

Bathwick Hill/Copseland proposed Toucan crossing consultation meeting

22nd July 2015 2:00

Keynsham Civic Centre

Attendees:

Alison Sherwin: B&NES Senior Engineer (Accessibility & Cycling)

Tasos Papaloucas: B&NES Senior Engineer

Peter Bailey: B&NES Area Engineer

Stuart Hoare: resident 2 Oakley

Tina Hoare: resident 2 Oakley

CLlr Steve Jeffries; Bathwick Councillor

Ian Pring: 2 Copseland

Apologies:

Martyn Whalley: Bath University, Director of Estates

Chris Bailes: Avon Fire and Rescue Service

Councillor Matt Cochrane

Anne Alsop: resident 4 Oakley?

AS-Since the first meeting 29th May the proposals have now been developed to try take into account the comments made. These include a zebra instead of a Toucan to address the issue of having a crossing closer to the pedestrian desire line and to reduce the visual impact.

We now need to agree the design for move forward and carry out the legal process of advertising.

The 2 amended options provided prior to this meeting are option 8 and 9. From a Council point of view the main issue with option 7 is the lack of the right turn lane. Concerns of option 8 are as follows:

- Potential conflict if there is a bus at the proposed bus stop and a car overtakes the bus with a car in the right turn lane to North Road
- Potential conflict if there is a bus at the proposed bus stop and a car overtakes the bus with a car turning right out of North Road.
- Two bus stops opposite one another. In the past a new location was considered for the west bound bus stop but it was not possible to relocate.
- Passengers alighting at the proposed bus stop will have to cross North Road.

Residents from Oakley/Copseland and 1 resident on North Road had the following comments:

- Is it possible for tour buses etc. to turn in or out of North Road with the proposed layout. **TP** to check.
- Agreed that option 8 should not be considered.
- The issues of the buses should be a wider consideration as part of this scheme.
- An alternative proposal was put forward to provide a cycle/pedestrian route from the junction of Widcombe Hill/Copseland right towards Claverton Down Road on the grass verge and then provide a Toucan/zebra on Claverton Down Road so cyclists/pedestrian can access the University via Norwood Avenue. Copseland is narrow and not suitable. This proposal would also help residents at Quarry Rock Gardens.

- Suggested that the current bus stop is removed near Soldier Down lane and students alight either on North Road or at the University terminus.

PB-suggested signalling the junction at Norwood Avenue.

The Council will investigate this alternative proposal. However, from the pedestrian survey there were 717 pedestrians crossing in both directions at Copseland on Bathwick Hill and if there was a crossing on Claverton Down Road students would still use the shortest route at Copseland/Bathwick Hill. The Council therefore would be negligent to not improve the pedestrian facilities here.

The option of a one way bus route in and out of the University was discussed but the Council would not have any control on this and this would be between the University and bus companies. The University's views to be sought on this option and also on the suggestion to remove the current bus stop to Soldier Down Lane.

Councillor Jefferies suggested an amendment which shortened the bus layby and provided a right hand turn lane into North Road. This will be investigated.

Section 106 of £80k was queried. **AS** to confirm.

The safety issues of the Oakley road and footways being too narrow were discussed. It was agreed that as part of the safety audit it should consider whether or not the proposed zebra crossing would have a negative impact on Oakley if traffic queues.

The timescales for advertising a zebra crossing are as follows:

- 14 days for informal consultation with emergency services, utilities and Councillors
- 21 days formal consultation which will be the opportunity for members of public to comment.
- If there are objections this will then have to go to Council Cabinet for the Cabinet member for transport to make a decision.
- A period of approximately 3 months is allowed for this process.

Next steps:

- Carry out a safety audit on option 9 to include Oakley as above.
- Feasibility study for alternative route option with crossing on Claverton Down Road.
- Draw up modified option of shortened bus lay by with right hand lane.