Reference number:

B&NES Request Proforma

This proforma is to be used to request the consideration of your community area for a **low traffic neighbourhood** and/or **residents' parking zone.** It also provides the opportunity for communities, as part of this request, to put forward ideas for the reimagination of road-space and identify potential locations for public realm improvements (i.e. parklets, public art, planters etc.), or infrastructure (i.e. footway widening, cycle lanes, cycle parking, on-street electric vehicle charging points etc.).

The Climate Emergency and Covid-19 pandemic are changing the way people think about their local neighbourhoods and how they travel. For many, these fundamental changes have reminded us what our streets and public spaces could be like, the benefits of walking and cycling particularly for local trips, and the need for social distancing highlighting that pavements in many areas are too narrow, with road space disproportionately allocated in favour of motor vehicles.

Low traffic neighbourhoods provide a valuable tool to reconsider how streets are managed to enable inclusive and safer environments, to promote active travel and encourage mode shift away from private cars. Principles of a low traffic neighbourhood focus on reducing the dominance of "rat-running" traffic to deliver attractive, healthy, accessible and safe neighbourhoods for people[1]. This generates opportunities in residential areas to improve conditions for walking and cycling, as well as access to public transport and community spaces. Importantly residents remain able to drive on their streets, park on their streets and receive deliveries.

Residents' parking schemes not only help control non-residential parking within an area, the can also help rationalise space within a community and help to reduce car ownership and usage by residents. Residents' parking zones can be requested separately or in conjunction with a low traffic neighbourhood.

Please note, the implementation of a low traffic neighbourhood, residents' parking zone or any the proposed solutions are not guaranteed through the completion of this form.

1 Source: https://www.enjoywalthamforest.co.uk/about-mini-holland/

Reference number:

Name of Councillor and ward	*Sarah Warren, Kevin Guy, Bathavon North Ward*
Has the Ward submitted any other low traffic neighbourhood/RPZ/ EV charging applications?	*Yes,*
Signature of Ward Councillor	*To be completed by Ward Councillor*

Please send completed proformas or any queries to LNConsultation@bathnes.gov.uk

Please answer all questions in this form.

By submitting this application, you are confirming:

(a) the information supplied on this form is, to the best of your knowledge, correct at the time of submission

Broadly, this proforma document should be completed using size 12 font and should be a maximum of 3 pages. The information provided in this proforma should provide sufficient detail so as to give a complete overview of the issues experienced and drivers of these. It should contain enough information to justify the need for further consideration and enable objective decision-making and prioritisation.

The grey text in the right-hand column is an indication of how the boxes should be completed. On competition, this text should be deleted.

Problem(s) experienced prompting the request	**Coalpit Road** Coalpit Road Batheaston is main access road leading into Catherine Way and Elmhurst. The Local G.P Practice (now serving a wide area east of Bath) is on Coalpit Road, as is the Rhymes Pavilion (Community Hall, currently home to "Penny's Pantry" twice a week, as well as other community events and functions) and playing field. The main bus stop for buses arriving in Batheaston from the city centre is on Coalpit Road. All 4 of these are on the west side of the road without continuous pavement, so all 4 require all patrons to cross the road on arrival and departure. Visibility particularly poor when attempting to cross on exit from Rhymes Pavilion. Pavement narrow and not at all accessible for those in wheelchairs or limited mobility. In addition to being the access to Elmhurst and Catherine Way, it is also the route to Northend by foot or bicycle from: Batheaston shops, the Riverside car park, and the bridge to Bathampton Meadows (access by bike to town). The path from Coalpit Rd to garages urgently needs resurfacing (and is on work programme for this year). It might also benefit from widening to make a safe route for cyclists as well as pedestrians (with signage to remind users to exercise care on shared path). The much-needed bus service enters and leaves the estate through Coalpit Road. The road is very busy at school drop off and pick up with pedestrians, cyclists, children on scooters, and drivers, and there is sometimes tension between people using different modes. The primary school and playground are accessed through Coalpit Road to the garages.

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Coalpit Rd: Yellow = bus stop, Red = GP surgery, Green = Rhymes Pavilion and playing field

Catherine Way

Children leaving school use Muddy Lane to reach Catherine Way, and to access the top row of Catherine Way, they must first cross the bus route on a blind downhill bend between parked cars, arriving on the other side of the road at Whitemore Court without a pavement, and then negotiate a car park, and its exit and entrance, before they reach the safety of a pavement on the top road of the estate.

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Route from School, up Muddy Lane, to top row of Catherine Way shown in yellow.

Whole Estate, including Catherine Way, Elmhurst, Coalpit Rd
Limited car parking space, often resulting in delays to bus service; no cycling infrastructure or bike storage space. Insufficient disabled parking spaces. Could space be made for a car club? Electric vehicle charging?
Are there ways in which space could be used differently in order to give better access for all?

Reference number:

Perceived cause of the issue(s) and problem(s)	Issues with design and use of space as described above
Geographical area affected by the issue(s)	Coalpit Road, Catherine Way, Elmhurst Estate
Key amenities within the geographical area	The Local G.P Practice (now serving a wide area east of Bath) is on Coalpit Road, as is the Rhymes Pavilion (Community Hall). The main bus stop for buses arriving in Batheaston from the city centre is on Coalpit Road. All 3 of these are on the west side of the road without continuous pavement, so all 3 require residents to cross the road to get to them. The primary school and playground are accessed through the road to the garages and down "Muddy Lane". Batheaston shops, the Riverside car park, and the bridge to Bathampton Meadows (access on foot and by bike to town), all accessed via Coalpit Road.
Scale / severity of the problem	Highest risk of conflict between modes at busy school drop off and pick up time, but whole estate always feels dominated by parked cars.
Types of outcomes/benefits/ opportunities	We need to provide safe ways to cross to bus stop near shops, GP surgery, Rhymes Pavilion, and at top of Muddy Lane. Pavement needed opposite Muddy Lane. Limited car parking space, no cycling infrastructure or bike storage space. Insufficient disabled parking spaces. Could space be made for a car club? Electric vehicle charging? Consider wheelchair accessibility throughout. Are there ways in which space could be used differently throughout the estate in order to make a more pleasant environment and give better access for all?

Local level of support this request	Approval sought at Batheaston PC to submit application – as July 2021 PC meeting was cancelled, councillors have received a copy of this application and will discuss at next meeting. Grow Batheaston community group plan to collect residents' views and ideas at forthcoming community events.