

Bath & North East Somerset Council

DECISION MAKER:	Cllr Charles Gerrish, Cabinet Member for Service Delivery	
DECISION DATE:	On or after 29th January 2011	EXECUTIVE FORWARD PLAN REFERENCE:
		E 2184
TITLE:	Consideration of objections to the Advertisement of proposed One Way Street and Cycle Contra-flow, The Avenue, Combe Down, Bath	
WARD:	Combe Down	
AN OPEN PUBLIC ITEM		
List of attachments to this report: Appendix 1 – Plan No T105 CR001 showing the proposals Appendix 2 – Details of objections and officer comments Appendix 3 – Safety Audit and Exception Report		

1 THE ISSUE

- 1.1 This report considers objections in response to the public advertisement of the proposal to introduce a one way street with a cycle contra-flow, The Avenue, Combe Down

2 RECOMMENDATION

The Cabinet member is asked to agree that:

- 2.1 The proposal is implemented as advertised subject to Department for Transport sign authorisation.
- 2.2 The objectors are advised accordingly.

3 FINANCIAL IMPLICATIONS

- 3.1 A funding item is included in TC8511 Bath Cycle Network budget (2010/11 Transportation Capital programme). The total budget is £45,000 for various schemes and these works will be accommodated within this.
- 3.2 There will be minimum additional future maintenance costs and the scheme does include the replacement of existing signs/posts and removal of redundant signage.

4 CORPORATE PRIORITIES

- *Sustainable growth*
- *Addressing the causes and effects of Climate Change*
- *Improving transport and the public realm*

5 THE REPORT

- 5.1 The Avenue currently has a permanent Traffic Regulation order for a one way street from north to south. There is an exception for public service vehicles to travel in both directions whilst operating as a local service. It is proposed that this exception is removed.
- 5.2 There is also currently a temporary Traffic Regulation order which was put in place as part of the Stone Mines work. This allows traffic to travel two-way between The Firs and a point approximately 48m south of the junction North Road.
- 5.3 It is therefore proposed that the existing temporary order and permanent orders are revoked and replaced with a one way street north to south and a cycle contra-flow (as shown on plan in Appennidix1).
- 5.4 Cyclists can be disadvantaged by one way streets and a cycle-flow on The Avenue has been identified as a useful route for cyclists in the Combe Down area of Bath, travelling, for example to and from the local shops, the Doctors surgery and local schools. It would also provide a more direct convenient route for cyclists travelling northwards avoiding the busy North Road.
- 5.5 The Traffic Regulation Order was advertised in November 2010 and two objections received. These along with officer comments are detailed in Appendix 2. It is recommended that the scheme is implemented as proposed.
- 5.6 A safety audit was carried out on the proposed design. This is included in Appendix 3. This was carried out as part of the design process. However, there were some concerns raised by some local residents which could be addressed through a safety audit. The main concerns raised by local residents were visibility at the junction of The Avenue and North Road and whether or not The Avenue was wide enough for a cycle contra-flow to operate safely. The Safety Audit did not highlight these as problems.
- 5.7 The items raised by the Safety Audit are detailed in Appendix 3 with the Exception Report detailing how these issues are to be addressed. In summary the items raised were the proposed pedestrian facility layout outside the public

house, width of footway on one side of the proposed pedestrian facility and routeing of cyclists at the North Road end of The Avenue.

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

A proportionate equalities impact assessment has been carried out using corporate guidelines.

8 RATIONALE

8.1 The rationale of this scheme is to encourage more people to cycle rather than to use cars, particularly for short local journeys. This route is already used by cyclists and so this proposal would regularise this.

9 OTHER OPTIONS CONSIDERED

9.1 One option is to do nothing, however, this route is used by cyclists and they are likely to continue to use it.

9.2 Another option is to provide a shared use path on the west side footway. This path is currently approximately 2m wide. This is a relatively well used footway with a play park entrance. This width is an absolute minimum for shared use, however, with local conditions of usage and the play park, shared use is not felt to be suitable in this location. It would not be possible to widen the footway because of trees.

10 CONSULTATION

10.1 *Ward Councillor; Cabinet members; Other B&NES Services; Service Users; Local Residents; Community Interest Groups; Other Public Sector Bodies; Charter Trustees of Bath; Section 151 Finance Officer; Chief Executive; Monitoring Officer*

10.2 Informal consultation was carried out with local residents who are likely to be directly affected by the proposals. Formal consultation was also carried out through the Traffic Regulation Order consultation process.

11 ISSUES TO CONSIDER IN REACHING THE DECISION

11.1 *Customer Focus; Sustainability; 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.

Contact person	Alison Sherwin (tel: 01225 394406)
Background papers	The Avenue Stage 1 Safety Audit and Exception report
Please contact the report author if you need to access this report in an alternative format	