

FoBRA Transport Group Report – March 2022

Liveable Neighbourhoods

Your attention is drawn to the [announcement](#) on the B&NES website of the next steps for the Liveable Neighbourhoods project, and the [Public Engagement Report](#) it links to. The latter reports feedback from the recent consultation on fifteen potential LN areas. Key points are:

- a. In four areas where it is deemed straightforward to address issues and there is strong support, B&NES will proceed with design and then consult before implementation. Three are in Bath: Southlands Weston; Church St/Prior Park Rd; and Victoria Park/Cork St/Tennyson Rd.
- b. In the other areas consulted on B&NES will embark on a process of co-design with residents. Further information is awaited on precisely what form this process will take.
- c. A number of areas have been selected for development of Resident Parking Zones, some but not all being within areas that are potentially covered by the Liveable Neighbourhoods programme.

Many of the areas in question are within the parts of Bath relevant to FoBRA member Associations, **and you are therefore strongly encouraged to check for any proposals that are either in, or have the potential to impact on, your Association area.** The process of co-design has been initiated in some areas.

Consultations on Active Travel routes including Citizens' Panel

Following recent Traffic Regulation Order (TRO) consultations on Active Travel infrastructure on Upper Bristol Road and Beckford Road, the current target date for implementation is Spring/Summer 2022. There is to be a review after twelve months to assess what has worked well and what has not worked so well, with data on cycle and motor vehicle flows to be published. Closure of North Road to motor vehicles other than buses and taxis to form a cycle route to the University from Beckford Road had also been consulted upon, but met significant opposition from residents, especially of roads expected to receive the displaced traffic.

B&NES has published a [webpage](#) with information about the Citizens' Panel. As this process will potentially set a precedent for future use of Citizens' Panels, the webpage may be of much wider interest than the specific role it has been given which is described as follows: *"The first Citizens' Panel will focus on an Active Travel Route from the Centre of Bath to Bath University... Working with the University of Bath, we have commissioned Britain Thinks to recruit and run a Citizens' Panel to make recommendations to Cabinet members on principles to consider when identifying, designing, and consulting on active and sustainable travel schemes around Bath and North East Somerset, and specifically between Bath's valley floor and the Claverton Down area, with its university and other employment and education sites."*

The Panel is to be held on-line rather than in person, and there is currently no indication of the scope of the evidence to be presented. In the opinion of the Transport Group, it is of the utmost importance there is full transparency over the evidence provided to the Panel and the identity of "experts" and "witnesses" to be heard. This seems especially important in view of the University's potentially conflicted roles as funder/facilitator of the process and generator of much of the traffic that impacts on the roads up to the campus.

Consultation on moving traffic enforcement powers – Consultation closes 11 April 2022

A new [consultation](#) has opened on B&NES's plans to make use of moving traffic enforcement powers. These are new powers councils have been given by government to enforce certain moving traffic offences notoriously never enforced by police forces. They have long been requested by groups representing local residents, pedestrians, cyclists, school parents and others frustrated by lack of enforcement. In line with the government proposals B&NES proposes a small number of locations (four within Bath, including two prohibited turns, a yellow box intended to be kept clear of stationary vehicles, and a 7.5T commercial vehicle weight restriction). There is an option in the consultation to propose another location if you think there is a significant problem that should be considered for such enforcement and the offence is one that can be enforced under the new powers. The "Introduction and Policy Background" page of the consultation has an openable list of offences available for enforcement under the new powers, which excludes speed limits. The question of whether there is clear signage for drivers at any enforcement location is an important consideration. Once the powers are granted to B&NES they will be free to add other locations.

Cleveland Bridge

A new and serious structural problem has been discovered on the Bridge, necessitating a review of options and access to extra funding. An [additional page](#) relating to the new issue and next steps has been added to the Cleveland Bridge Renovation Project web pages, explaining the issue and its significance. The results of the review will be available in April, and it seems safe to assume there will be a substantial further delay in completion of the works, with the current arrangements (a single lane open and light-controlled small vehicle traffic in alternating directions) likely to continue for some time. If the further delay expected is substantial, the Transport Group will consider writing to B&NES to ask for review of the traffic impacts on other parts of the city, especially where the displaced traffic is ignoring designated alternative routes, and seeking mitigating measures if possible. With this in mind, any Association experiencing serious displacement thought to be caused directly or indirectly by the Bridge restrictions is invited to email details to [FoBRA Transport Lead](#).

Park & Ride Bus Services

WECA plans new contracts for Bath Park & Ride Services to last until 2030. These would run long past the next elections in all the councils, freezing contract terms – despite new needs emerging, whether as the move to net zero gathers momentum, or resulting from other accelerating geopolitical, economic or technical changes. It is also vital that the process is fully aware of local requirements, such as the essential role some of the P&R services now play in short-distance journeys, or the way Bath's topography gives P&R a critical place in relieving the city centre of traffic (a potentially delicate task, given the constraints of competition rules). The FoBRA Traffic Group is considering engaging with WECA to try to explore the possibility of shorter contract terms and advocate strengthening the sensitivity of the process to residents' interests.

City Centre Consultations

(i) York Street Public Inquiry – Inquiry Date 26 April 2022

The Inquiry relates to the daytime closure of the York Street section of the City Centre Security Zone, which is now in operation preventing access of traffic to a number of streets between 10am and 6pm, with special arrangements in operation for Blue Badge Holder access. The Inquiry [webpage](#) has details of the inquiry and a link to the objections, written representations and evidence. Access to the street is currently restricted by a temporary and ugly gate.

(ii) Milsom Street ETRO Consultation – Consultation closes 26 May 2022

This is a consultation about the arrangements on Milsom Street, for which B&NES is seeking an Experimental Traffic Regulation Order to continue with a six-month trial of the scheme, including restricted vehicle access to Milsom Street between 10am and 6pm, with Blue Badge Holder parking spaces provided on Quiet Street. The consultation is [here](#).

Transport Group

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