't implement as it will cause more traffic delays in Bath"</b>
General opposition	60	7%	"Stop them right now"
Existing reliability issues with the public transport	51	6%	"the buses and trains are unreliable"
Further improvements needed to buses/bus services within Bath	44	5%	"Buses should be electric"
Walking/cycling opportunity - further developments needed	40	5%	"Coloured, segregated bike lanes so cars have to take notice"
Opposition - proposals won't work	35	4%	"Go back to the drawing board. This will not improve usage"
Need to reduce public transport costs	29	3%	"Bus services will improve if they are free"
Opposition - improvements needed elsewhere/alternative solution needed (e.g. a tunnel, bypass)	25	3%	"Spending the money on filling in potholes regularly and keeping the current cycle lanes free from rubbish"
Opposition - proposal not wanted/required (e.g. as not many cyclists)	24	3%	"No more cycle lanes. They're empty now. Providing more of them just means more empty lanes"
Opposition - Narrow Roads/removal of lane for motorised traffic/vehicle access	22	3%	"Blocking off James' Street to cars will only cause more congestion"
Comments referring to the council's procedures/consultation process (incl. comments related to the survey)	21	3%	"The way this survey is structured is so deliberately skewed"
Opposition - will increase traffic/make it more difficult to travel by car/increase in journey time	5	3%	"all it will do is add to car congestion"

Theme description	No. of coded comments	% of coded comments	Example verbatim comments
Walking/cycling opportunity - improvements needed to onward connections	4	3%	"From Bear Flat via Wellsway there should be proposals to link"
No viable alternatives to the car due to disabilities or journeys too long	4	3%	"Physically unable to cycle"
Support - segregated cycle lanes	4	3%	"Wider deployment of fully segregated cycle lanes throughout the city"
Comments referring to the council's procedures/consultation process (incl. comments related to the survey)	4	3%	"Your questions are too loaded"

Base = total number of coded comments (n.837)

### Question: Is there anything else you'd like to say about the proposals generally?

A total of 403 out of 1,069 survey respondents (38%) provided a valid response to this question. Across these responses, 1,189 codes were allocated.

Opposing comments were again made within this free-text question. There were a high number of comments opposing active travel/public transport schemes in general (7%). Some respondents made remarks around the cost of the scheme, suggesting it would be a waste of money (5%), while some thought the council would be better putting the money towards other schemes/initiatives around the area (3%). There were comments concerned the scheme would lead to an increase in congestion due to reducing the amount of road space (5%).

A high number of comments were made in relation to the council's procedures or consultation process (5%). Some respondents implied they had consultation fatigue and thought their feedback would not be considered in the scheme's next steps. Other respondents critiqued the questionnaire, with some feeling the comments were biased.

**Table 8 Table of the most frequently recurring themes for whether respondents wanted to say anything else about the St James' Parade and Ambury Gyratory proposal**

Theme description	No. of coded comments	% of coded comments	Example verbatim comments
General opposition	81	7%	"Leave Bath alone"
Comments referring to the council's procedures/consultation process (incl. comments related to the survey)	63	5%	"I'm tired of completing these consultations when the authorities take no notice of the results"

Theme description	No. of coded comments	% of coded comments	Example verbatim comments
Further improvements needed to buses/bus services within Bath	56	5%	"Fix the bus shortage and more people will use them"
Opposition - will increase traffic/make it more difficult to travel by car/increase in journey time	55	5%	"Stop making it difficult to travel by car!"
Opposition - value for money	54	5%	"What a waste of money yet again"
Existing reliability issues with the public transport	47	4%	"Bus services are unreliable to and from the centre"
General support (giving no other reasons why)	44	4%	"I am very supportive of the proposals"
Opposition - Oppose more priority given to cyclists and pedestrians	41	3%	"Too cycling centric"
Opposition - proposal not wanted/required (as not many cyclists)	39	3%	"We do NOT need cycle lanes. More cycle lanes will NOT increase the number of cyclists"
Walking/cycling opportunity - need to prioritise pedestrians more than cyclists	36	3%	"Too much focus on cycling and not enough on pedestrian safety"
Opposition - improvements needed elsewhere/alternative solution needed (e.g. a tunnel, bypass)	36	3%	"The solution to Bath's problems are a tunnel or bypass to allow traffic to move around the city"
Opposition - proposals won't work	31	3%	"These changes will have zero impact"

Other comments were made about public transport, with a high number of respondents raising the need to improve buses or bus services within the city to encourage uptake (5%). Some also explained there are current reliability problems (4%).

A number of comments were made opposing the scheme because it focuses too heavily on cyclists and pedestrians (3%), and it should instead concentrate on vehicles or public transport. Some also thought that there needed to be more of a focus on improving facilities for pedestrians (3%).

## 4.9 Tell us about yourself

### Question: Are you responding as...?

The majority of respondents (826 out of 939, 88%) were a resident. Both a student and a visitor received a similar number of responses, with 48 and 49, respectively, which equated to 5% of those who answered the question.

A total of 16 (2%) said they were a representative of a local community group, residents' association, business, or anything else. These respondents were asked to specify their organisation within the textbox. Only 13 of these respondents did so, and their answers have been summarised as follows:

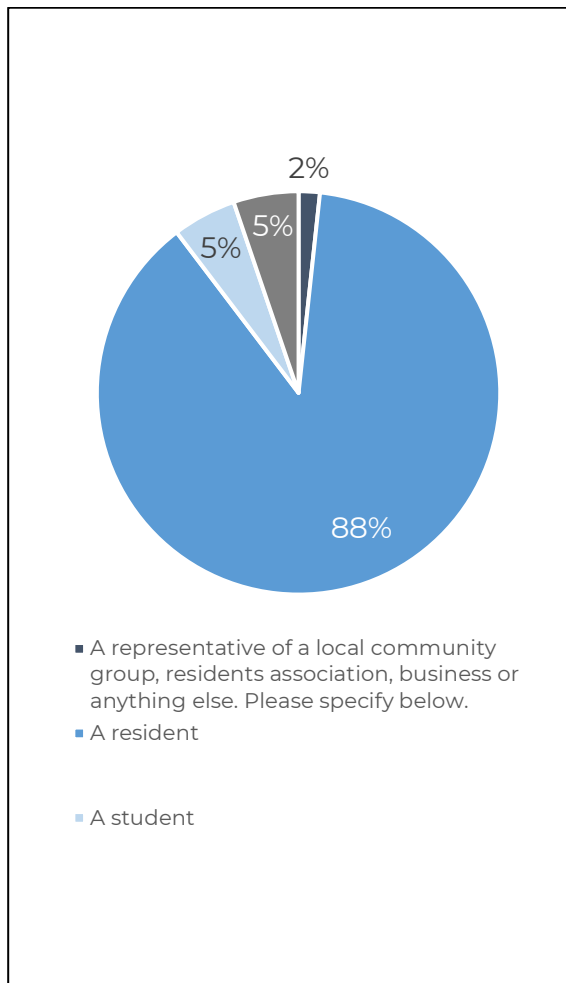
- Councillor
- Works in Bath
- Works at the university
- Business owner
- Director of a Right to Manage company
- Crescent Gardens Residents Group
- UBR Residents Society
- Bicycle Mayor of Bath

However, 29 respondents who either selected one of the other three options, or did not select any option, also provided a free-text response. These have been summarised as follows:

- Resident
- Visitor
- Previous resident/born in Bath
- Property developer
- Student
- Car driver and cyclist
- Parent of a student
- Work in Bath
- Business



Figure 11 Responses: Are you responding as...?



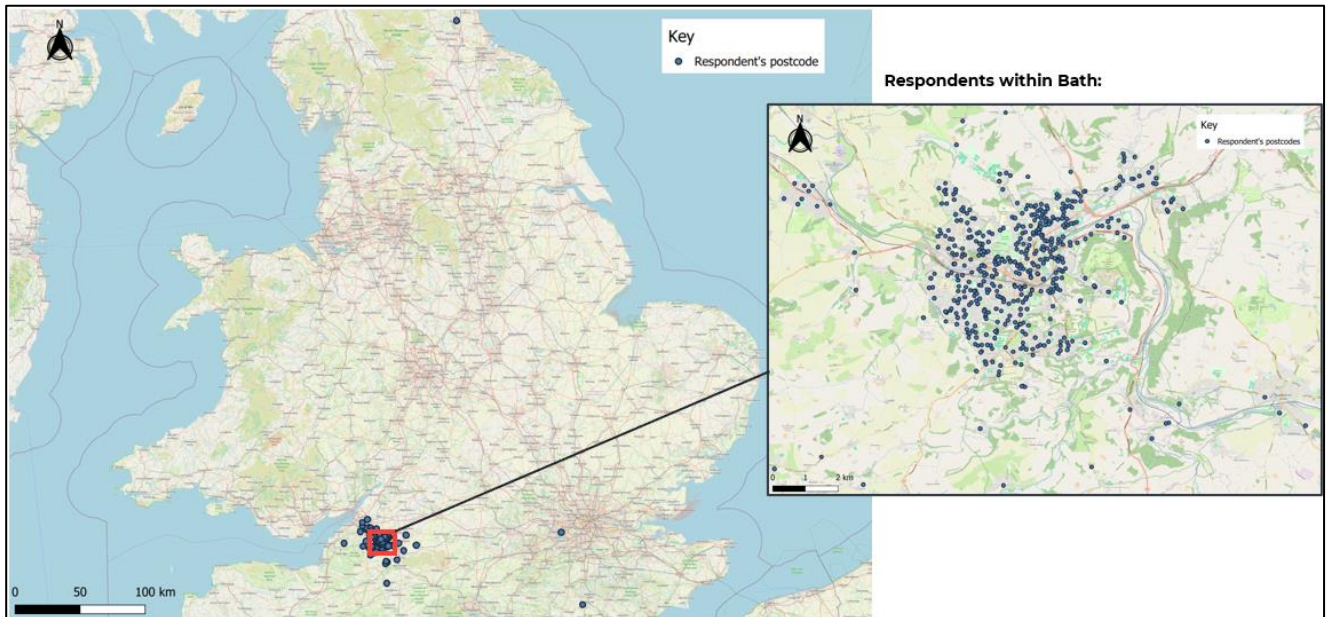
Base = all who provided a response to this question (n. 939)

### Question: What is your full postcode?

A total of 703 respondents provided a postcode, of which 10 were invalid. The below maps display the remaining 693 valid postcodes.

While most of the postcodes were in Bath city centre and the surroundings areas (including the city of Bristol), a small number were found elsewhere, including Feltham (Greater London), Hurstpierpoint (a village in West Sussex) and Durham.

Figure 12 Responses: What is your full postcode?



*The inset shows an even spread of respondents within Bath, extending from Elmhurst Estate in the north east, to Odd Down in the south.*

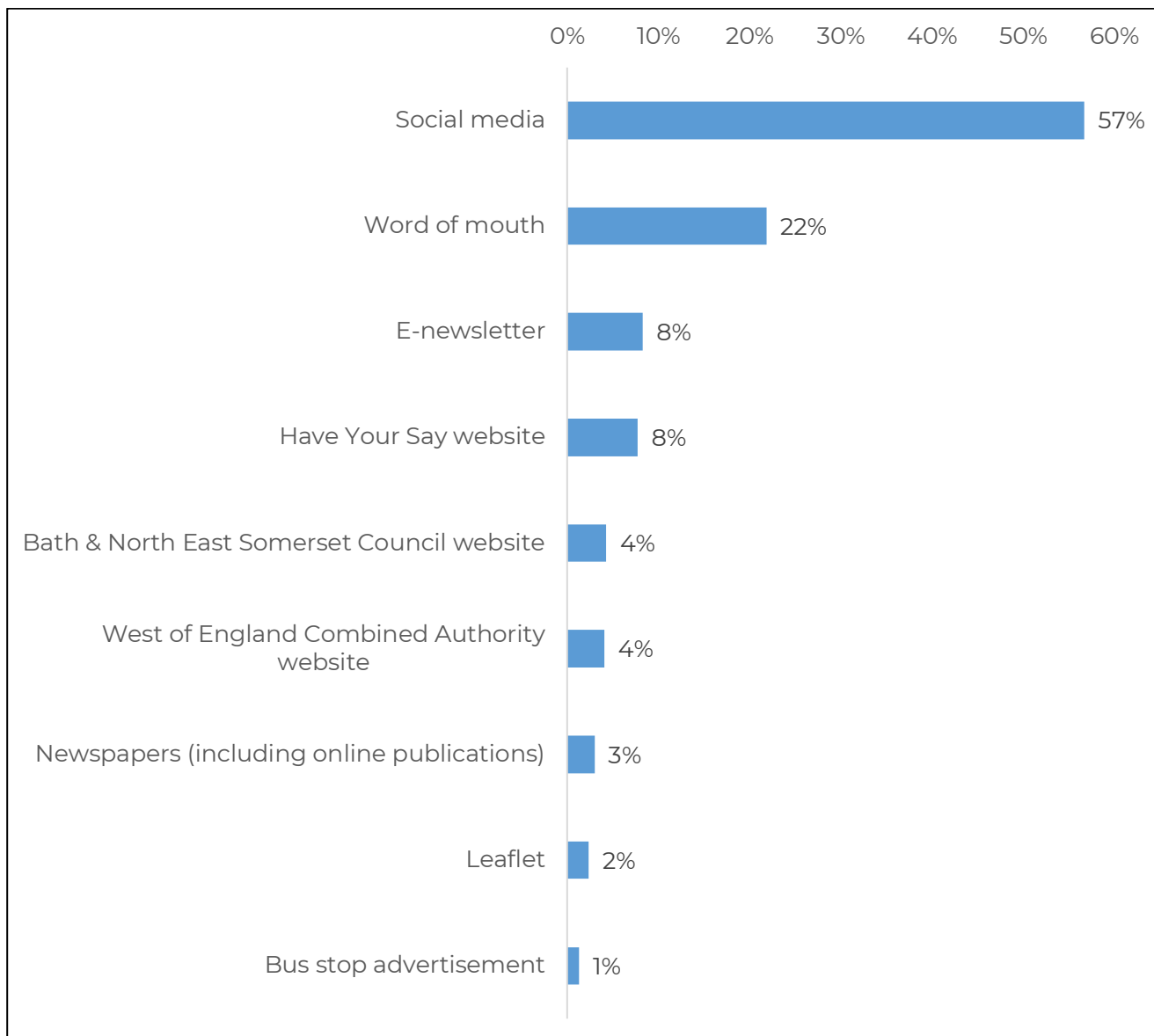
### Question: How did you find out about this consultation?

Respondents could select multiple options for this question.

Social media was the main channel in which respondents found out about the consultation, with over half of the respondents selecting this option (529 out of 933 respondents). Word of mouth was the next most popular channel for finding out about the consultation, with 22% of respondents (204) selecting this option.

The other channels each received less than 10% of responses. The Have Your Say website made 8% of respondents (72) aware of the consultation, while both the B&NES and Combined Authority websites each made 4% of respondents (40 and 38, respectively) aware of the consultation. Bus stop advertisements received the lowest number of responses with just 12 respondents (1%) choosing this option.

Figure 13 Responses: How did you find out about this consultation?



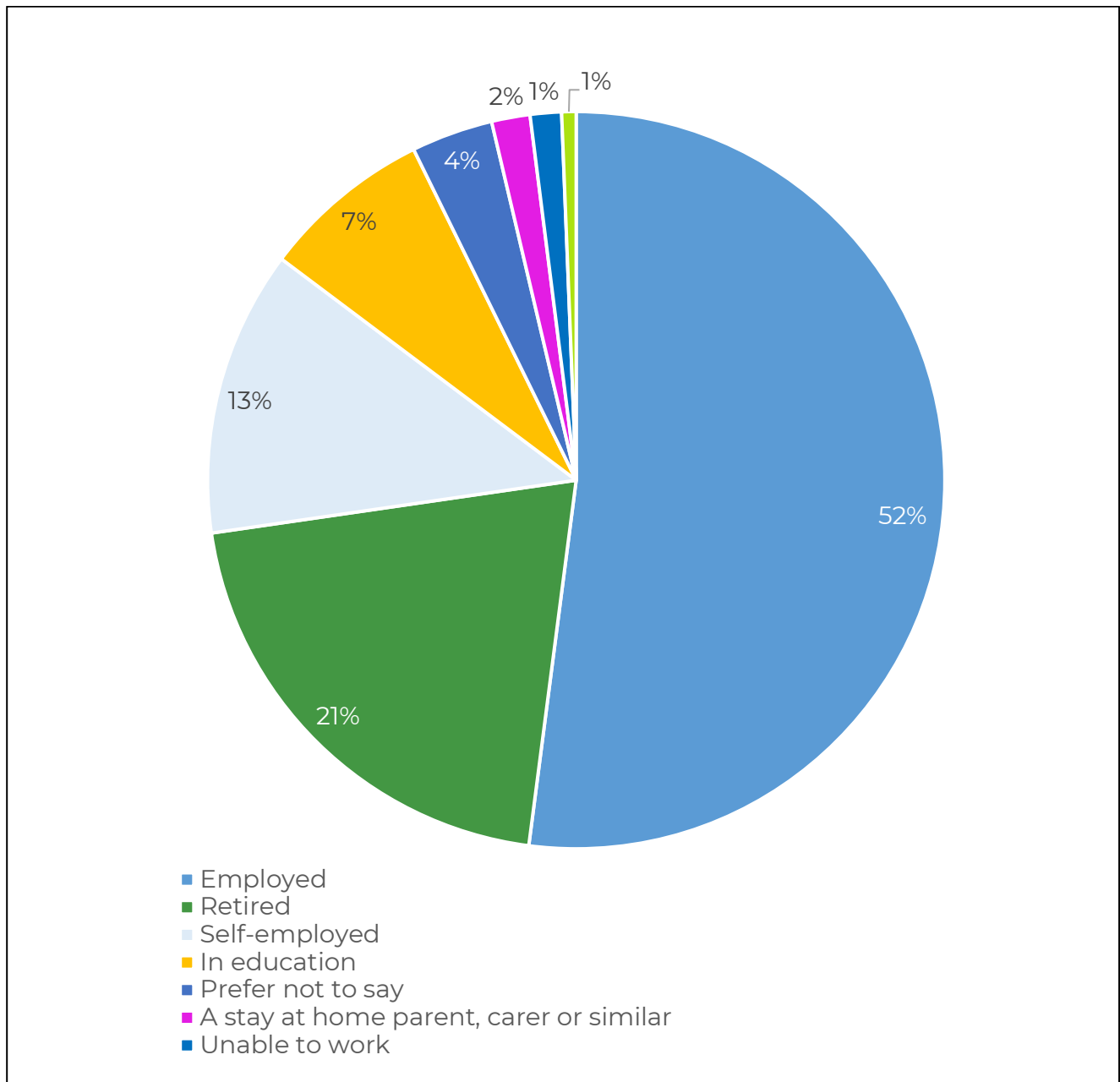
Base = all who provided a response to this question (n. 933)

#### Question: Are you?

Just over half the respondents were employed (494 out of 949), while 21% (196) were retired.

A total of 13% (119) were self-employed and 7% (71) were in education. There were 4% of respondents (34) who preferred not to say, and 2% (16) who were a stay-at-home parent, carer, or similar. Both unable to work and unemployed received 1% of the responses each (13 and 6 respondents, respectively).

Figure 14 Responses: Employment



Base = all who provided a response to this question (n. 949)

### Question: How do you normally travel?

Respondents could select a maximum of three options in this question.

Both car and walking were the most popular ways in which respondents travel. A total of 65% of respondents (621 out of 951) selected car and 64% (608) selected walking. Bicycle and bus were also selected by a similar number of respondents, with 42% (400) selecting bus and 41% (392) choosing bicycle. There were fewer respondents who picked train (19%, 180), and the other modes of travel each saw less than 10% of responses.

For those that selected 'other (please specify below)', four respondents provided a free-text answer. These have been summarised as follows:

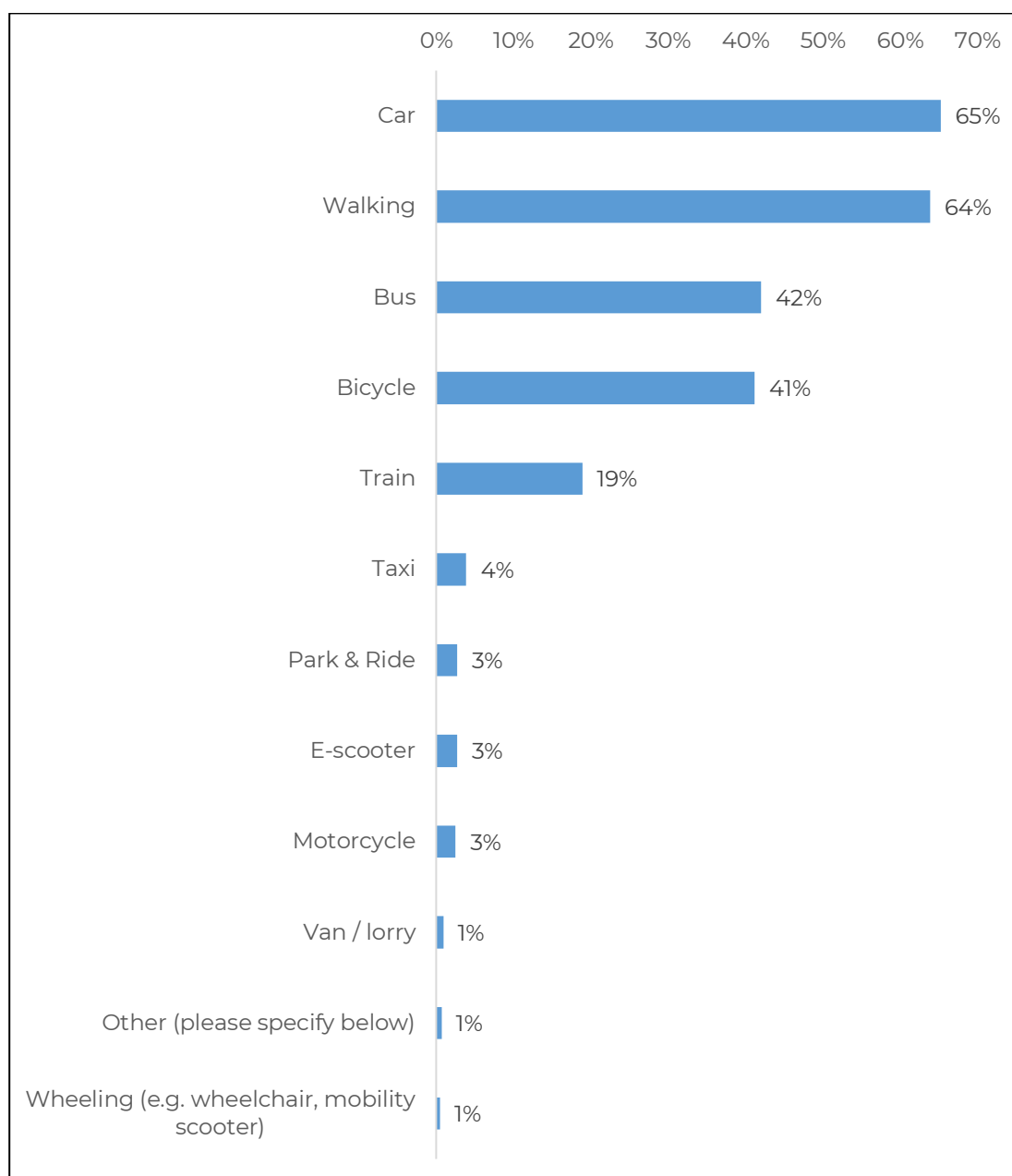
- Electric Vehicle (EV)
- Car

- Low emission car

However, there were also 19 respondents who did not select 'other' but did provide a free-text answer to this question. These answers have been summarised as follows:

- Car
- Disabled user so car is the only viable option
- Walking for short journeys, car for longer journeys
- Motorcycle
- Park & Ride
- E-bike
- Most of the pre-defined options
- Comments referring to the proposals
- Comments referring to existing issues

**Figure 15 Responses: How do you normally travel?**



Base = all who provided a response to this question (n. 951)

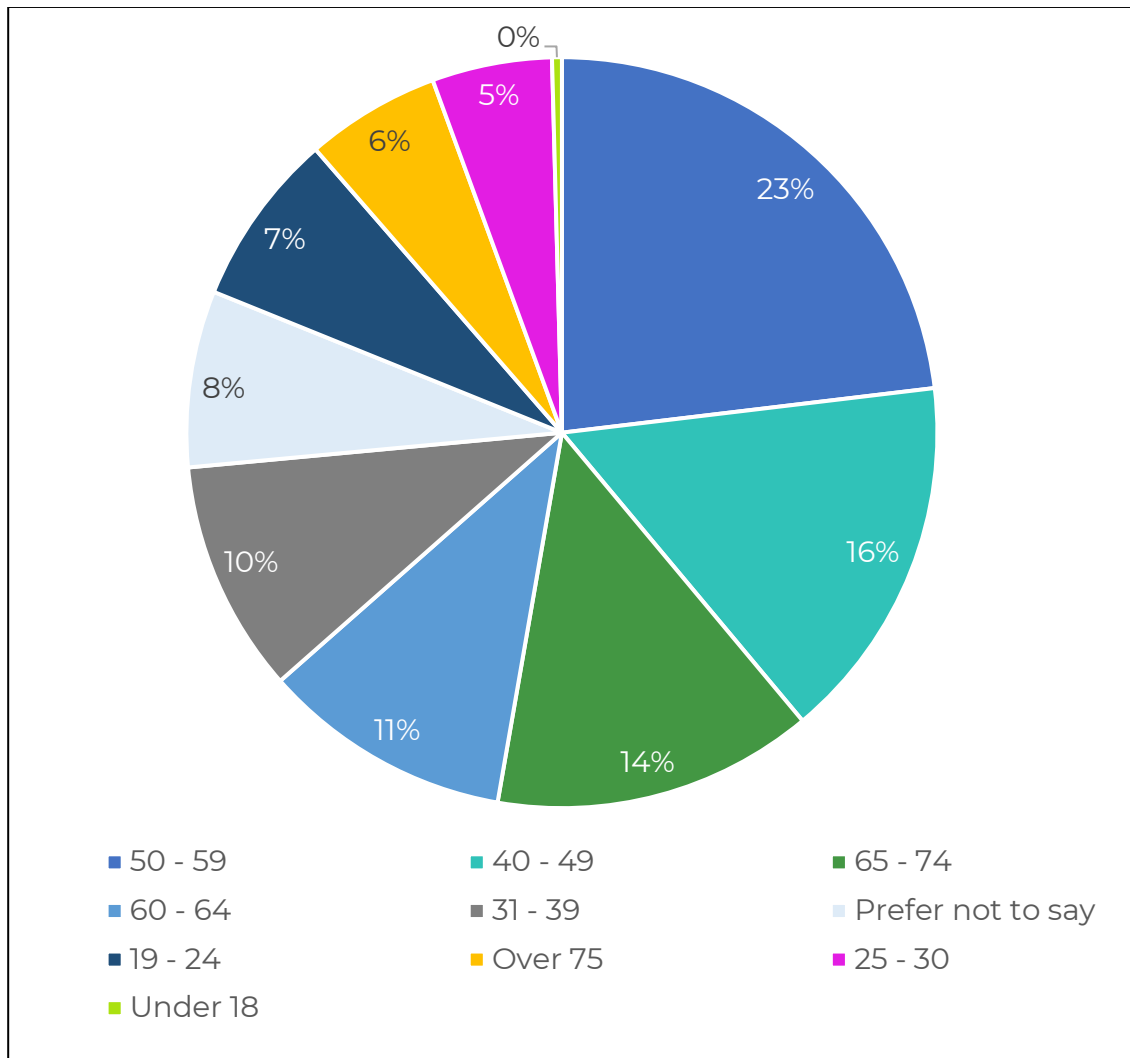
## 4.10 Inclusivity

### Question: What is your age group?

All age groups were represented, although there were only four respondents (0%) who were under 18. Those in the middle age ranges were the most represented, with 50% of respondents being aged between 40 and 64 (471 out of 948 respondents).

There were slightly more respondents aged below this range than there were over the age range. A total of 23% (219) indicated they were under 39, compared to 20% (186) being over 65. A total of 8% of respondents (72) preferred not to specify their age range.

Figure 16 Responses: What is your age group?

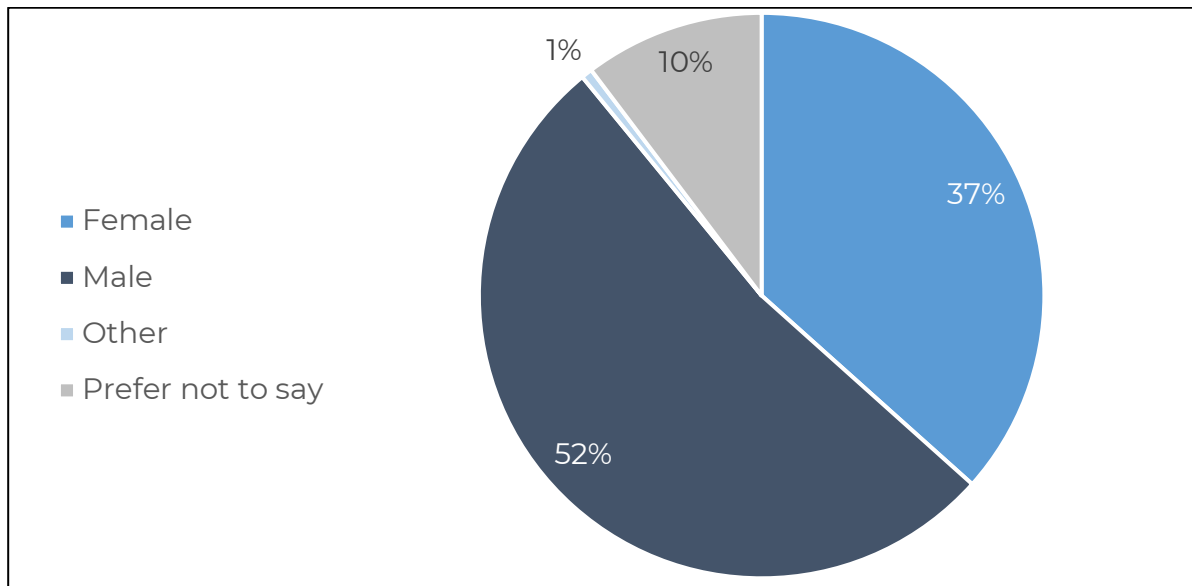


Base = all who provided a response to this question (n. 948)

### Question: What is your gender?

Female respondents were underrepresented compared to male respondents. Over half (494 out of 942) selected they were male, while only 37% (345) said they were female. A total of 1% (six) chose other, while 10% (97) preferred not to say.

Figure 17 Responses: What is your gender?



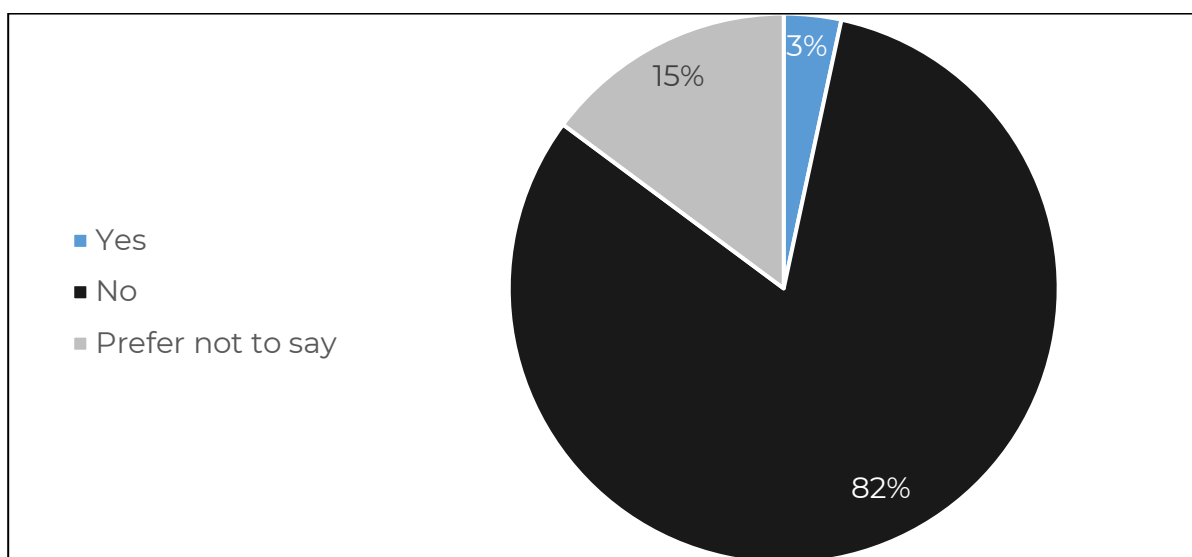
Base = all who provided a response to this question (n. 942)

**Question: Do you have a gender identity that is different from the sex you were assigned at birth?**

The majority of respondents (82%, 728 out of 890) selected no to this question, indicating their gender identity was the same as the sex assigned at birth. A total of 3% of respondents (30) chose yes, indicating their gender identity was different to the sex assigned at birth.

There were 15% of respondents (132) who preferred not to say.

Figure 18 Responses: Do you have a gender identity that is different from the sex you were assigned at birth?

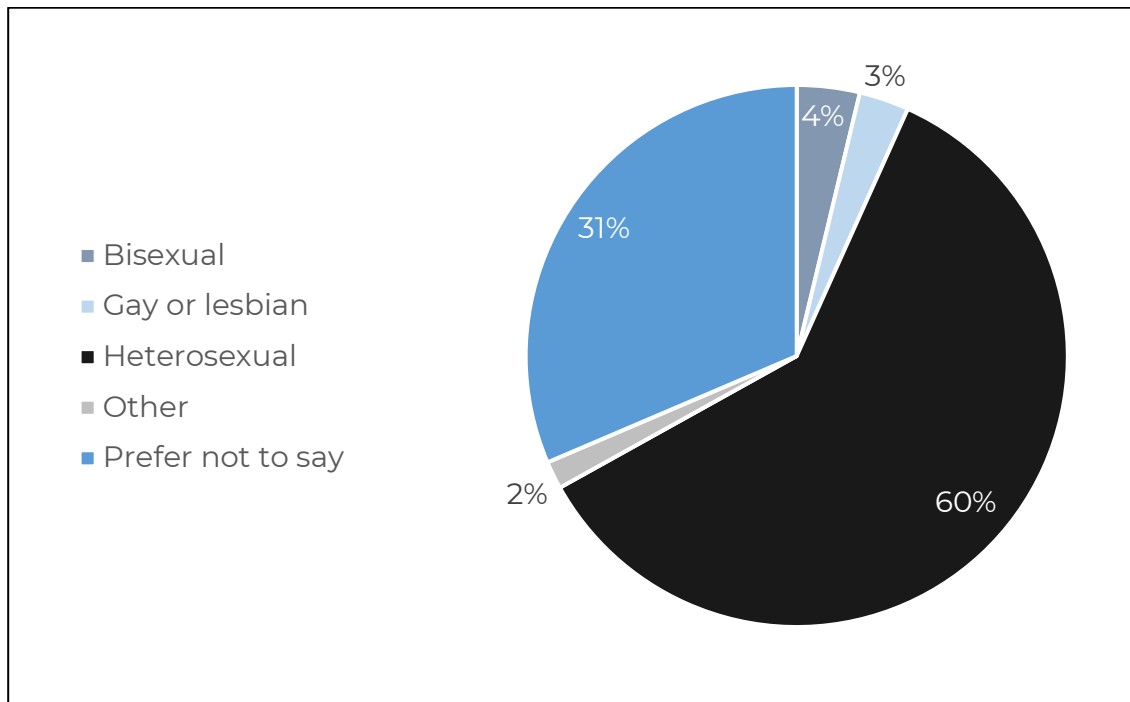


Base = all who provided a response to this question (n. 890)

**Question: What is your sexual orientation?**

The majority of respondents selected heterosexual (60%, 546 out of 907) as their sexual orientation, while nearly one third (285) preferred not to say. A total of 4% (34) identified as bisexual, while 3% (27) indicated they were gay or lesbian. There were 2% of respondents (15) who selected other.

Figure 19 Responses: What is your sexual orientation?



Base = all who provided a response to this question (n. 907)

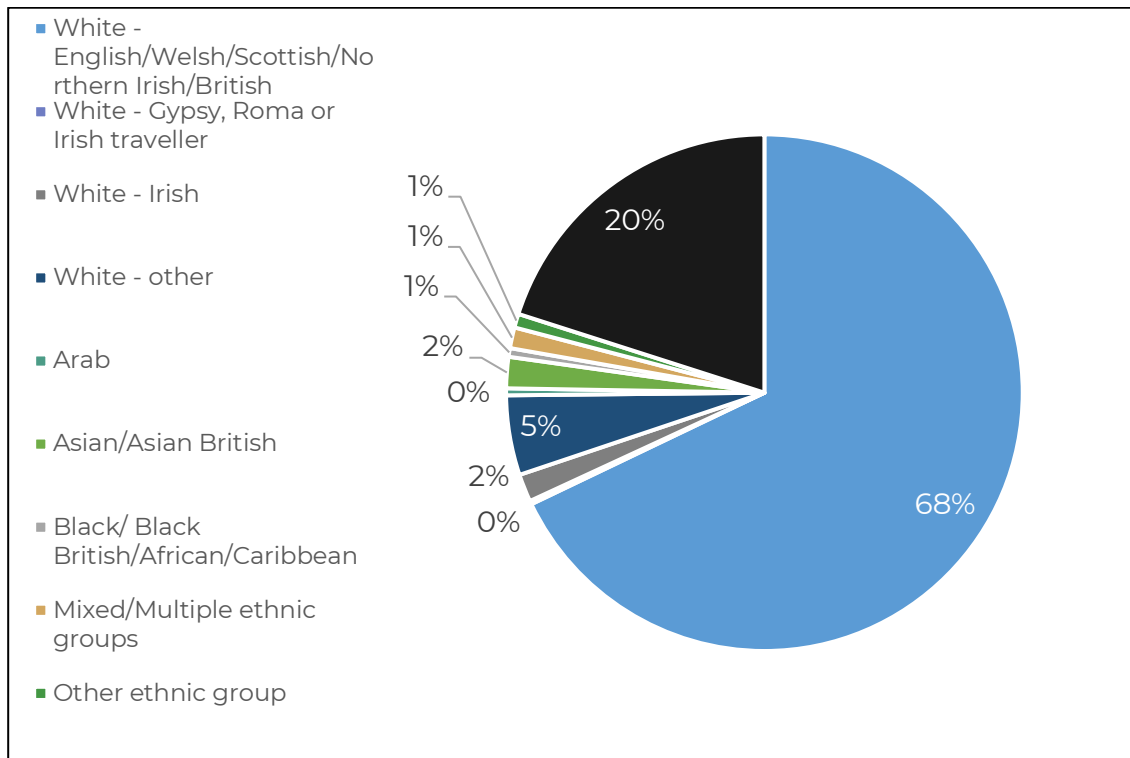
#### Question: What is your ethnic group?

Nearly 70% of respondents (626 out of 922) selected their ethnic group to be white – English/Welsh/Scottish/Northern Irish/British. Preferring not to say was the next most popular answer, where a total of 20% (185) selected this option.

The other ethnic groups received a much lower representation of 5% or less. This included white – other (46), Asian/Asian British (18), white – Irish (16) and mixed/multiple ethnic groups (12).



**Figure 20 Responses: What is your ethnic group?**



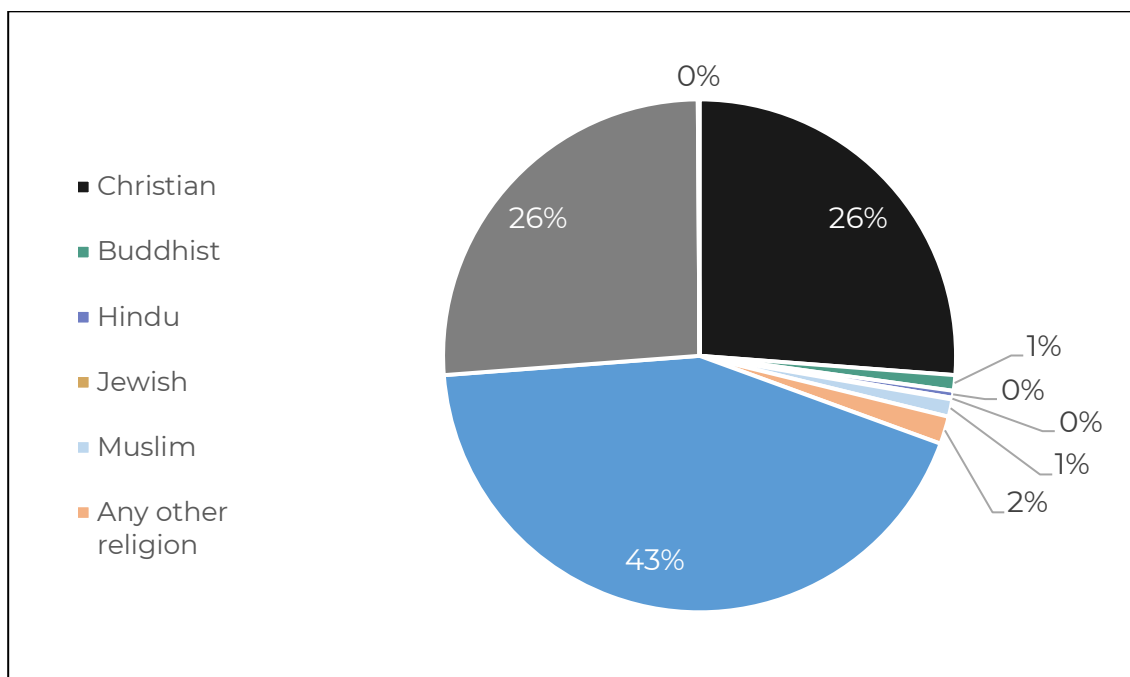
Base = all who provided a response to this question (n. 922)

**Question: What is your religion/belief?**

People with no religion/belief had the greatest share amongst respondents, with this option being selected by 43% (396 out of 916). Prefer not to say and Christian received an equal percentage share, with both options being chosen by 26% of respondents (239 and 240, respectively).

The other religions/beliefs received less than 2% of responses. This included any other religion (16), Muslim (10), and Buddhist (9).

**Figure 21 Responses: What is your religion/belief?**



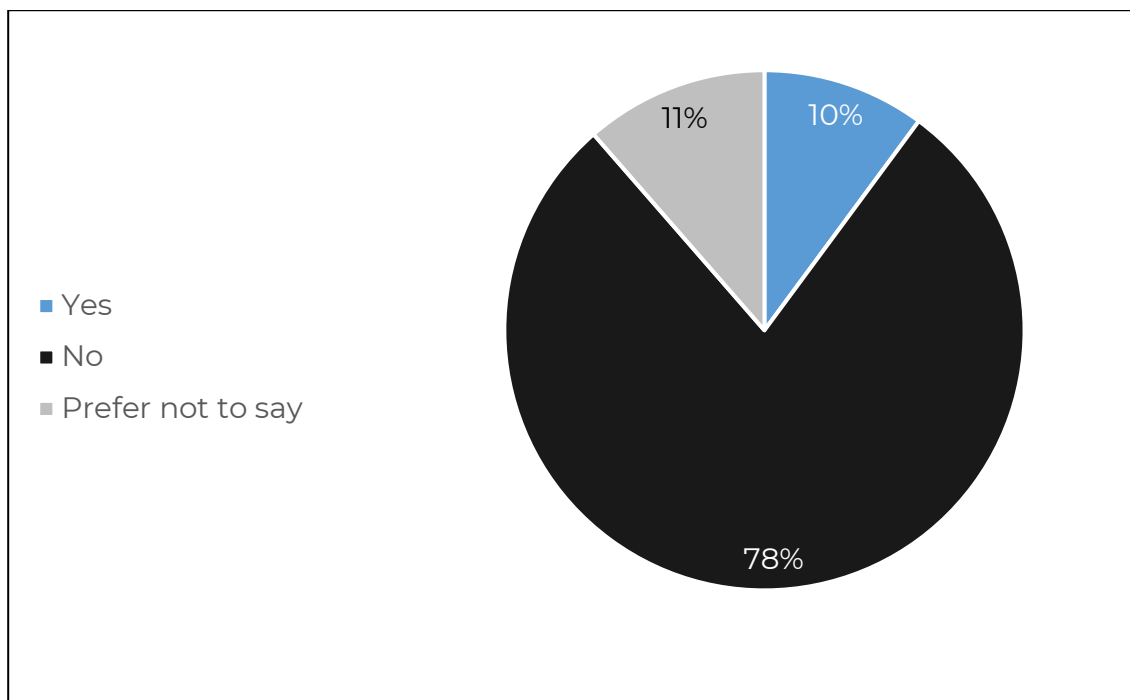
Base = all who provided a response to this question (n. 916)

**Question: Do you consider yourself to be a disabled person?**

*(i.e. do you have physical or mental impairment which has a substantial long term adverse effect on your ability to carry out day-to-day activities?)*

Nearly 80% of respondents (729 out of 929) selected no, they do not consider themselves to be a disabled person. A total of 10% of respondents (94) indicated that they do consider themselves to be disabled. There were 11% of respondents (106) who preferred not to say.

**Figure 22 Responses: Do you consider yourself to be a disabled person?**



Base = all who provided a response to this question (n. 929)

## 5. Summary of other written responses

### 5.1 Summary of other written responses

A total of 27 emails or letters were received that are considered to be a response to the consultation. Of these, nine are from an organisation, including:

- Bath Cycling Club
- Bath & Somer Valley Enterprise Zone
- British Land
- Federation of Bath Residents' Association (submitted two responses)
- Guide Dogs
- The Bath Alliance for Transport and Public Realm
- The Bear Flat Association
- Velo Club Walcot
- Walk/Ride Bath

The next sections present a summary of all the other written responses received, which have been categorised into themes.

### 5.2 Cross city cycling improvements

- Supportive of the plans to improve the facilities for cycling in the city centre and the benefits the scheme would provide, including safer, direct, and more pleasant routes
- The belief the proposals would encourage more people to cycle in the area
- More cycle lanes within the city centre would like to be seen
- Improvements needed to onward connections in order to link to key destinations and/or other cycle routes in the area. For example, a link to Upper Bristol Road, Pulteney Bridge, Green Park, the riverside path, Wellsway, and the University of Bath and
- The proposed cycle route could cause conflicts with pedestrians

### 5.3 St James Parade and Ambury Gyratory

- Comments made in support of improving buses within the city, including the belief that the proposals would make services more reliable
- The belief that the proposals would be effective at preventing delays to bus services to and from the Bus Station
- The belief that the proposals would encourage bus use
- Would like to see trams introduced into the city
- Want to ensure modelling has been undertaken on the Ambury Gyratory proposals to determine the impact on traffic
- Concerns proposals will result in an increase in congestion in and around the city and residential areas, and therefore cause more pollution
- Concerns the proposals will increase rat running
- Concerns the proposals will impact parking
- Concerns the proposals will have a negative effect on the businesses within Bath city centre

- Safety concerns with the proposals due to the belief that they will lead to fast moving traffic being closer to pedestrians
- A need to introduce a park and ride scheme for the east of Bath
- Improvements needed to bus operational efficiency
- Bus-only section along St James' Parade not needed

## 5.4 General comments on the proposals

- Concerns the proposals do not cater for pedestrians, and therefore more improvements to pedestrian facilities are needed
- Concerns the proposals only cater for a small number of cyclists and will negatively affect the majority of people who drive
- The proposals should remove through-traffic from the city, such as through the introduction of a ring-road
- Not possible for everyone to walk and cycle, for example, if they are elderly or disabled. The schemes appear to favour those who are fit and able
- Support improvements for walking, wheeling and cycling in Bath
- The proposals should look to increase disabled parking in the city
- Some recognised that the proposals would improve the public realm, while others thought further public realm improvements were needed. For example, planting trees and landscaping
- A number of suggestions were raised as to how the proposals could be improved
- The proposals need to be developed in line with the plans for Bath Quays North
- Need to ensure there is appropriate signage to indicate the presence of cyclists and pedestrians
- Support proposed speed limit reductions
- Concerns the proposals do not cater for pedestrians, and therefore more improvements to pedestrian facilities are needed
- The belief that the proposals would make journeys longer for car drivers
- Improvements needed elsewhere, including the pedestrian subway south of Churchill Bridge
- Concerns the proposals would negatively impact Southgate Centre car park through an increase in congestion
- Vital that the proposals are accessible and inclusive for all members of society, including those with disabilities
- Comments made in relation to accessibility:
  - Shared use paths not suitable, particularly for those with sight loss. There should be physical separation between pedestrian areas and cycle tracks. If it is not possible to provide segregated provision, corduroy tactile paving should be installed
  - Controlled crossings across cycle lanes
  - Do not support level surfaces between pedestrian areas and the road, as it is difficult for people with sight loss to navigate
  - Signal controlled crossings should be the default crossing. Crossings should comply with official guidance (e.g. tactile paving)

- The need to reduce the amount of unnecessary street furniture and obstacles
- Need to consider both schemes as one project, otherwise the full benefits would not be achieved

## 5.5 Existing issues

- Maintenance, including surface water flooding
- Congestion, including on the A4 London Road. Some comments referred to the car parks in the city centre being the cause of some of the existing congestion issues
- Safety concerns for cyclists, including the lack of a safe crossing across Oakley
- Safety concerns for pedestrians, wheelchair users and others using mobility aids, including along Pulteney Bridge
- Issues with cycling and speeding, leading to safety concerns
- Bath is hilly, meaning it is not an ideal environment for cycling
- Vehicles speeding
- Existing accessibility problems, for example disabled users using Pulteney Bridge

## 5.6 Feedback on the consultation

- Concerns around the timing and length of the consultation period, with it starting too close to the Christmas period
- Concerns around the wording of the questionnaire
- Wider promotion of the consultation needed
- Concerns the consultation has not been inclusive for all, both in terms of the information presented and the mechanism in which people can respond
- Concerns the consultation will not consider people's feedback, and that the outcome has already been determined
- Would like to see additional information on the impacts of the proposals, including the effect on traffic
- Incorrect information in the consultation material referring to Bath city centre as a World Heritage Site, when this status has been applied to the City of Bath and its setting

## 6. Phase 2 update since consultation

Following traffic modelling on the designs shared for Ambury Gyratory, unfortunately the impact on the network was deemed contrary to the benefits to buses we'd be seeking from the interventions. The scheme in this format is therefore to be discontinued.

Instead, B&NES will be leading on developing a business case to support a number of smaller scale interventions that will deliver swift and noticeable benefits to buses and their users in the city centre. This will include exploring the strategic relocation of bus stops, additional seating and additional Variable Messaging Signage to service the city.

## Appendix 1: Webpages



Figure 23: Screenshot of the opening webpage



WEST OF ENGLAND  
Combined Authority

For residentsFor businessesMetro MayorAbout usWhat we doNewsSearch

14 November 2023

## Bathonians urged to shape cycling and bus plans



**A consultation has been launched asking residents to make big choices and give their views on proposals to speed up bus journeys along St James's Parade and the Ambury Gyratory as well as changes to better connect cycle routes through the city centre.**

Residents are encouraged to have their say on the plans which could help make hopping on two wheels and cycling through the city centre better for all and tackle the biggest cause of delays for buses in Bath – a source of frustration for many locals.

Local people are being asked for views on proposals including introducing bus lanes along Churchill Bridge and St James' Parade and by making Ambury Gyratory largely two-way, allowing buses to travel directly to and from the bus station.

Figure 24: Screenshot of the Combined Authority webpage



## Appendix 2: Questionnaire

### Have Your Say

### Bath city centre questionnaire

We want to hear your views about the proposals for Bath city centre. Your feedback will help to shape what happens next.

Please fill in the responses and return to: Bath Consultation, West of England Combined Authority, 70 Redcliff St, Bristol, BS1 6AL.

### Sustainable travel

1. What improvements in Bath city centre would you like to see to support people walking, wheeling (for example if you use a wheelchair or mobility scooter) or cycling?

THREE options maximum

<input type="checkbox"/> Segregated (or dedicated) cycle lanes	<input type="checkbox"/> More places to sit and rest
<input type="checkbox"/> 'Quiet routes' for cyclists and pedestrians (Quiet routes are designated where traffic and speeds are low thanks to traffic calming such as speed bumps)	<input type="checkbox"/> Better directional signs and maps
<input type="checkbox"/> Safe, secure places to store bikes (e.g. cycle stands, storage lockers)	<input type="checkbox"/> Fewer unnecessary objects that can clutter pavements (such as signage and poles)
<input type="checkbox"/> Traffic signals that allow cyclists to go before general traffic	<input type="checkbox"/> Nothing
<input type="checkbox"/> Wider pavements	<input type="checkbox"/> Something else – please specify below
<input type="checkbox"/> More continuous pavements with less kerbs and changes in levels	<div style="border: 1px solid black; height: 40px; width: 100%;"></div>

2. What improvements in Bath city centre would you like to see to support people taking the bus?

TWO options maximum

<input type="checkbox"/> Bus-only roads and bus lanes - so that buses can avoid queuing traffic and congestion	<input type="checkbox"/> Better ways to change between different types of transport
<input type="checkbox"/> Special arrangements at junctions which give buses priority over general traffic (includes traffic signals that detect buses)	<input type="checkbox"/> Nothing
<input type="checkbox"/> Improved bus stops – which might include new seating and digital timetable information	<input type="checkbox"/> Something else – please specify below
	<div style="border: 1px solid black; height: 40px; width: 100%;"></div>

Figure 25: Screenshot of the first page of the survey

## Appendix 3: Leaflet



Figure 26: Front of the leaflet

## Have your say

Come along to one of our drop-in events or join our webinar.



### Drop-in events

**Wednesday 29 November**

2 – 7pm

Bath Cricket Club

**Wednesday 6 December**

2 – 7pm

Percy Community Centre

### Webinar

**Tuesday 21 November**

7 – 8pm

Register on [haveyoursaywest.co.uk](https://haveyoursaywest.co.uk)  
on the "Get involved" page



**Visit: [www.haveyoursaywest.co.uk](https://www.haveyoursaywest.co.uk)**

**Email:** [bath.bigchoices@westofengland-ca.gov.uk](mailto:bath.bigchoices@westofengland-ca.gov.uk)

**Post:** Bath Consultation,  
West of England Combined Authority,  
70 Redcliff St, Bristol, BS16AL



Figure 27: Back page of the leaflet

# Big Choices

Transport is the number one offender when it comes to emissions – and our cities and towns are getting more and more clogged up with traffic. That's bad for the planet, the local environment and for us.

These new proposals would improve cycling and bus travel in Bath city centre:



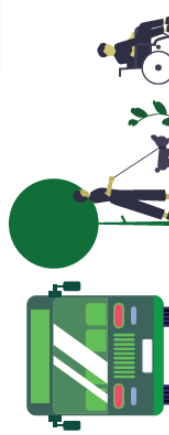
Creating a better and safer cycle route – for all ages and abilities



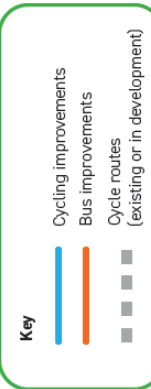
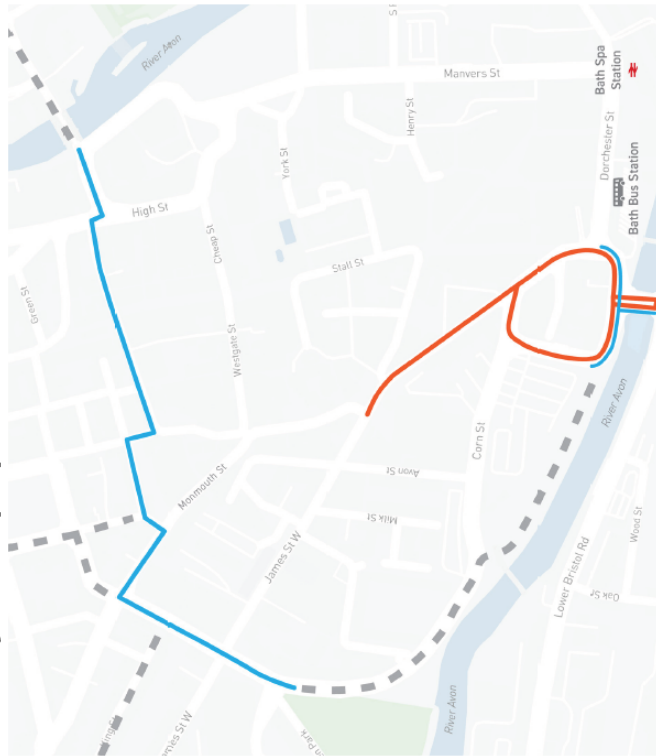
Tackling the biggest cause of delays for buses in Bath



Help protect the Bath World Heritage Site by reducing traffic in some parts of the city centre



## Bath city centre proposals



This could bring positive benefits – giving better options to choose to travel sustainably – whether that's walking, wheeling (if you use a wheelchair or mobility scooter), cycling or by bus.

But there would be a downside too – with some city centre journeys being less direct by car.

**It's all part of the big choices we face about how we move around in future**

## Have your say

A six-week consultation is taking place between 13 Nov and 24 Dec so have your say.

Your feedback will be essential in helping shape what happens next.

Figure 28: Internal page of the leaflet

## Appendix 4: Social media



Figure 29 & 30: Social media post on X (Twitter)



## Appendix 5: Drop-in session locations

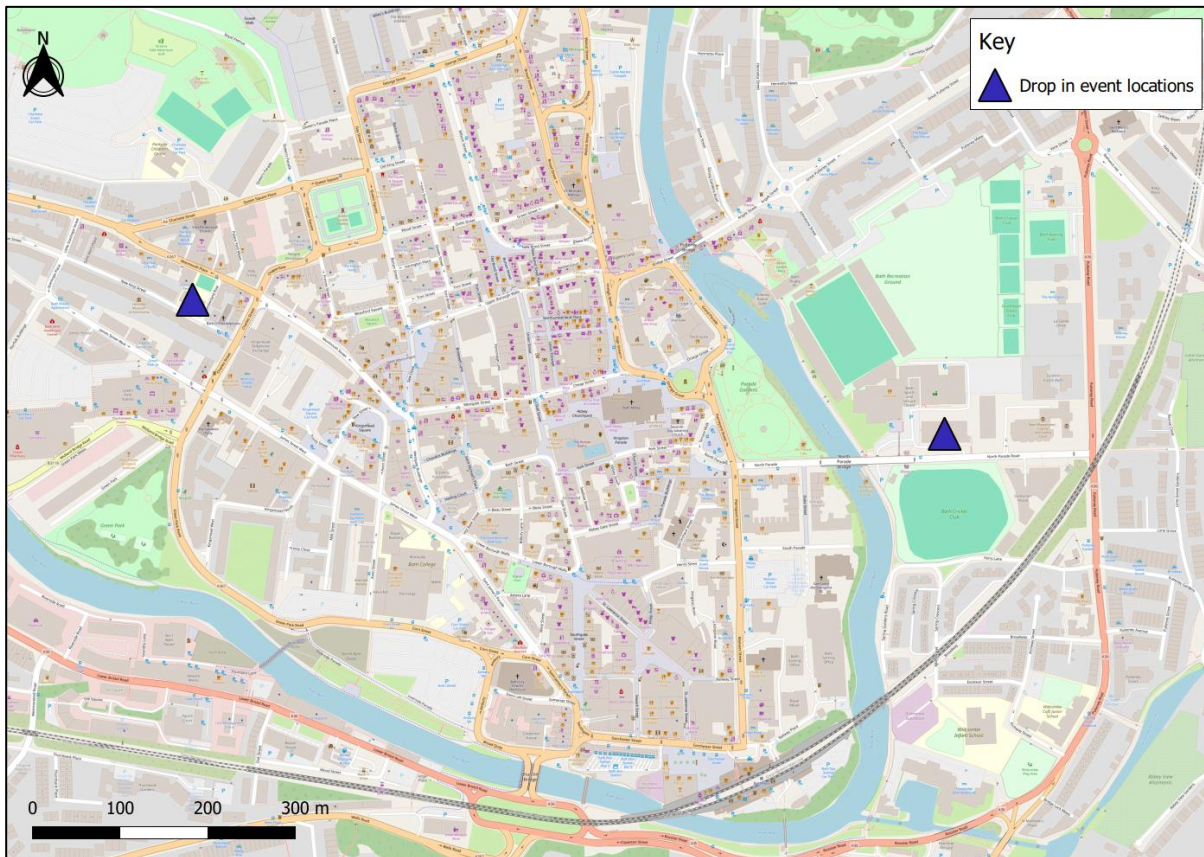


Figure 31: Map showing locations of the drop-in sessions

## Appendix 6: Code frame

Table 9 Supportive codes

### Supportive codes

General support (giving no other reasons why)
Support - the proposals for the Ambury gyratory and/or St James' Parade (incl. bus right turn)
Support - the proposals for improving cycling through the city centre
Support - will make Bath more attractive
Support - will improve bus reliability / journey times
Support - will improve safety
Support - segregated cycle lanes
Support - shared paths
Support - cyclists/pedestrians having more priority
Support - will encourage people to walk/cycle more
Support - will improve people's health and wellbeing
Partial support - improvements needed elsewhere (support the types of improvements, but not where they are being proposed)

Table 10 Opposing codes

### Opposing codes

General opposition
Opposition - the proposals for the Ambury gyratory and/or St James' Parade (incl. bus right turn)
Opposition - the proposals for improving cycling through the city centre
Opposition - will increase traffic/make it more difficult to travel by car/increase in journey time
Opposition - negative effect on businesses/Bath economy
Opposition - value for money
Opposition - proposal not wanted/required (e.g. as not many cyclists)
Opposition - oppose more priority given to cyclists and pedestrians
Opposition - shared space/continuous pavements not wanted
Opposition - proposals will worsen air quality/pollution/environment
Opposition - proposals not safe/won't improve safety
Opposition - will make access to properties more difficult
Opposition - concern emergency services will be affected

### Opposing codes

Opposition - won't improve the city/will make it worse

Opposition - proposals won't work

Opposition - improvements needed elsewhere/alternative solution needed (e.g. a tunnel, bypass)

Opposition - narrow Roads/removal of lane for motorised traffic

### Table 11 Maintenance codes

#### Maintenance codes

Existing maintenance issue (e.g. potholes)

### Table 12 Active travel codes

#### Active travel

Walking/cycling opportunity - need to prioritise pedestrians more than cyclists

Walking/cycling opportunity - further developments needed

Walking/cycling opportunity - improvements needed to onward connections

Walking/cycling opportunity - need secure bicycle storage/parking

Walking/cycling opportunity - alternative cycle route needed

No viable alternatives to the car due to disabilities or journeys too long

Bath is too hilly to cycle

### Table 13 Safety codes

#### Safety codes

Vehicles speeding

Existing safety issue - current safety concerns for walkers and/or cyclists

Existing safety issue - general safety concerns (no user specified)

Cycling misuse/speeding

### Table 14 Accessibility codes

#### Accessibility codes

Accessibility issues with the proposals

Existing accessibility problems

Need to ensure proposals are accessible



Table 15 Traffic/vehicle codes

**Traffic/vehicle codes**

Need schemes that provide improvements for vehicles/to roads

Existing issue - parking

Need to increase parking

Need to reduce parking (either on-street or car parks)

Need to consider taxis in proposals

Existing congestion

Table 16 Public transport codes

**Public transport codes**

Further improvements needed to buses/bus services within Bath

Existing reliability issues with the public transport

Need a tram network

Need to reduce public transport costs

General opposition to buses

Table 17 Other codes

**Other codes**

Negative comments about e-scooters and/or e-bikes

Comments referring to the council's procedures/consultation process (incl. comments related to the survey)

Need to improve public realm

Other comments not related to the proposals

Inappropriate weather conditions

Opposition - removal of signages

Need further information