

Bath & North East Somerset Council

MEETING	Climate Emergency & Sustainability Policy Development & Scrutiny Panel
MEETING DATE:	20 th July 2020
TITLE:	Liveable Neighbourhoods
WARD:	All
AN OPEN PUBLIC ITEM	
List of attachments to this report: <ul style="list-style-type: none">1. Draft LTN Strategy2. Draft RPS Strategy3. Draft EV Strategy	

1 THE ISSUE

1.1 BACKGROUND

To support the Councils transport delivery plans and facilitate the delivery of a long term and sustainable liveable neighbourhoods' strategy, the attached Strategies have been developed to align the low traffic neighbourhoods, residents parking and electric vehicle charging outcomes.

The strategies build upon local, national and international best practice and set out the assessment processes necessary to prioritise and deliver strategic schemes in line with the Councils commitments.

The strategies proposed a complimentary approach under the following vision as agreed with Cabinet Members:

Our vision is to create better places across B&NES that promote active travel and public transport use, improve community health and reduce the need for short car journeys.

2 RECOMMENDATION

The Climate Emergency & Sustainability Policy Development & Scrutiny Panel is asked to;

2.1 review, consider and provide feedback on the draft policies prior to them being taken forward to public consultation, confirming if necessary:

- any changes that should be incorporated; and
- any areas where the panel considers further work is necessary

2.2 note the proposed timeline for adoption of the policies

3 THE REPORT

3.1 The attached strategies have been developed to help facilitate the outcomes of the wider local transport policies of the Council. This includes addressing the climate emergency by improving air quality and helping to achieving a 2030 headline target of a 25% reduction in car trips.

3.2 By reducing congestion through and vehicle intrusion into neighbourhoods, and particularly residential neighbourhoods, they help towards making Bath a world leader in air quality improvement and sustainable transport by ensuring NO2 targets are met, and CO2 emissions reduced in the shortest possible time, whilst meeting the Council's active travel ambitions.

3.3 The strategies presented support the Council's current parking and transportation policies which include:

- a) Change the prioritisation of our transport hierarchy to focus on walking, cycling, micro mobility, and public transport/mass transit.
- b) An ambitious, fresh look at our transportation strategies, to include greater pedestrianisation, low traffic neighbourhoods, delivering enhanced bus services and infrastructure, extending safer routes to schools, a comprehensive review of our parking strategies
- c) Greater and earlier engagement of communities and partners

3.4 In order to develop a fair and balanced package of strategies, consideration has been given to a range of issues including potential impacts on residents; commerce; tourism; carbon footprint and air quality; and transportation.

3.5 Low Traffic Neighbourhoods

Low traffic neighbourhoods provide a valuable tool to reconsider how streets are managed to enable inclusive and safer environments, to promote active travel and encourage mode shift away from private cars. Principles of a low traffic neighbourhood focus on reducing the dominance of traffic to deliver attractive, healthy, accessible and safe neighbourhoods for people. This generates opportunities in residential areas to improve conditions for walking and cycling, as well as access to public transport and community spaces.

3.6 Residents parking schemes

Residents' parking schemes aim to give priority to permanent residents over commuters and visitors to the area, particularly those with limited off-street parking facilities. However, in order to be able to affect the behaviour change required to respond to the climate emergency and to further encourage commuters and visitors to use more appropriate locations to park (i.e. Park and Ride, off-street car

parks), it was necessary to review the current policies for the delivery of schemes and to align the outcomes with the wider strategic vision.

The strategy reinforces that the cost of administering the scheme is reflected in the cost of the permits, to enable all schemes to operate on a cost-neutral basis. Any surplus generated will be reinvested in the development, review and maintenance of low traffic neighbourhood and parking schemes. This builds the framework on to which any changes to permit costs, including the introduction of CO2 based permit charges as and when considered appropriate.

3.7 **Electric Vehicle Charging Strategy**

The Strategy sets out the Council’s current position and future strategy on public on-street electric vehicle (EV) charging, recognising that this is a key area of demand and an area where there are likely to be short-term opportunities to deliver improvements. Delivery of on-street EV charging in B&NES is closely aligned with a number of other key policy initiatives being pursued by the Council to tackle the Climate Emergency. In particular, the implementation of low traffic neighbourhoods offer an opportunity for fresh thinking on how road space in residential neighbourhoods is used and is likely to bring new opportunities to deliver on-street EV charging.

This document focuses predominantly on the issues around provision of on-street EV parking in residential areas, recognising that making provision for charging in these areas where the proportion of homes with off-street parking provision is low (as is typical across Bath and other parts of the B&NES area) is a particular challenge.

3.8 **Proposed timescale for adoption**

Formal adoption will be subject to an agreed public engagement and consultation strategy, but an outline timeline is set out below for consideration:

Stage	2020/21						
	June	July	August	Sept	Oct	Nov	Dec
1 – Informal Cabinet	X						
2 – PDS		X					
3 – Public consultation			X	X			
4 – Review of responses				X	X		
5 – Cabinet adoption						X	

4. STATUTORY CONSIDERATIONS

4.1 All schemes will be subject, where necessary, to the statutory Traffic Regulation Order processes and may be open to public objection before implementation.

5. RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

5.1 The development of the strategies in itself does not commit the Council to expenditure. However, the expectation is quite rightly that from the strategies,

schemes and proposed changes to the neighbourhoods will be developed and implemented on the ground.

5.2 To assist with this, work will be undertaken during the period of the public consultation to develop and confirm the available resources to ensure that the requirements are built within resource planning and funding bids both in year and in future years budget allocation.

5.3 As part of this work, a public forward plan of schemes will be developed and published, setting out the order in which work will be undertaken based on the prioritisation of schemes by Cabinet Member and resources available. Additionally, preliminary work by communities will factor into the priority decision making but due to the need to ensure that the schemes are implemented where needed, rather than just where residents may be well organised and used to dealing with Council services, this will not be a key decision criterion.

5.4 Due to the complex nature of schemes, it is likely that changes on the ground will not be seen for between 6-12 months minimum from approval being given to consult on any area. This timeline is set and driven primarily by the statutory processes and work required to deliver a scheme and therefore cannot be shortened significantly, even with additional resources being allocated.

6. RISK MANAGEMENT

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

7. CLIMATE CHANGE

7.1 As set out in section 3, the attached strategies are in line with the requirements of the climate declaration and the recognition that road traffic plays a significant part in the generation of CO₂.

8. CONSULTATION

8.1 This report has been cleared by the S151 Officer and Monitoring Officer

8.2 The public engagement strategy is currently under development to ensure that it is in line with the legal and ethical requirements for consultations. This will allow all members of the public the ability to review, assess and comment on the draft strategies and ensure that comments are taken into account prior to the strategies being finalised and adopted.

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Background papers	<i>None</i>
Please contact the report author if you need to access this report in an alternative format	