

Bath & North East Somerset Council

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| DECISION MAKER: | Cllr Sarah Warren, Cabinet Member for Climate & Sustainable Travel | |
| DECISION DATE: | On or after 29 October 2022 | EXECUTIVE FORWARD PLAN REFERENCE: |
| | | E 3409 |
| TITLE: | Queen Charlton Lane Pilot Intervention | |
| WARD: | Saltford | |
| AN OPEN PUBLIC ITEM | | |
| List of attachments to this report: Appendix A – ETRO Notice of Making Appendix B – AECOM Public Engagement Report | | |

1 THE ISSUE

- 1.1 Executive Forward Plan Reference E3394 delegated the decision to proceed with the implementation of a pilot through traffic restriction on Queen Charlton Lane to the Cabinet Member for Sustainable Transport and Directors of Place Management and Sustainable Communities, in consultation with cabinet and ward members.

2 RECOMMENDATION

The Cabinet member is asked to;

- 2.1 Note the high levels of support identified in the public engagement held during August 2022.
- 2.2 Make a decision to proceed with the implementation of a pilot through traffic restriction on Queen Charlton Lane, as set out in the Experimental Traffic Regulation Order (ETRO) Notice of Making in Appendix A.
- 2.3 Note the intention to proceed with the implementation as soon as a decision is made.

3 THE REPORT

- 3.1 Residents were first consulted about the Liveable Neighbourhoods Strategy in Autumn 2020. The results of this consultation were taken to Cabinet in December 2020, with applications for a first phase of Liveable Neighbourhood areas subsequently invited in Spring 2021.

- 3.2 48 communities 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 some initial feedback on what they thought 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.
- 3.6 Engagement took place on four of the proposed pilot interventions during August 2022 (Royal Victoria Park was not taken forward at this stage). A letter was sent to all households in the local area. The webpage for the engagement can be found [here](#). A paper copy of the feedback form was available at the in-person event held on 17 August 2022 at Queen Charlton Village Hall, and on request. The AECOM Public Engagement Report for Queen Charlton Lane can be found in Appendix B.
- 3.7 In total, there were 124 responses to the engagement, 27 responses were from residents of Queen Charlton Lane, 96 responses were from respondents who lived elsewhere, and one response was from a respondent who did not provide the basis of their interest in the area.
- 3.8 Overall, 61% of respondents either supported or partially supported the proposed pilot. Out of the 27 respondents that stated that they live on the affected road, 74% supported or partially supported it. Out of the 96 that live elsewhere, 56% supported or partially supported it.
- 3.9 The report notes that 65% of those objecting to the proposal cited displacement concerns. This is considered further in section 6.
- 3.10 The report also notes that whilst a third of those objecting to the proposal disagreed that Queen Charlton Lane is a busy or dangerous road, 55% of those supporting the proposal felt that it would stop traffic using the lane as a cut through and around 40% cited potential safety improvements.
- 3.11 32 respondents proposed changes to the proposal that they would like to see included or as an alternative, with half suggesting the use of other measures

such as speed bumps, or improved signage. Following the public engagement in December 2021, the main concerns voiced by residents were speeding traffic and through traffic. While speed bumps may slow traffic down, it will not reduce through traffic. Improved signage will be implemented as part of the scheme to make drivers aware of the restrictions.

4 STATUTORY CONSIDERATIONS

- 4.1 In parallel with this decision to implement the proposed scheme, the necessary ETRO is being progressed to ensure implementation as soon as a decision is made.
- 4.2 The ETRO can be implemented seven days after the Notice of Making is published. The process allows consultation to be undertaken whilst the scheme is trialled, allowing further feedback and objections to be collected whilst the pilot is in place. Once an ETRO comes into force, there is a six-month period in which objections can be made. If the ETRO is subsequently modified, objections can be made in this period starting from the date of the changes. The decision to remove the ETRO or make the intervention permanent must be made within 18 months of initial implementation. If the ETRO is to be made permanent, a TRO notice will then need to be made.
- 4.3 A public inquiry could be required, depending on the nature of the objection, if it is received within the first six months of making the ETRO and not withdrawn, and the authority intends to make the order permanent without any modifications to address it. Making modifications or the withdrawal of the objection following correspondence with the objector will remove the need for an inquiry.

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. AECOM estimate the design and installation cost at around £10,000, which is within the current available budget envelope.

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 As identified in 3.9, one of the key risks is that the scheme displaces traffic and has a negative impact on other parts of the transport network. Traffic monitoring will therefore be carried out before and during the trial to understand how traffic adapts to the proposed pilot and to evaluate any impact on the network.

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.

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 A one-way along Queen Charlton Lane with a raised shared use footpath was also considered and dismissed for the following reasons:

- The lane would continue to be used as a through route
- Speeding is likely to remain a problem
- The cost would be substantial compared with the proposed modal filter
- It would take far longer to implement than the proposed modal filter

10 CONSULTATION

10.1 Consultation has been undertaken with the Directors of Sustainable Communities and Place Management, together with cabinet and ward members.

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

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| Contact person | Joanna Sammons , Assistant Transportation Planner |
| Background papers | None. |
| Please contact the report author if you need to access this report in an alternative format | |