

Neighbourhood Portion of Community Infrastructure Levy (CIL) for Bath Grant Application

Project name:

Hope House Pedestrian Crossing

Organisation:

Lansdown Ward Councillors

Project location:

Lansdown Road, near Lansdown Grove

Locality or Ward which will benefit from this project:

Lansdown

Target start date:

January 2023

Target completion date:

May 2023

Have you or your organisation previously applied for funding from Neighbourhood Portion of Community Infrastructure Levy (CIL) for Bath?

Yes

Description of project:

Provision of a pedestrian crossing on Lansdown Road, in a suitable location near to the Hope House development and Lansdown Grove junction.

Objectives

To provide a safe place for Lansdown residents and visitors to cross this busy stretch of Lansdown Road, particularly those accessing bus services and an off-road walking route (The Shrubbery) to Portland Place and the shops and city centre beyond.

To provide a safe place to cross for vulnerable road users such as:

- Elderly residents with mobility issues

- Carers with prams and primary school age children progressing to St. Stephen's Church School and St. Andrew's Primary School
- Senior school children walking to Kingswood Senior School and the Royal High School
- Residents with physical disabilities.

Outcomes

- Provision of essential infrastructure to enable safe crossing of this section of Lansdown Road where traffic speeds are high. There are no other pedestrian crossing places within 400 metres of this location.
- An increase in walking and use of public transport as alternatives to the car for routine activities of daily living.
- A reduction in the risk of a serious road traffic accident involving pedestrians in this location.
- A reduction in traffic speeds and increased pedestrian awareness for drivers through the introduction of more visible pedestrian infrastructure.

Reasons for supporting this project:

- Two significant residential developments located on the Lansdown Road, the Ensleigh site and the Hope House development, completed during 2019-21, have given rise to increased traffic on the Lansdown Road.
- The Hope House development s106 provided for improvement to the crossing infrastructure in this location but the developer successfully undertook a viability appraisal which resulted in no s106 contributions being made. The crossing infrastructure was not delivered.
- For three years, during the construction period, there were temporary traffic lights in this location which were well used and popular.
- Insufficient safe crossing places serving the Lansdown Road is a recognised long-standing problem
- Four serious speed-related road traffic accidents occurred within 300 metres of this location, during a period of just 3 months in 2022. In three of the accidents there was extensive damage to property with vehicles mounting the pavement. In the fourth accident a second vehicle was involved. All four RTAs had the potential to cause loss of life.
- Significant demand from Lansdown residents, Lansdown Crescent Association and the wider community.
- Enabling safe walking and cycling is fundamental to meeting the B&NES Climate Emergency targets.
- Supported by both Ward Councillors

Is this a new project or does this project link into an existing project?

New

Breakdown of how you plan to allocate the funding

Not provided

Project milestones and targets:

Neil Terry, Principal Engineer – Traffic Management, has identified the following milestones with the B&NES Transport Improvement Programme:

Milestone	Date
Site visit with AECOM engineers, Neil Terry, Principal Engineer – Traffic Management and Ward Councillors	April 2022
Feasibility work by AECOM	August 2022
Build programme	2023/24

If planning permission is required for this project has it been granted?

Not required

How does the project address the specific impacts of the new developments from which the funding has been generated?

Background

This project aims to deliver a pedestrian crossing on the Lansdown Road in a suitable location near to the Hope House residential development.

The Hope House development, completed in 2020, comprises 54 residential units on the site previously occupied by the Royal High Junior School. Taken together with the Ensleigh site development (c. 290 homes and 210 place Primary school, with a 72 flat Extra Care to follow) completed in the same period, this represents a significant level of development on the Lansdown Road, generating increased traffic.

The s106 agreement negotiated with the applicant for the Hope House development specified Highways work to facilitate crossing in this location (pavement buildouts, a dropped kerb with tactile paving) which is evidence of the need for improved crossing provision in this location to serve the development and wider community.

Disappointingly, the developer undertook several viability appraisals and successfully demonstrated that it was not viable for the development to deliver any affordable housing or make any of the agreed Section 106 financial contributions. For this reason, the crossing improvements were not delivered.

For the Hope House development (15/04715/FUL), total CIL was paid of **£770,000**.

From the overall CIL paid by developers, 15% of receipts are allocated to the neighbourhood portion of the CIL for Bath. The Hope House development will have contributed around **£115,500** to this fund.

The purpose of CIL funding, including the Neighbourhood CIL fund, is to address the demands that new development places on the city. The impacts which urgently require mitigation with a pedestrian crossing are described below.

Impacts of the new development:

- This new development brings new residents and their visitors, including elderly residents and school children to this area of Lansdown, who will require transport connectivity.
- This new development brings increased traffic from residents and their services, such as on-line shopping, trades, etc.
- There has been no provision of infrastructure to support connectivity to the city by alternative modes of transport to the car.
- There is no safe place to cross the Lansdown Road to connect with bus services and make progress walking, cycling or scooting to other services and employment.

A temporary signalised crossing was put in place for several years to facilitate the construction process which was well used but it was removed when the development was complete.

A Community Speed Watch Location has been established further up Lansdown Road due to evidence that a significant number of vehicles exceed the 30mph speed limit. (Richard Riley, Police Community Support Officer, Somerset and Avon Police).

Finally, this is a heavily populated residential area due to the proximity of several apartment blocks – Lansdown Mansions on Lansdown Road, Haygarth's Court, Lansdown Grove Court, Lansdown Grove Lodge and St. Stephen's Court, off Lansdown Grove. In addition, there is the Lansdown Grove Hotel in this location with 61 rooms.

This project, the provision of a pedestrian crossing, addresses the following problems associated with this new development.

Lack of walking/cycling infrastructure and connectivity

A pedestrian crossing will enable the use of public transport for commuting, travel to school and other activities of daily living by providing a safe place to cross the road, particularly for vulnerable road users.

Increased traffic arising from the new development

Introduction of a pedestrian crossing has the potential to reduce traffic arising from the new development to the benefit of the wider community beyond by enabling the use of public transport and safe walking as a viable alternative to the car.

Proximity to speeding traffic on Lansdown Road

The introduction of more visible pedestrian infrastructure has the potential to reduce the speed of traffic in this location which is known to be a problem.

Please see image below of an 86-year-old resident of Lansdown Mansions flats, Lansdown Road, crossing with a walking stick, to the bus stop, and a near miss with a car, during relatively light traffic on this occasion – autumn 2022.



How does the project provide links to the locality in the area where development has taken place?

The pedestrian crossing will be located on the Lansdown Road in a suitable position which is near to the development and to the existing bus stops.

Please provide evidence which shows how the community has been listened to and what support exists for your project:

Following evidence is provided:

- A recent Lib Dem ward survey of residential properties along the Lansdown Road found significant support for a pedestrian crossing in this location. Of the 200 households surveyed on the introduction of 20 mph speed limit, a supplementary question on support (yes or no) for a pedestrian crossing near to the Hope House development was answered by 52 residents, 77% of whom supported a crossing in this location.

- Emails/local press article originating from Lansdown residents requesting a crossing and reduced traffic speeds in the location of the development
- Correspondence in support from Rachael Hushon, Chair of the Lansdown Crescent Association
- Correspondence in support from Liz Rees, Lead for Active Travel, St Stephen's Church School
- Correspondence in support from Delia Masanotti, Travel Champion, St. Andrews School.
- Supported by both Ward Councillors.

Please see further images included:

1. Access to Shrubbery Lane pedestrian route adjacent to the development
2. Images of one of the two temporary signalised crossings in place for several years during the construction work (opposite the Lansdown Mansions flats).

The project must show that it either supports the development of the relevant area by funding the provision, improvement, replacement, operation or maintenance of infrastructure, or anything else that is concerned with addressing the demands that development places on the area:

The project addresses the demands that a new development places on the area by funding the provision of infrastructure which will:

- Enable Hope House residents to access public transport for activities of daily living, providing an alternative to car use.
- Reduce the impact of increased traffic associated with the new development by enabling use of public transport and facilitating walking.
- Enable other Lansdown residents living nearby to access the schools (Kingswood, Royal High, St. Stephen's and St. Andrews), shops (Julian Road and Belvedere, Lansdown Road) and other facilities in this location on Lansdown Road.

Total cost of project:

£60,000 - £75,000 depending on the type of crossing

Amount of funding sought from Neighbourhood Portion of CIL Fund:

£60,000 - £75,000

Does this project benefit from any source of matched funding?

No

Additional Funds which have already been agreed:

None

Funds which have been applied for but are awaiting a decision:

None

Volunteering hours:

None

Breakdown of the costs for the delivery of this project

From Neil Terry, Principal Engineer, Traffic Management in email of 18th October 2022.

Feasibility work: Provided for in 22/23 TIP funded - Lansdown Road Safety Review (conducted by AECOM (Apr – August 2022). Please see email from Paul Garrod of 26th April 2022.

Construction and installation: £60-75,000

This sum would include site surveys, detailed design, TRO work, electricity and drainage, temporary traffic management works and construction materials appropriate to the setting (for example, pennant stone kerbs).

Commuted maintenance fees: Approx. 10-15% of the above sum.