

OUTCOME OF TRO PROCESS – DECISION (following objections)

PREPARED BY: Traffic Management Team, Highways and Traffic Group

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| TITLE OF REPORT: | Morford Street Zebra Crossing Scheme |
| PROPOSAL: | Lansdown Road Zebra Pedestrian Crossing / Raised Table |
| SCHEME REF No: | 26-008 |
| REPORT AUTHOR: | Traffic Management Team / KG |

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:

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| 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 also 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 zebra pedestrian crossing on a raised table speed hump in Lansdown Road, between the junction of Morford Street and Camden Crescent, BA1 5ED Bath.

The proposals are shown on the attached **Appendix 1**.

4. REASON

Please refer to the separate 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 on a 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 on a 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 crossings, 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 proposal is 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

The proposal is being funded through the 20025/26 Local Active Travel and Safety Programme.

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.

The responses to the informal consultation can be found in TRO report number 3.

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

The objections received have been summarised below with the technical responses in italics underneath each one. Full responses and supporting comments can be found in the attached appendix 2.

Wholly Object– 11, Partially Object– 1, Neither– 0, Partially Support– 3, Wholly Support– 3

Main points of objection raised:

- The site seems extremely dangerous as this is a complex intersection of 5 roads.

Traffic speeds are relatively low for much of the day, and drivers tend to exercise caution when negotiating the junction. Drivers in the area are generally local or use the route regularly and will be aware of the complexities of the junction.

- Will create more noise and light pollution in the local area for residents.

The proposed zebra crossing is likely to have a positive impact on vehicle speeds and will encourage greater caution by drivers at the junction, which may help to reduce traffic noise. All lighting units and beacons would include shields to reduce light nuisance or would be directed away from adjacent buildings to ensure only the road is highlighted.

- Will cause traffic to build up down Lansdown Road and Morford Street.

Traffic queues can already develop on the approaches to the junction, particularly during the busier periods. The proposed zebra crossing might cause slightly longer queues at certain times of the day, but the benefits for pedestrians would outweigh a small amount of additional inconvenience for drivers.

- There has never been an accident involving pedestrians in this location.

There is a desire line across Lansdown Road at the junction for pedestrians heading to and from the Julian Road area, but only confident and able-bodied pedestrians are currently able to cross the road in this location. The proposed zebra crossing would provide a safe crossing facility on this desire line for pedestrians of all ages and abilities.

- Not good for local businesses.

Improved pedestrian crossing facilities could provide increased footfall to local shops and businesses. The proposed crossing would have no negative impact on local businesses in the immediate vicinity.

- The proposed crossing is completely unnecessary.

There is a desire line across Lansdown Road at the junction for pedestrians heading to and from the Julian Road area and beyond, but only confident and able-bodied pedestrians are generally able to cross the road in this location at the present time. The proposed zebra crossing would provide a safe crossing facility on this desire line for pedestrians of all ages and abilities.

- There exists a perfectly safe crossing just north of Ainslie's Belvedere/Caroline Place that is used regularly by local residents and those who live in Belvedere.

It is recognised that the uncontrolled crossing facility north of Ainslie's Belvedere/Caroline Place can provide a safe and convenient crossing point for some pedestrians, but it doesn't provide a convenient or useable pedestrian link to Lansdown Road north of Camden Crescent and Morford Street.

- The proposed zebra crossing will exacerbate vehicle emission and noise pollution by vehicles stopping and starting.

The proposed zebra crossing is likely to have a positive impact on vehicle speeds and will encourage greater caution by drivers at the junction, which may help to reduce traffic noise and vehicle emissions. Traffic queues can already develop on the approaches to the junction, particularly during the busier periods, so there is already stopping and starting at the junction.

- The proposed site of the crossing is not easily visible to drivers at this complicated 5 to 6 roads junction.

Visibility of the proposed crossing would be appropriate to drivers travelling north and south along Lansdown Road and for drivers emerging from Morford St, Camden Crescent and Upper Hedgemoor Road.

- The proposed location is impractical as well as perilous for pedestrians as there are no clear sight lines to see the many converging roads.

Pedestrians using the proposed crossing would have appropriate visibility of vehicles on Lansdown Road and of those emerging from the side roads. The proposed crossing would also improve the visual interaction and mutual respect between pedestrians and motorists at the junction.

- The position seems bizarre and unhelpful to us pedestrians as the east side of the crossing doesn't serve a busy area and still would require crossing Camden Row.

It is acknowledged that pedestrians travelling up or down Lansdown Road would still need to negotiate Camden Crescent, but there is a pedestrian desire line to and from the Julian Road area and beyond which would be served by the proposed zebra crossing.

- This action is as a result of the ill-conceived LTN at Winifred's Lane which has caused 500,000 car journeys and tonnes of extra carbon along Julian Road (in front of a primary school) and/or Morford Street (less wealthy residential area) onto Lansdown Road thus impacting negatively on an already difficult' junction (Morford St. with Lansdown).

The proposed zebra pedestrian has not been influenced by the Lower Lansdown LTN. The need for a pedestrian crossing in this location was identified before the LTN was originally proposed and developed, following a review of pedestrian and cycle activity on Lansdown Road.

10. **ADDITIONAL COMMENTS FROM WARD MEMBERS AND CABINET MEMBER FOR SUSTAINABLE TRANSPORT DELIVERY (in response to the above)**

Ward Members

Councillor Lucy Hodge - Since being elected as ward councillor since 2019, I have been aware of many requests for safe pedestrian crossing infrastructure in this location and I am pleased to support the proposed scheme.

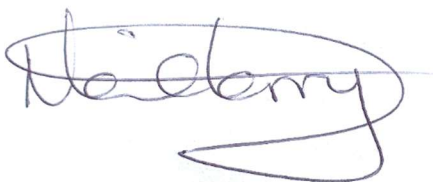
Councillor Mark Elliott – I am supportive of proceeding with the implementation of the crossing due to the long-standing pedestrian safety concerns at this location, the consistency of the proposal with the earlier feasibility work and trial investigations, and the balance struck between pedestrian safety benefits and any potential traffic impacts. The objections from some residents are noted, but the officer responses show those concerns have been appropriately considered and explain why, on balance, it is still appropriate to proceed.

Cabinet Member for Sustainable Transport Delivery:

Councillor Lucy Hodge - I am aware of the challenges of delivering the optimal pedestrian crossing scheme for this location and have asked Highways officers to consider a number of options over the past year. This complex five-way junction is a key crossing point for residents travelling east/west and north/south to school, work and leisure activities and there is a longstanding need for safe pedestrian crossing infrastructure. I support the proposed scheme which will not only enable safe pedestrian movement but is also likely to have a positive impact on vehicles speeds.

11. **RECOMMENDATION**

That the Traffic Regulation as advertised should be implemented.



Neil Terry
Traffic Management & Network Manager

Date: 08/04/2026

12. **DECISION**

As the Officer holding the above delegation, I have decided that the objections / comments be not acceded to and the Traffic Regulation as advertised be implemented.

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.

A handwritten signature in black ink, appearing to read 'Chris Major', with a stylized flourish at the end.

Chris Major
Director for Place Management

Date:08/04/2026