

OFFICER DECISION REPORT – TRO OBJECTION REPORT

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ADDRESSED TO: Group Manager - Highways & Traffic

PREPARED BY: Traffic Management Team

TITLE OF REPORT: B3116, Wellsway, Keynsham

PROPOSAL: Proposed Zebra Pedestrian Crossing

SCHEME REF No.: 19-011

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 Notices or 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 23 enables local highway authorities to establish crossings for pedestrians.

3. BACKGROUND

A number of local residents and Ward Members have contacted the Highways and Transport Group over the last few years, highlighting their road safety concerns for pedestrians crossing the Wellsway, Keynsham, between Manor Road and the footpath to Steel Mills / Dapps Hill, in particular school children and the elderly.

The footway on the eastern side of the Wellsway is not continuous, so pedestrians heading towards Keynsham Town Centre from the Chandag Road / Hurrn Lane areas of Keynsham must cross the Wellsway in order to reach Steel Mills / Dapps Hill, and vice-versa. A location plan is shown in Appendix A.

There are other pedestrian routes into Keynsham Town Centre, but this is the most direct and pleasant route for many local residents, and is the only route without steps that also avoids Bath Hill.

The injury records maintained by our Road Safety Team indicate that there has been one recorded accident since January 2015 which involved two vehicles.

4. ISSUES

The Wellsway is not wide enough to introduce a continuous footway along its east side, or to introduce a pedestrian refuge island on the pedestrian desire line. In the circumstances, the introduction of a zebra pedestrian crossing is considered to be the most appropriate and cost-effective measure to assist pedestrian crossing the Wellsway at this location.

The Wellsway is subject to a 20mph speed limit over the length in question. There is some contravention of this speed limit, but it is considered that the introduction of the proposed zebra crossing would help to reduce vehicle speeds.

There is a footpath link between Orwell Drive / Clyde Road and the Wellsway, so it is proposed that the zebra crossing would be introduced to the north of this footway, which would correspond with the pedestrian desire line towards Steel Mills / Dapps Hill.

The proposed zebra crossing would not have an adverse impact on on-street parking provision, as all the residential properties along this length of the Wellsway have relatively large off-street parking facilities. There are also no shops or businesses that would be adversely affected by the introduction of the proposed zebra crossing.

The zebra crossing beacons would be hooded, in order to reduce any residual light pollution.

Consultation responses

No responses were received during the 21 day public consultation, however during an informal consultation with the Residents located directly with the proposal the following responses were received:

Response (1)

In answer to your letter of 4/9/2019 whilst we are fully in favour of a zebra crossing on the Wellsway we feel it should be slightly further up where you originally lowered the kerb in preparation as this would be a much safer position. Living in the Wellsway we are constantly aware of the speed people still travel up and down and also cars overtaking vehicle who are sticking to the speed limit. The vision is very poor for us as we leave our property and the cars are on us before we have a chance to pull out. We seriously question having the zebra so far down parallel with the walkway and fear it won't be long before there is a nasty accident. Please take notice of these comments as we really do feel strongly that this is the wrong place for the Zebra purely from a safety point of view.

Officer Response: The position of the proposed crossing in the ideal location because it is within the desire line of crossing pedestrians. It meets all current design standards regarding visibility and has passed a road safety audit has been undertaken.

Response (2)

I note that the zigzag lines will extend beyond the frontage of my property. I live on the Wellsway and will be affected by its presence. My only concern is the flashing Belisha beacons which, I believe, flash constantly. I have seen that beacons are often fitted with long shades to minimise peripheral glare and I would be grateful if you could ensure that the ones you fit here are effective because I am very much within range.

Officer Response: We can confirm that the beacons flash continually, however the resident is correct in saying they will be fitted with long shades and this will mask the flashing.

Response (3)

I would however like to bring to your attention that on the draft plan supplied, the crossing has actually been drawn in the wrong place.

Officer Response: We can confirm that the draft plan is correct and the location is as proposed.

I deliberately did not state what was wrong with the draft plan only that the crossing was shown in the wrong place.

I now realise that nobody from B&NES Traffic and Safety Team has bothered to check the location of the existing Tactile Paving "Buff". The existing Tactile Paving is outside no 67 Wellsway and not outside no 65.as shown on the draft plan. If the draft plan is as you say correct, does that mean that B&NES is going to leave the existing Tactile Paving outside no 67 and then lay new Tactile Paving in Buff and then replace that (this will then be existing) with red outside no 65 Wellsway as stated in the Key notes on the draft plan. This will mean that we could finish up with 2 crossings with a few yards of one another or is the draft plan as I suspect incorrect.

Officer Response: The existing tactile buff dropped crossing point has not been included in the draft plan as it will be removed; therefore the plan shows the proposed Zebra Crossing to be in the correct new position. We apologise for the confusion as in the notes it states existing tactile buff to be replaced. This should have been taken off the drawing as it will be removed and backfilled.

5. SOURCE OF FINANCE

The proposed zebra crossing is capital funded through the 2019/20 Transport Improvement Programme.

6. CONSULTATION REQUIREMENT

The proposal requires informal consultation with the Police, Ward Members and the Cabinet Members for Transport. If the proposed zebra crossing is to be progressed, a formal Notice will be posted on site, and the proposals will be held on deposit at the One-Stop Shop in Keynsham Library and added to the Council's website.

7.

INFORMAL CONSULTATION FEEDBACK

Police: I understand from the Officers Decision Report that the proposal is to address road safety concerns raised by local residents and Ward Members highlighting pedestrian safety in the area for crossing the Wellsway between Manor Road and the footpath to Steel Mills/Dapps Hill, with concern being raised regarding school children and the elderly. As shown on the attached plan.

The proposal should meet the aspirations shown in the Officer Decision Report.

Ward Members:

Councillor Hal MacFie:

Councillor Andy Wait: Thank you for this information and the responses made. I am pleased that the crossing is to go ahead as it is clear that the overwhelming majority of residents will be very pleased to see it in place.

Cabinet Members:

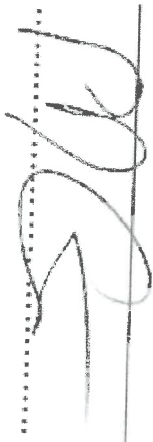
Councillor Neil Butters:

Councillor Joanne Wright: Yes happy to proceed. Thank you.

8. **RECOMMENDATION**

It is recommended that the objections:

		Place "X" below.
a)	Be not acceded to and the Order as advertised be made.	X
b)	Be acceded to in full and the proposal be withdrawn.	
c)	Be acceded to in part and the following adjustments, being of minor significance; be included in the Order to be sealed.	

Signature: 

Paul Garrod
Traffic Management & Network Manager

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Date: 17th October 2019

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