

Defending B&NES decision to make the NSP/SR ETRO permanent and challenging misinformation and deception

This LN is a community-led initiative based on 25 years evidence of need. Contra Claim 2, the consultative process has been robust, wide, inclusive and varied over 4 years. In the **MOST affected area, at least 72% of residents support the ETRO as essential to create a safe and accessible neighbourhood for all.**

In the “**affected area**”, including residents of LN Bathwick Estates and numerous properties situated away from traffic, **many object. Of these, plus the objectors from more than half of all respondents who live outside the area**, 72% are motorists – some of whom will have contributed to the unsafe conditions on our road prior to the ETRO.

Contra Claim 7, reference was made to the aims and criteria of the ETRO to assess its effectiveness. **Evidence, not misinformation, underpins the outcomes.**

- **Yes - it prevents motorists from using this residential street as a short cut. They still have access** to local roads, the park and businesses.
- **Yes, it improves the safety of the Sydney Road and North Road junctions for pedestrians - negating point 4.** Plans to improve safety for cyclists are in the next phase, as they are for the Darlington St. crossing.
- **Yes, it creates a 100% safer, quieter, and healthier street for those walking, cycling, or wheeling** through the area. The police officer commented that, before the ETRO, he was “detecting significant numbers of speeding vehicles.... At least 20-30 per visit”. Those, followed by 5 to 8 travelling at the same time and speed, created huge speeding numbers. Speed Watch was stopped due to abusive behaviour.
- **Yes, it enables more people in the area to walk or cycle for shorter journeys and it reduces short car journeys.**

Contra claim 7, several hundred Bath-wide consultees support these changes, including pupils, families, visitors, and the less-abled.

Inaccurate claims from points 3, 7 and 6 also include:

- **4500 displaced vehicles per day. No** - 800 have ‘disappeared’ and decreases on Bathwick Hill and Darlington St. make a total reduction of almost 3000 vehicles per day.
- **50% increase in traffic elsewhere. No** - there’s an average of 34% on the A36, as little as 3.6% elsewhere, and decreases of 7 & 8%. 2 or 3 more cars per hour is negligible. There is no evidence of intolerable inconvenience or suffering.
- As per good practice, **data was not taken during the A36 closure**. In fact, data includes the extra traffic on the A36 during the 6-week North Parade closure.

Is making a safer and healthier neighbourhood down to profit and loss? The claim of a loss of £135K from the delay of 1.4m vehicles (meaning daily delays of almost 4000), is inaccurate. The data found the delay to be trivial. The average extra time to transition now from Warminster Road to Darlington Street is less than 13 seconds. The ‘no value for money’ claim requires a rethink as well as the real agenda here.

Dr C Harrington

