

8 POSTERS SUMMARISING THE OPTIONS - FOR STAFFED, PUBLIC CONSULTATION DISPLAYS

**B&NES' options for a traffic scheme at the canal bridge
to increase safety & the environment in Bathampton**

TIMETABLE FOR CONSULTATION (Revised)

20 October 2022

Parish Council considers the B&NES' Consultant's report & Consultation Measures

27 October

Uploading consultation information to the PC website.

Publicise consultation events to residents and other stakeholders, to encourage them to participate and respond (website, newsletters, posters, community groups).

STAFFED PUBLIC DISPLAYS OF THE OPTIONS.

2.30pm Tuesday 8 November, **Bathampton School**

8.0 - 10.0pm, after Brownies, Wednesday 9 November, **Main Village Hall**

7.0 - 9.0pm Thursday 10 November, **Small Village Hall**

OTHER STAKEHOLDER MEETINGS

October/November

Bathampton School

King Edward's School

The George

8.0 - 10.0pm Wednesday 16 November

PUBLIC MEETING WITH DISPLAYS. Main Village Hall.

Brief introduction, statements and Q&As

5.0pm Monday 12 December 2022.

Planned closing date for responses

26 January 2023

The Parish Council considers a report on the outcome of the consultation, as part of reaching its conclusions, which include the next steps to be taken with B&NES.

Spring 2023

**Conclude a public consultation on a revised Liveable Neighbourhoods Scheme
to complement the Traffic Scheme**

Resources

2 Parish Councillors. 2 Conker Crossing 'Trustees'

END

**B&NES' options for a traffic scheme at the canal bridge
to increase safety & the environment in Bathampton**

**BACKGROUND & CONTEXT TO B&NES' ENGAGING TRAFFIC CONSULTANTS
(Revised)**

These steps were taken in the past to try to remove the serious daily risks to children and their families who walk across the Canal Bridge on their way to Bathampton School, and to other residents who cross the Canal as part of their daily lives.

2016 Safer Routes to School work began at Bathampton School, following its promotion by B&NES. In the case of safe access over the canal bridge council officers discounted Crossing Patrols and traffic controls.

2018 Conker Crossing Trustees began work to seek support from local people & businesses to design & secure Planning Permission for a new canal bridge. This was encouraged by B&NES Head of Highways who would then secure capital to build the bridge.

February 2019 Planning Permission obtained for Conker Crossing bridge. Permission expired February 2022.

September 2021 B&NES instituted temporary traffic signals at the Canal Bridge in view of yet higher volumes of traffic over the canal bridge caused by the closure of Cleveland Bridge

November 2021 B&NES finally confirmed capital for Conker Crossing could not be provided for the foreseeable future. Discussion turned to other solutions.

August 2021 Living Neighbourhood Scheme submitted to B&NES, but not selected for the first phase

January 2022 B&NES agreed to engage a traffic consultant from March 2022 to examine options for traffic measures.

September 2022 Consultants report received by Parish Council & Conker Crossing Trustees. B&NES requested that PC conduct public consultation on the options.

2023. B&NES would need to commission a more detailed design of the option adopted. Also, currently B&NES have not allocated any capital resources to a traffic scheme at the canal bridge: therefore the scheme has still to be considered for capital alongside other projects.

END

**B&NES' options for a traffic scheme at the canal bridge
to increase safety & the environment in Bathampton**

TWO OPTIONS PROPOSED

by B&NES' Consultant, September 2022

Option 1. Give Way Operation at the bridge.

Yellow box marking across the canal bridge which drivers should only enter if their exit is clear; drivers need to proceed with caution from both sides and give way to each other. Single lane on the bridge, footpaths on both sides.

Option 2. Traffic signals at the canal bridge to control access to a single lane with footpaths on both sides. The signals' software and vehicle sensors have the capability to ensure the controls respond intelligently to changing patterns and volumes of traffic. This option gives more protection to all pedestrians, especially school children crossing the bridge

Both options include a priority arrangement (Give Way to oncoming traffic) at the narrow section near the high Bathampton Lodge wall where the carriageway is constricted.

In addition the consultants have provided:

B&NES with an outline, high-level construction cost estimate. (Not yet available publicly)

A list of the issues to be considered at the next design stage

END

**B&NES' options for a traffic scheme at the canal bridge
to increase safety & the environment in Bathampton**

**OPTION 1:
GIVE WAY OPERATION, OVER A SINGLE LANE ON THE BRIDGE**

Yellow box hatching on the bridge and opposite the entrance to Tynning Road.

Drivers need to proceed with caution from both sides and give way to each other.

Single lane carriageway with footpaths on each side which don't compromise the bridge or parapet.

Better LGV passing points either side of the bridge

Less delay during off-peak hours

Further considerations:

Relatively cheaper to install than the traffic signals option and could be operated as an experiment for a limited amount of time

Delays will arise because of potential drivers' non-compliance and/or confusion - over the requirement not to enter the yellow hatching box without a clear exit, and over the need to Give Way. Some delays will arise from hesitancy and impatience.

Restricted visibility, drivers unable to see oncoming vehicles beyond the yellow box marking.

Also, this option fails to give adequate protection to pedestrians, especially school children:

- who need to cross the road near or on the bridge
- from vehicles mounting pavements when they have to manoeuvre or reverse to avoid another vehicle - on and around the bridge or in the constriction next to Bathampton Lodge.

END

**B&NES' options for a traffic scheme at the canal bridge
to increase safety & the environment in Bathampton**

OPTION 2: TRAFFIC SIGNALS, OVER A SINGLE LANE ON THE BRIDGE

Traffic signals. One lane carriageway. Footpaths on both sides which don't compromise the bridge or parapet.

The signals software and vehicle sensors have the capability to ensure the controls respond intelligently to changing patterns and volumes of traffic.

The model run showed minimum queues and delays and ample spare capacity.

Occasionally more delay during off-peak hours than the give way option.

Also, the traffic signals protect pedestrians', especially children's, safety by controlling traffic:

- to allow them to cross the road on and around the canal bridge
- to avoid vehicles tangling & mounting footways by reversing/manoeuvring in tight spaces

Approaching the canal bridge along Bathampton High Street:

Yellow box marking on the road, as the road narrows & passes through the constriction by the high stone wall. This hatching should not be entered without a clear exit.

Dark Lane Road junction markings shifted forward, to increase visibility and access

Traffic signal installed immediately past Dark Lane exit

Uncontrolled crossing point installed a few yards beyond the traffic signal to give safe opportunities to cross the road

Further considerations:

Without a yellow hatching box cars are likely to obstruct each other in the constriction by the high stone wall.

The High Street traffic signal itself would be designed or located so that it cannot be seen from the yellow box, so that drivers don't respond to a green light when their first priority should be to give way to oncoming traffic.

Approaching the canal bridge along Mill Lane:

Yellow box hatching on the road, which should not be entered without a clear exit, to enable oncoming traffic from the canal bridge to turn right into Tynning Road.

Position the traffic signal at the corner of the canal bridge, with space for one vehicle to queue at the stop line at the bridge beside the exit lane from Tynning Road.

Exit from Tynning Road to be from its Give Way line when traffic permits.

END

A LIVEABLE NEIGHBOURHOOD SCHEME (LNS) TO COMPLEMENT THE TRAFFIC SCHEME (Revised)

1. It is essential the Traffic Scheme to increase the safety & environment for children, their families & other residents crossing the Canal Bridge is complemented by a prioritised & phased Liveable Neighbourhood Scheme (LNS). One which deals with the wider challenges in the village caused by high traffic volumes, speeding cars and noise & air pollution.

2. The **paper attached to this display board and included in 20th October Parish Council papers on the website** brings together much of the work the community has completed on these pressing environmental challenges in several locations, including:

-Down Ln -A36 Warminster Rd -Bathampton La -High St - Canal Bridge

3.To secure an LNS complementary to the Traffic Scheme, and one which has the best opportunity to attract future funding, it is intended to undertake further work within the community. This work would build on the outcomes contained in the paper attached to this display board. The focus would be on preparing a prioritised, phased plan to tackle these wider challenges to the Village Environment.

4.Evaluating priorities as part of envisaging more specific solutions will be very important. To do this we should seek some funding from B&NES and/or WECA, so that we can supplement research we undertake ourselves - by engaging specialist knowledge, advice and experience from locations where similar challenges have been met successfully.

5.There is ample concern and interest in the Village to fulfil a programme like the following:

November 2022

Use the paper attached to this display, and a summary of all the work so far, both to encourage volunteers who want to consider doing further work and to establish a core group

Plan & hold two short workshop of the core group to:

- consider ways forward & ways of working together, with timescales, to produce a prioritised plan that would better secure investment
- evaluate and prioritise existing propositions

December

Progress report to Parish Council

January 2023

Engage wider group of residents in a short workshop to seek their views

Take specific actions and seek particular advice in order to harden priorities

February

Report to Parish Council recommending the prioritised core of an LNS Proposal & Bid.

Further work is likely to be necessary to make the proposals as specific as possible.

END