

OFFICER DECISION REPORT – ZEBRA PEDESTRIAN CROSSING

5a

OUTCOME OF TRO PROCESS – DECISION (following objections)

PREPARED BY: Traffic Management Team, Highways and Traffic Group

TITLE OF REPORT:	Lansdown Road, Bath (adjacent to St. Stephen’s Church)
PROPOSAL:	Zebra pedestrian crossing (on a raised table)
SCHEME REF No:	24-002
REPORT AUTHOR:	Neil Terry

1. DELEGATION

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 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.

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 install a zebra pedestrian crossing on Lansdown Road, to the north of its junction with Richmond Road, adjacent to St. Stephen's Church. The proposal is shown on the attached drawing.

4. **BACKGROUND**

Parents and children heading to and from St. Stephen's Primary School routinely cross Lansdown Road in the vicinity of St. Stephen's Church, with many using the unadopted pedestrian route which passes through the gardens of the Church. Clearly, the Church also attracts pedestrian activity throughout the week.

There are inbound and outbound bus stops in Lansdown Road to the north of its junction with Richmond Road, so a pedestrian crossing in this location would also aid pedestrians using public transport along Lansdown Road.

There is an existing pedestrian refuge island at the junction which would need to be reduced in size, but it is considered that a traffic island should remain in place to continue to regulate vehicle turning movements. There is no intention for this island to be designed for use by pedestrians.

To ensure that appropriate visibility to and from the proposed zebra crossing is achieved, the carriageway is proposed to be narrowed on both sides. This would also ensure that there would be no impact on on-street parking provision for local residents, as the proposed crossing is located within a Residents' Parking Zone.

The zebra pedestrian crossing is also proposed to be introduced on a raised table to further regulate vehicle speeds on both approaches. If the zebra crossing is approved, this feature will be designed in accordance with good practice, in order to reduce the impact on public transport vehicles.

The existing 20mph speed limit on Lansdown Road currently commences where the zebra crossing is proposed to be introduced. Whilst it is considered that the proposed zebra crossing will help to create a more effective 'gateway' into the reduced speed limit, the extent of the existing 20mph speed limit will be informally monitored and reviewed if necessary.

5. **SOURCE OF FINANCE**

This proposal is being funded through the 2024/25 Transport Improvement Programme.

6. **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 3.

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

One objection has been received as follows:

This is my second objection to the proposed Zebra crossing at Lansdown Road, adding to my first objection I realise there are at least 20 different road signs at this junction and at times there are various AA signs, Film Crew signs and upcoming club events as is there right now. (Bath Festival of Motoring, June 14-15) Adding the Zebra crossing will no doubt add more signage and MORE CONFUSION negotiating this tricky junction.

Anybody going north on Lansdown and turning left will immediately be faced with a zebra crossing, this is not a flat road and the zebra crossing is not visible ahead only at last minute when they are getting ready to speed up to 30 mph after negotiating the junction.

This proposal is so wrong, at least think about putting it further up ahead of both bus stops on Lansdown. Packing out the pavements is so unnecessary.

The more needy junction of a Zebra crossing is at Lansdown, Camden, and Morford st.

Please reconsider this proposal

Officer response:

The location of the pedestrian crossing has already been modified from the previous proposals, and it is now located further from the junction and closer to the bus stops, as suggested. The road is being narrowed at the pedestrian crossing in order to improve inter-visibility between pedestrians and motorists, and to reduce the impact on on-street parking provision.

The opportunity is being taken to reduce and rationalise the information and warning signs at the junction.

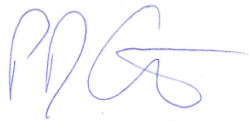
A feasibility study is underway on the possibility of introducing a pedestrian crossing at the Camden Road / Morford Street junction.

8. **ADDITIONAL COMMENTS FROM WARD MEMBERS AND CABINET MEMBER FOR HIGHWAYS (in response to the above)**

As only one objection has been received and bearing in mind that the revised design and location of the crossing have already been approved in consultation with the Ward Members, no additional comments have been sought from the Ward Members or Cabinet Member.

9. **RECOMMENDATION**

That the Traffic Regulation Order as advertised is sealed.



Paul Garrod
Traffic Management & Network Manager

Date: 24th June 2024

10. **DECISION**

As the Officer holding the above delegation, I have decided that the objection shown above is not acceded to, and the Order as advertised be sealed.

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 Service, Highway Delivery

Date: 26th June 2024