

Transport Group Report for FoBRA Committee Meeting of 11 March 2021

Clean Air Zone starting on 15 March 2021

The Clean Air Zone becomes operational next week, as the first Clean Air Zone outside London. It will be a Class C CAZ meaning private cars will be excluded from the charge, but most other categories of vehicle could be subject to a charge. A Class C CAZ was supported by FoBRA subject to meeting the legal NO₂ threshold. Inevitably there will be some initial disruption as drivers encounter the CAZ for the first time and, as with all traffic policies, there will be a need to look out for, and where possible mitigate, potential displacement of chargeable vehicles seeking alternative routes to avoid the CAZ. The infrastructure and signage has been in place for some time, and has been undergoing testing. We understand that, as part of preparations to help owners of vehicles that will be subject to the charge, 9,500 businesses using or servicing Bath have been recently notified by letter of the changes with offers of financial support made to upgrade their vehicle fleet, and 16,500 'early warning' letters have gone out to users of non-compliant chargeable vehicles who were recently detected using the new CAZ ANPR cameras. There is a central [webpage](#) on the B&NES website which links to information about charging, payment, exemptions, getting grants for adaption or replacement of affected vehicles and many other things.

The B&NES Highways and Environment teams are to be commended for having reached this stage in spite of the extra obstacles posed by the pandemic.

Cleveland Bridge Works/Diversions starting shortly

The strengthening and repair works are due to start mid-April. Initially the road will remain open with traffic controls, but in about mid-May the Bridge will be closed except for pedestrians, cycles and emergency vehicles. That closure is expected to be for about 12 weeks, with the works then continuing until October or November. It is understood the timeline is subject to confirmation when a fuller inspection of the Bridge is carried out once works start. If you wish to receive the Construction Company's updates about the works for nearby businesses and residents you can ask to be added to their circulation list by emailing: comms.clevelandbridge@dyerandbutler.co.uk

B&NES have, after some correspondence, agreed that the Traffic Management Plan for traffic arrangements during the works will, once it is complete, be made available for anyone in B&NES who wishes to see it. The Council has a [webpage](#) which we have been informed will be updated with any relevant changes to arrangements. The current information about alternative routes is attached for ease of reference but this may change during the works.

Active Travel Schemes Consultation (Open until 21 March)

B&NES is consulting on three schemes that involve new cycle routes and a certain amount of new cycling infrastructure. These are:

1. A4 Upper Bristol Road Creation of cycle lanes both sides; minor pedestrian improvements.
2. Combe Down to University of Bath: Copseland Changes to junction layouts and priorities.

3. City Centre to University of Bath: Beckford Road and North Road Creation of cycle lane on Beckford Road Eastbound, bus gate on North Road above KES limiting through traffic to buses and taxis.

A webinar was held to present these schemes on 4 March and there is a recording of the webinar on the Council's Youtube channel [here](#). You are strongly encouraged to view the recording if you live near one of these schemes. The Transport Group takes the view that comment on these schemes should be left to individual associations in the areas where they are potentially relevant.

Liveable Neighbourhood Policies (Low Traffic Neighbourhoods, Residents' Parking, EV Charging)

In mid-January Ward Councillors invited resident groups in their areas to indicate any interest in their area being considered for inclusion for treatment under this policy and sought information on how progressed each group was. This was with a view to selecting a first tranche of two areas to be considered in more detail. It is understood a significant number of groups have indicated an interest. There are known to have been some inconsistencies in the information conveyed to different wards about what was expected in terms of information from them and about the criteria that would apply for evaluation of submissions for selection of the two areas. The Transport Group is of the view greater consistency and transparency would be helpful in future stages of the process and hopes this can be addressed in future B&NES messaging around this.

Transport Delivery Action Plan Consultation (Now closed)

This consultation was essentially a scoping phase of development of a plan covering with many of Bath's transport issues. The consultation has closed but if you would like to view the consultation information the webpage is [here](#). There is also a useful [summary page](#) listing "Complementary Travel and Transport Schemes" that are proposed to be covered in the Plan. The detailed [report](#) associated with the consultation is comprehensive. Having had the opportunity to comment on a draft response proposed by Bath Alliance for Transport and Public Realm who kindly took the time to discuss the matter with two of the Group members, the Transport Group concluded that a separate response from FoBRA was unnecessary.

City Centre Security Zone

An update on the Council's website [here](#) reports that about 500 responses were received to the Security Zone consultation. B&NES is continuing with its plans, and refers to meetings with The Abbey Residents' Association and with FoBRA (at which the Transport Group was not represented). B&NES intends to consult various organisations with regard to accessibility for the less mobile to the Zone. The urgency for this project is not completely understood. The Government has itself already started consulting on "Martyn's Law", proposed legislation relating to improvement of safety in public places, which potentially raises the prospect that any measures installed in Bath may quickly have to be reviewed and modified when the national legislation is passed. If you are interested the government consultation on Martyn's Law is at <https://www.gov.uk/government/news/government-sets-out-plans-to-protect-public-places-from-terrorist-attacks>

General

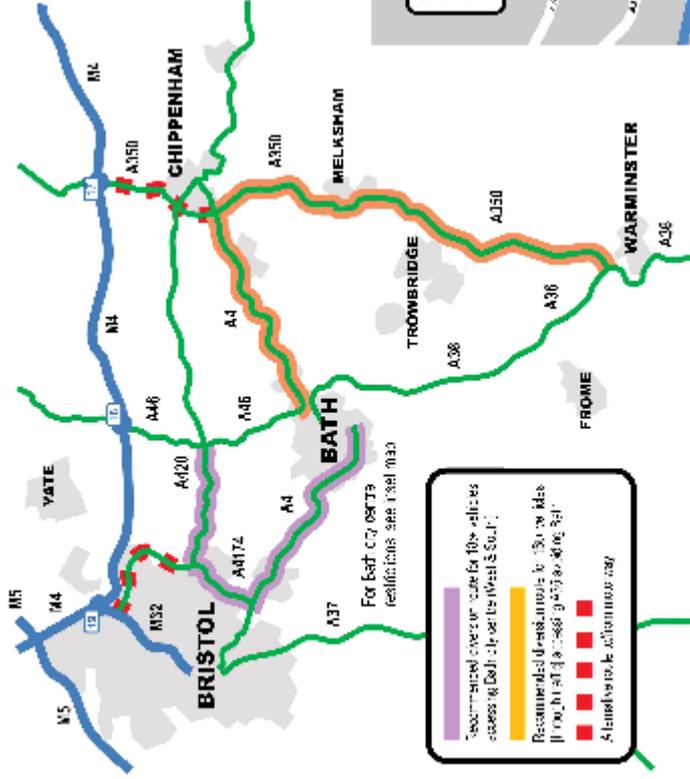
There have been multiple consultations on or including traffic policies in the last few months. Not all of the consultations have been of the best quality in various ways, which likely reflects the fact that the Council's limited resources in Highways and in their IT Department have been excessively stretched. We believe it would benefit the Council, its Highways staff and the quality of the resultant policies, if the pace of developing new policy was adjusted to allow a little more time for implementation and proper evaluation of each new scheme. Concern has been expressed within the Transport Group that some of the changes could lead to additional traffic, potentially including HGVs en route between the M4 and the Channel ports, finding its way through hitherto quiet residential parts of the city. The making of a number of changes almost simultaneously makes it particularly difficult to foresee outcomes, but member associations may wish to be alert to the issue, and perhaps even to conduct some sample traffic counts.

Transport Group (Ceris Humphreys, Jeremy Labram, Stephen Little, Mark O'Sullivan, Michael Wrigley)

9 March 2021

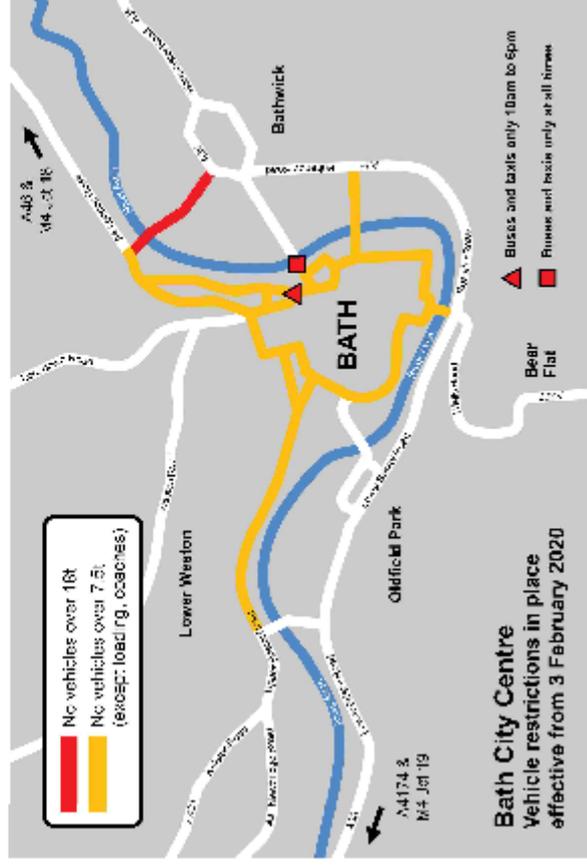
A36 Bath Cleveland Bridge 18t weight restriction

Important information for operators of large goods vehicles and coaches



Cleveland Bridge was built in 1826 for horse drawn vehicles and pedestrians to access the city of Bath. Today it carries the A36 which is a major strategic highway to the South Coast with daily traffic of up to 17,000 vehicles. Surveys have identified that structural components of the bridge are life expired and need maintenance, repair or replacement. As a precautionary measure until the works can be carried out, the Council is introducing an 18 tonne weight restriction on the bridge from Monday 3 Feb 2020.

Large goods vehicles and coaches over 18 tonnes requiring access to the centre of Bath have an alternative route via the west of the city as shown on the map. Please note that there are several 7.5 tonne weight restrictions in place in the centre of Bath which are access only. Through traffic over 18 tonnes should use the eastern diversion between the M4 and the A36 south of Bath shown. Any vehicles not following the signed diversion route should ensure that sat navs are set to display appropriate routes suitable for large vehicles only.



For further information, please visit www.bathnes.gov.uk or email: transport@bathnes.gov.uk

Bath & North East Somerset Council