

## Appendix A. Policy Review

### A.1 Introduction

The policy context for the implementation of low traffic neighbourhoods has two strands:

- policies and strategies that support, or would be supported by, the development of low traffic neighbourhoods; and
- legislation and guidance that can be used to implement low traffic neighbourhoods or should be considered in their implementation.

These are considered separately in the following sections.

### A.2 Policies and strategies that support, or would be supported by, low traffic neighbourhoods

The implementation of low traffic neighbourhoods across B&NES would align with and support a wide range of existing policy at both the national and local level. These include:

#### National Policy

- The National Planning Policy Framework (February 2019)
- Clean Air Strategy 2019 (January 2019)
- The Clean Growth Strategy (October 2017)
- The Road to Zero (July 2018)
- Decarbonising Transport, Setting the Challenge (March 2020)
- Public Health England Strategy 2020 – 2025 (September 2019)

#### Local Policy

- West of England Joint Local Transport Plan 4 2020-2036 (January 2020)
- Bath and North East Somerset Corporate Strategy (February 2020)
- Bath and North East Somerset Medium Term Financial Strategy (December 2019)
- Getting Around Bath Transport Strategy (November 2014)
- Bath and North East Somerset Council's Core Strategy (July 2014)
- Bath and North East Somerset Council's Placemaking Plan (July 2017)
- Emerging Bath and North East Somerset Local Plan (Winter 2018)
- Bath and North East Somerset Health and Wellbeing Strategy 2015-2019
- Bath and North East Somerset Shaping Up! Healthy Weight Strategy 2015- 2020 (2015)
- Public realm and movement strategy for Bath City Centre (July 2010)
- The City of Bath World Heritage Site Management Plan 2016-2022 (September 2016)
- Bath City-wide Character Appraisal (August 2005)
- WaterSpace Project (September 2017)
- Balancing your needs: A parking strategy for Bath and North East Somerset (July 2018)
- Bath and North East Somerset Climate Emergency Progress Report (October 2019)
- Bath and North East Somerset Air Quality Management Plans (various)

## A.2.1 National Policies

### A.2.1.1 The National Planning Policy Framework

A key objective identified within the National Planning Policy Framework (NPPF) is to promote sustainable transport, beside economic growth. *'Transport issues should be considered from the earliest stages of plan-making and development proposals, so that the potential impacts of development on transport networks can be addressed'*.

The NPPF places a great emphasis on 'place making', thus achieving well-designed attractive places that are safe, inclusive, accessible and promote health and wellbeing.

The framework sets out detailed guidance under 17 subheadings that contribute to delivering sustainable development, of which the following are relevant to the development of this low traffic neighbourhood strategy.

- Ensuring the vitality of town centres;
- Promoting health and safe communities;
- Promoting sustainable transport;
- Achieving well-designed places
- Meeting the challenge of climate change, flooding and coastal change; and
- Conserving and enhancing the historic environment.

The NPPF identified that planning policies and decisions should ensure that land is used efficiently to ensure: sustainable travel modes that limit future car use; the maintenance of an areas character and setting; and that highlights the importance of well-designed, attractive and healthy places. The NPPF highlights that to ensure places are safe, secure and attractive, with conflicts between pedestrians, cyclists and vehicles minimised.

Parking guidance, under *promoting sustainable transport*, is provided in the NPPF. It stresses the importance of parking standards ensuring the adequate provision of spaces for charging plug-in and other ultra-low emission vehicles. Developments should ensure that charging provisions are within safe, accessible and convenient locations.

#### Implications for low traffic neighbourhoods in B&NES

The low traffic neighbourhood strategy aligns with key objectives of the NPPF, by acknowledging greater priority for pedestrians, cyclists and access to public transport, thus promoting sustainable transport and healthy communities. It highlights the importance of policies lowering car usage and pedestrian/cyclist/vehicle conflicts to maintain the character, activity and healthiness of places.

### A.2.1.2 Clean Air Strategy 2019

This strategy, published by the Department for Environment Food & Rural Affairs, sets out the comprehensive action that is required from across all parts of government and society to meet emission reduction targets. The Clean Air Strategy, alongside the Industrial Strategy, the Clean Growth Strategy and the 25 Year Environment Plan, build upon consultation on emission reductions. The new legislation creates a stronger and more coherent framework for action to tackle air pollution which is underpinned by new England-wide powers enabling stricter control of major sources of air pollution.

Chapter 5 of the strategy details action to reduce emissions from transport and highlights *"transport is a significant source of emissions of air pollution. The immediate air quality challenge is to reduce emissions of nitrogen oxides in the areas where concentrations of these harmful gases currently exceed legal limits."* Exceedance of nitrogen oxides, particularly in areas of living, working or playing, has a negative impact on human health. As such, through

publishing 'Road to Zero' in 2018, the government set out a plan to end the sale of new conventional petrol and diesel cars and vans by 2040 to ensure the cleanest conventional vehicles are driven in the UK.

This Clean Air Strategy further supports the creation of Clean Air Zones (CAZ) which operate to lower emissions from all sources of air pollution, backed up with clear enforcement mechanisms. The CAZ framework details principles for local government to define an area where targeted action is to be taken to improve air quality. Resources are prioritised and coordinated to deliver improved health benefits and to support economic growth.

#### Implications for low traffic neighbourhoods in B&NES

A Class C CAZ is being implemented to improve air quality within Bath, in line with the national Clean Air Strategy. At consultation, concerns were raised about the diversionary impacts as vehicles look to avoid the charging zone. As such the introduction of low traffic neighbourhoods could help to reduce concerns and impacts of this issue.

### A.2.1.3 The Clean Growth Strategy

The Clean Growth Strategy outlines the government strategy to reduce greenhouse gas emissions by at least 80% by 2050 (compared to 1990 levels). It notes the challenges and policies to deliver increased economic growth with decreased emissions.

One of the challenges listed is how transport related to 24% of UK emission (in 2015). Policies outlined to reduce the emissions include:

- End the sale of new conventional petrol and diesel cars and vans by 2040;
- Spend £1 billion supporting the take-up of ultra-low emission vehicles (ULEV), including helping consumers to overcome the upfront cost of an electric car;
- Develop one of the best electric-vehicle charging networks in the world by:
  - Investing an additional £80 million, alongside £15 million from Highways England, to support charging infrastructure deployment; and
  - Taking new powers under the Automated and Electric Vehicles Bill, allowing the Government to set requirements for the provision of charging points.
- Work with industry as they develop an Automotive Sector Deal to accelerate the transition to zero emission vehicles;
- Announce plans for the public sector to lead the way in transitioning to zero emissions vehicles;
- Invest £1.2 billion to make cycling and walking the natural choice for shorter journeys; and
- Position the UK at the forefront of research, development and demonstration of Connected and Autonomous Vehicle technologies, including through the establishment of the Centre for Connected and Autonomous Vehicles and investment of over £250 million, matched by industry.

#### Implications for low traffic neighbourhoods in B&NES

Low traffic neighbourhoods would help to support a reduction in overall vehicle trips and encourage a shift to more sustainable modes such as walking and cycling.

### A.2.1.4 The Road to Zero

The Road to Zero, published by Department for Transport (DfT), outlines the UK's strategy and measures to promote cleaner road transport and lead in the design and manufacturing of zero emission vehicles. The strategy

highlights that transport is the largest sector for UK greenhouse gas emissions (27%), of which road transport accounts for over 90% resulting in road transport is one of the biggest contributors to poor air quality in some of the UK's towns and cities.

Overarching aims of the strategy are to:

- Reduce the emissions from vehicles already on our roads;
- Encourage the uptake of the cleanest new vehicles;
- Reduce emissions from heavy goods vehicles (HGVs) and road freight;
- Place the UK at the forefront of the design and manufacturing of zero emission vehicles; and
- Support the development of one of the best electric vehicle infrastructure networks in the world.

Long term ambitions detailed in the Road to Zero include:

- Put the UK at the forefront of the design and manufacturing of zero emission vehicles;
- All new cars and vans should be effectively zero emission by 2040;
- End the sale of new conventional petrol and diesel cars and vans by 2040 and expect the majority of new cars and vans sold to be 100% zero emission and all new cars and vans to have significant zero emission capability;
- Almost every car and van should be zero emission by 2050; and
- At least 50%, and as many as 70%, of new car sales and up to 40% of new van sales being ultra-low emission by 2030.

#### Implications for low traffic neighbourhoods in B&NES

The Road to Zero supports a reduction in greenhouse gases, specifically through reducing vehicle emissions and prompting cleaner vehicles on UK roads. The low traffic neighbourhood strategy similarly supports a reduction in vehicle emissions.

#### A.2.1.5 Decarbonising Transport, Setting the Challenge

The Department for Transport (DfT) set out the challenges facing the governments plan to accelerate the decarbonisation of transport ahead of the production of the Transport Decarbonisation Plan (TDP) anticipated in Autumn 2020. The TDP will take a coordinated, cross-modal approach to deliver the transport sector's contribution to both carbon budgets and net zero.

The 6 strategic priorities set out to guide the delivery of net zero transport system are:

- Accelerating modal shift to public and active transport;
- Decarbonisation of road vehicles;
- Decarbonising how we get our goods;
- Place-based solutions;
- UK as a hub for green transport technology and innovation; and
- Reducing carbon in a global economy.

Low traffic neighbourhoods could directly support the priority to accelerate modal shift. The document states: *"We want public transport and active travel to be the natural first choice for our daily activities... we would like cycling and walking to be the easy and obvious choice for short journeys."* Through prioritising walking, cycling and public transport, low traffic neighbourhoods can help support the delivery of the Decarbonising Transport report.

## Implications for low traffic neighbourhoods in B&NES

Through prioritising walking, cycling and public transport, low traffic neighbourhoods can help support the delivery of the Decarbonising Transport report.

### A.2.1.6 Public Health England Strategy 2020 -2025

Public Health England (PHE) works to *“protect and improve the nation’s health and reduce health inequalities”*. The strategy sets out four aims:

- Keep people safe;
- Prevent poor health;
- Narrow the health gap; and
- Support a strong economy.

The strategy outlines a range of opportunities for improving public health which include creating healthy communities. It states that *“by working ever more closely together in a place, local authorities, the NHS and community organisations can secure better outcomes for the people who live there. This creates opportunities to promote place-based approaches and support the process of integrating services locally, including through the devolution of powers.”*

Priorities for the PHE for the next five years are set out in the document. These include:

- Smoke-free society - take steps towards creating a smoke-free society by 2030;
- Healthier diets, healthier weight - help make the healthy choice the easy choice to improve diets and reduce rates of childhood obesity;
- Cleaner air - develop and share advice on how best to reduce air pollution levels and people’s exposure to polluted air;
- Better mental health - promote good mental health and contribute to the prevention of mental illness;
- Best start in life - work to improve the health of babies, children and their families to provide the best start in life and the foundations of good health into adulthood;
- Effective responses to major incidents - enhance our ability to respond to major incidents (including pandemic influenza) by strengthening our health protection system;
- Reduced risk from antimicrobial resistance - work to help contain, control and mitigate the risk of antimicrobial resistance;
- Predictive prevention - utilise technology to develop targeted advice and interventions and support personalised public health and care at scale;
- Enhanced data and surveillance capabilities - improve our data capability and strengthen our approach to disease surveillance using new tools and techniques; and
- New national science campus - transition to a new national science campus with state-of-the-art facilities at PHE Harlow.

## Implications for low traffic neighbourhoods in B&NES

The Public Health England strategy outline the aims for improvements to health, particularly through enhancements to air quality and reduced obesity. It acknowledges the significance inequalities in health. The low traffic neighbourhood strategy supports the aims and should be considered in line with health inequalities.

## A.2.2 Local Policies

### A.2.2.1 West of England Joint Local Transport Plan 2020-2036

The JLTP4 document has been developed to deliver the long-term aspiration for transport in the West of England, which has been encompassed in the transport vision for JLTP4: *“Connecting people and places for a vibrant, inclusive and carbon neutral West of England”*.

Five objectives have been identified, based on the aspirations of the West of England authorities and previous plans and policies prepared:

- Support sustainable and inclusive economic growth;
- Enable equality and improve accessibility;
- Address poor air quality and take action against climate change;
- Contribute to better health, wellbeing, safety and security; and
- Create better places.

The JLTP4 places large importance on the challenge of climate change identifying that, if no action is taken, CO<sub>2</sub> emissions in the West of England will rise by 22% by 2036. Importance is therefore placed upon modal shift and encouraging greener modes of transport. It states that:

*“By 2036 at the completion of the JLTP4 the West of England will be a carbon neutral community where walking and cycling are the preferred choice for shorter journeys, and the vast majority of vehicles on the road are decarbonised and no longer powered by fossil fuels”*.

The JLTP4 follows on from the West of England’s Joint Transport Study (2017)<sup>1</sup>, which outlined a clear direction for the long-term development of the transport system in the West of England to 2036 and beyond linking to the delivery of the West of England’s Joint Spatial Plan (2017)<sup>2</sup>, which sets out policies and principles for determining the most appropriate and sustainable locations for future development to meet housing, employment and transport needs, up to 2036.

Economic development and housing growth are tied to growth in vehicle traffic. As part of JSP, B&NES was forecast to accommodate an additional 14,500 houses and the Bath City Riverside Enterprise Area, accommodating 9,000 new jobs, was identified. This scale of economic development will not only increase traffic on the highway network but will also increase the number of people likely to be subjected to any ongoing air quality issues in Bath. Transport is widely acknowledged as a key driver of air quality issues, with highway traffic problems such as congestion and fleet composition considered as a primary source of air pollution. The West of England JSP in its current form as a regional spatial strategy, is no longer being progressed and is not adopted policy. However, the growth and development considerations are to be progressed as part of each constituent authorities’ local planning strategies and policies.

Section 5 of the JLTP4 draws attention to the aims to improve connectivity across the region. Within this, it is noted that, *“in seeking to reduce the level of emissions, including carbon, we will provide infrastructure to support the use of electric vehicles”*.

Section 8 of the JTLP4 highlights the ambitions for local connectivity which will be used to inform the development of the low traffic neighbourhood strategy. The policies in the JLTP4 to enhance local connectivity are:

- **Enable walking and cycling, ‘active modes of travel’, to be the preferred choice for shorter journeys;**  
This will be supported through the provision of an attractive, safe and usable walking and cycling network and schemes which support the uptake of cycling.

<sup>1</sup> [https://www.jointplanningwofe.org.uk/gf2.ti/-/757442/31727173.1/PDF/-/JTS\\_Final\\_Report.pdf](https://www.jointplanningwofe.org.uk/gf2.ti/-/757442/31727173.1/PDF/-/JTS_Final_Report.pdf)

<sup>2</sup> [https://www.bristol.ac.uk/media-library/sites/estates/documents/West\\_of\\_England\\_Joint\\_Spatial\\_Plan\\_Publication\\_Document\\_2017%20\(5\).pdf](https://www.bristol.ac.uk/media-library/sites/estates/documents/West_of_England_Joint_Spatial_Plan_Publication_Document_2017%20(5).pdf)

- **Reduce the number and severity of casualties for all road users;**

This will be enabled through interventions which consider the needs of all road users in the design of schemes, particularly vulnerable road users and the delivery of road safety education and skills training which will facilitate safe and sustainable travel. Furthermore, work will be done, in partnership, to build safer communities.

- **Encourage residents and employees to make more sustainable and healthier travel choices;**

Interventions to support this policy will include travel planning with developers, education providers businesses, employment sites and individuals to raise awareness of sustainable and active travel choices. Modal shift will also be encouraged through grants, incentives and rewards.

- **Support opportunities for all sectors of the population to access the services they require, wherever they live; and**

This will be supported through supporting technology in accessing services and employment and support taxis, private hire and demand responsive community transport. Support for those without a private car can access the services that they require.

- **Support the identification and implementation of measures that will improve air quality.**

Air quality improvements will be supported through managing the impact of transport on air quality and climate change, Clean Air Zones and the UK Air Quality Plan and through support for work on Zero and Low Emission Vehicles.

#### Implications for low traffic neighbourhoods in B&NES

Sustainable forms of travel are central to this low traffic neighbourhood strategy. This strategy supports the five objectives in the JTLP4 through encouraging walking and cycling, decreasing car usage for shorter trips therefore improving air quality, health and places. The delivery of low traffic neighbourhoods in B&NES will directly deliver against the JLTP policy on local connectivity which aims to take opportunities "to create 'road cells' in residential areas, where groups of streets are closed with limited access points/one way (with contraflow for cyclists), or bus gates, residential traffic restrictions to manage rat-running and provide a quieter space for residents, pedestrians and cyclists."

#### A.2.2.2 West of England Local Cycling and Walking Infrastructure Plan Draft (January 2020)

The Government published the Cycling and Walking Investment Strategy in 2017 which sets out the objectives to increase walking and cycling activity and reduce the rate of cycling killed or seriously injured. The strategy indicated that Local Cycling and Walking Infrastructure Plans (LCWIPs) should be developed to identify improvements required locally and develop a long-term plan for improvements.

In January the WoE published their draft (LCWIP) identifying the walking and cycling route to be prioritised for future investment. It supports the transport visions set out in the JLTP4: to "Connect people and places for a vibrant, inclusive and carbon neutral West of England".

Several walking and cycling improvements plans have been highlighted in the LCWIP. Walking and cycling routes highlighted for improvements within B&NES including in Bath, Keynsham and Somer Valley and can be viewed within the draft plan.

#### Implications for low traffic neighbourhoods in B&NES

The Draft Local Cycling and Walking Infrastructure Plan seeks to identifying the walking and cycling route to be prioritised for future investment therefore developing long-term plans for improvements. It supports modal shift to walking and cycling through infrastructure improvements which will also be supported through low traffic neighbourhoods.

## A.2.2.3 West of England Bus Strategy Draft (February 2020)

The West of England Bus Strategy, prepared by WECA, identifies how bus services could help to reduce congestion and carbon emissions regionally. It outlines the aspirations of the region to increase bus travel, doubling the bus passenger journeys by 2036. Informed by passenger research, the strategy details aspirations to improve the quality and reliability of bus services enabling journeys to be faster and more comfortable.

The Strategy seeks to achieve:

- *A comprehensive and joined up bus network which maximises the range of journeys able to be made by bus, thereby improving access to key employment, health and leisure destinations for everyone;*
- *A doubling in bus passenger numbers by 2036;*
- *For rural areas, whilst the bus mode share will remain relatively low, an improved and easy-to-understand network will provide a practical alternative to the car for many journeys and a reliable means to accessing services for those without access to a car;*
- *To maximise bus service reliability and reduce journey times;*
- *To provide simplified ticketing which allows all bus users to travel on a single ticket (on one or more buses), with fares capped to a daily maximum;*
- *Accessible passenger waiting facilities and vehicles, and better integration with other modes;*
- *Address congestion and delays due to car travel by attracting car users to use buses for some or all of their journeys; and*
- *Continue to improve passengers' satisfaction with bus services and their value for money.*

### Implications for low traffic neighbourhoods in B&NES

The West of England Bus Strategy identifies how bus services could help to reduce congestion and carbon emissions regionally. It seeks to improve connectivity and reliability of the bus network whilst decreasing journey times with the aim of doubling passengers by 2036. The delivery of low traffic neighbourhoods could support this through encouraging modal shift.

## A.2.2.4 Bath and North East Somerset Corporate Strategy 2020 -2024

The Corporate Strategy (the Strategy) sets out the Council's overarching strategic plan. The Strategy was adopted in 2020 and sets out the framework, challenges and core policies for the next four years.

The key challenges identified in the Strategy are:

- *Tackling the climate and nature emergency;*
- *Inequalities in life experience;*
- *Budget pressures in delivering our statutory social care duties to support vulnerable residents; and*
- *Working better with our local communities.*

The two core policies set out in the Corporate Strategy are: *tackling the climate and nature emergency* and *giving people a bigger say* which feed into the overriding purpose – *to improve people's lives*. Three priority areas have been identified in the Corporate Strategy to help to tackle the climate and nature emergency:

- Energy efficiency improvements to existing buildings and zero carbon for new build;
- A major shift to mass transport, walking and cycling to reduce transport emissions; and
- A rapid and large-scale increase in local renewable energy generation.



The key commitments stated in the Corporate Strategy, and of relevance to the low traffic neighbourhood strategy, are:

- Enable a major shift to walking, micro mobility (cycling), car-sharing, buses, and rail;
- Facilitate significant improvement to the transport infrastructure and encourage behaviour change to forms of transport other than the private vehicle;
- Introduce 'low traffic neighbourhoods' working with schools and local communities; and
- Promote good health and reduce health inequalities.

#### Implications for low traffic neighbourhoods in B&NES

The low traffic neighbourhood strategy links directly to the key commitments and the three principles within the Corporate Strategy: *"Preparing for the future, delivering for local residents and focusing on prevention"*. The delivery of low traffic neighbourhoods will also help to support a modal shift and promote good health.

#### A.2.2.5 The Getting Around Bath Transport Strategy

The Getting Around Bath Transport Strategy sets out the transport ambitions covering the period up to 2029. It highlights the vision for the city: *"Bath will enhance its unique status by adopting measures that promote sustainable transport and reduce the intrusion of vehicles, particularly in the historic core. This will enable more economic activity and growth, while enhancing its special character and environment and improving the quality of life for local people"*.

This strategy identifies the reduction of the impact of vehicles through encouraging sustainable transport as the key overarching aim. It establishes the following objectives:

- Supporting and enabling economic growth, competitiveness and jobs;
- Improving air quality and health, reducing vehicle carbon emissions;
- Promoting sustainable mobility;
- Widening travel choice;
- Widening access to opportunities: jobs/learning/training;
- Safeguarding and enhancing the unique historic environment and World Heritage Site status; and
- Improving the quality of life in the city.

Fifteen policies have been identified in the strategy to help deliver the vision and objectives. Those that are relevant to the low traffic neighbourhood strategy are listed below.

#### Policy GABP1: Reduce the impact of vehicles

*"That a strong emphasis should be given to reducing the impact of vehicles by supporting trips that are made by means other than car, particularly walking and cycling with more people using improved bus and rail networks."*

A key strand of the Strategy is to reduce the impact of vehicle movements through a combination of measures including better traffic management, comprehensive parking controls, expansion of park and ride and enabling people to walk, cycle and use trains and buses. All these contribute to reducing in car journeys and addressing the problems manifest in the Air Quality Management Area.

Parking in particular is a key issue and progressive reductions in the supply of public on- and off-street parking to support a shift to the provision of long stay parking at Park and Ride sites have been implemented in recent years.

## Policy GABP2: Prioritise walking

*"That walking be given highest priority in the strategy. It creates a healthier population, an ambience to the historic core of the city and reduces the number of local car journeys. Bath should be an exemplar walking city demonstrating commitment to sustainable transport at a European level."*

An improved walking network will decrease the number of pedestrian casualties recorded and support a shift towards walking from motorised modes. To achieve a walking-friendly city, this strategy aims to:

- Enable walking to the centre and within the city
- Define the walking network – utility and leisure routes
  - Effective maintenance
  - New infrastructure: crossings, shared space, lighting
  - Contribute to health and accessibility
- Engender a cultural shift to walk as the first choice for many journeys.

## Policy GABP4 - Reduce vehicle emissions

*"Vehicle movement should be better managed to reduce traffic impact and emissions, particularly in the city centre where there is less space available."*

Additional parking in the core of the city unrealistic since space is scarce, and additional traffic would be undesirable. Instead, parking within walking distance of all the main destinations should be available.

Measures to restrict traffic can be highly effective. Such measures need to be considered in the wider context to understand the implications for other parts of the city.

Policy GABP4 notes through-traffic to be a problem. This includes traffic with both an origin and destination outside the city which has no purpose in Bath and should use other routes. Measures will include:

- Development of a city centre traffic management plan;
- Setting principles
  - Removing gyratories;
  - Removing traffic signals where possible; and
  - Creating shared spaces.
- Addressing strategic and local 'through-traffic' (around 12% of volume) especially heavy vehicle enforcement; and
- Traffic management related to development sites e.g. Enterprise Area.

## Policy GABP5: Promote cycling

*"That cycling be promoted through better cycling routes with appropriate infrastructure where needed, building a cycling culture for people of all abilities"*

This will include a review of the cycling routes and the development of a programme to enhance the network. It is also noted that segregated cycle routes should be developed where possible.

## Policy GABP7: Appropriately reduce parking central parking provision

*"Car parking is a central feature of the strategy, enabling other components to take effect. The policy of reducing central area public parking and expanding long stay capacity at Park and Ride sites should continue, enabling greater emphasis to be given to walking, cycling and bus services in the historic core and on key corridors. Reduction of city centre parking will not take place until alternatives are in place."*

An objective of the B&NES wider parking strategy is to effectively manage the transport impact and total parking supply.

#### Implications for low traffic neighbourhoods in B&NES

The low traffic neighbourhood strategy aligns with objectives in the Getting around Bath Transport Strategy by prioritising sustainable transport modes and safeguarding the historic environment. It will enable shifts in travel behaviour to walking from motorised modes, therefore improving public health, through creating environments in which the walking and cycling is prioritised over cars.

#### A.2.2.6 Existing B&NES Local Plan (Core Strategy and Placemaking Plan)

The existing B&NES local plan comprises of the Core Strategy (CS) and the Placemaking Plan (PMP) which have been reviewed in conjunction.

##### *The Core Strategy (July 2014)*

Adopted in 2014 (updated in 2017 with the introduction of the Placemaking Plan), the Core Strategy is a key policy document for B&NES that puts in place a strategic planning framework to guide change and development in the District over the following 20 years and beyond.

Strategic objectives include:

- Pursue a low carbon and sustainable future in a changing climate;
- Protect and enhance the District's natural, built and cultural assets and provide green infrastructure;
- Encourage economic development, diversification and prosperity;
- Invest in our city, town and local centres;
- Meet housing needs;
- Plan for development that promotes health and wellbeing; and
- Deliver well connected places accessible by sustainable means of transport.

In conjunction with the JLTP4, the Local Plan will deliver this by:

- Locating and designing new development in a way that reduces the need and desire to travel by car and encourages the use of public transport, walking and cycling;
- Ensuring that development is supported by high quality transport infrastructure which helps to increase the attractiveness of public transport, walking and cycling; and
- Promoting improved access to services especially for rural and more remote areas.

##### *The Placemaking Plan (July 2017)*

The Placemaking Plan complements the Core Strategy and covers detailed development management and design principles for allocated sites within the Authority. Moreover, it entails a range of policies for the management and protection of valued assets throughout Bath and North East Somerset.

The document focuses on each of the Authority's local areas separately.

For Bath, the plan states that it is vital to reduce the impact of vehicles, as it is a unique UNESCO World Heritage city. Achieving this successfully will require a combination of measures, including a parking strategy, continued expansion of the existing Park and Ride sites and finding a new solution for coach parking.

For Keynsham, one of the main reasons for local residents not visiting the town centre was difficulty in parking. Additionally, limited car parking capacity in the town centre is presented as one of the risks with the current spatial strategy.

For Somer Valley, the plan states that the accessible parking in Midsomer Norton Town Centre is an asset, but that the dominance of parking in the street scene could hinder a successful implementation of the spatial strategy. Making improvements in car parking provision would help to reinforce this area as an accessible town centre arrival point. Together with improved pedestrian connections this could stimulate greater movement to and from the High Street and make more use of the park and leisure facilities.

#### Implications for low traffic neighbourhoods in B&NES

The low traffic neighbourhood strategy aligns with aims to reduce the need to travel by car and encourage walking and cycling through increasing attractiveness. It will support the objective to deliver well connected places through increasing local active permeability.

#### A.2.2.7 The Emerging B&NES Local Plan

The Emerging Local Plan has been prepared alongside the (now withdrawn) West of England Joint Spatial Plan (JSP). The Emerging Local Plan will include a strategy to guide development, site allocations (including strategic development locations and smaller sites) to meet development requirements and district-wide Development Management policies for determining planning applications. Consultation on the Local Plan Options document took place in November 2018 until January 2019 on the Emerging Local Plan. Comments from the consultation are being analysed ahead of the publication of the Draft Local Plan.

The emerging core strategy sets out the councils' values and priorities:

- Protect and care for our most vulnerable;
- Nurture residents' health, safety and wellbeing; and
- Provide ways for everyone in the community to reach their full potential.

The Local Plan Options document details that the values should be considered when reading the Spatial Priorities:

- Pursue a low carbon and sustainable future in a changing climate;
- Protect and enhance the District's natural, built and cultural environment and provide green infrastructure;
- Facilitate a strong, productive, diverse and inclusive;
- Meet housing needs arising from a changing and growing population;
- Plan for development that promotes health and well-being;
- Deliver well connected places accessible by sustainable means of transport; and
- Ensure the timely and efficient provision of infrastructure to support growing communities.

For B&NES, the withdrawn JSP proposed a requirement to plan for 14,500 new dwellings by 2036 which is an additional 4,700 houses than set out in the existing committed sites. The local plan, when adopted will have the role of establishing how the "non-strategic" growth of 700 dwellings can be accommodated within B&NES and as such, the report sets out two options for this.

In terms of transport, the options study sets out the changes since 2011. Policies proposed to tackle the challenges outlined in the document include:

- BTH9 Policy Options for Bath Park & Ride provision: Identify specific land for Park and Ride development (expansion of existing sites at Lansdown & Odd Down and new provision East of Bath) and allocate in the Local Plan;

- KSM4 Proposed Policy Options for the Link Road Alignment: The four shortlisted options for the Link Road alignment contained within the Options Assessment Report are all being consulted upon as proposed options;
- KSM5 Proposed Policy Options for Pedestrian and Cycle connections: The identified off-site and on-site walking and cycling links above are put forward as options to be considered in order to create a healthy neighbourhood and support modal shift to active travel modes;
- WCH7 Proposed Policy Approach for transport: The transport proposals proposed in the Local Plan will be a combination of strategic interventions that are required to enable development to proceed, and a number of sustainable transport interventions that seek to enable a greater shift to more sustainable modes of travel;
- WCH11 Policy Approach for the Relocation of Brislington Park & Ride Identify the most appropriate location to relocate the Brislington Park and Ride and allocate in the Local Plan, including the revised Green Belt boundary; and
- DM16 Emerging policy approach for electric vehicles infrastructure: Require all development proposals to integrate the provision of infrastructure into the design and layout of the development to enable the charging of electric or other Ultra-Low Emission vehicles.

One of the key themes from the consultation for the emerging local plan was to create health neighbourhoods through a well-designed public realm and high quality cycling and walking infrastructure.

#### Implications for low traffic neighbourhoods in B&NES

The Emerging Local Plan is supportive of improving and providing walking, cycling and public transport infrastructure. Policy KSM5 states how identified walking and cycling links could be considered to create healthy neighbourhoods and a shift to active travel modes. Low traffic neighbourhoods align with this policy.

#### A.2.2.8 Health and Wellbeing Strategy (2015 – 2019)

The Health and Wellbeing Strategy outlines the vision for 2020 which was established by a partnership of public, business and voluntary sector organisations: *"B&NES will be internationally renowned as a beautifully inventive and entrepreneurial 21st century place with a strong social purpose and a spirit of wellbeing."*

Three themes are set out in the Strategy:

- Preventing ill health by helping people to stay healthy;
- Improving the quality of people's lives; and
- Tackling health inequality by creating fairer life chances.

Aligned to the three themes, 11 priorities are identified which include helping children to be a healthy weight and creating healthy and sustainable places. The measures for these priorities include the exercise levels (to be determined through school health surveys), rates of cycling and walking, access to high quality open and green spaces and number of mitigation measures to reduce the impacts of climate change and environmental hazards.

#### Implications for low traffic neighbourhoods in B&NES

The Health and Wellbeing Strategy and low traffic neighbourhood strategy both aim to increase travel by active modes which will help to contribute to improvements in public health and creating healthier and sustainable places.

#### A.2.2.9 Shaping Up! Healthy Weight Strategy 2015 -2020

Published in 2015, B&NES' Healthy Weight Strategy sets out the key objectives underpinned by the aim to help all B&NES' residents to maintain a healthy weight:

- Coordinate a weight management pathway for everyone which includes prevention, self-care and treatment;
- Increase opportunities for physical activity in our daily lives, reducing sedentary behaviour – (delivered through fit for life strategy and partnership);
- Promote a healthy and sustainable food culture, enabling people to access affordable good food (delivered through Local Food Strategy and partnership);
- Support organisations to promote the health and wellbeing of their employees; and
- Develop a workforce that is confident and competent in promoting healthy weight.

Three themes are identified within the policy which all priorities can be grouped within. These include: *helping people to stay healthy; improving people's lives; and creating fairer life chances*. The strategy's underpinning principles also include working in a holistic manner to improve the health and wellbeing of local people whilst working cross sector.

#### Implications for low traffic neighbourhoods in B&NES

The Shaping Up! Healthy Weight Strategy aims to increase opportunities for increasing physical activity which could be directly supported through increased provision of active modes infrastructure. Through considering the objectives and aims in the strategy, the low traffic neighbourhood strategy supports it.

#### A.2.2.10 Public Realm and Movement Strategy

The strategy outlines the importance of public space for enjoyment, entertainment and social interaction and how, over the last 100 years, the increasing dominance of the motorcar has damaged the character of this space. Following leads from Copenhagen, Freiburg and Bordeaux who have reversed the hierarchy of the car and placed the importance on people and pedestrians, the strategy recommends radical measures to *"provide a long-term plan to enable Bath to achieve an international status for its public realm"*.

The key issues identified in the Strategy include:

- Congestion within the city which restricts pedestrian movement and contributes to air pollution;
- A lack of quality pedestrian infrastructure including pavement widths and consistent information / navigation systems;
- Overcrowding in successfully pedestrianised areas due to the lack of other pedestrian-friendly space;
- Insufficient infrastructure and access for cyclists;
- A complex bus system to understand and access; and
- The inaccessible river which is therefore under-utilised and unattractive.

The Strategy aims to:

- Rebalance the movement and spatial structure – aiming to expand the pedestrian friendly city centre and reorder the hierarchy giving priority to pedestrians, cyclists and public transport;
- Refashion the streetscape and riverscape – aiming to create a lattice of connected streets and spaces with varying atmospheres through using high quality materials, design and lighting;
- Reveal Bath through a new wayfinding system – aiming to improve day-to-day journeys for all modes of movement; and
- Reanimate the city centre – aiming to reanimate through imaginative public art, events and activities.

## Implications for low traffic neighbourhoods in B&NES

The low traffic neighbourhood strategy aligns with the aim to restructure the vehicle hierarchy placing higher importance on people and pedestrians than on cars as well as aims to improve the public realm.

### A.2.2.11 The City of Bath World Heritage Site Management Plan

The City of Bath World Heritage Site Management Plan (2016-2022) was presented to Bath and North East Somerset Council's Full Council meeting on 15 September 2016. The Council endorsed the plan for submission to the Department for Culture, Media and Sport (DCMS) and in turn to UNESCO.

The City of Bath has been a World Heritage Site (WHS) since 1987, recognised as a place of Outstanding Universal Value (OUV) for its architecture, town-planning, landscape, archaeological remains and its role as a setting for social history.

The plan priorities are:

- Managing Development;
- Transport;
- Public Realm;
- Interpretation and Education; and
- Environmental Resilience.

In terms of transport, the plan states that the congestion poses a major issue for the World Heritage Site (WHS) having detrimental impacts on air quality, residents and businesses. The plan sets out the following objectives and actions relating to transport:

- Objective 3: Work to control traffic growth and harm, and encourage and promote less car use, especially in the city centre.
- Action 5: Engage with and monitor the delivery of the Transport Strategy (2014) objectives & seek to ensure that they deliver maximum benefit & no unacceptable impact to the OUV of the WHS & its setting.
- Objective 4: Ensure that other national and regional bodies take full account of the WHS in their strategic planning.
- Action 6: Engage with central government & neighbouring authorities as necessary to reduce the impact of major road traffic routes passing through the WHS.
- Action 7: Engage with & support the current programme of cycling improvements & ensure that they deliver sustainable travel option whilst protecting the OUV
- Objective 5: Ensure that new street works, and other developments are completed to high and consistent design standards allowing good accessibility to all.
- Action 8: Continue to implement public realm improvements, especially with regard to poor pavement surfaces.
- Action 9: Ensure that the Bath Pattern Book is adhered to & updated as necessary to guide street works in the WHS.
- Action 10: Continue to reduce the impact of vehicular traffic & continue the closure of key streets within the site to vehicles where there is a valid case for doing so.
- Action 17: Install welcome signs on road, rail, river, canal & walking entrance points & seek to improve way marking for heritage walking routes.

- Action 26: Support actions to reduce air pollution, primarily caused by petrol/diesel powered vehicles, which is a direct risk to people & historic fabric within the WHS.

#### Implications for low traffic neighbourhoods in B&NES

The World Heritage Site Management Plan identifies congestion as a major issue and aims to promote less car use and to close key streets to vehicles whilst encouraging walking to improve air quality and quality of life for residents and businesses, this directly aligns with the broad aims of low traffic neighbourhoods.

#### A.2.2.12 Bath City-wide Character Appraisal

The Bath City-wide Character Appraisal was carried out in 2004 – 2005 to help develop the understanding of the character of the city. It was adopted as a Supplementary Planning Document in 2005. The aims of the document are:

*“By identifying key elements of character and highlighting variations across the city this document will help to retain, conserve, maintain and enhance Bath’s character and quality through the development control process and by informing other projects such as public realm enhancements.”*

The document identifies 22 character areas which consider the physical influences, land use and buildings, streets and civic spaces, vegetation and open space, features, landmarks and views and cultural influences.

#### Implications for low traffic neighbourhoods in B&NES

The document outlines the 22 character areas recognising the World Heritage Site, Hot Springs, Conservation Areas, Green Belt, Areas of Outstanding Natural Beauty, Listed Buildings, Ancient Monuments and historic landscapes. Consideration of these areas is required in the development of a low traffic neighbourhood to establish suitable interventions.

#### A.2.2.13 WaterSpace Project

In partnership with the Environment Agency, the Canal & River Trust and Wessex Water B&NES has identified opportunities to enhance the surrounding waterways (River Avon and Kennet and Avon Canal (Dundas Aqueduct to Bath to Hanham Lock)) and adjoining land. The WaterSpace study was prompted due to major redevelopment of Brownfield sites along the River Avon corridor and the identification of opportunities to revitalise the River Avon and Kennet and Avon Canal.

The Study provides an evidence base for decision making with 5 main aims:

- Make best use of the partners’ assets and landownership to enhance the waterways, taking a partnership approach and seeking for multi-benefits from projects;
- Improve the district’s mooring offer whilst safeguarding navigation;
- Realise opportunities from development and regeneration to benefit both the waterways and the quality of new development;
- Protect and improve opportunities for both land and water-based leisure and recreation; and
- Enhance the environmental (including ecology, amenity and water quality) value of the waterways, including retaining dark corridors for wildlife.

The study area includes Dundas, Calverton, Bathampton, Bath, Saltford, Keynsham and Hanham which have been categorised into 15 different character areas. The study proposed 35 project ideas across the study areas which should be considered in the development of low traffic neighbourhoods.



## Implications for low traffic neighbourhoods in B&NES

A low traffic neighbourhood should consider the WaterSpace project which highlights water corridors around Bath as potential routes for improved connectivity, especially for active model travel.

### A.2.2.14 Balancing Your Needs: A parking strategy for Bath and North East Somerset

The parking strategy has been developed in line with the policies in the Placemaking Plan and the current and emerging B&NES transport strategies which have been developed for a number of towns and areas within the authority. In particular, the parking strategy supports the need to reduce the level of intrusion of vehicles into urban centres, reflecting concerns about the impact of traffic congestion on the environment and air quality, as well as the need to protect the historic fabric of the World Heritage Site (WHS) in Bath.

The principles of the parking strategy are:

- To sustain and enhance the vitality and viability of settlements within Bath and North East Somerset, including the City of Bath, through parking policies which support the prosperity of the city and towns whilst reducing traffic in the most congested areas and improving the air quality;
- To effectively manage the total parking supply, which includes all types of parking, and consider priorities, regulation, charges and enforcement; and
- To manage travel demand in new developments by introducing restraint-based car parking standards, to avoid the over provision of car parking spaces, whilst meeting the needs of essential users.

The strategy outlines that on street parking is in high demand, particularly in the centres of Bath and Keynsham. To ensure best use of the kerb space the parking strategy includes a hierarchy of kerb space which prioritises alternatives to private car trips, maintains accessibility for disabled users and supports the operation of businesses. Within Bath controlled parking zones are used to manage street parking demand.

Off street public parking have high occupancy levels, particularly in Bath and the strategy states that over time, long stay off street parking will be reduced in favour of short stay parking and Park and Ride facilities which are growing in popularity. Private car parks in Bath also have high occupancy levels and the strategy notes that changes to these will have significant impacts to travel patterns.

The strategy states that a reduction of prescribed parking standards may be justified in areas with high connectivity and good public transport provision and that the 'Bath and North East Somerset Council's Development Accessibility Assessment' assesses a site's level of connectivity before proposing a reduction from the standards.

Some of the parking objectives and action points, of relevance to this strategy, are summarised in Table XXX.

Table A-1: Types of interventions and measures that could be used to create low traffic neighbourhoods

Theme	Objective
<b>Parking Standards</b>	PSO1 Encourage and facilitate the provision of car club bays within new developments to reduce car ownership and pressures on residential parking within Bath
	PSO2 Developments within Bath and North East Somerset should provide provision for electric vehicle charging points in accordance with the following standards:
	Residential developments with shared car parks – active provision for 20% spaces and passive provision for 20% spaces
	Residential developments with individual parking – passive provision within each property
	Commercial developments – active provision in 5% car parking spaces
<b>Managing On-Street Parking</b>	PSO6 Where it is deemed safe, on-street parking will be allocated using a balance approach to meet the demands in accordance with the Hierarchy of Kerb Space. Parking restrictions will be introduced, or parking prevented altogether, in order to reduce traffic and to maintain free flow of the highway network.

Theme	Objective
	<p>PSO7 Within the centre of Bath priority for on-street parking will be given to disabled users, then residents parking zones and then short stay parking (maximum 2 hours) at the expense of long stay parking.</p> <p>PSO8 Additional Residents Parking Zones in all areas of Bath and North East Somerset will only be introduced in accordance with the 'Purpose of Residents Parking Schemes' where it can be demonstrated that the criteria outlined in 'Guidance to the Introduction of Residents Parking Schemes' has been met and the scheme has the support of local members.</p> <p>PSA 1 The Council should consider undertaking a strategic review of the existing residents parking scheme zoning system to determine whether an alternative zoning structure would result in more efficient use of on-street spaces.</p> <p>PSA 2 The Council will consider altering the hours of operation of residents parking zones, where sufficient evidence can be provided to demonstrate support for a change amongst residents and local members in line with criteria outlined in 'Guidance to the Introduction of Residents Parking Schemes'.</p> <p>PSA 3 The Council should undertake a review of the available permit types and remove those that do not comply with the objectives and policies of this strategy.</p> <p>PSO9 Allocation of permits to new developments, and existing properties with a new use, will be in accordance with the policy set out in E2911. In particular, permits will not be allocated in zones where the potential demand of existing properties exceeds the available capacity.</p> <p>PSA 4 Surveys undertaken in March 2015 and November 2016 suggest there is currently residual capacity on-street in Keynsham. The Council will undertake periodic reviews of on-street parking demand in Keynsham to monitor whether intervention is required.</p> <p>PSA 5 Recent evidence suggests that there is available capacity on-street in the Somer Valley. The Council will undertake periodic reviews of on-street parking demand in the Somer Valley to monitor whether intervention is required.</p> <p>PSA 6 Issues related to a lack of passing places caused by on-street parking will be considered by the Council on a case by case basis, with the aim of minimising safety problems.</p>
<b>Multi Modal Parking</b>	<p>PSA 14 Establish an expert panel on disability issues to guide policy decisions.</p> <p>PSO23 Ensure adequate parking is provided in suitable locations for disabled users and enforce the proper use of it. Undertake a review of access routes between off-street disabled parking and the city centre, particularly where changes to provision and/or location are implemented, to ensure that the existing level of provision is maintained or improved.</p> <p>PSO24 Continue to encourage the provision of car clubs in central Bath.</p> <p>PSO25 Support an increase in the number of electric vehicle charging points on street and within car parks.</p> <p>PSO26 Improve the provision of high-quality dedicated motorcycle parking spaces on street and in Council operated off-street car parks.</p> <p>PSA 15 Work with operators and stakeholders to increase the provision, maintenance and desirability of on-street cycle parking spaces at retail and leisure facilities.</p> <p>PSA 16 Work with operators and stakeholders to increase the provision, maintenance and desirability of high quality covered cycle parking spaces at Bath train station.</p> <p>PSO27 Provide adequate parking and drop off/pick up facilities for coaches in Bath in accordance with the Coach Strategy.</p> <p>PSO28 Continue to support the operation of taxis in Bath and North East Somerset through provision of adequate and suitable located taxi ranks and consider appropriate locations for electric charging points. This should be periodically reviewed to respond to changes in travel patterns resulting from alternative taxi services.</p> <p>PSO29 Ensure suitable provision of unloading/loading space to support local businesses and operations</p> <p>PSO30 Hours of access for servicing and delivery vehicles in the centres of Bath and Keynsham will be restricted if required to support the delivery of public realm improvements, including aspirations within the Public Realm Movement Strategy.</p>
<b>Information and Enforcement</b>	<p>PSO31 Parking enforcement should facilitate protection of road space in order to maintain free flow of traffic in the network, ensure off-street parking is used as intended and encourage education of motorists to avoid penalties and ensure the protection of pedestrian safety.</p>

## Implications for low traffic neighbourhoods in B&NES

The Parking Strategy could support the implementation of a low traffic neighbourhood through the encouragement of a reduction in car dependency. It supports, where appropriate, the implementation of residents parking zones which could be alongside, instead of or replaced by a low traffic neighbourhood.

### A.2.2.15 B&NES Climate Emergency Progress Report

In March 2019 B&NES declared a Climate Emergency<sup>3</sup> committing the Council to provide leadership enabling the local authority to achieve carbon neutrality by 2030. The resolution included that the Council recognises "*the need to enable low carbon living across society through changes to laws, taxation, infrastructure plus transport in all forms, policies and plans*".

The Climate Emergency promoted the development of the Climate Emergency Outline Plan to be presented to Council in October 2019. The recommendations put to B&NES within the report include 3 immediate priorities:

- Energy efficiency improvement of the majority of existing buildings (domestic and non-domestic) and zero carbon new build;
- A major shift to mass transport, walking and cycling to reduce transport emissions; and
- A rapid and large-scale increase in local renewable energy generation.

With regards to transport, the proposed targets are:

- 25% reduction in car use km per person per year;
- Modal shift creates 7% reduction in car travel;
- Electric cars: 76% pure battery EV, 14% Petrol Hybrid EV; and
- 76% electric buses, 24% hybrid buses.

The Council will lead the establishment of a new district-wide partnership, named the B&NES Climate Emergency, Environment and Place Partnership. This will encompass work from relevant existing local and West of England partnerships, strategies and projects.

## Implications for low traffic neighbourhoods in B&NES

The low traffic neighbourhood strategy would support a reduction in car use and modal shift.

### A.2.2.16 B&NES air quality management plans

B&NES has five designated air quality management areas (AQMA), where levels of nitrogen dioxide exceed the national annual average objective of 40 micrograms per cubic metre ( $\mu\text{g}/\text{m}^3$ ). The AQMAs are located in: Bath, Keynsham, Saltford, Farrington Gurney and Temple Cloud.

#### ***Bath Clean Air Zone***

The full business case<sup>4</sup> has been developed for Bath's Clean Air Plan, which is scheduled for approval by Bath's Cabinet in January 2020. It outlines preferred option proposals including a Class C Clean Air Zone (CAZ),

<sup>3</sup> <https://democracy.bathnes.gov.uk/documents/g5196/Public%20minutes%2014th-Mar-2019%2018.30%20Council.pdf?T=11>

<sup>4</sup> [https://www.bathnes.gov.uk/sites/default/files/siteimages/Environment/Pollution/674726.br\\_042.fbc\\_-\\_bath\\_clean\\_air\\_plan\\_fbc\\_draft.pdf](https://www.bathnes.gov.uk/sites/default/files/siteimages/Environment/Pollution/674726.br_042.fbc_-_bath_clean_air_plan_fbc_draft.pdf)

assumptions regarding bus replacement/retrofitting, a traffic management scheme at Queen Square and a package of non-charging measures.

The Plan proposals look to deliver widespread behaviour change, such as: accelerated vehicle upgrading, switch in preference for vehicles by fuel type, reduction in non-compliant vehicle fleet, increased mode share of public transport, increased mode share of active travel modes, diverted/cancelled trips, changes to use of highway network across B&NES. These changes look to deliver impacts including improved air quality, increased physical activity, improved human health and making Bath a cleaner more attractive place to live, work and visit.

#### **Implications for low traffic neighbourhoods in B&NES**

Changes to traffic movements across wider Bath may feed into the demand for low traffic neighbourhoods from communities across the city. Any potential travel changes as a result of the CAZ have been considered as part of the development of the strategy and associated policies.

#### ***Air Quality Action Plans for Keynsham and Saltford***

The air quality action plans for Keynsham and Saltford outline actions that Bath & North East Somerset Council recommend are delivered in Keynsham and Saltford between 2016-2021 in order to reduce concentrations of air pollutants and exposure to air pollution. These include the following measures relevant to this strategy:

- Changes to traffic management;
- Information campaigns;
- Increase in public and private electric vehicle charging infrastructure;
- Pedestrian and cycling facility improvements, including cycle parking and cycle routes;
- Exploration of “electric zones”; and
- Influence development designs to improved access to public transport, cycling and walking routes, including prioritisation and lighting.

#### **Implications for low traffic neighbourhoods in B&NES**

The low traffic neighbourhood strategy considers the changes to traffic management and improvements to active modes infrastructure as a result of the Air Quality Action Plan.

### **A.3 Legislation and guidance that can be used to implement low traffic neighbourhoods or should be considered in their implementation**

The following legislation gives B&NES the powers required to implement low traffic neighbourhoods:

- The Road Traffic Regulation Act 1984; and
- The Traffic Management Act 2004.

In addition, the following guidance and legislation are important considerations in bringing forward proposals for low traffic neighbourhoods:

- Manual for Streets & Manual for Street 2; and
- The Equality Act 2010.

## A.3.1 The Road Traffic Regulation Act 1984

The Road Traffic Regulation Act 1984 provides powers to regulate or restrict traffic on UK roads, in the interest of safety. The Act contains relevant sections on: General Provisions for Traffic Regulations; Traffic Regulation in Special Cases; Crossings and Playgrounds; Parking Places; Traffic Signs; Speed Limits; Bollards and Other Obstructions; Control and Enforcement; Further Provisions as Enforcement; and General and Supplementary Provisions.

Under the Road Traffic Regulation Act 1984, local authorities must exercise their traffic regulation powers to secure the safe passage of all traffic, including walkers, horse riders, cyclists and motor and horse-drawn vehicles.

The powers to regulate and restrict road traffic are existing within B&NES, certain elements of low traffic neighbourhoods would rely on the closure of some local through-roads, as well as the provision of greater priority for pedestrians, cyclists and buses, all of which are likely to change how traffic currently flows. Compliance with the 1984 Act and legal requirement for consultation and implementation of traffic regulation orders (TROs) are to be considered within approaches to policy, particularly for low traffic neighbourhoods and residential parking zones.

TROs can be permanent or temporary. Temporary orders have a maximum time limit of 18 months. The procedure for making permanent or temporary orders varies. For permanent orders the procedure is:

- **Preliminary requirements:** Consultation with bodies specified in Regulation 6, such as the emergency services and other public bodies must take place. Other interest groups such as local residents and traders may be consulted where appropriate. The TRO must also be advertised in the local press and on local display notices around the roads affected until 6 weeks after the proposed Order has been made.
- **Public objections and inquiries:** Anyone can object in writing to an order by the date specified on the notices or if later within 21 days of the notice being given and publicity being adequate. A public inquiry may be held if it affects loading and unloading times or bus services.
- **Consent for certain schemes:** The Secretary of State's consent is required where a scheme affects a road for which (s)he is the traffic authority; where a scheme will restrict access to property for 8/24 hours; and a scheme involving speed limits, particularly where the limit is 30mph or less.
- **Making an order:** Orders cannot be made before the statutory period for objections has ended or after a period of two years from the making of the initial notice. Within 14 days of making the order the authority must place a notice in the local press announcing their decision. Any traffic signs required as a consequence of the order must be in place before it comes into force.

In contrast to TROs, Experimental Traffic Orders (ETOs) may be implemented without consultation / publicity and feedback on the order is then gathered. The Roads: Traffic Regulation Orders states "*This can be a more cost effective and flexible approach (allowing e.g. for immediate feedback and minor changes) than a permanent order or a temporary order*".

Implementation for temporary orders require:

- Publish a notice of intention in a local newspaper and in the vicinity of the affected area and inform the police not less than seven days before making the order; and
- Not more than 14 days after making the order the authority must publish a notice in a local newspaper and in the vicinity of the affected area stating that the order has been made.

It should be noted that TROs can only be used for specific roads can not to give general parking prohibition.

## Implications for low traffic neighbourhoods in B&NES

Should B&NES wish to implement street closures, one way streets or double yellow lines or prohibit the use of roads by through traffic in order to implement low traffic neighbourhoods, the relevant procedures as set out in the Act should be followed.

### A.3.2 The Traffic Management Act 2004

The Traffic Management Act 2004 gives powers to reduce traffic congestion in towns and cities and reduce disruption on the road network. All parties interested in occupying the highway need to follow specific guidelines. The Act outlines that it is the duty of the local traffic authorities to secure the movement of traffic on the authority's road network and any action they consider secures:

- The more efficient use of their road network; or
- The avoidance, elimination or reduction of road congestion or other disruption.

The Act ensures effective communication between highway authorities and parties interested in carrying out street work. Powers are given to highway authorities to impose fixed charges in case of any failure to follow the guidelines. The Act (part 6) also gives tools to local authorities to manage parking policies and enforce some traffic moving offences.

The Secretary of State's Statutory Guidance to Local Authorities on the Civil Enforcement of Parking Contraventions, published under the Traffic Management Act, sets out the policy framework for Civil Parking Enforcements. This sets out that enforcement authorities should design their parking policies with particular regard to:

- *Managing the traffic network to ensure expeditious movement of traffic, (including pedestrians and cyclists), as required under the Traffic Management Act 2004 Network Management Duty*
- *Improving road safety;*
- *Improving the local environment;*
- *Improving the quality and accessibility of public transport;*
- *Meeting the needs of people with disabilities, some of whom will be unable to use public transport and depend entirely on the use of a car; and*
- *Managing and reconciling the competing demands for kerb space.*

## Implications for low traffic neighbourhoods in B&NES

The Guidance also highlights how the enforcement authorities should adopt the lowest charge level consistent with a high level of public acceptability and compliance. This should be followed in the implementation of any parking charges associated with low traffic neighbourhood.

### A.3.3 The Equality Act 2010

The Equality Act brings together over 116 separate pieces of legislation into one single Act, providing a legal framework to protect the rights of individuals and advance equality of opportunity for all. It provides Britain with a discrimination law which protects individuals from unfair treatment and promotes a fair and more equal society.

## Implications for low traffic neighbourhoods in B&NES

When developing this strategy and associated policies, consideration regarding the impact of changes to the streetscape must include for protected groups rights, particularly consideration of the provision for reduced mobility/disabled groups. In the design and implementation of low traffic neighbourhoods, it is imperative to consider the implications such as changes to access, street furniture provision, paving and demarcation of changes to priorities. Any changes proposed to the residents' parking policies will also need to consider and not preclude amendments for reduced mobility/disabled users.

### A.3.4 Manual for Streets & Manual for Streets 2 guidance

#### A.3.4.1 Manual for Streets

Although not policy, Manual for Streets (MfS) changed the approach to the design, construction, adoption and maintenance of urban streets. It provided a revised 'movement framework', which changed the focus from heavy engineering influenced design standards, to considering connectivity and flow of movement.

*"Street networks should, in general, be connected. Connected, 'permeable' networks encourage walking and cycling, and make places easier to navigate through."*

In MfS, policies are aimed at making car use a matter of choice rather than a habit or dependence. Whilst the movement framework is recommended for a new development be based on user hierarchy, the principles are just as relevant when considering existing infrastructure and changes to road-space allocation or prioritisation of modes. Ultimately, applying the hierarchy will lead to a design change that increases the attractiveness of walking, cycling and the use of public transport.

<p><b>Consider first</b></p> <p>↓</p> <p><b>Consider last</b></p>	Pedestrians
	Cyclists
	Public transport users
	Specialist service vehicles (e.g. emergency services, waste, etc.)
	Other motor traffic

MfS encourages a reduction in the need to travel by car through the promotion of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents, named the 'walkable neighbourhood'. For increased pedestrian movement, Manual for Streets advises:

- The propensity to walk is influenced not only by distance, but also the quality of the walking experience;
- Pedestrian networks need to be connected. Where routes are separated by heavily-trafficked routes, appropriate surface-level crossings should be provided;
- Pedestrians should generally be accommodated on multifunctional streets rather than on routes segregated from motor traffic. In situations where it is appropriate to provide traffic-free route they should be short, well-overlooked and relatively wide;
- Obstructions on the footway should be minimised; and
- There is no maximum width for footways, widths should take account of pedestrian volumes and composition.

The principles and standards outlined as part of Manual for Streets can be used to develop low traffic neighbourhood interventions, as well as to inform infrastructure best practice for implementation.

## Implications for low traffic neighbourhoods in B&NES

The principles and standards outlined as part of Manual for Streets, particularly with regards to making streets permeable, can be used to develop low traffic neighbourhood interventions. These should be used to inform infrastructure best practice for implementation.

## A.3.4.2 Manual for Streets 2

Manual for Streets 2 (MfS2) echoes key principles from the first addition, including:

- Application of a user hierarchy – pedestrians are at the top. Thus, the needs of pedestrians are considered first when designing, building, retrofitting, maintaining and improving streets;
- Recognising the importance of the community function – streets to be considered as spaces for social interaction. Streets to integrate and not segregate communities and neighbourhoods;
- Promoting an inclusive environment – design that recognises the needs of people of all ages and abilities. Designs must recognise the importance of way-finding and legibility;
- Reflecting and supporting pedestrian and cyclist desire lines;
- A locally appropriate balance should be struck between the needs of different user groups – traffic capacity to not always be primary consideration in street design;
- Encouraging innovation – a flexible approach to street layout; and
- Designing to keep vehicle speed at or below 20 mph – in particular, where there is significant pedestrian movement.

The Manual for Streets 2 document acknowledges the benefits of reducing reliance on motorised vehicles and opening upon spaces for shared purposes. Notably, *"making appropriate provision for road-based public transport, cycling and walking can help encourage modal shift from the private car, and so contribute to the sustainability and health agendas"*.

Enhancing street environments through removal of clutter, use of shared space and enhanced street lighting can help stimulate local economic activity, reduce street crime and encourage a sense of local community. This in turn encourages more local, shorter distance travel on foot or by cycle. Ultimately conforming to MfS first principle of user hierarchies.

Shared space is predominantly an approach to highway design and can be introduced for a range of purposes including:

- Improving the built environment;
- Giving people freedom of movement rather than instruction and control;
- Improving the ambience of places;
- Enhancing social capital;
- Enhancing the economic vitality of places; and
- Safety.

A shared space is defined as a street or place accessible to both pedestrians and vehicles that is designed to enable pedestrians to move freely by reducing traffic management features that tend to encourage users of vehicles to assume priority.

### Implications for low traffic neighbourhoods in B&NES

The key principles detailed in Manual for Streets 2 should be applied to the implementation of low traffic neighbourhood in identifying that a locally appropriate balance should be struck between the needs of different user groups.