

Statement to Climate Emergency and Sustainability Policy Development and Scrutiny Panel, 22 January 2025 by Vineyards Residents' Association

London Road and Snow Hill Liveable Neighbourhood.

Good morning. I'm Sol Green and I'm speaking on behalf of Vineyards Residents' Association about the London Road and Snow Hill Liveable Neighbourhood.

Despite its name, this scheme aims to divert large amounts of traffic *onto* London Road. As nearly all of this is headed to or from the west and north it will go via Paragon/Vineyards, Lansdown Road and the historic core of Bath. It is up to 7,000 vehicles a day, according to a Council estimate, that would be added to already congested streets – an increase of up to 40%. When Camden Road was closed for resurfacing in 2022, we suffered heavy traffic all day long. Given the lack of a Park and Ride to the east, poor bus services, and the topography of Bath, many drivers have few alternatives. Camden Road is an important local access road.

Paragon is not suitable for heavy traffic. It lies in the historic central area of Bath¹, is Grade 1 Listed and comprises mainly multi-occupancy houses, much of it social housing, with some of the highest residential density in Bath. London Road is also densely residential.

This scheme:

- Is contrary to the Journey to Net Zero transport plan, which has the Vision of "reducing carbon dioxide emissions and the intrusion of traffic *particularly in the historic core*".
- Will divert traffic from one residential area to others which already have higher residential density, traffic volumes and air pollution.
- Will lead to longer journeys and delays and so to increased CO₂ emissions.
- Is likely to put London Road back over the legal limit for NO₂ air pollution.
- Will delay ambulances going to the RUH, fire service and police response times, and bus services using London Road.

The scheme is totally misconceived. It has been developed without regard to wider impacts, and without wide consultation. We were not involved despite Vineyards being in the LN area. At least, it should be modelled and consulted upon before making any ETRO – as was the much smaller Queen Square traffic light scheme. Given the widespread impact, the design should be considered in line with a city traffic circulation plan.

We have been told by the LN team that there will be a consultation when the detailed design is completed. This should be a full and transparent public consultation, in line with B&NES's own Community Engagement Charter² and DfT rules³ on LTNs.

Before making an ETRO, you should take full account of the wider impacts of the scheme and the public response. Going ahead without doing so would risk much unnecessary disruption and waste of public money.

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1. Paragon is within the historic central area covered by the Public Realm and Movement Strategy, p.9
<https://www.bathnes.gov.uk/sites/default/files/Bath%20Pattern%20Book%20Volume%201%20Public%20Realm%20Framework.pdf>
 2. <https://www.bathnes.gov.uk/community-engagement-charter>
 - 3 . Department for Transport statutory guidance on implementing LTNs
<https://www.gov.uk/government/publications/implementing-low-traffic-neighbourhoods/implementing-low-traffic-neighbourhoods> and the DfT Stage 2 Further Appraisal Process.