

Bath & North East Somerset Council

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| MEETING/ DECISION MAKER: | Cllr Sarah Warren, Cabinet Member for Climate & Sustainable Travel | |
| MEETING/ DECISION DATE: | On or after 4 March 2023 | EXECUTIVE FORWARD PLAN REFERENCE: |
| | | E 3419 |
| TITLE: | Shortlist for the Temple Cloud Liveable Neighbourhood Area | |
| WARD: | Mendip | |
| AN OPEN PUBLIC ITEM | | |
| List of attachments to this report: Appendix A – AECOM Co-Design Workshop Report 2 (Prioritisation) Appendix B – AECOM Recommendation Report | | |

1 THE ISSUE

1.1 Executive Forward Plan Reference E3394 delegated the decision to:

- a) **agree the proposed shortlists to be taken forward to preliminary design and engagement; and**
- b) **following preliminary design and engagement and final design and consultation, implement the shortlisted interventions;**

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 Make a decision to proceed with the shortlist of interventions set out in paragraphs 3.8 and 3.9, now taking them forward to preliminary design and engagement.
- 2.2 Note that the proposed shortlist is based on work done with these communities to first identify their needs and then co-design potential solutions to address those needs, as summarised in Appendix A.
- 2.3 Note that the proposed shortlist was next subject to technical review, both in terms of alignment with the Liveable Neighbourhoods strategy and other factors such as cost, practicalities and timelines, as summarised in Appendix B.

- 2.4 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 proposals.
- 2.5 Note the opportunity to 'fast track' the shortlisted interventions set out in paragraph 3.12.
- 2.6 Note that the ability to proceed is subject to funding being available for the design, engagement, consultation and implementation work required because of this decision.

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. 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. The responses helped to identify their needs and the issues to be addressed.
- 3.4 Co-design workshops for all 15 areas then took place between May and July 2022. Residents who had opted to be part of the co-design process or kept informed of the programme (during earlier engagements) were invited to attend. The opportunity was also promoted online and in the community. At the workshops, residents discussed the needs and issues that had been raised by their wider community during the previous engagement. These issues included anti-social driving, speeding, and a lack of safe crossings (among others). Residents then suggested a range of potential solutions to help.
- 3.5 Shortly after the workshops, the attendees were invited back to view the outcomes and to check that their ideas were accurately represented as icons on a map. These maps were displayed at exhibitions for each of the 15 areas between August and September 2022. At the exhibitions (and via email) the workshop attendees, plus those that asked to be kept involved in the programme, were asked to review the longlist of potential solutions that had been put forward for the original application area. They were also asked to prioritise the measures that would most benefit their communities. The invitation was also extended to their friends and family. Their feedback is presented in Appendix A.
- 3.6 The measures prioritised by residents were then subject to technical review by the project team, both in terms of alignment with the Liveable Neighbourhoods strategy and other factors such as cost, practicalities and timelines. This outcome of this review is presented in Appendix B.

3.7 The project team then referenced the summary list of potential interventions in Appendix B back to the original application put forward by the ward councillor in Spring 2021 which sought to:

- a) Reduce traffic speeds through Temple Cloud; and**
- b) Improve pedestrian safety, amenity and connectivity in the village.**

3.8 Using these objectives as a basis, the following shortlist has been developed:

- a) Improvements to the footpath between Temple Cloud and Clutton;**
- b) Provision of benches and other furniture around Temple Cloud Playing Field;**
- c) Pedestrian priority crossings on Temple Inn Lane;**
- d) A controlled crossing on the A37 in the South of the village;**
- e) Improvements to the footpath between Cameley Surgery and the north of the village (Camley Surgery to Village Hall);**
- f) The provision of street lighting along the St Barnabas' Church footpath and Brandown Close;**
- g) A reduced speed limit of 30mph through Temple Bridge;**
- h) A community gateway at the Temple Inn Lane entrance to the village; and**
- i) Link Temple Cloud to Temple Bridge to help facilitate a circular route and better connectivity.**

3.9 In addition, the ward councillor has requested that the following interventions are brought forward into the shortlist to address traffic speeds through the village and further improve pedestrian safety, amenity and connectivity:

- a) Extend the 30mph speed limit on Temple Inn Lane; and**
- b) Improvements to the footpath between the north-east and south of the village (Eastcourt Road to Village Hall).**

3.10 Where an intervention is marked as 'integrated into other programmes' in Appendix B, it will not be taken forward as part of this programme but will be shared with other council departments, the police, ward/parish councils and community groups for adding into their programmes. Examples include hedge, footway and carriageway maintenance, parking and speed enforcement (including speed cameras), traffic calming measures, electric bike hire, EV charging points and car club provision. New cycle routes are being taken forward under the Active Travel programme. The programme is also unable to provide funding towards community initiatives such as the pump track.

3.11 The report in Appendix B also sets out where statutory consultation is not required due to the nature of the proposed intervention, or where implementation could potentially proceed under an ETRO, or 21-day Notice. An ETRO will allow

people to have their say while experiencing the measure as a trial for minimum of six months. Installing a measure with 21-Day Notice will allow people to comment for 21 days before the measure is permanently installed (see also section 4).

3.12 Based on feedback from the December 2021 engagement and the co-design workshop and exhibition, the following interventions from the shortlist are considered to be non-contentious or already well supported and have been identified as 'fast track' interventions:

- a) Improvement to the footpath between Cameley Surgery and the north of the village (Camley Surgery to Village Hall);**
- b) Improvements to the footpath between the north-east and south of the village (Eastcourt Road to Village Hall); and**
- c) The provision of street lighting along the St Barnabas' Church footpath and Brandown Close.**

3.13 The next step is to continue progressing the design development work. This may result in further changes to the shortlist and 'fast track' interventions. For example, a new footpath may involve obtaining rights across land owned by others that the landowner is unwilling to provide. In addition, some interventions may be discontinued in favour of other interventions in the shortlist or combined. The nature of the interventions may also change as feedback is received from residents and others when the project team engage and consult the wider public on the interventions (either in advance on the designs, or as part of an ETRO or 21-Day Notice).

3.14 Where appropriate, interventions will be monitored and evaluated, with baseline data obtained in advance of their implementation. Traffic monitoring will be carried out before and during implementation to understand how traffic adapts to the proposed interventions and to evaluate any impact on the network.

4 STATUTORY CONSIDERATIONS

4.1 In paragraph 3.12 the report identifies 'fast track' interventions that have been assessed as 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 under an ETRO or 21-Day Notice.

4.2 An ETRO can be implemented seven days after the Notice of Making is published. The process allows consultation to be undertaken while the scheme is trialled, allowing further feedback and objections to be collected while 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 The funding allocated to implement the Liveable Neighbourhoods programme and associated Resident's Parking Zone improvements comprises:

- £6m allocation secured through the City Region Sustainable Transport Settlement, of which WECA Grant is £5m and £1m is match funding required from B&NES to meet its 20% minimum requirement for local contribution.
- The £1m match funding is to come from £2.2m supported borrowing allocation confirmed in the Council's Capital Programme in February 2022 budget setting,
- Total funding approved to date is £3.2m, which includes further 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 WECA Grant and future borrowing funded by Resident Parking Zone income.

5.2 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 Resident's Parking Zones. WECA will fund £440K towards scheme development and design and then once the Full Business Case (FBC) is submitted and approved 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.

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. The risk register is reviewed at the monthly project board meetings.

6.2 The funding allocated is unlikely to be sufficient to deliver all the shortlisted intervention across the 15 areas. However, this risk will be addressed by both prioritising the interventions with the greatest local impact for initial delivery, and seeking alternative funding sources.

6.3 One source of funds already identified is increased borrowing supported by income generated from the seven new Resident's Parking Zones. This will be used to repay the estimated £630K RPZ implementation costs if required and is sufficient to restore the £1m match funding contribution if required.

6.4 As with all schemes that incur design, engagement and consultation costs prior to submitting an FBC, there is risk of revenue revision until implementation. However, this is considered a low risk as the deliverability of the designed schemes, funded in part by the CRSTS programme, will be attractive for alternative funding.

6.5 Where a 'fast track' item has been assessed as 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 under an ETRO or 21-Day Notice (see also section 4).

- 6.6 The aim is that ‘fast track’ interventions will proceed straight through preliminary and final design to implementation without the usual informal engagement step at the preliminary design stage. This is legally acceptable and allows us to implement measures quickly that improve residents’ health, safety, and wellbeing (as outlined in the Liveable Neighbourhoods strategy). That said, there are significant benefits to engaging the wider public on the preliminary designs. This includes the opportunity to talk to people about the wider aims of the programme, why it is needed, how the interventions were brought forward, and potential behaviour changes that residents may be able to make to improve their neighbourhoods.

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 None.

10 CONSULTATION

- 10.1 The consultation, engagement and co-design undertaken to date is set out in section 3. There will be further engagement and consultation on the proposed shortlist, either in advance on the designs, or as part of an ETRO or 21-Day Notice. A wide public engagement is now planned for Summer 2023.

- 10.2 In line with paragraph 1.1, consultation has been undertaken with the Directors of Sustainable Communities and Place Management, together with cabinet members and ward councillors.

- 10.3 This report has also been agreed by the S151 Officer and Monitoring Officer.

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| Contact person | Joanna Sammons , Assistant Transportation Planner |
| Background papers | None. |

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