

## Bath & North East Somerset Council

DECISION MAKER:	<b>Cllr Sarah Warren, Cabinet Member for Climate &amp; Sustainable Travel</b>	
DECISION DATE:	<b>On or after 29 October 2022</b>	EXECUTIVE FORWARD PLAN REFERENCE:
		<b>E 3410</b>
TITLE:	<b>Southlands Pilot Intervention</b>	
WARD:	<b>Weston</b>	
<b>AN OPEN PUBLIC ITEM</b>		
<b>List of attachments to this report:</b> 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 Southlands 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 moderate levels of support identified in the public engagement held during August 2022 from those living on Southlands.
- 2.2 Make a decision to proceed with the implementation of a pilot through traffic restriction on Southlands, 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, and as such the potential interface with the Christmas embargo period.

### 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 18 August 2022 at Weston Free Church, and on request. The AECOM Public Engagement Report for Southlands can be found in Appendix B.
- 3.7 In total, there were 99 responses to the engagement, 28 responses were from residents of Southlands, 68 responses were from respondents who lived elsewhere, and three responses were from respondents who did not provide the basis of their interest in the area.
- 3.8 Overall, 42% of respondents either supported or partially supported the proposed pilot. Out of the 28 respondents that stated that they live on the affected road, 57% supported or partially supported it. Out of the 68 that live elsewhere, 38% supported or partially supported it.
- 3.9 The report notes that the majority of those objecting to the proposal cited displacement concerns. This is considered further in section 6.
- 3.10 The report also notes that whilst 26% of those objecting to the proposal felt that it would negatively impact residents, 53% of those supporting the proposal were of the view that it would stop traffic using Southlands as a cut through and around 40% cited potential safety improvements.
- 3.11 47 respondents proposed changes to the proposal that they would like to see included or as an alternative, with 40% suggesting that improvements should

instead be made to High Street. Following the public engagement in December 2021, two of the three main concerns voiced by residents were speeding traffic and through traffic on Southlands (along with more space for wheeling, walking, and cycling). These issues are unlikely to be solved in the short to medium term by implementing an alternative scheme on High Street.

#### **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 £35,000, 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 have a negative impact on other parts of the transport network, particularly High Street. 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 diagonal modal filter on Southlands was also considered and dismissed due to the lack of sufficient space to perform a safe, three-point turn to the east of the proposed 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.

<b>Contact person</b>	<a href="#">Joanna Sammons</a> , Assistant Transportation Planner
<b>Background papers</b>	None.
<b>Please contact the report author if you need to access this report in an alternative format</b>	