

Councillor Colin Blackburn – summary

What are we meant to be achieving with LN's?

How many of you have been and seen the Winfred's Lane closure in action? Have you seen the gradient on the lane and tried to cycle it? Have you walked around the impacted roads that have taken the brunt of the displaced traffic and seen the geography that we have forced people to navigate?

Why do we think using CRSTS funding, meant to reduce carbon emissions, is appropriate for this section? It clearly fails to meet the objectives.

This Call In is specifically about uncoupling a linked part of a wider LTN plan that serves to cause more harm when looked at as a single case. 2 parts seem to be working fine, you have heard from residents in support of those.

I spoke to a resident on Saturday who lives in the central area by the Circus. He is a surgeon treating NHS patients but works out of our Authority area, south of B&NES. He told me, he now has an additional 10 minutes on his commute each day. I explained that was an acceptable consequence of the Gay St, Catherine Place interventions. He was having to use main roads and whilst his journey is unavoidable because there are no alternative transport options for him, this is a better outcome for the city. But that logic does not apply to the Lower Lansdown trial, it is pushing vehicles onto residential roads, not main roads.

Opinion on this isn't split on political lines, but on geographic lines. The near entirety of households who live north and west of the bollards oppose them. The speakers today in support, live beneath the bollards, and are also the people who inflicted this on their near neighbours when it was never even mentioned as an option in the first phase of consultation workshops. That should tell you something about why this is so controversial.

The Lower Lansdown resident's safety and voices have been sidelined in favour of a theoretical model that has failed its real-world test. While

the Council's stated aim is to support local neighbourhoods and enable active travel, the evidence proves that the Winifred's Lane bollards have achieved the exact opposite for the wider community.

Cllr Manda Rigby, February 2024, on the Southlands ETRO: "I am genuinely, genuinely saddened that the community has felt split in this way. That absolutely was not the intention"

- A subsequent opportunity to prevent community split is presented to Councillor Rigby here, please do the right thing and refer this decision back to the Cabinet members to find a solution to these unacceptable but avoidable consequences.

As ward councillors and speakers have highlighted, there are views both in favour and against. That is precisely why a review is necessary, to provide clarity and evidence-based data rather than relying on "**who shouts the loudest**".

We have heard personal experiences however it is the committee's and ward councillors' responsibility to represent ALL residents not just those here today and quite simply 72% within the immediate trial area oppose the Winifred Lane LTN.

Conclusion

The Winifred's Lane trial has failed when measured against the Council's own objectives. It has made our school routes **more dangerous**, our air **more polluted** in high-density areas, and has ignored the **overwhelming opposition** of the local community.

The linking of the trials is arbitrary and has no stated legal basis.

The council states the linking is to prevent vehicles short-cutting to the A46 and M4. Catharine Place cannot help you if that is where you want to go - it is not on the same journey. The principal underpinning linked cells, is that by removing one would inundate another. That inundation has happened on Sion Road regardless, proving the link does not function. With it being arbitrary, the use of area-wide data is also arbitrary: what happens on Catharine Place has nothing to do with

Winifred's Lane. In isolation, the Winifred's Lane trial has unequivocally failed. The decision to treat the three ETROs as a single linked scheme has no stated legal basis in the reports.

I urge you send this decision back to the Cabinet members for review and encourage them to **separate and revert the Winifred's Lane ETRO**. Do not prioritise the "hope" of a theoretical transport model over the **lived reality and safety** of the residents who know their area best.