

Bath & North East Somerset Council

MEETING/ DECISION MAKER:	Cllr Sarah Warren, Cabinet Member for Climate & Sustainable Travel	
MEETING/ DECISION DATE:	On or after 11th March 2023	EXECUTIVE FORWARD PLAN REFERENCE:
		E 3448
TITLE:	A37 Whitchurch Crossing	
WARD:	Publow with Whitchurch and Saltford	
AN OPEN PUBLIC ITEM		
List of attachments to this report: Appendix A – Area 03 - A37 Whitchurch Village Pilot Scheme Report (AECOM) Appendix B – Liveable Neighbourhoods Pilot Schemes A37 Whitchurch Village (AECOM)		

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.

- 1.2 Executive Forward Plan Reference [E3404](#) agreed the proposed shortlist to be taken forward to preliminary design and engagement. As part of this report it was also agreed to 'fast track' the measures comprising the proposed A37 crossing.
- 1.3 The preliminary design and engagement on the measures comprising the proposed A37 crossing is now complete, and there is a desire to proceed to final design, consultation and implementation.

2 RECOMMENDATION

The Cabinet member is asked to:

- 2.1 Make a decision to proceed to final design, consultation and implementation for the measures comprising the proposed A37 crossing.

- 2.2 Approve advertising a Notice of Intent in relation to the proposed controlled crossing, informing the public of the proposals. Subject to any objections or representations received, approve officers to proceed to a Notice of Construction.
- 2.3 Approve the spend for this phase of the programme, which is in part covered by a Community Infrastructure Levy (CIL) contribution of £338,310.

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. The Whitchurch Village application, which included a request to provide a safe crossing over the A37, was submitted in February 2021.
- 3.3 In June 2021, 15 areas were identified as places where a first phase of Liveable Neighbourhoods could start.
- 3.4 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.
- 3.5 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.
- 3.6 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 the [Co-design Workshop Report 2 \(Prioritisation\) for Whitchurch Village and Queen Charlton](#).
- 3.7 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 the [Recommendation Report for Whitchurch Village and Queen Charlton](#).

- 3.8 The project team then referenced the summary list of potential interventions in the recommendation report back to the original applications put forward by ward councillors in Spring 2021 to ensure that the package of interventions satisfied the aims of the original proposals.
- 3.9 Based on feedback from the December 2021 engagement and the co-design workshop and exhibition, a number of interventions were considered to be non-contentious or already well supported and were identified as 'fast track' interventions (along with the [modal filter on Queen Charlton Lane](#)).
- 3.10 These interventions were:
- a) Improved pedestrian crossing and access between the southbound bus stop and play park;**
 - b) Widen the existing shared cycleway/footway along the A37; and**
 - c) Narrowing of the junction at Norton Lane.**
- 3.11 Together these interventions fulfil the objective of providing a safe crossing over the A37, and at the request of the Publow with Whitchurch ward councillor a preliminary design has already been developed.
- 3.12 Following on from this preliminary design work, the next step is to progress the detailed design, consultation and implementation phase. This may result in changes to the design as included at Appendix B as design development progresses.
- 3.13 If appropriate the scheme will be monitored and evaluated, with baseline data obtained in advance of its implementation.

4 STATUTORY CONSIDERATIONS

- 4.1 In paragraph 3.10 the report identifies a number of 'fast track' interventions that have been assessed as non-contentious and already well supported, and where implementation can proceed under a 21-Day Notice.
- 4.2 The 21-Day Notice procedure is similar to a normal TRO however a Notice of Construction is produced rather than an Order for sealing.
- 4.3 Informal consultation first takes place with the local Ward Members, Cabinet Member for Transport and the police. Following this the Director of Place Management and the Traffic Management & Network Manager then sign off the report allowing it to proceed to the public consultation stage where a Notice of Intent is advertised for 21 days.
- 4.4 Any feedback received is then included within the final report to be signed off and approved by the Director of Place Management and the Traffic Management & Network Manager
- 4.5 Once approved a Notice of Construction under section 23 of the Road Traffic Regulation Act 1984 is created and published. This Notice of Construction forms the Order under this procedure.

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:
- 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&NES to meet its 20% minimum requirement for local contribution.
 - 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.
 - 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.
- 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 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.
- 5.3 The report in Appendix A notes that the cost of the works is estimated to be approximately £512,000, including a 10% contingency allowance.

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 a Full Business Case, 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.

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 detailed design. A wide public engagement is 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.

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