



Walkability Report No 1

Appendix A

Broadwalk to Bath Bridge

Feedback by volunteers on obstacles and benefits on the route

A. Wells Road from Broadwalk to School Road, both sides, Tuesday, 17th July 2018, 3pm

1. Broadwalk/Wells Road junction – Green Man indicator is given in every direction at the same time but there is insufficient time for the pedestrian to comfortably cross in any direction (ie diagonally); therefore, to cross the road diagonally, it is necessary to cross the feeder roads in turn waiting for a cycle of the traffic lights at each stage
2. Bench by the Broadwalk Shopping Centre



3. Traffic noise felt to be high in many places
4. Air quality felt to be affecting breathing a little after a period walking on Wells Road

5. Presence of A-boards on the pathway resulting in needless obstruction



6. Sheffield stands for bicycles positioned at an angle on the pavement resulting in needless pavement narrowing



7. Bus stop and shelter taking up the full width of the footpath when busy with people queueing and boarding an in-bound bus



8. Problem junctions on Wells Road, for example,

- Redcatch Road – vehicles turn at speed off the Wells Road into Redcatch Road (a one-way street) – this means that the pedestrian crossing Redcatch Road must look out for vehicles turning off the main road suddenly from north and south directions



- Beaconsfield Road – very wide side road with fast traffic leaving the main road from 30mph to 20 mph zone – the curved pavement encourages the driver to maintain main road speed into the side road



9. Where a traffic island is provided to support crossing the Wells Road between junctions with Beaconsfield and Calcott Roads, we found the central island too small and felt vulnerable with traffic travelling at speed on both sides – you can see this informal crossing on the left of the above photograph indicated by a tall pole carrying a spherical lamp
10. The traffic island at Beaconsfield Road is a crossing with the benefit of an island and the only way to cross the two busy lanes of fast traffic in a half-mile stretch from Greenmore Road to Cemetery Road.
11. Footpath narrowed by overgrown hedging on the hill
12. Footpath on the east side between Somerset Road and Clyde Road is narrow bringing the pedestrian close to fast-moving traffic – a situation that worsened a few years ago when the northbound bus lane was widened pushing southbound traffic closer to the footpath
13. Bicycle users going south climbing the hill on the wider west pavement – some are courteous, some are rude presuming right of way; it seems that they are on this pavement to avoid the traffic on their slow climb where the road is narrowed by the northbound bus lane

14. Damaged brick-paved footpath fronting parade of shops (Wells Road Nos. 180 to 186), used by cars to pass over to park, making it a precarious place to walk – pavement rough and sloping towards the roadway



15. Waiting time at light-controlled pedestrian crossings (Pelican or Puffin) is excessive – eg pedestrian presses the button, waits, sees a gap in the traffic, crosses the road, lights change to give the pedestrian the Green Man, which they no longer require and as a result, car waits needlessly at red light
16. Uneven surface in places – difficult to illustrate
17. Footpath narrow in places – see other illustrations in this report
18. Trees lining the street are a welcome sight – see illustrations above

**B. Wells Road from School Road to Three Lamps then Bath Road to Bath Bridge
Saturday, 4th August 2018, noon**

19. Problem junctions: crossing side roads is troublesome as vehicles leave the main road at speed, both sides of Wells Road
- School Road – although it's not wide, it's difficult to observe approaching vehicles in three directions – Wells Road northbound, Wells Road southbound and School Road westbound
 - Highgrove Street – same experience as School Road

- Lilymead Avenue – the side road slopes onto the main road and as a result a vehicle speeds up leaving and joining the main road; this junction also has a kerb space between the dropped kerb and the City Car Club reserved parking bay which is not quite big enough for a vehicle but, if parked regardless, results in an obstruction for the pedestrian crossing the side road



20. Sheffield stand for bicycles positioned at an angle on the pavement resulting in needless narrowing – if this Sheffield rack were parallel to the main road it would double as a bollard to prevent pavement parking



21. Footpath close to fast and noisy traffic passing this parade of shops (inc. 142 Wells Road), due to narrowing of the road and cars (legally) parked in the bus lane opposite



22. Continuous pavement over the one-way junction with Knowle Road is a good experience for the pedestrian but would benefit from a traffic stop line on the Knowle Road side of the continuous pavement



23. Continuous pavement at Knowle Road incorporates a cycle path which is not obvious to the pedestrian and laid out to suggest that the pedestrian should give way
24. Bus stop and shelter taking up the full width of the footpath when busy with people queueing and boarding an in-bound bus



25. Stores on the west side of Wells Road, south of the St Johns Lane junction – vehicle parked on the pavement, obstructing inward bus flow, driver unloading goods into the store; on examination we could find no other access to the store for deliveries; it appears that the store no longer has its former delivery entrance at the rear – presents a dilemma: encouraging local shops / creating safe pavements



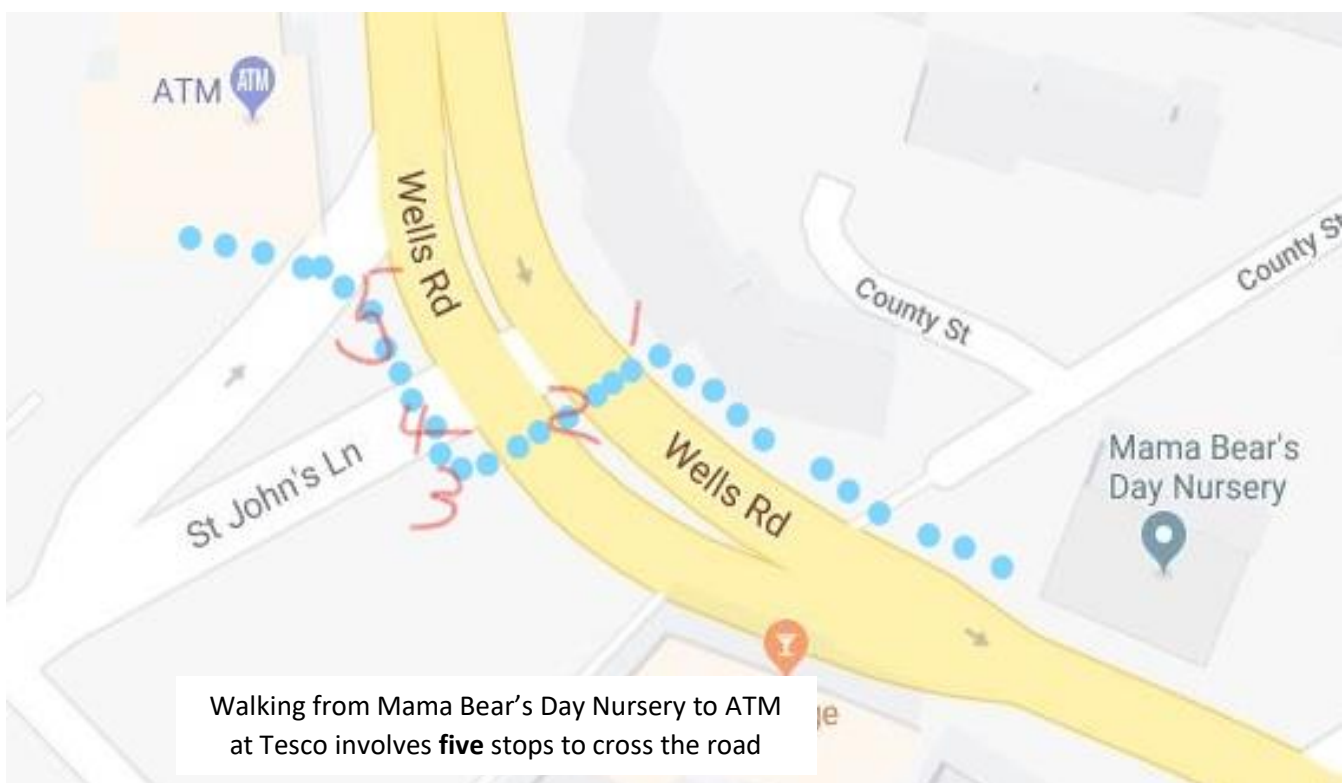
Clutter on the Wells Road looking north

26. Pedestrian crossings at School Road and the St Johns Lane junction are some distance, given the intervening shops and a day nursery

27. Nice place to rest at the Wells Road junction with St Johns Lane, thanks to the efforts of local campaigners, much appreciated



28. Up to five stages to crossing at the Wells Road/St Johns Lane junction; encourages the pedestrian to dash through the traffic





St Johns Lane/Wells Road if you want to get from Mama Bear's Day Nursery (on the east side) to Tesco (on the west side) you must first cross the southbound Wells Road traffic, then the northbound traffic, walk a bit cross the westbound St John's Lane traffic, cross the eastbound St John's Lane traffic turning south, then finally the eastbound St John's Lane traffic going north on the slip road. Nimble pedestrians follow the shortest route by running through the traffic!

29. Speed of the traffic turning into Angers Street from Wells Road, which is one-way off the main road, was found to be quite threatening to volunteers crossing this narrow side road
30. Light-controlled pedestrian crossing between St Johns Lane and Bellevue Road is well positioned for access to bus stops on each side of the main road
31. Handy bench near the bus stop



32. Drop kerb at Bellevue Road in need of improvement – drop kerb insufficient



33. Wells Road east side - overgrown trees obstructing and obscuring the footpath on the approach to the Bath Road at Three Lamps junction



34. Four-stage crossing for the pedestrian at Three Lamps Junction (Bath Road/Wells Road junction), which feels confusing and potentially hazardous due to buses being

allowed through whilst other road vehicles are stopped

35. Bath Road east side - overgrown trees obstructing and obscuring the footpath between the railway bridge and Wells Road junction

36. Bath Road east side –this is a very narrow path with a white line down the centre to segregate the pedestrian from the bicycle user; cycle path is outbound only (going south) but frequently used inbound and can be frightening for all users



37. Bath Road west side approaching Bath Bridge – bicycle-user slip road from highway onto footpath with no indication to pedestrian or cyclist how to deal with this



38. Bath Road west side – road sign posts in the roadway at the cycle slip road, pictured above, create an obstruction: space between the posts is 88cm and between the right-hand post and the kerb is 110cm



39. Newly refurbished section of road and footpath at the approach to the Bath Bridge – not clear why half the pavement is tar and rest is paving stones – potential for huge pedestrian/bicycle-user conflict



40. Crossing York Road is now light controlled, which is welcome; crossing York Road onto Bath Bridge is easy but the crossing requires a long wait – 90 seconds waiting for the Green Man on this occasion; a similarly long wait was encountered at the Pelican crossing on the southbound carriageway of the Bath Road

End of Walkability Report No 1, Appendix A