

# OFFICER DECISION REPORT – EXPERIMENTAL TRAFFIC REGULATION ORDER (ETRO)

1

## INFORMAL CONSULTATION

PREPARED BY: Traffic Management Team, Highways and Traffic Group

<b>TITLE OF REPORT:</b>	<b>Lower Lansdown Liveable Neighbourhood Scheme</b>
<b>PROPOSAL:</b>	<b>Measures to support the introduction of a Liveable Neighbourhood in Lower Lansdown, Bath</b>
<b>SCHEME REF No:</b>	<b>24 - 027</b>
<b>REPORT AUTHOR:</b>	<b>Tom Foster</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 and the Head of Highways Delivery 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**

**Catharine Place** - The introduction of a 'modal filter' restriction in Catharine Place, west of its junction with River Street Mews. A modal filter is, essentially, a road closure which prevents through-traffic from using a route, whilst maintaining access for walking, wheeling and cycling. Emergency vehicles and refuse vehicles will be permitted access through the modal filter. New 'no waiting at any time' parking restrictions are required in Catharine Place and adjoining roads to support the introduction of the modal filter.

The proposals are shown in **Appendix 1**.

**Gay Street** - The introduction of a restriction which prohibits northbound motor vehicles from proceeding in Gay Street from its junction with George Street. Non-motorised vehicles and emergency vehicles will be exempt from the restriction.

The introduction of a restriction (prescribed turn) which requires southbound motor vehicles to turn left from Gay Street into George Street.

New 'no waiting at any time' parking restrictions and modifications to existing parking spaces are required to support the introduction of the traffic restriction.

The proposals are shown in **Appendix 2**

**Winifred's Lane** - The introduction of a 'modal filter' restriction on Winifred's Lane, south of its junction with Somerset Lane. A modal filter is, essentially, a road closure which prevents through traffic from using a route, whilst maintaining access for walking, wheeling and cycling. Emergency vehicles and refuse vehicles will be permitted access through the modal filter.

The introduction of an order prohibiting motor vehicles from turning right from Cavendish Road onto Sion Hill, at the junction of Cavendish Road, Sion Hill and Winifred's Lane. The introduction of an order prohibiting motor vehicles from turning left from Sion Hill into Winifred's Lane.

The proposals are shown in **Appendix 3a and 3b**.

### 4. **REASON**

A Statement of Reasons for promoting the Experimental Traffic Regulation Order is attached to this report.

## 5. **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 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 onwards. 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.

Three Liveable Neighbourhood areas have been selected for trials from Spring 2024 onwards which are Lower Lansdown and the Circus area, New Sydney Place and Sydney Road and Lyme Road and Charmouth Road area. There was a legal challenge earlier in 2024 to a prior Lower Landsown ETRO, which was ultimately quashed by consent as the Council acknowledged certain procedural defects. These have been remedied. The Council has had in mind and discharged the duty (as set out in section 122(1) of the Road Traffic Regulation Act 1984) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) so far as practicable. It has also had regard to the factors which point in favour of imposing a restriction on that movement. It has balanced the various considerations and concluded that it is appropriate to propose the Order in question. The Council has also considered and discharged its network management duty under section 16 of the Traffic Management Act 2004. It has concluded that the proposed Order is consistent with that duty, having regard to its other policies and objectives.

## **6. IMPACT ON EQUALITIES**

Equality Impact Assessments have been undertaken in relation to these proposals, which can be seen in **Appendix 4a / 4b / 4c**. The Council has had due regard to the needs set out in section 149(1) of the Equality Act 2010. It considers that the proposed Order is consistent with the section 149 public sector equality duty, which it has discharged.

## **7. IMPACT ON HUMAN RIGHTS**

The proposals are considered to have a minimal impact on human rights (such as the right to respect for private and family life and the right to peaceful enjoyment of property). However, the Council is entitled to affect these rights where it is in accordance with the law, necessary (in the interests of public safety or economic well-being, to prevent disorder and crime, to protect health, or to protect the rights and freedoms of others), in pursuit of a legitimate aim and proportionate to do so. The proposals within this report are considered to be in accordance with the law, necessary, in pursuit of a legitimate aim and proportionate.

## **8. 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.

## **9. CONSULTATION**

Consultation to be carried out with the Chief Constable, Emergency Services, Road Haulage Association, Freight Transport Association (Logistics UK), Parking Services, Waste Services, Ward Members and the Cabinet Member for Highways.

PROPOSALS APPROVED FOR CONSULTATION

A handwritten signature in blue ink, consisting of the letters 'P', 'D', and 'G' in a stylized, cursive font.

Paul Garrod  
Traffic Management and Network Manager

Date: 30<sup>th</sup> September 2024

# Appendix 1 – Catharine Place – Lower Lansdown Proposal Plan



**PROJECT**  
**B&NES**  
**LIVEABLE**  
**NEIGHBOURHOODS**

**CLIENT**  
**B&NES**  
 Bath and North East Somerset

**CONSULTANT**  
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 Portwall Place, Portwall Lane  
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- GENERAL NOTES**
1. Do not scale from this drawing. All dimensions and levels are in metres.
  2. This drawing is for guidance only. The contractor shall be responsible for establishing the position and status of all statutory utility apparatus prior to construction and undertake all works in conjunction and agreement with the affected statutory utility companies as detailed in the relevant utility drawings to NSSVA information supplied.
  3. All new road markings are laid and signs erected in accordance with:
    - The Traffic Signs Manual, Chapter 5
    - The Traffic Signs Regulations and General Directions 2016 (TSRDG 2016)
 It is noted that some information has not been obtained for this scheme. BS references and mapping have been used.
  4. Down copyright all rights reserved. Bath and North East Somerset Council.

- KEY**
- EXISTING EDDLAND
  - EXISTING ROAD MARKINGS
  - PROPOSED FEATURES TO REMAIN
  - PROPOSED FEATURES TO BE REMOVED
  - PROPOSED DOUBLE DEEP CREAM BLOCKING MATERIAL
  - PROPOSED DOUBLE DEEP CREAM THERMOPLASTIC ROAD MARKINGS
  - PROPOSED WHITE THERMOPLASTIC ROAD MARKINGS
  - PROPOSED AND INSTALL NEW SIGN ON EXISTING LIGHTING COLUMN (REFER TO 0068822-004-044-1\_ETRO-SHT-1023 FOR DETAILS)
  - PROPOSED AND INSTALL NEW SIGN ON NEW POST (REFER TO 0068822-004-044-1\_ETRO-SHT-1023 FOR DETAILS)

**FOR CONSTRUCTION**

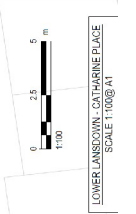
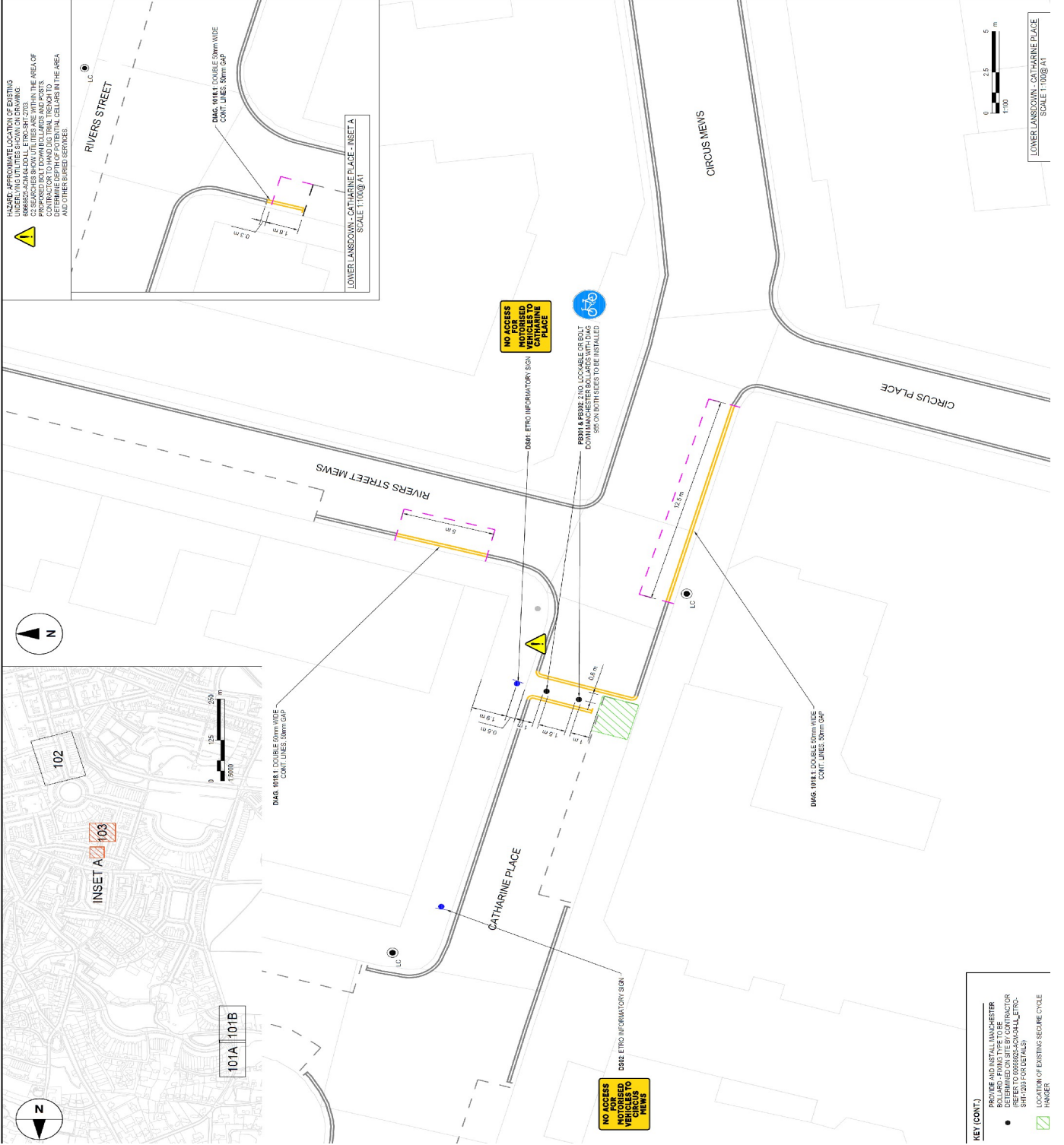
**ISSUE/REVISION**

NO	DATE	DESCRIPTION
C01	10/05/2024	ISSUE CHANGES
C02	10/05/2024	SIGN POST ROUTED
C03	10/05/2024	KEY AND NOTES UPDATED
C04	06/05/2024	KEY AND NOTES UPDATED
C05	22/05/2024	ISSUE FOR CONSTRUCTION

**PROJECT NUMBER**  
00688625

**SHEET TITLE**  
 LIVEABLE NEIGHBOURHOODS  
 ETRO GENERAL ARRANGEMENT  
 CATHARINE PLACE

**SHEET NUMBER**  
 0068822-004-044-1\_ETRO-SHT-1013



**KEY (CONT.)**

- PROPOSED AND INSTALL MANCHESTER BOLLARD - FINISH TYPE TO BE DETERMINED ON SITE BY CONTRACTOR (REFER TO 0068822-004-044-1\_ETRO-SHT-1023 FOR DETAILS)
- LOCATION OF EXISTING SECURE CYCLE HARKER

# Appendix 2 – Gay Street – Lower Lansdown Proposal Plan



**PROJECT**  
**B&NES**  
**LIVEABLE**  
**NEIGHBOURHOODS**

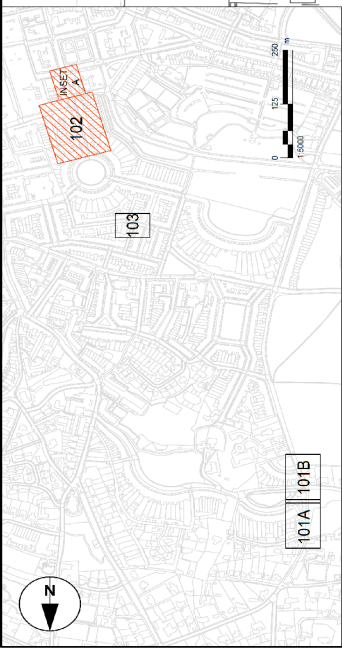
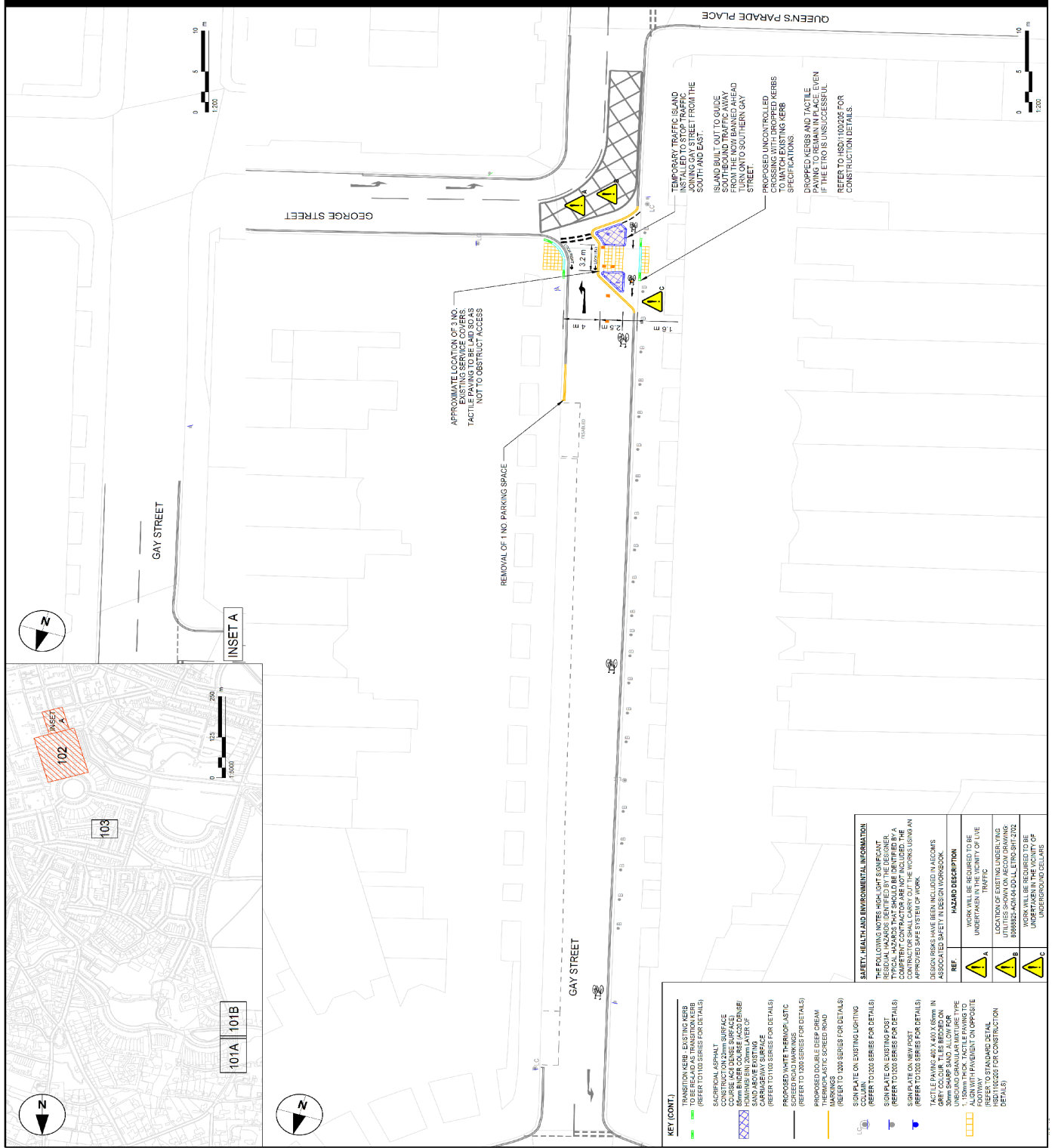
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- GENERAL NOTES**
1. Do not scale from this drawing. All dimensions are in metres, unless otherwise stated.
  2. This drawing is for guidance only, the contractor shall be responsible for checking the position and status of all existing services and for commencing any works. The contractor shall coordinate and undertake all works in conjunction and agreement with the relevant utility companies as necessary. Contractor to refer to NRESVA information supplied.
  3. All new road markings are laid and signed in accordance with the Traffic Signs Manual, Chapter 5 (2018).
  4. The Traffic Signs Regulations and General Directions 2016 (TSRGD) not been obtained for this scheme. OS references and mapping have been checked and are correct.
  5. Crown copyright all rights reserved. 2023 OS Information provided by Bath and North East Somerset Council.

- KEY**
- EXISTING FEATURES TO REMAIN
    - UTILITY COVER (APPROX. LOCATION)
    - BOLLARD
    - THERMOPLASTIC ROAD MARKINGS
  - EXISTING FEATURES TO RELOCATE
    - SIGN PLATE
  - PROPOSED FEATURES
    - PROVIDE AN LAY KERBERG
    - SURFACE KERBERG - HALF SERIES (REFER TO 100 SERIES FOR DETAILS)
    - DROPPED KERBS, EXISTING KERBS TO BE REPLACED AS DROPPED KERBS (REFER TO 100 SERIES FOR DETAILS)
  - FOR CONSTRUCTION**

ISSUE/REVISION	DATE	DESCRIPTION
C01	21/06/2024	REMOVED SWP FACILES
C04	14/06/2024	REMOVED ROAD MARKING
C05	22/02/2024	ISSUE FOR CONSTRUCTION
PROJECT NUMBER	60698625	
SHEET TITLE	LIVEABLE NEIGHBOURHOODS ETRO GENERAL ARRANGEMENT LOWER LANSDOWN GAY ST	
SHEET NUMBER	60698625-ACM-04-LL_ETRO-SHT-0102	



- KEY (CONT.)**
- TRANSITION KERB - EXISTING KERB TO BE REPLACED AS TRANSITION KERB (REFER TO 100 SERIES FOR DETAILS)
  - CONTRACTOR SHALL CONSTRUCT OPEN SURFACE COARSE AGG DENSE SURFACE) DOWNWARDS IN ONE LAYER OF SAND ABOVE EXISTING THERMOPLASTIC ROAD MARKINGS (REFER TO 1000 SERIES FOR DETAILS)
  - PROPOSED DOUBLE DEEP CREAM THERMOPLASTIC SKEEP ROAD MARKINGS (REFER TO 1000 SERIES FOR DETAILS)
  - SIGN PLATE ON EXISTING LIGHTING COLUMN (REFER TO 100 SERIES FOR DETAILS)
  - SIGN PLATE ON EXISTING POST (REFER TO 100 SERIES FOR DETAILS)
  - SIGN PLATE ON NEW POST (REFER TO 100 SERIES FOR DETAILS)
  - TACTILE PAVING 400 X 450MM IN UNBOUND GRANULAR MIXTURE TYPE 30mm SHARP SAND ALLOW FOR 100mm TO 150mm STANDARD DETAIL (REFER TO 1000 SERIES FOR CONSTRUCTION DETAILS)

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

THE FOLLOWING NOTES HIGHLIGHT SIGNIFICANT RESIDUAL HAZARDS IDENTIFIED BY THE DESIGNER. THESE HAZARDS ARE NOT INCLUDED IN THE CONTRACTOR'S OBLIGATIONS. THE CONTRACTOR SHALL CARRY OUT THE WORKS USING AN APPROVED SAFE SYSTEM OF WORK.

REF.	HAZARD DESCRIPTION
A	WORK WILL BE REQUIRED TO BE UNDERTAKEN IN THE VICINITY OF LIVE TRAFFIC
B	LOCATION OF EXISTING UNDERLYING UTILITIES SHOWN ON AECOM DRAWING 60698625-ACM-04-LL_ETRO-SHT-2102 (REFER TO 1000 SERIES FOR DETAILS)
C	UNDERGROUND DELAYS

# Appendix 3a – Winfred’s Lane and Cavendish Road – Lower Lansdown Proposal Plan

**AECOM**

**PROJECT**  
**B&NES LIVEABLE NEIGHBOURHOODS**

**CLIENT**  
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**GENERAL NOTES**

1. Do not scale from this drawing. All dimensions and levels are in metres, unless otherwise stated.
2. This drawing is for guidance only; the contractor shall be responsible for establishing the position and status of all statutory utility apparatus prior to any construction and undertake all works in conjunction and agreement with the affected statutory utility companies as indicated on this drawing.
3. All new road markings are laid and signs erected in accordance with:
  - The Traffic Signs Regulations and General Directions 2016 (TSRGD 2016)
  - Geographical survey information has not been used for this drawing. OS references and mapping have been used.
4. Crown copyright all rights reserved. © Crown Copyright and Bath and North East Somerset Council.

**KEY**

**EXISTING FEATURES TO REMAIN**

- EXISTING ROAD MARKINGS
- EXISTING LIGHTING COLUMN

**PROPOSED FEATURES**

- PROPOSED WHITE FLASHING STOPPING STRIP AND SOCKET SYSTEM
- SIGN TO BE MOUNTED ON EXISTING POST
- SIGN TO BE MOUNTED ON NEW POST

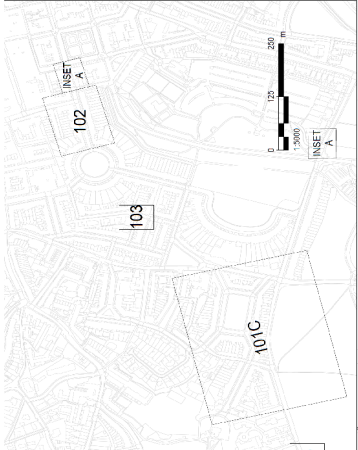
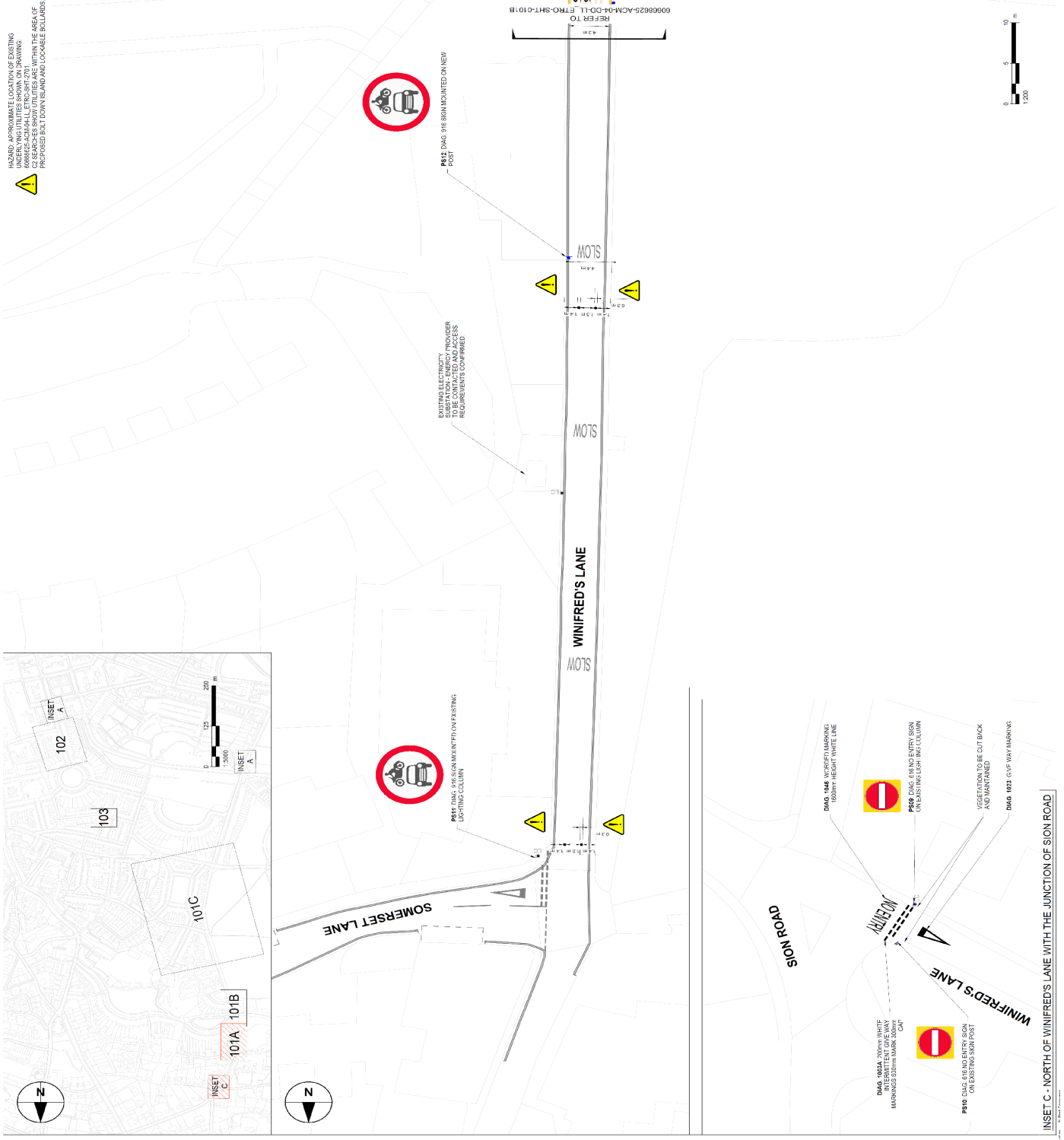
**FOR CONSTRUCTION**

ISSUE/REVISION	DATE	DESCRIPTION
001	20/08/2024	BOLLARD DETAIL UPDATE
002	20/08/2024	ETRO DESIGN UPDATE
003	20/08/2024	USE OF CONSTRUCTION
004	20/08/2024	ISSUE FOR CONSTRUCTION

**PROJECT NUMBER**  
60066625

**SHEET TITLE**  
LIVEABLE NEIGHBOURHOODS  
ETRO GENERAL ARRANGEMENT  
WINFRED'S LANE

**SHEET NUMBER**  
60066625-ACM-04-001-L\_ETRO-SHT-0101A





# Appendix 3b – Winfred’s Lane and Cavendish Road – Lower Lansdown Proposal Plan



**PROJECT**  
**B&NES**  
**LIVEABLE**  
**NEIGHBOURHOODS**

**CLIENT**  
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**GENERAL NOTES**

1. Do not scale from this drawing. All dimensions and levels are in metres.
2. This drawing is for guidance only; the contractor shall be responsible for establishing the position and status of any existing features on site before commencing any works. The contractor shall coordinate and undertake all works in conjunction and agreement with the affected statutory utility companies as detailed on the site plan to be provided to NRSWA. Information supplied to NRSWA in accordance with the provisions of the Traffic Signs Regulations and General Directions 2016 (TSRDG) (2018).
3. All new road markings are laid and signs erected in accordance with the provisions of the Traffic Signs Regulations and General Directions 2016 (TSRDG) (2018).
4. Topical survey information has not been obtained for this scheme. OS references and mapping have been used.
5. 2023 OS information provided by Bath and North East Somerset Council.

**KEY**

**EXISTING FEATURES TO REMAIN**

- ROAD MARKINGS
- TELEPHONE BOX
- SIGN POST AND PLATE
- LIGHTING COLUMN

**PROPOSED FEATURES**

- PROVIDE AND LAY RUBBER BOLT DOWN HBZ MARKS (REFER TO MANUFACTURER DETAILS FOR MORE INFORMATION)
- PROVIDE AND LAY RUBBER 15°
- MANUFACTURER DETAILS FOR MORE INFORMATION
- SIGN TO BE MOUNTED ON EXISTING LIGHTING COLUMN

**ISSUE/REVISION**

ISSUE	DATE	DESCRIPTION
001	24/09/2024	STOP LINE AND SIGN UPGRADE
002	25/09/2024	CT10 DESIGN UPDATE
003	13/06/2024	SIGN & VISIBILITY UPDATE
004	26/03/2024	VISIBILITY & SIGNAGE MERGED

**PROJECT NUMBER**  
 60668225

**SHEET TITLE**  
**FOR CONSTRUCTION**

**LIVEABLE NEIGHBOURHOODS**  
 ETRO GENERAL ARRANGEMENT  
 WINFRED'S LANE/CAVENDISH ROAD

**SHEET NUMBER**  
 60668225-ACM-A4-DLL\_ETRO-SHT-010B

