

Bath & North East Somerset Council

DECISION MAKER:	Cllr Anthony Clarke, Cabinet Member for Transport	
DECISION DATE:	On or after 30th July 2016 (for single Member decision)	EXECUTIVE FORWARD PLAN REFERENCE:
		E 2839
TITLE:	Temporary One Way Trial, Keynsham High Street	
WARD:	Keynsham	
AN OPEN PUBLIC ITEM		
List of attachments to this report: None		

1 THE ISSUE

- 1.1 The project will design and implement a one way trial on Keynsham High Street in Spring 2017, to determine whether B&NES should seek funding to deliver a permanent scheme. The temporary trial will close one carriageway and dedicate the space to widened pavements and additional space for pedestrians, shoppers, visitors and cyclists.

2 RECOMMENDATION

- 2.1 It is recommended that the Cabinet Member agrees that the £200,000 provision approval in the 2016/7 Budget be given Full Approval to develop and implement a temporary One Way Trial scheme for Keynsham High Street.

3 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

- 3.1 £200,000 has been provisionally approved in the 2016/7 Budget and will be funded through Corporate Supported Borrowing.
- 3.2 The trial design will minimise maintenance costs whilst the temporary scheme remains in place. Therefore ongoing maintenance will be managed within existing budgets.
- 3.3 An Experimental Traffic Regulation Order (TRO) will be required to implement the scheme and will be the mechanism by which the scheme can be delivered legally. This will be introduced under the Road Traffic Regulation Act 1984 (the statutory basis for the implementation of the scheme).
- 3.4 Whilst this request will not necessitate follow up capital expenditure, as the trial can if needed remain in place once delivered, it will set an expectation with the community to take a further decision in the future around either removal of the

trial if unsuccessful, or implementing the permanent change if successful. An experimental TRO can remain in force for a maximum period of 18 months. Before expiry, the Council will need to decide whether it intends to implement a permanent TRO or remove the scheme. Implementation of a permanent TRO does not trigger the requirement for the permanent capital costs outlined below, although it would set expectations for them to be undertaken.

- 3.5 To make the trial permanent would roughly cost £2m, covering new paving, street furniture, signage, lighting and junction layouts. If the trial is successful then funding dependent, this project would be brought forward in a future year.
- 3.6 There is a risk of revenue reversion from these costs should the trial not be successful and then subsequently removed, this will be reviewed regularly throughout the project and during the trial period.

4 STATUTORY CONSIDERATIONS AND BASIS FOR PROPOSAL

- 4.1 As mentioned above, an Experimental Traffic Regulation Order (TRO) will be required to implement the scheme and will be the mechanism by which the scheme can be delivered legally. This will be introduced under the Road Traffic Regulation Act 1984 (the statutory basis for the implementation of the scheme).
- 4.2 The proposals will support the aim of making B&NES the place to live, work and visit and a range of Council priorities including improving: local economy and environment; sense of place; transport and the public realm; building communities where people feel safe and secure; sustainable growth; addressing Climate Change.

5 THE REPORT

- 5.1 The Keynsham Transport Strategy and Draft Placemaking Plan recommended developing a scheme for making Keynsham High Street one way. The Keynsham Transport strategy states that a one way system would reduce the impact of traffic, improve air quality and allow public realm improvements.
- 5.2 Historic England has identified the High Street as being 'at risk'. The Keynsham Conservation Area Appraisal & Management Plan identifies that new development in the High Street offers the opportunity to make a more positive contribution to local character & distinctiveness & enhance or better reveal the significance of the Conservation Area.
- 5.3 The project would deliver a key B&NES policy by engaging the local community in the design and implementation of a one way traffic trial which (dependent on funding) would be deliverable as a permanent scheme.
- 5.4 The trial will link together significant change underway in Keynsham including the completed Civic Centre, housing growth including Somerdale, improvements to the Leisure Centre and the rail upgrade.
- 5.5 Outcomes are expected to be longer dwell time and increased retail spend resulting in increased employment & an improved sense of place.
- 5.6 The Highways Team is the delivery lead within the Project Team and will deliver the trial. Regeneration is acting as client.

- 5.7 Further stakeholder engagement will help to define a solution which is deliverable in transport terms and well supported by Members, residents, visitors and the business community including traders.
- 5.8 Monitoring will include traffic flow, safety, air quality and surveys of stakeholder views. This will be carried out before (baseline) and during the project to evidence what change the trial has delivered, and as the basis for a permanent design.
- 5.9 Based on existing evidence that the Council has on the High Street and Keynsham Town Centre, designs will be drawn up for both temporary and permanent one way schemes with accompanying public realm improvements.
- 5.10 The temporary scheme will be developed in the latter half of 2016 with the trial design finalised at the end of the year. The trial is likely to start in mid-2017.
- 5.11 If evidence points to a permanent scheme, this is likely to be designed at the end of 2017.

6 RATIONALE

- 6.1 The implementation of a one way scheme will reduce the volume of traffic passing through the High Street, which will improve air quality, improve the public realm, encourage walking and cycling by improving the pedestrian experience (with an anticipated increase in footfall and subsequent uplift in retail economic performance) and improved cycle routes, improve the image of Keynsham as a whole and enhance the Conservation Area.
- 6.2 If the project is not implemented then the current issues of traffic, poor air quality, poor image, poor public realm, and a Conservation Area 'at risk' will remain, and the Council will not have fulfilled its obligations arising from the Corporate Strategy.

7 OTHER OPTIONS CONSIDERED

- 7.1 Not implementing the trial was considered. This option would not have enabled the wider benefits of the project to be realised.

8 CONSULTATION

- 8.1 Ward members have been consulted and are supportive of the trial if delivered swiftly and with minimum spend on external consultants.
- 8.2 Public consultation on the Keynsham Transport Strategy and the Placemaking Plan showed support for a one way trial.
- 8.3 English Heritage has been consulted and are supportive.
- 8.4 Council teams, including legal (monitoring officer), highways, planning policy, public health & finance (s151 officer).

9 RISK MANAGEMENT

9.1 A risk assessment related to the issue and recommendations has been undertaken, in compliance with the Council's decision making risk management guidance.

Contact person	Caroline Lightfoot 01225 396417
Background papers	None
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