

## OFFICER DECISION REPORT

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

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**TITLE OF REPORT:** ODD DOWN BUS LANE, BATH.  
**PROPOSAL:** EXPERIMENTAL TRIAL TO IMPROVE TRAFFIC FLOWS ON A367 WELLSWAY ON APPROACH TO THE ODD DOWN PARK & RIDE.  
**SCHEME REF No.:** 17-030

### 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:

<b>Section A</b>	The Chief Executive, Strategic Directors, Divisional Directors and Heads of Service have delegated power to take any decision falling within their area of responsibility....”
<b>Section B</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.
<b>Section D9</b>	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**

Regular and often significant traffic congestion is experienced on the A367 leading into the Odd Down Park and Ride roundabout from the south during the weekday AM Peak hour. Bath and North East Somerset Council is therefore considering making changes to the existing bus lane arrangement to try to alleviate this issue in an attempt to improve traffic flows, bus journey times and provide quicker access to the P&R site from the south.

### **4. ISSUES**

It is proposed to remove the existing bus lane from the nearside northbound A367 approach into Bath and replace it with a nearside traffic lane for Bath-bound traffic, with a separate second adjacent inbound lane for buses and Park & Ride traffic only. Local traffic wishing to turn right into Sulis Manor Road will be signed to access the right-hand side inbound lane approximately 80 metres from the roundabout entry.

It is also proposed to widen the roundabout exit towards Bath to enable vehicles to merge at this exit.

### **5. SOURCE OF FINANCE**

This proposal is capital funded.

### **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:**

The Police noted that the proposal should meet the aspirations of the Officer Decision Report, and that as it was an Experimental TRO that its impact would be monitored.

The Police also raised the following comments:

- (i) that an outside lane bus lane is unusual within Bath, and requested the proposed signage to identify the change of road layout to motorists; in particular the initial crossover movement between the lanes, and in its exit, and also reinforcement of the prevailing speed restrictions.

Response:

*Drawing number TC8314/ CONSTR/1210 rev.A (**Appendix 3**) is attached which shows the signage for the scheme.*

- (ii) Given that the current bus lane configuration has now been in place some time, and recollecting the initial driver confusion following particularly on the access point to the roundabout, would advance publicity of the revised experimental configuration be given?

Response:

Advance publicity will be provided through the Council's Communications and Marketing team.

- (iii) That the proposal identifies that the junction at "the roundabout exit towards Bath to enable vehicles to merge at this exit" is to be widened, and therefore should this not be identified as "towards Peasedown St John/Radstock" as it appears at the outbound carriageways of the A367 rather than the inbound towards Bath?

Response:

*The physical widening is on the A367 approach towards Peasedown, but the splitter island is being narrowed on the exit towards Bath to give widening for the merge on the A367 exit towards Bath. The resulting scheme will therefore have widening on the A367 exit towards Bath.*

**Ward Member:**

Cllr David Veale - No comments received.

**Cabinet Member:**

Cllr Mark Shelford - Please facilitate with best speed.

**8. RECOMMENDATION**

The proposal should be approved and the Council Solicitor be instructed to carry out the statutory notifications to make the Order and, subject to there being no unwithdrawn objections, the Order is to be made.

Signature:   
Paul Garrod  
Traffic Management & Network Manager

Author's Name: Andrew Coles Contact No.: (01225) 394208
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Report Ref.: **17-030**  
Date: 26<sup>th</sup> February 2018

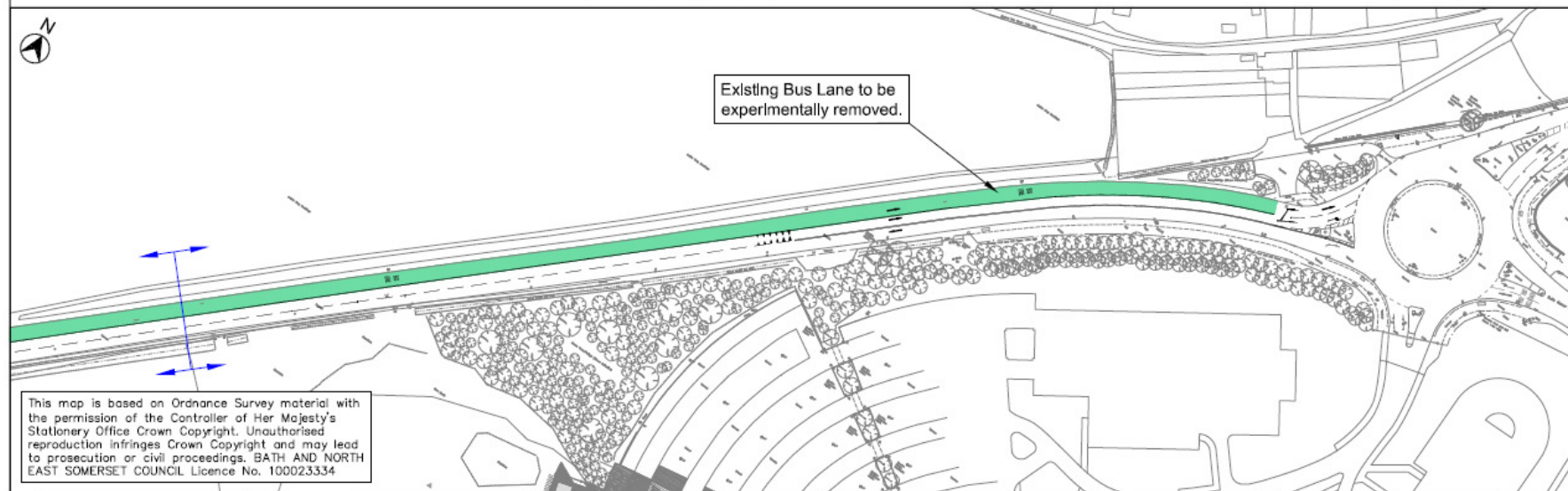
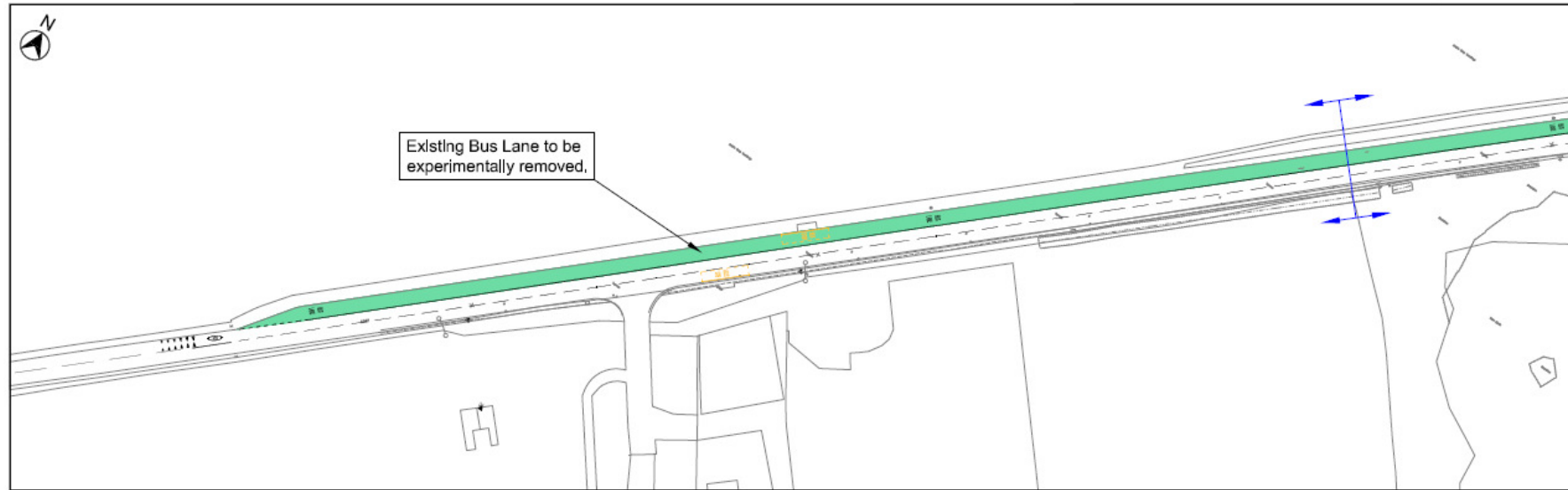
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As the officer holding the above delegation, I approve the progression of this Order.

Signed:		Date:	26/02/18
Group Manager, Highways and Traffic – Kelvin Packer			

End.

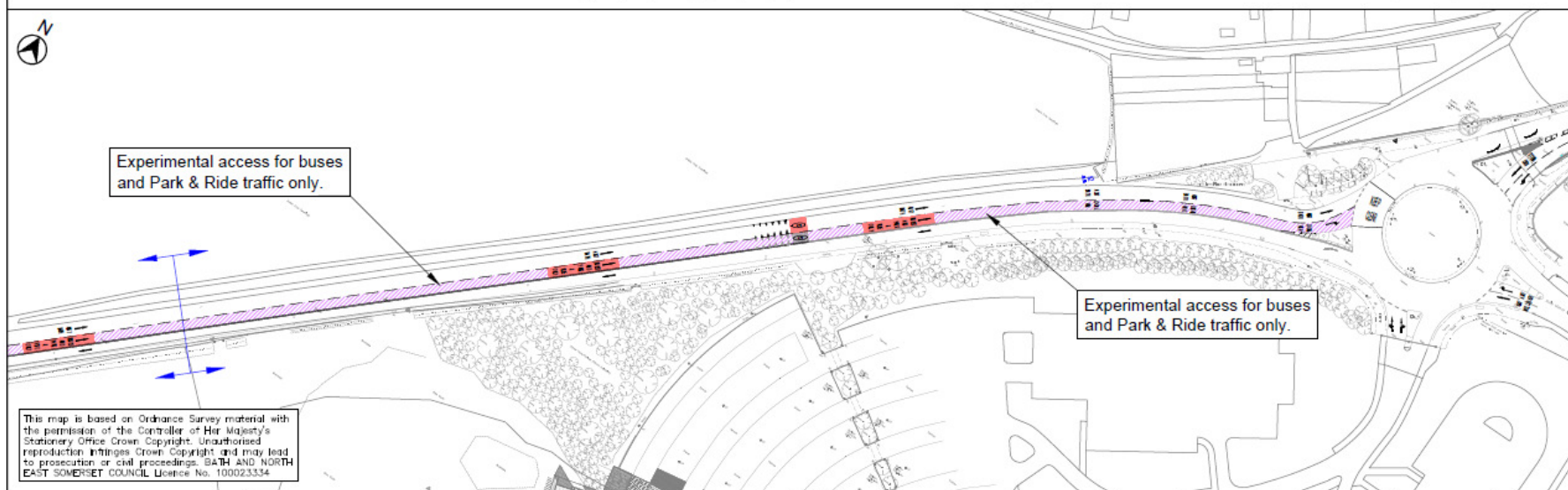
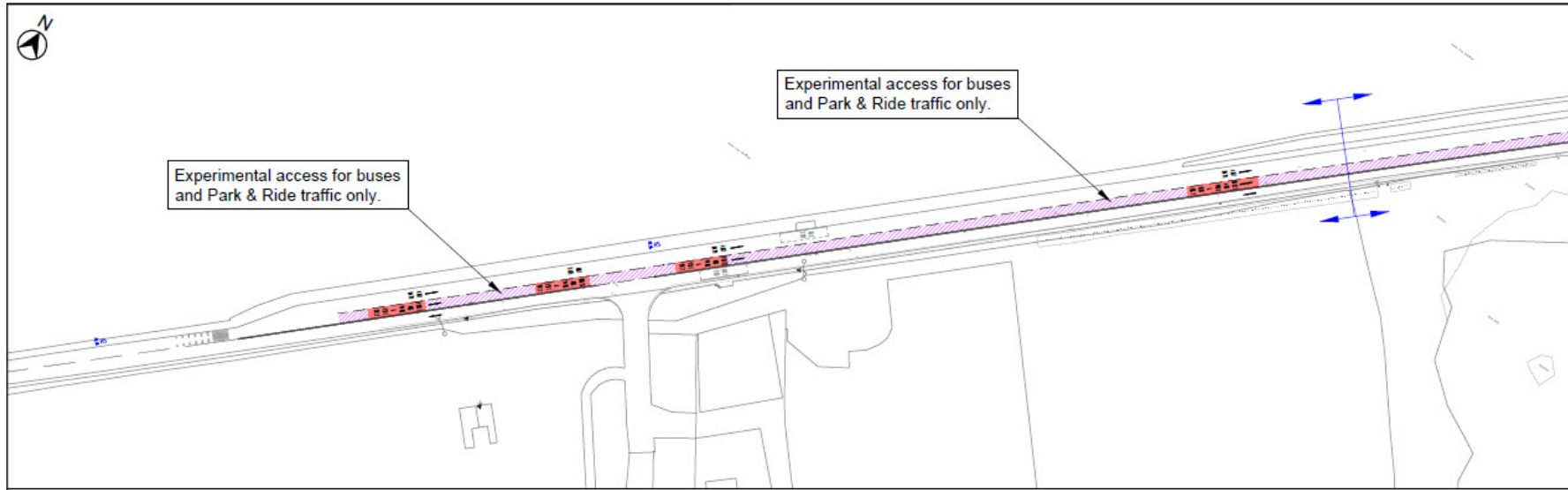
# APPENDIX 1 EXISTING BUS LANE LAYOUT



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 KELVIN PACKER GROUP MANAGER HIGHWAYS AND TRAFFIC ENVIRONMENTAL SERVICES	PRODUCED BY	SOUNDING TITLE	DRAWING TITLE			DATE	REVISIONS	DRAWN	CHKD.	APPROV.	DATE	DRAWN BY	CHKD.	APPROVED BY	DATE	
	DESIGN GROUP	ODD DOWN PARK & RIDE ACCESS, BATH	EXISTING LAYOUT OF BUS LANE ON A367 WELLSWAY, BATH									ADC	KG	PG		
													CLIENT REF. TC8314			
												DRAWING NO. TC8314/TRO/1				

## APPENDIX 2 PROPOSED BUS LANE LAYOUT

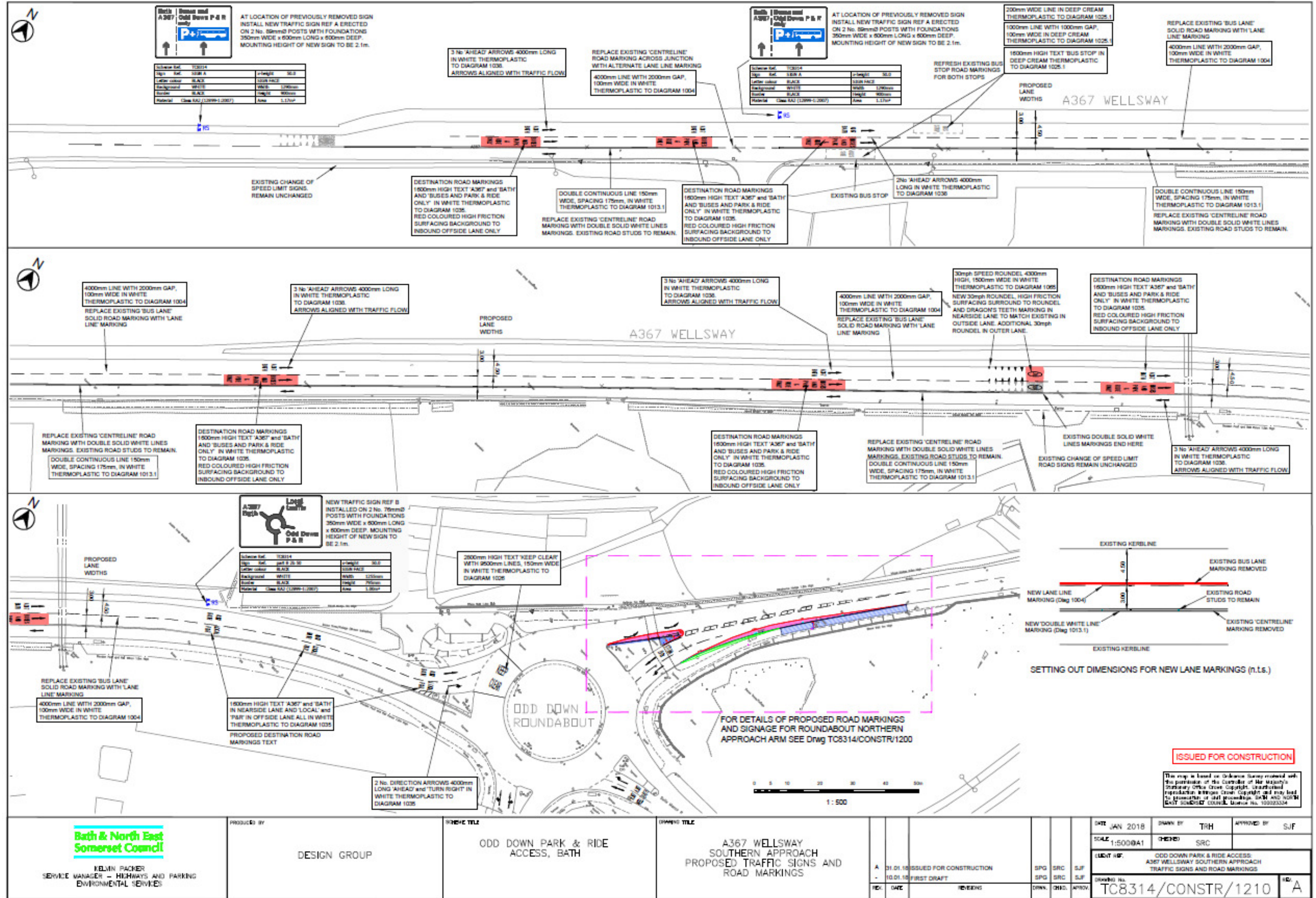


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 <b>Bath &amp; North East Somerset Council</b> <small>HELM: PACEY GROUP MANAGER: HIGHWAYS AND TRAFFIC ENVIRONMENTAL SERVICES</small>	DESIGN GROUP	ODD DOWN PARK & RIDE ACCESS, BATH	PROPOSED EXPERIMENTAL LAYOUT OF BUS LANE ON A367 WELLSWAY, BATH				DATE: JAN 2018	DRAWN BY: ADC	APPROVED BY: PG
							SCALE: 1:500	CHECKED: PG	
								DRAWING NO: TC8314	
							DRAWING NO: TC8314/TR0/2		REV:

APPENDIX 3

PROPOSED TRAFFIC SIGNS AND ROAD MARKINGS



**Bath & North East Somerset Council**

KELVIN PACKER  
SERVICE MANAGER - HIGHWAYS AND PARKING ENVIRONMENTAL SERVICES

PRODUCED BY  
DESIGN GROUP

PROJECT TITLE  
ODD DOWN PARK & RIDE ACCESS, BATH

DRAWING TITLE  
A367 WELLSWAY SOUTHERN APPROACH PROPOSED TRAFFIC SIGNS AND ROAD MARKINGS

NO.	DATE	REVISION	DRWN	CHKD	APPROV
A	01.01.18	ISSUED FOR CONSTRUCTION	SPG	SRC	SJF
-	10.01.18	FIRST DRAFT	SPG	SRC	SJF

DATE	JAN 2018	DRAWN BY	TRH	APPROVED BY	SJF
SCALE	1:500@A1	CHECKED	SRC		
PROJECT REF.	ODD DOWN PARK & RIDE ACCESS, A367 WELLSWAY SOUTHERN APPROACH TRAFFIC SIGNS AND ROAD MARKINGS				
DRAWING NO.	TC8314/CONSTR/1210				
REV	A				