

## Bath & North East Somerset Council

DECISION MAKER:	Cllr Charles Gerrish, Cabinet Member for Customer Services	
DECISION DATE:	On or after 26 <sup>th</sup> March 2011	
TITLE:	<b>GBBN Corridor 10, Wellsway/Hatfield Road, Bath Objections received to proposed Bus Lane, Turning Movements and Waiting Restrictions, Wellsway, Bath.</b>	EXECUTIVE FORWARD PLAN REFERENCE:  <b>E 2220</b>
WARD:	Lyncombe ward	
<b>AN OPEN PUBLIC ITEM</b>		
<b>List of attachments to this report:</b> Appendix A - Objections received to the advertised Traffic Orders. Appendix B - Location plan Drawing No.TP2011/400/REP1		

### 1 THE ISSUE

1.1 To consider objections received to the implementation of a bus lane, waiting restrictions and improvements to the pedestrian facility at the junction with Hatfield Road Wellsway, Bath.

### 2 RECOMMENDATION

The Cabinet member is asked to agree that:

- 2.1 The bus lane and associated waiting/loading restrictions should be implemented between the hours of 7am and 7pm, 7 days a week.
- 2.2 The bus priority measures (signal controlled) should be implemented as proposed.
- 2.3 The current crossing proposal should be implemented. The crossing shall have the facility to accommodate bus detection equipment when introduced.

### **3 FINANCIAL IMPLICATIONS**

3.1 A budget to implement this scheme has been included in the 2010/2011 capital budget (Greater Bristol Bus Network (GBBN) grant).

### **4 CORPORATE PRIORITIES**

- Improving transport and the public realm by providing a length of bus lane on Wellsway, Bath south of its junction with Hatfield Road and implementing a traffic signal priority system to give priority to buses.

### **5 THE REPORT**

5.1 The proposals were advertised on 15<sup>th</sup> July 2010 and the objection period terminated on 19<sup>th</sup> August 2010.

5.2 A petition from 15 properties on Wellsway, and written objections from 11 local residents were received.

5.3 The objections related to the proposed left turn ban at Hatfield Road west, the bus lane and waiting restriction proposals, with the resulting loss of parking on Wellsway.

5.4 The Police support the introduction of the scheme.

#### **5.5 Objections**

The petition states; "The under-named residents of Wellsway wish to register our objection to the above order. Our grounds for objection are attached".

The grounds for objection and other objections received are included in Appendix A attached to this report.

#### **5.6 Parking Surveys**

5.7 Parking surveys were carried out over a nine hour period by Transport Planning Associates; the surveys were conducted to support a planning appeal for a change of use planning application for a property on Wellsway. The roads were surveyed on Friday 14<sup>th</sup> & Saturday 15<sup>th</sup> May 2010 and covered Wellsway and adjoining side streets between Milton Avenue and Hatfield Road, together with parts of Old Wells Road and Greenway Lane.

5.8 Bath and North East Somerset Council conducted parking surveys on Wellsway between Hatfield Road and Midford Road Friday 15<sup>th</sup>, Saturday 16<sup>th</sup> and Wednesday 20<sup>th</sup> October 2010 at the hours of 08.00, 12.00 and 19.00 hours to give a good indication of the availability of parking through the day. The relevant times on both surveys were then combined to discover the availability of parking on Wellsway.

5.9 Both parking surveys indicate that during the survey periods there were spaces available for residents to park on Wellsway with an average of 19 spaces available between Milford Avenue and Hatfield Road, and an average of 50 spare spaces between Hatfield Road and Midford Road. In the section between Hatfield Road and No.255 Wellsway there was an average of 7 spare spaces, this has been improved by 4 on the east side of Wellsway after yellow lines laid in error

have been blacked out and are to be removed. However, if the bus lane is implemented there will be a loss of three spaces on the west side.

- 5.10 Parking on roads adjoining Wellsway indicated that there was an average of 5 spaces free to park, except for evenings when most residents have returned home, and parking space is most congested. Parking will be permitted in the bus lane outside its hours of operation.

## **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 there is a significant risk that if the scheme was not implemented, Bath and North East Somerset Council would fail to meet this element of its obligations with other Local Authority partners and the Department for Transport to complete its contribution to the Greater Bristol Bus Network, and therefore would be unable to deliver the anticipated improved bus service reliability on this route. Traffic congestion and associated pollution would continue to increase on Wellsway.

## **7 EQUALITIES**

- 7.1 The current crossing facilities are not equitable to all users.

## **8 RATIONALE**

- 8.1 A proposal to introduce a bus lane, and associated turning and waiting restrictions in Wellsway is to improve bus services on this road, particularly during peak traffic times and improve safety for all who use Wellsway.
- 8.2 The scheme improves road safety for all road users and therefore meets the requirements of the Council's overall road safety, traffic calming and community safety priorities for urban areas.

## **9 OTHER OPTIONS CONSIDERED**

- 9.1 This scheme has been informally consulted over a period of three years and other options were considered during this time.
- 9.2 The removal of proposed Puffin crossing adjacent to the Devonshire Arms was considered, due to the requirement for installing a Puffin crossing as referred to in 2.3 above, and the resulting close proximity of the two crossings and the signalised bus gate. Removal of the Devonshire Arms crossing was rejected.

## **10 CONSULTATION**

- 10.1 *Ward Councillors; Cabinet member; Other B&NES Services; Service Users; Local Residents; Other Public Sector Bodies; Section 151 Finance Officer; Monitoring Officer.*
- 10.2 Informal consultation with residents of the Wellsway area has been on going since May 2003 including;

- Consultation with residents regarding gaps in Wellsway central refuge - May 2003.
- Public exhibition June 2003, followed by revisions to plan.
- Questionnaire to residents of Wellsway August 2003 followed by report on responses in July 2003.
- Report on Public Consultation with recommendations to be included in the scheme, July 2005.
- Meeting at St. Luke's Church 5<sup>th</sup> February 2008 followed by report on responses.
- Consultation with statutory consultees and residents, August 2009.
- Meeting with residents at Devonshire Arms, Wellsway, in April 2010.
- Formal consultation on proposed Traffic Regulation Orders to implement the scheme.
- Ongoing correspondence with all interested parties.

The formal consultation in July 2010 was carried out by e-mail to the statutory consultees providing details of the proposals with a plan and statement of reasons attached. The proposals were also advertised in accordance with legal requirements, in the press and on street for a period of six weeks, and were also available for Public inspection at the Council Offices in Trimbridge House, Trim Street, Bath.

## **11 ISSUES TO CONSIDER IN REACHING THE DECISION**

11.1 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.

<b>Contact person</b>	Trevor Johnson, tel: 01225 394216
<b>Background papers</b>	<i>None</i>
<b>Please contact the report author if you need to access this report in an alternative format</b>	