

Feedback Report

Westerleigh Crematorium Pedestrian Improvement Scheme

Purpose of the report

The purpose of this report is to feedback the results from the recent consultation on the Westerleigh Crematorium Pedestrian Improvement Scheme.

Background

Funding has been secured through the 2019/20 Local Transport Capital Programme to construct new pedestrian facilities for members of the public visiting the Crematorium by means of public transport.

Purpose of Scheme

The purpose of the scheme is to improve the pedestrian link to and from an existing and new bus stop on both sides of Westerleigh Road, to the Crematorium. An uncontrolled crossing facility is also proposed to assist with pedestrians crossing this section of road.

Proposed Scheme

It is proposed to;

- Construct new footways on both sides of Westerleigh Road within the verge where an existing and new proposed bus stop is to be sited.
- Construct two new 7 metre bus boarders within the proposed footway designs to accommodate both existing and new bus stop sites. Bus cages are also proposed to be implemented on the carriageway.
- Provide an uncontrolled crossing facility including a central refuge island.
- Install dropped tactile kerbs within the new footways to link up with the desire line of the proposed refuge island. A further dropped kerb will be provided near to the entrance of the Crematorium.
- Remove the existing bus stop south east of Westerleigh Road.

Drawing Reference

Drawing number T434-302-12 shows details of the proposed scheme.

Consultation

A public consultation was undertaken between 5th September and 26th September 2019 where one colour consultation notice was erected on the notice board within the crematorium cafeteria for members of the public to view.

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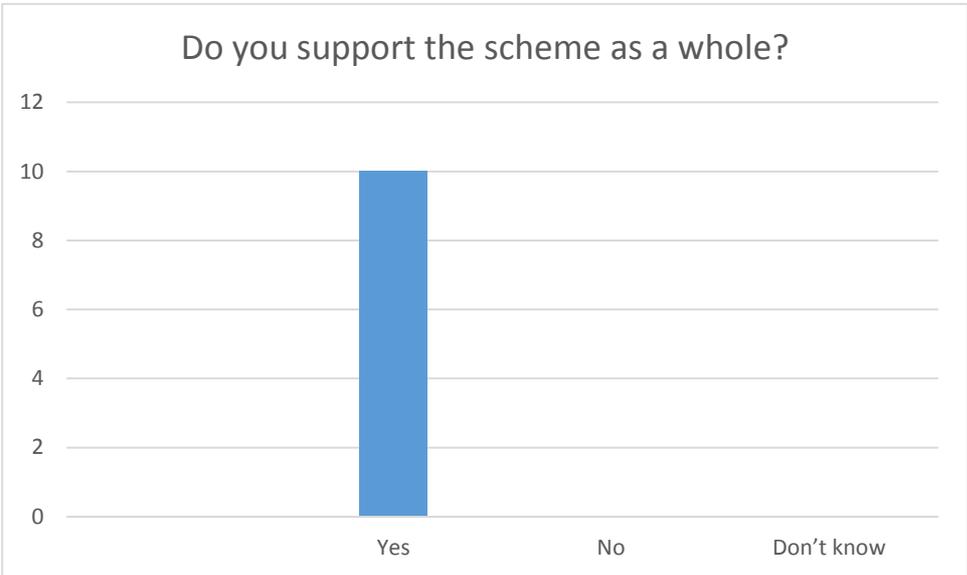
Details of the proposal including a plan and statement of reasons were also entered onto the Councils website. Emails advising of the consultation were sent to the local councillors, parish council and emergency services, amongst other statutory stakeholders who were also invited to view the consultation.

Feedback from the Consultation

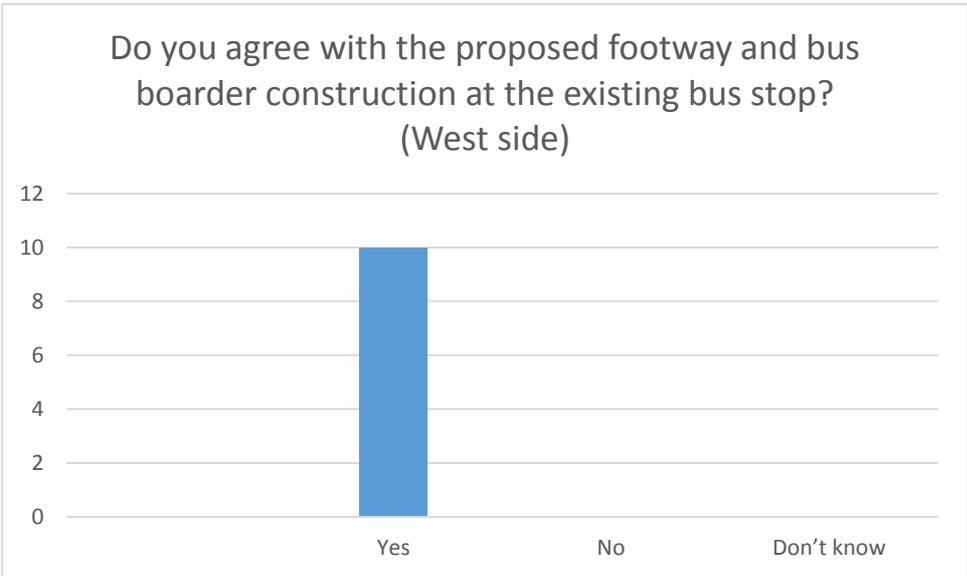
The drawing showing the proposed measures on the online consultation was viewed a total of 81 times. There were 10 individuals who completed the questionnaire who were all in support for the proposal as a whole. In addition, 1 other written response was received where the respondent had no objections for the proposal going forward.

The responses to the individual questions are summarised below:-

Question 1:-



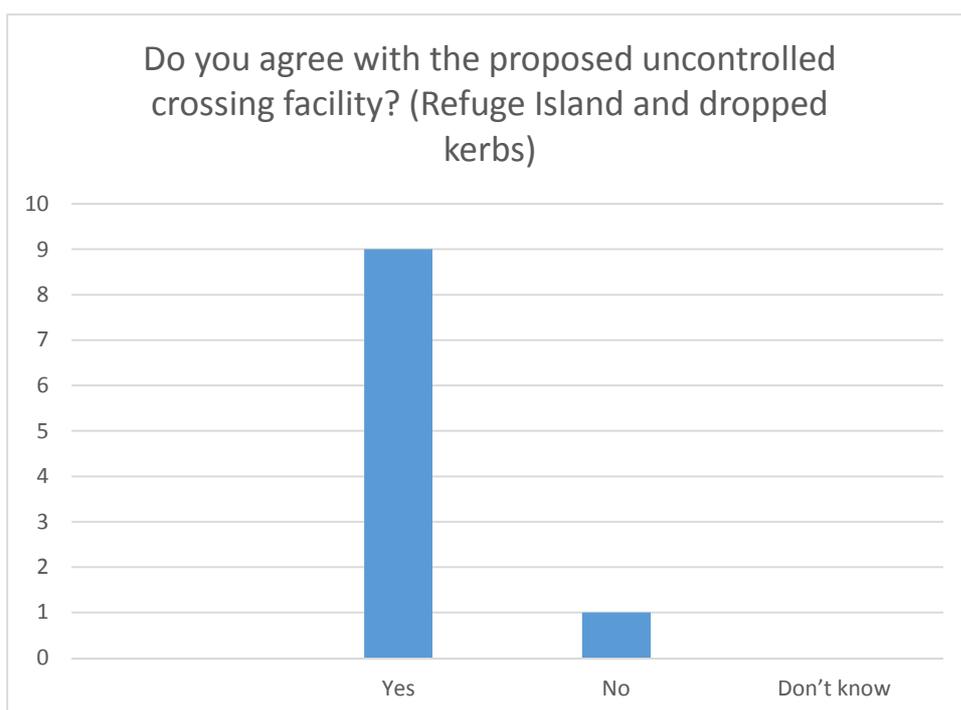
Question 2:-



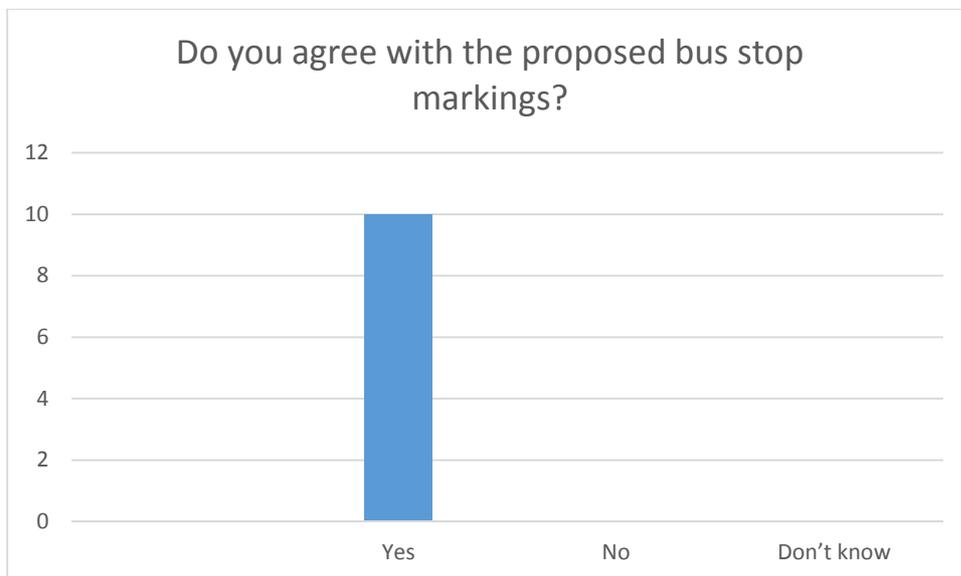
Question 3:-



Question 4:-



Question 5:-



Other comments

A list of comments and the engineer's response is provided in the questionnaire and written responses section below.

Future Programme

This consultation was carried out to inform members of public about the proposed pedestrian improvement scheme, ensuring that their comments and concerns are considered at an early stage.

In view of the support received for the proposal as a whole, the Council will proceed with the pedestrian improvement scheme as proposed.

It is therefore, anticipated that the works will be completed before March 2020.

Questionnaire and written responses

Comments received at Consultation (Note comments have been reproduced as submitted so include all spelling and grammatical errors uncorrected)	Officer's response
Great idea. Just don't put pinch points as they force cyclists out into the traffic flow. Both dangerous and frightening.	Thank you for your comments. The lane width at the island will be at least 4 metres. This should be sufficient to avoid cyclists feeling uncomfortable with passing traffic as they pass the island.
Crossing this busy road need controlled pedestrian refuge	Thank you for your comments. Criteria for a pedestrian crossing takes account of the pedestrian flows at any proposed site and there should be a minimum level of pedestrian movement

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	<p>before a crossing is considered. Underused crossings can detract from road safety - if a crossing is not regularly used, drivers may become complacent such that as the lights change or when a pedestrian walks out, the danger is that the driver stops late, suddenly or not at all.</p> <p>Therefore, due to low volume of pedestrians crossing this section of road, it is deemed that a more formal, controlled crossing facility would not be feasible in this instance.</p>
<p>This looks like an excellent plan. Improves access by public transport to the crematorium making it much easier especially for the elderly.</p>	<p>Thank you for your comments.</p>
<p>The proposals should meet the aspirations of the Statement of Reasons.</p> <p>With regard to the potential for increased pedestrian movement on the highway following any introduction of these proposals, please could you advise if there is likely to be a corresponding proposal to alter the prevailing speed restriction to facilitate pedestrian movement in crossing the carriageway after alighting at the bus stop? (My understanding is that the current restriction is the National Speed Limit?)</p>	<p>Thank you for your comments.</p> <p>It is anticipated that the volume of pedestrians crossing this section of road will not necessarily increase due to the proposed measures that have been consulted on.</p> <p>The current speed limit on this straight section of road is 50mph. Visibility is good and clear for pedestrians to see approaching traffic in both directions.</p> <p>The principal aim in determining appropriate speed limits should be to provide a consistent message between the road geometry and local environment and there is not an overwhelming case to initiate a speed limit change on the B4465 at the current time. Consequently there are no proposals on South Gloucestershire Council's Local Transport Priority List to alter the speed limit on this route. However, if you would like to request investigation of a specific traffic management measure, such as a speed limit change here, you may do so via the following pages of the SGC public website: http://www.southglos.gov.uk/transport-and-streets/streets/road-safety-traffic-schemes/local-transport-priority-list/</p>

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