

Proposal to install a modal filter on Sydney Road at the junction with (New) Sydney Place through an ETRO

I represent more than 70 households along and around New Sydney Place and Sydney Road, where large numbers of vehicles run to avoid the main A36. Life is intolerably unsafe and unhealthy for those who move around this area, including the elderly, disabled, children and visitors to Sydney Gardens.

We absolutely endorse B&NES proposal to create a modal filter on Sydney Road through an ETRO for the following reasons:

- Our Liveable Neighbourhood (LN) vision **aligns perfectly with B&NES' climate emergency plans**:
 - It **prioritises the public realm**, active travel, pedestrians, and cyclists over cars.
 - It **meets the recommendation that LNs should ideally be bordered by a main road** (i.e. A36).
- When progressed to significant community consultation, we had very high participation from a wide area, and the **highest percentage of support for an LN in Bath**.

Substantial recent and earlier evidence highlights the **need for an intervention**.

- For example, as early as 2003 the report from the three-year Sydney Gardens Traffic Scheme public consultation stated:

“The area is highly residential with recreational facilities...The speed and traffic volume on Sydney Road/ Sydney Place East (New Sydney Place) is considered to be unacceptable for the environment in this area. Pedestrian movement is impeded greatly by the impact of traffic. Measures to reduce this impact will be of clear benefit to both residents and pedestrians...” (2003, SGTSR)
- Many of the measures were not implemented.
- Twenty years later our area suffers from **excessive local and through-traffic**, which frequently travels at dangerous and life-threatening speeds in both directions to avoid the lights on the A36. (Only this week, a speeding, bouncing flatbed truck ‘threw out’ sheets of plywood that smashed the back of a parked car – fortunately not killing anyone.)

Objections now are hypothetical.

- Some drivers, most of whom do not live in our neighbourhood, object strongly to travelling the same distance round the other side of Sydney Gardens (which may take 60 seconds longer if lights are red).
- These objections must not override the **importance of this proposal** to the lives of our residents, pedestrians, and cyclists. Signage, Speedwatch (abandoned

because of the abuse), school children on outings, and the disabled with walking aids make no difference to drivers in a hurry.

- **The trial period would monitor and assess traffic behaviours.** The current concerns of residents in neighbouring roads would be carefully observed and any negative impacts addressed during the process.
- When our road is closed for film making, we monitored the traffic flowing freely along the A36. **Drivers adapt to new patterns**, as seen in established LNs.

With the negative publicity on our own government's watering down of climate change targets, **we urge councillors to vote through this environmentally significant proposal** that is part of B&NES bigger vision for Bath.

Prof Chrissie Harrington.

NB. The attached document shows 2 graphs. The first is evidence of our community traffic count comparing New Sydney Place/Sydney Road with the A36 in 2022 and shows the significant displacement of traffic onto our road. The second graph provides evidence of the highest level of support for an LN in New Sydney Place and Sydney Road in B&NES 2021 LN Consultation.

For the history, context, LN Submission, consultations etc., please see www.newsydneypplace.co.uk