

OFFICER DECISION REPORT – EXPERIMENTAL TRAFFIC REGULATION ORDER (ETRO)

APPROVAL TO PROGRESS ETRO

3

PREPARED BY: Traffic Management Team, Highways and Transport Group

TITLE OF REPORT: Church Street, Widcombe – Liveable Neighbourhood Scheme
PROPOSAL: Modal Filter (prohibition of motor vehicles)
SCHEME REF No: 22 – 016
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 Church Street, Widcombe, 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 NT vehicles and church-related vehicles where appropriate.

The location and extent of the proposed Modal Filter is shown on the attached drawing – Appendix 1.

A small section of No Parking At Any restrictions to prevent obstruction to Widcombe Manor is also proposed and can be seen in Appendix 2 below.

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.

Church 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.



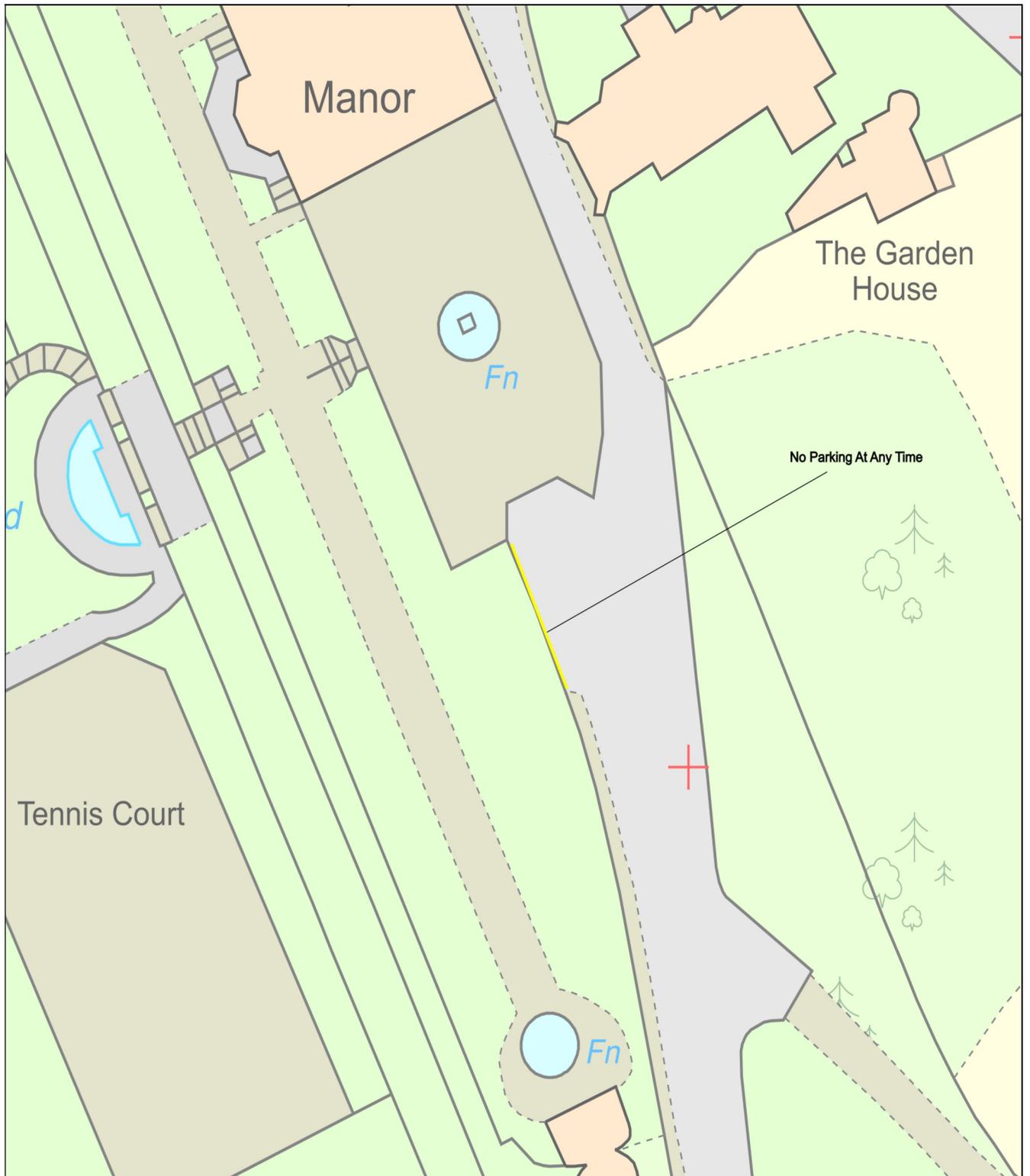
Paul Garrod
Traffic Management and Network Manager

Date: 21/09/2022

Appendix 1 – Church Street, Widcombe, Bath – No Through Road Proposal Plan



Appendix 2 – Church Street, Widcombe, Bath – No Parking At Any Time Proposal Plan



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.

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Church Lane is one of the schemes that was subsequently prioritised.

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It is also understood from the Informal Consultation document that “The introduction of a Modal Filter in Church Street, Widcombe, 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 NT vehicles and church-related vehicles where appropriate.

The location and extent of the proposed Modal Filter is shown on the attached drawing – Appendix 1.

A small section of No Parking At Any restrictions to prevent obstruction to Widcombe Manor is also proposed and can be seen in Appendix 2 below.”

Appendix 1 – Church Street, Widcombe, Bath – No Through Road Proposal Plan, shows the proposed length of the road closure on Church Street as being from a point adjacent to Widcombe Manor to its junction with A3062 Ralph Allen Drive. Will this be facilitated other than by signage? If this is to be a physical closure, will it be permeable to Emergency Service vehicles? If so, how will this be achieved? If the proposal is not envisaged as permeable to Emergency Service vehicles, how will access be supported to the area?

Sheets 60668625-M004-S3-100-CS-0001-0002-P01 as attached show the location and potential issues.

Appendix 2 – Church Street, Widcombe, Bath – No Parking At Any Time Proposal Plan. Enforcement of waiting restrictions backed by Traffic Regulation Orders, such as this, within the Bath and North East Somerset Council area, rests with B&NES Parking Services. How will contravention be managed “out of hours” of Civil Enforcement Officers? Contravention of the proposed restrictions could present an issue regarding movement of Emergency Service vehicles as well as those of local residents/ visitors.

Response: The modal filter proposed in this location will take the form of droppable bollards as at Queen Charlton which will be permeable to the Emergency Services, signage is to be erected at the junction of Widcombe Hill and Church Street as well as Prior Park Road and Church Street to advise driver of the road closure.

I acknowledge your comment with regards the enforcement of the No Waiting at Any Time restrictions, these locations will be monitored closely following implementation and during the duration of the ETRO to aim to ensure they are respected and contraventions penalised to act as a deterrent to others. We are also looking at possible CCTV in this location to provide a further level of monitoring.

Parking Services:

No comment.

Ward Members:

Widcombe / Lyncombe:

Cllr Alison Born – Thanks for sending this and great to see that progress is being made. Can I just check that I’ve read the plans correctly and there are bollards at either end of the narrow section? Also, the Church had hoped there could be a little more parking for elderly parishioners so I’m slightly disappointed to see that there will be no parking to the side of Widcombe Manor, is this necessary for the turning circle? Might it be possible to extend the bay opposite to allow an additional space?

Also, concern was expressed that the parking in the narrowest section (from number 10

Church Street towards Widcombe Hill) narrows the road too much. I wondered whether the bays could be marked partly on the pavement (as they are up near Alexandra Park) to allow more width for delivery vehicles etc, given that it will be pretty safe to walk on the road as there will be no through traffic?

Lastly, will it be possible for the bollard to also be removed for planned removals, large deliveries etc?

Cllr Winston Duguid - I have nothing to add to Councillor Born's comments.

Response:

- Can I just check that I've read the plans correctly and there are bollards at either end of the narrow section? [That's correct](#)
- Also, the Church had hoped there could be a little more parking for elderly parishioners so I'm slightly disappointed to see that there will be no parking to the side of Widcombe Manor, is this necessary for the turning circle? Might it be possible to extend the bay opposite to allow an additional space? [Following comments on the design we've instructed a review that's currently ongoing with a view to providing more parking bays in the area so that we can then remove the parking where the road narrows without a negative impact to the overall parking in the area.](#)
- Also, concern was expressed that the parking in the narrowest section (from number 10 Church Street towards Widcombe Hill) narrows the road too much. I wondered whether the bays could be marked partly on the pavement (as they are up near Alexandra Park) to allow more width for delivery vehicles etc, given that it will be pretty safe to walk on the road as there will be no through traffic? [We have to comply with the minimum pedestrian footway width requirements within the inclusive mobility guidance of 1.5m and we would not be able to achieve that in this location whilst allowing pavement parking. As I mentioned above we are undertaking a review in the area which we will keep you abreast of.](#)
- Lastly, will it be possible for the bollard to also be removed for planned removals, large deliveries etc? [The bollard will be removable by the Emergency services, National Trust and Church. It will be at their discretion as to who they allow to have the key for this type of activity.](#)

Cabinet Members:

Cllr Manda Rigby – No comment.

Cllr 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: 17/10/22

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: 09/11/2022