

Single Member Cabinet Decision

Executive  
Forward Plan  
Reference

**E3413**

**Egerton Road and Cotswold Road Liveable Neighbourhood**

<b>Decision maker/s</b>	Cllr Sarah Warren, Cabinet Member for Climate and Sustainable Travel
<b>The Issue</b>	<p>Executive Forward Plan Reference E3394 delegated the decision to:</p> <ul style="list-style-type: none"><li>a) agree the proposed shortlists to be taken forward to preliminary design and engagement; and</li><li>b) following preliminary design and engagement and final design and consultation, implement the shortlisted interventions;</li></ul> <p>to the Cabinet Member for Sustainable Transport and Directors of Place Management and Sustainable Communities, in consultation with cabinet and ward members.</p>
<b>Decision Date</b>	21 February 2023
<b>The decision</b>	<p>The cabinet member agrees to: -</p> <ul style="list-style-type: none"><li>• Make a decision to proceed with the shortlist of interventions set out in paragraph 3.8:<ul style="list-style-type: none"><li>• Controlled crossing near Chantry Mead junction; and</li><li>• Reduction in the junction at Chantry Mead Road.</li></ul></li></ul> <p>And 3.9:</p> <ul style="list-style-type: none"><li>• Traffic calming measures along Cotswold Road and Hillside Road;</li><li>• Traffic calming measures along Egerton Road;</li><li>• Heavy vehicle restrictions along Cotswold Road; and</li><li>• Controlled crossing near Hillside Road.</li></ul> <p>Now taking them forward to preliminary design and engagement.</p> <ul style="list-style-type: none"><li>• Note that the proposed shortlist is based on work done with the community to first identify their needs and then co-design potential solutions to address those needs, as summarised in Appendix A AECOM Co-Design Workshop Report 2 (Prioritisation).</li><li>• Note that the proposed shortlist was next subject to technical review, both in terms of alignment with the Liveable</li></ul>

	<p>Neighbourhoods strategy and other factors such as cost, practicalities and timelines, as summarised in Appendix B AECOM Recommendation Report.</p> <ul style="list-style-type: none"> <li>• Note that the proposed shortlist was then referenced back to the applications put forward by ward councillors in Spring 2021 to ensure that the package of interventions satisfied the aims of the original proposal.</li> <li>• Note the opportunity to ‘fast track’ shortlisted interventions where they are non-contentious or already well supported, and either statutory consultation is not required due to the nature of the proposed intervention, or implementation could proceed as a trial under an experimental Traffic Regulation Order (ETRO) or be implemented under a 21-Day Notice (see also section 4).</li> <li>• Note that the ability to proceed is subject to funding being available for the design, engagement, consultation and implementation work required as a result of this decision.</li> </ul>
<p><b>Rationale for decision</b></p>	<p>To enable the project to maintain its current timetable and deliver maximum benefit and value to the community as soon as possible.</p>
<p><b>Financial and budget implications</b></p>	<p>The funding allocated to implement the Liveable Neighbourhoods programme and associated Resident’s Parking Zone improvements comprises:</p> <ul style="list-style-type: none"> <li>• A £6m allocation secured through the City Region Sustainable Transport Settlement, of which the WECA Grant is £5m and £1m is the match funding required from B&amp;NES to meet it’s 20% minimum requirement for local contribution.</li> <li>• The £1m match funding in turn comes from the £2.2m supported borrowing allocation confirmed in the Council’s Capital Programme in February 2022 budget setting.</li> <li>• Total funding approved to date is £3.2m, which includes funding of £800K from the Council’s Strategic Transport Infrastructure CIL allocation and £220K from the Council’s Project Initiation Fund. These last two sources will be restored on receipt of the full WECA Grant and future borrowing funded by Resident’s Parking Zone income.</li> </ul> <p>The total funding allocated is sufficient to complete the design of all the shortlisted interventions across the 15 areas in the LN programme and to deliver the three LN pilots and seven new Resident’s Parking Zones. WECA have agreed to fund £440K towards scheme development and design and then once the Full Business Case (FBC) is submitted and approved they will release £4.56m of CRSTS grant to deliver across the project. The FBC will also determine the extent to which costs incurred to date will be eligible as match funding.</p>
<p><b>Issues considered</b></p>	<p>Social inclusion, sustainability and equality.</p>

<b>Consultation undertaken</b>	Consultation has been undertaken with the Directors of Sustainable Communities and Place Management, together with cabinet and ward members plus Section 151 Finance Officer and the Monitoring Officer.
<b>How consultation was carried out</b>	Via email.
<b>Other options considered</b>	None
<b>Declaration of interest by Cabinet Member(s) for decision:</b>	None
<b>Any conflict of interest declared by anyone who is consulted by a Member taking the decision:</b>	None

<b>Name and Signature of Decision Maker/s</b>	Cllr Sarah Warren, Cabinet Member for Climate and Sustainable Travel
<b>Date of Signature</b>	21 <sup>st</sup> February 2023

**Subject to Call-in until 5 Working days have elapsed following publication of the decision**