

# Bath & North East Somerset Council

MEETING/ DECISION MAKER:	<b>Cabinet</b>	
MEETING/ DECISION DATE:	<b>23 June 2021</b>	EXECUTIVE FORWARD PLAN REFERENCE:
		<b>E 3285</b>
TITLE:	<b>Liveable Neighbourhoods</b>	
WARD:	All	
<b>AN OPEN PUBLIC ITEM/</b>		
<b>List of attachments to this report:</b> Appendix 1: Liveable Neighbourhood Applications Appendix 2: Prioritisation methodology		

## 1 THE ISSUE

- 1.1 At its meeting on 10<sup>th</sup> 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 and recommends priority areas for liveable neighbourhood schemes.

## 2 RECOMMENDATION

**The Cabinet is asked to:**

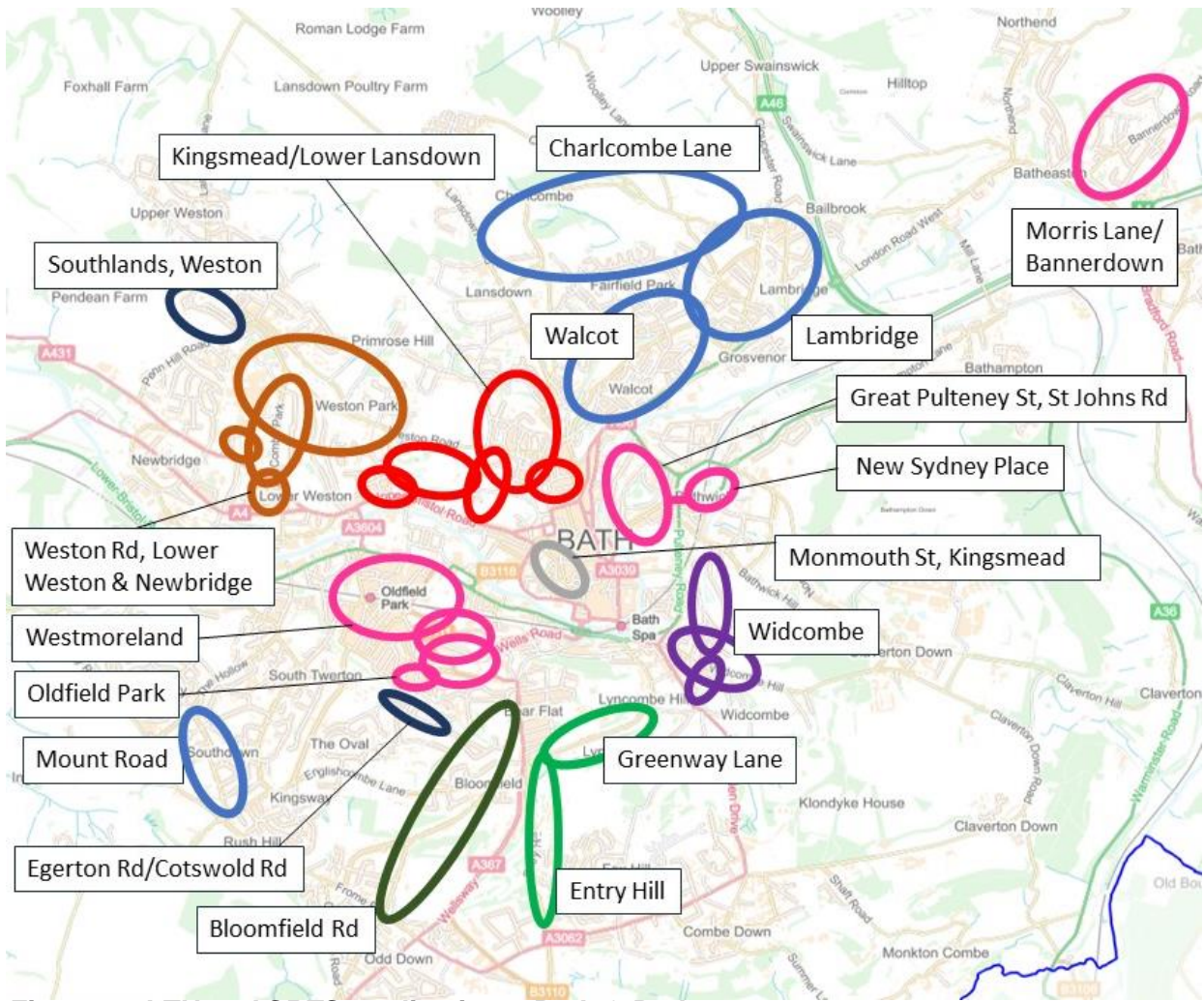
- 2.1 Approve the priority list of phase 1 liveable neighbourhood areas to be progressed as outlined in section 3.11 to 3.12 of this report.
- 2.2 Note schemes will be considered in consultation with other workstreams.
- 2.3 Approve expenditure of £1m from £2.2m allocation (£1,700k in 2021/22 and £500k in 2022/23) for liveable neighbourhoods within the Transportation Delivery Programme Provisional Approval. This will provide funding to support project activity outlined in 3.14 up to detailed design in 2021/22 and provide some funding to deliver priority schemes that are aligned with other portfolio priorities and capable of early implementation.
- 2.4 Full approval of balance of funding for programme delivery to be delegated for approval by the Director of Place Management in consultation with the Cabinet Member for Climate and Sustainable Travel and the Cabinet

**Member for Economic Development and Resources as schemes become ready for implementation.**

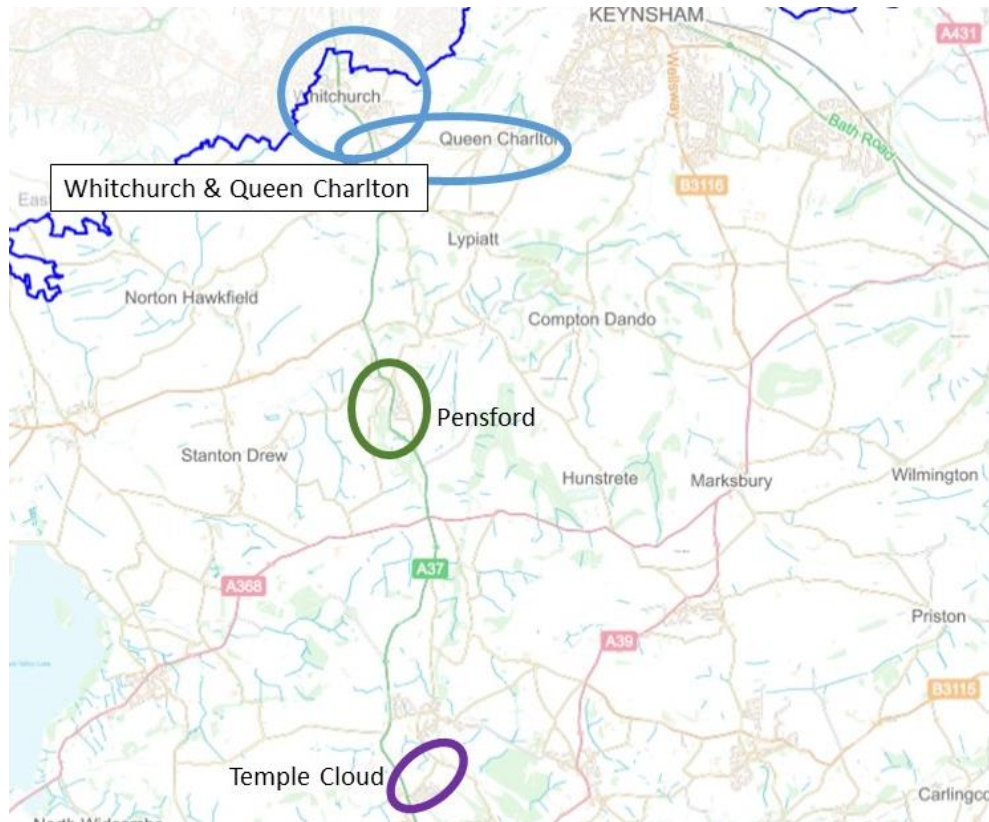
### **3 THE REPORT**

- 3.1 Liveable Neighbourhoods will breathe new life into residential areas by reducing the dominance of motor vehicles. We will reconsider how road space is utilised to provide fairer access to vibrant local high streets, where people can relax outside and connect with others in pleasant, healthy outdoor spaces. The schemes will also be an important part of the wider programme of works that will aim to reduce carbon emissions, improve air quality, enhance road safety, and promote healthy lifestyles. The B&NES Climate Emergency Action Plan, approved in October 2019, recommended a major reduction in car use, and Liveable Neighbourhoods are an important element, which will not only tackle the climate emergency, but also improve health and wellbeing across the area.
- 3.2 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 10<sup>th</sup> December 2020.
- 3.3 On 15<sup>th</sup> 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.
- 3.4 By the second deadline (5th May 2021) 48 separate application had been received. These were divided into 6 categories (low traffic neighbourhoods; school streets/safe routes to school; other pedestrian safety/public realm schemes; enforcement schemes; residents' parking zones; and electric vehicle charging schemes). The number of applications received in each category is set out below:
- 28 low traffic neighbourhoods (LTNs – generally, but not necessarily involving vehicular access restrictions);
  - 6 safe routes to school (SRTS)/school streets;
  - 3 pedestrian safety/public realm schemes;
  - 1 HGV and speed enforcement scheme;
  - 6 residents' parking zones (without an LTN); and
  - 4 on street electric vehicle (EV) charging facilities (without an LTN).
- 3.5 Appendix 1 provides a list of all applications received.
- 3.6 Given the large number of applications, a prioritisation methodology was developed to identify priority areas for implementation. This is set out in Appendix 2 and includes 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
- 3.7 Proposals that included low traffic neighbourhoods (LTNs) and school streets/safe routes to school (SRTS) were awarded higher priority in phase 1.
- 3.8 Many of the LTN applications, particularly in Bath, were adjacent to similar proposals. Areas were therefore linked to ensure that synergies can be identified and area-wide benefits delivered.
- 3.9 Figure 1 shows how proposed LTN/SRTS areas have been linked in Bath & Batheaston, whilst Figure 2 show linkages for the rest of North East Somerset.
- 3.10 Two areas that scored relatively well in the prioritisation process (Walcot/Lambridge/Charlcombe Lane and Westmoreland/Oldfield Park) were considered to be too complex and pose too many challenges to be included within the phase 1 programme as a complete project in phase 1. The level of through traffic in these areas is particularly high and potential schemes here will benefit from experience gained from scheme development and implementation in other parts of the district. However, it is considered that a small scale scheme could be implemented in the London Road/Snow Hill/Kensington Gardens and adjacent roads area of Walcot as part of phase 1. In addition, Westmoreland is proposed for a residents' parking zone in 2021/22, which will significantly reduce commuter parking and associated traffic within Westmorland and Oldfield Park wards.



**Figure 1: LTN and SRTS applications; Bath & Batheaston**

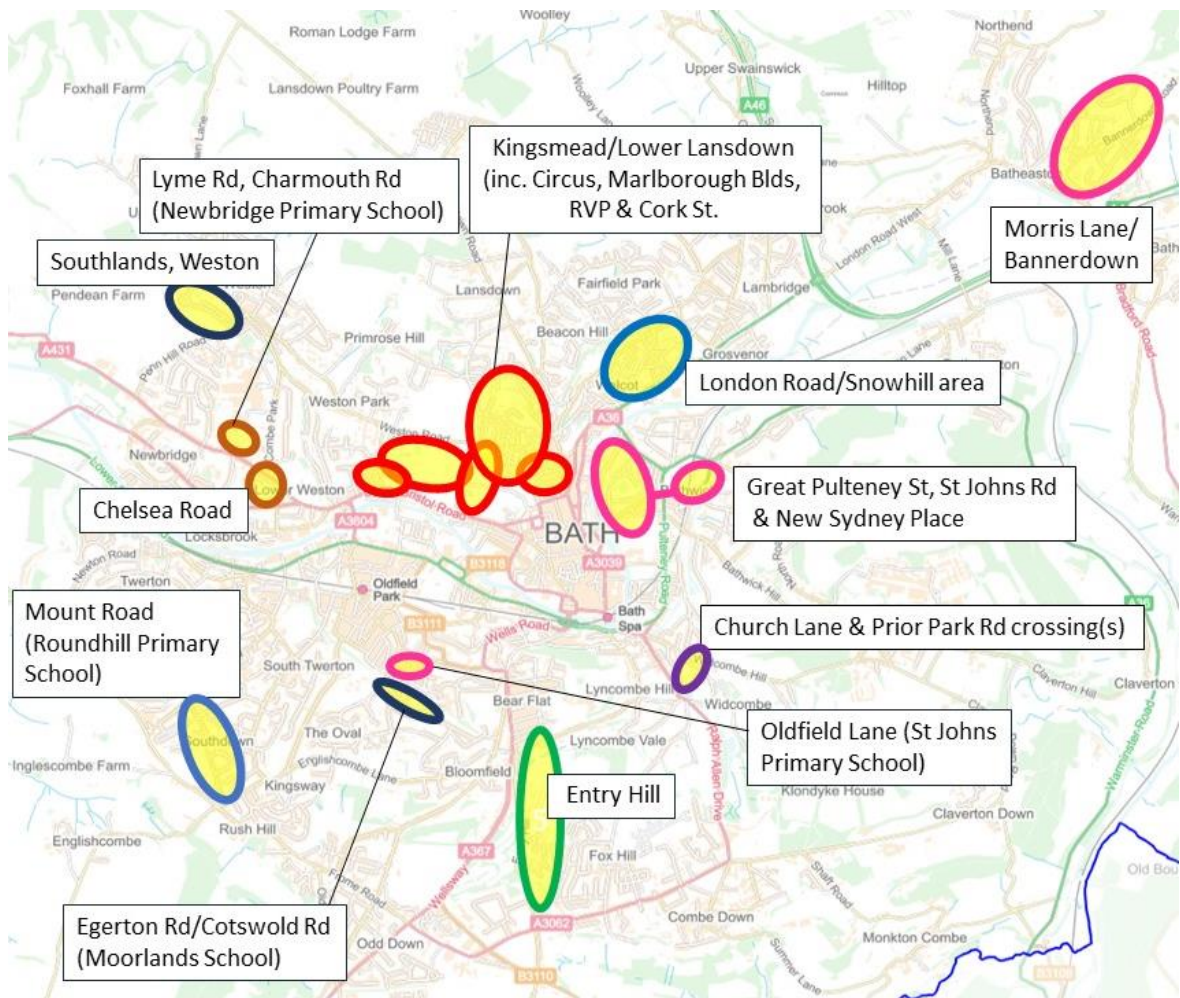


**Figure 2: LTN & SRTS applications; North East Somerset**

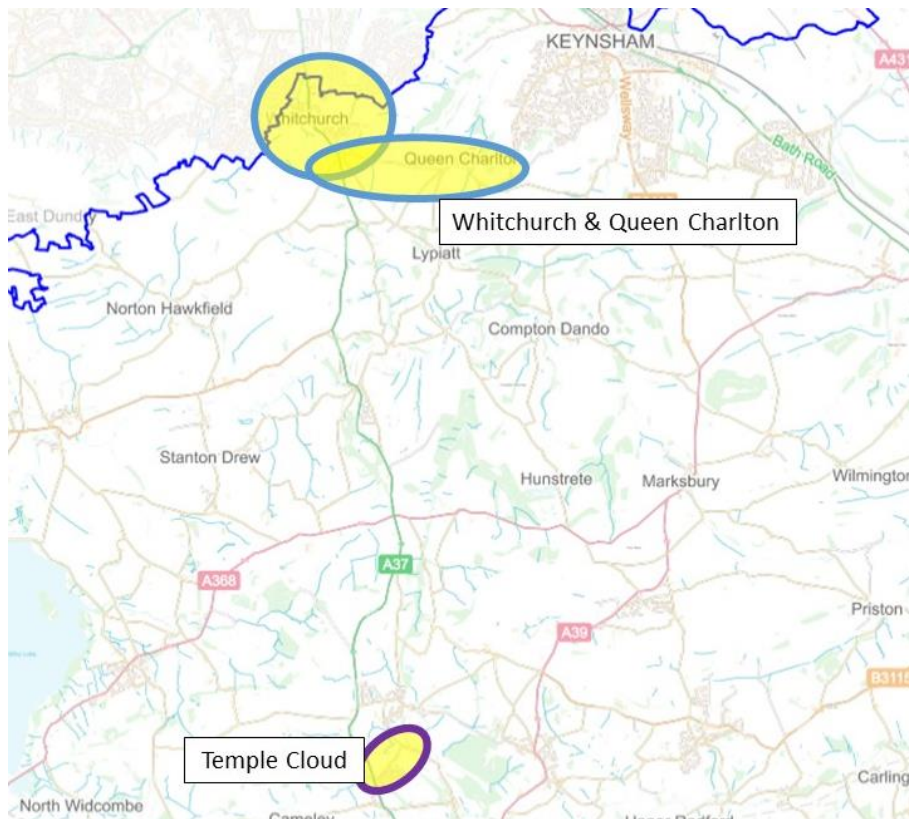
3.11 The proposed phase 1 delivery areas (with Ward location in brackets) are set out below in priority order and shown graphically in Figures 3 and 4 (for Bath/Batheaston and the remainder of North East Somerset, respectively).

1. Mount Road (Southdown);
2. Great Pulteney Street/St Johns Road area (Bathwick);
3. Whitchurch & Queen Charlton (Publow with Whitchurch and Saltford);
4. Circus/Lower Lansdown/Marlborough Building/Royal Victoria Park/Cork Street area (Kingsmead & Lansdown);
5. Oldfield Lane & First/Second/Third Avenues;
6. Walcot Phase 1: London Road, Snow Hill, Kensington Gardens and adjacent roads (Walcot);
7. Church St & Prior Park Rd (Widcombe & Lyncombe);
8. Chelsea Road (Newbridge);
9. Entry Hill (Widcombe & Lyncombe);
10. Southlands (Weston);
11. Morris Lane/Bannerdown (Bathavon North);
12. New Sydney Place (Bathwick);
13. Edgerton Road/Cotswold Road (Moorlands);
14. Temple Cloud; and
15. Lyme Road/Charmouth Road (Newbridge)

3.12 In addition, it is proposed to roll out the delivery of on-street cycle hangers to enable people living in flats to store cycles conveniently and securely. This will help to promote sustainable travel and aid the delivery of liveable neighbourhoods.



**Figure 3: Phase 1 delivery areas; Bath & Batheaston**



**Figure 4: Phase 1 delivery areas; North East Somerset**

3.13 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.

3.14 The next steps have been identified as:

- Issue Consultation & Engagement Plan (July 2021);
- Consultation/co-design in selected areas (from September 2021);
- Prepare preliminary design & costings (from October 2021);
- Second round of public consultation (from November 2021);
- Prepare detailed designs for implementation (Experimental traffic regulation orders - dependent on outcome of consultation);

3.15 Transport Steering Group will provide a governance role to monitor and review schemes to ensure delivery of the programme within the allocated budget and timescales, confirming schemes for implementation and amending the programme in accordance with priorities identified where required.

3.16 It is intended to implement low traffic neighbourhood schemes through use of experimental traffic regulation orders. An experimental traffic order allows schemes to be tested in a 'live' situation. Formal objections can be submitted within 6 months and if the scheme proves successful it must be made permanent within 18 months. If a scheme proves unsuccessful it can be withdrawn immediately but it is recommended that schemes are tested for at least 3 to 6 months to obtain meaningful monitoring data.

## **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; 2021/22 £1,700k and 2022/23 £500k (Total: £2.2m)

5.2 A recommendation is contained within this report to seek full approval from this provisional allocation.

## **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**

9.1 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.

## **10 CONSULTATION**

10.1 This report has been agreed by the S151 Officer and Monitoring Officer.

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<b>Background papers</b>	
<b>Please contact the report author if you need to access this report in an alternative format</b>	



## **Appendix 1: Liveable Neighbourhood Applications**

The following applications were submitted for the February and May 2021 deadlines, listed by ward:

- Bathavon North
  - Morris Lane, Bannerdown
- Bathavon North/Lansdown
  - Charlcombe Village
- Bathwick
  - Great Pulteney St/St Johns Rd area
  - New Sydney Place
  - Sydney Buildings
- Keynsham South
  - Charlton Road Keynsham (footway)
- Kingsmead
  - Royal Victoria Park
  - Circus Area
  - Marlborough Buildings
  - 7 Dials / Monmouth Street
  - Cork Street
  - Hungerford Road (RPZ)
- Lambridge
- Lansdown
  - Lower Lansdown
  - Ensleigh (EV charging)
  - Richmond Place (RPZ)
- Moorlands
  - Bloomfield Road
  - Egerton Road/Cotswold Road
- Newbridge
  - Station Road / Ashley Avenue (RPZ)
  - Cedric Road (RPZ)
  - Chelsea Road
  - Locksbrook Road & Clarence Place (RPZ)
  - Lyme Road / Charmouth Avenue
  - Osbourne Road / Avondale Road (RPZ)
- Oldfield Park
  - Junction Road
  - Upper Oldfield Park
  - Oldfield Lane, First/Second/Third Avenues
- Peasedown St John
  - Peasedown St John (EV charging)
- Publow with Whitchurch
  - Pensford
  - Whitchurch

- Salford
  - Queen Charlton
- Southdown
  - Mount Road
- Temple Cloud
- Walcot
  - Paragon/London Road/Snowhill /Lower Camden/Camden
- Westmoreland
- Weston
  - Southlands
- Weston and Bathavon North
  - Lansdown Lane (weight restriction and speeding enforcement)
- Widcombe and Lyncombe
  - Alexandra Park (EV charging)
  - Church Street
  - Entry Hill
  - Greenway Lane
  - Bloomfield Road / Elm Place / Hatfield / St Lukes
  - Prior Park Road Crossing
  - Wells Road (pedestrian crossing)
  - Widcombe Hill
  - Hayes Place (public realm and pedestrian improvement)

## **Appendix 2: Prioritisation Methodology**

### ***LTNs, safe routes to school, other pedestrian and enforcement schemes***

An assessment methodology was developed for the LTNs, pedestrian schemes and enforcement schemes based on the process flow chart included within the adopted Low Traffic Neighbourhoods (LTN) Strategy (Figure 4-5 refers). The strategy proposes a scoring methodology using the scale 1 to 3 for various parameters. This has been extended to a scale of 1 to 5 to provide a more granular approach.

Given the number and scale of applications submitted, a simplified scoring approach was adopted with the following criteria:

- The number of households in the locality that could potentially benefit from the scheme. For this criteria a scale from 1 to 5 was applied as follows:
  - 50-99 households = 1
  - 100-499 households = 2
  - 500-999 households = 3
  - 1000-1999 households = 4
  - 2000+ households = 5
  
- The extent to which the proposal meets liveable neighbourhood strategy objectives, based on severity of issues (in the assessing officer's opinion) and the estimated proportion of through traffic. This was graded on a scale of 1 to 5 with 1 being the least severe impact and 5 being the greatest impact, as follows:
  - 5= high severity throughout the day;
  - 4= high severity for parts of the day/peak hours;
  - 3 = medium severity throughout the day;
  - 2= medium severity for parts of the day/peak hours; and
  - 1= low severity
  
- Potential timeframe / complexity: this criterion considered the complexity of implementing potential solutions and was also scored on a 1 to 5 scale with 1 being the most complex and 5 being the least complex. Complexity is also a proxy for timescale and cost (but without specific details). The categories are as follows:
  - 1= complex covering multiple neighbourhoods;
  - 2=complex, but covers a single neighbourhood;
  - 3 =medium complexity;
  - 4= relatively straightforward, covering several streets; and
  - 5= relatively straightforward, covering a single street <500m long
  
- Does the scheme fit within wider strategy remit? This was again scored on a scale of 1-5 with one point awarded for each of the categories set out below:
  - The area contains a school;

- The area contains a local/neighbourhood centre or a significant recreation facility;
- All or part of the areas is within an air quality management area (AQMA) or Bath CAZ;
- The area is within the top 30% most deprived wards in England (Indices of multiple deprivation, Ministry of Housing, Communities and Local Government, 2019); and
- The proposal is within an area where the level of obese or overweight children (year 6) is higher than the B&NES average.

The schemes were then ranked according to the assessment scores. However, it was considered that two key pieces of information that would play an important role in developing successful schemes were absent: cost and the potential level of public support. It proved difficult to assign cost to the schemes as the actual measures have not been defined and similarly, the level of public support is unknown for the same reason.

It was considered that an understanding of these two issues could be advanced by mapping the proposed LTN areas to see how they might relate. This indicates potentially strong relationships between the proposed scheme areas, particularly in Bath.

### ***Residents' Parking Zones***

A programme will be developed to invite public consultation in the proposed areas to determine public support for schemes in these areas.

### ***Electric vehicle charging***

Officers are exploring options to expand the Revive network to cover on street locations. Technical assessment work is being undertaken to identify suitable EV charging equipment that will operate within the Revive network.