



## ***Growth & Regeneration*** ***Economy of Place, City Transport***

### **Statement of Reasons**

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| <b>Road/Area:</b> | Various Roads East Bristol Liveable Neighbourhood, Easton, Lawrence Hill, St George West, St George Central and St George Troopers Hill Wards           |
| <b>Proposal:</b>  | Improvements to the East Bristol Liveable Neighbourhood: Improving Traffic Movement, Addressing Obstructive Parking, and Introducing E-Scooter Parking. |

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The East Bristol Liveable Neighbourhood (EBLN) scheme was initially introduced as a trial, with many of its traffic management measures constructed using temporary materials. Following the decision to make the scheme permanent, the Council is now proposing improvements that could not be delivered during the trial phase.

Planned improvements include street trees, new pedestrian crossings, junction upgrades and improved street lighting. These measures will enhance accessibility, improve safety for all road users, and create a more attractive and resilient street environment.

Permanent infrastructure will also address some of the limitations of temporary measures. For example, features such as planters can be moved, whereas permanent construction provides a more robust and effective means of maintaining the intended operation of the scheme. In addition, high-quality permanent materials, landscaping and streetscape improvements will enhance the public realm, creating more attractive, accessible and welcoming streets for residents and visitors.

The majority of the scheme's measures have already been subject to the necessary Traffic Regulation Order processes as part of the trial scheme. However, additional consultation is required where the permanent works necessitate changes to existing restrictions, or where new restrictions and provisions are proposed to support and improve the operation of the East Bristol Liveable Neighbourhood.

This consultation relates only to the following additional measures:

- Extension of double yellow lines/waiting restrictions to improve visibility and sightlines for pedestrians, prevent obstructive parking, and facilitate safer vehicle movements.
- Resizing the extents of some prohibition of driving areas to improve public realm features.
- Introduction of a No Entry (except cycles) restriction from Pile Marsh into Netham Road to prevent exempt vehicles travelling southbound and conflicting with oncoming traffic.
- Introducing a one-way on Derby Street, to prevent queue-jumping.
- Introducing e-scooter/cycle hire bays to improve active travel provision.

It appears to the Council that it is expedient to make the order –

- for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising;

- for preventing damage to the road or to any building on or near the road;
- for facilitating the passage on the road or any other road of any class of traffic (including pedestrians);
- for preserving or improving the amenities of the area through which the road runs; assessment and management of the quality of air pursuant to paragraphs (a)
- to (c) of subsection (1) of Section 87 of the Environment Act 1995 (air quality)