

**OFFICER DECISION REPORT - EXPERIMENTAL TRAFFIC REGULATION  
ORDER (ETRO)**

**3**

**APPROVAL TO PROGRESS ETRO**

PREPARED BY: Traffic Management Team, Highways and Traffic Group

<b>TITLE OF REPORT:</b>	<b>Lyme Road and Charmouth Road Liveable Neighbourhood Scheme</b>
<b>PROPOSAL:</b>	<b>Introduction of One-Way System (prohibition of motor vehicles)</b>
<b>SCHEME REF No:</b>	<b>23 – 030</b>

**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:

<b>Section A</b>	The Chief Executive, Strategic Directors, Divisional Directors and Heads of Service have delegated power to take any decision falling within their area of responsibility....”
<b>Section B</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.
<b>Section D9</b>	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)	
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### 3. **PROPOSAL**

The introduction of a one-way system in the Lyme Road and Charmouth Road Area:

- Charmouth Road is to become one-way in a northerly direction, from its junction with A4 Newbridge Road to its junction with Lyme Road.
- Lyme Road is to become one-way in a north westerly direction, from its junction with Charmouth Road to its junction with Lyme Gardens
- Lyme Gardens is to become one-way in a south westerly direction from its junction with Lyme Road to its junction with A4 Newbridge Road

Cycles and other non-motorised vehicles are to be exempt from the one-way and can proceed as normal in both directions on each of the above roads. Some sections of road are to have double yellow lines denoting a prohibition of waiting at any time.

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 interested 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 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 one-way system for motor vehicles.

## **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. INFORMAL CONSULTATION REQUIREMENT**

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

## **7. COMMENTS RECEIVED TO DATE**

### **Chief Constable**

Thank you for your email and attached documentation regarding the ETRO informal consultation report for the Experimental proposals as part of the Lyme Road and Charmouth Road Liveable Neighbourhood Scheme.

It is understood from the Informal Consultation Report that the proposal is as follows - *“The introduction of a one-way system in the Lyme Road and Charmouth Road Area: Charmouth Road is to become one-way in a northerly direction, from its junction with A4 Newbridge Road to its junction with Lyme Road.*

*Lyme Road is to become one-way in a north westerly direction, from its junction with Charmouth Road to its junction with Lyme Gardens  
Lyme Gardens is to become one-way in a south westerly direction from its junction with Lyme Road to its junction with A4 Newbridge Road  
Cycles and other non-motorised vehicles are to be exempt from the one-way and can proceed as normal in both directions on each of the above roads. Some sections of road are to have double yellow lines denoting a prohibition of waiting at any time.  
The location and extent of the proposed through-traffic restriction is shown on the drawing – Appendix 1.”*

Anecdotally, it appears that the proposed unidirectional mode of travel formalises the current informal method of parking/travel. It is understood that this location forms a well utilised access route to the adjacent Newbridge Primary School. With regard to the spur of Lyme Gardens and the length of Charmouth Road from its junction with Lyme Road to the school access, please can you confirm that these lengths of road will remain two way?

It is understood that cycles and other non-motorised vehicles are to be exempt from the one-way and can proceed as normal in both directions on Lyme Gardens, Lyme Road and Charmouth Road, please note that it is not possible to dedicate an enforcement presence to such a restriction. The signage and any other physical measures to be introduced to enforce / heighten motorist and pedestrian awareness of the proposed one way /contraflow is therefore of importance. Any enforcement will be targeted, and intelligence led.

The proposal should meet the aspirations shown in the Informal Consultation Report.

*Response: With regard to the question about the spur of Lyme Gardens and the length of Charmouth Road from its junction with Lyme Road to the school access, yes these sections of road will remain in two-way operation. We note your comment about the contraflow and this is something we will seeking views on and observing during the trial period.*

### **Parking Services**

No comment.

### **Ward Members**

#### **Newbridge:**

Cllr Michelle O’Doherty – Please can I request that this is reviewed at the earliest opportunity (6 months) and that street signage is kept to a minimum as there is already significant signage installed on these roads for the existing RPZ.

Cllr Samantha Kelly - No comment.

#### **Cabinet Member:**

Cllr Manda Rigby – No comment.

## **8. RECOMMENDATION**

As no significant objections and/or comments have been received following the informal consultation described above, the public advertisement of the Experimental Traffic Regulation Order should progress.



Paul Garrod  
Traffic Management & Network Manager

Date: 2<sup>nd</sup> April 2024

**9. DECISION**

As the officer holding the above delegation, I approve the progression of this Experimental Traffic Regulation Order.

In taking this decision, I confirm that due regard has been given to the Council's public sector equality duty, which requires it to consider and think about how its policies or decisions may affect people who are protected under the Equality Act.



Chris Major  
Director for Place Management

Date: 12/04/24

**Appendix 1 – Lyme Road and Charmouth Road Proposal Plan**

