

Single Member Cabinet Decision

Executive
Forward Plan
Reference

E 3504

Liveable Neighbourhoods: Queen Charlton Lane Traffic Regulation Order (TRO)

Decision maker/s	Cllr Manda Rigby, Cabinet Member for Highways
The Issue	<p>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).</p> <p>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).</p> <p>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 with 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.</p> <p>This report relates to the Queen Charlton Lane through-traffic restriction.</p>
Decision Date	26th January 2024
The decision	<p>The Cabinet Member agrees to:</p> <p>Note the information provided in the attached appendices relating to the public response and traffic and air quality monitoring and, in particular, Appendix D: Summary of Key Outcomes.</p> <p>Based upon the above information, confirm support to make the scheme permanent as soon as possible. This will be reflected within the formal statutory ETRO decision-making process, noting that the 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.</p> <p>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</p>

	<p>City Regional Sustainable Transport Scheme (CRSTS) local match contribution.</p> <p>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.</p>
Rationale for decision	To enable the project to maintain its current timetable and deliver maximum benefit and value to the community as soon as possible.
Financial and budget implications	<p>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 CRSTS grant and another Mayoral Combined Authority (MCA) sourced grant. The remaining £2.5m is made up of B&NES contributions.</p> <p>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.</p> <p>In order to fund the commencement of the ETRO decision-making process, costs will need to be drawn down before mid-April 2024. For the Queen Charlton Lane scheme, the cost of this process is estimated as £13,679. This will be funded from the delivery budget of £4.6m using the B&NES local match contribution.</p> <p>Subject to the outcome of the ETRO decision-making 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 Mayoral Combined Authority.</p> <p>For the Queen Charlton Lane scheme, the cost to make the scheme permanent is estimated as £9,000.</p> <p>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.</p>
Issues considered	Social Inclusion; Sustainability; Equality (age, race, disability, religion/belief, gender, sexual orientation);
Consultation undertaken	Consultation has been undertaken with the Directors of Sustainable Communities and Place Management, together with cabinet and ward members plus Section 151 Finance Officer and the Monitoring Officer.
How consultation was carried out	Via email.

Other options considered	None.
Declaration of interest by Cabinet Member(s) for decision:	None.
Any conflict of interest declared by anyone who is consulted by a Member taking the decision:	None.

Name and Signature of Decision Maker/s	Cllr Manda Rigby, Cabinet Member for Highways
Date of Signature	26 January 2024
Subject to Call-in until 5 Working days have elapsed following publication of the decision	