

**OFFICER DECISION REPORT – PEDESTRIAN CROSSING
(Traffic Regulation Order ‘Notice’)**

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PRELIMINARY CONSULTATION (Cabinet Member for Sustainable Transport Delivery)

PREPARED BY: Traffic Management Team, Highways and Traffic Group

TITLE OF REPORT:	Copseland and Claverton Down Road, Claverton Down, Bath
PROPOSAL:	Zebra Pedestrian Crossing and raised table speed hump – Scholars Way
SCHEME REF No:	26-019
REPORT AUTHOR:	Gina West

1. DELEGATION

The delegation to be exercised in this report is contained within **Part 2 Section 2.35** of the Constitution under the **Delegations of Functions to Officers**, as follows:

Section A	The Chief Executive, Executive Director - Chief Operating Officer, 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 their area of responsibility.
Section D	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 and the Head of Highways Delivery hold 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.

This proposal is made in accordance with The Highways Act 1980 Section 90A which permits a highway authority to both construct and remove road humps in a

public road, for which they are the highway authority, if the highway is subject to a legal speed limit for motor vehicles of 30 miles per hour or less or the road humps are specially authorised by the Secretary of State.

3. PROPOSAL

To introduce a new zebra pedestrian crossing on Claverton Down Road, Claverton Down, Bath just east of its junction of Copseland.

To introduce a new raised table speed hump in Copseland, at the junction with Claverton Down Road / Widcombe Hill.

The proposals are shown on the attached drawing.

4. REASON

Please refer to the Statement of Reasons.

The Council has had in mind and discharged the duty (as set out in section 122(1) of the Road Traffic Regulation Act 1984) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) so far as practicable. It has also had regard to the factors which point in favour of imposing a zebra pedestrian crossing and raised table speed hump. It has balanced the various considerations and concluded that it is appropriate to promote these measures. The Council has also considered and discharged its network management duty under section 16 of the Traffic Management Act 2004. It has concluded that the proposed zebra pedestrian crossing and raised table speed hump is consistent with that duty, having regard to its other policies and objectives.

5. IMPACT ON EQUALITIES

An Equality Impact Assessment has been undertaken in relation to the introduction of pedestrian crossing facilities, which is available upon request. The Council has had due regard to the needs set out in section 149(1) of the Equality Act 2010. It considers that the proposed Order is consistent with the section 149 public sector equality duty, which it has discharged.

6. IMPACT ON HUMAN RIGHTS

The proposals are considered to have a minimal impact on human rights (such as the right to respect for private and family life and the right to peaceful enjoyment of property). However, the Council is entitled to affect these rights where it is in accordance with the law, necessary (in the interests of public safety or economic well-being, to prevent disorder and crime, to protect health, or to protect the rights and freedoms of others), in pursuit of a legitimate aim and proportionate to do so. The proposal(s) within this report are considered to be in accordance with the law, necessary, in pursuit of a legitimate aim and proportionate.

7. **SOURCE OF FINANCE**

This proposal is being funded through the Scholars Way active travel scheme.

8. **CONSULTATION REQUIREMENT**

The proposal requires consultation with the Chief Constable, Emergency Services, Road Haulage Association, Freight Transport Association (Logistics UK), Parking Services, Waste Services, Ward Members and the Cabinet Member for Sustainable Transport Delivery.

9. **COMMENTS RECEIVED TO DATE**

Chief Constable - Thank you for your email and attachments regarding the proposed introduction of Raised Table Speed Humps and a Zebra Pedestrian Crossing on Copseland / Claverton Down Road as part of the Scholars Way scheme, as shown on the attached plan.

It is understood from the Statement of Reasons that the proposals are:

“To introduce a new zebra pedestrian crossing on Claverton Down Road, Claverton Down, Bath just east of its junction of Copseland.

To introduce a new raised table speed hump in Copseland, at the junction with Claverton Down Road / Widcombe Hill.

Reasons

This proposed new zebra pedestrian crossing would be on the Scholars Way walking and cycling route. Installing this pedestrian crossing would improve safety for pedestrians and cyclists crossing Claverton Down Road / Widcombe Hill in this location. Initial site observations have indicated that a zebra pedestrian crossing would be the most suitable form of pedestrian facility at this location, having due regard for the number of pedestrians and cyclists, volume of traffic, topography, and character of the road.

The proposed raised table speed hump in Copseland would help to reduce vehicle speeds in both directions at the junction, thus improving safety for pedestrians and cyclists on the Scholars Way walking and cycling route.”

We are aware of previous correspondence regarding the introduction of traffic management features in this location as part of the Scholars Way walking and cycling route.

The proposals should meet the aspirations behind their introduction.

Emergency Services – No comment.

Road Haulage Association – No comment.

Freight Transport Association - No comment.

Parking Services - No comment.

Waste Services - No comment.

Ward Members

Alison Born - Thanks for asking us to comment on this. Stuart and I have discussed these proposals with residents living on Clarence Terrace, Claverton Down Road, Copseland and one from Quarry Rock Gardens. Responses are summarised as follows:

The vast majority do not think the crossing will be used because it is not on the desire line from Copseland to the Rainbow Wood Path. Therefore, they think it is not a good use of money.

2 residents living closest to the crossing are concerned about flashing belisha beacons at the crossing disturbing their sleep.

The vast majority of residents do not think the crossing will do much to address the speeding problems on Claverton Down Road and would prefer that the funding was spent on a raised table or some other traffic calming measure closer to the Oakley junction which would slow traffic down as it enters Claverton Down Road, heading towards Widcombe.

They have also asked for measures to improve safety for motorists turning right towards the UoB at the Oakley junction (where visibility is very poor).

A request was made that the bus stops at Clarence Terrace are moved to the position of the proposed crossing which will make it much easier for people to get on and off the bus.

There is a perception that the raised table is needed much more urgently on Claverton Down Road than on Copseland.

There are not enough parking spaces for people living on Clarence Terrace. A request was made for a review to see whether some extra parking could be found on Copseland or Claverton Down Road (which may also help to slow traffic down)?

I have attached a recent email which provides further info on speeding in the area.

Content of attached email –

I am a local resident writing to you regarding the pedestrian crossing currently proposed for the area immediately east of Copseland on Claverton Down Road.

I was recently informed by the Traffic Management team that the pneumatic tube surveys (Site ID: 000020255902) were conducted to determine approach speeds and calculate the required Stopping Sight Distance (SSD) for your crossing design.

Over the past few months, I have also been independently compiling speed compliance data for the western end of Claverton Down Road—specifically focusing on the 20mph gateway at the Community Hall junction. Having reviewed the recent ATC data alongside Police enforcement records, I believe there is an engineering solution at the gateway that could solve the SSD challenges you may be facing at the Copseland site.

The recent ATC data confirms that while daytime speeds are constrained by parked cars, free-flow evening traffic consistently ignores the 20mph limit. For example, at 22:00, the Westbound 85th percentile speed (V85) reaches **32.4 mph**. This is corroborated by recent Police FOI data showing 242 speeding prosecutions at this site, with 25% of offenders travelling at 30mph or above.

The data indicates that drivers are carrying their 30mph approach speeds through the sweeping left-hand turn at the Community Hall junction, and because there is no physical calming at that gateway, they maintain that speed down the corridor toward Copseland.

I understand that high approach speeds at Copseland will require a longer SSD, which may force the council to remove highly valued on-street parking to improve visibility.

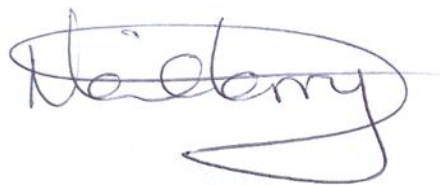
Rather than altering the streetscape and removing parking at Copseland to accommodate drivers breaking the law, I would ask the design team to consider placing a physical calming measure (such as a raised speed table) immediately at the Community Hall gateway. By forcefully arresting vehicle speeds as they *enter* Claverton Down Road, you would successfully self-enforce the 20mph corridor. This would naturally lower the approach speeds for your Copseland crossing, drastically reducing your required SSD and preserving resident parking, while simultaneously fixing the severe safety hazard at the Community Hall junction.

I have attached the raw ATC data and the Police FOI response for your reference. I would be very grateful for the opportunity to have a brief chat with the Project Manager or Lead Engineer for this scheme to discuss how we might align these goals.

Thank you for your time and the work you are doing to improve pedestrian safety in our ward.

Stuart Bridge – No comment.

REPORT APPROVED FOR CIRCULATION TO CABINET MEMBER FOR SUSTAINABLE TRANSPORT DELIVERY.

A handwritten signature in blue ink, appearing to read "Neil Terry". The signature is written in a cursive style with a large loop at the end.

Neil Terry
Traffic Management and Network Manager

Date: 24/03/2026