

## Climate Scrutiny Panel - 11th January 2024

The £7.2m BaNES Liveable Neighbourhoods program is identified in the 6th October 2023 WECA Transport Report as the B&NES LTN (Low Traffic Neighbourhood) Program and is marked for completion by May 2026.

		OBC		FBC		Construction	
		Base	Revised	Base	Revised	Base	Revised
SGC LTN Yate	SGC	N/A	Skip	Oct 2025	Oct 2025	Sept 2025	Oct 2026
B&NES LTN	B&NES	N/A	Skip	Aug 2022	Feb 2024	Mar 2025	May 2026

[WEST OF ENGLAND MAYORAL COMBINED AUTHORITY COMMITTEE DATE: 6 OCTOBER 2023](#)  
[REPORT TITLE: TRANSPORT INFRASTRUCTURE PR](#)

[\[https://westofengland-ca.moderngov.co.uk/documents/s7333/06.%204DG%20Transport%20Infrastructure%20DG%20Final.pdf\]](https://westofengland-ca.moderngov.co.uk/documents/s7333/06.%204DG%20Transport%20Infrastructure%20DG%20Final.pdf) )

Given Experimental Traffic Regulation Order trials (ETROs) typically run for 12 months, and allowing a short time for physical on-site works, **by Q1 2025, all BaNES LTN ETRO trials need to have started.**

The BaNES Liveable Neighbourhood program launched in 2021 and has delivered three trials in 3 years. It has now announced 4 more LTNs. The CRSTS1 program ends March 2027. Any unspent funds are required to be returned to the DfT. It is very much a 'use it or lose it' situation. It is unclear that the council is capable of spending the available DfT funding by then.

At the 6th October 2023 WECA Committee meeting I highlighted certain elements of the CRSTS1 program that are high risk. These include the M32 Sustainable Transport Corridor cancellation which alone is likely to release some £47.72M This gives BaNES council opportunities to get "a bigger share of the CRSTS1 pie" as WECA begins scrambling round to find shovel ready schemes in late 2025 to ensure that it doesn't return money to the DfT thereby potentially adversely impacting its CRSTS2 (2027-2032) allocation.

The concerns that the panel is invited to address or raise with council officials are:

- 1) Ensure the administration launches at least 10 LTN trials by the end of April 2024. It is generally recommended that trials start in spring so residents experience them over the summer.
- 2) Require a spending road map from the administration to ensure that £7.2m is spent by May 2026 with the ability to accelerate delivery to take advantage of high risk CRSTS1 elements likely to be cancelled. Commit to 15 LTN trials, but have **all** 24 outstanding LTN candidates 'shovel ready'.
- 3) Implement a less onerous LTN delivery pipeline. ETROs are a recognised form of public consultation. The administration's costly LTN over-consultation is creating risk to the implementation "burn rate".
- 4) CRSTS2 runs April 2027 to March 2032 and will include an LTN program. Recognise the council has an 8 year LTN delivery program, not one that ends in May 2026, and this needs clearly communicating and planning for at all levels within the council and the public.

LTNs truly transform residential areas and increase travel choices for all ages and abilities, particularly giving children travel independence. Let us collectively do our very best to ensure we implement as many as we can within current resources and ensure best use is made of all available funding.