

OFFICER DECISION REPORT – EXPERIMENTAL TRAFFIC REGULATION ORDER (ETRO)

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INFORMAL CONSULTATION (with Chief Constable, Cabinet Member for Transport, and Ward Members)

PREPARED BY: Traffic Management Team, Highways and Transport Group

TITLE OF REPORT:	Queen Charlton Lane, Queen Charlton – Liveable Neighbourhood Scheme
PROPOSAL:	Modal Filter (prohibition of motor vehicles)
SCHEME REF No:	22 – 015
REPORT AUTHOR:	Neil Terry / Kris Gardom

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 Modal Filter in Queen Charlton Lane, Queen Charlton, on an experimental basis in the first instance. A Modal Filter 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 will have access through the bollards including farm vehicles.

The location and extent of the proposed Modal Filter 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 so significant that, in the future, very few people will want to return to the way we organise travel now, as experienced elsewhere in the Country.

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.

A prioritisation methodology was developed to assess the applications received, which resulted in a shortlist of schemes that are considered to offer the greatest potential and are worthy of detailed investigation and development.

Queen Charlton Lane is one of the schemes that was subsequently prioritised.

It is considered appropriate for the proposed Modal Filter to be introduced on an experimental basis in the first instance, so that the actual impact of closing the road to through traffic can be assessed and monitored.

5. SOURCE OF FINANCE

The proposal is capital funded.

6. CONSULTATION REQUIREMENT

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

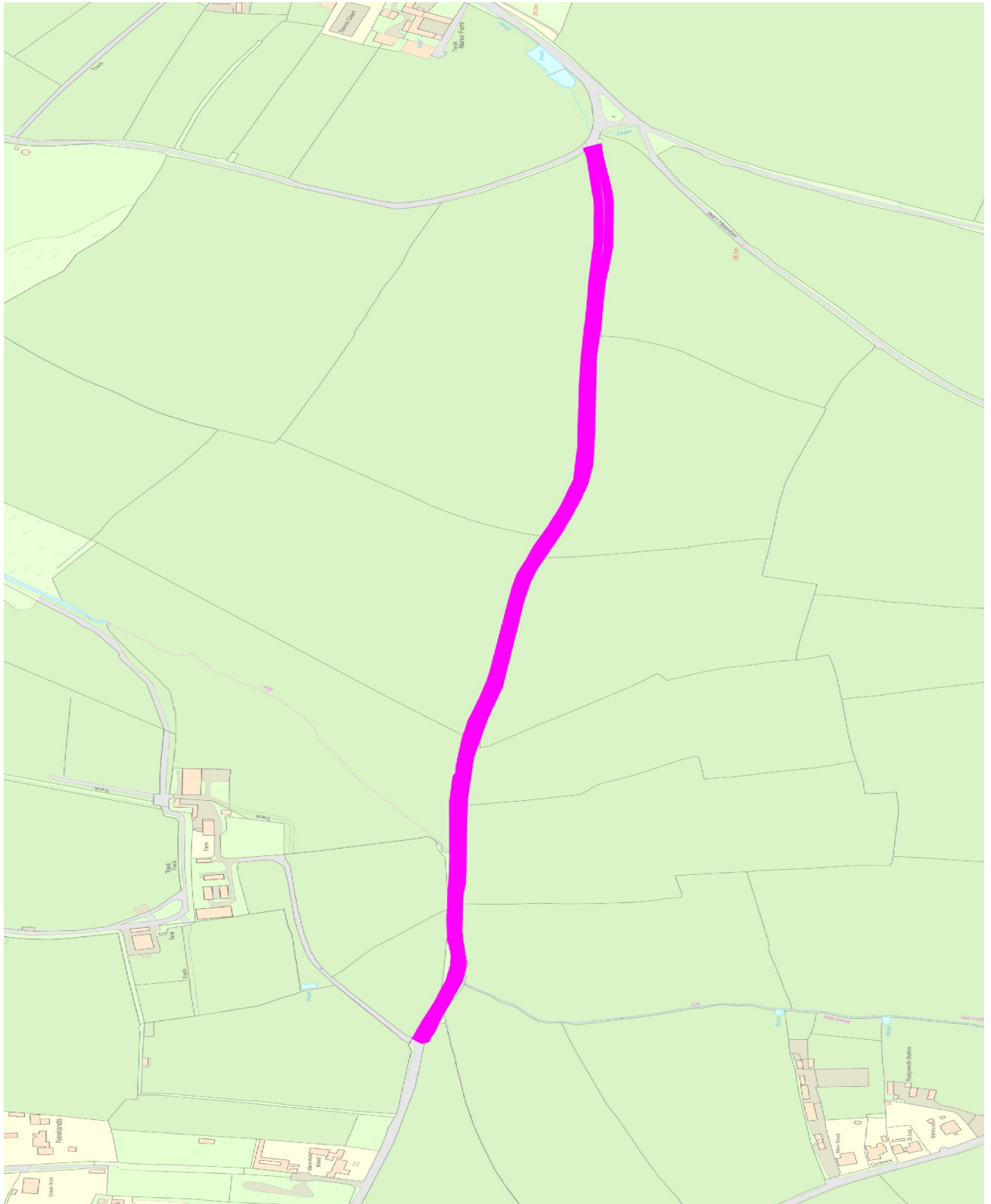
PROPOSAL(S) APPROVED FOR INFORMAL CONSULTATION WITH THE CHIEF CONSTABLE, CABINET MEMBER FOR TRANSPORT, AND WARD MEMBERS.



Paul Garrod
Traffic Management and Network Manager

Date: 21/09/2022

Appendix 1 – Queen Charlton Lane, Queen Charlton – No Through Road Proposal Plan



Key: Purple shows the extent of the Road Closure