

**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>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>	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:

<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	X

	horseback or on foot, or	
(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 Lansdown 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

**Cabinet Member:**

Cllr Manda Rigby – Having read the documents carefully herewith my thoughts.

I commend the officers for the work done on this scheme, and am supportive of this ETRO as a way of trialling these interventions, and gathering objective data on their impacts, before making any decisions about making them permanent or not.

I am aware that there were minor technical errors which lead us to withdraw the previous scheme and relay it, but the actual trial scheme being proposed here has remained the same, having been the product of community engagement and co design.

These are linked schemes which are designed to facilitate safe and active travel choices, through interventions to stop through traffic using unsuitable residential roads whilst keeping access to all areas, albeit by using different routes. Having read thoroughly, I am very content that the proposals are completely aligned with our adopted policy, so I recommend that they go forward to the next trial stage.

**11. 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: 10<sup>th</sup> October 2024

12. **DECISION**

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

A handwritten signature in black ink, appearing to read 'Chris Major', is written over a faint, light-colored rectangular stamp or watermark.

Chris Major  
Director of Place Management

Date: 14/10/24

# Appendix 1 – Catharine Place – Lower Lansdown Proposal Plan



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

**CLIENT**  
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 Bath and North East Somerset

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 www.aecom.com

- GENERAL NOTES**
- Do not scale from this drawing. All dimensions and levels are in metres, unless otherwise stated.
  - This drawing is for guidance only; the contractor shall be responsible for all statutory utility apparatus prior to commencing any works. The contractor shall coordinate and undertake all works necessary to ensure the proposed works are installed in accordance with the necessary. Contractor to refer to NRSVA information supplied.
  - All new road markings are laid and installed in accordance with the Traffic Signs Manual, Chapter 5 (2018).
  - The Traffic Signs Regulations and General Directions, 2016 (TSR/GD).
  - Topographical survey information has not been obtained for this scheme. OS data copyright all rights reserved.
  - 2023 OS information provided by Bath and North East Somerset Council.

- KEY**
- EXISTING FEATURES TO REMAIN**
- EXISTING BOLLARD
  - EXISTING ROAD MARKINGS
- PROPOSED FEATURES TO BE MARKED BY BLACKING MATERIAL**
- PROPOSED DOUBLE DEEP CREAM THERMOPLASTIC ROAD MARKINGS
  - PROPOSED WHITE THERMOPLASTIC ROAD MARKINGS
- LC**
- PROVIDE AND INSTALL NEW SIGN ON EXISTING LIGHTING COLUMN (REFER TO 0069825-A04-AH-L-ETRO-SHT-100 FOR DETAILS)
  - PROVIDE AND INSTALL NEW SIGN ON EXISTING LIGHTING COLUMN (REFER TO 0069825-A04-AH-L-ETRO-SHT-100 FOR DETAILS)

**FOR CONSTRUCTION**

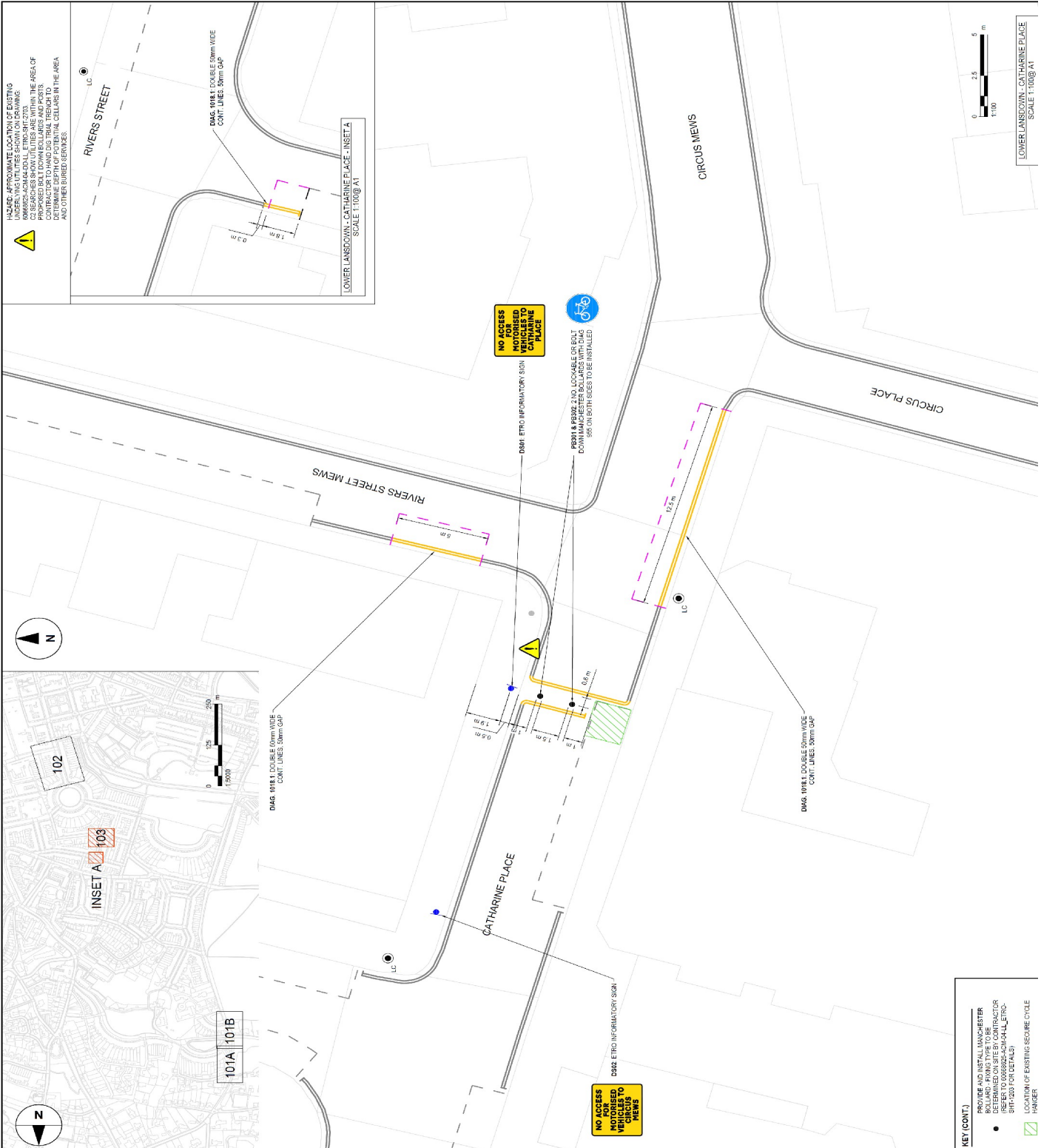
**ISSUE/REVISION**

NO	DATE	DESCRIPTION
01	10/06/2024	ISSUE CHANGES
02	17/06/2024	ISSUE POST MOVED
03	17/06/2024	ISSUE POST MOVED
04	17/06/2024	ISSUE POST MOVED
05	17/06/2024	ISSUE POST MOVED
06	17/06/2024	ISSUE FOR CONSTRUCTION
07	17/06/2024	ISSUE FOR CONSTRUCTION
08	17/06/2024	ISSUE FOR CONSTRUCTION
09	17/06/2024	ISSUE FOR CONSTRUCTION
10	17/06/2024	ISSUE FOR CONSTRUCTION

**PROJECT NUMBER**  
 60068625

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

**SHEET NUMBER**  
 101A



**HAZARD: APPROXIMATE LOCATION OF EXISTING UNDERGROUND UTILITIES SHOWN ON DRAWING. CS SEARCHES SHOW UTILITIES ARE WITHIN THE AREA OF PROPOSED BOLT DOWN BOLLARDS AND PORTS. CONTRACTOR TO VERIFY LOCATION AND DEPTH OF UTILITIES AND DETERMINE DEPTH OF POTENTIAL COLLISIONS IN THE AREA AND OTHER BURIED SERVICES.**

**LOWER LANSDOWN - CATHARINE PLACE - INSET A**  
 SCALE 1:100@A1

**INSET A 103**

**DIAG. W18A, DOUBLE 50mm WIDE CONT. LINES, 50mm GAP**

**DIAG. W18A, DOUBLE 50mm WIDE CONT. LINES, 50mm GAP**

**DIAG. W18A, DOUBLE 50mm WIDE CONT. LINES, 50mm GAP**

**KEY (CONT.)**

- PROVIDE AND INSTALL MACHETER DETERMINED ON SITE BY CONTRACTOR (REFER TO 0069825-A04-AH-L-ETRO-SHT-100 FOR DETAILS)
- LOCATION OF EXISTING SECURE CYCLE PARKER



# Appendix 2 – Gay Street – Lower Lansdown Proposal Plan



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

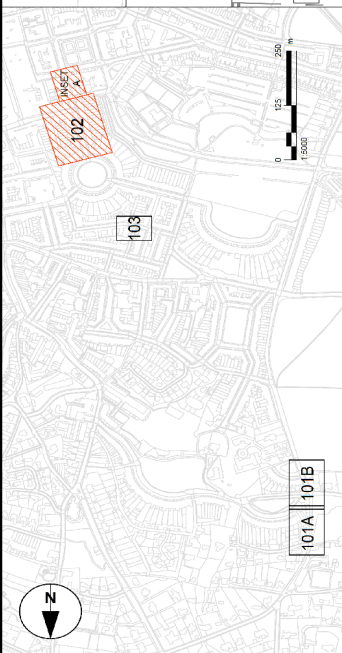
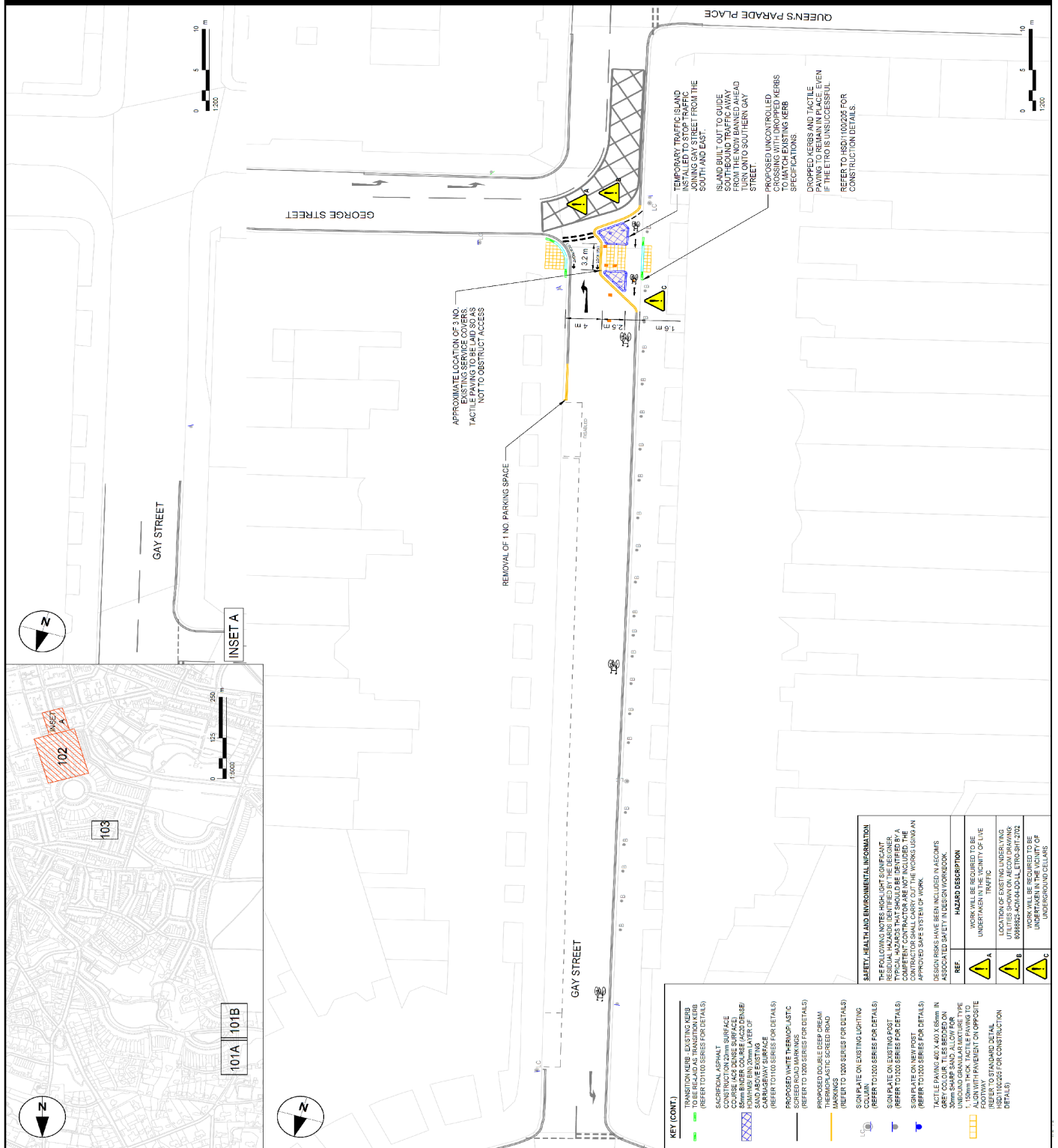
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- GENERAL NOTES**
1. Do not scale from this drawing. All dimensions and levels are in metres, unless otherwise stated.
  2. The contractor shall be responsible for establishing the position and status of all statutory utility apparatus prior to commencing any works. The contractor works in conjunction and agreement with the affected statutory utility companies as necessary. Contractor to ensure that all road markings are laid and signs erected in accordance with Traffic Signs Manual, Chapter 5 (Co 9) Traffic Signs Regulations and General Directions 2016 (TSRGD 2016)
  3. Topographical survey information has been obtained for this scheme. OS indices and mapping have been used.
  4. Crown copyright all rights reserved. 2020 OS information provided by Bath and North East Somerset Council.

**KEY**

UTILITY COVER (APPROX. LOCATION)															
SOULLARD															
THERMOPLASTIC ROAD MARKINGS															
FEATURES TO RELOCATE															
SON PLATE															
<b>PROPOSED FEATURES</b>															
PROVIDE AND LAY RED KERB															
BACKFILL WITH DROPPED KERB (REFER TO 100 SERIES FOR DETAILS)															
DROPPED KERBS. EXISTING KERB TO BE RE-LAID AS DROPPED KERB (REFER TO 100 SERIES FOR DETAILS)															
<b>FOR CONSTRUCTION</b>															
<b>ISSUE/REVISION</b>															
<table border="1"> <tr> <th>CR</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> <tr> <td>C1</td> <td>21/06/2024</td> <td>REMOVED TRIP FACILITIES</td> </tr> <tr> <td>C4</td> <td>14/06/2024</td> <td>REMOVED ROAD MARKING</td> </tr> <tr> <td>C7</td> <td>20/02/2024</td> <td>ISSUE FOR CONSTRUCTION</td> </tr> <tr> <th>IR</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </table>	CR	DATE	DESCRIPTION	C1	21/06/2024	REMOVED TRIP FACILITIES	C4	14/06/2024	REMOVED ROAD MARKING	C7	20/02/2024	ISSUE FOR CONSTRUCTION	IR	DATE	DESCRIPTION
CR	DATE	DESCRIPTION													
C1	21/06/2024	REMOVED TRIP FACILITIES													
C4	14/06/2024	REMOVED ROAD MARKING													
C7	20/02/2024	ISSUE FOR CONSTRUCTION													
IR	DATE	DESCRIPTION													
<b>PROJECT NUMBER</b> 60688625															
<b>SHEET TITLE</b> LIVEABLE NEIGHBOURHOODS ETRO GENERAL ARRANGEMENT LOWER LANSDOWN GAY ST															
<b>SHEET NUMBER</b> 60688625-ACM-04-LL_ETRO-SHT-01-02															



**KEY (CONT)**

TRANSITION KERB (REFER TO 100 SERIES FOR DETAILS)	SCORPICAL ASPHALT CONSTRUCTION 20mm SURFACE COURSE (ACE DENSE SURFACE) WITH 10mm LAYER OF POLYMER MODIFIED SAND AS BASE COURSE (REFER TO 100 SERIES FOR DETAILS)	PROPOSED WHITE THERMOPLASTIC SCREENED ROAD MARKINGS (REFER TO 100 SERIES FOR DETAILS)	PROPOSED DOUBLE DEEP CREAM THERMOPLASTIC SCREENED ROAD MARKINGS (REFER TO 100 SERIES FOR DETAILS)	SON PLATE ON EXISTING LIGHTING COLUMN (REFER TO 100 SERIES FOR DETAILS)	SON PLATE ON NEW POST (REFER TO 100 SERIES FOR DETAILS)	TACTILE PAVING 400 x 400 x 38mm IN UNBOUND GRANULAR SUB-BOTTOM TYPE 30mm SHARP SAND. ALLOW FOR 100mm TOLERANCE TO STANDARD DETAIL	HSD1100202 FOR CONSTRUCTION (REFER TO 100 SERIES FOR DETAILS)
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**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

THE FOLLOWING NOTES, HIGH-LIGHT SIGNIFICANT RESIDUAL HAZARDS IDENTIFIED BY THE DESIGNER. THE LOCATION OF EXISTING UNDERLYING UTILITIES SHOWN ON AECOM DRAWING 60688625-ACM-04-LL-ETRO-SHT-01-02. CONTRACTOR SHALL CARRY OUT THE WORKS USING AN APPROVED SAFE SYSTEM OF WORK.

REF.	HAZARD DESCRIPTION
A	WORK WILL BE REQUIRED TO BE UNSTABILISED IN THE VICINITY OF LIVE UNDERGROUND UTILITIES
B	LOCATION OF EXISTING UNDERLYING UTILITIES SHOWN ON AECOM DRAWING 60688625-ACM-04-LL-ETRO-SHT-01-02.
C	UNSTABILISED IN THE VICINITY OF UNDERGROUND DELAYS

# 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

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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 information only; the contractor shall be responsible for establishing the position and status of all statutory utility apparatus prior to all excavation and installation 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 (TSRGD 2016)
    - Topographical survey information has not been used in this case. OS references and mapping have been used.
    - Copyright all rights reserved © Bath and North East Somerset Council.

- KEY**
- EXISTING FEATURES TO REMAIN**
- EXISTING ROAD MARKINGS
  - LC ● EXISTING LIGHTING COLUMN
- PROPOSED FEATURES**
- PROPOSED WHITE 150mm HIGH REFLECTIVE STRIP AND SOCKET SYSTEM
  - SIGN TO BE MOUNTED ON EXISTING POST
  - SIGN TO BE MOUNTED ON NEW POST

**FOR CONSTRUCTION**

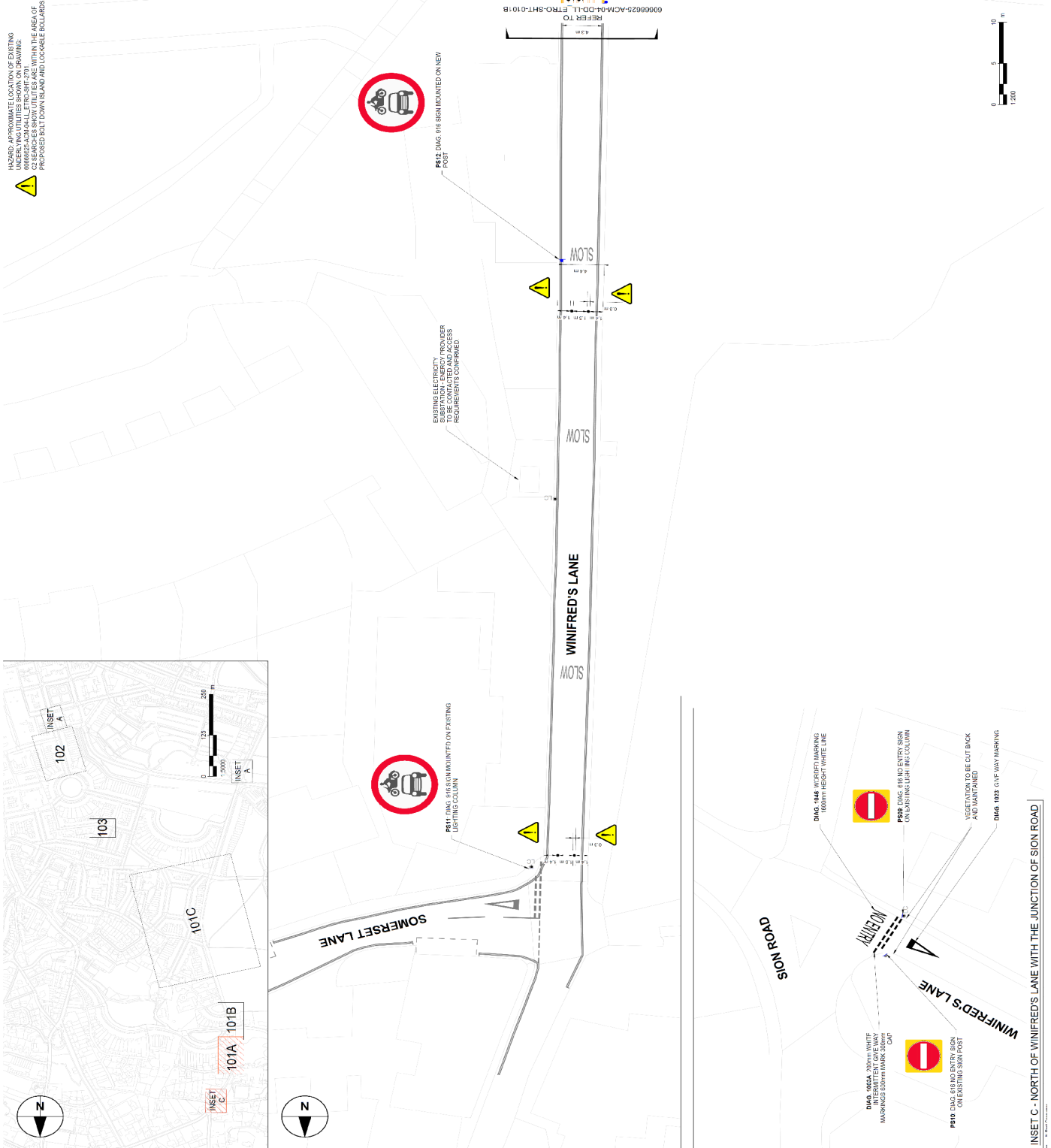
ISSUE/REVISION

NO.	DATE	DESCRIPTION
001	23/03/2024	BOLLARD DETAIL UPDATE
002	23/03/2024	PROFESSION UPDATE
003	20/03/2024	UPDATE TO DRAWING
004	20/03/2024	ISSUE FOR CONSTRUCTION

PROJECT NUMBER  
 6066625

SHEET TITLE  
 LIVEABLE NEIGHBOURHOODS  
 URBAN GENERAL ARRANGEMENT  
 WINFRED'S LANE

SHEET NUMBER  
 6066625-ACHM-04-DD-L1\_ETRO-SHT-010A



# 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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 www.aecom.com

- 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 existing and proposed works. The contractor shall coordinate and undertake all works in conjunction and agreement with the attached statutory utility companies as per the NRSWA information supplied.
  3. All new road markings are laid and signs erected in accordance with:
    - The Traffic Signs Manual, Chapter 5 (2018).
    - The Traffic Signs Regulations and General Directions 2016 (TSRGD 2016).
  4. Technical 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 SIGNS 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	REVISION
001	24/09/2024
002	20/08/2024
003	13/08/2024
004	20/03/2024

**PROJECT NUMBER**  
 60668625

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

**SHEET NUMBER**  
 60668625-ACM-04-DLL\_ETRO-SHT-0101B

