

Bath & North East Somerset Council		
MEETING:	Climate Emergency and Sustainability Policy Development and Scrutiny Panel	
MEETING	14th March 2022	EXECUTIVE FORWARD PLAN REFERENCE:
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TITLE:	City Region Sustainable Transport Settlement	
WARD:	All	
AN OPEN PUBLIC ITEM		
<p>List of attachments to this report: West of England Combined Authority Committee meeting papers, available on the WECA website</p>		

1 THE ISSUE

1.1 On 27th January 2022 Cabinet resolved:

- (1) To approve the elements of the West of England City Region Sustainable Transport Settlement that relate to activity in Bath and North East Somerset for inclusion in the submission to the Department for Transport; and
- (2) To support the recommendations made in the WECA Committee paper.

1.2 This report is an updated version of the 27th January 2022 Cabinet report, including details of progress with the Liveable Neighbourhoods programme, plans to consult on additional residents' parking zones (RPZs) in Bath and details on the proposed timetable for implementation.

2 RECOMMENDATION

2.1 The Panel is asked to note the elements of the West of England CRSTS that relate to activity in Bath and North East Somerset for inclusion in the submission to DfT and review progress with the Liveable Neighbourhoods/RPZ proposals.

3 THE REPORT

- 3.1 WECA led the City Region Sustainable Transport Settlement bid into the Department for Transport in August 2021. A settlement of £540m was made as part of the Spending Review in 2021. This is an increase on historic levels of funding and more per capita than other city regions.
- 3.2 DfT have asked that WECA submit a final Strategic Outline Case for the funding setting out clearly which schemes will be funded. This will be public and the Combined Authority will be held to account quarterly against delivery. This Strategic Outline Case and full list of schemes were approved by the WECA Joint Committee on 28th January 2022.
- 3.3 The final allocation to schemes in the Bath and North East Somerset area is proposed to be £129.39m for 2022-27. Matched by a £17.2m local contribution funded by the authority, this will fund:
- (1) Bristol to Bath Strategic Corridor improvements along the A4 – the shortlist of potential improvements was approved at Cabinet on 16 December. It includes public transport improvements and walking and cycling connections that facilitate the delivery of current and future growth ambition in the area.
 - (2) Somer Valley to Bristol and Bath improvements along the A37 and A367. To include public transport improvements and walking and cycling connections. – a public consultation to identify priority areas for investment closed on 9 January 2022.
 - (3) Bath City Centre improvements to public transport, walking and cycling. This will support successful delivery of the Council's Bath Quays and Milsom Quarter improvement plans, as well as improve bus prioritisation and therefore journey speed.
 - (4) Further walking and cycling improvements in Bath and Midsomer Norton, identified through the Local Cycling and Walking Investment Plan, separately identified in addition to improvements funded through the (1)-(3) above:

<i>Bath - Scholars Way connecting secondary schools across the south of the city and University links</i>	<i>Scheme being developed between the city centre, Bath University, Combe Down, Mulberry Park and Midford Road.</i>
<i>Bath - Lower Weston cycle/pedestrian routes between city centre and Oldfield School</i>	<i>Segregated cycleways, upgraded & new controlled crossings, continuous footways, widen footways and reduce junction widths between London Street, George Street, Queens Square, Charlotte Street and section between Midland Road and Newbridge Hill</i>
<i>Bristol Bath Railway path</i>	<i>The Bristol Bath Railway Path forms part of the National Cycle Route 4. It is the busiest traffic free corridor in the country. Over recent years the high number of users has led to conflicts due to sections of the route being less than 3 metres wide. Parallel routes will be delivered using part of the old railway path that has become available to improve safety for pedestrians (particularly disabled people and children). This will form part of a whole route upgrade including providing a more attractive connection to Bristol Temple Meads and Bristol City Centre.</i>
<i>Bath - Fielding's Bridge</i>	<i>Replacement of existing bridge or adjacent new bridge and improve cycle/pedestrian links in vicinity of bridge</i>
<i>Midsomer Norton - Silver Street/Fosseway walking route</i>	<i>Improvement to pedestrian routes between Midsomer Norton High Street, Norton Hill School and Fosseway via Charlton Road. This also includes a missing section of pedestrian/cycle off road route between the proposed Silver Street housing development and Charlton Road. These improvements will improve safety for pedestrians (particularly disabled people and children) moving around the area.</i>

(5) Further liveable neighbourhoods investment, to be developed in line with the Council's [strategy](#) – Cabinet approved the first 15 areas in June 2021 and initial consultation on those areas ran from 29th November 2021 through to 3 January 2022. Any future expansion of the liveable neighbourhoods programme will be decided by Cabinet.

(6) Highways maintenance requirements and transport improvement programme for the period 2022-27, replacing existing grants. The programmes of works are included in the Council Budget Report. The Council intends to bid into the Maintenance Challenge Fund for a project to repair Manvers Street which has underlying vaults.

3.4 WECA will lead work across the region to bring in integrated smart ticketing across the transport network and introduce uniform regional transport branding.

3.5 DfT have confirmed that there will continue to be separate funding available for liveable neighbourhoods and active travel. City regions are able to apply for these. We can also expect a further 5-year CRSTS to follow this one (if delivery is a success in this period) to further decarbonise travel and support growth. Schemes that are not programmed for delivery now therefore will have future opportunities to seek funding. Specifically, further

investment in A37/A367 corridor, Bath city centre, cycling and walking schemes and liveable neighbourhoods are already identified in the WECA papers for priority for 'Phase 2' (these future funding pots).

Liveable Neighbourhoods

3.6 To gain further feedback on the 15 refined proposals, a public engagement exercise was held between 29 November 2021 and 3rd January 2022. The engagement period used a hybrid approach of both in-person and online events, considering Covid-19 restrictions. Feedback was received via an online mapping tool and hard-copy feedback forms. A total of 1,684 individual responses were received.

3.7 The response to the 15 priority schemes was generally positive, with 51% supporting Liveable Neighbourhoods schemes, 36% expressing neutral views, and 13% against their implementation. The engagement found many areas expressing a wish for changes to improve pedestrian safety, more traffic calming measures, and improved cycling infrastructure. Additionally, a desire for general improvement of the public realm was expressed.

3.8 The feedback is set out in a [public engagement report](#) and the council is now moving to the next stage of consultation. This will see Liveable Neighbourhood schemes either:

- being trialled, following consultation; or
- going forward for co-design with communities

3.9 Following the recent public engagement, four trial areas were selected and recommended for fast tracking. The process for recommending a scheme to be fast tracked involved reviewing the engagement report – in particular the responses to question three 'What do you think are the transport related problems and wider issues in this area?' plus the additional comments which gave the percentage supportive of liveable neighbourhoods measures and assessing the potential for simple modal filters allowing for early implementation via experimental traffic regulation order (ETRO).

3.10 The four trial areas were selected where a high percentage of respondents highlighted through traffic; speeding; school run; HGVs and/or additional comments supportive of LNs plus potential for ETRO. These areas are listed below:

- Whitchurch & Queen Charlton: trialling vehicle access restrictions on Queen Charlton Lane to prevent through traffic, alongside design work for a pedestrian crossing on the A37 to the Parish play area. Co-design for other measures in Whitchurch.

- Southlands, Weston, Bath: trialling vehicle access restrictions on Southlands and design work on pedestrian crossing on Penn Hill Road.
- Church St & Prior Park Rd, Bath: design work to investigate vehicle access restrictions on Church Rd and design work on pedestrian crossing on Prior Park Road.
- Royal Victoria Park & Cork Street/Tennyson Road, Bath: trialling vehicle access restrictions for some entrances to Royal Victoria Park to eliminate through traffic from the park, and a trial vehicle access restriction for Cork Street/Tennyson Road .

3.11 In these areas above, the design work will be undertaken prior to public consultation.

3.12 Co-design will commence for the remaining areas in March 2022:

- Mount Road, Southdown, Bath;
- Area bounded by Sydney Place, Great Pulteney Street, St Johns Road and Bathwick Street, Bath;
- Circus/Lower Lansdown/Marlborough Buildings/ area;
- Oldfield Lane & First/Second/Third Avenues, Bath;
- Walcot Phase 1: London Road, Snow Hill, Kensington Gardens and adjacent roads, Bath;
- Chelsea Road, Bath;
- Entry Hill, Bath;
- Morris Lane/Bannerdown, Batheaston;
- (New) Sydney Place/Sydney Rd, Bath;
- Edgerton Road/Cotswold Road, Moorlands, Bath;
- Temple Cloud; and
- Lyme Road/Charmouth Road, Newbridge, Bath.

3.13 Details of the next phase of co-design will be made available on the council's [website](#).

3.14 For clarification, the next steps and project timetable are as follows: -

- **Co design workshops** held with members of the communities to develop preferred concept designs for each area. - **March 2022**
- **Concept design public consultation** to allow communities the opportunity to comment on the concept designs created through the co-design workshops - **April 2022** (for fast-track schemes and those which are progressing through the full co design process)
- **Preliminary technical designs** using the feedback gained through the concept design public consultation. – **May 2022** for fast track schemes and **May/June 2022** for schemes progressing through full co-design.
- **Installation – July /August 2022** for fast track schemes
- **Public consultation** to allow comments on the **proposed preliminary designs – July / August 2022** for schemes progressing through full co-design.

3.15 A number of concerns were also raised during the recent engagement work. These included the perceived negative impact that implementation of Residents Parking Zones (RPZs) could have on communities and the potential impact of the closure of roads to through traffic. Concerns were raised that the implementation of such measures would simply move an existing problem from one area to another.

3.16 There will also be consultation on six RPZ where there has been local support, to restrict out-of- area parking. It is expected that consultation on RPZ will take place in May.

3.17 Six areas have been selected for the development of Residents' Parking Zones

- Walcot (including Snow Hill)*
- Beacon Road, Mount Beacon, Richmond Place
- Sion Hill / Summerhill Road
- St John's Road, Edward Street, Audley Grove, St Michael's Road, Audley Avenue, Cork Street, Hungerford Road
- Entry Hill*

- Chelsea Road, Kennington Road, Warwick Road, Foxcombe Road, Park Road, Lyme Road, Charmouth Road, Lyme Gardens*

(* indicates that part of all of this area is also part of the liveable neighbourhoods programme)

4 STATUTORY CONSIDERATIONS

4.1 Liveable Neighbourhood access restriction trials can be implemented using Experimental Traffic Regulation Orders, which allow schemes to be tested and assessed, before being either made permanent or cancelled (within 18 months). Residents' Parking Zones are created using standard Traffic Regulation Orders.

5 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

5.1 The Strategic Outline case has a proposed Local Contribution of 20% for the programme of schemes included. Maintenance Funding and Integrated Transport Block does not require a Local Contribution (unless considered an Enhancement).

5.2 The WECA Joint Committee report sets out the key principles for managing Local Contribution and these have been reviewed by the Council's S151 Officer.

5.3 The Local Contribution for B&NES based on the proposed schemes is £17.2m as detailed below and was included in the 2022/23 Council Budget.

Funding Source	Local Contribution 2022/23 - 2026/27 (£ m)
Clean Air Zone	2.500
Community Infrastructure Levy	2.500
S106 Receipts	0.954
Council Approved Borrowing	1.000
Capital Financing Reserve Contribution	3.000
Development Receipts	7.265
Total	17.219

5.4 The total match funding element will be managed at a programme level, adopting a pooled approach, with the proportionate risks of the programme managed through the WoE Section 151 Officer Group.

5.5 In the event that specific Local Contribution elements are not realised in line with current projections, an alternative funding source will need to be identified within the Council's capital budget and resourcing plan.

5.6 Detailed schemes will be incorporated into the Council's capital programme following WECA Committee approval and full approval of the Strategic Outline Case by the DfT.

5.7 This scale of investment in transport improvement across the region is unprecedented, BANES therefore welcomes the commitments by WECA to invest in Unitary Authorities' capacity. The Council will begin recruitment to expand transport strategy and delivery teams in order to achieve good design and delivery of the schemes set out in the CRSTS Strategic Outline Case.

6 RISK MANAGEMENT

6.1 Individual schemes will follow appropriate processes to design and deliver high quality transport investment.

7 EQUALITIES

7.1 Each transport scheme will be subject to an individual Equalities Impact Assessment to ensure that all opportunities to promote equality are taken, and any potential negative impacts are considered and mitigated.

7.2 Liveable Neighbourhoods aim to give fairer access to residential neighbourhoods, creating healthier outdoor spaces for everyone to share, as well as vibrant local high streets where people want to spend time and money. This can be achieved through a range of measures such as improvements to the public realm, vehicle restrictions, traffic calming and electric vehicle charging, without disadvantaging people with mobility issues. Our [Equalities Impact Assessment](#) is available on the council's website.

7.3 It is emphasised that close attention will be paid to the needs of all groups in the next phase of consultation and co-design. The team very aware that schemes have the potential to impact on neighbouring areas and we want to ensure fair access for all, so we create healthier spaces for everyone to benefit from

8 CLIMATE CHANGE

8.1 The CRSTS investment will be crucial to enable the reduction in car use necessary to achieve the Council's net zero by 2030 commitments.

9 OTHER OPTIONS CONSIDERED

9.1 Not applicable

10 CONSULTATION

10.1 The schemes identified for funding through the CRSTS were included in the Joint Local Transport Plan and/or Local Cycling and Walking Infrastructure Plan which were subject to consultation in 2020.

10.2 The detailed design of individual transport schemes funded through the CRSTS will be developed following consultation with residents, businesses and the general public.

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