

Bath & North East Somerset Council

DECISION MAKER:	Cllr Caroline Roberts, Cabinet Member for Transport	
DECISION DATE:	On or after 21 MARCH 2015	EXECUTIVE FORWARD PLAN REFERENCE:
		E 2427
TITLE:	A36 Rossiter Road – Widcombe Parade One Way Eastbound	
WARD:	Widcombe	
AN OPEN PUBLIC ITEM		
<p>List of attachments to this report:</p> <p>Drawing No.TC8821/TRO/01 – Existing Orders to be Revoked</p> <p>Drawing No.TC8821/TRO/02B – Advertised Traffic Regulation Orders</p> <p>Pedestrian Crossings – Notice of Intent</p> <p>Existing and Advertised TRO Schedules</p> <p>Table RR/IC – Summary of Informal Consultation Responses</p> <p>Table RR/FC – Summary Formal Consultation Responses</p> <p>Report RR/EIA – Equality Impact Assessment</p>		

1 THE ISSUE

- 1.1 The A36 Rossiter Road scheme will provide significant environmental and road safety enhancements to Widcombe by removing A36 traffic from that part of Claverton Street known as Widcombe Parade and providing wider pavements in high quality conservation paving, a segregated cycle lane, improved bus stop and pedestrian crossing facilities. Rossiter Road will become two way from a new traffic signal controlled junction on Pulteney Road in the east to a new traffic signal controlled junction at the west end of Widcombe Parade which will become one way eastbound for local traffic with a speed limit of 20mph. The existing part of Pulteney Road between Rossiter Road and Widcombe Hill that is currently one way will become two way for local traffic with a 20mph speed limit. Double mini roundabouts will be provided at the junctions with Widcombe Hill and Prior Park Road. The existing A36 eastbound traffic lanes from Churchill Bridge will remain but the offside lane will become a right turn lane for local traffic accessing Widcombe Parade, Prior Park Road and Widcombe Hill and for vehicles under 7.5 tonnes to access Lyncombe Hill. At this junction a new carriageway will be constructed so that westbound A36 traffic can either turn left into Widcombe Parade or continue on the new carriageway to rejoin Claverton Street at the junction with Lyncombe Hill. A combined railway station drop-off and 20 minutes limited waiting facility was advertised on the north side of Rossiter Road near the footbridge over the river. A new toucan crossing will provide cyclists and pedestrians with a safer route across the A36. The existing pedestrian crossing facilities near Lyncombe Hill will be upgraded to puffin crossings with new ramps and steps in the central reservation.

- 1.2 The measures described above have been advertised as a series of Traffic Regulation Orders (TRO's). A number of responses to these TRO's have been received. Some of these responses are scheme related but do not refer directly to the TRO's. However, they have been considered and are included in this report.
- 1.3 This report also considers representations from and meetings with local Councillors, traders, residents and other interested parties concerning amendments to the scheme that are both directly and indirectly associated with the TRO's.
- 1.4 The Rossiter Road Steering Group has been meeting monthly to consider and resolve the issues raised and recommend amendments to the scheme that are both directly and indirectly associated with the TRO's.
- 1.5 This report summarises the comments and issues, provides responses and seeks approval to proceed with the implementation of the revised TRO's.

2 RECOMMENDATION

- 2.1 It is recommended that the existing Traffic Regulation Orders shown on Drawing No.TC8821/TRO/01 are revoked with the exceptions described in paragraphs 2.4 and 2.7 below.
- 2.2 It is recommended that the proposed Traffic Regulation Orders shown on Drawing No.TC8821/TRO/02B are approved for implementation with the following amendments and recommendations.
- 2.3 TRO Amendment No.1 - Traders have doubted the value of a 20 minutes limited waiting period so it is recommended that the TRO is amended to increase the waiting period to one hour in the layby at the west end of Widcombe Parade.
- 2.4 TRO Amendment No.2 and Revocation Amendment No.1 - It is recommended that, in response to informal feedback from traders, a loading facility is provided on the south side of Widcombe Parade. This would be made available for public parking during evenings and weekends but reserved for deliveries at other times. The current no waiting at any time restriction along this section of Widcombe Parade will be excluded from the revocation of the existing TRO's pending the advertising of a new TRO for a loading facility.
- 2.5 TRO Amendment No.3 - A request for an extension of the 20mph speed limit on Prior Park Road was made by a member of the Steering Group in February 2015. The current start of the 20mph speed limit is at the immediate approach to the double mini roundabout at the end of Prior Park Road and it is recommended that it is extended south along Prior Park Road to the junction with Prior Park Cottages. Consideration will be given to extending it much further south to the junction with Perrymead but this will require a separate TRO process.
- 2.6 TRO Amendment No.4 - It is recommended that the request for the removal of one or more of the proposed two footway build outs/crossing points so that more parking spaces can be provided is also rejected as the build outs have been provided to enhance the environment, facilitate safer crossings, calm traffic and encourage people to walk to Widcombe and use Widcombe Parade. However, it is recommended that additional parking space is achieved by reducing the width of the footway build outs at these locations.

- 2.7 TRO Amendment No.5 and Revocation Amendment No.2 - In order to be successful as a drop-off facility for the Bath Spa railway station, the Rossiter Road drop-off will require a high turn-over. A 20 minutes waiting period would undermine its effectiveness and it is recommended that a parking and loading ban is promoted similar to the lay-by currently available adjacent to the bus entrance to the bus station at Broad Quay which has traffic signs and road markings indicating exclusive use as a pick up or set down only. The current no waiting at any time restriction along this section of Rossiter Road will be excluded from the revocation of the existing TRO's pending advertising of a new TRO for the parking and loading ban.
- 2.8 The following recommendations relate to representations from and meetings with local Councillors, traders, residents and other interested parties concerning issues that are indirectly associated with the TRO's.
- 2.9 Recommendations Nos.1 and 2 - An area parking review is scheduled to take place during the second half of 2015. The Council will be conducting a review of on-street parking and will be consulting residents and businesses. It is recommended that consideration is given to opportunities to re-balance resident and short stay parking within walking distance of Widcombe Parade such as reducing the two hours free on-street parking to one hour to increase the turn-over. However, there is significant tension between resident and short stay parking so there is no guarantee that any more short stay parking will be acceptable. It is also recommended that consideration is given to the results of monitoring the first few months of on-street parking in Widcombe following completion of the scheme.
- 2.10 Recommendations Nos 3 and 4 - It is recommended that the existing pay and display arrangement of up to 2 hours charged parking in the Widcombe Car Park is retained. However, some improvements to the existing layout are recommended including better signing from Rossiter Road, relocation and widening of the disabled parking space and the provision of one further parking space on the new entrance to the car park. It is recommended that the Car Club parking space is retained in its existing location as it is a well used facility.
- 2.11 Recommendation No. 5 - It is recommended that the request for the removal of the bollards which are proposed along the west section of the northern footway of Widcombe Parade and the east section of the southern footway and cycle lane along Widcombe Parade should be rejected. There is an existing record of illegal and dangerous parking on the existing cycle lane and footway and the scheme should not replicate or fail to address this issue. The scheme should aim to prioritise the maintenance and improvement of pedestrian and cyclist facilities.

3 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

- 3.1 The A36 Rossiter Road scheme is an approved project in the Council's capital programme. The revenue consequences of this project were considered at the time of its approval. The revenue consequences of the recommendations in this report are considered cost neutral as the cost of maintaining the proposed new signage will be offset by reduced maintenance costs as the area is de-cluttered of unnecessary furniture and the additional running and maintenance cost of new signalled crossing points is more than offset by the replacement of all electrical apparatus including LED lighting and signals.

4 STATUTORY CONSIDERATIONS AND BASIS FOR PROPOSAL

- 4.1 A proportionate Equalities Impact Assessment (EIA) has been carried out. No discriminatory factors have been identified. The EIA is attached to this report.

5 THE REPORT

- 5.1 A total of 10 responses to the formal consultation were received. Six were from local Councillors, one was from a Council officer, one represented the traders, one was from the police and one was from a resident of Bear Flat.
- 5.2 All six responses from local Councillors related to the proposal to provide 20 minutes limited waiting in conjunction with a railway station drop-off area in a new layby on the north side of Rossiter Road to the east of the footbridge over the river. This proposal was intended to balance the level of parking provision within the scheme against the aim to provide an alternative drop-off area for the railway station avoiding congested roads in the city centre. Two Councillors strongly favoured restricting the use of this layby to a railway station pick up/drop off point. This view was supported by the other four Councillors and another two Councillors were verbally reported to be in favour of this option.
- 5.3 In order to be successful as a pick up/set down point for the Bath Spa railway station, the Rossiter Road facility will require a high turn-over. A 20 minutes waiting period would undermine its effectiveness and it is recommended that it is re-designated as an area with a parking and loading ban similar to the lay-by currently available adjacent to the bus entrance to the bus station at Broad Quay. It is recommended that this facility has traffic signs indicating "Pick Up and Set Down Only" and "No Parking At Any Time" and that double yellow lines are provided on the carriageway with double tick marks on the kerbs so that it is exclusively for use as a pick up or set down only.
- 5.4 The representative of the traders requested that the 20 minutes limited waiting period in the layby at the west end of Widcombe Parade and in the lay-by on the north side of Rossiter Road are revised to one hour as these spaces, particularly those in Rossiter Road, would not provide an effective contribution to the retail provision due to the short duration. As concluded in 5.3 above, it is recommended that the lay-by on the north side of Rossiter Road should be restricted to a pick up/set down facility. However, it is recommended that the limited waiting period in the layby at the west end of Widcombe Parade is increased to one hour.
- 5.5 One of the key aspirations of the scheme is the regeneration of Widcombe Parade and representatives of local traders are very concerned about retaining as much parking as possible. They see this issue as essential for the future success of the scheme and many of them believe that the level of parking provision within the scheme is critical to their livelihoods. Advantage has been taken to explore ways of creating more parking space within Widcombe Parade by refining the layout without compromising the safety of pedestrians and without detriment to the safe passage of all vehicles that will be using it. However, to increase parking availability within Widcombe Parade, the scheme does not accommodate access for articulated vehicles. Emergency access for these vehicles may require temporary suspension of some parking.
- 5.6 The provision of a loading bay on the south side of Widcombe Parade has satisfied the concerns of traders without compromising parking provisions. This facility will be 9 metres long so that it can be made available for public parking for two vehicles during evenings and weekends but reserved for deliveries at other times.
- 5.7 An area parking review is scheduled to take place during the second half of 2015. The Council will be conducting a review of on-street parking and will be consulting residents and businesses. It is recommended that consideration is given to opportunities to re-balance resident and short stay parking within walking distance of Widcombe Parade such as reducing the two hours free on-street parking to one hour to increase the turn-over. However, there is significant tension between resident and short stay parking so there is no guarantee that any more short stay parking will be acceptable. There will also be an opportunity to consider the results of monitoring the first few months of on-street parking in Widcombe following completion of the scheme. It is expected that the recommendations from the review will be resolved towards the end of 2015 and implemented in 2016.

- 5.8 The representative of the traders requested that a free period of parking should also be provided in the existing pay and display car park at the rear of Widcombe Parade. However, there is evidence that similar free car parking close to the city centre has a high level of abuse and may be counter-productive for Widcombe. A free hour parking may be well used by some shoppers but could significantly reduce the longer stay parking opportunities which will not be available on-street. This could disadvantage traders that need longer stay custom such as eating and drinking or expensive goods and also longer stay multiple shop trips.
- 5.9 It is recommended that the existing pay and display arrangement of up to 2 hours charged parking in the Widcombe car park is retained. However, some improvements to the existing layout should be made including better signing from Rossiter Road, relocation and widening of the disabled parking space and the provision of one further parking space on the new entrance to the car park. The Car Club parking space should be retained in its existing location as it is a well used facility.
- 5.10 The request for the removal of the bollards which are proposed along the west section of the northern footway of Widcombe Parade and the east section of the southern footway and cycle lane along Widcombe Parade should be rejected. There is an existing record of illegal and dangerous parking on the existing cycle lane and footway. The scheme should not replicate or fail to address this issue and should aim to prioritise the maintenance and improvement of pedestrian and cyclist facilities.
- 5.11 The representative of the traders requested removal of one or more of the proposed footway build outs so that more parking spaces can be provided. It is recommended that this request is rejected as the build outs have been provided to enhance the environment, facilitate safer uncontrolled crossings, calm traffic and encourage people to walk to Widcombe and use Widcombe Parade. However, some additional parking space has been achieved by reducing the width of the footway build outs at these crossing locations.
- 5.12 The representative of the police pointed out that the A36 is an abnormal load route which is used for access to the university and that there is a requirement that street furniture is removeable. The representative has subsequently confirmed that an acceptable route from the west would be via Rossiter Road and Pulteney Road to the Bathwick Hill roundabout and then back along Pulteney Road to Prior Park Road. It is confirmed that all new street furniture on this route will be removeable.
- 5.13 The resident of Bear Flat requested a new pedestrian crossing to the right of the underpass at the Churchill Bridge roundabout which the resident viewed as unsanitary and dangerous at times. This facility is outside the scope of the Rossiter Road scheme but the comment is acknowledged.
- 5.14 In February 2015, a Steering Group member made a request to extend the 20mph speed limit on Prior Park Road to the junction with Perrymead. The current start of the 20mph speed limit is at the immediate approach to the double mini roundabout. It is recommended that the TRO is amended to extend this speed limit up the hill to the junction with Prior Park Cottages. Any further extension of the speed limit should be the subject of a separate TRO process.

6 RATIONALE

- 6.1 One of the key aspirations of the scheme is the regeneration of Widcombe Parade. The Rossiter Road Steering Group, the Widcombe Residents Association and representatives of local traders are very concerned about retaining as much parking as possible and see this issue as essential for the future success of the scheme. Many of the traders believe that the level of parking provision within the scheme is critical to their livelihoods. However, there has to be a balanced approach between the parking provision which could encourage trips by car and the provision of facilities to encourage people to walk and cycle to Widcombe.

- 6.2 The scheme will encourage people to cycle to Widcombe by providing a contraflow cycle lane along the south side of Widcombe Parade and new cycle parking at each end. Where there is sufficient space for vehicle doors to be opened without encroaching into the cycle lane, roadside parking has been provided. Where the layout does not allow parking on this side, bollards will be installed to prevent vehicles illegally blocking the cycleway.

7 OTHER OPTIONS CONSIDERED

- 7.1 The scheme has been developed over a long period of time and a number of options have been considered. Traffic modelling indicates that the scheme presented for approval offers the best performance in peak periods without compromising the measures put in place elsewhere around the city to relieve congestion and traffic queues. However, the modelling shows that the double mini roundabout proposed at the junction of Widcombe Parade, Prior Park Road and Widcombe Hill may require conversion to a traffic signal controlled junction at some point in the future in order to avoid peak period queues backing up along Widcombe Parade and Rossiter Road thereby threatening the performance of the Churchill Bridge roundabout and access into and exit from the city centre.

8 CONSULTATION

- 8.1 The scheme has been presented at two local public consultations.
- 8.2 The final proposals for Widcombe Parade and Pulteney Road (south) have been developed by an experienced urban designer reporting to the Rossiter Road Steering Group made up from Ward Members, Council Officers and representatives of the Widcombe Residents Association. Discussions have also taken place with local traders and residents.
- 8.3 The Traffic Regulation Orders have been advertised locally in the normal manner with invitations to comment and/or object within a period of 21 days. The Notices were widely distributed and copies of the Orders were made available at the One Stop Shops.
- 8.4 The consultation process has included consideration of the responses together with representations from local Councillors, traders, residents and other interested parties.
- 8.5 The Rossiter Road Steering Group has met with traders and liaised with representatives of the public and other interested parties.

9 RISK MANAGEMENT

- 9.1 A risk assessment related to the issue and recommendations has been undertaken, in compliance with the Council's decision making risk management guidance.
- 9.2 The report recommends that , in order to be successful as a drop-off facility for the Bath Spa railway station, a TRO for the Rossiter Road drop-off will be advertised as a parking and loading ban similar to the lay-by currently available adjacent to the bus entrance to the bus station at Broad Quay. This facility has traffic signs indicating "Pick Up and Set Down Only" and "No Parking At Any Time" and there are double yellow lines on the carriageway with double tick marks on the kerbs so that it is exclusively for use as a pick up or set down only.

9.3 The report recommends that, in response to informal feedback from traders, a TRO for a loading facility on the south side of Widcombe Parade will be advertised. This would be made available for public parking during evenings and weekends but reserved for deliveries at other times.

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Background papers	A dedicated website provides full details of the scheme.
Please contact the report author if you need to access this report in an alternative format	