

# Bath & North East Somerset Council

MEETING:	<b>Climate Emergency &amp; Sustainability Scrutiny Panel</b>	
MEETING DATE:	<b>11 January 2024</b>	EXECUTIVE FORWARD PLAN REFERENCE:
		<b>Not applicable</b>
TITLE:	<b>Liveable Neighbourhoods update</b>	
WARD:	Multiple	
<b>AN OPEN PUBLIC ITEM</b>		
<b>List of attachments to this report:</b> Appendix 1: Record of Liveable Neighbourhood decisions		

## 1 RECOMMENDATION

**The Climate Emergency & Sustainability Scrutiny Panel is asked to;**

- 1.1 Note the update to the Panel on the Liveable Neighbourhoods programme.

## 2 THE REPORT

- 2.1 The aim of the Liveable Neighbourhood programme is to improve residential streets and encourage safe, active and more sustainable forms of travel, such as walking, wheeling and cycling. Typical improvements suggested by communities through our co-design approach include through-traffic restrictions where residential roads are used excessively by motorists as short cuts or better crossings on busy roads and walk to school routes.
- 2.2 The Liveable Neighbourhood Strategy and the adoption of priority areas for Liveable Neighbourhoods were agreed in 2020 and 2021 respectively. Appendix 1 outlines the decisions which have been made with respect to the Liveable Neighbourhoods programme.
- 2.3 **Our existing Liveable Neighbourhood trials:**
- 2.4 Following on from the adoption of the Liveable Neighbourhood Strategy, 3 trial schemes were introduced in November 2022 using Experimental Traffic Regulation Orders (ETROs). The schemes are located in:

[Southlands, Weston](#)

[Church Street, Widcombe,](#) and

[Queen Charlton Lane, Whitchurch Village](#)

An ETRO allows the Council to test a scheme and allow the public to experience the impacts. A minimum 6-month public consultation must take place and during this time the Council should seek feedback from local residents and businesses, whilst also monitoring any impacts on traffic and air quality in the local area.

- 2.5 A decision on whether to remove the trial schemes or make them permanent must be made within 18 months of their start, considering traffic and air quality impacts, public feedback, and relevant council policy.
- 2.6 The schemes have now been in place for over a year and information and data, in the form of public surveys, traffic monitoring data and air quality data has been collected during this time. The Council is now able to start the decision-making process to determine if the schemes should be made permanent. This will be achieved through a Single Member Decision report followed up by a statutory process to determine if the Experimental Traffic Regulation Order should be converted into a Traffic Regulation for each scheme, thus making the scheme permanent. Single Member Decision reports for each of the above-mentioned schemes have been added to the Forward Plan and reports will be published on Friday 12 January 2024.
- 2.7 **Proposed Liveable Neighbourhood trials for Spring 2024:**
- 2.8 Following on from significant consultation and co-design already conducted with the local community as part of the Liveable Neighbourhood programme, 5 more measures have been identified for trials using the mechanism of an ETRO.
- 2.9 The trials were chosen because of their ability to tackle through traffic and create more opportunities for walking and cycling. The measures are also very suitable for trialling and can be easily installed to let residents benefit from the consultation and co-design completed in 2022. Additionally, there was strong community support for these measures during consultation and co-design workshops.
- 2.10 The proposed ETROS are described [here](#).
- 2.11 The communities in the vicinity of the 5 proposed ETROs have received more detailed information during December via letter and Single Member Decisions are in progress to decide if the ETROs should proceed.
- 2.12 **Development of the Liveable Neighbourhood Full Business Case**
- 2.13 The delivery of the wider Liveable Neighbourhood schemes is predicated on the successful submission of a Full Business Case (FBC) to the West of England Mayoral Combined Authority (MCA) to access a grant of £4.7m from the City Regional Sustainable Transport (CRSTS) Fund.
- 2.14 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 development of the strategy, co-design, engagement, delivery of three Liveable Neighbourhood trials, 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 FBC is approved and an allocation of £736k from this has been released early to enable the Council to progress the 5 proposed Liveable Neighbourhood ETRO schemes described in para 2.7-2.11 (if agreed).

- 2.15 As the available remaining funding will not be sufficient to deliver all 15 Liveable Neighbourhoods in their entirety, a prioritisation exercise has been taking place to identify those measures which should be included in the FBC submission, led by the Cabinet Project Lead for Liveable Neighbourhoods in consultation with the Cabinet Member for Highways. This is being completed in accordance with guidance from the MCA on benefit cost ratio scoring to ensure that the FBC is robust and will achieve sufficient funding to deliver the desired outcomes. It is also possible that other funding streams could be utilised to deliver measures within Liveable Neighbourhoods outside of the CRSTS process i.e., the Transport Improvement Programme.
- 2.16 Engagement with ward members for each of the Liveable Neighbourhood areas has taken place to further understand local priorities and issues, and which interventions would be most likely to address these. The final submitted list in the FBC will be based on this engagement along with consideration of affordability, feasibility and benefit cost ratio requirements to release the funding as well as whether some interventions are being delivered outside of the LN programme.
- 2.17 As of the time of submission of this report, the prioritisation process is still ongoing with a target completion date of January 2024.
- 2.18 **The next phase of the Liveable Neighbourhood Programme:**
- 2.19 Subject to availability, future funding will be utilised to deliver interventions in those Liveable Neighbourhood areas that were not progressed in the FBC, or those where it was only possible to partially deliver interventions, subject to further engagement with ward councillors, affordability and benefit cost ratio scoring.
- 2.20 Beyond the delivery of these remaining schemes, it is anticipated that a pipeline of future schemes will be developed over the coming years in areas that were not chosen for the initial 15 Liveable Neighbourhoods.

<b>Contact person</b>	Cllr Manda Rigby, Cabinet Member for Highways
<b>Background papers</b>	<a href="#">Cabinet report E3238 'Liveable Neighbourhoods- adoption of Liveable Neighbourhoods Strategy' dated 10/12/2020.</a>
<b>Please contact the report author if you need to access this report in an alternative format</b>	