

## Bath & North East Somerset Council

DECISION MAKER:	<b>Cllr Caroline Roberts, Cabinet Member for Transport</b>	
DECISION DATE:	<b>On or after 5th November 2014</b>	EXECUTIVE FORWARD PLAN REFERENCE:
		<b>E 2699</b>
TITLE:	<b>New zebra crossing and associated parking restriction amendments - Lansdown Road, Bath</b>	
WARD:	<b>Lansdown</b>	
<b>AN OPEN PUBLIC ITEM</b>		
<b>List of attachments to this report:</b> Appendix 1 - Drawing No. TC8640/TRO/01/A Appendix 2 - Draft Order; Parking Amendments + Zebra crossing notice. Appendix 3 - Pedestrian Survey Results + Road Safety Audit. Appendix 4 - Equality Impact Assessment / Equality Analysis. Appendix 5 - Formal Consultation Summary Table.		

### 1 THE ISSUE

The aim of the scheme is to introduce a formal pedestrian crossing in the form of a zebra crossing on the north side of the Lansdown Road/Guinea Lane/Julian Road junction. To achieve the required visibility at the proposed crossing location it has also been necessary to alter the existing parking arrangement either side of the proposed crossing location.

Lansdown Road in general does not have many pedestrian crossing points and this location is recognised as one of the busiest East/West crossing locations on Lansdown Road often used by parents walking children to local schools and nurseries.

The scheme was requested by both Lansdown Ward Councillors Patrick Anketell-Jones and Anthony Clarke on behalf of several hundred residents who signed a petition requesting that the Council should install a zebra crossing at this location.

## **2 RECOMMENDATION**

The Traffic Regulation Orders (**LANSDOWN ROAD, BATH**) (**PROHIBITION AND RESTRICTION OF PARKING**) ORDER 2014 and Zebra Crossing Location should be approved.

## **3 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)**

- 3.1 The cost of carrying out the works to implement this scheme is estimated to be £60k. This is included within the approved 2014/15 capital budget within the Integrated Transport Block, which is funded by DfT grant.
- 3.2 In addition to the capital costs, the revenue maintenance costs associated with the project, consisting of additional signs, road markings Belisha beacons and footway provision will be incorporated within the existing highways maintenance revenue budget.

## **4 STATUTORY CONSIDERATIONS AND BASIS FOR PROPOSAL**

- 4.1 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 THE REPORT**

- 5.1 Following its inclusion on this year's capital schemes programme for construction, work started on the scheme in May 2014 with the first task being ascertaining where the best location for the crossing would be. As part of the feasibility design process, the pedestrian desire line was found to be on the north side of the junction (see pedestrian count figures in Appendix 3.) of Guinea Lane/Lansdown Road/Julian road.
- 5.2 Once the location was chosen and agreed with the Ward Members and residents that lived adjacent to the proposed location, the design of the scheme was commissioned; on completion this underwent a road safety audit (See Appendix 4) which it passed through with no major issues.

### Informal Consultation

#### INFORMAL CONSULTATION

- 5.3 The proposals were consulted upon informally on Friday 11<sup>th</sup> July 2014. Those consulted included the emergency services, Council Officers, the Freight Transport Association, Ward Members and the Cabinet Portfolio holder for Transport.
- 5.4 In response to the informal consultation no objections were made.

## Formal Consultation

5.5 Formal consultation commenced on Thursday 28<sup>th</sup> August 2014.

Notices were advertised in the local press and erected on all affected roads and locations of specific interest for a 21 day period to ensure that affected stakeholders and the public had the opportunity to take part in the formal consultation into the proposed Traffic Regulation Orders.

The consultation period formally ended on 19<sup>th</sup> September 2014 although responses received after this date have been included within this report.

5.6 Proposals were advertised for the following:

- To Install a zebra crossing on Lansdown Road Bath;
- To amend the parking restrictions on Lansdown Road to facilitate a new zebra crossing.

5.7 A number of comments were received both in objection to and support of the advertised Traffic Regulation Orders. Each letter of support along with a petition of over 200 signatures in support of a crossing at this juncture is available on request.

Details of the objections and The Council's response to the objections are set out in paragraph 5.8 below, and are summarised in Appendix 5 in the Formal Consultation summary table.

5.8 The following objections were made by a number of residents all residing in the Belvedere area of Lansdown Road (north of the proposed crossing location) Their objections are detailed below:

**Objection** – Object to crossing location and amendment to existing parking arrangement as there will be a loss of parking in the area.

**Officer Response** – There will not be a loss of parking in the area as is demonstrated on the diagram in Appendix 1. In fact there will be an additional 3 to 4 Residents/pay & display parking bays within the vicinity of the Guinea Lane/Julian Road junction on Lansdown Road. There will also be additional single yellow line (8am – 6pm) provision in place of current double yellow line restrictions both to the North and South of the Guinea Lane/Julian Road junction with Lansdown Road.

**Objection** – Object to crossing location to the north of Guinea Lane/Julian Road junction as it is felt that it would be more suitable on the South side.

**Officer Response** – The reason that the crossing has been located on the north side is because it is the proven pedestrian desire line. Pedestrian count data shows that in a 12 hour period from 7am – 7pm; 458 people crossed Lansdown Road on the north side of the Guinea Lane/Julian Road junction compared with 283 on the south side. It was therefore decided that the crossing should be located on the North side, otherwise there is a danger that if the crossing were to be installed on the south side then pedestrians may still cut across what is the desire line, not using the crossing, which can lead to pedestrian/vehicular conflict accidents.

**Objection** – Object to parking moving to the other side of Lansdown Road as it will create/worsen an existing pinch point.

**Officer Response** – The parking will need to move to the opposite side of the road north of the proposed crossing location to achieve the required forward visibility to the crossing for vehicles travelling down Lansdown Road towards it. The road will not however be any narrower than it currently is at this location as the parking is simply moving from one side to the other.

**Objection** – Object to cars parking in front of vaults on west side of Lansdown Road as it is dangerous and could cause pollution.

**Officer Response** – Cars currently park in front of the vaults on the west side of Lansdown Road after restricted hours and weekends. Deliveries are also regularly made throughout the day at this location. The Residents parking bay which we propose to relocate to the west side of Lansdown Road will be clearly marked and placed away from the kerb line therefore should help to guide the motorist into the allocated bay more clearly. This should mean that vehicles park in a more organised manner away from the vaults. The Council is willing to look at placing bollards next to the existing vault protection barriers should it be required.

**Objection** – Traffic will be severely delayed should a zebra crossing be installed here

**Officer Response** – The council is aware that Lansdown Road is busy at peak hours however there is a need for a pedestrian crossing here and so accepts that the safety of pedestrians is being put ahead of convenience for the motorist. However that said a zebra crossing will keep traffic flowing better than a signalised crossing because as soon as the crossing is clear the traffic can move on again. We have also included a yellow box on the staggered crossroads so as vehicles travelling from Julian Road across to Guinea Lane during the peak hours are not blocked by cars waiting for pedestrians to use the zebra crossing. The Council does not expect a zebra crossing to significantly add further delays to journey time within the area as it will not be in constant use.

**Objection** – Traffic turning into and exiting Julian Road will find it more difficult than it already is if it is made narrower.

**Officer Response** – The junction will not be made any tighter than it currently is. We have looked to make improvements to this junction mouth but we are constrained by the existing raised pavement and adjacent building layout.

## 6 RATIONALE

- 6.1 In accordance with Section 1 of the Road Traffic Regulations Act 1984, the proposals are designed to 'avoid danger to persons or other traffic using the road or to prevent the likelihood of any such danger arising'.

## **7 OTHER OPTIONS CONSIDERED**

- 7.1 A crossing to the south of Guinea Lane/Julian Road junction was considered but not progressed as was not on the pedestrian desire line and could not be easily accommodated into the existing street scape/furniture.

## **8 CONSULTATION**

- 8.1 Ward Members; Cabinet Member for highways; Internal transport colleagues; Other B&NES Services; Local Residents; Emergency Services.
- 8.2 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 TRO consultation process, and to make their opinions known.

## **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.

<b>Contact person</b>	Andy Coles 01225 394208
<b>Background papers</b>	
<b>Please contact the report author if you need to access this report in an alternative format</b>	