

Bath & North East Somerset Council

DECISION MAKER:	Cllr Anthony Clarke, Cabinet Member for Transport	
DECISION DATE:	June 2015	EXECUTIVE FORWARD PLAN REFERENCE:
		E 2733
TITLE:	Freshford Table – High Street Freshford	
WARD:	Bathavon South	
AN OPEN PUBLIC ITEM		
List of attachments to this report:		
Appendix 1 - Drawing No. TC8249-300		
Appendix 2 – PEV10594 Notice of intent to construct a speed table		
Appendix 3 – Equalities impact assessment.		

1 THE ISSUE

The aim of the scheme is to improve the pedestrian facilities and safety at the junction of Freshford Lane, High Street and Dark Lane outside the school.

BANES Highways officers produced 3 design options and presented them to the Parish Council for them to agree an option to proceed with and construct this financial year. The 3 options presented to the PC were:

1. a raised table incorporating flush pedestrian areas as per the Parishes desire to see some shared space ideas incorporated into the design as well as a buff coloured surface to signal to motorists a change in environment;
2. new pedestrian footway improvements at the junction; and
3. Option 1 but using high quality paving sets to create more of a shared space look and feel.

Only option 1 & 2 were found to be affordable within the budget available. The PC's preferred option was Option 3, but due to the budgetary constraints decided to proceed with Option 1.

Consequently, a design was finalised in November and a construction date programmed for the February half term. The notice of the Council's intent was posted on site and in the press on Monday 12th January to which a small amount of objections were received.

The details of these objections are provided below along with a recommendation as to whether to proceed as planned, proceed with an amended design or to withdraw the scheme completely.

Objections

- **Freshford Highways Committee + 3 other residents within the village.**

"The current proposals by B&NES represent the very solution that the community clearly expressed that it wanted to avoid. It will be another nail in the environmental coffin of Freshford and is likely to lead to further lowering of the high standards that have made Freshford such a special place worthy of an uncompromising approach to creating quality."

The objectors wanted BANES to proceed with option 3 using high quality materials or do nothing.

Highways committee Objection withdrawn 2/2/15

- **Resident – The Forge, Dark Lane Freshford**

Objected to the scheme due to having concerns in relation to the noise of cars using speed table outside of his property, drainage concerns relating to surface water run-off into his property as well as an increase in pollution due to the acceleration of vehicles outside of his property.

2 RECOMMENDATION

The scheme should proceed as planned in late June 2015, because it has the full support and backing of the local member and Parish Council. The points raised by the objectors relating to the desired option have already been debated and considered within the Parish Council, who decided to proceed with the scheme option being delivered.

In relation to the objection regarding concerns over the noise vehicles will make outside of his property when driving up the ramps and onto the table, the ramp design has been amended to a gradient of 1:15 rather than 1:10 which will reduce the noise levels whilst still maintaining a traffic calming feature and highlighting a change of environment to the driver.

We have also assessed the level and drainage design of the table to ensure that the additional gullies provided and level design of the table will not cause any run off into private property.

3 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

The cost of carrying out the works to implement this scheme is estimated to be £50k. This is included within the approved 2014/15 Transport Improvement Programme capital budget, which is funded by DfT Integrated Transport Block grant.

In addition to the capital costs, there are revenue maintenance costs associated with the project. These consist of maintenance of additional signs, drainage and a raised table. The junction will be fully resurfaced as well as a new and upgraded drainage system installed, meaning the maintenance situation is in fact improved over the existing infrastructure. Any future maintenance requirements will be picked up by the Highway Maintenance section.

4 STATUTORY CONSIDERATIONS AND BASIS FOR PROPOSAL

A proportionate Equalities Impact Assessment has been carried out. No discriminatory factors have been identified. The Equalities Impact Assessment is included as Appendix 4.

5 OTHER OPTIONS CONSIDERED

See Section 1 above. The table option was the preferred option due to it providing a speed reducing feature as well as both a visual and physical change of environment to the motorist outside of the school.

6 CONSULTATION

Ward Members; Cabinet Member for Highways; Internal Transport colleagues; Other B&NES Services; Parish Council; Local Residents; Emergency Services.

Consultation was carried out by e-mailing internal and external contacts. Notices were also advertised in the local press and erected on all affected roads and locations of specific interest for a 21 day period. All affected people had the opportunity to participate in the notice process, and to make their opinions known.

Contact person	Tom Hayward Project Manager
Background papers	
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