



CARA Bulletin

30 October 2019

A LOW TRAFFIC NEIGHBOURHOOD

- **CARA is seeking members' views** on your appetite for the introduction of a Low Traffic Neighbourhood in the CARA catchment area.

Members will be aware of B&NES Council's plans for the implementation of a Clean Air Zone (CAZ) within a significant area of central Bath (<https://www.bathnes.gov.uk/latestnews/final-consultation-bath's-clean-air-zone>). The CARA catchment area is included within the designated proposed CAZ and, as part of the CAZ public consultation process, CARA has responded to the Council's detailed proposals with our own observations.

We are told that, over time, the Council will give on-going consideration to additional methods and approaches to further improve the air quality and general traffic management in Bath. Indeed, the Council has an appetite, as evidenced by a number of its recent declarations, to be receptive to 'overtures' that may assist. It is keen to achieve its legally obligatory targets (in terms of air quality improvement) and to support initiatives which might more generally improve the 'environmental condition' in Bath, especially for residents.

There are, of course, no guarantees that our Council would accept any specific method or mechanism to enhance our neighbourhood's environment but we have been encouraged not to ignore opportunities to initiate improvements.

One solution – a Low Traffic Neighbourhood

One route to significantly enhancing local air quality and traffic management relates to the introduction of Low Traffic Neighbourhoods (LTN) within appropriate catchment areas. An LTN, already successfully introduced in some areas of the country, may be defined as:

"Groups of residential streets, bordered by main or distributor roads (the places where buses, lorries, non-local traffic should be) where 'through' motor vehicle traffic is discouraged or removed. There are lots of ways you can make a low traffic neighbourhood but the main principle is that every resident can drive onto their street, get deliveries etc but it is harder or impossible to drive straight through from one main road to the next".

In respect of CARA, an LTN would encompass all of the roads within the CARA catchment area i.e. the area bordered by George Street, Lansdown Road, Julian Road and Crescent Lane.

CARA is aware that at least three other Bath residents associations are assessing the merits of introducing LTNs into their own catchment areas to enhance air quality and traffic management issues over and above any improvements which may result from the Council's implementation of its CAZ policy, scheduled to be implemented no later than 2021.

The Council is so supportive of LTNs that it has arranged a public meeting on 29th January with a keynote speaker who has successfully introduced an LTN within his Council area. More details in January.

What are the benefits of an LTN to CARA members and other local residents?

CARA's Committee sees a number of benefits. We believe that the most important are that an LTN would:

- Reduce traffic volumes materially improving the 'offer' to residents and their visitors. Specifically, to eliminate rat-running vehicles and destination drivers seeking vacant parking spaces.
- Facilitate B&NES Council's efforts to reduce air pollution benefitting LTN residents.
- Significantly increase resident-only parking on our streets.
- Encourage 'active' modes of transport such as walking and cycling.

How would we consider an LTN?

The CARA Committee would commence a review to assess, in some detail, the feasibility of introducing, at some future stage, an LTN into the CARA catchment area.

Certainly, for such a feasibility study to be worthwhile, it would involve a number of interested and active committee members spending a not insignificant amount of time and resource in such a project. Such a review undertaken correctly with, for example, appropriate consultation with all interested 'stakeholders' (including through 'consultative workshops') is likely to take at least a number of months, as a minimum timescale.

Additionally, on appropriate occasions, involvement of at least representatives of our immediate neighbouring residents' associations and maybe others will also be important in order to effectively manage any 'collateral' impact that an LTN might have on their own catchment areas.

Your questions about access and egress locations, methods of control, traffic management and funding the LTN are all valid. The Council has its own specific views on these points. We will work with our local Councillors and the relevant experienced Council Officers to achieve the optimum solution for all residents in our CARA catchment.

Have your say, please

The CARA Committee, by way of this Bulletin, seeks your opinion whether there exists an appetite for us to commence a review to assess the feasibility of introducing, at some future stage, an LTN into the CARA catchment area. Please kindly respond to one of the two options below:-

Option
1. Yes , I believe that it would be worthwhile to undertake a study to assess the feasibility of introducing a Low Traffic Neighbourhood scheme within the CARA catchment area and am, in principle, in support of the concept.
2. No , I do not believe it would be worthwhile to undertake a study to assess the feasibility of introducing a Low Traffic Neighbourhood scheme within the CARA catchment area and do not support the concept.

Please respond by 21st November by e-mail to Richard Brown of CARA on mailbox@rbrown.co.uk

- Indicate your preference for Option 1 or Option 2.
- Share any other comments, questions or suggestions that occur to you about a CARA LTN.

CARA Committee 2019/20		Our email addresses are on our website www.carabath.com	
Barry Gilbertson	Chairman	Bernard Horn	Secretary
Richard Brown	Vice Chairman & Traffic	Anne Love	Waste
Malcolm Baldwin	FoBRA & LTN	Mike Richardson	Treasurer
George Feiger	Traffic	Ron Temperton	City Centre Action Group