

**Cabinet Meeting Resolution**

**Executive  
Forward Plan  
Reference**

**E3322**

**Cleveland Bridge Review**

<b>Date of Meeting</b>	16-Dec-21
<b>The Issue</b>	<p>At the Cabinet Meeting held on 9 September 2021, Officers were requested to:</p> <ol style="list-style-type: none"> <li>1. Prepare a draft Traffic Regulation Order seeking to restrict HGV movements over Cleveland Bridge to preserve or improve the amenity of the area through which the road runs, in this case the Grade II* listed Cleveland Bridge structure and environs including the London Road and Bathwick Street, in accordance with the Road Traffic Regulation Act 1984.</li> <li>2. Investigate and consider any other options that may exist for achieving a similar end to a TRO and report on both actions including the draft TRO to the November meeting of this Cabinet.</li> <li>3. Consult with appropriate heritage and amenity groups in Bath including Residents' Associations in the course of preparation of the TRO.</li> </ol> <p>This report provides an update on progress with these actions and some proposed recommendations.</p>
<b>The decision</b>	<p><b>RESOLVED</b> (unanimously) that the Cabinet agreed to:</p> <ol style="list-style-type: none"> <li>1. Note that in the absence of a solution to restrict HGV movements over the bridge which has been agreed with the haulage trade associations, neighbouring authorities, National Highways and the Secretary of State, all unilateral options carry high degrees of risk of a PRN appeal and/or a legal challenge.</li> <li>2. In light of the resolution made at the 9 September Cabinet Meeting (E3303) to adopt recommendation 2.1 in the corresponding Officer report, recognise the need to maintain good working relationships with the Council's neighbouring authorities and National Highways so as not to undermine the investment being made into a wider, strategic study into north-south connectivity between the M4 and the Dorset Coast with an aim of making the A350 the strategic route and thereby limiting HGV use of Cleveland Bridge as part of the Government's Road Investment Strategy 2 (2020-25).</li> <li>3. Consider strengthening the Council's transport policies to: protect the amenity of the Bath World Heritage Site setting, continue to improve air quality standards, reduce vehicular demand on road space, and respond to the climate and ecological emergencies already declared by the Council. This could include, if necessary, the introduction of further restrictions and/or increased charges on vehicles entering Bath. In line</li> </ol>

	<p>with the legislation, note that any net revenues generated from any proposed charging scheme would be applied to facilitate the achievement of these policies.</p> <p>4. Consider early engagement with the haulage trade associations, neighbouring authorities, National Highways and the Secretary of State with a view to exploring a variation to the Bath Clean Air Zone Charging Order 2021 so that all Euro VI diesel powered vehicles with weight exceeding 12 tonnes<sup>1</sup> become chargeable under the scheme, for the benefit of air quality and the amenity of the CAZ area (including the Grade II* Cleveland Bridge) and the wider Bath World Heritage Site setting. As part of this and with a view to protecting local SMEs and their supply chains that may have recently invested in Euro VI diesel vehicles, explore the option of also introducing a time-limited exemption to complement the existing exemptions for hybrid, electric and alternatively fuelled vehicles. Subject to undertaking further feasibility work and being able to develop and implement a workable scheme, this would have the net effect of disincentivising all diesel-powered HGVs weighing over 12 tonnes from using the CAZ area as a through route.</p> <p>5. Noting the high risk of appeal and/or legal challenge, and the resource implications highlighted in the report below, do not proceed with the TRO option at this time.</p>
<p><b>Rationale for decision</b></p>	<p>At the Cabinet Meeting held on 9 September 2021, Officers were requested to:</p> <ul style="list-style-type: none"> <li>• Prepare a draft Traffic Regulation Order seeking to restrict HGV movements over Cleveland Bridge to preserve or improve the amenity of the area through which the road runs, in this case the Grade II* listed Cleveland Bridge structure and environs including the London Road and Bathwick Street, in accordance with the Road Traffic Regulation Act 1984.</li> <li>• Investigate and consider any other options that may exist for achieving a similar end to a TRO and report on both actions including the draft TRO to the November meeting of this Cabinet.</li> <li>• Consult with appropriate heritage and amenity groups in Bath including Residents' Associations in the course of preparation of the TRO.</li> </ul> <p>This report provides an update on progress with these actions and some proposed recommendations.</p>
<p><b>Other options</b></p>	<p>The other option is for Cabinet to resolve to continue to work with the Council's neighbouring authorities and National Highways to find a</p>

<sup>1</sup> In accordance with the Road User Charging and Workplace Parking Levy (Classes of Motor Vehicles) (England) Regulations 2001.

# Cabinet Meeting Resolution

<b>Executive Forward Plan Reference</b>	<b>E3322</b>
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<b>considered</b>	<p>mutually agreed solution and not to investigate the other measures recommended above. This would include continuing to work with Wiltshire and Dorset Councils and the Sub-Regional Transport Board (STB) Western Gateway to complete a strategic study into north/south connectivity between the M4 and the Dorset Coast with an aim of making the A350 the strategic route and limiting HGV use of Cleveland Bridge as part of the Governments Road Investment Strategy 2 (2020-25). This option was recommended in the Officer report to Cabinet on 9 September and adopted in the corresponding resolution (E3303). It remains the least risky and least resource intensive option. However, Officers acknowledge that it is unlikely to yield a solution in the short term and this is something which Cabinet will need to consider.</p>
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**The Decision is subject to Call-In within 5 working days of publication of the decision**