

## **Councillor Questions for Council 10<sup>th</sup> July 2014**

*(NOTE: The following questions and responses will be published on the Council's website as soon as possible after the meeting and linked to the published draft minutes of this meeting.)*

### **1. Question from Councillor Nigel Roberts**

What is going to happen to destructor bridge during the Western Riverside development. If it is due to be demolished, would the executive councillor consider a relocation, which has happened to this bridge before, as a number of alternative routes across the river would be welcome?

### **Answer from Cabinet Member for Sustainable Development**

The replacement of Destructor Bridge is now planned to commence this autumn following agreement with Canals & River Trust to its replacement. The Consented scheme sets out a rationale for replacement within the Design and Access statement (document can be viewed via the Portal;

<http://idox.bathnes.gov.uk/WAM/showCaseFile.do?appNumber=13/01649/ERES>)

As part of a comprehensive historical review of the structure, the design team explored possible re-use options both with the Highway Authority and Sustran's. The structure is past the end of its design life and would not meet current bridge design codes for reuse as a vehicular crossing. In addition, the 1950's deck modifications to cast a concrete deck over the structure has a significant impact on the ability to dismantle/demolish which renders the majority of the structure useless for relocation. The 2 trusses were also considered but their condition and relative utilitarian appearance do not favour relocation. Both organisations concluded that it was unsuitable for relocation or reuse.

As part of the discharge of conditions, a full archaeological evaluation and photo record is being assembled for the archive and in addition to this the original decorative scrolls are being re-incorporated as public art within the development. This has now been submitted to the LPA.

The bridge materials not being retained will be recycled as part of the demolition process.

## **2. Question from Councillor Nigel Roberts**

There have been a number of new bus shelters installed in Odd Down that have been welcomed in Odd Down. Some of the shelters have been installed without sides, which in an area that is very windy such as Odd Down, has caused issues when it rains. Residents have been seen standing on the bench to try and keep out of the rain; would the executive councillor please instruct the officers to install sides to the shelters in Odd Down?

### **Answer from Cabinet Member for Transport**

In May, the Strategic Transport Team received an enquiry from Cllr Nigel Roberts concerning a replacement shelter which had been installed on Bloomfield Drive, Odd Down. He noted that passengers using this shelter were exposed to the elements. The original shelter here had no end panels and as a 'like for like' the replacement shelter had been specified.

Two factors are considered when determining the use of end panels on bus shelters. These are the 'passage width' which relates to the amount of space between the end of the shelter's side panel and the kerb edge and our legal requirement to ensure unobstructed view from adjacent junctions including private accesses.

The regulations which provide local authorities with the power to install shelters specifies that they should not be "in a position obstructing or interfering with any existing access to any land or premises abutting on a highway." The definition of interference includes any obstruction to visibility which could make exiting such an access unsafe.

A private access to a number of garages belonging to adjacent residents is within 6 metres of the site of the bus shelter is. Having reviewed the design here at the request of Cllr Roberts, the officer view is that end panels will interfere with visibility and cannot be included on the shelter in the current arrangement. Given the high level of demand from passengers, officers have however now asked for site assessments to be undertaken to establish whether any form of additional weather protection can be provided whilst not compromising visibility.