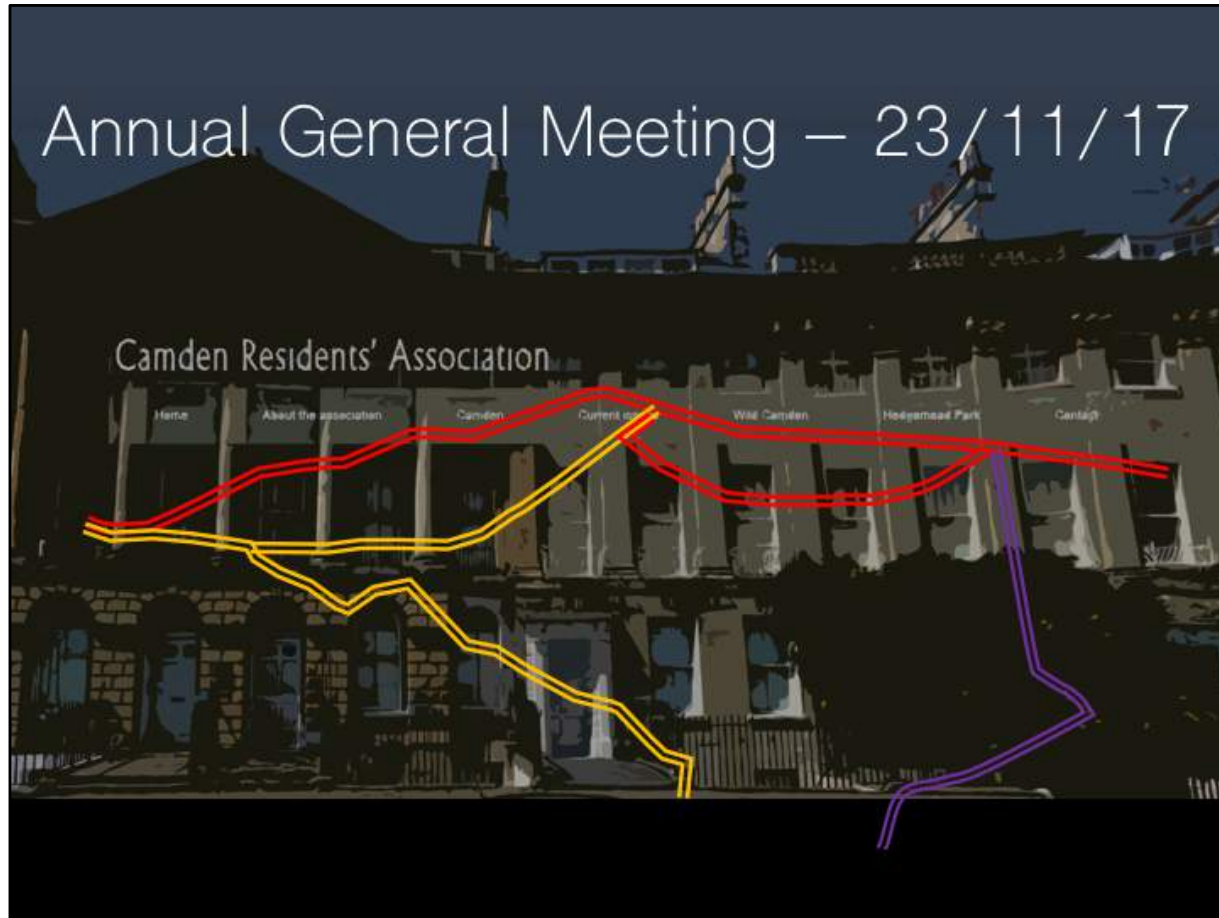


Annual General Meeting – 23/11/17

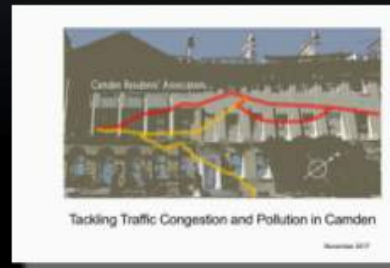
Camden Residents' Association

Home About the association Camden Current Camden W&M Camden Heepswood Park Carlagh



Agenda

1. Welcome by the Chairman
2. Minutes of the 2016 AGM
3. Chairman's Report
4. Treasurer's Report
5. Committee Election
6. Tackling Congestion and Pollution Report
7. Waste Collection
8. Wild Camden
9. Any Other Business



The Report

- Introduction and thanks
- What it reports on
- What it asserts
- What are we going to do with it
- Final polish
- Publication and beyond



Camden road system actually goes NE and SW

- From the highly complex six-way junction at Lansdown Road to
- where we are tonight along Camden Road

and off the map

- down poor old Eastbourne Avenue, Bay Tree Road
- and various cut-throughs to the London Road

Introduction and thanks



- Origin: last year's AGM
- Start: detailed measures for CRd and U&LH
- Redefinition:
 - bigger issue London Road, Larkhall, NE Bath, approaches
 - analysed three main issues
 - quantified traffic flows, pollution levels, public data
 - living with it our views and observations should count
- Report:
 - needs your perspectives, challenge and critiques
 - will need final polish

- I wasn't there but the minutes suggest there was strong debate at last year's AGM
- Kicked off great creative ideas for tweaking the existing chicanes etc etc by members of the committee
- Something wasn't quite right – you make a change and it can have unintended consequences
- We were making statements which are probably true but difficult to corroborate – we've now sought and found evidence for much of it
- The picture needed to enlarge to

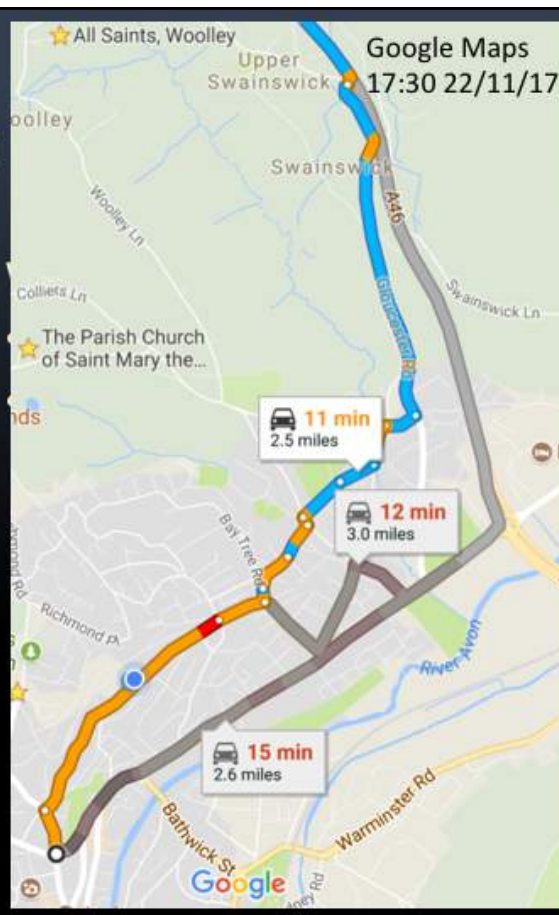
London Road, Larkhall, NE Bath, the Approaches to Bath

- The report in its current format needs testing more widely
 - It might look good
 - But is it robust?
 - Could it be made stronger?
- In the short time I have I can only draw out a few points

What it reports on

STRONG

- 32 recommendations
- Speeding data albeit in 2014 (BANES)
- Morning flows data in 2016 (Larkhall Transitions)
- Pollution now at 85% more than Bristol (Defra) and way above safe limits



It deals pretty well with speeding, morning flows and uses DEFRA data to contrast

our NOx levels with Bristol, near neighbour

There are some gaps and weaknesses which we can complete

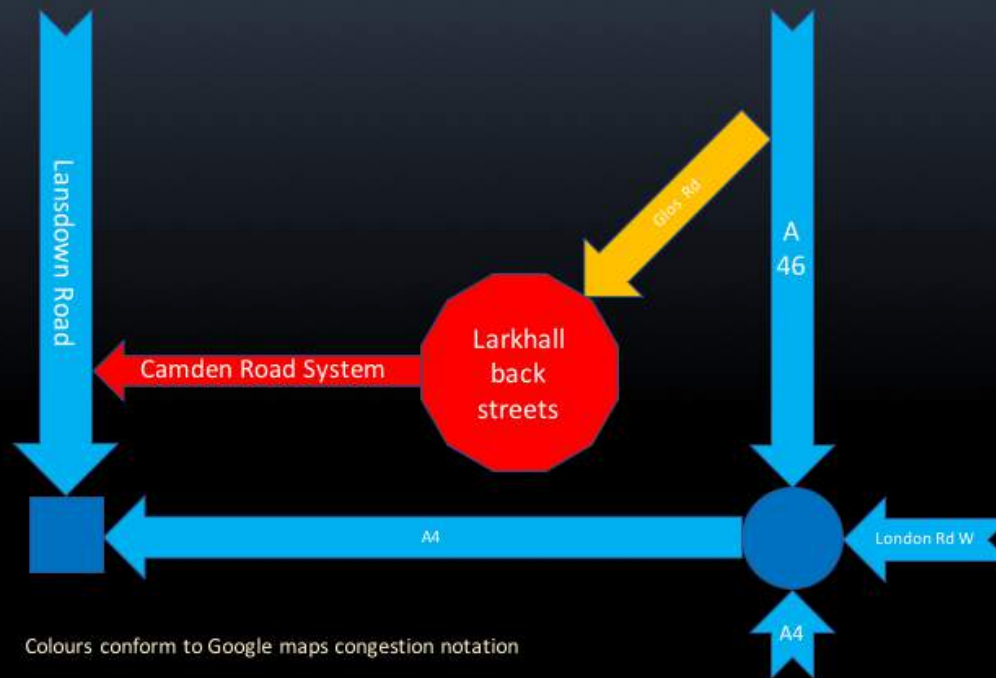
Here is Tuesday evening's picture on Google maps:

Getting from Toppings out to the A46

- Three possibilities
 - join the queue on the Paragon and grit your teeth past Cleveland Bridge
 - bomb up Lansdown Road and stop-start along Camden Road and drop down through lower Larkhall, which will save you 3 minutes
 - do the same but turn left at Bay Tree Road and save another minute

- This raises so many questions
 - is 3 minutes or 5 minutes worth disturbing and polluting a residential street for?
 - should a route with three schools on it be a rat run at all?
 - is a series of single track roads, with all the idling and accelerating it causes the answer?

Basic morning peak model



Here is a simplification of the problem and some conclusions drawn from analyzing the vehicle counts completed by the Larkhall Transition Study from the MORNING rush hour and some other study of congestion using google maps
The main points are:

- 9 out of 10 vehicles peeling off the A46 onto the Gloucester Road end up coming through the tiny streets of Larkhall
- Faced with the site of a congested roundabout people visiting bath from the South and East many travel up to

Swainswick and then join the same rat run

- Any attempt to restrict this type of behaviour and encourage people to sit it out on the London Road must stop people cutting up to Camden Road
- Lansdown Road is rarely congested, so is a good route, with some capacity, in from the north
- Lansdown Park and Ride could be used a lot more by commuters
- There is still no signage to it from the Cold Ashton A420 roundabout
- We are creating our own problems

Camden is uniquely bad

- ✓ Camden Road is like two different streets
- ✗ Camden is an inadvertent cross roads
- ✓ It is a residential area with pedestrians and afflicted with congestion and illegally high levels of air pollution

- At peak – slow moving rat-run
- Off peak - dangerous race track
- NE ↔ SW, also NW ↔ SE
- Air pollution is almost certainly terrible by any standards

So is Camden any worse than anywhere else?

Yes it is

- it's subject congestion and consequent pollution and safety issues just when it has the most pedestrians and cyclists and the most parking maneuvers
- it conveys people north south as well as east west
- it is narrow with high walls, like London road, but sits in a wind shadow
- residents and regular users 'live and breathe' this every day

What has to be done?



- At peak, keep drivers out of the system
- Off peak, improve awareness of the 20mph speed limit
- Understand and deal with the other affected neighbourhoods
- Deal with other known but unaddressed issues

- You have to get back to root cause:
- Small reductions in journey time have serious consequences for others
- Most speeding happens between 20 and 26mph
- This increases the chance of death by 50% and serious injury doubles
- I deal with last two points on the next slide.....

Final polish



- 51 pages of summary and detail
- Objective and evidence based, where possible
- Fairly comprehensive
- Puts the case for Camden over and above general Bath traffic gripes
- Need to deal with the known weaknesses
- Look for further insights and challenges from you
- Meet related neighbourhoods

Nimbyism and unintended consequences are a big danger – we must consult more widely and regard this as, at least a NE Bath problem

The jigsaw is not yet complete, but not that far off

Publication and beyond

- In the early new year (2018)
- Start of a campaign to create a movement
- Link in with Bath's required action on pollution



This is probably the strongest card in our hand.

Where from here?

- Please send feedback to me
 - see page 51 for contact details
 - needs your polish
 - we're only on version 8!
- Happy to do some google map monitoring or to immerse yourself in statistics?
 - volunteer!
- Contacts in Larkhall Transition and London Road
 - please introduce us



Yesterday

- Avon Street was full at 2pm

Today – Xmas Fair

- All city car parks full by 12 noon as well as Newbridge P&R
- Other two P&Rs still had plenty of capacity
- Meanwhile unnecessary congestion and idling in the city



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