

## **B&NES Cabinet meeting 5 March 2019 – Bath Clean Air Plan**

### **Patrick Rotheram, Federation of Bath Residents' Associations - speaking notes**

1. We commend the Council for bringing forward this Clean Air Plan, when some other authorities have put theirs on the back burner.
2. We welcome the extensions of the CAZ boundary.
3. FOBRA recommended dealing with the forecast exceedances at Gay Street and Walcot Parade by traffic management, so we are pleased the Council now proposes to do this. We note your belief that, with traffic management, compliance can be achieved with a Class C CAZ.
4. However, the selected traffic management measure is to introduce new traffic lights at Queen Square. Despite your consultants' modelling, it seems quite possible that this would not deter traffic but would result in stationary traffic backing up from the lights, leading to increased congestion and air pollution in the area.
5. We would have preferred action to reduce traffic volumes by closing some sides of Queen Square, as has been considered under the Public Realm and Movement Strategy. The main reason the consultants give for not doing this is that large vehicles, specifically coaches, could have difficulty with the turn between Queen Square and Gay Street, especially when two come face on. But exactly this problem occurs every day at the Gay Street–George Street turn. So why is that acceptable, but an almost identical turn at Queen Square is not? The right answer is surely to stop coaches and other large vehicles going through George Street and Gay Street. Even at this stage, we urge the Cabinet to reject the traffic light scheme and adopt alternative means of reducing traffic in Gay Street. And remember, Queen Square is where Georgian Bath began! It will not be improved by traffic lights.
6. The Council will be required to keep air pollution levels here under review. If congestion and air pollution in Gay Street remains excessive with the traffic light scheme, we hope you will be ready to bring in alternative measures without delay.
7. Lastly, we strongly support extending opening hours at the park and ride sites, including secure overnight parking. We also urge you to employ the most direct method of achieving more use of park and ride, namely to reduce visitor parking in the city centre, as proposed in the Bath Transport Strategy.