

Call-in of decision E2439: Bus priority measures in Dorchester St, Manvers St and Pierrepont St, Bath

The decision:

At the Cabinet meeting of 10th April 2013 the Cabinet agreed to approve an Experimental Traffic Regulation Order to create bus lanes and restrict through traffic to reduce congestion in Dorchester Street, Manvers Street and Pierrepont Street for a maximum period of 18 months.

The Cabinet resolution was:

- (1) To AGREE that an Experimental Traffic Regulation Order be implemented under the Road Traffic Regulation Act 1984 for a maximum period of 18 months to evaluate the impact of prohibiting the driving of vehicles except buses and taxis in an eastbound direction on Dorchester Street between 10am and 6pm and allowing right turn only out of Manvers St car park;
- (2) To AGREE that the eastbound carriageway of Dorchester Street be designated as a bus lane for the purposes of civil enforcement using CCTV cameras under the Transport Act 2000; and
- (3) To DELEGATE authority to the Divisional Director for Environmental Services to make changes to the Experimental Order in consultation with the Cabinet Member for Transport and also delegated authority to use the Council's bus lane enforcement powers.

Reason for call-in:

We believe this decision will result in additional traffic problems on roads within Bath whilst producing little benefit in meeting the Council's aim of reducing congestion and pollution and should therefore not go ahead before the Council has agreed upon a Transport Strategy for Bath.

We believe that the Cabinet has not taken adequate note of the results of the Council's consultation, which showed 62% of respondents to be opposed to a closure of Dorchester St to cars.

We are concerned about the displacement of traffic onto neighbouring roads and the additional congestion this will cause, in particular the additional 160 cars per hour anticipated to use the A36 and 130 cars per hour anticipated to use North Parade at the inner-peak. We have serious concerns that the Cabinet has ignored the Officer advice over the proposal's detrimental impact on the A36 at the evening peak rush-hour, ignoring the Officer recommendation that the bus gate should be operative until 4pm and instead agreeing a 6pm finish.

We are particularly concerned about the timing of the proposals and believe the Cabinet is undertaking the wrong sequence of policy making. The proposals will impact on Rossiter Road during the period that work is expected to take place on the Rossiter Road traffic project, and have been agreed prior to the Council completing work on producing a Transport Strategy for Bath.

We question the benefits of the proposals to walkers, cyclists and buses given that the restriction will only be in one direction and operate only between the hours of 10am and 6pm.

We are concerned at the length of the traffic experiment and believe that such a trial could be reviewed within a far shorter time frame than 18 months. We are also concerned that it is unclear by what measure the plans will be deemed a success at the end of the trial period.

In conclusion, we are not convinced of the benefits of the decision and are deeply concerned about the detrimental impact of the plans on Bath's wider road network. We therefore believe the proposals should be abandoned until work on Rossiter Road and the Council's Transport Strategy have been completed.

Lead call-in Member:

Cllr Tim Warren

**Call-in of decision E2439: Bus priority measures in Dorchester St,
Manvers St and Pierrepoint St, Bath**

Name	signed
1. Tim Warren (lead Member)	Via email
2. Martin Veal	Via email
3. Brian Webber	Via email
4. Patrick Anketell-Jones	Via email
5. Barry Macrae	Via email
6. Vic Pritchard	Via email
7. Francine Haeberling	Via email
8. Colin Barrett	Via email
9. David Veale	Via email
10. Matthew Blankley	Via email
11. Anthony Clarke	Via email
12. Geoff Ward	Via email
13. Les Kew	Via email