

I am writing to support the principle of removing through motor traffic from residential roads. I write in my capacity as a resident of a road where this has recently happened (Southlands, Bath) and as Chair of Walk Ride Bath (an advocacy group for active travel).

Removing through motor traffic is the quickest and cheapest way of transforming the possibilities of a road. Gone are the danger, noise and outright antisocial behaviour of some drivers. It is replaced with a calmer environment where children can play far more safely outside and we can walk to school without an impatient person driving up the pavement towards us to pass another driver.

The rest of the CRSTS programme is proving painfully slow at delivering any meaningful change on the ground, and active travel has very much been hacked out when the 'going gets tough'. The Liveable Neighbourhoods (LN) programme is already delivering increased walking, wheeling, cycling and horse riding for extremely modest investment.

WECA should be looking to allocating additional funding to the LN programme given the excellent benefit : cost ratios, particularly when we look at the public health aspect in this age of sedentary lifestyles.

I urge WECA to ensure only genuine LNs are funded. Genuine LNs have one key feature:

- They have modal filters to substantially reduce through motor traffic
- (This could be planters, bollards or a filter such as a bus gate)

The following are NOT liveable neighbourhoods:

- One way schemes - these are traffic enablers and can even increase road danger
- Zebra crossings - these are only required because of substantial unaddressed motor traffic
- 'Traffic calming' such as chicanes and speed bumps - again, these do nothing to reduce through traffic
- Speed enforcement - ditto

Now is the time to aim higher in Bath, not for a few liveable neighbourhoods but a '**Liveable City**', something I have blogged about. 10 or so additional filters could ensure through traffic only uses the main roads in the city. Connecting the LNs with Toucans/parallel zebras on main roads could see a rough but passable active travel network delivered by 2030.

We have tried 'fiddling around the edges' with measures such as chicanes. They don't work. Removing through traffic is a transformational measure and I have seen and experienced the benefits of doing it first hand.

Guy Hodgson
Chair Walk Ride Bath
Resident of Southland Liveable Neighbourhood (Bath)