

Bath & North East Somerset Council

MEETING/ DECISION MAKER:	Councillor Kevin Guy	
MEETING/ DECISION DATE:	On or after 15 October 2022	EXECUTIVE FORWARD PLAN REFERENCE:
		E 3394
TITLE:	Liveable Neighbourhoods Update Report	
WARD:	All	
AN OPEN PUBLIC ITEM		
List of attachments to this report: None		

1 THE ISSUE

- 1.1 The Bath and North East Somerset Liveable Neighbourhoods programme aims to rethink how street space is used, to prioritise people, make it safer to move around actively, and enable more people to make journeys on foot, by bike or by wheeling. Over time, this should reduce the short car journeys which account for the majority of Bath's traffic and cut road congestion for those with no alternative but to travel by car.
- 1.2 In line with the adopted Liveable Neighbourhoods Strategy, the specific interventions in each neighbourhood will be decided following co-design at the concept design stage and more typical public engagement and consultation with communities at the preliminary and final design stages.
- 1.3 Section 4.2.7 of the strategy states that following prioritisation by communities and officers "*The short list for [liveable] neighbourhood proposals will then be put forward to B&NES cabinet for prioritisation, informed by public support.*" In line with normal practice, it is anticipated that there would also be a need to seek cabinet approval to proceed to implementation.
- 1.4 To enable the project to maintain its current timetable and deliver maximum benefit and value to the community as soon as possible, it is now considered necessary to request to delegate the decision to:
 - a) Agree the proposed shortlists to be taken forward to preliminary design and engagement; and

- b) Proceed with the implementation of the four pilot interventions set out below and, following preliminary design and engagement and final design and consultation, the shortlisted interventions

to the Lead Member for Sustainable Transport and Directors of Place Management and Sustainable Communities, in consultation with cabinet members and ward councillors.

2 RECOMMENDATION

The cabinet member is asked to:

- 2.1 Note the progress made in the design and development of the 15 Phase 1 Liveable Neighbourhood areas and the next steps.

- 2.2 Delegate the decision to:

- a) Agree the proposed shortlists to be taken forward to preliminary design and engagement; and
- b) Proceed with the implementation of the four pilot interventions set out below and, following preliminary design and engagement and final design and consultation, the shortlisted interventions

to the Lead Member for Sustainable Transport and Directors of Place Management and Sustainable Communities, in consultation with cabinet members and ward councillors.

3 THE REPORT

- 3.1 Residents were first consulted about Liveable Neighbourhoods in Autumn 2020. The results of this consultation were taken to Cabinet in December 2020 with applications for potential liveable neighbourhood areas invited in Spring 2021. Feedback from residents at the Autumn 2020 consultation included the following comments in support of liveable neighbourhoods:

“Quiet streets are the only answer to congestion and traffic problems in residential areas, we need to bring communities back together.”

“I drive a car around Bath but would support making longer journeys in order to make residential streets better for pedestrians and cyclists.”

“To improve neighbourhoods, it is also necessary to consider and reduce vehicle speed with real traffic calming.”

“We strongly support this survey and its principles and sincerely hope we can reduce pollution in our city by limiting heavy traffic.”

“We need a step change in how we think about transport and how it impacts our lives. Having lived in Larkhall all my life I have seen a drastic reduction in the quality of space and movement locally due to increased through traffic.”

“Restricting traffic on school roads must be a priority”.

“Welcome LTNs to improve resident’s wellbeing and reduce car traffic overall. We need a cultural change and that will be difficult for some, these are sensible and relatively straightforward solutions to massive complex problems, and we have to try them before it’s too late.”

“Strongly support the key principles and the aspiration. We have got to get to a position where the areas we live in are less polluted and safer for walking and cycling.”

“We have to reduce the amount of traffic on the roads there is far too much through traffic, far too many delivery vans incentivised to drive too quickly and far too many people taking unnecessary short journeys in their cars often on the school run. In short far too much road traffic of all types and not enough opportunity for safe walking and cycling.”

- 3.2 48 communities then applied, via their ward councillors, to become a Liveable Neighbourhood between February and May 2021. In June 2021, 15 areas were identified as places where a first phase of Liveable Neighbourhoods could start.
- 3.3 A further round of community engagement took place in December 2021 during which residents in these areas were asked for initial feedback on what was good about their local area, what transport-related issues they experienced, and what improvements would make the most impact.
- 3.4 Following this public engagement feedback, some potential modal filters (i.e., restrictions on vehicular through traffic) were identified as possible pilot interventions offering ‘quick wins’ for communities. Identifying a scheme as a pilot intervention meant that design work could be expedited, enabling some interventions to be implemented in advance of others. The pilot interventions initially selected were:
 - Queen Charlton Lane
 - Southlands, Bath
 - Church Street, Bath
 - Royal Victoria Park, Bath
 - Cork Street & Tennyson Road, Bath
- 3.5 Working with ward members, these pilot scheme locations were identified as places where residents had expressed high levels of support for vehicle restrictions to tackle anti-social driving, speeding and through traffic. Where the proposed intervention was validated by the community at co-design workshops, preliminary design and engagement was ‘fast-tracked’ ahead of other liveable neighbourhoods work.
- 3.6 In-person co-design workshops with residents for all 15 phase 1 areas took place between May and July 2022. The co-design process is a fundamental element in successfully delivering Liveable Neighbourhoods. It establishes a collaborative working relationship between local communities and the project team from the outset, actively involving stakeholders in the design and development process. These workshops took place as follows:

17 May 2022 - Temple Cloud

23 May 2022 - Mount Road
 31 May 2022 - Entry Hill
 1 June 2022 - Morris Lane and Bannerdown
 14 June 2022 - Oldfield Lane and the Avenues
 8 June 2022 - Church Street and Prior Park Road
 15 June 2022 - Egerton Road and Cotswold Road
 21 June 2022 - Whitchurch Village and Queen Charlton
 22 June 2022 - Southlands
 28 June 2022 - Chelsea Road
 29 June 2022 - Lyme Road and Charmouth Road
 12 July 2022 - London Road and Snow Hill
 13 July 2022 - New Sydney Place and Sydney Road
 26 July 2022 - Pulteney Estate
 27 July 2022 - Kingsmead & Lower Lansdown

3.7 At the workshops issues and potential solutions were discussed in more detail by residents, with the output being a longlist of ideas presented on maps of each area. The ideas were then linked back to the initial feedback captured during the December 2021 public engagement. Reports from each co-design workshop are in the process of being uploaded to the website as they are produced.

3.8 The co-design workshops have also been well received by those attending and feedback received includes:

“I think this experience was very valuable. It was great to get the community’s input.”

“A lot of good ideas were brought up and covered well so I think this will have a positive impact.”

“People often have very idealistic ideas about how they want their community to be. I think this event helped us drill down into them to reach more realistic goals.”

“To attain the sort of change we need in our communities; we will need to see a lot of engagement with the public and information gathering. These sorts of events are a good step in that direction.”

“It was good to see so many engaged residents at the event and nice that the different groups had a lot of overlap in their concerns.”

3.9 Sustrans have also been engaged to provide support for the Liveable Neighbourhoods programme with additional engagement activities as follows during the concept design stage:

Community group/organisation	Liveable Neighbourhood Area	Target engagement group	Date
The Gateway Community Centre, Snow Hill	Walcot area	Local residents	Various
31 st Bath Scouts	Mount Road area, Southdown	Young people (primary and	13 June 2022

		secondary school age)	
Batheaston Youth Club	Morris Lane and Bannerdown Road area	Young people (secondary school age)	16 June 2022
Hayesfield Mixed Sixth Form	Oldfield Lane and the Avenues	Young people (16/17-year-olds)	20 June 2022
St Andrews Community Church Toddler Group	Entry Hill, Bath	Parents of young children	21 June 2022
Moorlands Eco Group, Moorlands Infant School and Moorlands Junior School	Egerton Road and Cotswold Road area	Young people (primary school age) and parents/guardians	28 June 2022
Bath City Farm	Mount Road area, Southdown	Local residents (including parents of young children, older people, disabled people, and some volunteers of the therapeutic gardening club)	29 June 2022
St Andrews Community Church Lunch Club	Entry Hill, Bath	Local residents	29 June 2022
St Andrews Community Church Needles and Natter Group	Entry Hill, Bath	Local residents (primarily older people)	29 June 2022
Ralph Allen School	Entry Hill, Bath, & Church Street and Prior Park Road	Young people (secondary school age)	05 July 2022
Roundhill Primary School	Mount Road area, Southdown	Young people (primary school age)	06 July 2022
The Friends of St Andrew's PTA, St Andrew's Church School	Lower Lansdown area	Young people (primary school age) and parents/guardians	08 July 2022
Friends of Cameley Primary School, Cameley CEVC Primary School	Temple Cloud, Mendip	Young people (primary school age) and parents/guardians	09 July 2022
WASPS PTA, Weston All Saints Primary School	Southlands area, Weston	Young people (primary school age) and parents/guardians	16 July 2022
Newbridge Primary School (homework only)	Chelsea Road and Foxcombe Road area & Lyme Road and Charmouth Road	Young people (primary school age)	18 July 2022
Widcombe Schools	Church Street and	Young people	20 July 2022

PTA, Widcombe Infant School and Widcombe Junior School	Prior Park Road & New Sydney Place and Sydney Road & Great Pulteney St area	(primary school age) and parents/guardians	
Off the Record Youth Forum (BANES)	City-wide	Young people (secondary school age) and young adults	21 July 2022

3.10 Between mid-August and mid-September 2022 those people that expressed an interest in attending the co-design workshops were invited back to in-person engagement events, along with their friends and family, to validate the co-design workshop output reports and prioritise the measures they would like to see taken forward to the next stage. These engagement events are currently taking place as follows:

- 16 August (pilot scheme) - Church Street, Bath
- 17 August (pilot scheme) - Queen Charlton Lane
- 18 August (pilot scheme) - Southlands, Bath
- 23 August (pilot scheme) - Cork Street & Tennyson Road, Bath
- 24 August - Temple Cloud
- 25 August - Mount Road
- 30 August - Entry Hill
- 31 August - Oldfield Lane and the Avenues
- 31 August - Egerton Road and Cotswold Road
- 1 September - Chelsea Road
- 1 September - Lyme Road and Charmouth Road
- 6 September - Morris Lane and Bannerdown Road
- 7 September - London Road and Snow Hill
- 8 September - New Sydney Place and Sydney Road
- 26 September - Pulteney Estate
- 27 September - East Kingsmead and Lower Lansdown

3.11 As set out above, engagement on the four proposed pilot interventions is also taking place alongside the co-design exhibitions (Royal Victoria Park was not validated by the community at the co-design workshop). The feedback received from all these engagement exercises will be considered and published shortly.

3.12 In addition to this public engagement work, there are also ongoing meetings and dialogue with ward councillors, parish councils, residents' associations, and community group representatives.

Next steps

3.13 Following the co-design workshops and exhibitions, the next step will be to decide which interventions to take forward in each area. The project team will sift the interventions prioritised by each community, consult with ward members and develop proposed shortlists to be taken forward to preliminary design and engagement. To enable the project to maintain its current timetable and deliver maximum benefit and value to the community as soon as possible, it is now considered necessary to request to delegate the decision to agree the proposed short lists of interventions to be taken forward to preliminary design

and engagement to the Lead Member for Sustainable Transport and Directors of Place Management and Sustainable Communities, in consultation with cabinet members and ward councillors.

- 3.14 Following the current engagement exercise, the next step for the four proposed pilot interventions will be to review the feedback from communities with ward members and lead members. Subject to a decision to proceed, the detailed design would be progressed, with a view to temporarily installing the intervention from Autumn 2022 under an Experimental Traffic Regulation Order (ETRO). This trial would run for 12 months. During this time, residents and the wider public can experience the changes, see how it affects traffic movements and provide feedback. Residents and the public will be informed of the details before a trial starts, including the final design, installation date and how the public can formally have their say. All comments will be considered before deciding whether to make the intervention permanent.
- 3.15 To enable the project to maintain its current timetable and deliver maximum benefit and value to the community as soon as possible, it is also now considered necessary to request to delegate the decision to proceed with the implementation of the four pilot interventions and, following preliminary design and engagement and final design and consultation, the shortlisted interventions to the Lead Member for Sustainable Transport and Directors of Place Management and Sustainable Communities, in consultation with cabinet members and ward councillors.

4 STATUTORY CONSIDERATIONS

- 4.1 Depending on the final scheme design in each area, interventions that change the street and traffic flow may be implemented via an Experimental Traffic Regulation Order (ETRO) or a Traffic Regulation Order (TRO). There may also be further opportunities to 'fast-track' some interventions.
- 4.2 ETROs can be implemented seven days after a notice is published. The process allows consultation to be undertaken during the trial of the scheme, allowing further feedback and objections to be collected whilst the measures are in place. The decision to remove the ETRO or make the intervention permanent should be made within 18-months of initial implementation. If the ETRO is to be made permanent, a TRO notice will need to be made.
- 4.3 Alternatively, a TRO may be used to implement changes. The statutory consultation period for a TRO includes a minimum of 21 days for objections prior to it being made, but once implemented the changes are then permanent.
- 4.4 It is anticipated that Liveable Neighbourhoods interventions will use a mix of ETROs and TROs, with less supported and more complex interventions being made by ETRO so that further consultation and assessment of their impact can be made before they are made permanent.

5 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

- 5.1 Funding to implement the Liveable Neighbourhoods programme has been allocated through the City Region Sustainable Transport Settlement.

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.
- 6.2 The key risks are identified in the table below:

Risk	Mitigation
Cost of the scheme exceeds the available budget.	Total budget is held by the Director of Sustainable Communities and subject to West of England Combined Authority financial assurance to achieve value for money. Where proposed schemes exceed the available funding, the council will redesign the intervention or use other funding streams to deliver the same overall outcome for the community. If necessary, decisions may need to be taken to prioritise interventions to meet the available budget.
Liveable neighbourhood interventions displace traffic and have a negative impact on other parts of the transport network.	All traffic schemes will be subject to pre- and post- implementation traffic monitoring to evaluate impact on the network. Where possible, temporary interventions will be put in place first to establish impact before any decision is taken to make schemes permanent.
The co-design, engagement and consultation process does not capture the views of the whole community, specifically that the most vulnerable are excluded.	See 'community engagement' section for details of the efforts being taken to engage widely with affected communities.

7 EQUALITIES

- 7.1 Equalities impacts are assessed both at a programme level and from the preliminary design stage, as part of the individual scheme design process.
- 7.2 A programme level joint equalities impact assessment has been developed for the Liveable Neighbourhoods and Resident's Parking Zone programmes. This was published in January 2022 and is under regular review.
- 7.3 Substantial efforts have been made to ensure that the co-design process is accessible to all. For example, workshop and exhibition materials have been produced using an accessible palette of colours and with easy-to-read fonts, and reports and webpages have also been checked for accessibility prior to publication. We recognise that disabilities come in many forms and that not all disabilities are visible. Members of the project team are available at the engagement events currently being held to answer questions as well as guide attendees through the exhibition boards and feedback form.

7.4 We are also mindful that in their current format, not everyone is comfortable or able to attend events like the co-design workshops or exhibitions. We continue to work closely with the corporate equalities team, Sustrans, the members of the Independent Equalities Advisory Group and other organisations with a view to doing all that we can to engage children, young adults, older adults and the seldom heard voices in our communities in the design development process and obtain their feedback.

8 CLIMATE CHANGE

8.1 A Climate Emergency was declared in March 2019 along with an Ecological Emergency in July 2019. In response to this B&NES has pledged to achieve carbon neutrality by 2030. Liveable Neighbourhoods are part of a package of measures to mitigate the climate crisis through the adoption of more sustainable and healthy transport options.

9 OTHER OPTIONS CONSIDERED

9.1 None

10 CONSULTATION

10.1 Consultation on this report has been undertaken with the Directors of Sustainable Communities and Place Management in addition to the portfolio holders.

10.2 This report has been agreed by the S151 Officer and Monitoring Officer.

CONTACT PERSON:	Nik Bowyer, Strategic Transport Projects Manager. (nik_bowyer@bathnes.gov.uk)
BACKGROUND PAPERS:	None.
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