

Bath & North East Somerset Council

DECISION MAKER:	Cllr Manda Rigby, Cabinet Member for Highways		
DECISION DATE:	Not before 20 January 2024	EXECUTIVE FORWARD PLAN REFERENCE:	
		E	3505
TITLE:	Liveable Neighbourhoods: Church Street Traffic Regulation Order		
WARD:	Widcombe		
AN OPEN PUBLIC ITEM			
List of attachments to this report:			
Appendix A – Church Street Through-traffic restriction trial 2022-2023 Traffic monitoring data report			
Appendix B – Air Quality Monitoring Report December 2022 – May 2023 Liveable Neighbourhoods Pilot Scheme.			
Appendix C – Church Street Through-traffic restriction Trial Experimental Traffic Regulation Order (ETRO) consultation report (November 2022 – June 2023)			
Appendix D – Church Street Through-traffic restriction trial 2022/2023 Resident’s detailed end-point survey report			
Appendix E - Church Street Experimental Traffic Regulation Order: Summary of key outcomes			

1 THE ISSUE

- 1.1 The Liveable Neighbourhood Strategy was approved in December 2020 (through cabinet report [E3238](#)), and applications were subsequently sought for Liveable Neighbourhood schemes and Residents’ Parking Zones in communities throughout Bath and North East Somerset (B&NES).
- 1.2 In November 2022, three Liveable Neighbourhood through-traffic restriction trial [schemes](#) were introduced in Queen Charlton Lane (Saltford ward) Southlands (Weston ward) and Church Street (Widcombe ward) using Experimental Traffic Regulations Orders (ETROs).
- 1.3 A public consultation was completed during the formal objection period of six months from launch. In addition, traffic and air quality monitoring has been completed together with a further end-point survey of residents living near the trial. Following collation and analysis of this feedback and data, a decision must now be made on whether the trials should be made permanent.

1.4 This report relates to the Church Street through-traffic restriction.

2 RECOMMENDATIONS

The Cabinet member is asked to;

- 2.1 Note the information provided in the above appendices relating to the public responses and traffic and air quality monitoring and, in particular, Appendix E: Summary of Key Outcomes.
- 2.2 Based upon the above information, confirm the support of the Cabinet Member to make the scheme permanent as soon as possible. If support is given, this will be reflected within the formal statutory ETRO decision-making process, noting that final sign-off is via a delegated decision made by the Director of Place Management within which the Cabinet member and ward members will have the opportunity to give formal comment.
- 2.3 Delegate to the Director of Sustainable Communities, Director of Place Management and s.151 officer to release funding so that the process for the ETRO decision-making can be initiated from the Council's own match funded contribution. In doing so, approve an increase to the capital budget for Liveable Neighbourhoods by £13.7k. The incurred costs will be met with funds from the Council's City Regional Sustainable Travel Scheme (CRSTS) local match contribution.
- 2.4 Subject to the outcome of the ETRO decision-making process, delegate to the Director of Sustainable Communities, Director of Place Management and s.151 officer to allow funds to be released from the Mayoral Combined Authority CRSTS grant to install infrastructure to make the scheme permanent.

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 48 communities applied, via their ward councillors, to become a Liveable Neighbourhood between February and May 2021. In June 2021, of the applications received, 15 areas were chosen for Liveable Neighbourhood [schemes](#). Communities were further 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 Following this public engagement feedback, some potential modal filters (i.e., restrictions on vehicular through traffic) were identified in 2022 as possible pilot interventions offering 'quick wins' for communities. Identifying a scheme as a pilot intervention meant that design work could be expedited, enabling some interventions to be implemented in advance of others. The pilot interventions initially selected were:
 - Queen Charlton Lane
 - Southlands, Bath
 - Church Street, Bath

- Royal Victoria Park, Bath
 - Cork Street & Tennyson Road, Bath
- 3.4 Working with ward members, these pilot scheme locations were identified as places where residents had expressed high levels of support for vehicle restrictions to tackle anti-social driving, speeding and through traffic.
- 3.5 Engagement took place on four of the proposed pilot interventions during August 2022 (following this engagement, the scheme in Royal Victoria Park was not taken forward). A letter was sent to all households in the local area informing residents of the proposal to trial a through-traffic restriction. A paper copy of the feedback form was available on request. The engagement reports are available from the council web pages at <https://beta.bathnes.gov.uk/through-traffic-restriction-etro-consultation-current> (see the ETRO consultation page and project timeline). A decision was taken to proceed with three of the four proposals (Cork Street and Tennyson did not proceed) and the three pilot interventions in Queen Charlton Lane, Southlands and Church Street were all introduced in November 2022.
- 3.6 Before and during the ETRO period, air quality monitoring was carried out in the Southlands and Church Street areas and traffic monitoring in all three areas. In all three areas two surveys were conducted with residents; a public consultation survey carried out over the first six months of the trial from November 2022 until May 2023 and an end point survey conducted with local residents in September/October 2023. The survey work and data capture took place at the following times:
- **Air Quality-** initial baseline monitoring was completed between July 2022 and November 2022 and post installation monitoring has continued into 2023. Note: the air quality around the through-traffic restriction trial installed on Queen Charlton Lane, Whitchurch was not monitored because the area lies outside of Bath and is not in an area with high levels of pollution.
 - **Traffic monitoring-** initial baseline data collection was completed in October 2022 with post installation data collected in April 2023 and October 2023.
 - **Residents Surveys-** the ETRO public consultation period from November 2022-June 2023 (extended from six months due to the pre-election period around the local elections), and the end point survey that took place from September-October 2023.
- 3.7 A summary document reviewing the key outcomes of all the feedback and data collection has been produced (Appendix E). This reviews the main outcomes from the surveys and monitoring reports carried out during the through-traffic restriction trial on Church Street.

4 STATUTORY CONSIDERATIONS

- 4.1 This scheme has been introduced using a ETRO which has allowed consultation to be undertaken whilst the scheme is trialled. 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.

- 4.2 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.
- 4.3 It must be noted that whilst Cabinet Member support is a key part of the decision-making process, there are other factors that influence the decision and final confirmation cannot be given until the statutory process referred to in para 4.1 is completed.

5 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

- 5.1 Funding to implement the Liveable Neighbourhoods programme has been allocated through the CRSTS grant. Total budget allocated for the wider Liveable Neighbourhood programme is £7.2m; £4.7m is funded by both CRSTS grant and another Combined Mayoral Authority sourced grant. The remaining £2.5m is made up of B&NES contributions.
- 5.2 To date, 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 £4.6m of funding is earmarked for scheme delivery, pending approval of the Full Business Case (FBC) which is intended for 2024. An early allocation of £736k has been secured from the MCA to implement a series of five ETRO's in 2024.
- 5.3 In order to fund the commencement of the ETRO process, costs will need to be drawn down before mid-April 2024. For the Church Street scheme, the cost of this process is identified as £13,679. This will be funded from the delivery budget of £4.6m using the B&NES local match contribution.
- 5.4 Subject to the outcome of the ETRO process, the infrastructure costs (to include, but not limited to, signage and bollards) to make the scheme permanent will be funded from the CRSTS grant, upon approval of the FBC by the Combined Mayoral Authority.
- 5.5 For the Church Street scheme, the cost to make the scheme permanent is estimated to be £9,000.
- 5.6 Should this scheme not be approved within the FBC, these costs no longer be eligible for the CRSTS grant funding. In which case the Council would need to find other sources of CRSTS 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.
- 6.2 A key risk is that the scheme displaces traffic and has a negative impact on other parts of the transport network. Traffic monitoring will therefore be carried out at set intervals post implementation to evaluate any impact on the network.
- 6.3 One of the other key risks is revenue reversion should the scheme be prevented from becoming permanent. In addition to the revenue reversion there is the reputational damage that would occur from removal of the scheme and associated rectification of the installation site to its original state.
- 6.4 Another risk is the opportunity cost if we don't proceed with the commencement of the ETRO process, as this could have an impact on the wider FBC for Liveable Neighbourhood delivery. The mitigation for this is to proceed with the ETRO process within the 18-month deadline referred to in para 4.1.

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 has been developed and is currently being reviewed. When available, it will be published on the above webpages.

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 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.

Contact person	<p>Cathryn Brown, Senior Project Manager</p> <p>Cathryn_Brown@bathnes.gov.uk</p> <p>Tom Foster, Head of Delivery and Transformation</p> <p>Tom_Foster@bathnes.gov.uk</p>
Background papers	<p>Cabinet report E3238 'Liveable Neighbourhoods- adoption of Liveable Neighbourhoods Strategy' dated 10/12/2020.</p> <p>Single Member Decision report E3508 Church Street Pilot scheme</p>
<p>Please contact the report author if you need to access this report in an alternative format</p>	