

11th January 2015

The Editor
The Bath Chronicle

Dear Editor,

“These Federation People”

Peter Burns asks (Chronicle 8th Jan) who are “these Federation people” and what gives them the right to call for reductions in off-street parking and driving in the centre of Bath.

The Federation of Bath Residents' Associations (FoBRA) brings together 28 residents' associations across the city, representing about 4,500 people, and a further five affiliates which share our aims, such as both students' unions. We do not currently have a member association based in Weston, but would welcome one, so maybe Mr Burns could start it there. We would be happy to help him, or the Council's Policy & Partnerships division could advise. We work by discussion and agreement. All our meetings are open to the public; anyone is welcome to attend as an observer; and full information about the Federation is available on our website at www.bathresidents.org.uk, including our actions, aims and policies. FoBRA is required by its constitution to avoid political bias.

Our members' top concern has consistently been traffic congestion and air pollution. Poor air quality in Bath is an objective fact: the entire main road network in the city suffers from pollution well above the safe health limit set by law. It is affecting the health of everyone who lives in, works in and visits Bath. It infringes our basic right to live in a healthy environment.

The need to reduce traffic and air pollution in Bath has been recognised in B&NES' Bath Transport Strategy, which FoBRA members have voted to support. It was approved with all-party agreement by the Council on 13th Nov. Of course FoBRA recognises the need for essential traffic in the centre such as deliveries, cleansing, buses, taxis, key business needs, disabled people, and indeed access for residents to their homes. However, much of the present traffic - a fair amount of it through traffic - is non-essential. The many cities that have brought in traffic controls are

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thriving places which are more pleasant for all, and where businesses flourish. This does require, of course, the provision of alternatives to the use of the private car, including good public transport (as set out in the Transport Strategy).

Yours sincerely

Robin Kerr, Chairman