

OFFICER DECISION REPORT – TRAFFIC REGULATION ORDER (TRO)

1

INFORMAL CONSULTATION

PREPARED BY: Traffic Management Team, Highways and Traffic Group

TITLE OF REPORT: Upper Bristol Road (UBR), Bath
PROPOSAL: Active Travel Scheme
SCHEME REF No: 21-015

1. DELEGATION

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, the Director of Place Management holds the delegated power to make, amend or revoke any Orders.

2. LEGAL AUTHORITY

This proposal, with regards to parking and loading restrictions, the cycle lanes and speed limit, 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)	
-----	--	--

This proposal, with regards to the continuous footways and the narrowing of the Marlborough Lane junction, is made in accordance with Section 90A and Section 90G of the Highways Act 1980. The proposal to upgrade and relocate the signalised pedestrian crossing near the junction with Nile Street is made in accordance with Section 23 of the Road Traffic Regulation Act 1984.

3. **BACKGROUND**

In May 2020 the Department for Transport launched the Active Travel Fund to enable more journeys to be made on foot and by bicycle. This initially supported temporary highway schemes to aid social distancing in response to the Covid-19 pandemic but a next phase of funding (tranche 2) was then launched for permanent schemes, focusing on reallocating road space to promote active travel.

One of the schemes proposed incorporates lightly segregated cycle lanes along both sides of the A4 Upper Bristol Road, between its junctions with Midland Road and Charlotte Street, and reducing the existing 30mph speed limit to 20mph. Due to the impact on the existing road layout, particularly changes to on-street parking, a local consultation was carried out between 26 February and 21 March 2021 to which a majority of respondents were in favour of the scheme.

In view of the comments received, the proposals were slightly modified and included some areas of on-street parking bays with cycle lanes running alongside them, separated by a 'buffer' area.

On 23 July 2021 Cabinet agreed that the Upper Bristol Road scheme should proceed to the TRO consultation stage.

This scheme has been separated into four parts, 21-015A (Parking Restrictions), 21-015B (Mandatory cycle lane), 21-015C (Pedestrian Crossing) and 21-015D (20mph Speed Limit)

4. **ISSUES**

21-015A (Parking and Loading Restrictions) - This plan is shown on **Appendix 1 (Part A, B & C)**.

21-015B (Mandatory cycle lane) - This plan is shown on **Appendix 2 (Part A, B, C & D)**.

21-015C (Pedestrian Crossing) - This plan is shown on **Appendix 3**.

21-015D (20mph Speed Limit) - This plan is shown on **Appendix 4**.

The above are necessary in order to provide segregated cycle infrastructure on

Upper Bristol Road, to promote an alternative mode of transport to motor vehicles for road users, to improve safety and accessibility for pedestrians and cyclists in the area, and to enhance the local environment. The new proposals will restrict on-street parking in the area, however these restrictions are necessary for the safety of all road users.

Parking and Loading Restrictions

In Upper Bristol Road the proposals are to remove all existing parking bays and replace them with double yellow lines in order that cycle lanes with light segregation in both directions can be provided. Existing single yellow lines would also be replaced with double yellow lines. A total of 12 parking spaces have been proposed within the proposals and these are located where there is sufficient road width to do so. Parking in these bays would be restricted to 30 minutes to enable a regular turn-around of use. A 30 minute time limit would apply between 8am and 6pm on 10 of the 12 parking spaces. Two bays on the north side of the road near the junction with Nile Street would be subject to the 30 minute restriction up to 11pm in order to cater for people going to the takeaway opposite. If this facility were not provided it is possible that vehicles in the evening could park in an obstructive manner elsewhere, possibly on part of the cycle lane.

A prohibition of loading restriction is proposed to operate between 8am and 9am and 4.30pm to 6pm, Monday to Friday, in order to help keep motor traffic moving at the busiest times.

Changes to parking restrictions in a number of other roads leading off from Upper Bristol Road are also proposed, increasing the amount of parking spaces in these roads, particularly for permit holders, in order to mitigate for the parking that would need to be removed to accommodate the cycle lanes in Upper Bristol Road. This includes additional Zone 6 permit parking bays in Marlborough Road, Royal Avenue, Nile Street, Midland Road, James Street West, New King Street, Great Stanhope Street, Norfolk Crescent and Nelson Place West, new dual use 3 hour parking / Zone 12 parking bays in Park Lane, and converting dual use Zone 6/pay & display bays in Marlborough Lane to Zone 6 permit holders only.

Mandatory cycle lanes

These are proposed either side of UBR between Midland Road and Charlotte Street in order to provide dedicated space for cyclists which motor vehicles must not enter, other than to cross into or from a private access /driveway/car park or a side road.

Pedestrian crossing

It is proposed that the existing Pelican crossing in UBR to the west of the junction with Nile Street is moved to the east of the same junction and converted to a Toucan crossing. This provides a signalised crossing that cyclists can use without having to dismount, upgrades the existing crossing which has reached the end of its serviceable life and enables parking to be provided where the existing crossing is located.

20mph speed limit

This speed limit is proposed on UBR between its junctions with Charlotte Street (already covered by a 20mph limit) and St Michael's Road. The purpose is to bring about lower speeds of motor traffic and created an improved and safer environment for pedestrians and cyclists.

Continuous footways

It is proposed that 'continuous footways' (also known as 'blended crossings') which raise the level of side road carriageways to the height of adjacent footways where they meet the major road, are provided at the UBR junctions with Nile Street, Victoria Bridge Road, Onega Terrace and the western access road leading to the service road behind Crescent Gardens. The purpose of these is to slow vehicles approaching when entering and exiting side roads and to give pedestrians priority when crossing.

Marlborough Lane junction

The proposals include reducing the width of the carriageway by widening the adjacent footways in order to make it easier for pedestrians to cross.

5. SOURCE OF FINANCE

This proposal is being funded against project code TCL0016 (Active Travel Fund).

6. CONSULTATION REQUIREMENT

The proposal requires informal consultation with the Chief Constable, Ward Members and the Cabinet Members for Transport.

PROPOSALS APPROVED FOR INFORMAL CONSULTATION WITH THE CHIEF CONSTABLE, WARD MEMBERS AND CABINET MEMBERS FOR TRANSPORT.

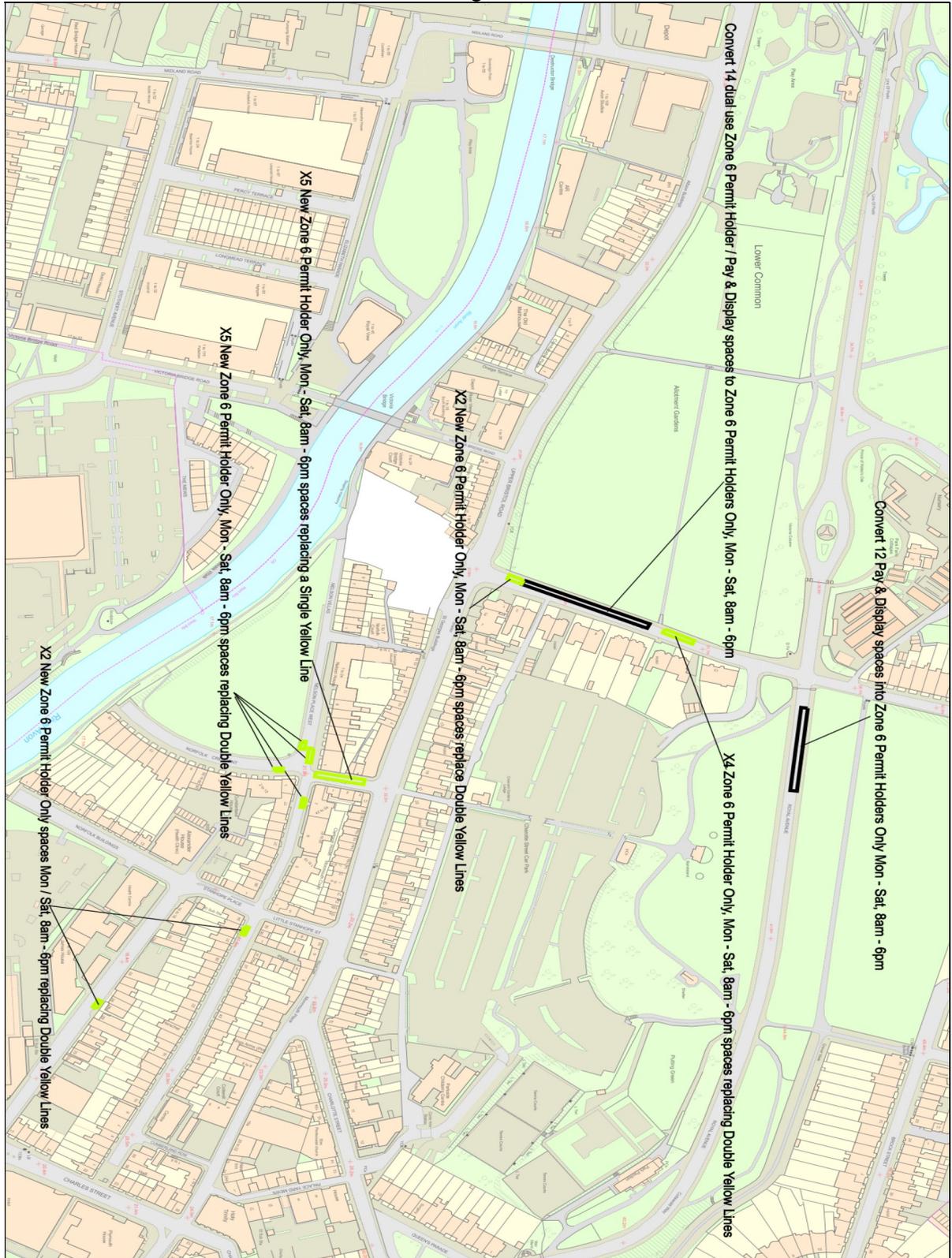
Signature:



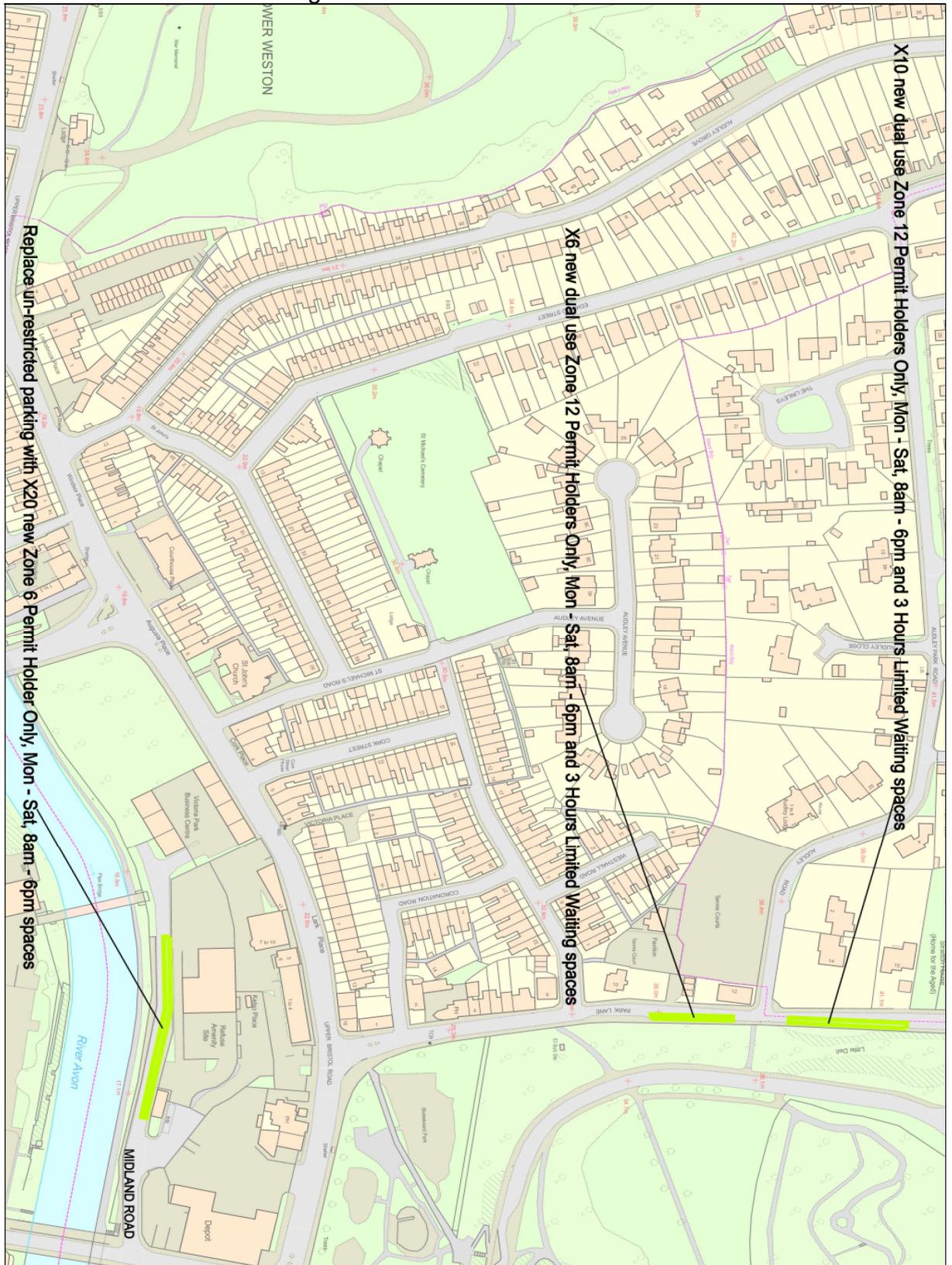
Date: 24th August 2021

Paul Garrod
Traffic Management and Network Manager

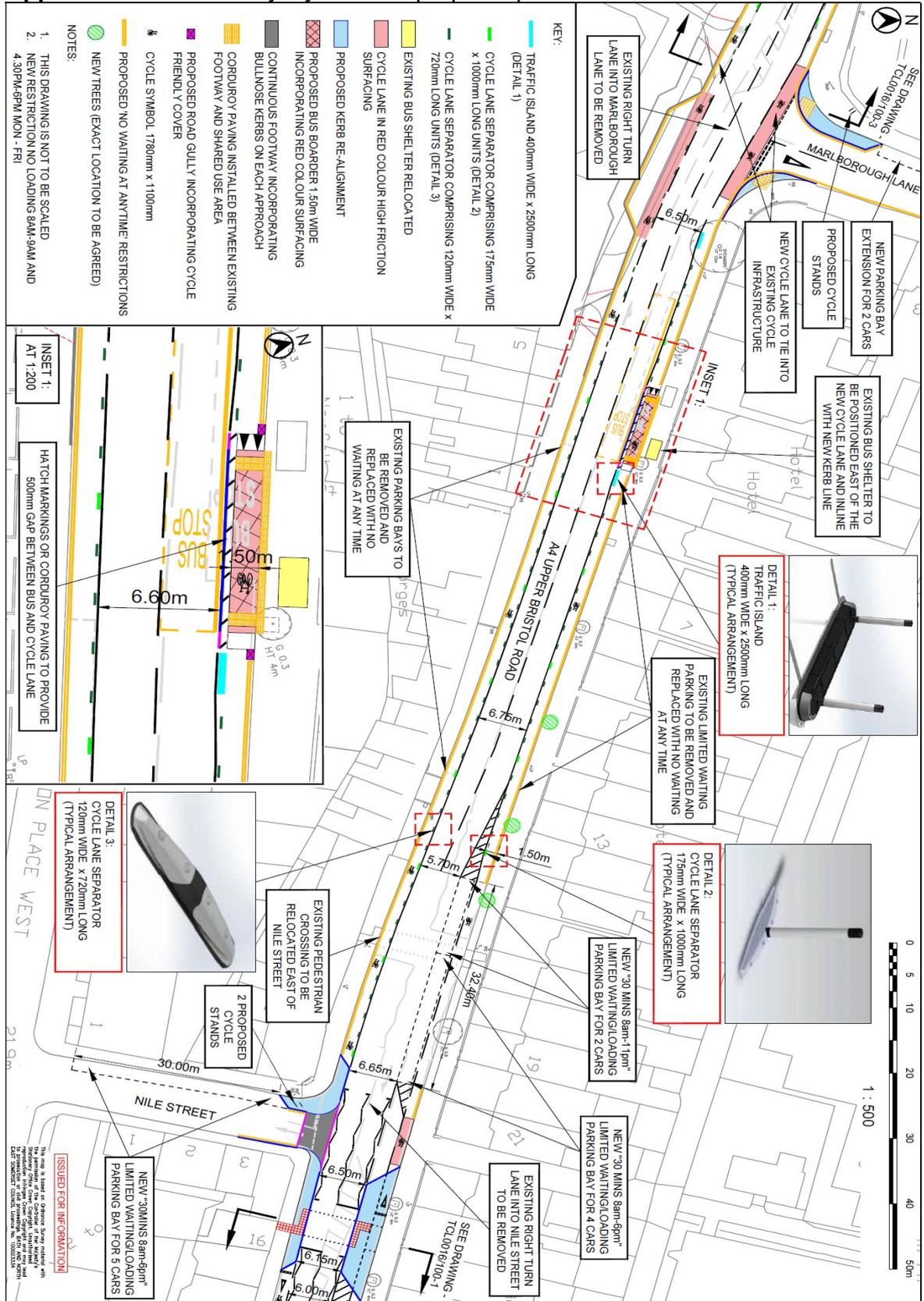
Appendix 1B – Marlborough Lane, Nile Street, Nelson Place West, Great Stanhope Street, Norfolk Crescent, James Street West and Royal Avenue - Proposed Parking Restrictions – Added and Removed Parking:



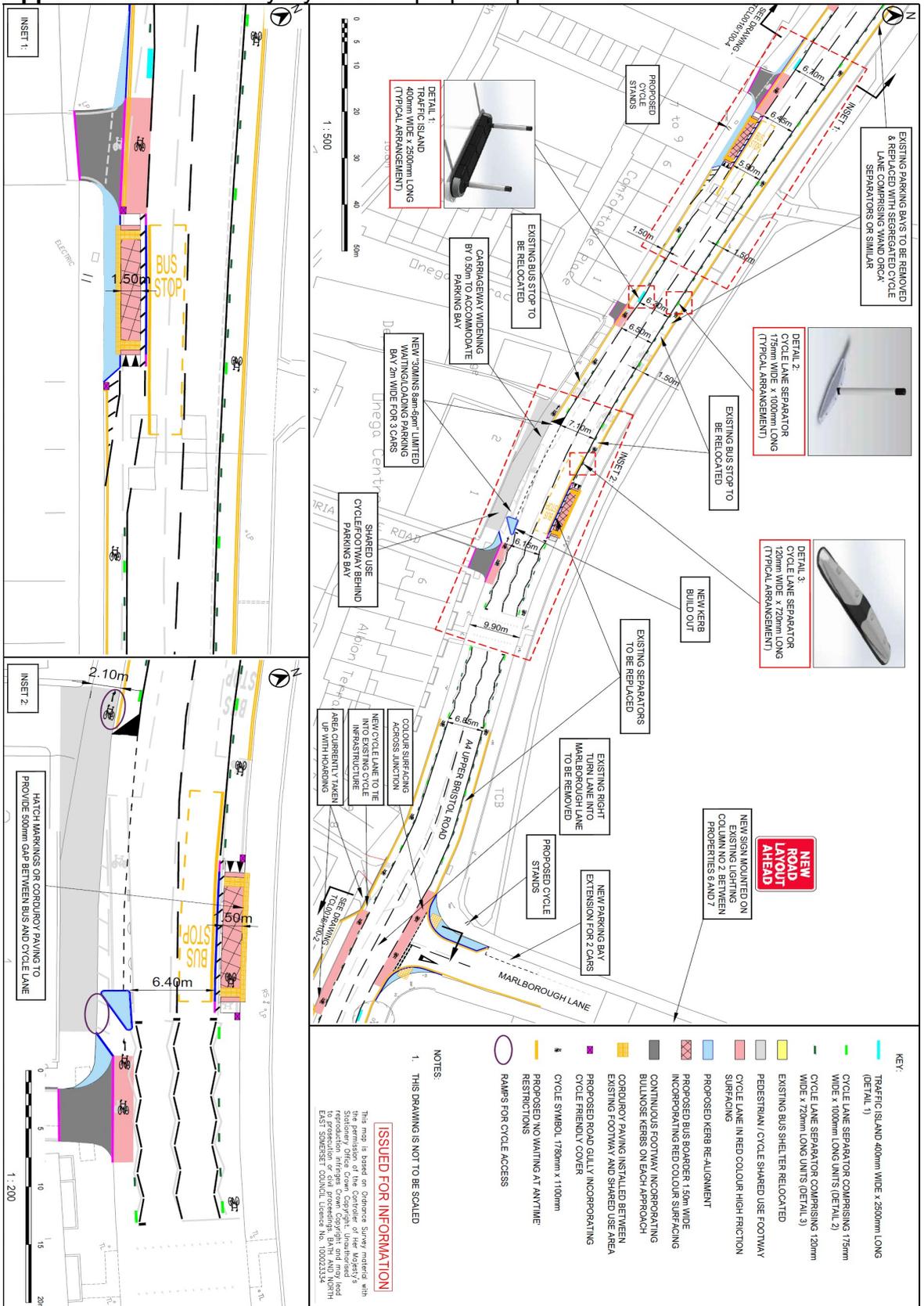
Appendix 1C – Midland Road and Park Lane - Proposed Parking Restrictions – Added and Removed Parking:



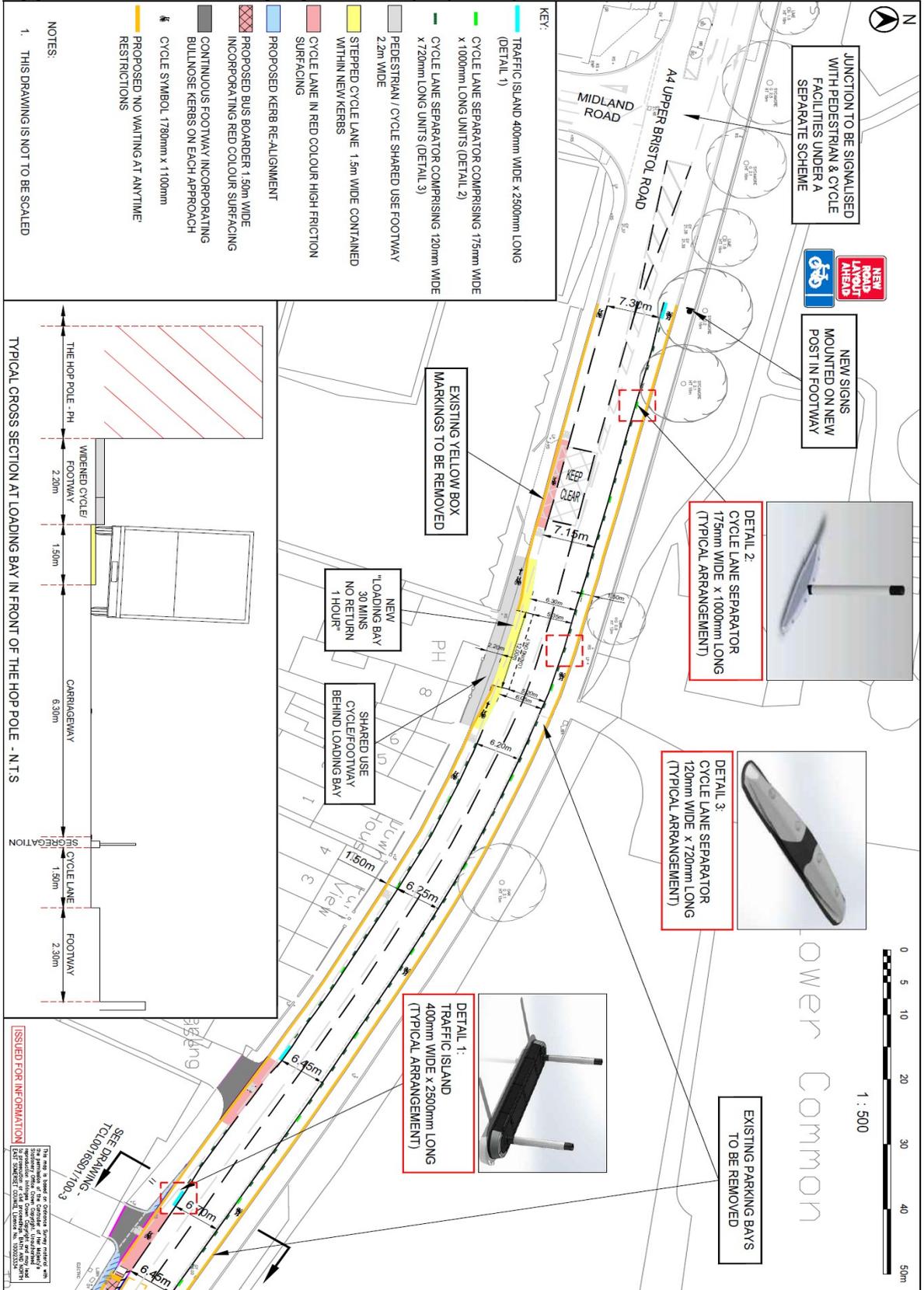
Appendix 2 – Mandatory Cycle Lane proposal plan – Part B:



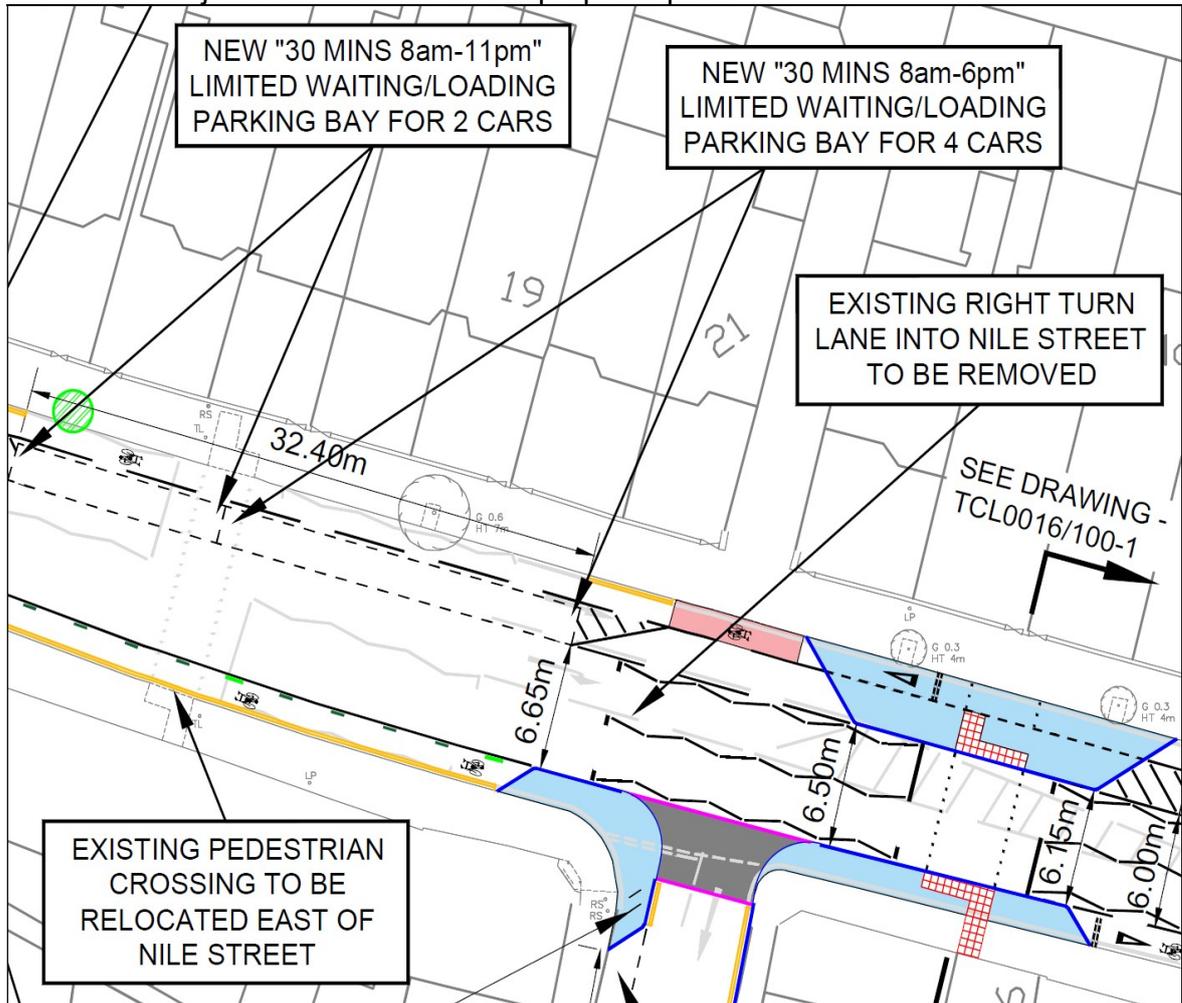
Appendix 2 – Mandatory Cycle Lane proposal plan – Part C:



Appendix 2 – Mandatory Cycle Lane proposal plan – Part D:



Appendix 3 – Relocation of existing pedestrian crossing on Upper Bristol Road to the east of its junction with Nile Street proposal plan:



Appendix 4 – Proposed 20mph Speed Limit – Upper Bristol Road - Extending from its junction with Charlotte Street in a westerly direction to 10 metres west of its junction with St Michael's Road:

