

OFFICER DECISION REPORT – ZEBRA PEDESTRIAN CROSSING

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OUTCOME OF PUBLIC ADVERTISEMENT OF NOTICE

PREPARED BY: Traffic Management Team, Highways and Traffic Group

TITLE OF REPORT: High Street, Bathford, Bath

PROPOSAL: Proposed Zebra Crossing

SCHEME REF No: 23-015

REPORT AUTHOR: Kelly Huggins

1. DELEGATION

The delegation to be exercised in this report is contained within **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 purposes of this report, the Director of Place Management holds the delegated power to make, amend or revoke any Orders.

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. PROPOSAL

To install a zebra pedestrian crossing on the High Street, Bathford, approximately 16 metres west of the Dover Park junction.

The proposed zebra pedestrian crossing is shown in **Appendix A**.

4. **BACKGROUND**

Road safety and pedestrian improvements have been requested by Bathford Parish Council. Following a site meeting, a zebra pedestrian crossing facility has been identified as the most appropriate option to assist pedestrians wishing to cross the High Street. Following observations, it had been determined that the identified section of road is a clear pedestrian desire line for a crossing point which also has good all-round visibility.

Providing a zebra crossing and additional pedestrian improvements within this locality will improve pedestrian safety amenity and help to encourage greater walking activity, including to and from Bathford Primary School, the recreational ground, and the local shop.

It is also proposed to extend the existing double yellow lines and introduce new at the appropriate locations. A proposal has therefore, been put forward to the next available TRO file for the Bathford area.

5 **SOURCE OF FINANCE**

This proposal is being funded through the 2023/24 Transport Improvement Programme.

6. **INFORMAL CONSULTATION REQUIREMENT**

Informal consultation was carried out with the Chief Constable, Ward Members and the Cabinet Member for Highways.

The responses to the informal consultation can be found in TRO report number 2.

7. **OBJECTIONS / COMMENTS RECEIVED (following the public advertisement of the proposal(s))**

The objection / comment received have been summarised below, following a response section to each main point raised. Full objection / comments are listed within **Appendix C**.

Objections – 3, Support – 0, Support in Part – 3, Neither - 2

- Buses will be blocking the crossing while waiting to turn right into Dover's Park. This will lead to oncoming traffic not being able to see the crossing. Pedestrians could also emerge behind the bus and then be stuck by the oncoming traffic.
- Buses pulling out of Dover's Park will not see pedestrians waiting to cross as the crossing location is within the driver's blind spot. Buses will also be forced to stop for pedestrians whilst straddling both lanes.

- Install double yellow lines opposite the junction of Dovers Park to enable better visibility for oncoming traffic.
- There is a mention of extending double yellow lines in 2024, and possibly further for all we know - reference is to document TCG 0090-03 which has not been made available for all to see.
- The crossing is a great idea for the safety of children, elderly etc. The plans are not clear if the current bus stop (for 271 etc) outside the Village Club will have to move and if so where it will go to-maybe you can confirm this?
- A zebra crossing is an unnecessary urbanisation of what is otherwise an attractive village (Bathford). It seems a complete overkill to suggest a zebra crossing is a requirement to cross the High Street. There are no figures submitted to justify how many pedestrians actually cross this road each day.
- Why hasn't other measures to calm traffic speeds been considered? For instance, school crossing patrols, traffic calming humps, community speed watch schemes, or traffic cameras.
- I have frequently witnessed cars clearly driving at speeds that seem to be above the limits set and feel that the introduction of traffic calming measures with parking better set out.
- Speed limits in the village are inadequate, and they are not enforced. The existing 20mph section is too short and the speeds of motorists is excessive. The 20mph speed limit needs to extend further up the high street.
- Protect the pavement space by adding parking bays on both sides of the High Street and adding more sight lines for pedestrians to cross at any point along the length of the village as well as lowering the kerb heights.
- The proposal, as presented will remove up to six or seven car parking spaces. Removing these spaces will then require parents/children, who drive to school, to park elsewhere. Very few parents/children walk exclusively from the Ashley Road area. This changes the proposed spot as the clear pedestrian crossing desire line.
- The removal of parking spaces will exacerbate existing parking issues in Bathford. These are particularly evident at the weekends, when there are events taking place at the Rugby Field, the Recreation Ground and at the Village Club. It is not uncommon to see illegal parking at weekends. Where will local residents park?
- Removing car parking spaces will cause general congestion of parking further up the High Street and in Ashley Road. I believe it will also be of concern to the last remaining business on the High Street, who is reliant on customers parking on-street.
- I would like to see how the council plans to accommodate the residents already using this location to park and the loss of those spaces.
- I really think this crossing is a waste of your money. There aren't enough school kids crossing the road at the proposed crossing location and all it will do is make parking worse than it is now. Ashley Road and Titan Barrow will be affected, the business will be affected with loss of earnings.
- The proposed build-out of the pathway on the northwest side of the junction with Ashley Road is an unnecessary expenditure of money. Why does the build-out on the east needs to be installed?
- The zebra crossing may give pedestrians an unfounded level of confidence when stepping out into the road.

- There are large numbers of cyclists, who travel extremely fast down the Highstreet and down into Bathford Hill. The stopping distances for these cyclists is likely to be significantly longer than for motor vehicles and this may create a potential hazard should these cyclists not have adequate knowledge or signposting of the zebra crossing.
- Concerns that the proposed light beacons will create light spillage into residential properties. Will the beacons be active all night?
- I would suggest that the crossing was moved a few metres down the road to the west of Ashley Road, linking with the pedestrian footpath adjacent to the village club. This would lessen the impact of parking for residents since no one parks here.
- A zebra crossing warning sign alongside the 20mph sign further down the hill, below the shop, might also be prudent.
- The existing speed indicator signs approaching the current 20mph zone have not been working for some long time; why has not the Council maintained these properly.

Response to objections / comments (main points raised)

It is proposed to install the zebra pedestrian crossing approximately 16m west of Dovers Park junction (distance measured from the centre of the crossing to the centre of the junction). Siting the crossing as proposed, will then allow for a bus (standard length of 12m) sufficient room away from the crossing, to turn right into Dovers Park. As advised within the Highway Code, drivers should take extra care where the view of either side of the crossing is blocked by queuing traffic since pedestrians may be crossing between stationary vehicles. Some relevant general rules contained within the Highway Code for drivers approaching a zebra crossing are listed below;

- Look out for pedestrians waiting to cross and be ready to slow down or stop to let them cross.
- You should give way to pedestrians waiting to cross.
- You **MUST** give way when a pedestrian has moved onto a crossing.
- Be aware of pedestrians approaching from the side of the crossing.

Pedestrians also have a responsibility to look both ways, listen, and wait for traffic to stop in both directions before they start to cross. The safety of all pedestrians, drivers, and cyclists will be maintained if they abide by the rules and are aware of their surroundings.

Guidance contained within Traffic Signs Manual, Chapter 6 – Traffic Control, advises that *'In urban areas, bus stops and crossings are often sited close together. In these circumstances, a bus stop is better positioned on the exit side of a crossing, and there is an exemption in the regulations for buses to stop on the zig-zags on the exit side, which should be borne in mind when considering layouts.* Therefore, it is considered that the bus stops do not need to be re-located. The bus operator will also be requested to pick-up/drop-off

passengers closer to the British Legion (near to the pedestrian access pass, adjacent to the club house).

Double yellow lines will not be considered opposite the junction of Dovers Park, at the present time. The existing on street parking arrangement on the High Street (which has been in place for many years) is not affecting the bus services using this route and therefore, the council would not wish to unnecessarily impact or displace parking. Please also see **Appendix B** for future proposed double yellow lines, should the zebra crossing be introduced. These proposals will be included in the next area wide parking restriction review during 2024/25, when members of public would have the opportunity to fully view and submit comments.

The introduction of unrestricted parking bays to encourage appropriate parking on either side of the High Street, is beyond the scope of this scheme. However, officers will monitor the situation, should the zebra crossing be implemented, and investigate further at a later date.

As detailed within the 'background information' section of this report, a zebra pedestrian crossing has been identified as most appropriate intervention to assist pedestrians wishing to cross the High Street in this particular location. Following observations, it has also been determined that the identified section of road is a clear pedestrian desire line for a crossing point, which also has good all-round visibility. If a crossing facility cannot be located where there is a clear pedestrian desire line, and with appropriate footway widths, it is likely that the facility would not be regularly used. Motorists may then become complacent, which could create further road safety issues. In view of this, the proposed crossing cannot be relocated to an alternative location.

The proposed widened footways on both sides of the Ashely Road junction are intended to reduce the crossing widths at this wide junction. It is proposed to install an uncontrolled crossing point, with tactile paving, to provide an appropriate crossing point for pedestrians walking / wheeling to and from the formal zebra crossing facility.

Additional measures, such as traffic calming to reduce vehicle speeds, is beyond the scope of this scheme. In addition, the speed data for Bathford Hill / High Street, within the vicinity to the proposed crossing, indicates that average vehicle speeds are around 23mph in both directions, which is compliant with the existing 20mph speed limit.

Extending the existing 20mph speed limit is beyond the scope of this scheme. If this is deemed appropriate at some point in the future, the proposal would need to be assessed for possible inclusion in a future Transport Improvement Programme.

Although speed data suggests that vehicle speeds are compliant with the existing 20mph speed limit, enforcement of speed limits on the public highway is the responsibility of the Police. Therefore, the concerns raised regarding excessive speeds will be forwarded to the Police Traffic Management Unit for

their consideration and appropriate action, although it should be noted that the resources of the Police are very stretched, so it is not possible to comment on any potential enforcement effort.

It is proposed to upgrade the existing 20mph signage on the High Street (for inbound traffic) to include yellow backing boards. The 20mph speed limit carriageway roundels will also be refreshed. These measures will further remind drivers and cyclists of the existing speed limit.

It is also proposed to erect advanced temporary signing to inform motorists of the new zebra crossing ahead. In addition to this, the beacons, road markings and High Friction Surface (HFS) which will be applied will significantly improve awareness of the crossing, which in will help to reduce vehicle speeds.

Officers will monitor the new arrangement, should the crossing be installed, and if it is considered that additional warning signs are required these will be investigated further at a later date.

With regards to general comments concerning the removal of on-street parking spaces, it is considered that this is a relatively minor issue (approximately 6 spaces) as there is ample space for residents to park on the High Street, just east of where the zebra crossing zig zags finish outside of the hairdressers. It is also considered that the benefits to be gained for pedestrian activity and safety by removing some of the on-street parking will outweigh the inconvenience that might result, although the situation will be informally monitored. However, in response to general parking concerns during busier periods, alternative parking options are currently being explored by the Parish Council for visitors attending local sporting activities.

Should residents experience illegal parking (on existing or new parking restrictions) on a weekend when it is busier, please contact Parking Enforcement team at parking_enforcement@bathnes.gov.uk to inform them of these concerns.

Should residents experience inappropriate parking where there is clear obstruction to a private access, road, or footway, please contact your local police beat officer for the area.

The floodlights (beacons) will be active throughout the hours of darkness. Our streetlighting team will also provide hoods for the floodlights to avoid any lighting spillage into residential properties.

The existing Vehicle Activated Sign (VAS) located on the High Street is currently on our maintenance programme (2024/25) awaiting a maintenance inspection to assess its current condition. Following this inspection, we will be able to determine if the sign is repairable and what action we can take next.

8. **FURTHER INFORMAL CONSULTATION COMMENTS** (in response to the comments / objections received to the public advertisement of the zebra crossing, and the officer responses above)

Ward Members:

Cllr Sarah Warren – I support the proposal and particularly welcome the proposed enhancements to the 20mph signage and advance warning of the crossing, which will go some way to address some of the concerns expressed around speed of approaching traffic.

Cllr Kevin Guy – I echo Sarah’s comments and fully support.

Cabinet Member:

Cllr Manda Rigby - I am very pleased to confirm I think this is a brilliant scheme and am delighted it can progress to the next stage.

9. **RECOMMENDATION**

As no significant objections and/or comments have been received following the formal consultation, it is recommended that the Notice of Construction is published, informing members of public that the installation of the zebra pedestrian crossing will commence.



Paul Garrod
Traffic Management & Network Manager

Date: 24th October 2023

10. DECISION

As the Officer holding the above delegation, I have decided that the objections / comments be not acceded to, with the Notice of Construction being published, for the zebra pedestrian crossing to be installed, as advertised.

In taking this decision, I confirm that due regard has been given to the Council's public sector equality duty, which requires it to consider and think about how its policies or decisions may affect people who are protected under the Equality Act.

The Council's policy framework has been used as the basis to develop the scheme with full engagement with stakeholders across the area.

I further note that the issue of deciding whether to implement any scheme is a matter of broad judgement, taking into account the wider transport and climate aims of the Council rather than a purely mathematical analysis on the numbers of positive or negative responses.

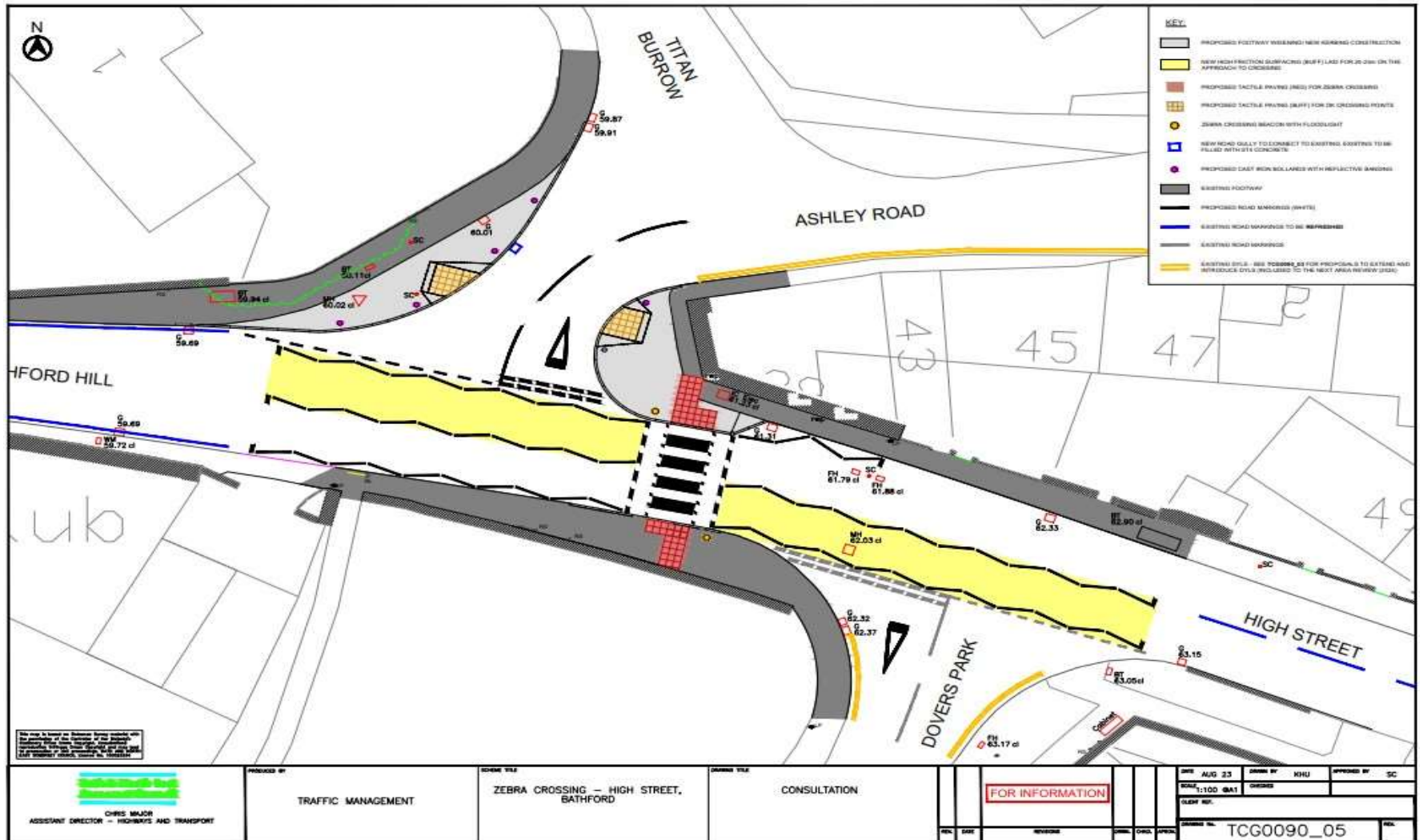
The arguments both for and against the scheme were clearly identified and were considered fully as part of the decision-making process before I made the final decision as set out above.



Gary Peacock
Head of Highways, Parking & Passenger Transport

Date: 25th Oct 2023

APPENDIX A – Proposed General Arrangement



APPENDIX B – Proposed double yellow lines - 2024/25 Bathford area wide review.

