

Richard Wales CABINET 13/06/1

Councillors are aware that the Widcombe Association was formed over 30 years ago to campaign for this scheme. We have long since ceased to be a single issue organisation and are now the largest, and most active, residents' association in Bath with a membership of 422 households (comprising 723 individual members) and 53 businesses, including the majority of those located in Widcombe Parade. I am Chairman of the Association's Rossiter Road sub-committee, which has 5 members, all Widcombe residents and well qualified to address the issues involved. They include the former Professor of Civil Engineering at the University of Bath, another Civil Engineer who was the Director for Wales of the Planning Inspectorate, and the President of the Institute of Transport and Logistics, whose day job is Transport Commissioner for London. Over the years, to support our own expert knowledge we have commissioned, at the Association's expense, reports from highways engineers and air quality consultants.

In our view, a key factor in bringing this scheme to the point of decision has been the establishment of the Steering Group, which has, for the first time in 30 years, provided a proper forum for discussion and communication. My colleague, Mike Wrigley, a planning consultant, who lectures at Bath University on transport planning, and I, represent the Association on the Group.

From the Association's point of view, the key corporate objective of this scheme is the last one listed in the paper, to "improve the Widcombe Parade environment". Therefore we strongly support the proposal to use mini-roundabouts, in place of traffic signals, at the White Hart junction. Also we welcome the proposal to introduce an access into Lyncombe Hill for cars for cars and light vehicles travelling from the west. This is strongly supported by members living in the lower parts of Lyncombe Hill and adjoining streets and indeed, by others living higher up in Greenway , such as our Chairman Paddy Doyle. The present requirement to "go round the block" causes serious inconvenience and is a source of unnecessary air pollution. Finally, we endorse, fully, the recommendation in Appendix 1, "that advice is sought from public realm designers as part of the detailed design process".

Overall, we are delighted by this proposal and welcome it unreservedly. On behalf of the Association, I urge the Cabinet to approve the scheme and agree that the proposed traffic signals at the White Hart junction are replaced with mini roundabouts.