

**To: Chief Executive, Bath and North East Somerset Council**  
**Date: 5<sup>th</sup> February, 2026**

## **NOTICE OF CALL-IN OF EXECUTIVE DECISION**

### **Liveable Neighbourhoods: Lower Lansdown Experimental Traffic Regulation Order (WL)**

In accordance with **Rule 2** of the Council's Constitution regarding the call-in of executive decisions, we, the undersigned elected members (who do not sit on the Cabinet), request a call-in of the following decision which has been made but not yet implemented.

#### **Detailed Reasons for Call-in**

##### **1. Failure to Meet Stated Objectives and Reliance on Unsound Data**

The Heart of Lansdown Conservation Group (HoLCG) has identified significant **gaps and flaws** in the analysis of the Winifred's Lane (WL) trial, asserting that it has **failed when measured against the Council's own stated objectives**. Critics argue the recommendation to make the trial permanent rests on **unsound data** that does not accurately reflect the trial's outcomes. While the Council claims the scheme supports active travel, the report did not include data for roads where active travel had decreased e.g. Sion Hill & Sion Road. Displacement of traffic has increased traffic on residential roads. In particular Sion Hill & Sion Road where the increase in traffic (up to +880% northbound) is not just down to the school traffic. According to the data in the reports traffic increased over the baseline both in and out of term time whilst **the baseline data itself was taken during term time**.

##### **2. Safety Risks and Extreme Community Opposition**

The scheme is cited as **empirically unsafe** and deeply unpopular among the residents it is intended to help.

- **Opposition Levels:** The Council's own report acknowledges **72% opposition to the Winifred's Lane trial within the trial area**, with 84% opposition overall.
- **School Safety:** Traffic past junior schools has increased by an average of **1,401 vehicles daily** (1,522 in comparable November periods). This equates to over **half a million additional cars** pushed past schools annually, creating severe safety and health risks for children.
- **Increased Danger to Pedestrians:** local residents, especially elderly residents, are no longer walking around the dangerous Sion Road bends past Sion Hill Place due to the increase in traffic.

- **LTN 1/20 & Safety:** B&NES has committed in many internal policies to apply DFT guidance LTN 1/20 to its cycling infrastructure as best practice. The report states that the Council won't apply LTN 1/20 to the Winifred's Lane cycle lane. WECA's Benefits and Outcomes Panel has not endorsed the cycle lane for CRSTS funding, a deliberate circumvention of checks and balances. But it was added to the Movement Strategy for Bath well before the decision was taken to make it permanent.

### 3. Medical and Environmental Concerns

The decision is described by some residents as a "**medically flawed policy**" because it deliberately displaces traffic—and therefore pollution—onto alternative residential routes.

- **Pollution Displacement:** Closing certain roads has increased traffic on busy junctions such as **Julian Road, and Morford Street**, which are flanked by buildings that concentrate pollutants.
- **Impact on Vulnerable Groups:** Increased pollution levels affect high-density housing and **St Andrews Church School**, which has 222 pupils. There are concerns that the Council has not conducted complete **baseline monitoring** for ultra-fine particulates (UFP), PM2.5, or VOCs on these affected routes.
- **Duty of Care:** Opponents argue that transferring pollution to more vulnerable areas, including those with lower socioeconomic circumstances, violates the Council's **duty of care**.

### 4. Gaps in Critical Monitoring Data

The reports used to justify the decision allegedly omit several critical performance metrics, including:

- **Vehicle speeds and kilometres driven.**
- **Carbon emissions and known collisions.**
- **Implementation and operational costs.**
- **Active Travel Errors:** Cycling figures around Winifred's Lane are claimed to be **miscalculated** and the reports contain no active travel data for Sion Road meaning the net effect cannot be determined. This calls into question the reported "uplift" in active travel.

### 5. Inadequate Mitigations and Arbitrary Linking

- **Ineffective Measures:** The proposed mitigations are described as "**very minor**" and unable to address fundamental material flaws caused by the area's **topography and road layout**.

- **Lack of Legal Basis:** There is **no clear evidence linking the three separate ETROs**; their combination in a single decision is viewed as arbitrary and lacking a legal basis.

## **6. Signatories (Minimum 9 Required)**

The following elected members (excluding Cabinet Members) signify their support for this call-in request. *Note: No member may sign more than 5 call-in requests in any Council year.*

1. Cllr Colin Blackburn (Lead Member)
2. Cllr Shaun Hughes
3. Cllr June Player
4. Cllr Alan Hale
5. Cllr Ann Morgan
6. Cllr Tim Warren
7. Cllr Sarah Evans
8. Cllr Eleanor Jackson
9. Cllr Robin Moss