

Bath & North East Somerset Council

DECISION MAKER:	Cllr Roger Symonds, Cabinet Member for Transport		
DECISION DATE:	On or after 1st January 2012	EXECUTIVE FORWARD PLAN REFERENCE:	
		E	2342
TITLE:	Consideration of Responses to Advertisement of Julian Road Traffic Management Proposals		
WARD:	Abbey, Kingsmead, Lansdown		
AN OPEN PUBLIC ITEM			
List of attachments to this report: Appendix 1: Drawing no. TC1070/111/GA showing the proposals Appendix 2: Summary of responses			

1 THE ISSUE

1.1 A series of traffic management proposals for Julian Road, Bath, were subject to formal consultation/public advertisement during December 2011 (Appendix 1 shows the proposals)

2 RECOMMENDATION

The Cabinet member is asked to agree:

2.1 The proposals are implemented as advertised, with the following minor modification:

the zig-zag lines on the southern kerblines of Julian Road, to the west of the zebra crossing near Ballance Street, to be shortened to allow vehicles to load/unload on the existing double yellow lines

2.2 To re-advertise the location of the Crescent Lane zebra crossing at a point 5 metres to the east of the position originally advertised, and to delegate the decision regarding the installation of the Crescent Lane zebra crossing to the Divisional Director-Environmental Services, following the re-advertisement of that proposal, and his consideration of any comments/objections that might be received."

2.2 The respondents are informed accordingly.

3 FINANCIAL IMPLICATIONS

3.1 A funding item exists in the 2012/13 Capital Works Programme (subject to Approval of the Full Council in February 2012) to carry out the works as proposed. Ongoing electricity power costs for the 2 zebra crossings total approximately £500 per annum. Maintenance costs of the proposed surface material are around 20-25% of the cost of maintaining the existing, non-standard, materials.

4 CORPORATE PRIORITIES

- *Building communities where people feel safe and secure*
- *Promoting the independence of older people*
- *Addressing the causes and effects of Climate Change*
- *Improving transport and the public realm*

5 THE REPORT

5.1 Julian Road is a part of a through route which forms an alternative to the A4 route between Lower Bristol Road and London Road. Consequently, the route carries significant levels of traffic, and is especially busy during the morning and evening peak hours. Between St James' Street and Morford Street, Julian Road is fronted by St Andrew's Primary School and a rank of shops; however there are currently no formal pedestrian crossing facilities, except a School Crossing Patrol which operates outside the school.

5.2 Representations were made to the Council to investigate the possibility of introducing pedestrian facilities, and subsequent pedestrian counts indicated that formal pedestrian crossings could be justified at two locations. A further pedestrian crossing could not be accommodated in the vicinity of the school due to high footways on the north side of Julian Road, however a speed table was feasible, therefore these three features were included in a package of proposals. A proposal to introduce limited waiting in the layby opposite the shops, plus some cycle parking stands at this location, were also included (Appendix 1 shows the proposals).

5.3 The proposals normally would have been added to the Traffic & Safety Task Register, to be considered for funding in future years, however, as this length of Julian Road was scheduled for resurfacing in February 2012, an opportunity arose to combine the works, and, in the process, make significant savings on the cost of implementation. It was, accordingly, agreed to promote the proposals in advance of the resurfacing work, and, if no significant objections were received, to include the works within the resurfacing exercise.

5.3 The proposals were subject to formal consultation/public advertisement in December 2011. This exercise included a Public Meeting held at St Andrew's School, Julian Road, on December 16th, attended by around 25 local people. Written responses were received from 61 people, including 40 letters from school

parents presented at the Public Meeting. Of these, 55 (90%) supported the proposals, and 2 (3%) did not support the proposals. Many other comments were made, and these, along with the Engineer's response, are summarised at Appendix 2. Given the general acceptance of the proposals, it is recommended that they are implemented as advertised, with one small modification to the zig-zag lines west of the proposed crossing at Ballance Street (see Appx 2, comment 6). Furthermore, it was pointed out at the Public Meeting that the proposed zebra crossing at Julian Road/Crescent Lane was shown in a location that would conflict with the existing trees. It was acknowledged that the siting on the plan was erroneous, and that the actual proposed site for the zebra crossing is 5 metres to the east, where it coincides with the existing pedestrian drop kerbs. This amendment will need to be readvertised for legal reasons, however given it is only a minor change it is unlikely that any meaningful objections will be lodged.

- 5.4 49 of the respondents suggested that improvements should be made at 'Marlborough Place' (i.e the junction of Marlborough Buildings/Cavendish Road and Weston Road). It is accepted that this junction would benefit from some remodelling, to reduce approach speeds, and improve sightlines for vehicles emerging from Marlborough Buildings. A commitment has been made to draft up, and cost options for this junction, in 2012/13; however any proposal will need to be prioritised in the usual way.

6 RISK MANAGEMENT

- 6.1 The report author and Cabinet member have fully reviewed the risk assessment related to the issue and recommendations, in compliance with the Council's decision making risk management guidance.

7 EQUALITIES

- 7.1 No Equalities Impact Assessment (EIA) has been carried out. EIAs are required to analyze a new or existing policy or service to identify what impact or likely impact it will have on different groups within the community. This report does not consider policy or a service, therefore an EIA is not considered appropriate.

8 RATIONALE

- 8.1 The proposals were drafted in response to local people's desire for formal pedestrian facilities to be provided on Julian Road. The response to formal consultation/public advertisement suggests that the proposals are generally welcomed.

9 OTHER OPTIONS CONSIDERED

- 9.1 Extension of the current 'shared space' scheme was considered, however the necessary funding to make meaningful improvements, plus the cost of ongoing maintenance of the existing scheme, is not available at the present time. The condition of Julian Road is currently such that early carriageway reconstruction is imperative, to prevent a rapid increase in the rate of deterioration of the road structure. Implementation of the current proposals, however, would in no way prejudice the consideration of a wider scheme for the area, should funding permits.

9.2 Local opinion indicates a strong desire to effect improvements at the Marlborough Buildings/Weston Road/Crescent Lane junction, to reduce approach speeds, aid pedestrians and cyclists, and allow for safer vehicle turning movements. Including this junction within the current scheme was also considered, however the resurfacing programme does not stretch as far west as this point, and the funding to make the requisite improvements is not available at the current time. The Council has made a commitment, however, to draft and cost some design options for this junction in 2012/13, with the intention of bidding for funding in the following year.

10 CONSULTATION

10.1 Ward Councillor; Cabinet members; Staff; Local Residents; Community Interest Groups; Other Public Sector Bodies; Section 151 Finance Officer; Chief Executive; Monitoring Officer

10.2 Consultation was carried out using direct mailings/emails to Councillors, Residents' Groups and other interested parties, and by public advertisement of the proposals for 21 days. A public meeting was arranged within the advertisement period to discuss the proposals

11 ISSUES TO CONSIDER IN REACHING THE DECISION

11.1 Social Inclusion; Customer Focus; Sustainability; Human Rights; Health & Safety

12 ADVICE SOUGHT

12.1 The Council's Monitoring Officer (Divisional Director – Legal and Democratic Services) and Section 151 Officer (Divisional Director - Finance) have had the opportunity to input to this report and have cleared it for publication.

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Background	None
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