

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

3

APPROVAL TO PROGRESS ETRO

PREPARED BY: Traffic Management Team, Highways and Traffic Group

TITLE OF REPORT:	Sydney Road – ‘New Sydney Place and Sydney Road Liveable Neighbourhood Scheme’
PROPOSAL:	No through traffic restriction (prohibition of motor vehicles)
SCHEME REF No:	23 – 031

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 through-traffic restriction at New Sydney Place, Sydney Road, just east of its junction with Sydney Mews, on an experimental basis in the first instance. A through-traffic restriction 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 and refuse vehicles will have access through the bollards.

The left turn lane from Warminster Road into Sydney Road would also be taken out of use as part of the trial scheme in order to help drivers and motorcyclists understand that Sydney Road is no longer a through-route.

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 the 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 through-traffic restriction on Sydney Road.

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 attachments regarding the proposed Experimental Traffic Regulation Order (ETRO) in support of the New Sydney Place and Sydney Road Liveable Neighbourhood Scheme', as shown on the attached plan, namely a No Through Traffic (Prohibition of Motor Vehicles) restriction.

It is understood that the consultation process for an ETRO differs from usual consultation, but we would be grateful for details of the date by which we need to respond with any issues that may arise as a result of the proposals shown.

It is understood from the TRO 23-031 - Informal Consultation document that “The introduction of a through-traffic restriction at New Sydney Place, Sydney Road, just east of its junction with Sydney Mews, on an experimental basis in the first instance. A through-traffic restriction 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 and refuse vehicles will have access through the bollards.

The left turn lane from Warminster Road into Sydney Road would also be taken out of use as part of the trial scheme in order to help drivers and motorcyclists understand that Sydney Road is no longer a through-route.

The location and extent of the proposed through-traffic restriction is shown on the attached drawing – Appendix 1.”

It is further understood that *“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.”

It is understood that the current consultation report relates to a proposed trial for a through traffic restriction on Sydney Road, and we look forward to receiving consultation on proposals for the Lower Lansdown and the Circus area, and the Lyme Road and Charmouth Road area in due course to enable us to respond on behalf of the Chief Constable. Informal consultation on those schemes has yet to be received.

It appears from the attached plan that the proposed “No Through Road” point is at the junction of Sydney Road with Sidney Mews. Please can you clarify how the proposed restriction is to be signed at the junction of Sydney Road with the A36 Warminster Road?

From the attached plan, it appears that short sections of waiting restrictions are required either side of the “barriered area” separating Sydney Road/Sydney Place, will this be consulted upon separately?

Enforcement of waiting restrictions within the Bath and North East Somerset Council area rests with B&NES Council Parking Services.

Consideration regarding the potential displacement of existing parking, and the enforcement needs of these restrictions should be of importance.

Within the area of the “New Sydney Place and Sydney Road Liveable Neighbourhood Scheme’ there are several residential premises, businesses and a large hotel complex, please can you advise what measures to have been considered to accommodate delivery vehicles and other vehicles exiting from Sydney Road on to the A36 Warminster Road, as the removal of the through route will place additional usage on this signalised junction.

Whilst it is understood that “The left turn lane from Warminster Road into Sydney Road would also be taken out of use as part of the trial scheme in order to help drivers and motorcyclists understand that Sydney Road is no longer a through-route.” There does not appear to be any corresponding “No Left Turn” restriction, without which traffic will still be free to turn left at this location.

It is not evident from the attached plan, but it is known that the adjacent Sydney Gardens amenity is accessed off Sydney Road, with many wishing to use the amenities offered parking their vehicles in the current on street parking areas. Please can you clarify whether such on-street parking will be retained and also how such vehicles will be expected to manoeuvre to exit the 'New Sydney Place and Sydney Road Liveable Neighbourhood Scheme' area. Is the location adjacent to the "barrier" sufficient as a turning head?

The informal consultation document states "A through-traffic restriction 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 and refuse vehicles will have access through the bollards." Please can you clarify how this permeability is to be achieved?

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 awareness of the proposed scheme is therefore of importance.

Responses to questions raised above:

Q. Please can you clarify how the proposed restriction is to be signed at the junction of Sydney Road with the A36 Warminster Road?

Response: I attach a PDF drawing which includes more detail on the proposals, including how the restriction is to be signed at the junction of Sydney Road / A36 Warminster Road. The drawing shows the proposed changes to primary route direction signs on the A36 Warminster Road, as well as a change to direction signage to the west on Beckford Road. Closer to the junction of Sydney Road and / A36 Warminster Road there are a number of 'dead end' (TSRGD 816) signs and also a 'New Road Layout Ahead' (TSRGD 7014) sign close to the A36 Warminster Road on North Road.

Q. From the attached plan, it appears that short sections of waiting restrictions are required either side of the "barriered area" separating Sydney Road/Sydney Place, will this be consulted upon separately?

Response: Waiting restrictions are proposed in this area and they form part of the ETRO. We welcome your comments on this element as part of the current consultation.

Q. Within the area of the "New Sydney Place and Sydney Road Liveable Neighbourhood Scheme" there are several residential premises, businesses and a large hotel complex, please can you advise what measures have been considered to accommodate delivery vehicles and other vehicles exiting from Sydney Road on to the A36 Warminster Road, as the removal of the through route will place additional usage on this signalised junction.

Response: It is agreed that the majority of vehicles accessing premises to the east of the proposed bollards will be required to exit the area by passing through the Sydney Road / A36 Warminster Road signalised junction, many of which would have otherwise exited the area to the west were it not for the proposed scheme. It is considered that the additional volume of traffic resulting from this behaviour would be outweighed by the general decrease in traffic volumes resulting from the prevention of through traffic on Sydney Road. As such it is not expected that there would be a significant adverse impact on traffic operations at the junction. Nevertheless, the B&NES traffic signals team propose to calibrate the signal timings at the junction both prior to scheme

implementation and also post implementation, as required, based on observations made on site. Finally, as the proposed scheme is an ETRO, if there are significant adverse impacts on traffic operations following implementation, there is an established process for amending the scheme or withdrawing it.

Q. Whilst it is understood that “The left turn lane from Warminster Road into Sydney Road would also be taken out of use as part of the trial scheme in order to help drivers and motorcyclists understand that Sydney Road is no longer a through-route.” There does not appear to be any corresponding “No Left Turn” restriction, without which traffic will still be free to turn left at this location.

Response: It is not proposed to prohibit left turns from the A36 Warminster Road onto Sydney Road. The closure of the dedicated left turn lane is proposed to act as a deterrent to through-traffic using Sydney Road, but it is not considered necessary to prohibit left turns being undertaken entirely. Retaining this amenity would be of benefit to residents and businesses and does not prevent the scheme from achieving its objectives.

Q. It is not evident from the attached plan, but it is known that the adjacent Sydney Gardens amenity is accessed off Sydney Road, with many wishing to use the amenities offered parking their vehicles in the current on street parking areas. Please can you clarify whether such on street parking will be retained and also how such vehicles will be expected to manoeuvre to exit the ‘New Sydney Place and Sydney Road Liveable Neighbourhood Scheme’ area. Is the location adjacent to the “barrier” sufficient as a turning head?

Response: The attached PDF drawing includes an illustration of the swept paths of large vehicles performing turning manoeuvres on the eastern side of the bollarded area. It is considered that there is sufficient space for private vehicles to turn around in this area and as such the existing on street parking – which will be retained – could still be used by visitors to Sydney Gardens.

Q. The informal consultation document states “A through-traffic restriction 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 and refuse vehicles will have access through the bollards.” Please can you clarify how this permeability is to be achieved?

Response: The attached PDF drawing shows additional detail of the proposed bollards. It is proposed that the middle two of the row of bollards are removable. Emergency Services will be provided with the numerical codes for padlocks which fix the bollards in place, and on arriving at the bollards emergency operatives will be able to set padlocks to the correct code and manually lift the bollards from their sockets. It is recognised that this does introduce some operational disbenefits to emergency services and the project team has sought to communicate the proposals in advance to relevant Fire and Ambulance services, as well as B&NES refuse collection teams. As well as the bollarded area being permeable in this way, there are alternative routes which are available to drivers which in many instances would not introduce significant journey time delay.

Parking Services

No comment.

Ward Members

Bathwick:

Cllr Manda Rigby – I have been aware over the last over a decade that there has been an aspiration to create a better environment in this area. I support this aspiration and am happy for the trial to progress bearing in mind the need to monitor all consequences and mitigate them if they are unwelcome.

Cllr Toby Simon - I agree that this is a correct interpretation of the decision and I'm content with the proposal as it affects Sydney Place.

Cabinet Member:

Cllr Manda Rigby – This forms part of the overall LN programme and I welcome a trial to get the evidence necessary to see if stopping this cut through results in sustainable benefits, or moves the problem elsewhere.

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: 19th February 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: 22/02/24

Appendix 1 – New Sydney Place and Sydney Road Proposal Plan

AECOM

PROJECT
B&NES
LIVEABLE
NEIGHBOURHOODS

CLIENT
B&NES
 Bath and North East Somerset

CONSULTANT
AECOM
 Parcival Place, Parcival Lane,
 Bristol, BS1 1BA
 +44 (0)117 6077000 Tel
 +44 (0)117 6077099 Fax
 www.aecom.com

GENERAL NOTES

1. Do not scale from this drawing. All dimensions 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 undertake CAT scan prior to the commencement of any works. The contractor shall coordinate and undertake CAT scans in accordance with the agreement with the affected statutory utility companies as necessary.
3. All new road markings are laid and signs are installed in accordance with the Traffic Signs Manual, Chapter 6 (2018) & The Traffic Signs Regulations and General Directions 2016 (TRSDG 2016)
4. Topographical survey information has not been used. Refer to the survey data for references and mapping have been used.

KEY

- EXISTING LIGHTING COLUMN
- EXISTING FULL HEIGHT KERBS
- EXISTING DROPPED KERBS
- EXISTING ROAD MARKINGS
- EXISTING FACILE PAVING
- EXISTING UTILITY COVER
- EXISTING DRAINAGE GULLY
- PROPOSED ROAD MARKINGS (REFER TO 1200 SERIES FOR DETAILS)
- PROPOSED FIXED BOLLARD (REFER TO 1200 SERIES FOR DETAILS)
- PROPOSED REMOVABLE BOLLARD (REFER TO 1200 SERIES FOR DETAILS)
- PROPOSED SIGN ON EXISTING POST (REFER TO 1200 SERIES FOR DETAILS)

KEY CONTINUES

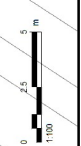
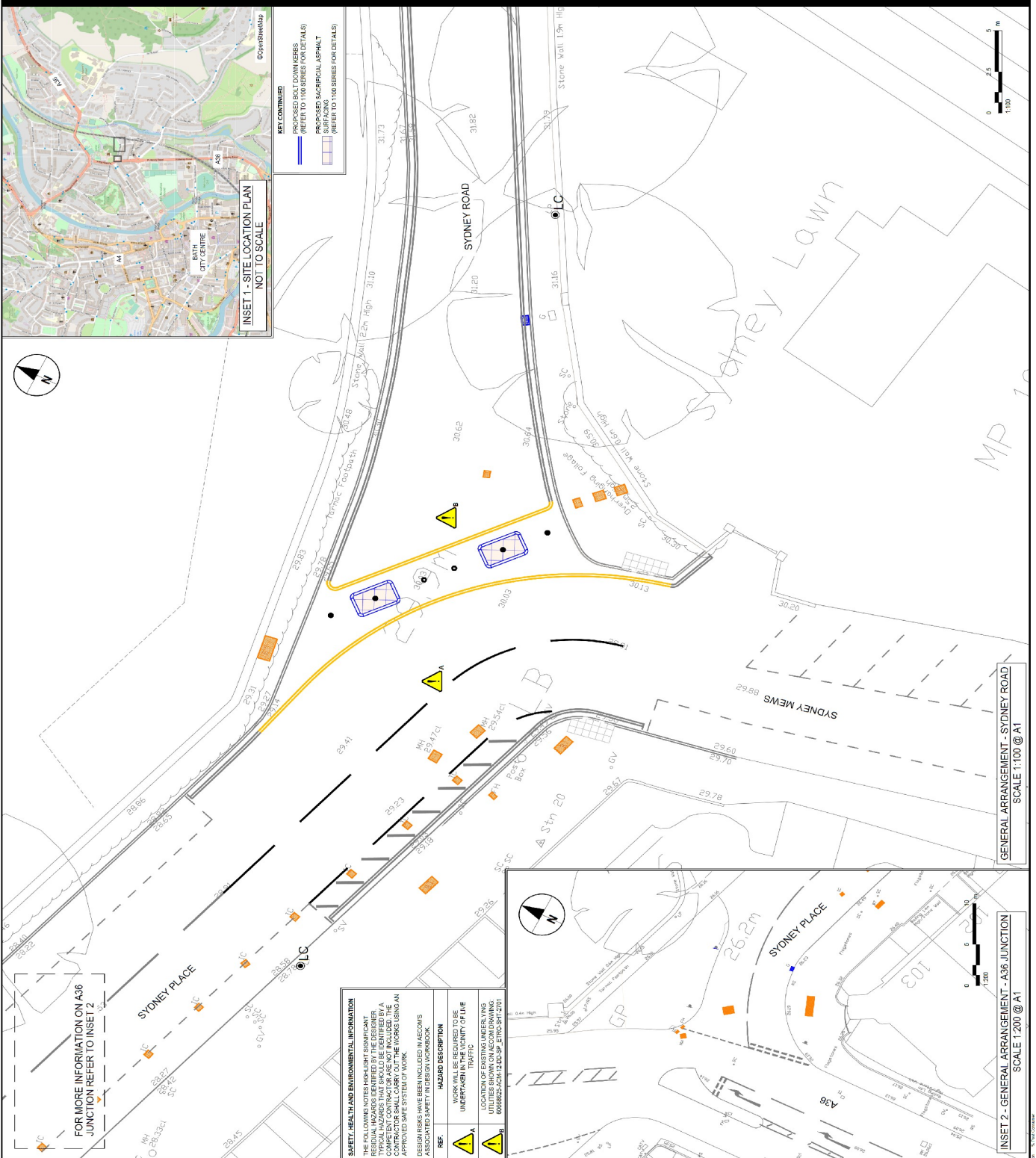
DRAFT

ISSUE/REVISION

NO.	DATE	DESCRIPTION
1	12/02/2024	Client Comments
2	01/12/2023	Final Issue

SHEET TITLE
 LN - NEW SYDNEY PLACE
 100 - GENERAL ARRANGEMENT PLAN
 SHEET 1 OF 2

SHEET NUMBER
 6066825-A36-12-00-SP_ET100-SHT-0101



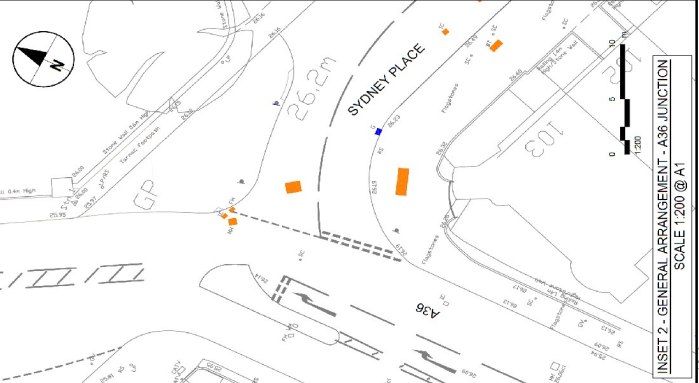
FOR MORE INFORMATION ON A36 JUNCTION REFER TO INSET 2

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

THE FOLLOWING NOTES HIGHLIGHT SIGNIFICANT RESIDUAL HAZARDS IDENTIFIED BY THE DESIGNER. THESE HAZARDS ARE NOT TO BE TAKEN AS A GUARANTEE OF THE DESIGN. THE CONTRACTOR SHALL CARRY OUT THE WORK USING AN APPROPRIATE SYSTEM OF WORK.

DESIGN RISKS HAVE BEEN INCLUDED IN AECOM'S ASSOCIATED SAFETY IN DESIGN TOOLBOOK.

REF.	HAZARD DESCRIPTION	WORK WILL BE REQUIRED TO BE UNDERTAKEN IN ORDER TO MITIGATE THE RISK OF LIFE	LOCATION OF EXISTING UNDERGROUND UTILITIES SHOWN ON AECOM DRAWING: 80666825-A36-12-00-SP_ET100-SHT-201
A	WORKER SAFETY	WORKER SAFETY	
B	TRAFFIC	TRAFFIC	



SCALE 1:200 @ A1