

AGM Nov 2021- Chair's speaking notes

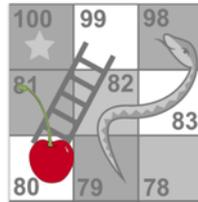
Summary

One page summary

- Many thanks to many
- Excellent work on Camden Meadow
- Looking forward to a Jubilee Street Party

But much frustration over being a 'highly unliveable neighbourhood'

- Cleveland Bridge prolongation
- Camden not in first wave
- Camden is a very special case - worth another look



Many thanks to the many:



- this year's really hard-working committee
- John Lobb who is resigning his committee position
- others who serve on the Liveable Neighbourhood sub-group
- our local businesses for their help this evening and printing the newsletter.

Friends of Camden meadow



- 28 active members
- 11 working sessions completed
- 18 overgrown hazels coppiced
- 1 wildflower meadow tended
- 1 dead hedge built
- 1 stunning view opened up
- 190+ working hours volunteered
- £4000 saving to the Council.

Looking forward to the Jubilee Street Party

Camden Street Party – 5th June



“Applied for”

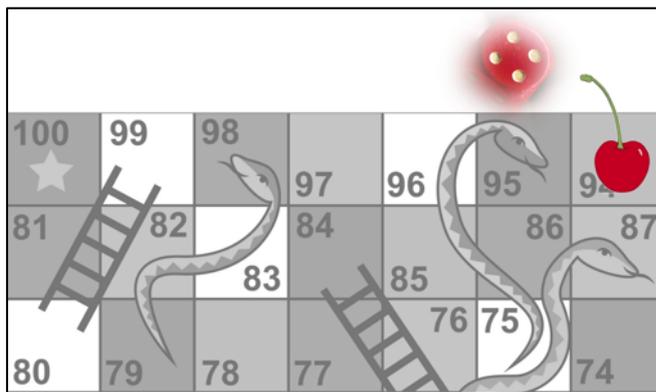


- Volunteers to help scope and run the event would be very much appreciated.
- Should it include the whole of Camden or just Camden Road?
- Should it be a long ribbon along the length of the streets or congregate around a particular section?
- Should it make the point about enjoying a day without cars?

Mass frustration at being an unliveable neighbourhood



Judging by our door step conversations, this month, there is continued and acute frustration with active travellers' safety on Camden Road particularly due to traffic volumes but more particularly speeding and pavement encroachment. This is very acute with the heavily extended restrictions on Cleveland Bridge making London Road more congested than normal and displacing traffic up here – and why wouldn't drivers make use it? Safety and well-being on our streets is an age old problem – made all the worse by sat nav.



More specifically, the exclusion from the first round of the Liveable Neighbourhood manifesto pledge has been a big disappointment for all of us and leaves the CRA looking powerless and bereft. Richard was Chair of the CRA for 2 years(?) and I've done 4 now and nothing has been done to improve the situation during this period which promised so much. For me personally, in a leadership position it is frankly embarrassing that I have achieved so

little for residents and active travellers in our neighbourhood. This frustration is likely to appear in my short report to the meeting and is positioned on page one of our October newsletter (attached). It is like a non-ending game of snakes and ladders.

I could also resurrect the long list of measures Richard and I listed in the CRA Report in 2017, and other more recent requests and ideas and ask what of this lot can we have now? I might then suggest 'would it not be better to spend a lot less on giving us a functioning Liveable Neighbourhood and avoiding the need for most of these bits and pieces?'

The CRA is apolitical so this is a personal comment. The councillors might find it harder to get support in the next election as we have seen nothing tangible to encourage us to believe that there is any interest in well-being and safety difficulties despite making LTNs a manifesto pledge.

So what makes us feel that Camden is a particular priority?

“It is not fit for the purpose to which it is now used”



1. We have a long and enduring safety problem – **probably 30 years**, and for those living here for much of this time, one that simply gets worse and one for which there have been frightening near misses recently and daily scares at some pinch points. What councillor would want to face up to the first serious victim and their family? Car damage is probably a weekly event, and one committee member has suffered thousands of pounds of damage.
2. Most of our close RAs, to the west, thought we would **head the list of LN bids** because they appreciate how parlous our situation is. One fellow chair, who is lucky enough to be in the first batch of Liveable Neighbourhoods said to me that they had to do something or else it will get as bad as Camden.
3. We have been working closely with Transition Larkhall who are very much suffering with the same issues and an effective LN would **benefit much of Larkhall**, Lower Swainswick and Bailbrook too. Bath Newseum’s Richard Wyatt made a similar point this week.
4. Our pavements are quite unlike many other LN bidders – **very narrow, very low, with no refuge** – and run alongside chicanes and tapering roads which squeeze oncoming traffic into putting their foot down or driving along unprotected pavements. This is so much a fact of Camden life that bollards couldn’t be used to stop this as they would create periods of total deadlock and would make the pavements even narrower. These are used by regular walkers from Fairfield Park, Claremont and Larkhall.
5. Our ongoing measurement of traffic flows, at peak times, suggests that the main Camden Road is now at full capacity – there is a maximum flow rate – which is hit each week day, morning and evening, characterised by pulses of **highly frustrated traffic, speeding dangerously through** a succession of stretches when they get a chance. There is nothing to

suggest that this traffic originates in the immediate neighbourhood – it comes from **further afield**.

6. I can't find in the literature what planners use as a target capacity for a two way single lane road. Probably because no planner would ever plan a new road that way. But I've seen a figure of 1,000 vehicles per hour for a two lane road. At peak we get 900 along what is a succession of nine single lane sections joining up two lane sections. This suggests to me that we are in the region of **double the recommended capacity**.
7. We have two main bus routes running along Camden Road which create 119 movements along Camden Road each day with five pinch points. The retired CEO of First Bus told me that the 6/7/6a are the least popular routes for his drivers because it is such a difficult route to navigate, having nearly **600 opportunities for a confrontation** per day.
8. 30% of the residential frontage is adjacent to double yellow lines. So,
 - a. every loading episode puts that vehicle and its passengers and boot operator at risk of being hit by a speeding car
 - b. every cycle entry onto the street is similarly unprotected.
9. Off peak, speeding is the greatest issue and it is during these periods that the driving is the most reckless as evidenced by the **five vehicle crash** on June 18th 2019.
10. Camden Road fortunately has a **CAZ ANPR camera**, achieving relatively little for safety and well-being on our street. Could it not be 'extra-purposed' to work as a busgate too? If not we've worked out a place for a separate simple modal filter.

We can't think of another road anywhere, which:

- has this intensity of difficulty for drivers and
- such exposure created for active travellers,
- with the potential for a simple solution which would benefit most active travellers in NE Bath and further afield – not just us.

The NE Bath cut through is not fit for the purpose for which it is now being used. Can we make it any plainer than that?

We're not prepared to accept any more unfulfilled promises but we are very prepared to work constructively and expeditiously with the council.

