

OFFICER DECISION REPORT – EXPERIMENTAL TRAFFIC REGULATION ORDER (ETRO)

INFORMAL CONSULTATION (Cabinet Member for Highways)

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PREPARED BY: Traffic Management Team, Highways and Traffic Group

TITLE OF REPORT:	Lower Lansdown Liveable Neighbourhood Scheme
PROPOSAL:	Measures to support the introduction of a Liveable Neighbourhood in Lower Lansdown, Bath
SCHEME REF No:	24 - 027
REPORT AUTHOR:	Tom Foster

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 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 REQUIREMENT

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.

10. COMMENTS RECEIVED TO DATE

Emergency Services - Police, Fire and Ambulance Services - No comments received

Road Haulage Association and Logistics UK – No comments received

First Bus -Any LTN's push traffic out onto main roads and increase traffic, thus delaying bus services and making the car the most attractive option. The recent Sydney Place LTN has pushed a lot of traffic out onto the bottom of Bathwick Hill, delaying Service U1 & U2. You can see the traffic back up past Tesco Express on a bad day where as before this LTN Was introduced traffic would barely back up more than 10-12 cars. Service D1 is also experiencing increased journey times due to the increased volume of traffic being forced to remain on Beckford Road. There is a real lack of bus priority measure in any of these LTN's.

In particular the Gay Street plans will prevent any buses from operating to the North of the city in the event of George Street being closed. We have a few carnivals each year that mean George Street gets closed for a few hours. During this time buses divert along The Circus & Gay Street to terminate at Queen Square. With this new LTN that will not be possible. Ultimately it means that if any incident occurs on George Street Service 31, Lansdown Park & Ride will simply not be able to reach the City Centre and would have to terminate on The Circus / Alfred Street.

During the Christmas Market George street can become very congested and the volume of large vehicles using this stretch of road make it very challenging and reduce average speeds to a crawl. Are there any plans to remove parking and loading along George Street to aid the flow of traffic along this section. During peak times and of a Friday / Saturday night this road becomes a free for all and the ability of any large vehicle to safely pass through is severely reduced.

What would be the proposed displacement of traffic if this goes ahead and George Street is closed for any reason?

Officer response:

Potential impacts of the experimental Liveable Neighbourhood schemes are being monitored and this information and data will be considered when a decision is made on whether the schemes should be modified, removed or made permanent. This will also be the case in George Street.

Although the proposed restriction in Gay Street would remove a potential alternative route for traffic should there be an incident or event that blocks George Street, such instances are not common and when they do occur, are likely to be of limited duration.

Parking Services - No comments received

Waste Services - No comments received

Ward Members

Lansdown:

Cllr Lucy Hodge – **No comments received**

Cllr Mark Elliott – **No comments received**

Kingsmead:

Cllr Paul Roper – **No comments received**

Cllr George Tomlin - **No comments received**

REPORT APPROVED FOR CIRCULATION TO CABINET MEMBER FOR HIGHWAYS



Paul Garrod
Traffic Management and Network Manager

Date: 8th October 2024

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

AECOM

PROJECT
B&NES
LIVEABLE
NEIGHBOURHOODS

CLIENT
B&NES
 Bath and North East Somerset

CONSULTANT
 AECOM
 Fovell Place, Fovell Lane,
 Bristol, BS1 6NA
 +44 (0)117 9017000 Tel
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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 excavation and undertake all works in conjunction and agreement with the affected statutory utility companies as detailed on the drawings.
3. All new road markings are laid and signs erected in accordance with:
 - The Traffic Signs Regulations and General Directions 2016 (TSRD 2016)
 - Geographical survey information has not been used for this drawing. OS references and mapping have been used.
 - Copyright all rights reserved.

KEY

EXISTING FEATURES TO REMAIN

- EXISTING ROAD MARKINGS
- EXISTING LIGHTING COLUMN

PROPOSED FEATURES

- PROPOSED WHITE FLASHING STOP SIGN (R123) WITH RED REFLECTIVE STRIP AND SOCKET SYSTEM
- SIGN TO BE MOUNTED ON EXISTING POST
- SIGN TO BE MOUNTED ON NEW POST

FOR CONSTRUCTION

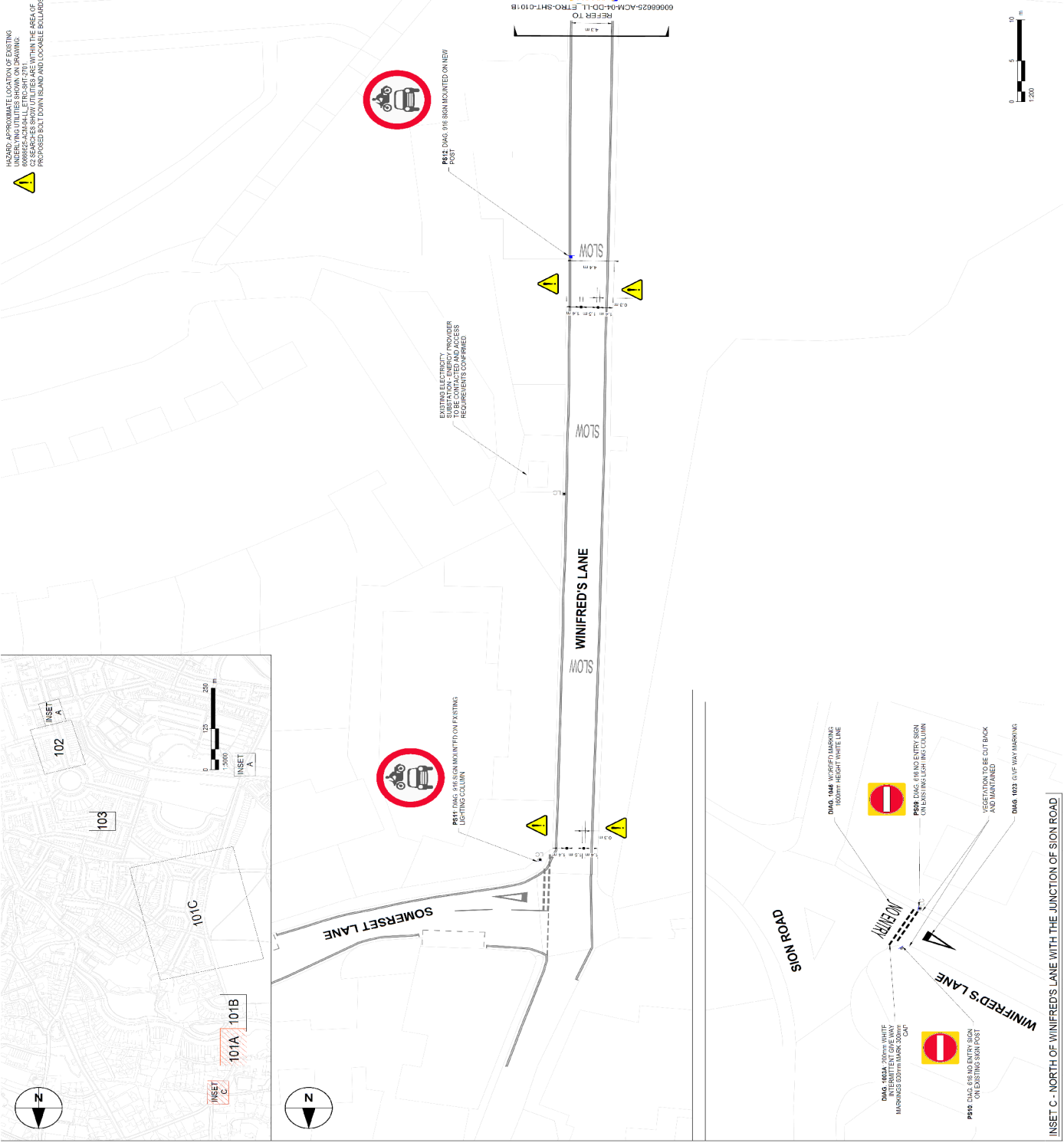
ISSUE/REVISION

NO.	DATE	DESCRIPTION
001	20/03/2024	BOLLARD DETAIL UPDATE
002	20/03/2024	ETRO DESIGN UPDATE
003	20/03/2024	UPDATE FOR CONSTRUCTION
004	20/03/2024	ISSUE FOR CONSTRUCTION

PROJECT NUMBER
60066625

SHEET TITLE
LIVEABLE NEIGHBOURHOODS
ETRO GENERAL ARRANGEMENT
WINFRED'S LANE

SHEET NUMBER
60066625-ACH-04-001-L_ETRO-SHT-0101A



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



PROJECT
B&NES
LIVEABLE
NEIGHBOURHOODS

CLIENT
B&NES
Bath and North East Somerset

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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 existing features and for any works commencing any works. The contractor shall coordinate and undertake all works in conjunction and agreement with the relevant utility providers, as indicated on the drawings, to ensure as NRSWA information supplied.
3. All new road markings are laid and signs erected in accordance with:
 - The Traffic Signs Manual, Chapter 9 (2018).
 - The Traffic Signs Regulations and General Directions 2016 (TSRD).
4. Topographical 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 MARKING
- TELEPHONE BOX
- SIGN POST AND PLATE
- LIGHTING COLUMN

PROPOSED FEATURES

- ROAD MARKING
- PROVIDE AND LAY RUBBER BOLT DOWN BEZELS (REFER TO MANUFACTURER DETAILS FOR MORE INFORMATION)
- MANUFACTURER DETAILS FOR MORE INFORMATION
- SIGN TO BE MOUNTED ON EXISTING LIGHTING COLUMN

ISSUE/REVISION

ISSUE	DATE	DESCRIPTION
001	24/08/2024	STOP LINE AND SIGN UPDATE
002	25/08/2024	CTRO DESIGN UPDATE
003	13/09/2024	SIGN & VISIBILITY UPDATE
004	24/02/2024	VISIBILITY & SIGNS AMENDED

PROJECT NUMBER
6066825

SHEET TITLE
FOR CONSTRUCTION

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

SHEET NUMBER
6066825-ACM-JM-DLL-ETRO-SHT-010B

