

Bath & North East Somerset Council

MEETING/ DECISION MAKER:	Cllr Clarke, Cabinet Member for Transport	
MEETING/ DECISION DATE:	On or after 13th – May 2017	EXECUTIVE FORWARD PLAN REFERENCE:
		E2961
TITLE:	Kingsmead Square, Bath - Full Budget Approval	
WARD:	Kingsmead	
AN OPEN PUBLIC ITEM		
List of attachments to this report: None		

1 THE ISSUE

- 1.1 The B&NES Creating the Canvas for Public Life in Bath – A Public Realm and Movement Strategy for Bath City Centre' was adopted as Council policy in March 2010 following an extensive consultation process and high levels of cross-party public and political support. It identified the need to rebalance the movement and transport systems in favour of pedestrians, cyclists and public transport users in the City Centre. Which included vehicle access restrictions in Kingsmead Square. This aligns with the Placemaking Plan and The Getting Around Bath Transport Strategy.
- 1.2 A feasibility study will be undertaken for Kingsmead Square which will be the initial step towards identifying the suitability of vehicle access restrictions and public realm enhancements.

2 RECOMMENDATION

- 2.1 It is recommended that the Cabinet Member agrees that the £10,000 provisional approval in the 2017/18 Budget be given full approval in order to undertake a feasibility study.

3 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

- 3.1 £110,000 has been provisionally approved in the Capital Budget, which will be funded through Corporate Supported Borrowing. The budget has been split over two years, £10,000 in 2017/18 and £100,000 in 2018/19.
- 3.2 The first stage of the project will be a feasibility study and, once this has been agreed, further approval will be sought to progress the scheme.

- 3.3 The feasibility study will assess the resource and cost required to operate the various options.
- 3.4 The potential for the loss of parking will be assessed and any associated loss of income.

4 STATUTORY CONSIDERATIONS AND BASIS FOR PROPOSAL

- 4.1 This review supports the Council's Placemaking Plan, Getting Around Bath Transport Strategy and the Public Realm and Movement Strategy.
- 4.2 The study will identify the legal processes required to implement any restrictions and processes required in the event of a potential legal challenge.

5 THE REPORT

- 5.1 Kingsmead Square is a one way street, which is accessed from St James Parade via Avon Street, before existing back onto St James Parade.
- 5.2 The Public Realm and Movement Strategy identified Kingsmead Square as one of the areas in the City Centre where access for vehicles should be restricted. The Bath Bid and the majority of the adjacent businesses have indicated support for improvements to Kingsmead Square. Restricting vehicles would allow changes to the way the Square is used, providing opportunities for:
 - (1) Pedestrian Improvements
 - (2) Improvements to the Public Realm
 - (3) Potential for existing businesses to utilise further parts of the Square
- 5.3 The study will assess the options for access restriction. There are a number of factors that will need to be assessed including the:
 - (1) Impact on the adjacent highway network. This will include Seven Dials which has experienced problems with vehicles obstructing the road resulting in delays to buses being able to make progress.
 - (2) Impacts on Avon Street which is on the approach to the Square and has on street parking.
 - (3) Duration of restrictions.
 - (4) Level of support for the vehicles restrictions.
 - (5) Likely timescale and cost taking into account the Legal process in implementing the proposed restrictions.
- 5.4 The study is expected to be completed by the autumn of 2017 allowing a decision to be made as part of the budget setting process on the next steps with possible implementation to start in 2018/19.

6 RATIONALE

6.1 The feasibility study will assist in delivering Council Policy set out in the Public Realm and Movement Strategy, Getting Around Bath Transport Strategy and Placemaking Plan.

7 OTHER OPTIONS CONSIDERED

7.1 A wider traffic modelling exercise in the city centre is due to be undertaken during 2017/18 and, whilst Kingsmead Square is covered by the traffic model, it would not include the level of detail covered in the feasibility study.

8 CONSULTATION

9 8.1 THE COUNCIL'S MONITORING OFFICER, HIGHWAYS, AND SECTION 151 OFFICER HAVE HAD THE OPPORTUNITY TO INPUT TO THIS REPORT. RISK MANAGEMENT

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

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Background papers	None
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