

WEST BANK FAQs

1. Why is the scheme being introduced?

The changes have been proposed to improve safety for cyclists using the Cycle Superhighway 1 (CS1) which we hope will encourage more walking and cycling in the local area.

2. What kind of cycle track will be introduced?

The cycle track would be 2.5 metres wide to help cyclists who travel along West Bank (north and southbound) to make their journeys safer.

3. What is the reason behind the removal of parking?

The Council has analysed the parking levels of the neighbouring roads in the West Bank area and believes that there are enough available spaces in these roads to allow us to implement the protected cycle lane and remove the parking along the eastern site of West Bank.

We also believe that there are several abandoned vehicles along this road and are looking into removing them.

Please also see question 8.

4. If I can't find a place to park on West Bank where can I park?

As mentioned above, we have analysed the parking space occupancy of the neighbouring roads and believe that residents who cannot find a parking space in West Bank, would find a place to park elsewhere in the area.

5. Will the speed of vehicles using the road increase due to the proposals?

It is not envisaged that speeds would increase due to the proposals. The road is already traffic calmed and speeds are low due to the speed humps. The proposed cycle lane would also effectively narrow the road further, helping to keep speeds low. However, we would provide mitigation measures if speeds are found to increase.

6. Will the changes impact pedestrian safety?

It is not anticipated that pedestrian safety would be compromised. However, we would investigate the provision of mitigation measures if pedestrian safety is compromised.

7. Why is the existing kerb extension at the junction of West Bank and Dunsmure Road being taken out?

This is to allow space on the carriageway for the cycle track and allow cyclists to approach the junction and turn safely. The existing raised carriageway (also known as an 'entry treatment'), which is to help provide pedestrian priority when crossing the road, will be adjusted to suit the new layout.

8. Will a Controlled Parking Zone (CPZ) be introduced in the area as a result of these proposals?

At this stage, the Council is not proposing a CPZ in the area. However, we understand that a petition requesting parking controls is due to be submitted to the Council. We will look at this petition and consider whether to consult on the introduction of a CPZ, if there is a majority of support from the local community to do so.

9. Will a one way system be introduced in West Bank as a result of these proposals?

No, at this stage, the Council is not proposing a one way system along the road. However, we will monitor the situation, parking issues and turning movements and will look into this in more detail after implementing the scheme.

10. What are the proposals for each of the junctions of West Bank? Amhurst Park is a busy road.

The junction of West Bank and Amhurst Park will not be changed.

The junction of West Bank and Dunsmure Road will be modified, taking the kerb extension on the eastern side. Please refer to question 6 for more information.

11. What is “filtered permeability”?

Filtered permeability is a way of reducing through motor traffic in an area, usually residential, by restricting some modes of transport (e.g. cars) but allowing others (e.g. cycles and pedestrians).

Filtered permeability is most effective in busier neighbourhoods and roads like West Bank, where through traffic is likely to always exist.

12. What are “armadillos”?

‘Armadillos’ are cycle lane segregators and are a simple and effective way of preventing vehicles from entering cycle lanes. Made from 100% recycled PVC, the Armadillos are bolted into the ground and spaced out so that cyclists can enter or exit the cycle lanes as needed but emergency vehicles can also drive over them on the way to a fire or other emergency.

Covered in reflective stripes, they are highly visible to deter vehicles from driving into the cycle lane and are available in a range of sizes depending on the level of protection required.

The soft material is safer for cyclists and helps absorb any impact whilst also preventing damage to the underside of a vehicle when accidentally driven over.

Armadillos have been successfully installed and used by major towns and cities across Spain and in the USA, as well as in London e.g. along Royal College Street in Camden since 2013. They are much quicker and more cost effective to install than other solutions.

The recycled plastic has environmental benefits as it reuses old electrical cable sheathing and pipes, helping to reduce CO2 and landfill waste.

13. Will there be any public realm improvements in the area as part of these proposals?

At this stage, no public realm improvements are proposed. However, there are a few public realm improvements that will be consulted and hopefully implemented in the area as part of another scheme.

14. How many parking spaces will be lost as a result of these proposals?

There could be approximately 64 parking spaces lost, although it should be noted that surveys of occupancy along West Bank indicated a usage rate of between 40%-80%, depending on the time of day.

Please also refer to question 2 for more information. If a CPZ is supported as a result of a separate consultation, more spaces would become available to local residents.

15. Will there be additional measures proposed after the proposals are implemented?

At this stage, it is not envisaged that additional measures will be required.

16. Can I submit more than one consultation response?

Only one consultation response will be accepted per person. If you would like to submit more than one questionnaire from the same household, please ensure that you provide your name. This is to ensure that there are no duplications.

17. What are the next steps?

We will collect and analyse the responses received to this consultation and will make a decision on whether to go ahead with the proposals.

We will update the consultation website with details of this decision once it is made.

Following implementation of the proposals, the Council will monitor the impacts and if required, will consult on any other additional schemes.