

Cabinet Member Briefing Note

Report Title	Climate Transport and Environment PDS
Cabinet Member	Manda Rigby
Sponsor Director	Chris Major
Meeting Date	14 th November 2024

Update from last meeting:

- **General update**

- Delivery of the extended highway improvement scheme and highway maintenance programme has made good progress. The carriageway and footway surfacing programme 90% complete for current year.
- Schemes on the Local Active Travel Safety Programme are progressing well.
- Traffic Management, Network Management, Road Safety
 - The Road Safety team continues to work on initiatives and campaigns, working with schools and partner contractors Volker Highways and Yunex Traffic.
 - Invitation to tender documentation for the procurement of a new bus stop maintenance contract has been published.
- **Local Active Travel & Safety Programme**
 - Significant programme to deliver. Consultants have been appointed to support the delivery of specific schemes to the required programme. Remaining schemes are progressing well.
 - Zebra crossing, A36 Warminster Road completed September/ October 2024.
 - Zebra crossing, Fiveways junction, Batheaston completed September/ October 2024.
 - Puffin crossing, The Batch, Batheaston completed September/ October 2024.
 - Aids to Mobility: New drop kerbs/ tactiles completed at 18 locations. Barriers removed at Peasedown St John, new pedestrian barrier at Timsbury.
 - Cycle stands implemented at Alexandra Park and Keynsham High

Street.

○ **City Centre Security**

- HVM sliding bollards at Lower Borough Walls completed and operational October 2024.
- Trial excavation works at Beau Street being carried out October/ November 2024.

○ **CRSTS Technical Approvals: Co-ordinating Technical Approval programme for CRSTS schemes/ carrying out Technical Approvals for Scholars Way, Bath Quays Links, Liveable Neighbourhoods, Bath City Centre, Bristol to Bath Strategic Corridor, BSWCL, Somer Valley Links, Midsomer Norton Cycling and Walking Links .**

○ **Highway Maintenance**

- Highway Structures – River Chew Bridge, Keynsham Parapet refurbishment completed, railing repairs on raised footway in Pulteney Road now progressing. Upper Stanton Bank Stabilisation works awaiting specialist contractor quotations
- Highway Resurfacing – Resurfacing programme completed for calendar this year, Micro Asphalt Surface Treatment schemes now all completed.
- Footway Improvements – Asphalt Concrete Programme now completed; Footway Paving progressing well, current improvements Bathwick Hill Ph 1 due to be completed early November, works at the top of Milsom Street/George Street being planned in for January 2025 .
- Machine Laid Patching Programme completed and second phase of spray injection patching completed. Road Marking Refresh Programme now completed; Street Lighting Column Replacement Programme 66% completed with remaining sites programmed for completion by end of December 24.
- Highway Drainage Programme progressing to plan, Fosse Lane completed with further works on A368 Hunstrete/Chelwood planned early November 2024..

○ **Parking**

- The new charges took effect across Bath (10p per hour) and Keynsham (10p per hour and emissions-based) car parks from Tuesday 5th November.
- MSN, Radstock and Bath on street charges will remain as they are until January 2025. The Shallows, Saltford is free of charge until 1st April and not affected at this time.

○ **Liveable Neighbourhoods programme delivery**

- LNs aim to reduce the impacts associated with excessive traffic in residential areas (including congestion, speeding, noise, and air pollution), and to create fairer access to residential roads for those that wish to walk, wheel or cycle – making easier, safer and more attractive to travel actively.
- The Full Business Case for the LN Programme was approved by the Mayoral Combined Authority (WECA) in September. This has unlocked funding of £5.2m to deliver measures which have been developed with communities since

- **Future Timeline**

- Work is underway to confirm the timeline for future schemes with high level technical works being undertaken through the end of 2024 and the start of 2025. At this time, due to the technical assessments being incomplete no decisions have been made on the detailed programme for implementation. It is anticipated that the public engagement for the next round of schemes will be scheduled to commence in the spring of 2025.

- **Lansdown ETRO**

- Following the rectification of minor procedural issues, the Lower Lansdown ETRO relating to interventions in Winifred's Lane, Catharine Place and Gay Street will be implemented from 1 November 2024.

- **Sydney Road ETRO**

- The Sydney Road Experimental Traffic Regulation Order (ETRO) is delivered, and the statutory public consultation ended on 3 October 2024. The data being collected as part of the trial is now being considered.
- As previously stated, when assessing the options for a Liveable Neighbourhood within the Sydney Road/Sydney Place area, we gathered information from Ward Councillors, a full public consultation and a co-design workshop. These processes provided a range of concerns, opportunities and potential solutions. Then the suggestions and options are assessed by our consultant using the recommended Multi Criteria Assessment Framework (MCAF) process. This is a means of using a standard scoring system that assesses items against an agreed set of criteria that can be applied consistently across a series of interventions to enable comparison.
- Traffic calming measures were assessed using this process and whilst these could have been taken forward, they did not score as highly within the assessment as the use of a modal filter. Therefore, this option was discounted and not included within the recommended shortlisting.
- When we do consider traffic management schemes as the preferred solution and particularly road humps or speed tables, we consider the location very carefully, including whether there are any specific constraints within the locale due to previous complaints of noise and vibration.
- Loose manhole and statutory undertakers covers, poor road surface and pot-holes contribute to ground-borne vibrations. This has resulted in a measured approach to using such interventions as the problems can be significant and long lasting, resulting in continued complaint and frustration from our communities.

- **Safe Systems**

- The council has adopted an aim that no one should be killed or seriously injured whilst using a road in B&NES, otherwise known as "Vision Zero". It's an ambitious target and whilst it may at first seem impossible, nearly all collisions on our roads are preventable. Crashes are not something that just happen and

they shouldn't be accepted as something we tolerate.

- In order to head towards this target, we will be beginning to use the “Safe Systems” approach to road safety. It means that road safety is no longer just a byproduct of our work, but we actively look and become responsible within our roles for the opportunity to decrease the chances of serious or fatal injuries occurring on our network.
- The Safe Systems approach means a shared responsibility across society for:
 - Safer roads & roadside
 - Safe road users
 - Safe speeds
 - Safe vehicles
 - And suitable Post-crash response
- The West of England Joint Local Transport Plan already includes an aim of eliminating fatal and serious injuries on our roads. We will be working with partner organisations such as neighbouring authorities and the police to progress this.

o **Winter Maintenance Programme.**

- The Highway Service working with Volker all prepare for coming winter season commencing from 1st November to the end of March. Although this can be extended either at the start or the end dependent on weather conditions. This keeps Bath & North East Somerset Council's highway network moving during the winter with stocks of road salt, grit bins and gritting lorries prepared.
- Almost 2,000 Tonnes of road salt are already in dry storage in the council's two salt barns and work to check and refill the 434 grit bins across Bath & North East Somerset is underway. The spreading of road salt helps prevent ice forming on road surfaces and makes them safer for road users.
- A dry gritting run took place making sure the council's nine gritting lorries were ready and working after their summer services. The council has split its gritting fleet this year for the first time and will operate three gritting lorries from the Keynsham Recycling Hub, providing quicker access to gritting routes nearby and increasing the council's operational resilience.
- On average the council carries out 57 gritting runs each year, using around 2,500 Tonnes of road salt as it maintains 1,102km of highway. Each gritting run sees gritting vehicles deployed to prioritised highways like A roads, B roads, bus routes and roads which provide access to schools and hospitals.
- You can see a map of the council's gritting routes and grit bin locations on the council web site. [here](#).
- The Highways team will provide a 24/7 service keeping our road network safe and running.”
- The council will use the colder months to focus on maintaining the highway and undertaking reactive works like pothole repairs, gully cleansing and gritting. Highway patching and resurfacing works pause until the warmer, drier and more suitable weather of spring.

- As temperatures drop, the Highways team will closely monitor specialist forecasts and data from its own weather stations to identify when low temperatures and weather conditions pose a threat to road users. Gritting runs are needed whenever road temperatures near freezing. There are 18 specially trained drivers on stand-by to respond when required.
- In times of snow the gritter fleet are fitted with snow ploughs and resources from across Place Directorate are redirected to assist in clearing snow from pedestrian routes.

• **Forward plan of work for next period**

○ **Traffic Management, Network Management, Road Safety**

- Evaluation of new bus stop maintenance contract tenders. –
- Action plan for Vision Zero – continuing internal launch of Safe Systems approach in Highways.
- Completion of upgrade to traffic signals remote fault monitoring system, replacing existing system which will soon be obsolete.
- Continue delivery of the ambitious and challenging Local Highways Improvement programme - £2.8m of work (compared to usual £1.1m)

○ **Highway Maintenance**

- Upper Stanton Bank Stabilisation site works planned for October/November 24 -weather permitting.
- Bathwick Hill Footway Paving Improvements to end of November 24. Asphalt Concrete Footway Improvements to end of October 24.
- Street Lighting Column Replacement Programme to be completed by end December 24

○ **Parking**

- New Parking charges Implementation,
- Currently 28 CEO post are filled and 2 are vacant, recruitment continues to ensure full establishment

○ **Liveable Neighbourhoods programme**

- Following approval of the Full Business Case, confirm the project plan to deliver of the identified measures and interventions in various communities across B&NES.
- Implementation of the ETRO schemes in Lower Lansdown from 1 November (specifically in Winifred's Lane, Catharine Place and Gay Street) following the re-issue of a new ETRO.
- Data analysis and monitoring of Sydney Road ETRO scheme to continue
- Subject to the approval of the Full Business Case, planning will continue to deliver of the identified measures and interventions in various communities across B&NES.
- Re-programming of the implementation of the ETRO schemes in Lower Lansdown (specifically in Winifred's Lane, Catharine Place and Gay Street) following the re-issue of a new ETRO.
- Monitoring of Sydney Road ETRO scheme to continue.

○ **Park and Ride**

- Work currently underway with consultancy support to complete the P&R Action Plan
- New fare structure in place as per budget requirement

