

OFFICER DECISION REPORT – EXPERIMENTAL TRAFFIC REGULATION ORDER (ETRO)

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INFORMAL CONSULTATION (with Chief Constable and Ward Members)

PREPARED BY: Traffic Management Team, Highways and Transport Group

TITLE OF REPORT:	Sydney Road – ‘New Sydney Place and Sydney Road Liveable Neighbourhood Scheme’
PROPOSAL:	No through traffic restriction (prohibition of motor vehicles)
SCHEME REF No:	23 – 031

1. DELEGATION

The delegation to be exercised in this report is contained within **Part 3, Section 4** of the Constitution under the **Delegation of Functions to Officers**, as follows:

Section A	The Chief Executive, Strategic Directors, Divisional Directors and Heads of Service have delegated power to take any decision falling within their area of responsibility....”
Section B	Without prejudice to the generality of this, Officers are authorised to: serve any notices and make, amend or revoke any orders falling within his/her area of responsibility.
Section D9	An Officer to whom a power, duty or function is delegated may nominate or authorise another Officer to exercise that power, duty or function, provided that Officer reports to or is responsible to the delegator.

For the purposes of this report, the Director of Place Management holds the delegated power to make, amend or revoke any Orders.

2. LEGAL AUTHORITY

This proposal is made in accordance with the Road Traffic Regulation Act 1984, which under Section 1 provides, generally, for Orders to be made for the following reasons, and in the case of this report specifically for the reason(s) shown below:

(a)	for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or	X
(b)	for preventing damage to the road or to any building on or near the road, or	
(c)	for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or	X
(d)	for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property,	X
(e)	(without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or	X

(f)	for preserving or improving the amenities of the area through which the road runs, or	X
(g)	for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality)	

3. **PROPOSAL**

The introduction of a through-traffic restriction at New Sydney Place, Sydney Road, just east of its junction with Sydney Mews, on an experimental basis in the first instance. A through-traffic restriction is, essentially, a road closure which prevents through traffic from using a route, whilst maintaining access for walking, wheeling and cycling. The filters will be porous and emergency vehicles and refuse vehicles will have access through the bollards.

The left turn lane from Warminster Road into Sydney Road would also be taken out of use as part of the trial scheme in order to help drivers and motorcyclists understand that Sydney Road is no longer a through-route.

The location and extent of the proposed through-traffic restriction is shown on the attached drawing – Appendix 1.

4. **BACKGROUND**

Liveable Neighbourhoods are part of our toolkit to tackle the climate and ecological emergency, act on our Health and Wellbeing Strategy and ensure social justice. All schemes will require changes in travel behaviour by residents, commuters, and visitors alike. Modifying travel behaviour and car ownership levels is difficult in the short term, but the rewards can be significant.

The aim of Liveable Neighbourhoods is to reduce overall vehicle use, rather than divert traffic elsewhere. Successful schemes will be those that improve the local environment for residents, increase capacity, safety, and convenience for sustainable travel on main corridors, and foster conditions whereby residents reduce their reliance on private cars, making their local trips by walking, cycling, e-bikes or public transport.

The introduction of Liveable Neighbourhoods has the potential to make huge improvements to people's lives, enabling communities to improve their health, wellbeing, and equality of opportunity.

Liveable Neighbourhood strategies in B&NES (Low Traffic Neighbourhoods, Residential Parking Strategy, and On Street Electric Vehicle Charging Strategy) were the subject of public consultation between 9th September and 18th October 2020. The responses demonstrated overwhelming public support for the council's approach and proposed measures.

These strategies were approved in December 2020, and applications were subsequently sought for Liveable Neighbourhoods, Residents' Parking Zones, and Electric Vehicle Parking. Ward Members and Parish Councils were asked to submit expressions of interest by 12th February 2021, with a second round of expressions of interest invited by 5th May, and a third round by 5th August 2021.

Consultation with local communities has continued to be at the heart of the Liveable Neighbourhoods programme since 2021 with ideas for improvement to their areas being put

forward by residents themselves during public engagement and co-design workshops to address the issues they commonly experience.

During the 2023, preliminary designs were prepared for 15 Liveable Neighbourhoods, drawing on the outcomes of co-development workshops and a shortlisting exercise. These preliminary designs set out the overall ambition for the 15 areas but will remain draft until:

- The West of England Combined Authority approves the final business case (FBC)
- B&NES has secured the available funding from the City Regional Transport Settlement (CRSTS).

Officers have identified three Liveable Neighbourhood areas which feature shortlisted measures suitable for trialling from Spring 2024. Potential trials (and variations on these trials/measures) have been assessed using the following criteria:

- Broad estimates for the cost of trial implementation (based on previous projects)
- Their overall suitability for implementation as a trial scheme
- How long the trial would take to implement (priority given to those that can be implemented quickly)
- To what extent the proposed intervention addresses the feedback from the initial consultation and co-design workshops.

These areas are: Lower Lansdown and the Circus area, New Sydney Place and Sydney Road and Lyme Road and Charmouth Road area. This report relates to a proposed trial for a through-traffic restriction on Sydney Road.

5. SOURCE OF FINANCE

The proposal is funded from the West of England Mayoral Combined Authority through an allocation of £736,000 to implement the trials ahead of delivering the wider Liveable Neighbourhoods programme, the purpose of which is to develop a range of measures to improve residential streets.

6. CONSULTATION REQUIREMENT

The proposal requires informal consultation with the Chief Constable, Ward Members, and the Cabinet Member for Transport.

PROPOSAL(S) APPROVED FOR INFORMAL CONSULTATION WITH THE CHIEF CONSTABLE AND WARD MEMBERS.



Paul Garrod
Traffic Management and Network Manager

Date: 5th February 2024

Appendix 1 – New Sydney Place and Sydney Road Proposal Plan

AECOM

PROJECT
B&NES LIVEABLE NEIGHBOURHOODS

CLIENT
B&NES
 Bath and North East Somerset

CONSULTANT
 AECOM
 Pitvally Place, Pitvally Lane,
 Bristol, BS1 6BA
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GENERAL NOTES

1. Do not scale from this drawing. All dimensions and levels are in metres, unless otherwise stated.
2. The contractor is responsible for establishing the position and status of all statutory utility apparatus prior to commencing any works. Contractor to liaise with the relevant utility companies at the commencement of any works. The contractor shall coordinate and undertake all works in conjunction and agreement with the affected statutory utility.
3. All new road markings are laid and signs erected in accordance with:
 Traffic Signs Manual, Chapter 5 (2019)
 Traffic Signs Manual, Chapter 6 (2019)
 General Direction 2016 (TSRSD 2016)
 General Direction 2018 (TSRSD 2018)
4. Topographical survey information has not been obtained for this scheme. OS references and mapping have been used.

KEY

- EXISTING LIGHTING COLUMN
- EXISTING FULL HEIGHT KERBS
- EXISTING DROPPED KERBS
- EXISTING ROAD MARKINGS
- EXISTING TACTILE PAVINGS
- EXISTING UTILITY COVER
- EXISTING DRAINAGE GULLY
- PROPOSED ROAD MARKINGS (REFER TO 100 SERIES FOR DETAILS)
- PROPOSED PAVED BOLLARD (REFER TO 100 SERIES FOR DETAILS)
- PROPOSED SIGN (REFER TO 200 SERIES FOR DETAILS)
- PROPOSED SIGN (REFER TO 200 SERIES FOR DETAILS)
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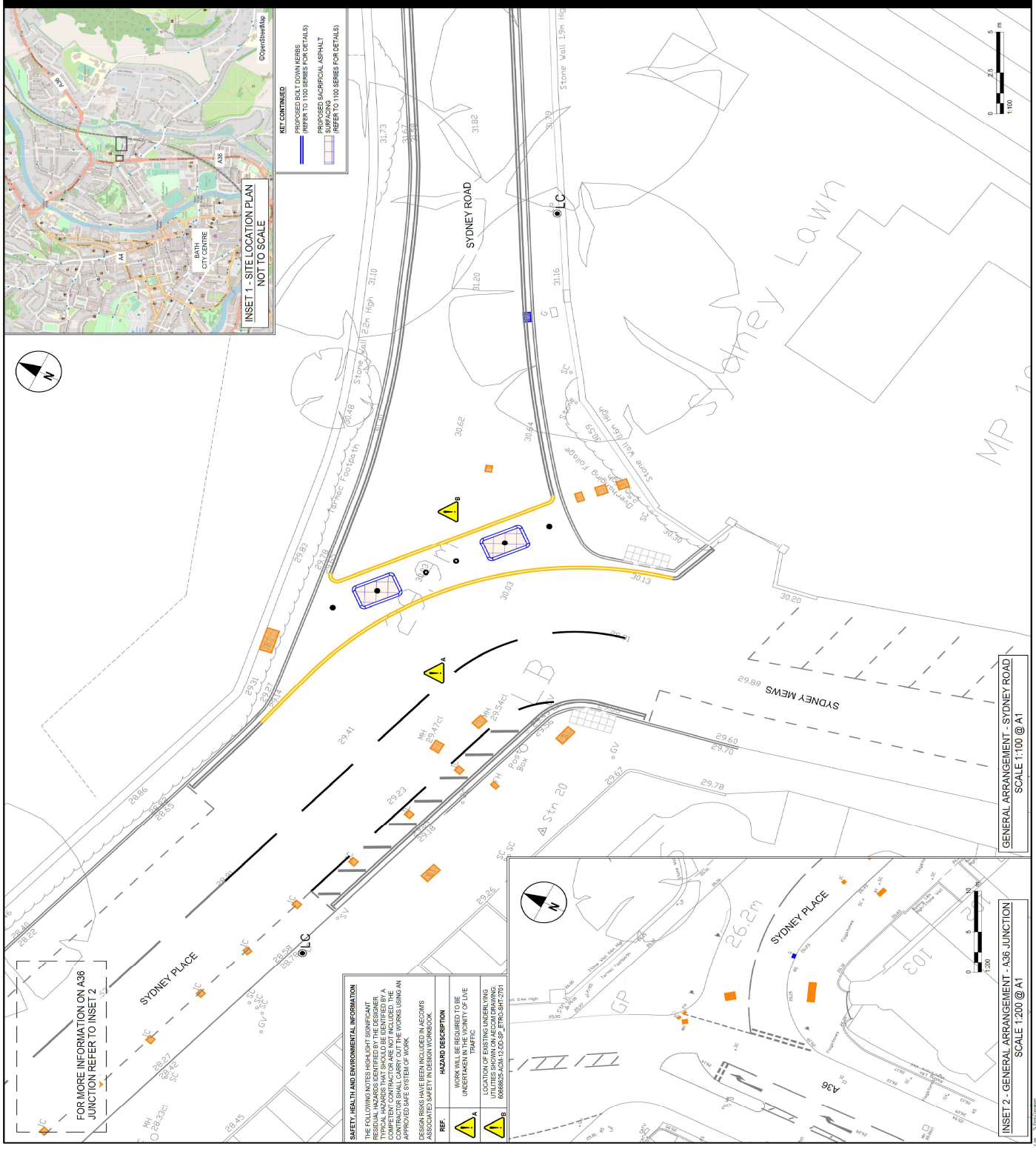
NET CONTINUES

DRAFT

NO.	DATE	DESCRIPTION
01	10/02/2024	Client Comments
02	01/12/2023	Final Issue
03		
04		

SHEET TITLE
 LN - NEW SYDNEY PLACE
 100 - GENERAL ARRANGEMENT PLAN
 SHEET 1 OF 2

SHEET NUMBER
 0368625-ACH-12-00-SP_ETRO-SHT-0101



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

DESIGN RISKS HAVE BEEN INCLUDED IN AECOM'S ASSOCIATED SAFETY IN DESIGN WORKBOOK.

REF.	HAZARD DESCRIPTION
A	WORK WILL BE REQUIRED TO BE UNDERTAKEN IN THE VICINITY OF LIVE TRAFFIC
B	EXISTING UTILITY APPARATUS AND MARKINGS

6068625-ACH-12-00-SP_ETRO-SHT-0101