

# Bath & North East Somerset Council

DECISION MAKER:	Cllr Manda Rigby, Cabinet Member for Highways	
DECISION DATE:	Not before 16 December 2023	EXECUTIVE FORWARD PLAN REFERENCE:
		E 3494
TITLE:	Liveable Neighbourhoods: formalisation of a one-way in Charmouth Road, Lyme Road and Lyme Gardens	
WARD:	Newbridge	
<b>AN OPEN PUBLIC ITEM</b>		
<b>List of attachments to this report:</b> <b>Appendix A-</b> Summary of Liveable Neighbourhood Experimental Traffic Regulation Orders (ETROs) being introduced in 2024 <a href="#">Appendix B- Lyme Road and Charmouth Road Co-development Workshop</a>		

## 1 THE ISSUE

- 1.1 The Liveable Neighbourhood Strategy was approved in December 2020, and applications were subsequently sought for Liveable Neighbourhood schemes and Residents' Parking Zones in communities throughout Bath and North East Somerset.
- 1.2 Following the introduction of 3 Liveable Neighbourhood trial schemes in 2022, the Council has identified a further 3 Liveable Neighbourhood areas, featuring 5 shortlisted measures suitable for trialling from Spring 2024. These areas are Lower Lansdown, Sydney Road and New Sydney Place and Lyme Road and Charmouth Road area (Appendix A).
- 1.3 The proposed trial for Lyme Road and Charmouth Road area includes a formalisation of a one-way in Charmouth Road, Lyme Road and Lyme Gardens.

## 2 RECOMMENDATION

**The Cabinet member is asked to;**

- 2.1 Note the support identified in the Lyme Road and Charmouth Road Area Co-development Workshop during the Liveable Neighbourhood co-design process, which suggested the need to reduce congestion by formalising the one-way loop around Charmouth Road, Lyme Road and Lyme Gardens.

- 2.2 Make a decision using an Experimental Traffic Regulation Order (ETRO) to proceed with the implementation of a trial one-way loop around Charmouth Road, Lyme Road and Lyme Gardens.
- 2.3 Note the intention to proceed at pace with the implementation of the trial as soon as this decision and the subsequent ETRO have been made.
- 2.4 Note that the total grant award from the West of England Mayoral Combined Authority will be £736k for five proposed ETRO schemes mentioned in para 1.2.
- 2.5 Delegate approval to the Director of Sustainable Communities, in consultation with the s151 officer, to accept the grant from the West of England Mayoral Combined Authority when it is provided and specifically approve an increase to the capital budget for Liveable Neighbourhoods by £118.2k for this decision. Until this point, the incurred costs will be met with funds earmarked from the Council's own local match contribution.

### **3 THE REPORT**

- 3.1 The Liveable Neighbourhood Strategy was approved in December 2020, and applications were subsequently sought for Liveable Neighbourhood schemes and Residents' Parking Zones in communities throughout B&NES.
- 3.2 Of the applications received, 15 areas were chosen for Liveable Neighbourhood schemes and communities were consulted in 2021 seeking ideas for improvement to their areas being put forward by residents themselves during public engagement and co-design workshops to address the issues they commonly experience.
- 3.3 During the summer of 2023, preliminary designs were prepared for 15 Liveable Neighbourhoods, drawing on the outcomes of co-development workshops and a shortlisting exercise. These preliminary designs set out the overall ambition for the 15 areas but will remain draft until:
  - The West of England Mayoral Combined Authority approves the final business case.
  - B&NES has secured the available funding from the City Regional Sustainable Transport Settlement (CRSTS) fund to which the Council is required to make a minimum 20% match contribution.
- 3.4 Officers have identified three Liveable Neighbourhood areas which feature shortlisted measures suitable for trialling from Spring 2024. Potential trials (and variations on these trials/measures) have been assessed using the following criteria:
  - To what extent the proposed intervention addresses the feedback from the initial consultation and co-design workshops.
  - Their overall suitability for implementation as a trial scheme
  - Broad estimates for the cost of trial implementation (based on previous projects)
  - How long the trial would take to implement (priority given to those that can be implemented quickly)

- 3.5 The proposed trial for Lyme Road and Charmouth Road area includes the formalisation of a one-way loop to reduce congestion on the residential roads surrounding Newbridge School. All motorised traffic for Charmouth Road, Lyme Road and Lyme Gardens would enter the area from the Charmouth Road junction with Newbridge Road (A4), travel west along Lyme Road, and south along Lyme gardens to exit the area.
- 3.6 Vehicle access to the homes and Newbridge School would be retained by following the one-way system. The short section at the north of Charmouth Road and Lyme Gardens (beyond the junction with Lyme Road) would remain two way (for access to homes and the school).
- 3.7 Cyclists would be able to travel in both directions with access from either Charmouth Road or Lyme gardens from Newbridge Road. Short sections of cycle lane would support their access and signage would alert motorists to consider cyclists travelling in both directions. To improve visibility, up to five parking spaces in the area would be removed.

#### **4 STATUTORY CONSIDERATIONS**

- 4.1 In parallel with this decision to implement the proposed trials, the necessary ETROs are being progressed to ensure implementation as soon as a decision is made.
- 4.2 The process allows consultation to be undertaken whilst the schemes are trialled, allowing further feedback and objections to be collected whilst the trial schemes are 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 Traffic Regulation Order (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 CRSTS fund. The Council has requested early release of funding amounting to £736k, prior to the approval of the full business case for the wider schemes, so that the trials mentioned in this report can be progressed at pace. The grant offer approval from West of England Mayoral Combined Authority is currently pending; in the meantime, local match funding contribution will be used to cashflow these works, ahead of this formal approval.
- 5.2 Total budget allocated for the wider Liveable Neighbourhood programme is £7.2m, of which £4.7m is funded by CRSTS grant and £2.5m is made up of contributions from B&NES Council. Budget allocated for feasibility and design of schemes to reach full business case stage is £1.9m. The remaining £5.3m is

available to deliver the wider Liveable Neighbourhood programme when the full business case is approved and the allocation of £736k will be drawn down from this amount.

- 5.3 If the schemes are not made permanent, these costs would no longer be eligible for CRSTS grant, in which case the Council would need to find other sources of match funding.
- 5.4 The £736k approval is for five proposed schemes; the value linked specifically to this scheme is £118.2k.

## **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 A key risk is that the one-way loop increases vehicle speed, however a mitigation is that the route consists of relatively short stretches of road where width and visibility are reduced by parked cars. Baseline monitoring, including the collection of vehicle speeds, will be included as part of the trial and repeated following implementation, if the decision is made to implement the scheme.

## **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 currently under review. When available it will be published here <https://beta.bathnes.gov.uk/equality-impact-assessments>
- 7.3 In addition, a specific equalities impact assessment is being developed for this scheme and will be updated as the trial progresses.

## **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 An alternative option of the one-way loop following a clockwise direction from Lyme Gardens, Lyme Road and Charmouth Road was considered, however following consultation with local members and monitoring it was confirmed that the preferred traffic direction is an anti-clockwise direction from Charmouth Road, Lyme Road and Lyme Gardens.

## **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>	Cathryn Brown, Senior Project Manager
<b>Background papers</b>	<a href="#">Cabinet report E3238 'Liveable Neighbourhoods- adoption of Liveable Neighbourhoods Strategy' dated 10/12/2020.</a> <a href="#">Cabinet report E3285 'Liveable Neighbourhoods- agree priority areas for Liveable Neighbourhoods dated 23/06/2021.</a>
<b>Please contact the report author if you need to access this report in an alternative format</b>	