

Bath & North East Somerset Council		
DECISION MAKER:	Cllr Mark Shelford, Cabinet Member for Transport and Highways	
DECISION DATE:	On or after 9th September 2017	EXECUTIVE FORWARD PLAN REFERENCE:
		E 2917
TITLE:	A4 LONDON ROAD DEVELOPMENT WORKS EXPERIMENTAL TRAFFIC REGULATION ORDERS	
WARD:	WALCOT	
AN OPEN PUBLIC ITEM		
<p>List of attachments to this report:</p> <p>Appendix A - Equalities Impact Assessment</p> <p>Appendix B - MPLONPRE/TRO/3 “Proposed Experimental Orders” (November 2015)</p> <p>Appendix C - Cycle Track Conversion Order</p> <p>Appendix D - Formal Consultation Responses (December 2015)</p> <p>Appendix E - MPLONPRE/TRO/5 “Proposed Experimental Orders” (February 2016)</p>		

1.0 THE ISSUE

- 1.1 This report considers Experimental Traffic Regulation Orders ("**ETROs**") primarily in relation to parking and loading for the A4 London Road Development Works scheme.
- 1.2 'Purdah' periods for recent local and national elections, has delayed the publication of the Cabinet Member report for the cycle lane ETRO. That ETRO will expire on 16th June 2017 as it can only stay in force for a maximum of 18 months and a new Traffic Regulation Order ("TRO") will need to be implemented.

2.0 RECOMMENDATION

- 2.1 The Cabinet Member is asked to confirm that the ETRO for the parking and loading is made permanent.
- 2.2 The Cabinet Member is asked to authorise the implementation of a new permanent TRO for the cycle lane (as was previously-advertised and consulted upon in the cycle lane ETRO).

3.0 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

- 3.1 The existing signing and lining will remain unchanged and will therefore be revenue neutral. Any small spend incurred to complete the TRO process will be met from revenue budgets held within Highways.

4.0 STATUTORY CONSIDERATIONS AND BASIS FOR PROPOSAL

- Creating neighbourhoods where people are proud to live and feel safer. The proposal will ensure the ETRO for the parking and loading is converted to a permanent TRO before they expire, ensuring continuity of legal enforcement. This will allow the scheme to function as designed, with the resulting benefits.
- An ETRO is made under the Road Traffic Regulation Act 1984. Once in force representations and objections may be made in relation to an ETRO before a decision is made to give a ETRO permanent effect. An ETRO shall not continue in force for longer than 18 months without such a decision.
- The duty of the Council as a traffic authority is to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

- 4.1 An Equalities Impact Assessment has been carried out for this scheme and is attached to this report ([Appendix A](#)).

5.0 THE REPORT

- 5.1 In May 2015 The London Road Regeneration scheme was completed through the Council's Project Delivery Team following engagement with residents, local partnerships and other key stakeholders with the objective to arrest the environmental decline of a major gateway in Bath through initiatives to improve the street scene, encourage property regeneration, improve air quality and attract private sector investment. It would also provide a positive entry point into Bath further enhancing the City's' reputation as a world class visitor attraction.

- 5.2 Following completion, an ETRO for an on-road cycle facility was put out to consultation on 18th December 2015 for a maximum period of 18 months and is due to expire 16th June 2017. This was based upon drawing no. MPLONPRE/TRO/3 (See [Appendices B and C](#)).

'Purdah' periods for recent local and national election, has delayed a report to the Cabinet Member for a decision and resulted in the ETRO for the cycle lane to expire. This section of cycle lane along London Road is a key part of cycle

infrastructure and it is recommended that it is re-advertised and consulted upon as a new permanent TRO proposal.

A number of responses were received between January and May 2016, which are shown in **Appendix D**, although no further feedback has been received since. The main points have been summarised within the table below:

COMMENTS (Officer comments shown in red)	NUMBER
<p>Parking/ loading should be prohibited during peak traffic periods</p> <p>Parking is prohibited during peak hours and allowed only between 6pm and 8am. Loading is prohibited during peak hours and allowed only between 9.30am and 3pm.</p>	9
<p>Reinstate long loading bay</p> <p>A review process will be conducted as part of the post-experimental phase of the project, which will include consideration of the loading and parking facilities currently in place.</p>	22
<p>Remove lockable bollards to allow additional loading space</p> <p>A review process will be conducted as part of the post-experimental phase of the project, which will include consideration of the loading and parking facilities currently in place.</p>	1
<p>Retain what is currently on site</p> <p>A review process will be conducted as part of the post-experimental phase of the project, which will include consideration of the loading and parking facilities currently in place.</p>	37
<p>Consider Removal of Planters to Improve Visibility</p> <p>A review process will be conducted as part of the post-experimental phase of the project, which will include assessment of the current features on site.</p>	6

- 5.5 In May 2016, following substantial completion of the scheme, a further experimental TRO for parking and loading restrictions was put out to consultation, for a maximum period of 18 months. This was based upon drawing no. MPLONPRE/TRO/5 (**Appendix E**) and will expire 11th November 2017.

All associated signs and lines are in place to reflect the legal nature of the orders.

6.0 RATIONALE

- 6.1 The proposals are designed to address operational traffic issues and to meet the priorities identified by the Gateway Group who were selected to represent the local community.

7.0 OTHER OPTIONS CONSIDERED

- 7.1 During the scheme development stakeholders were consulted during the design process. Whilst there were conflicting demands the final design was considered to provide a balanced solution. The final design offered a balanced approach.

8.0 CONSULTATION

- 8.1 Ward Members; Internal transport colleagues; Other B&NES Services; Local Residents; Emergency Services have had an opportunity to participate in the consultation process, and to make their views known.

9.0 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.

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Background papers	None
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