

I would like to say thank you. Residents who live in the lower Lansdown area are very grateful to the Highways Officers who have recognised that the Kingsmead area and lower Lansdown need to be looked at in a joined up way with regards to Liveable neighbourhood planning. Clearly the Officers have taken the trouble to understand and address possible displacement and mitigate for it to deliver the best possible outcomes for the 2 areas.

We are grateful to be considered for traffic improvements to help calm speeding traffic, reduce rat running volumes through the residential roads, tackle the width and weight restriction violations we are experiencing daily and to make walking on our streets safer and healthier for school children and residents of all ages.

Some time ago a group of keen walkers, Walk. Lansdown started a petition to campaign for safer streets across the Lansdown Ward, we now have over 600 signatures supporting traffic calming to help make our narrow sometimes treacherous streets safer to use as pedestrians. To make all roads in Lansdown 20mph and for this to be enforceable.

Some of us have also formed a Community Speedwatch Group to take affirmative action and help get the message out there to those motorists who simply don't care about pedestrian safety and race through our streets ignoring the safe 20mph speed limit. 20 really should be plenty across all the residential streets of Bath.

Whilst doing our shifts we observe a lot of needless local school run traffic, sometimes children who we know living within 400m of their school are being driven door to door. We also notice how difficult it is for those parents who are trying to walk with their children to school to navigate very busy streets, both residential and main roads.

We see how tricky it is to cross the junction at the Marlborough Tavern for children walking to school, how difficult it is for the lollipop man at St Andrews, how treacherous the junction at St Stephens Church is and how difficult it is to cross into the High Common on Cavendish Road at peak times. People stop to talk and tell us how many accidents are averted involving residents out walking or pets and wildlife that are killed on their roads which are never reported to the Highways' safety teams as near misses and therefore don't show up in your data. All of this convinces us that traffic calming is needed in our area. Many of us support your policies and do want change.

We recognise that these plans will have objectors. Whilst no traffic should displace from one residential road to another (we accept this as a valid basis for objection), many will simply object to inconvenience, often those who already live on their quiet no through roads. These groups must not be given equal weight when it comes to consultation.

Heidi Alexander the deputy mayor of TFL recently spoke at the National Walking summit. She said that Councils should not plan schemes in ward silos, your Highways officers clearly agree and are sensibly joining up areas to avoid displacement.

But she also said to be clear in consultation what constitutes valid objection and to offer mitigation not binary choices, otherwise your consultation can become toxic and allow those who just don't want any change, or to give up any motoring convenience the strongest voice, and the power to stop improvements which could transform the safety of our neighbourhoods.

I think that her words of advice are wise. For too long motorists have dominated streets which should be politely shared, and possibly just possibly they might even give up a few of their motoring journeys.

