

## **Bathwick Hill/Copseland proposed Toucan crossing consultation meeting**

**29<sup>th</sup> May 2015 2:00**

### **Keynsham Civic Centre**

Attendees:

Steve Blackmore: B&NES Traffic Management manager

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

Tasos Papaloucas: B&NES Senior Engineer

Anne Alsop: resident 4 Oakley

Stewart Hoare: resident 2 Oakley

CLlr Steve Jeffries; Bathwick Councillor

Chris Bailes: Avon Fire and Rescue Service

Ian Pring: 2 Copseland

Martyn Whalley: Bath University, Director of Estates

Steve Blackmore (SB) explained the background of the scheme-funding to design a solution last financial year when different Councillors in place.

Stuart Hoare (SH) put forward his concerns and those of some local residents:

- A crossing is not needed. There is not a problem crossing the road currently. It is straight forward and can be done when there are gaps in the traffic.
- Students won't use it. They will continue to cross as they currently do, when there is a gap in the flow of traffic
- The hazard here is walking along Oakley as the road and footways are narrow
- The proposed crossing is in the wrong place due to safety issues, for example, vehicles turning out of North Road will not be able to see to get out because of the bus stop.
- The removal of the right hand lane from Bathwick Hill to North Road will cause traffic backing up.
- There is very little space on Oakley for 2 large vehicles to pass one another. Currently buses going up Bathwick Hill will give way to buses coming down but the proposal will not allow them to do that.
- There will be more stationary traffic as vehicles will not be able to get out of Copseland and North Road.
- Also concerns about more noise, air and light pollution.

SB said that there is a current proposal for a 20mph speed limit to be implemented this financial year.

Martyn Whalley (MW) said the university were working actively with the bus companies to bring forward the use of double & single decker buses instead of bendy buses. There are 12,800 bus trips made daily.

Chris Bailes (CW) said there is a significant risk for the Fire Brigade at the University and residents in surrounding roads and so in case of an emergency they need to be able to get there quickly and have a clear way. The current situation only causes minor problems.

MW said 2000 people get off the bus daily. Any increase in bus travel is good for the university as it is expanding. Peak flows are the problem times.

Tasos Papaloucas summarised the surveys carried out:

Traffic flows: North Road 3,140 two way daily, Oakley 9,980 two way daily, Copseland 756 two way daily.

Pedestrian counts 5/11/14 (Wednesday) 12 hour count of 4 movements:

- Location 1 North Road/Bathwick Hill North bound: 81 pedestrians, 11 cyclists; south bound: pedestrians and 2 cyclists
- Location 2 Bathwick Hill/North Road east bound 129 pedestrians and 12 cyclists; west bound 276 pedestrians and 0 cyclists.
- Location 3 Oakley into The Avenue (Soldier Down Lane): east bound 255 pedestrians and 35 cyclists; west bound 359 pedestrians and 12 cyclists;
- Location 4 Copseland /The Avenue: north bound 346 pedestrians and 81 cyclists; 426 pedestrians and 63 cyclists.

Martyn Whalley said Wednesday was a half day at the University so it will affect the numbers. The University have more data and so will send it through.

Councillor Steve Jefferies (Cllr SJ) suggested an alternative route for cyclists up Widcombe Hill, Claverton Down Road and Norwood Avenue. AS said alternative routes had been looked at but the proposed is the most direct.

MW said there is a Travel Plan for the university which he will send to the council.

TP summarised the 5 design options that have been considered and made the following points:

- Design guidelines require a Toucan to be a minimum of 15m away from a junction
- To accommodate the Toucan the required sightlines and somewhere for people to wait to cross it is necessary to realign the road.
- Need to accommodate the existing bus stop
- Currently vehicles turning right into North Road from Bathwick Hill cut across the corner. By tightening up the junction will prevent this.
- An alternative option is a zebra which needs to be only 5m away from a junction. The carriageway would not need to be realigned as much as with a Toucan. However, a zebra does not accommodate cyclists.
- Another option was to relocate the bus stop to the north west of North Road. The right hand turn lane could be maintained, but the disadvantages are that students would have to cross North Road and visibility for traffic existing North Road would be obscured by stationary buses.

Anne Alsop (AA) an Oakley resident said she liked the idea of a footway at the end of Copseland. SB was asked which option causes more traffic stacking. It depends on the situation; however, a Toucan is more managed and controlled. If there was a continuous flow of cyclists/pedestrians a zebra crossing could cause more delays.

MW said the University would support a Toucan or a zebra but not a bus stop on the other side of North Road.

SB said with approximately 10,000 vehicles a day it justifies some type of crossing.

AA said sometimes it can be difficult to cross the road because it can be difficult to judge the speed of vehicles.

It was asked if computer modelling could be done to understand the traffic queues.

SB said if there had been a fatality it would be a different situation and so a scheme needs to be recommended.

Cllr SJ said a resident of Quarry Gardens had reported to him that he/she had waited 20 minutes to cross the road here. There are a number of residents who use the shops in the university.

SH suggested that one of the footways on Oakley should be removed to give more space for larger vehicles.

Next stages:

- Send out minutes in next 7-10 days when have more data from the university
- Meet separately with the Councillors
- AS to meet with the transport consultant for the university (IMA) next week. further consultation
- AS to clarify section 106 funding from the University for this crossing.

A hybrid design maybe the solution and it is likely that construction will be carried out in the last quarter of the financial year.