

# Bath and North East Somerset Council Full Council Meeting

## 20 March 2025

### The East of Bath Deserves Better - A Community-Led Liveable Neighbourhood for the East of Bath Motion

To be proposed by Councillor Joanna Wright  
Seconded by Councillor Saskia Heijltjes

#### Council Notes:

1. **Strategic Aims of the Liveable Neighbourhoods Programme, also referred to as Low Traffic Neighbourhoods (LTNs):**

LTNs aim to improve air quality, enable more trips by active travel, and reduce congestion. However, these objectives are at risk of being undermined by poorly designed interventions that displace traffic from one set of residential streets onto another. The recent Camden Road bus gate E3418 posed this risk, as it would divert traffic to already congested residential areas like Snow Hill, Fairfield Park, Lambridge, and London Road. These areas already suffer from high levels of traffic, poor air quality, and insufficient active travel infrastructure, making the Camden Road bus gate a threat to the very goals it is supposed to support.

2. **Traffic Displacement and Congestion:**

The lack of proper traffic modelling and pre-implementation analysis has resulted in unanticipated effects. The Camden Road bus gate E3418 would have caused adverse effects and without proper traffic modelling and pre-implementation analysis, the extent of these risks is opaque and questionable. The Full Business Case (FBC) fails to include essential data such as comprehensive traffic surveys or road safety assessments for affected areas like London Road, Snow Hill, and Fairfield Park. This oversight raises concerns that the council may be rushing to implement a scheme without fully understanding the potential for congestion and displacement across Bath's residential areas.

3. **Increased Carbon Emissions and Air Pollution:**

In line with the Council's own research, 1 in 4 to 1 in 12 new asthma cases in UK children each year are linked to NO<sub>2</sub> pollution from vehicle emissions. Areas like London Road and Snow Hill, which already suffer from air pollution due to heavy traffic, would likely see these conditions worsen if the Camden Road bus gate was implemented without proper evaluation of the consequences on air quality. The FBC completely overlooks the air quality impact of diverted traffic, particularly around schools, health centres, and residential areas like Fairfield Park. There is no assessment of how displaced traffic will affect pollution hotspots, nor does it address how the scheme could conflict with Bath's Clean Air Zone objectives. This lack of foresight risks undermining the environmental goals of the LTN.

4. **Lack of Clear Evidence in the FBC:**

The FBC fails to meet the standard of evidence-based decision-making required for such significant interventions. There are no measurable targets, traffic reduction assessments, air quality improvement data, or road safety evaluations in the FBC. This undermines the council's ability to make an informed decision about whether the Camden Road bus gate will truly deliver

on its intended benefits. The WECA approval process, which did not require an independent scrutiny of the FBC, raises questions about the lack of accountability and governance in this decision-making process.

5. **Absence of a Fully Modeled Traffic Management Plan:**

Another flaw was that the Camden Road bus gate proposal E3418 did not provide a comprehensive traffic management plan. The FBC fails to address how the bus gate would interact with the broader traffic flows across Bath, particularly in the residential areas that will bear the brunt of traffic displacement. A properly designed traffic management strategy should include city-wide modelling, taking into account all affected areas, and ensuring that interventions like the bus gate will not cause harm to already vulnerable communities.

6. **Financial Risks:**

The FBC does not provide transparency around procurement processes, consultancy costs, or the overall strategy behind the funding allocation. As demonstrated in previous projects, without independent cost-benefit analysis, there is a risk of overspending and under-delivering. The scheme's financial justification is not evident, especially considering the public funding involved and the potential for adverse effects on local communities. Public money must be spent responsibly, and the lack of clear financial accountability and evidence for the benefits of this scheme raises serious concerns.

7. **Public Consultation and Stakeholder Engagement:**

The council has repeatedly failed to engage adequately with affected communities during the consultation process. In the case of Southlands and New Sydney Place Emergency Traffic Regulation Orders (ETROs), residents and businesses raised concerns that were largely ignored. Similarly, the Camden Road bus gate has not been subject to meaningful consultation, particularly with those directly impacted by the displacement of traffic. The failure to engage with residents, businesses, and other stakeholders violates Department for Transport guidelines and calls into question the legitimacy of the consultation process. A transparent, inclusive consultation process is vital to ensuring that the scheme meets the needs of all communities, not just a select few.

**Council Acknowledges:**

1. **The Need for Evidence-Based Decision-Making:**

The need for a clear, evidence-based approach to assessing the impacts of the Liveable Neighbourhoods programme. Decisions, particularly regarding modal filters, must be supported by robust data, including comprehensive traffic modelling, air quality assessments, and road safety evaluations.

2. **The Need for a Holistic Traffic Management Plan:**

The importance of a city-wide traffic management (movement strategy). Any interventions, including the bus gate, must be part of a coordinated plan that considers the broader impacts on traffic flows across Bath.

3. **The Potential for Negative Impact on Local Communities:**

The potential for disruption in communities such as Fairfield Park, Lambridge, London Road and Snow Hill, where traffic displacement could create new problems. Any measures must demonstrate a clear benefit for these areas, without causing further traffic or pollution.

4. **The Importance of Public Safety and Accessibility:**

The need for public safety and accessibility in all traffic management decisions. Measures must ensure that residents, businesses, and emergency services can move freely without being delayed or adversely affected by the changes.

## **Council Resolves:**

### **1. To ask Cabinet to obtain funding to undertake:**

A full traffic modelling exercise to assess the potential displacement of traffic and its impact across Bath, particularly in areas such as Fairfield Park, Lambridge, and Lansdown.

- **Independent Cost-Benefit Analysis:** A clear, independent analysis to assess the financial risks and overall value for money of the scheme, ensuring that the anticipated benefits justify the investment.
- **Air Quality Assessment:** A detailed air quality assessment to understand how traffic displacement will affect pollution levels in areas like London Road and the historic core of Bath, and to determine if the scheme will meet its environmental objectives.
- **Community Impact Assessment:** A full community impact assessment, including an equality analysis, to understand the potential social and economic effects on local businesses, vulnerable groups, and residents.

### **2. To Require a Strategic, Fully Modeled Traffic Management Plan for Bath:**

Subject to securing funding, the Council resolves to develop a comprehensive, city-wide traffic management strategy, incorporating detailed traffic flow modelling across Bath. This plan should address the impacts of the bus gate within the broader context of traffic flows and congestion, ensuring that the city's environmental goals are met without disrupting residential areas or the city centre. The strategy should also consider the optimisation of public transport to support these objectives, making Bath a more sustainable and accessible city for all.

### **3. To Ensure a Thorough Public Consultation Process:**

The Council resolves that any future decisions on the bus gate and Liveable Neighbourhoods programme must be subject to a transparent and thorough public consultation process. This process must involve all residents impacted, particularly those in the east of Bath, businesses, and stakeholders to ensure all concerns—particularly about traffic displacement, air quality, public safety and active travel infrastructure—are fully addressed.

- *Unless where specifically set out in the statute, motions approved at Council do not bind the Executive (Cabinet) but may influence their future decisions.*
- *Councillors are reminded of their public sector equality duty which requires the Council to consider or think about how their policies or decisions may affect people who are protected under the Equality Act.*

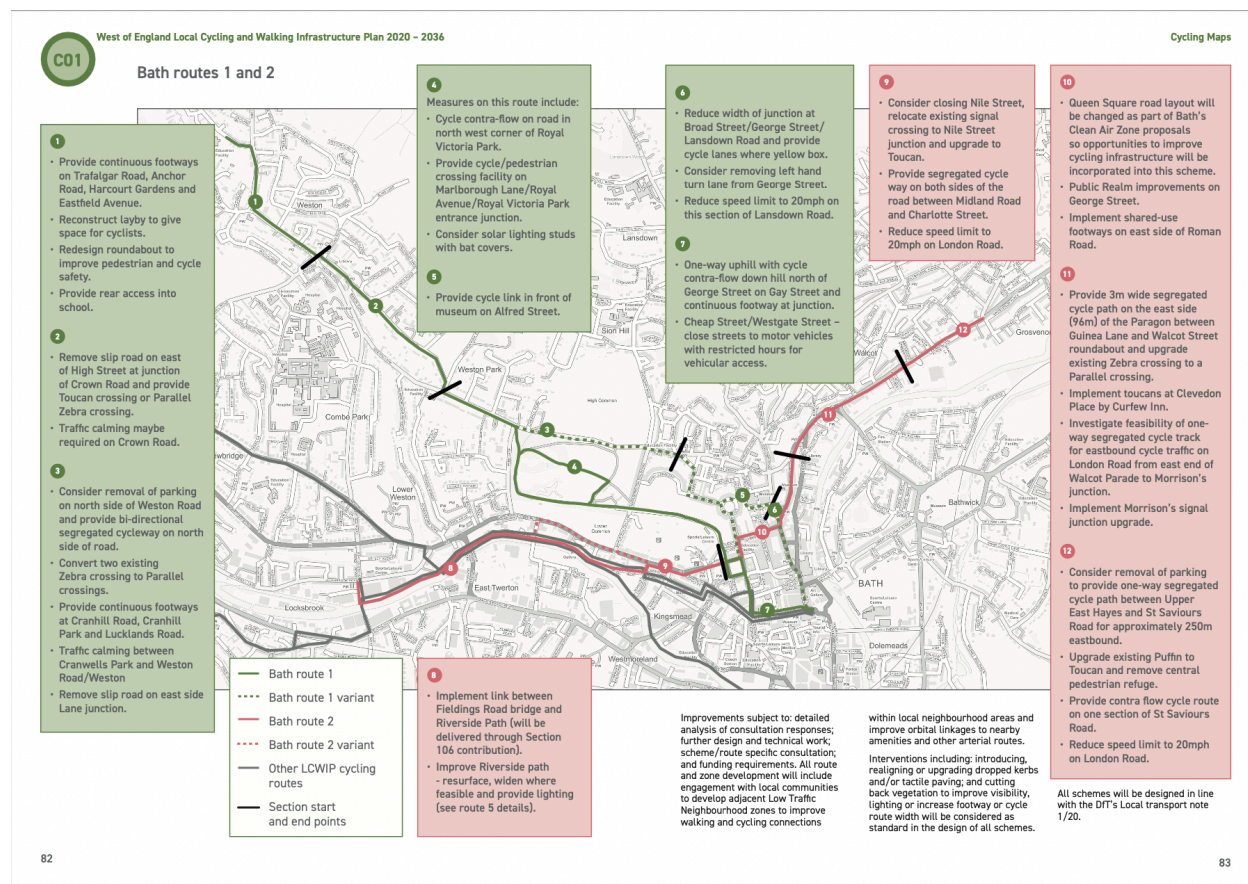
## Notes:

### West of England Local Cycling and Walking Infrastructure Plan 2020-2036 (WECA):

<https://www.westofengland-ca.gov.uk/wp-content/uploads/2021/09/West-of-England-Local-Cycling-and-Walking-Infrastructure-Plan-2020-2036.pdf>

The West of England Local Cycling and Walking Infrastructure Plan (LCWIP) is a major step in transforming active travel in the region, proposing £411m in capital investment by 2036. Developed through collaboration between local councils, the West of England Combined Authority, and stakeholder groups, the Plan follows the Department for Transport's (DfT) methodology, which prioritises improvements likely to boost walking and cycling, particularly in urban areas. This plan is part of the wider regional vision outlined in the Joint Local Transport Plan 4, which also includes rural and urban routes, alongside other active travel strategies. New schemes will be urgently developed, supporting climate emergency commitments, air quality improvements, and Covid-19 recovery efforts. The DfT has highlighted that having an LCWIP improves access to future funding. The plan proposes £105 million for improvements on 30 local high streets and £306 million for 55 continuous cycle routes, aiming to create high-quality infrastructure that encourages walking and cycling for short trips and public transport access.

At no point is Camden Road on any map to do with Active Travel, see maps taken from the report below:





### Bath routes 3 and 4

- 1 Segregated cycle path west bound between Pen Hill Road and Oldfield School.
- 2 Provide east bound cycle lane between no.6 Kelston Road and Pen Hill Road.
- 3 Provide segregated cycle path east bound.
- 4 Continuous footway/cycleway across Pen Hill Road junction with pavement buildout.
- 5 Upgrade existing Puffin to Toucan outside Oldfield School.

- 6 Investigate feasibility of new signal controlled junction/crossing or pedestrian/cycle refuge island west or east of Locksbrook Road.
- 7 Provide footway build-out across Locksbrook Road to provide continuous footway/cycleway at junction.
- 8 Provide two-way segregated cycle path to link to signalised junction providing continuity of route east to west along the corridor on Newbridge Hill between Locksbrook Road and Combe Park.
- 9 Improve cycle/pedestrian safety at Newbridge Hill/Combe Park roundabout.
- 10 Consider removal of on-road parking to provide uphill cycle lane or on road cycle symbols where lanes not feasible on Newbridge Hill between Combe Park and 6 Kelston Road.

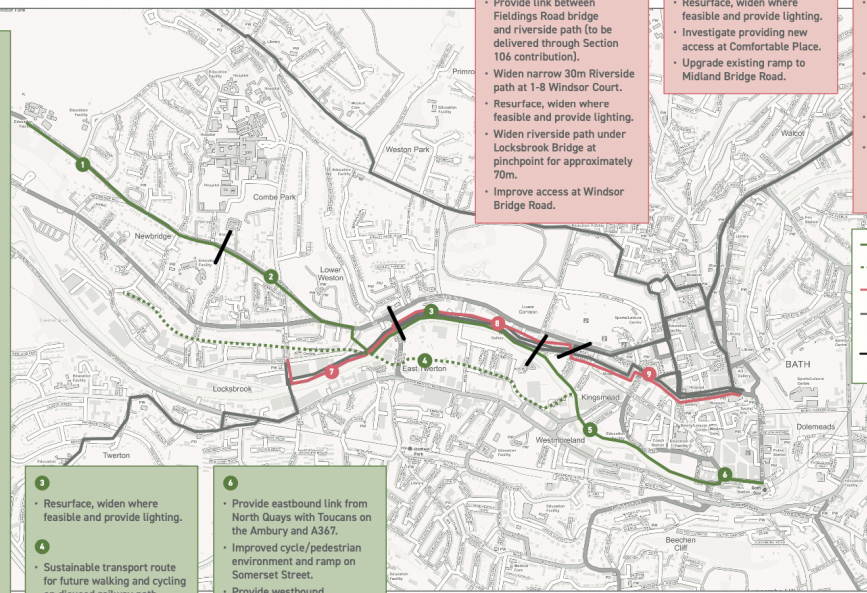
- 11 Resurface, widen where feasible and provide lighting.
- 12 Sustainable transport route for future walking and cycling on disused railway path.
- 13 Resurface, widen where feasible and provide lighting.

- 14 Provide eastbound link from North Quays with Toucans on the Ambury and A367.
- 15 Improved cycle/pedestrian environment and ramp on Somerset Street.
- 16 Provide westbound segregated cycle path on Broad Quay (existing layby) to link to upgraded Zebra with Parallel crossing and new segregated cycle path linking to riverside path.

- 17 Provide link between Fieldings Road bridge and riverside path (to be delivered through Section 106 contribution).
- 18 Widen narrow 30m Riverside path at 1-8 Windsor Court.
- 19 Resurface, widen where feasible and provide lighting.
- 20 Widen riverside path under Locksbrook Bridge at pinchpoint for approximately 70m.
- 21 Improve access at Windsor Bridge Road.

- 22 Resurface, widen where feasible and provide lighting.
- 23 Investigate providing new access at Comfortable Place.
- 24 Upgrade existing ramp to Midland Bridge Road.

- 25 Cheap Street/Westgate Street - close streets to motor vehicles with restricted hours for vehicular access.
- 26 Implement two-way segregated cycle path on Monmouth Street.
- 27 Improve crossing to assist with west cycle movements.
- 28 Widen existing segregated cycle path on Charles Street to provide two way segregated cycle path.



- Bath route 3
- .... Bath route 4 variant
- Bath route 5
- Other LCWIP cycling routes
- Section start and end points

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. All route and zone development will include engagement with local communities to develop adjacent Low Traffic

Neighbourhood zones to improve walking and cycling connections within local neighbourhood areas and improve orbital linkages to nearby amenities and other arterial routes. Interventions including: introducing, realigning or upgrading dropped kerbs and/or tactile paving; and cutting back

vegetation to improve visibility, lighting or increase footway or cycle route width will be considered as standard in the design of all schemes. All schemes will be designed in line with the DfT's Local transport note 1/20.

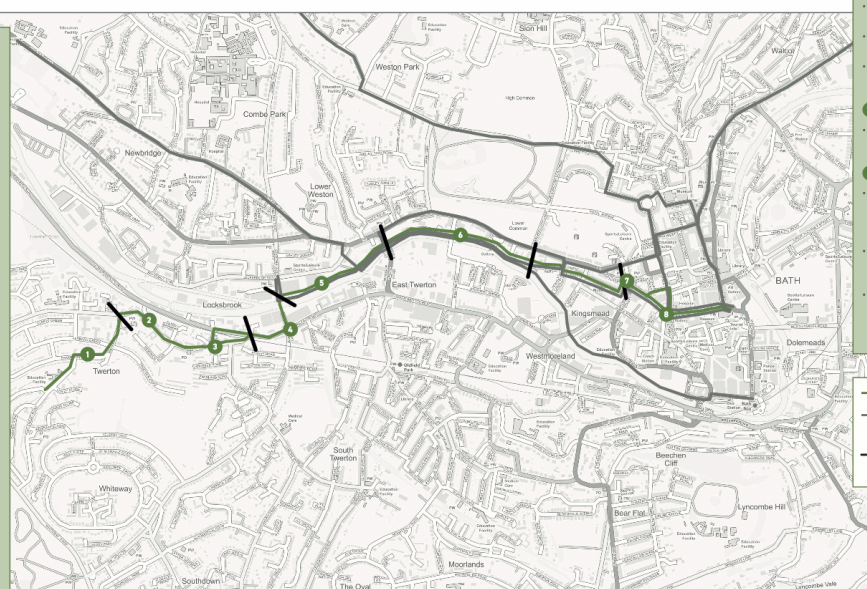
### Bath route 5

- 1 Pedestrian/cycle crossing where footpath to rear of Shaws Way crosses Poolemead Road.
- 2 New path to rear of Shaws Way between Poolemead Road and to rear of Twerton Infants School.
- 3 Consider change of status of 2.5m wide footpath to cycle/pedestrian route and upgrade access in to rear of school.
- 4 Improve pedestrian/cycling facilities outside school.

- 5 Public Realm improvements.
- 6 Signalise Mill Lane/Lower Bristol Road junction, and consider restricting access to cyclists, buses and cars.

- 7 Provide ramp between riverside path and Fieldings Road Bridge (part of Bath Spa University development).
- 8 Replace Fieldings Road Bridge.
- 9 Provide cycle/pedestrian raised table at entrance to Lidl.

- 10 Refer to map C02 for proposed measures between Fieldings Road Bridge and city centre.



- 11 Resurface, widen where feasible and provide lighting.
- 12 Investigate new access at Comfortable Place.
- 13 Upgrade existing ramp to Midland Bridge Road.
- 14 Widen existing segregated cycle path on Charles Street.
- 15 Cheap Street/Westgate Street - close streets to motor vehicles with restricted hours for vehicular access.
- 16 Implement two-way segregated cycle path on Monmouth Street.
- 17 Improve crossing to assist with west cycle movements on Monmouth Street and Charles Street.

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West of England Full Business Case Scheme: Liveable Neighbourhoods (WECA):  
<https://www.westofengland-ca.gov.uk/wp-content/uploads/2024/09/BANES-Liveable-Neighbourhood-FBC.pdf>

Public Consultation, Autumn 2020 Liveable Neighbourhoods (Bathnes):  
<https://www.bathnes.gov.uk/sites/default/files/2020-09/Liveable%20Neighbourhoods%20Summary%20Brochure.pdf>

Joint Local Transport Plan 4 2020-2036 (March 2020 - Travel West):  
<https://www.westofengland-ca.gov.uk/wp-content/uploads/2021/10/JLTP4-Adopted-Joint-Local-Transport-Plan-4.pdf>

Journey to Net Zero (Bathnes):  
[https://www.bathnes.gov.uk/sites/default/files/B%26NES\\_JourneytoNetZero%20Digital\\_Accessible%20v2.pdf](https://www.bathnes.gov.uk/sites/default/files/B%26NES_JourneytoNetZero%20Digital_Accessible%20v2.pdf)

Journey to Net zero aims to reduce traffic via Bath's historic core - this proposed bus gate would increase traffic by approx 40% through the centre of historic Bath.

Approved 15 LTNS by Cllr Sarah Warren in Cabinet 23 June 2022:  
<https://democracy.bathnes.gov.uk/ieListDocuments.aspx?CId=122&MId=5971>

'Liveable Neighbourhoods are residential areas where road space is reconsidered. They create pleasant outdoor environments in which people can relax and socialise and enjoy spending time. They are safe, welcoming spaces for outdoor activity, where neighbours are able to make more connections with one another, and they make for vibrant local high streets where people want to spend time and money.

To create these schemes, a range of measures, which may include vehicle restrictions, traffic calming, residents' parking zones, additional planting, and electric vehicle charging, are used to reduce the dominance of motor vehicles in residential areas, although people are still able to access their homes by car. By making it safer to move around actively, such measures enable more journeys to take place on foot and have been demonstrated over time to reduce the number of journeys taken by car. This may even reduce road congestion for those with no alternative but to travel by car.

They will not disadvantage and should actively assist disabled people, by incorporating wider pavements and disabled parking spaces where needed, and by enabling more people who can, to leave their cars at home.

The schemes are an important part of the council's wider programme of works aiming to reduce carbon emissions, improve air quality, enhance road safety, and promote healthy lifestyles by encouraging the use of sustainable transport. They will breathe new life into residential areas and improve the quality of the public realm. The programme builds upon our pioneering project bringing in the first charging Clean Air Zone outside London earlier this year.

Some have expressed concern about traffic displacement and about air quality impacts outside the schemes. Whilst displacement can be an issue in the initial few days, over the weeks that follow installation, a new pattern of traffic flow develops, as people find new routines – and fewer of these new routines will involve a car. However, we do recognise people's real worries, so as for the Clean Air Zone, we will commit to monitoring locations of concern so that we can determine the facts, and take action if necessary.

AECOMs London Road and Snow Hill Recommendations:

<https://docs.google.com/document/d/11Sfs6RKQDsr8ZKjcDILIPjsdAZFgwF9by8AnUDBQHbU/edit?usp=s>  
haring

FOI Request submitted to Bathnes regarding AECOM report on London Hill and Snow Road  
Recommendations:

Bath & North East Somerset Council  
Request for Information

**Requested information:**

I would like to see the AECOM report and all related papers on the Walcot Liveable Neighbourhood research, plans and decision-making?

**Response:**

We held a workshop on 31 May 2022 with residents who expressed an interest during earlier consultations to co-design the London Road and Snow Hill Liveable Neighbourhood.

At the workshop, attendees took part in a series of exercises to identify what they liked about the area, what could be improved, and what specific measures could help, plotting these on a map of the area.

The co-design workshop report for the London Road and Snow Hill area can be found here:

<https://www.bathnes.gov.uk/sites/default/files/London%20Road%20and%20Snow%20Hill%20Area%20Co-development%20Workshop%20Report%20P06.pdf>

Our partner Sustrans is helping to broaden our engagement by involving people in the community with different and seldom-heard voices. During co-design, they visited community groups to gather their feedback. This report can be found here:

<https://www.bathnes.gov.uk/sites/default/files/London%20Road%20and%20Snow%20Hill%20area.pdf>

In August 2022, attendees were invited back to review the outcomes of the workshop and prioritise their ideas, focusing on the original application area. A recommendation report was produced shortlisting the community's priorities for the London Road and Snow Hill area against a range of criteria, including costs and practicalities. This report is attached.

London Road and Snow Hill Area Co-development Workshop:

<chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.bathnes.gov.uk/sites/default/files/London%20Road%20and%20Snow%20Hill%20Area%20Co-development%20Workshop%20Report%20P06.pdf>

Sustrans Report, Summer 2022:

London Road and Snow Hill area In the summer of 2022 Sustrans delivered activities aimed at widening community engagement in Bath & North East Somerset Council's Liveable Neighbourhoods (LN) programme. There was a focus on young people and families at schools, as well as with community groups, ensuring that resident feedback was incorporated into the design process. Many of the ideas from



the groups and individuals we spoke to are presented in the informal report below:

[/https://www.bathnes.gov.uk/sites/default/files/London%20Road%20and%20Snow%20Hill%20area.pdf](https://www.bathnes.gov.uk/sites/default/files/London%20Road%20and%20Snow%20Hill%20area.pdf)

## FOI Request into AECOMs Consultation Process

Bath & North East Somerset Council  
Request for Information

### **Requested information:**

Could you please provide details on who was consulted by AECOM regarding the proposed Liveable Neighbourhood in East Bath? Specifically, I would like to know how many people were involved, how they were selected, and the criteria used for their inclusion. It would also be helpful to understand their connection to the area — whether they live or work there, for example. Additionally, I would appreciate receiving the AECOM report produced from this consultation.

### **Response:**

Thank you for your further FOI in relation to the London Road and Snow Hill Liveable Neighbourhood.

In the response to your previous FOI (IG 2171567) you were, amongst other information, given details of the co-design work shop held in 2022 and its outcomes.

In terms of those members of the community involved prior to that point, mailshots were undertaken in late 2021 covering the area identified in the enclosed plan. Therefore, those who were involved in any consultation and engagement were self-selecting as not all those who were in the mailing area decided to become involved.

During public engagement in 2021 specifically on the London Road and Snow Hill area (originally referenced as Walcot Phase 1), the most common issues cited by the 163 residents from the area who took part in the survey was through traffic (64%), followed by speeding traffic (44%), followed by parking (44%) and not enough space for wheeling, walking or cycling (42%). 63% of those responding from this area went onto say that a restriction on through traffic would have the most impact in addressing these issues. Page 51 of the report linked below covers this in further detail.

A summary of the consultation and the outcomes is available in the public engagement report, please see the following link:

<https://www.bathnes.gov.uk/sites/default/files/Liveable%20Neighbourhoods%20Engagement%20Report%20FINAL%20UPDATED%20%28002%29.pdf>).

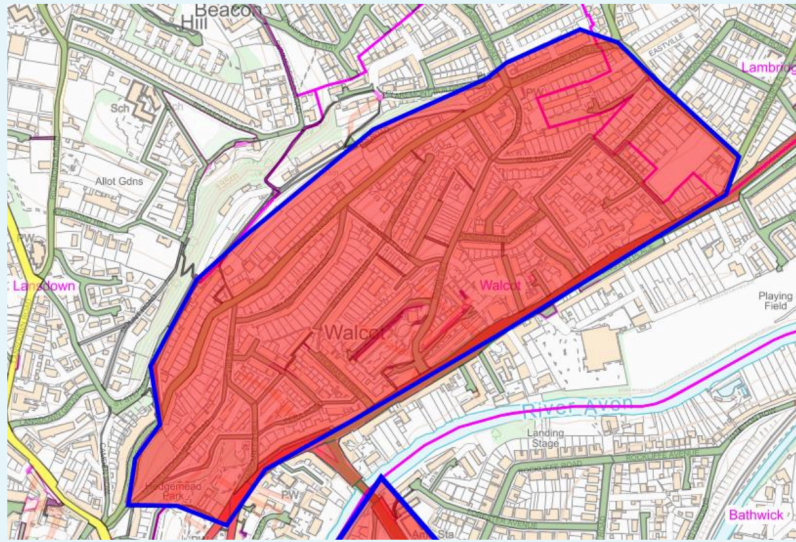
Section 4 in the document outlines our approach to the engagement. During this engagement, we asked people to sign up to be kept informed about co-design opportunities.

As noted above, in the response to your previous recent FOI, a co-design workshop took place on 31 May 2022 with residents who expressed an interest during earlier consultations to co-design the London Road and Snow Hill Liveable Neighbourhood.

Shortly after the workshops, attendees were invited back to view the outcomes and to check that their ideas were accurately represented as icons on a map. These maps were displayed at exhibitions for each of the 15 areas between August and

# Walcot

Bath & North East  
Somerset Council  
Improving People's Lives



## Bath & North East Somerset Council Request for Information

September 2022. At the exhibitions (and via email) the workshop attendees, plus those that asked to be kept involved in the programme, were asked to review the longlist of potential solutions that had been put forward for the original application area. They were also asked to prioritise the measures that would most benefit their communities. The invitation was also extended to their friends and family.