

## **FoBRA Transport Report – February 2024**

### **Local Plan – Options Consultation**

Transport is an integral part of development policy within B&NES's Local Plan. A document specific to the Local Plan Options Consultation incorporating input on planning matters and including some key transport aspects has been prepared by the FoBRA Executive and is being circulated to member RAs separately.

#### **Reminder of Local Plan Consultation dates for your diary:**

Drop-in session attended by officers: 4 March 2024, Bath Cricket Club, 3pm to 7pm

Webinar, 11 March 2024, 17.00 to 18.30pm – register [here](#).

Consultation closes: 5pm, 8 April 2024

### **Liveable Neighbourhoods**

#### *(i) Update*

Three trial areas (including two in Bath at Widcombe and Upper Weston) have been made permanent. New trials have been approved in principle, subject to WECA funding, in Lower Lansdown/Circus, New Sydney Place/Sydney Road and Lyme Road/Charmouth Road. The following webpage summarises the general timeline of the LN consultation process:

<https://beta.bathnes.gov.uk/project-development-timeline-2022-2024>

The timelines for the 15 locations that have been earmarked for potential LN interventions differ, and RA representatives should monitor progress on any earmarked location that may be relevant to their area via this page: <https://beta.bathnes.gov.uk/your-liveable-neighbourhoods>

#### *(ii) Context*

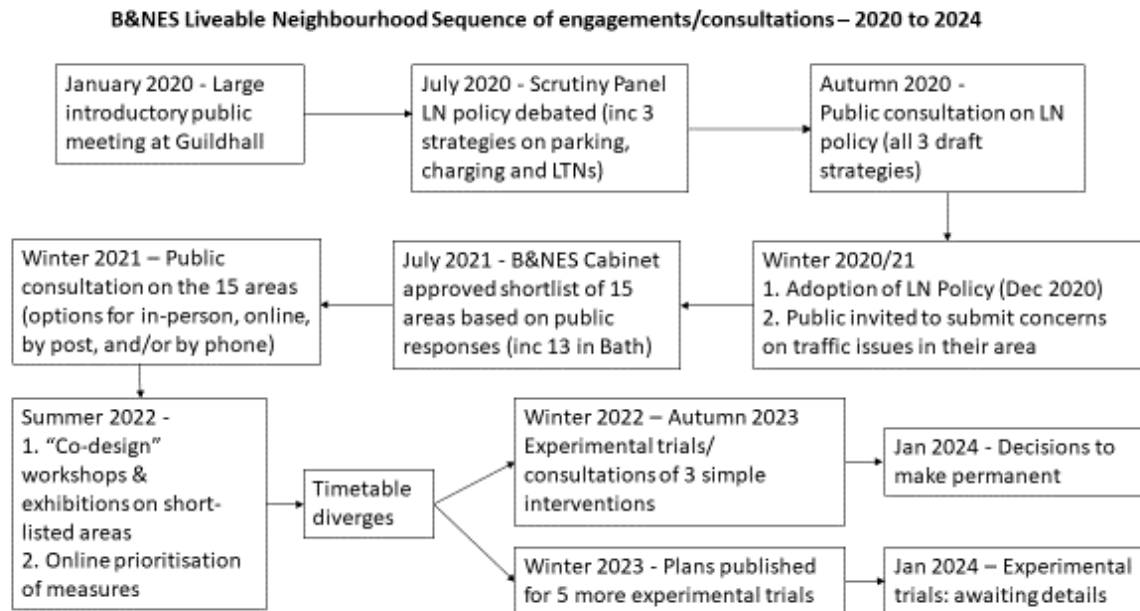
A representative of one member RA recently contacted FoBRA with questions about LNs and the consultation process, and it may be useful to share the information provided with the wider RA membership, especially for any RAs or representatives who have only joined FoBRA in latter stages of what has become quite a protracted process.

The relevant B&NES policy was consulted on and adopted in 2020. FoBRA's position was agreed in a rare "single item" Full Committee meeting held in Autumn 2020. In line with its longstanding policies, FoBRA supported the broad policy aims of safer roads and less congestion but noted that monitoring of impacts during trials was important.

From early 2021, residents across Bath were then invited to identify any traffic related issues in their own areas. This resulted in a list of fifteen prioritised areas (thirteen of which were in Bath) in which interventions were to be considered under the Liveable Neighbourhoods policy.

It is important to note B&NES sought to engage with residents directly, within their own areas, reflecting that different areas experience different issues or have different needs. FoBRA's role has been (and could only be) to inform member RAs of key stages of the process, in order that this information could be cascaded to their local membership to encourage participation. The listing of the fifteen areas and the importance of individual RAs monitoring any proposals relevant to their areas was conveyed to member RAs in late 2021 (a copy of the previous Chair's email of 2 December 2021 accompanies this report for ease of reference). B&NES officers and consultants collected ideas for addressing area-specific issues in local workshops and exhibitions with local residents who

wished to attend. This was to inform the final technical stage of the specific trial interventions. This final stage was conducted wholly by B&NES officers and consultants and agreed with councillors. The following abbreviated summary may help visualise the process:



*(iii) Upcoming trials – practical aspects*

Trial interventions are undertaken under an “Experimental Traffic Regulation Order” (ETRO), under the applicable national legislation (Road Traffic Regulation Act). The ETROs are a phase of the consultation process, with temporary changes being trialled in situ for a finite period of time. During the trial B&NES would monitor effects of the changes and carry out further consultation. At the end of the trial period (maximum 18 months) they would be removed or made permanent. Individual member RAs are advised to check the ETRO plans in locations where they may be considered relevant by any of their residents (whether inside or outside the area to receive that LN intervention), and residents should contact officers (email address: [LN@bathnes.gov.uk](mailto:LN@bathnes.gov.uk)) and seek any necessary further clarification from their Ward Councillors if they have any questions.

**WECA Transport Consultations (Somerset Valley Links, A4 Bristol-Bath Corridor, Bath City Centre)**

The third and last of the WECA “Making Big Choices on Transport” consultations closed at the beginning of January. Overall, there did not seem to be clear evidence of coordination of these proposals with each other and with other policies being pursued separately (eg Milsom Quarter Masterplan, Liveable Neighbourhoods etc). FoBRA wishes to see more effective coordination between all these plans and greater transparency of data on bus movements that is being cited as informing content in the WECA proposals.

**Accessing information about B&NES transport-related consultations**

There continue to be a number of consultations about matters local to parts of Bath. For any RA representatives not already aware of them, these two webpages can be a useful source of information on evolution of proposals on transport-related matters that may be relevant to your own area:

**Current consultations page** (consultations currently open): <https://beta.bathnes.gov.uk/current-consultations>

**Travel and Transport consultations** (links to information and timelines on various transport-related projects): <https://beta.bathnes.gov.uk/travel-and-transport-consultations>

**Planning applications with significant highways implications**

Developments that will generate very large amounts of traffic are currently being considered at Western Riverside (St William and B&NES applications), at Lambridge (Lidl GB Ltd), at Bath Rec (Arena 1865 Ltd), and the expansion of the Odd Down development. The impacts of these (and other developments) on the main road system within Bath will be substantial.

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23 February 2024