

Bath & North East Somerset Council

DECISION MAKER:	Cllr Charles Gerrish, Cabinet Member for Service Delivery	
DECISION DATE:	On or after 16 th October 2010	PAPER NUMBER 2
TITLE:	Proposed Zebra Crossing, A367 Wells Road at Maple Drive Consideration of responses to advertisement	EXECUTIVE FORWARD PLAN REFERENCE: E 2167
WARD:	Westfield	
AN OPEN PUBLIC ITEM		
List of attachments to this report: Appendix 1: Drawing No. TC8625/03 showing the proposals as advertised Appendix 2: Copy of the letter of objection Appendix 3: Drawing No. TC8625/04 showing the proposals as amended		

1 THE ISSUE

1.1 To consider a letter of objection received to the implementation of a zebra pedestrian crossing on the A367 Wells Road, Westfield.

2 RECOMMENDATION

The Cabinet member is asked to agree that:

2.1 The width of the existing lay-by is increased to incorporate safety concerns expressed by the objector.

2.2 That a Notice is published and the objector is informed accordingly that the modified proposals in the form set out in Appendix 3 of this Report are to be implemented under section 23 of the Road Traffic Regulation Act 1984 (as amended).

3 FINANCIAL IMPLICATIONS

3.1 £18,000 has been allocated for the scheme and included in the 2010/11 Transport Capital Programme. The works are planned for completion in January 2011.

4 CORPORATE PRIORITIES

- *Sustainable growth*

5 THE REPORT

5.1 A proposal to install a pedestrian crossing on the A367 Wells Road, Radstock, in the vicinity of Maple Drive, was included on the 2010/11 Capital Programme following representations from one of the local Councillors. The scheme is proposed to facilitate safe crossing for pedestrians between the local housing estate, local shops and bus stops on the A367.

5.2 The proposal was advertised on 26th August 2010 and the objection period terminated on 16th September 2010. Appendix 1 shows further details.

5.3 One letter of objection, containing 18 signatures, was received from one of the shopkeepers in the immediate vicinity of the proposed crossing (Appendix 2).

5.4 The main concerns were loss of parking for customers and the possibility of inconsiderate parking occurring in the existing lay-by, on either side of the crossing, resulting in poor visibility for both, pedestrians and approaching traffic. It was suggested that the crossing is relocated on either side of the retail premises instead.

5.5 The proposed works will incur the loss of approximately 1 ½ parking spaces. This is due to the construction of a kerb build out, which will narrow the carriageway to approximately 7 metres, to improve visibility for pedestrians waiting to cross and for drivers approaching. It is also proposed to widen the existing lay-by outside the shops to accommodate any delivery vehicles waiting, preventing them from mounting the kerb. On balance, it is considered that the benefits of the proposal outweigh the disbenefits raised by the objector. Appendix 3 shows the amended scheme.

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.

6.2 The risk assessment for this project has indicated that if the crossing was not implemented as proposed, and considering the annual growth in vehicular traffic, there is the potential for pedestrian injury accidents occurring.

7 EQUALITIES

7.1 An Equality Impact Assessment has not been carried out however the proposal has been advertised in the local press and on site, for any objections or representations. It is anticipated that if installed, the scheme will improve accessibility for pedestrians, particularly the elderly and disabled.

8 RATIONALE

8.1 The pedestrian crossing is proposed to be located on the A367 Wells Road, a principal road and one of the main commuter routes into the city of Bath. At its junction with Maple Drive, a substantial number of pedestrians cross the road to access the two bus stops on either side of the carriageway, the local convenience store and the fish and chip shop.

8.2 The installation of the crossing at the location proposed will not only be on the pedestrian crossing desire line but, it will also facilitate a significant number of them to cross safely a busy road. It could also encourage others to walk instead of driving.

8.3 This scheme improves accessibility for local residents, particularly the elderly and disabled, and road safety and therefore is in line with the Council’s priorities.

9 OTHER OPTIONS CONSIDERED

9.1 Relocating the crossing on either side of the retail premises. This has been rejected because the existence of two bus stops as well as a number of private driveways will result in the crossing being located too far away from the pedestrian desire line.

10 CONSULTATION

10.1 *Ward Councillor; Cabinet members; Town Council; Staff; Other B&NES Services; Local Residents; Section 151 Finance Officer; Monitoring Officer*

10.2 Consultation was carried out with Ward Councillors, the Police and shopkeepers. Later, consultation was carried out through an advertisement in the local press and on street.

10.3 Further consultations were undertaken with the objector, other local traders and residents following receipt of the objection.

11 ISSUES TO CONSIDER IN REACHING THE DECISION

11.1 Social Inclusion; Customer Focus; Sustainability

12 ADVICE SOUGHT

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

Contact person	Tasos Papaloucas, tel: 01225 395238
Background papers	<i>None</i>
Please contact the report author if you need to access this report in an alternative format	