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**Neighbourhood Portion of
Community Infrastructure Levy (CIL) for Bath
GRANT APPLICATION FORM**

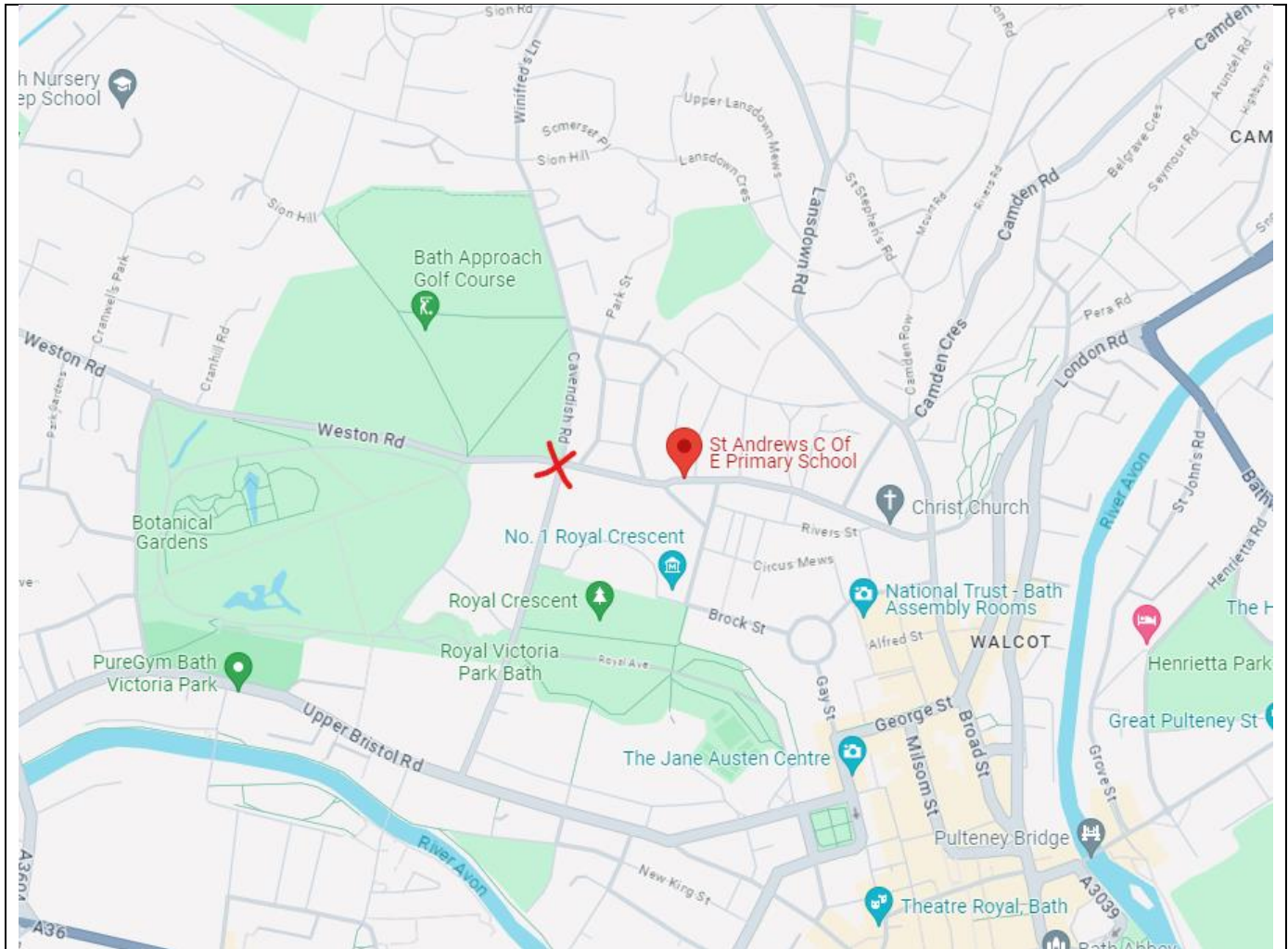
Project title:	Marlborough Buildings / Julian Rd Crossing
Amount of funding sought from the Neighbourhood portion of CIL for Bath fund	£95k

Section 1: Applicant details

Name:	Cllr Lucy Hodge & Cllr Mark Elliott
Organisation:	Lansdown Ward Councillors
Locality or ward which will benefit from this project:	Lansdown

Section 2: Project Details

2.1 Please provide a clear description of your project proposal – including your outcomes and objectives (maximum 300 words)
<p>Provision of pedestrian crossing improvements on Julian Road, at the junction with Marlborough Buildings and Cavendish Road.</p> <p>Location of proposed crossing improvements:</p>



OBJECTIVES

- To provide a safe place for residents and visitors to cross this busy stretch of Julian Road, which has a history of road traffic collisions. Particularly residents accessing the High Common / Approach Golf Course and walking to nearby schools as well as accessing amenities like the Marlborough Tavern, and simply walking to and from the city centre via Royal Crescent.
- To provide a safe place to cross for vulnerable road users such as:
 - Elderly residents with mobility issues
 - Carers with prams and primary school age children progressing to St. St. Andrew's Primary School
 - Senior school children walking to Kingswood Senior School and the Royal High School
 - Residents with physical disabilities.

OUTCOMES

- Provision of essential infrastructure to enable safe crossing of this section of Julian Road where traffic speeds along Julian Road are high, there is a high volume of traffic exiting Marlborough Buildings, and there is a history of road traffic collisions.
- An increase in walking and use of public transport as alternatives to the car for routine activities of daily living.
- A reduction in the risk of a serious road traffic accident involving pedestrians in this location.
- A reduction in traffic speeds and increased pedestrian awareness for drivers through the introduction of more visible pedestrian infrastructure.

A potential (draft) design for the intervention is included as appendix A.

People crossing at proposed location:



St Andrew's School walking bus approaching the junction:



2.2 Please tell us briefly about your organisation, for example is it a charity, residents' association, etc.

Ward Councillors

2.3 Have you or your organisation previously applied for funding from the Neighbourhood Portion of Community Infrastructure Levy (CIL) for Bath?

Yes

2.4 Is this a new project or does this project link into an existing project? (Include a breakdown of how you plan to allocate the funding)

This is a new project.

2.5 Target Start Date: Jan 2024

2.6 Target Completion Date: May 2025

2.7 Please provide more detail on the proposed timeline for the delivery of key components of your project including any targets and how these will be evaluated. (You may wish to include a table with dates and outcomes for example).

Delivery timetable to be agreed with council Highways Dept if and when funding is agreed.

2.8 If planning permission is required for this project - has it been granted?
If Yes - please include the dates and reference numbers for these permissions.

N/A

2.9 Are there any planned changes which will have an effect on the premises or location where your project is to be located?

The upcoming Experimental TRO introducing modal filters on parts of the circus and Winifred's Lane will change traffic flows in the area. These will be monitored as part of the ETRO process.

2.10 Are there any planned changes in the circumstances of your organisation's operation or **financial position** that you are aware of which may prevent this project being completed?

No.

Section 3: Funding Criteria

The project must address the specific impacts of new developments within the city or locality from which the funding has been generated.

This application must show that the project either:

- *Supports the development of the relevant area by funding the provision, improvement, replacement, operation, or maintenance of infrastructure.*
Or
- *Addresses other demands that development places on the area.*

3.1 How does the project address the specific impacts of new development(s)? (Maximum 300 words)

- Does it fund the provision, improvement, replacement, operation, and maintenance of infrastructure?
OR
- Does it address another demand that development places on the area?

(You may consider this on a ward basis, a locality basis, or a city-wide basis.)

This project aims to deliver a pedestrian crossing over Julian Rd near the junction with Marlborough Buildings and Cavendish Road.

Encouraging “active travel” is a key part of the Council’s Journey to Net Zero strategy, and increasing the safety of streets will support more residents in taking journeys on foot, helping to meet that strategic aim.

Julian Road is a busy road which acts a barrier to people.

- walking to access the city centre and Victoria Park from the upper side of Lansdown.
- walking to access facilities such as the High Common / Approach Golf Course from the lower part of Lansdown, the wider city centre, and new developments such as Western Riverside.
- walking to access the local schools (in particular St Andrews school, which is very nearby, but also Kingswood and Royal High)

New development on the northern side of Julian Road includes Hope House (54 new dwellings) and Ensleigh (247 new dwellings). New development on the southern side includes Bath Western Riverside (299 new dwellings).

Impacts of the new development:

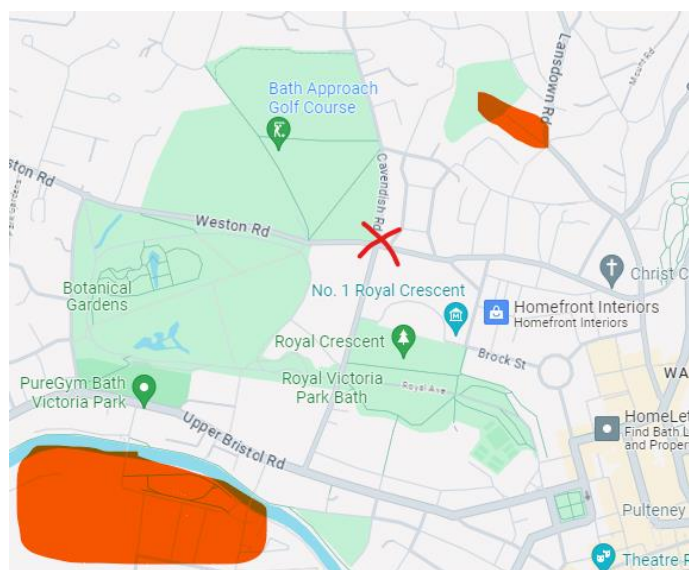
- This new development brings new residents and their visitors, including elderly residents and school children to this area of the city, who require north-south access across this busy road in order to access the green spaces in the area and the local schools.
- This new development brings increased traffic from residents and their services, such as on-line shopping, trades, etc. who use this junction.

A community speed-watch group have been operating on Cavendish Road (north of the junction). They consistently record a large volume of traffic, particularly at peak hours, a significant percentage of which is exceeding the 20mph speed limit. As well as providing a new, safer, crossing point for pedestrians, the proposed new crossing has the potential to reduce the speed of traffic at this location.

Vehicle activating the 20mph speed limit sign approaching the junction:



The following map shows the location of the Bath Western Riverside and Hope House Developments, with the junction location marked with a cross.



There is precedent for the use of Neighbourhood CIL for improvements around this junction as a successful bid was made in 2017. To quote from the previous CIL working group's decision: "The scheme will see city wide benefits; there are local improvements that the residents benefit from within the ward area where the scheme is situated. Residents from across the city use this busy stretch of road so therefore a wider impact will be gained for Bath." (The work specified was, unfortunately, inadequate to meet the purpose of providing a safe, reliable crossing point for pedestrians, as it did not provide an actual crossing.)

- 3.2 How does the project benefit the area where development has taken place? (If your project has city-wide impact you will need to demonstrate how the broader community in the city will benefit.)

This location is on a major “desire line” for people crossing north-south across Julian Road, benefiting residents in all the new developments mentioned in section 3.1.

- 3.3 Please provide evidence which shows how the community has been listened to and what support exists for your project?

A co-design process was undertaken by AECOM on behalf of the council through sprint and summer of 2022 as part of the “Liveable Neighbourhoods” programme.

A crossing at this location is included in a shortlist of proposed interventions proposed by AECOM in their “Recommendation Report” following this co-design process, showing community support for the intervention. (Report included as appendix B to this application.) Unfortunately, however, funding for this intervention has not been forthcoming through the Liveable Neighbourhoods programme.

- 3.4 Have you consulted your ward councillor(s) about this project?

N/A

Section 4: Funding Information

4.1 Total Cost of Project:	£150k
4.2 Amount of funding sought from the Neighbourhood Portion of CIL fund:	£95k (This would fund the pedestrian crossing part of the draft design.)

4.3 Please provide a detailed breakdown of the costs for the delivery of this project, specifying how the funds will be allocated to different aspects of the project (including personnel, supplies, equipment, outreach etc).

Informal consultation with Neil Terry (Principal Engineer, Traffic Management) has indicated a total cost of c. £150k.

This sum would include site surveys, detailed design, TRO work, electricity and drainage, temporary traffic management works and construction materials appropriate to the setting (for example, pennant stone kerbs).

Initial draft proposals are already complete (see appendix A).

4.4 Can you provide evidence that your proposals will provide value for money (for example – have you obtained more than one quote for a service or item)?

Procurement would be through the council’s standard procedures, assuring value for money.

4.5 Does this project benefit from any source of matched funding? (Include sources, dates, funds agreed/expected and amounts):

Funding for further parts of the scheme (for example, interventions across Cavendish Road and / or Marlborough Buildings) would be sort through the Local Highways Improvement programme or other internal sources of council funding.

4.6 Provide a breakdown of the efforts of volunteers in supporting this project. Please include number of hours, types of volunteers, geographical reach, if known.

None

4.7 Please specify any other additional funds which have already been agreed:

None

4.8 Please specify any funds which have been applied for but are awaiting a decision:

None