Reference number:

B&NES Request Proforma

This proforma is to be used to request the consideration of your community area for a **low traffic neighbourhood** and/or **residents' parking zone.** It also provides the opportunity for communities, as part of this request, to put forward ideas for the reimagination of road-space and identify potential locations for public realm improvements (i.e. parklets, public art, planters etc.), or infrastructure (i.e. footway widening, cycle lanes, cycle parking, on-street electric vehicle charging points etc.).

The Climate Emergency and Covid-19 pandemic are changing the way people think about their local neighbourhoods and how they travel. For many, these fundamental changes have reminded us what our streets and public spaces could be like, the benefits of walking and cycling particularly for local trips, and the need for social distancing highlighting that pavements in many areas are too narrow, with road space disproportionately allocated in favour of motor vehicles.

Low traffic neighbourhoods provide a valuable tool to reconsider how streets are managed to enable inclusive and safer environments, to promote active travel and encourage mode shift away from private cars. Principles of a low traffic neighbourhood focus on reducing the dominance of "rat-running" traffic to deliver attractive, healthy, accessible and safe neighbourhoods for people[1]. This generates opportunities in residential areas to improve conditions for walking and cycling, as well as access to public transport and community spaces. Importantly residents remain able to drive on their streets, park on their streets and receive deliveries.

Residents' parking schemes not only help control non-residential parking within an area, the can also help rationalise space within a community and help to reduce car ownership and usage by residents. Residents' parking zones can be requested separately or in conjunction with a low traffic neighbourhood.

Please note, the implementation of a low traffic neighbourhood, residents' parking zone or any the proposed solutions are not guaranteed through the completion of this form.

1 Source: https://www.enjoywalthamforest.co.uk/about-mini-holland/

Reference number:

Name of Councillor and ward	*Sarah Warren, Kevin Guy, Bathavon North Ward*
Has the Ward submitted any other low traffic neighbourhood/RPZ/ EV charging applications?	*Yes*
Signature of Ward Councillor	*Sarah Warren, Kevin Guy*

Please send completed proformas or any queries to LNConsultation@bathnes.gov.uk

Please answer all questions in this form.

By submitting this application, you are confirming:

(a) the information supplied on this form is, to the best of your knowledge, correct at the time of submission

Broadly, this proforma document should be completed using size 12 font and should be a maximum of 3 pages. The information provided in this proforma should provide sufficient detail so as to give a complete overview of the issues experienced and drivers of these. It should contain enough information to justify the need for further consideration and enable objective decision-making and prioritisation.

The grey text in the right-hand column is an indication of how the boxes should be completed. On competition, this text should be deleted.

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Problem(s) experienced prompting the request	All children arriving on foot at Batheaston School via Northend must cross the road at the top of School Lane (because footway on east side of road is not continuous). Double yellow lines are partly flaked off and drivers park dangerously all around junction every day at school drop off and pick up. All children arriving from The Batch must cross Northend diagonally at Solsbury Lane junction, and all arriving from the south must cross in front of former Methodist Church, as pavement switches from one side to other of road.
Perceived cause of the issue(s) and problem(s)	Poor road layout, dangerous and inconsiderate parking.
Geographical area affected by the issue(s)	

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	 Red lines are crossing points, yellow denotes dangerous parking.
Key amenities within the geographical area	Primary school in School Lane. Main walking and cycling access from Northend to Batheaston shops is via School Lane
Scale / severity of the problem	Dangerous parking, and conflict between drivers and children cycling and walking to school daily at school drop off and pick up times.
Types of outcomes/benefits/ opportunities	Safe crossings, no dangerous parking

Local level of support this request	Scheme requested by school governor. Approval for application sought at Batheaston PC – July 2021 meeting was cancelled, but this proposal has been circulated to parish councillors and will be discussed at next meeting. Supported by Batheaston School.

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