

I am here today to urge you to rely on the extensive studies and wide consultations performed by the council, to reject the call-in and make the ETRO permanent.

I am a Bath resident, living in lower Lansdown before and during the ETRO at issue today, and my family and I walk and to and from school, work, the gym, the shops. Safety measurably improved with the LTN in place, where my daughter was able to walk to and from school without near misses from drivers rushing on the school run, and we could walk our dog over to the golf course without concerns for our safety. Our experiences are in line with the many benefits outlined in the council's report. We welcome and appreciate the trial and it has made a clear and positive impact on the quality of life and safety in the neighbourhood. And with some tweaks, it can be made even better.

Along with being a local mum and a former state primary school governor, I am also a trained attorney with a master's degree in public policy, with extensive work history in multiple levels of government – city, county, federal, and the UN. As such, I have a great deal of experience with policy making, analysis, and the processes of good governance. I have followed this LTN since its inception with great interest, and from everything I have seen and read it was done in good faith, in accordance with due process, and with full transparency. Candidly, I find it profoundly undemocratic that a small but wealthy group with a clear agenda can fund a separate assessment, that is both opaque and vague, and contains what appears to be flawed methodology, in an attempt to subvert an initiative that has proven empirically successful by the stated measures for an active travel network. Likewise, it is unsurprising that the third-party report paid for by this group reached the conclusions that it did.

You have heard, and will hear, a number of statistics being offered that bear little basis in reality. The data is clear:

- Traffic has dispersed over a wider area.
- The volume of vehicles using the junctions of Cavendish Road & Winifred's Lane has reduced.
- Monitoring has not demonstrated a detrimental impact on air quality overall when compared with baseline data.
- There has been an uplift in active travel in Winifred's Lane.

It is obvious from the commentary that the persistent school run traffic on Sion Hill near Kingswood Prep is the source of both the objections and the problem. It seems that the appropriate resolution is not, in fact, the undoing of a successful active travel network, but improved logistical solutions that can and should be managed primarily by Kingswood, with the support of the council, as well as heightened enforcement actions against poor driver behaviour, which would serve the dual purpose of enhancing public safety and additional revenue collection.

I respectfully request that this panel rejects the call in and seeks to address the stated issues by other means.

Thank you.