

Bath & North East Somerset Council

DECISION MAKER:	Cllr Manda Rigby, Cabinet Member for Highways		
DECISION DATE:	Not before 16 December 2023	EXECUTIVE FORWARD PLAN REFERENCE:	
		E	3491, 3492, 3493
TITLE:	Lower Lansdown Liveable Neighbourhood: implementation of a trial through-traffic restriction on Catharine Place, a trial no-entry for motorised vehicles into Upper Gay Street from the George Street junction and a trial through-traffic restriction on Winifred's Lane		
WARD:	Kingsmead and Lansdown		
AN OPEN PUBLIC ITEM			
<p>List of attachments to this report:</p> <p>Appendix A- Summary of Liveable Neighbourhood Experimental Traffic Regulation Orders (ETROs) being introduced in 2024</p> <p>Appendix B- Lower Lansdown and the Circus Area Co-development Workshop report</p>			

1. THE ISSUE

- 1.1. The Liveable Neighbourhood Strategy was approved in December 2020, and applications were subsequently sought for Liveable Neighbourhood schemes and Residents' Parking Zones in communities throughout Bath and North East Somerset (B&NES).
- 1.2. Following the introduction of 3 Liveable Neighbourhood trial schemes in 2022, the Council has identified a further 3 Liveable Neighbourhood areas, featuring 5 shortlisted measures suitable for trialling from Spring 2024. These areas are Lower Lansdown, Sydney Road and New Sydney Place and the Lyme Road and Charmouth Road area (Appendix A).
- 1.3. The proposed trials for Lower Lansdown and The Circus area feature three linked through-traffic restrictions, the aim of which is to address excessive traffic on residential roads often used as shortcuts to and from the A46/M4. They include:
 - A through-traffic restriction on Catharine Place;
 - A no entry into Gay Street from its junction with George Street; supplemented by a left-turn only onto George Street from Gay Street (preventing southbound vehicles from travelling straight on to Queens Square).

- A through-traffic restriction in Winifred's Lane; supplemented by a no-right-turn into Sion Hill from the northern end of Cavendish Road.
- 1.4. As these trial schemes are linked, it is intended that they will be delivered as one package i.e., if a decision was made not to proceed with one of the schemes, then the remaining schemes would also not be progressed.

2. RECOMMENDATION

The Cabinet member is asked to;

- 2.1. Note the support identified in Lower Lansdown and the Circus Area Co-development Workshop during the Liveable Neighbourhood co-design process, which identified a need to reduce speeding through-traffic on residential roads often used as short-cuts to and from the A46/M4.
- 2.2. Make a decision, using an Experimental Traffic Regulation Order (ETRO) to proceed with the implementation of a trial through-traffic restriction on:
- Catharine Place between its junction with Margaret's Buildings and River Street Mews;
 - A no entry into Gay Street from its junction with George Street; supplemented by a left-turn only onto George Street from Gay Street (preventing southbound vehicles from travelling straight on to Queens Square).
 - A through-traffic restriction in Winifred's Lane; supplemented by a no-right-turn into Sion Hill from the northern end of Cavendish Road.
- 2.3. Note the intention to proceed at pace with the implementation of the trials as soon as these decisions and the subsequent ETRO's have been confirmed.
- 2.4. Note that the total grant award from the West of England Mayoral Combined Authority will be £736k for five proposed ETRO schemes mentioned in para 1.2.
- 2.5. Delegate approval to the Director of Sustainable Communities, in consultation with the s151 officer, to accept the grant from the West of England Mayoral Combined Authority when it is provided and specifically approve an increase to the capital budget for Liveable Neighbourhoods by £311.1k for this decision. Until this point, the incurred costs will be met with funds earmarked from the Council's own local match contribution.

3. THE REPORT

- 3.1. Following approval of the Liveable Neighbourhood Strategy in December 2020, applications were sought for Liveable Neighbourhood schemes and Residents' Parking Zones in communities throughout B&NES.
- 3.2. Of the applications received, 15 areas were chosen for Liveable Neighbourhood schemes and communities were consulted in 2021 seeking ideas for improvement to their areas being put forward by residents themselves during public engagement and co-design workshops to address the issues they commonly experience.

3.3. During the summer of 2023, preliminary designs were prepared for 15 Liveable Neighbourhoods, drawing on the outcomes of co-development workshops and a shortlisting exercise. These preliminary designs set out the overall ambition for the 15 areas but will remain draft until:

- The West of England Mayoral Combined Authority approves the final business case.
- B&NES has secured the available funding from the City Regional Sustainable Transport Settlement (CRSTS) fund to which the Council is required to make a minimum 20% match contribution.

3.4. Officers have identified 3 Liveable Neighbourhood areas which feature shortlisted measures suitable for trialling from Spring 2024. Potential trials (and variations on these trials/measures) have been assessed using the following criteria:

- To what extent the proposed intervention addresses the feedback from the initial consultation and co-design workshops.
- Their overall suitability for implementation as a trial scheme
- Broad estimates for the cost of trial implementation (based on previous projects)
- How long the trial would take to implement (priority being given to those that can be implemented quickly)

3.5. The proposal for the Lower Lansdown Liveable Neighbourhood area includes 3 linked trials which are described in more detail below:

Catharine Place:

3.6. The proposed through-traffic restriction (or modal filter) on Catharine Place would take the form of two (collapsible) bollards placed across the road between its junction with Margaret's Buildings and Rivers Street Mews.

3.7. Pedestrians, cyclists and people with mobility aids would be able to pass through the filter in both directions, but not motor vehicles.

3.8. Access to all homes and businesses (including by key services and emergency vehicles) would be retained from either side of the restriction and turning circles would be provided, requiring the removal of several residents' and/or dual use parking bays in the vicinity. Emergency vehicles would also be able to collapse the bollards if required.

3.9. Advance signage would be provided.

Winifred's Lane:

3.10. The proposed trial for Winifred's Lane is a modal filter comprising two sets of collapsible bollards to prevent through-traffic from travelling north up Winifred's Lane.

3.11. Pedestrians, cyclists and people with mobility aids would still be able to pass through, but not motor vehicles.

- 3.12. One set of bollards would be placed south of the junction with Somerset Lane. Another set would be placed north of the entrance to Holywell House, the private property near the junction with Sion Road and Cavendish Road.
- 3.13. The restriction would be supplemented by a no-right-turn onto Sion Hill from the northern end of Cavendish Road.
- 3.14. Access to Holywell House would be retained from the junction with Sion Hill/Cavendish Road. Properties in Somerset Lane would be accessed via Lansdown Road/Lansdown Crescent/Lansdown Place West/Somerset Lane.
- 3.15. Emergency services and service vehicles, such as refuse trucks, would be able to collapse the bollards for access.
- 3.16. Advanced signage would be provided.

Gay Street:

- 3.17. The proposed trial for Gay Street comprises a no-entry into Gay Street at its junction with George Street for northbound motor traffic.
- 3.18. This is supplemented by a left-turn-only into George Street from the upper end of Gay Street for southbound motor traffic, preventing vehicles from travelling straight on towards Queen Square.
- 3.19. The upper end of Gay Street (accessed from The Circus) would remain two-way with adequate space to turn. Alternatively motor vehicles can exit using the left-turn-only into George Street.
- 3.20. Access to all homes and businesses on Gay Street would be retained from The Circus. Emergency and service vehicles would be briefed to access the upper end of Gay Street from The Circus.
- 3.21. Cyclists would be able to access the upper end of Gay Street from its junction with George Street (with a dedicated cycle lane)
- 3.22. A new informal crossing on Gay Street (before its junction with George Street) would support pedestrians.
- 3.23. Advance signage would be provided.

4. STATUTORY CONSIDERATIONS

- 4.1. In parallel with this decision to implement the proposed trials, the necessary ETROs are being progressed to ensure implementation as soon as a decision is confirmed.
- 4.2. The process allows consultation to be undertaken whilst the schemes are trialled, allowing further feedback and objections to be collected whilst the trial schemes are in place. Once an ETRO comes into force, there is a six-month period in which objections can be made. If the ETRO is subsequently modified, objections can be made in this period starting from the date of the changes. The decision to remove the ETRO or make the intervention permanent must be

made within 18 months of initial implementation. If the ETRO is to be made permanent, a Traffic Regulation Order (TRO) notice will then need to be made.

- 4.3. A public inquiry could be required, depending on the nature of the objection, if it is received within the first six months of making the ETRO and not withdrawn, and the authority intends to make the order permanent without any modifications to address it. Making modifications or the withdrawal of the objection following correspondence with the objector will remove the need for an inquiry.

5. RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

- 5.1. Funding to implement the Liveable Neighbourhoods programme has been allocated through the CRSTS fund. The Council has requested early release of funding amounting to £736k, prior to the approval of the full business case for the wider schemes, so that the trials mentioned in this report can be progressed at pace. The grant offer approval from West of England Mayoral Combined Authority is currently pending; in the meantime, local match funding contribution will be used to cashflow these works, ahead of this formal approval.
- 5.2. Total budget allocated for the wider Liveable Neighbourhood programme is £7.2m, of which £4.7m is funded by CRSTS grant and £2.5m is made up of contributions from B&NES Council. Budget allocated for the feasibility and design of schemes to reach full business case stage is £1.9m. The remaining £5.3m is available to deliver the wider Liveable Neighbourhood programme when the full business case is approved and the allocation of £736k will be drawn down from this amount.
- 5.3. If the schemes are not made permanent, these costs would no longer be eligible for CRSTS grant, in which case the Council would need to find other sources of match funding.
- 5.4. The £736k approval is for five proposed schemes; the value linked specifically to the Catharine Place, Gay Street and Winifred's Lane schemes are £96.7k, £92.7k and £121.7k respectively.

6. RISK MANAGEMENT

- 6.1. A risk assessment related to the issue and recommendations has been undertaken, in compliance with the Council's decision-making risk management guidance.
- 6.2. A key risk is that the schemes displace traffic and has a negative impact on other parts of the transport network. Traffic monitoring will therefore be carried out before and during the trial to understand how traffic adapts to the trial and to evaluate any impact on the network.

7. EQUALITIES

- 7.1. Equalities impacts are assessed both at a programme level and from the preliminary design stage, as part of the individual scheme design process.
- 7.2. A programme level joint equalities impact assessment has been developed for the Liveable Neighbourhoods and Resident's Parking Zone programmes. This was published in January 2022 and is regularly reviewed. Officers are currently

reviewing it and the latest iteration will be published here <https://beta.bathnes.gov.uk/equality-impact-assessments> (paper copies can be provided on request).

- 7.3. In addition, a specific equalities impact assessment is being developed for this scheme and will be updated as the trial progresses. It will also be published on the Council's webpages at the above link (paper copies can be provided on request).

8. CLIMATE CHANGE

- 8.1. A Climate Emergency was declared in March 2019 along with an Ecological Emergency in July 2019. In response to this B&NES has pledged to achieve carbon neutrality by 2030. Liveable Neighbourhoods are part of a package of measures to mitigate the climate crisis through the adoption of more sustainable and healthy transport options.

9. OTHER OPTIONS CONSIDERED

- 9.1. **Catharine Place:** None.
- 9.2. **Winifred's Lane:** An alternative option of a bus gate option located at the top of Cavendish Road was considered. After technical review of the scheme, it was decided to not introduce this measure now, but review this option following the analysis of monitoring data collected from the trial.
- 9.3. **Gay Street:** None.

10. CONSULTATION

- 10.1. Consultation has been undertaken with the Directors of Sustainable Communities and Place Management, together with ward and cabinet members.

- 10.2. This report has been agreed by the s151 Officer and Monitoring Officer.

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Background papers	Cabinet report E3238 'Liveable Neighbourhoods- adoption of Liveable Neighbourhoods Strategy' dated 10/12/2020. Cabinet report E3285 'Liveable Neighbourhoods- agree priority areas for Liveable Neighbourhoods dated 23/06/2021.
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