

Script for Council Meeting 18 Jul 24 – Neil McCabe

Good evening, my name is Neil McCabe, and I intend to show how the New Sydney Place LTN is environmentally and economically damaging, divides communities and reduces safety.

Firstly, the scheme reduces safety. All accidents reported over the past 5 years occurred on Beckford Road, Darlington Street and Sydney Place where traffic is being diverted, and none occurred on Sydney Road¹.

The council leader accepts that wider community engagement on the LTN was poor. No more than 39 residents attended the 2022 co-design workshop². The council then stated that there would be wider consultation on the scheme that Autumn³ – it never happened. When it was eventually publicised, nearly 4,000 objected in a petition – 100 to 1 against⁴.

56 households on New Sydney Place undoubtedly benefit from the LTN. However, 163 households on Darlington Street, Sydney Place and Beckford Road will directly suffer from a 50% increase in traffic, and consequent pollution⁵. Against the backdrop of Bath being the UK's sixth most congested city in 2023⁶, Darlington Street NO₂ pollution levels exceeded national limits in December 2023⁷, even before the scheme makes things worse. Traffic backs up onto the Bathwick Street Lights, and the 450 households on the Bathwick Estate⁸ must queue to get out at peak times. Displaced or delayed traffic will also go past schools.

2,500 B&NES residents also live along the A36⁹ – 8 to 10 times more than New Sydney Place. The A36 is our route to work, the station, and to all Bath's supermarkets. Our local councillors propose shifting to walking or cycling. However, Bathampton's population is older and less healthy than New Sydney Place, with 50% more over 65s and twice as many in fair to very bad health¹⁰. For those in good health, walking is only an option for the few who have an hour and a half to spare each day. We only have 1 bus an hour that goes to Bathampton village, and

¹ B&NES response to FOI IG-1806322

² <https://beta.bathnes.gov.uk/sites/default/files/New%20Sydney%20Place%20and%20Sydney%20Road%20Workshop%20Report.pdf> page 8

³ <https://beta.bathnes.gov.uk/sites/default/files/New%20Sydney%20Place%20and%20Sydney%20Road%20Workshop%20Report.pdf> page 2 (in bold)

⁴ 38 degrees petition

⁵ Property counts from Royal Mail postcode finder

⁶ <https://inrix.com/press-releases/2023-global-traffic-scorecard-uk/>

⁷ https://beta.bathnes.gov.uk/sites/default/files/Final_annual_air_quality_bnes_2023.pdf for DT207. Page 102

⁸ Bathwick Estate Residents Association

⁹ <https://www.streetcheck.co.uk/> searches

¹⁰ <https://www.streetcheck.co.uk/> searches

they stop at 5:30pm¹¹. With poor public transport, travelling by car on the A36 is Bathampton's lifeline. And yet on the LTN survey we are dismissed as "visitors".

For economic loss - 4,000 vehicles a day are displaced¹², or 1.46 million a year. Each minute's delay adds up to an economic loss of £220k a year¹³. Delays at peak are considerably longer and will also affect up to 7,500 vehicles already using the alternative routes¹⁴.

In summary, the Sydney Place LTN will cause significant congestion, pollution and economic loss, and discriminates against a significant portion of the B&NES population by throwing traffic onto an increasingly congested traffic corridor. It contributes to, rather than mitigates the climate crisis¹⁵. The scheme needs to be withdrawn or, despite the lack of supporting safety justification modified to traffic calming.

¹¹ <https://faresaver.co.uk/wp-content/uploads/2023/10/11.pdf>

¹² [https://www.bathnes.gov.uk/docs/data-liveable-neighbourhoods/trial-monitoring-data/Sydney%20Road%20and%20New%20Sydney%20Place%20LN%20%20trial%20monitoring%20data/Sydney%20baseline%20\(pre-trial\)%20monitoring%20data/23388%20-%20Sydney%20Road%20-%20ANPR%202023.09.25.pdf](https://www.bathnes.gov.uk/docs/data-liveable-neighbourhoods/trial-monitoring-data/Sydney%20Road%20and%20New%20Sydney%20Place%20LN%20%20trial%20monitoring%20data/Sydney%20baseline%20(pre-trial)%20monitoring%20data/23388%20-%20Sydney%20Road%20-%20ANPR%202023.09.25.pdf) et al

¹³ Inrix figure for UK congestion cost of £9.12 per vehicle hour of delay

¹⁴ [https://www.bathnes.gov.uk/docs/data-liveable-neighbourhoods/trial-monitoring-data/Sydney%20Road%20and%20New%20Sydney%20Place%20LN%20%20trial%20monitoring%20data/Sydney%20baseline%20\(pre-trial\)%20monitoring%20data/Beckford%20Rd%20Road%20countline%2025sep%20to%201oct%202023%20-%20vivacity%20dashboard.pdf](https://www.bathnes.gov.uk/docs/data-liveable-neighbourhoods/trial-monitoring-data/Sydney%20Road%20and%20New%20Sydney%20Place%20LN%20%20trial%20monitoring%20data/Sydney%20baseline%20(pre-trial)%20monitoring%20data/Beckford%20Rd%20Road%20countline%2025sep%20to%201oct%202023%20-%20vivacity%20dashboard.pdf)

¹⁵ A 1-minute delay on 4,000 vehicles a day would produce an additional 35 tonnes of CO₂ per year, based on 1.44kg per hour.