

Bath & North East Somerset Council

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| MEETING/ DECISION MAKER: | Climate Emergency and Sustainability Policy Development and Scrutiny Panel | |
| MEETING/ DECISION DATE: | 21 June 2021 | EXECUTIVE FORWARD PLAN REFERENCE: |
| TITLE: | Liveable Neighbourhoods | |
| WARD: | All | |
| AN OPEN PUBLIC ITEM/ | | |
| List of attachments to this report: A presentation will be made at the meeting | | |

1 THE ISSUE

- 1.1 At its meeting on 10th December 2020, Cabinet adopted the three Liveable Neighbourhood strategies (Low Traffic Neighbourhoods; Residents' Parking Schemes; and On-Street Electric Vehicle Charging Strategy). This report provides an update on work undertaken since that Cabinet meeting.

2 RECOMMENDATION

The Panel is asked to note the contents of the report and presentation.

3 THE REPORT

- 3.1 The council has developed a structured approach to delivering Liveable Neighbourhoods through addressing the issue of traffic volumes, residents parking, electric vehicle (EV) charging, air quality and road safety. The three strategies that form the approach were issued for public consultation between 9th September to 18th October 2020 and adopted by Cabinet on 10th December 2020.
- 3.2 On 15th January 2021, the former Joint Cabinet Members for Transport invited all Ward Members to make applications for Liveable Neighbourhoods within their areas. Three deadlines for applications were set: 12th February 5th May and 5th August 2021.
- 3.3 By the second deadline (5th May) 48 separate application had been received, including:

- 28 Low Traffic Neighbourhoods (LTNs);
 - 6 Safe Routes to School/School Streets;
 - 3 pedestrian safety/public realm schemes;
 - 1 HGV enforcement scheme;
 - 6 residents' parking zones (without an LTN); and
 - 4 on street electric vehicle (EV) charging facilities (without an LTN).
- 3.4 Many of the applications, particularly in Bath, were adjacent to similar proposals. Areas were therefore strategically linked to ensure that synergies can be identified, and area-wide benefits delivered.
- 3.5 Given the large number of applications, a prioritisation methodology was developed to identify priority areas. This included the following parameters:
- Number of households
 - Alignment with LTN objectives/severity of issues
 - Potential timeframe/complexity
 - Alignment with wider strategy, including;
 - a) Proximity to schools;
 - b) Proximity to local centre or a significant recreation facility;
 - c) Within Bath CAZ or AQMA;
 - d) Area of multiple deprivation (top 30% most deprived wards in England)
 - e) Area with childhood obesity above B&NES average
- 3.6 Cabinet will review the outcome of this prioritisation process and agree the list of priority areas at its meeting on 23rd June 2021.
- 3.7 Liveable Neighbourhood scheme development will be informed by community engagement in collaboration with Ward members, residents' associations, business, other organisations and individual advocates in the areas concerned.

4 STATUTORY CONSIDERATIONS

- 4.1 The council has the necessary legal powers to implement the proposed schemes using existing highways legislation. The government's declared intention to enact Part 6 of the Traffic Management Act 2004 (expected in Autumn 2021) will allow the Councils enforce a broader range of moving traffic offences (rather than the police) which will provide the option to install modal filters with limited vehicular access enforced by automatic number plate recognition (ANPR) cameras, in addition to physical road closures.

5 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

5.1 Funding to implement liveable neighbourhoods is identified as follows:-

- A Provisional Allocation in the current Council Capital Programme, identified as Transportation Delivery Programme; 2020/21 £120k, 2021/22 £1,480k and 2022/23 £500k.

5.2 Provisional allocations will seek full approval through future decision making as a detailed programme of works develops further.

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.

7 EQUALITIES

7.1 A series of equalities impact assessments have been undertaken for each of the three strategies. Potential impacts for disabled people and communities living in socially and/or poor localities (plus rural areas to a lesser extent) have been identified together with proposed measures to eliminate or mitigate this impact. Separate equalities impact assessments will be undertaken for each scheme based on local area impacts, which cannot be fully understood until identified during scheme design.

8 CLIMATE CHANGE

8.1 Liveable Neighbourhoods are cited in the corporate strategy as a mechanism to assist in meeting the Council's climate emergency targets.

9 OTHER OPTIONS CONSIDERED

Schemes for individual areas will be developed following engagement and co-design with Ward Members, the community and other stakeholders and no scheme details have been confirmed.

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| Contact person | Nick Helps 01225 394163 |
| Background papers | None |
| Please contact the report author if you need to access this report in an alternative format | |