

Annual Parish Meeting – Monday 16 April 2007
Highways, Footpaths and Lighting Committee

A363

It is with deep regret we record another fatality on this notorious stretch of road. Once again we immediately urged the Traffic and Safety Team of B&NES for further safety measures. Although reduced speed limits of 40 and 50 mph and double white lines have been enforced (*October 2006*), the problem persists. Additional reflector posts have been installed and red carriageway studs are also planned on certain sections but the unstable condition of the highway makes further posts or a safety barrier impossible to install. The provision of a speed camera or flashing speed signs at the approach to Warleigh Lane would seem to be more effective.

HIGH STREET

We continually strive to improve road safety on the High Street and in particular to enable pedestrians (*especially the elderly and schoolchildren*) to cross in relative safety. Main crossings are almost inevitably from Ashley Road junction to the corner of the Green but a “formal” crossing at this point is impossible due to its proximity to Ashley Road, Dovers Park and the British Legion Car Park junctions.

Numerous and continued methods of reducing speed have been proposed and considered over the years including the provision of humps/speed tables which were rejected in 2003 on the grounds of noise pollution. Majority decisions at public meetings were in favour of physical traffic calming and accordingly three priority points were eventually provided (*2003*). The Parish Council’s recommendation for Priority Point 1 to be positioned above the entrance to Dovers Park was over-ruled by B&NES. In our opinion the narrowing created by the Post Office wall, already serves as a pinch point, plus extremely limited vision. Recent suggestions by B&NES of a designated crossing at the existing Priority Point 1 were also rejected on the grounds of safety. In our opinion, too dangerous to contemplate.

Latest proposals (and as part of the Safe Route to School Programme) plans will be drawn up for two flashing speed lights – one below the entrance to Whitehaven and one above Dovers Park, with appropriate School warning signs and coloured road markings. These signs will display 20 mph at school attendance times and thereafter 30 mph. Priority Point 1 will also be removed as this will then become a duplication of the speed restriction.

Portable SLOW signs are only supplied on a rota system. at the approach to the High Street from Kingsdown and the A363.

BATHFORD HILL

Resurfacing from The Crown to the Church Street junction carried out 4 and 5 April 2007.

PUBLIC FOOTPATHS

B&NES have inspected the dangerous condition of the public footpath leading from Prospect Place to Dovers Lane. The issue of water disposal will be addressed and then appropriate repair to the footpath will be carried out during the next financial year.

BATHFORD BRIDGE

An inspection of the condition of the Bridge is carried out every 6 years. A "Calculation Study" was last carried out in 1993 for a 40/44 tonnes weight limit and is tested each time the weight limit is increased. Apparently the weight limit is governed by the number of axles ie spread over 5 or 6 axles per vehicle. The frequency of this "Study" needs to be monitored.

FINGERPOSTS, MILESTONE AND TURNPIKE MARKER STONES

Due solely to the combined efforts of David Howells and Philip Harris, B&NES have confirmed they will carry out repairs to most of the milestones/turnpike trust markers in the Parish but will make their Highways Service aware of any work required to the traditional fingerposts. Meanwhile, continued efforts are being made regarding additional repairs.

BIRDCAGE WALK

(i) At last the long awaited repair of the Manor Steps and a new hand rail are proposed for funding by B&NES.

(ii) The scheme for lighting has been acknowledged by B&NES and included in this year's list for consideration. However, priority relies on areas targeted by Police crime statistics. Patience is indeed a virtue!!

ASHLEY ROAD

A "High Street" and a second "Ashley Road" sign have been provided. The original Ashley Road sign seemed to be permanently obscured by parked vehicles.

CHURCH STREET

In December 2006, as a result of the Mobility Survey, the provision of an extended footpath with ramp at last enabled safe access from the junction of Church Street to the Post Office. Dropped kerbs were also provided at the junction of Dovers Park and Dovers Lane. Additional funding has been requested for further mobility measures.

WARLEIGH LANE

New sign now at entrance: "Unsuitable for long and wide vehicles".

BYPASS RESURFACING

The Batheaston Bypass was last resurfaced in 1998 and although it is now the policy of Inter-route to use special resurfacing material to reduce noise level, it is not currently included for resurfacing.

VILLAGE GREEN

The footpath across the green has greatly improved access to and from the Post Office. Handrails will be fitted on the slope in the near future. Another project completed as a result of the Parish Plan.

Shirley Beazer

Chair - Highways, Footpaths & Lighting Committee
