

OFFICER DECISION REPORT – EXPERIMENTAL TRAFFIC REGULATION ORDER (ETRO)

APPROVAL TO PROGRESS ETRO

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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 interested 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.

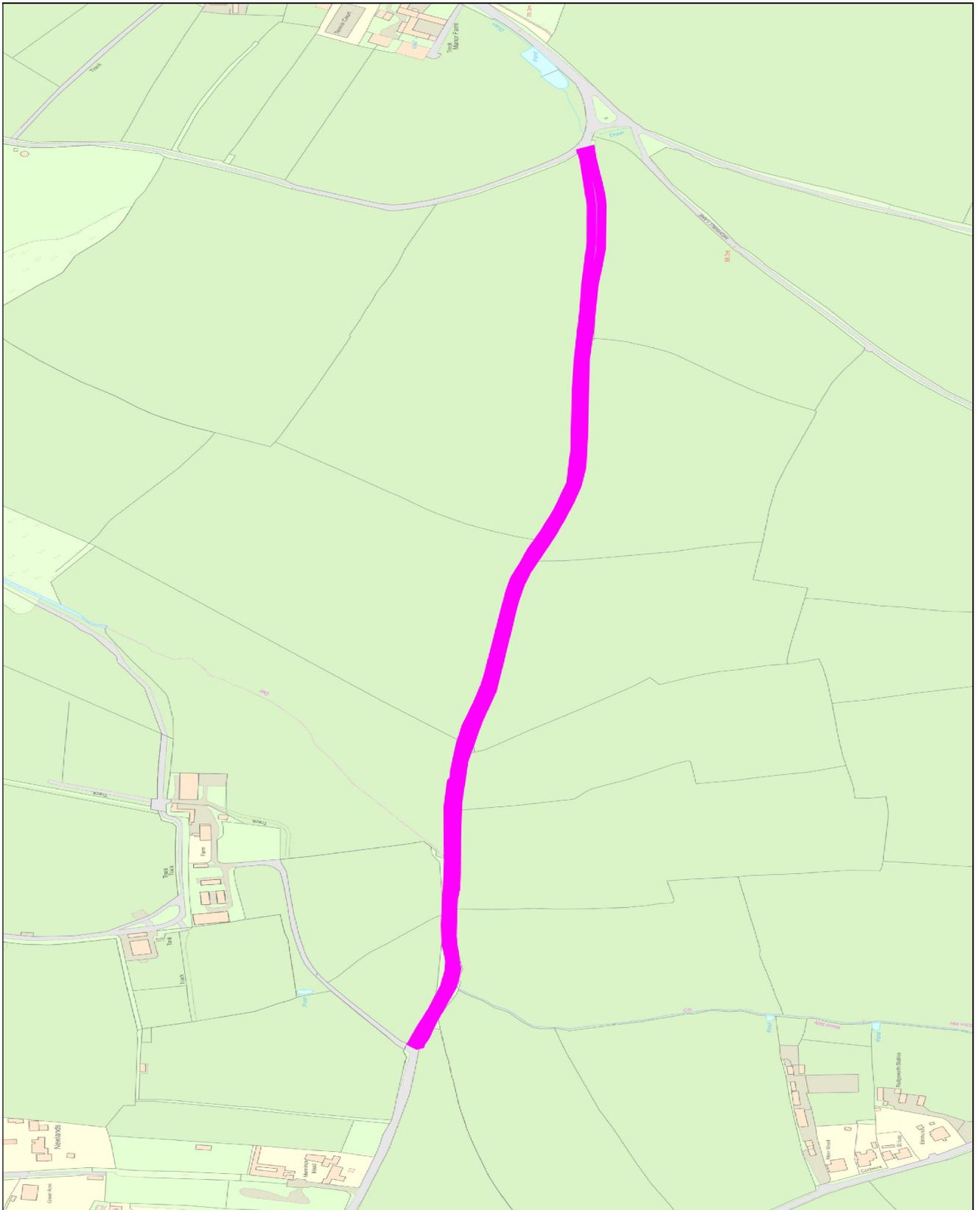
PROPOSAL(S) APPROVED FOR INFORMAL CONSULTATION WITH THE CHIEF CONSTABLE, CABINET MEMBER FOR TRANSPORT, AND WARD MEMBERS.



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

7. INFORMAL CONSULTATION FEEDBACK

Chief Constable:

It is understood from the Informal Consultation Report attached that “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.

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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.”

It is further understood that the proposals are “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.”

Appendix 1 – Queen Charlton Lane, Queen Charlton – No Through Road Proposal Plan shows a length of road closure on Queen Charlton Lane between the junction of one unclassified road and another, with the proposed closures indicated by signage as shown on drawing sheet number 60668625-M004-S3-100-QCL-0001-P01 attached.

It is understood from the Informal Consultation Report attached that the road closure “*will be porous and emergency vehicles will have access through the bollards including farm vehicles.*” Inset images on the drawing attached show that it is proposed to use planters to facilitate the closure. How will this be made “porous” and avoid contravention?

As mentioned in a previous email regarding Southlands, Weston, Bath, elsewhere in the Force area, difficulties have been encountered in the past with the introduction of planters as a physical restriction as these can be subject to antisocial behaviour. Has this element been considered? I have copied in my colleague Clare Hawkins, Crime Reduction Team Manager, for her awareness.

Response: This filter is a combination of a bollard with planters either side, spaced 3.5m apart. Once the bollard is dropped then vehicles will be able to pass through the filter.

Do you have a drawing showing that in detail please? How is the bollard dropped, is it a ‘drop in’ one or is there a key code? Given the rural location of the closure points, is there a contingency for the bollard not being replaced after agricultural vehicles have passed through?

Response: That detail is provided in the inset boxes on the drawing circulated (Appendix 1). We are hoping / looking to work with the local community so that they take ownership of the planters and their upkeep and hopefully this will act a way of deterring the anti-social behaviour you mention.

There isn’t currently a contingency in place should the bollard be removed however we will be monitoring the site closely throughout the experimental order period, so that we can attend site and replace as soon as we are aware that it is no longer in place.

Parking Services:

No comment.

Ward Members:

Saltford:

Cllr Duncan Hounsell – Queen Charlton is a rural village which has suffered significant “rat-running” and driving without care for resident safety or road conditions. These proposals address these issues and will encourage walking, cycling, and wheeling. I fully support these proposals going out to public consultation.

Cllr Alastair Singleton - I too am delighted that this should go out to Public Consultation.

Cabinet Members:

Cllr Manda Rigby - I am very happy for this to progress to the next stage of consultation.

Cllr Sarah Warren - I am happy for these to go ahead provided ward members are entirely happy with them.

8. RECOMMENDATION

As no significant objections and comments have been received following the informal consultation described above, the Experimental Traffic Regulation Order should be sealed and the 6-month public consultation stage should begin.



Paul Garrod
Traffic Management & Network Manager

Date: 14th October 2022

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: 09/11/22