

OFFICER DECISION REPORT

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ADDRESSED TO: Group Manager - Highways & Traffic
PREPARED BY: Traffic Regulation Order Team

TITLE OF REPORT: Bath Western Riverside (revised)
PROPOSAL: Proposed Bus Gate on Stothert Avenue, and partial One-Way (northbound only) and changes to the parking restrictions in Midland Road, Bath.
SCHEME REF No.: 18-015

1. STATEMENT

The delegation to be exercised in this report is contained within **Part 3, Section 4** of the Constitution under the **Delegation of Functions to Officers**, as follows:

Section A	The Chief Executive, Strategic Directors, Divisional Directors and Heads of Service have delegated power to take any decision falling within their area of responsibility...."
Section B	Without prejudice to the generality of this, Officers are authorised to: serve any notices and make, amend or revoke any orders falling within his/her area of responsibility.
Section D9	An Officer to whom a power, duty or function is delegated may nominate or authorise another Officer to exercise that power, duty or function, provided that Officer reports to or is responsible to the delegator.

For the purpose of this report, in January 2016, the Divisional Director Environmental Services delegated the power to make, amend or revoke any Orders to the Group Manager, Highways and Traffic.

2. LEGAL AUTHORITY

This proposal is made in accordance with the Road Traffic Regulation Act 1984, which under Section 1 provides, generally, for Orders to be made for the following reasons, and in the case of this report specifically for the reason(s) shown with an "x" in the right hand column:

(a)	for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or	X
(b)	for preventing damage to the road or to any building on or near the road, or	
(c)	for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or	X
(d)	for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property,	
(e)	(without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or	
(f)	for preserving or improving the amenities of the area through which the road runs, or	
(g)	for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality)	

3. **BACKGROUND**

Crest Nicholson is transforming the south bank of the River Avon, a short walk from the City's historic core, into Bath Riverside, a modern residential development. Outline planning approval has been granted for 2000+ homes on the 44 acre site. Construction began in 2011 with the first residents moving in at the end of that year. So far nearly 750 new homes are occupied (205 of which are affordable homes).

As part of the transport strategy for the City it has been a long held ambition to create a sustainable transport corridor through Bath Western Riverside allowing ease of movement for buses, cyclists and pedestrians and in order to promote and support more sustainable transport choices. The outline planning consent for this regenerative development included the provision of a bus gate in Stothert Avenue to assist in achieving this.

4. **ISSUES**

When completed, there is potential for the development to be used as a through route by motorists seeking to avoid congestion in the area. The proposed 24 hour bus gate in Stothert Avenue would prohibit through traffic from much of the development, whilst permitting access to public transport and cyclists. Enforcement of the bus gate would be achieved by camera and the erection of appropriate signing, including advance signing as necessary.

See **Appendix 1 (Rev A)** (Proposed Bus Gate & One-Way Restriction Locations) for more details.

Access to the area still needs be maintained for local residents, visitors, deliveries and servicing, and Midland Road will remain available for this purpose, but to deter southbound through traffic, it was originally proposed that Midland Road should be made one-way, northbound, between Lower Bristol Road and Stothert Avenue. However, the Police have objected to this proposal (see below), and at a recent meeting between the Police and the Principal Traffic Management Engineer, Neil Terry, the Police requested that consideration be given to shortening the proposed one-way, in order to maintain two-way egress from the Police Station. The comments and concerns of the Police are understandable, so it is now proposed that Midland Road will only be made one way from the vehicular entrance to the Police Station (and adjacent car parks) to a point approximately 5m south of its junction with Stothert Avenue. This also negates the need to remove the existing 'prohibition of right-turn' from Midland Road onto Lower Bristol Road.

See **Appendix 1 (Rev A)** for more details.

Note: In light of the comments received from Councillor June Player in response to the original Officer Decision Report, if this proposal is approved, investigations will be carried out into pedestrian activity and safety at the junction of Midland Road and Lower Bristol Road, although the funding for any possible improvements would need to be identified.

The new bridge that has replaced the old Destructor Bridge can accommodate two-way traffic, so access into the developments to either side of Midland Road would be available from both Lower and Upper Bristol Roads, albeit egress (from the development area) would be towards Upper Bristol Road only.

Off-street parking is available for local residents, so all on-street parking is proposed to be limited waiting, which will deter long-stay commuter parking and benefit visitors. This would be accommodated within dedicated bays that have been constructed throughout the development. No parking is proposed in Midland Road between Lower Bristol Road and Stothert Avenue, as the road is too narrow.

See **Appendix 2 (Rev A)** showing the location and extent of all of the proposed Traffic Regulation Orders for this scheme.

5. SOURCE OF FINANCE

This proposal is being funded by the developer of the site, Crest Nicholson.

6. CONSULTATION REQUIREMENT

The proposal requires consultation with the Police, Ward Members and the Cabinet Member for Transport. If the proposal is approved, any traffic regulation Order to be made or amended will require Statutory Notification by the Council Solicitor.

7. INFORMAL CONSULTATION FEEDBACK

Police:

I understand from the Officer Decision Report that the proposals come about as part of the ongoing development in the area and that the proposal for a bus gate formed part of outline planning permission.

• ***Introduction of a one-way restriction on the southern end of Midland Road***

As discussed, this proposed element compromises movement of police vehicles, as Bath Police Station is situated in Redbridge House and its access is within/close to the one way section. At present, police vehicles can exit at either end of Midland Road. Making the section one way, as shown, would create a potential hazard if used by emergency service vehicles in the execution of their duty as traffic would not be anticipating an emergency vehicle presence. It would also compromise current non-emergency response as vehicles would only be able to egress from Midland Road onto Upper Bristol Road adding time to response, which has not been the case previously. On behalf of the Chief Constable, we object to the proposal to introduce a one way section on Midland Road as this would compromise our operational response.

- *Introduction of a Bus Gate on Stothert Avenue*

Please could you advise how this element would be enforced? As we discussed, we are unable to dedicate enforcement to the proposed bus gate and I would anticipate a similar enforcement mechanism to that already used at the existing bus gate on New Bond Street.

- *Revision of the parking restrictions on Midland Road*

Enforcement of waiting restrictions in B&NES such as are proposed, rests with Bath and North East Somerset Council Parking Services.

Update:

In light of the comments and concerns expressed by the Police, it is now proposed that the one-way in Midland Road will be shorter, as described above, so their objection to the previous proposal would be addressed if this revised proposal is approved and taken forward.

If the revised one-way proposal is approved, the southern end of Midland Road would remain two-way, so the existing 'prohibition of right turn' from Midland Road onto Lower Bristol Road would need to remain.

It has been confirmed with the Police that the proposed bus gate in Stothert Avenue will have camera enforcement, managed by the Councils' Parking Services Team. The Police are content with this arrangement / proposal.

Ward Members:

Councillor June Player

- *Introduction of a one-way restriction, northbound, in Midland Road from the vehicular entrance to the Police Station to the junction with Stothert Avenue*

No formal comments received, but Councillor Player remains concerned about vehicles turning right from Midland Road onto Lower Bristol Road, in contravention of the existing 'no right turn' restriction, and the potential conflict that can result with pedestrians on the pelican crossing.

As a result, Councillor Player met with the Council's Principal Traffic Engineer, Neil Terry, on site on Tuesday 18/09/18 to discuss this further. It has been agreed that the signing and road markings will be improved to highlight the restriction and, subject to the necessary funding being identified, improvements to the footways and kerbs could be carried out at the junction. It may also be feasible to improve the existing pelican crossing, to potentially include moving it slightly further away from the junction.

Previous comment:

I agree with the introduction of a one-way restriction on the southern end of Midland Rd. (vehicles only being able to go up from Lower Bristol Rd). The position of the Zebra crossing on the Lower Bristol Rd being so close to Midland Rd has been a cause of concern to me for ages now because of so many vehicles coming out of Midland Rd and ignoring the No Right Turn signage. This has led to a number of people being put in a very dangerous situation when they have been quite correctly using the crossing - something that I have personally experienced as well!

This obviously goes hand-in-hand with removing the No Right Turn.

- *Introduction of a Bus Gate on Stothert Avenue*

Previous comment:

This looks like a good idea but I will be very interested in seeing what the Riverside residents feel about this. Overall, though, I do agree with this.

- *Revision of the parking restrictions on Midland Road.*

Previous comment:

I note you state that there is Off-Street Parking for local residents yet I understand it is overall limited to 0.7 of a vehicle so I do wonder whether there should be more of On-street parking provided especially for disabled vehicles.

Councillor Colin Blackburn

No comments received.

Cabinet Member for Transport and Environment:

Councillor Mark Shelford : I'm happy with this proposal.

8. RECOMMENDATION

Subject to the comments received from the local Ward Members and Cabinet Member, the proposals, as described above, should be approved and taken forward to the formal consultation / public advertisement stage of the Traffic Regulation Order process.

Signature: 

Paul Garrod
Traffic Management & Network Manager

Report Ref.: **18-015**
Date: 29/08/2018

Author's Name: Andy Coles / Neil Terry
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As the officer holding the above delegation, I approve the progression of this Order.

Signed:		Date:	26/9/18
Group Manager, Highways and Traffic – Kelvin Packer			

End.