

BATH AND NORTH EAST SOMERSET COUNCIL

PLANNING, TRANSPORT AND ENVIRONMENT POLICY DEVELOPMENT AND SCRUTINY PANEL

Tuesday, 11th November, 2014

Present:- Councillors Marie Longstaff (Chair), David Martin, Liz Richardson, Roger Symonds, Les Kew and Ian Gilchrist (In place of Lisa Brett)

Also in attendance: Louise Fradd (Strategic Director - Place), Peter Dawson (Group Manager, Planning Policy & Transport), Matthew Smith (Divisional Director, Environmental Services) and Rab Smith (Transportation Planning Team Leader)

46 WELCOME AND INTRODUCTIONS

The Chair welcomed everyone to the meeting.

47 EMERGENCY EVACUATION PROCEDURE

The Chair drew attention to the emergency evacuation procedure.

48 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

Councillors Brett and Nicol had sent their apologies to the Panel. Councillor David Martin acted as Vice-Chair for the duration of the meeting on behalf of Councillor Brett and Councillor Ian Gilchrist was present as her substitute on the Panel.

49 DECLARATIONS OF INTEREST

There were none.

50 TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIRMAN

There was none.

51 ITEMS FROM THE PUBLIC OR COUNCILLORS - TO RECEIVE DEPUTATIONS, STATEMENTS, PETITIONS OR QUESTIONS RELATING TO THE BUSINESS OF THIS MEETING

David Redgewell addressed the Panel regarding Agenda Items 9 & 10. A copy of his statements can be found on the Panel's Minute Book and online as an appendix to these minutes.

He spoke of the need for further frequency of buses across the region and reliability. He also urged the Council embark on fleet enhancement and to use Government funding to achieve this. He stated that he believed the public expected at the very least now comfortable seating and on board Wi-Fi.

He raised the matter of gaining access to the rail network to the Panel. He said that the ramp at Keynsham Station was near to completion, but that there were a range of equalities issues at other stations. He suggested that the Local Sustainable Transport Fund (LSTF) be approached to help with this matter.

He also wished to draw to the attention of the Panel the problem of graffiti at train stations and the lack of CCTV at Keynsham & Oldfield Park.

He stated that low floor buses were currently not being used some routes in the Chew Valley area and that this must be addressed as soon as possible.

He said that with Keynsham about to grow in many ways it was important that its bus network be addressed and that more services should stop at the rail station.

He stated that he felt Bath would always be congested in some way and that the Council needed to address solutions in the East of Bath. He highlighted the modal shift success of Oxford.

He said that potential funds would be lost if Ministers are unsure of our plans locally and regionally.

The Chair suggested that the Panel look at buses more generally in January.

Councillor Liz Richardson asked if it was it dependent on the Council or First to apply for funding to improve buses.

David Redgwell replied that Bristol City Council applied to the Better Bus Partnership and received funding to upgrade 400 vehicles.

Councillor Les Kew asked if an officer was available to comment on the non-compliance of low floor vehicles and graffiti at rail stations.

The Divisional Director for Environmental Services replied that he was not able to answer the question, but would source the information for the Panel.

David Redgwell commented that he would be happy to meet with the Transport Police, Network Rail and First Great Western to resolve the matter of CCTV at stations.

Councillor Nathan Hartley addressed the Panel relating to Agenda Item 11.

He said that prior to the meeting he had issued the Panel with his latest press release regarding parking in Peasedown and information on the survey that had been carried out.

He informed the Panel that a huge amount of growth had recently taken place in Peasedown, but that had not been matched by the increase in amenities and services. He highlighted that parking in the centre of the village was a particular problem.

He explained that around 12 months ago a Community Conversation event was held to discuss the matter with contributions received from the Parish Council, local schools and the football club amongst others. Following this event a survey of all residents has been conducted to gain their views. 300 responses were received and the option of proposing to build a new car park near the Primary School proved to be the most popular.

He asked that the Panel consider the results of the survey in their Medium Term Plan discussions and highlighted three points he would like to be incorporated.

- Funding for the new car park (£70,000)
- Traffic Enforcement in the Somer Valley – Additional wardens
- Roundabout at the southern end of Peasedown – a previous 1,000 signature had been submitted to the Council.

The Chair reminded Councillor Hartley that following his comments the onus was on him to find the funds for these projects to gain acceptance as the budget discussion moves forward.

52 MINUTES - 16TH SEPTEMBER 2014

Councillor Liz Richardson asked that as the matter of flood protection had been raised at this meeting could the Panel receive an update at its January meeting.

The Panel confirmed the minutes of the previous meeting as a true record and they were duly signed by the Chair.

53 CABINET MEMBER UPDATE

There were no Cabinet Members present at the time of this item. Councillor Caroline Roberts had sent her apologies to the Panel and was present at the meeting from the conclusion of Agenda Item 9 onwards.

54 KEYNSHAM TRANSPORT STRATEGY

Nick Richardson, Mott MacDonald gave a presentation to the Panel on the Keynsham Transport Strategy. A copy is available online as an appendix to these minutes and on the Panel's Minute Book. A summary is set out below.

Vision

To minimise the negative effects of traffic congestion in and around Keynsham and ensuring it retains its independence and its separate identity within an attractive rural

setting by becoming a more sustainable, desirable and well-connected place in which to live and work.

Objectives

- Minimising the future increase in traffic congestion
- Supporting and enabling the local economy
- Promoting sustainable mobility
- Improving connections, particularly to improved rail services and the town centre
- Improving the quality of life for residents
- Ensuring that all traffic management and pedestrian schemes are designed to take mobility needs into account

Traffic Demand

- Congestion is predicted to worsen with large increases in journey times through Keynsham if nothing is done
- Capacity of the High Street and its junctions is a key constraint

Rail Improvements

Continued co-operation between local authorities will help maximise the benefits of the service improvements:

- Improved accessibility for pedestrians and cyclists, nearby bus stop
- Increased car and cycle parking
- Improved security

Bus Services

- Better multi-media service information (joint initiative between operators, the Council and users)
- Improved links between bus and rail services
- Revised fare structure, especially for inter-urban services
- Measures to reduce delays to buses e.g. as part of capacity improvements at key junctions.

Walking & Access for All

Improved walking network will support a shift from motorised modes - 'more people, more active, more often' in line with the council's 'Fit for Life' Strategy

- Needs of mobility impaired people to take into account age structure: 23% of residents over age 65
- Improvements to benefit people with impairments e.g. crossings, surfacing, lighting, access to bus stops

Cycling

- Short term - improve access to schools through consultation with local cycle groups and schools;
- Medium to long term – new routes taking into account the recent Sustrans review
- More secure cycle parking at the rail station, workplaces, residential developments, leisure facilities and town centre
- Promotion of the new cycle routes through leaflets, route maps, school liaison etc.

Town Centre & Junction Improvements

- Improvements to key junctions will reduce the level of delays
- Two potential layouts were considered with the High Street as one-way southbound
- Traffic modelling showed a better performance with Ashton Way retained as two-way
- Long delays were predicted for westbound traffic in the PM peak due to the constraint of High Street / Ashton Way junctions
- A one-way scheme should be possible with existing traffic levels or for off-peak hours only with future traffic demand

Councillor Liz Richardson commented that rural links to Keynsham should also be addressed.

The Chair sought assurances that the strategies for Keynsham and Bath were linked.

The Strategic Director for Place replied that there was a need to look widely at public transport with the emphasis on a West of England approach. She added that the WoE were reviewing the Joint Local Transport Plan and she was the lead Director for this piece of work.

She highlighted that Keynsham was currently the fastest growing area of B&NES with a large commuter population. She added she was aware of the links required for the Somer Valley and Bath.

Councillor Roger Symonds asked what surveys had been carried out with regard to traffic in Keynsham.

Nick Richardson replied that none had yet been carried out and that the presentation had used the most recent census data from 2011.

Councillor Les Kew said he wished to comment initially in his role as a member of the Development Control Committee. He said that the former Divisional Director for Planning and Transport had promised that proper traffic surveys would be carried out to support the number of housing developments being built and that the residents of Keynsham deserved better.

The Strategic Director for Place replied that the consultation was currently on-going and that they were looking to take the residents along in the process. She added that there was a focus on the High Street and that she was aware of the need to improve the roundabout at Hicks Gate and other strategic links.

Councillor Charles Gerrish addressed the Panel. He said the majority of the feedback that he had received from residents so far was that it has all been a waste of time, that the questionnaire was slanted and that not a true strategy has yet been produced. He added that there was no mention of through traffic within the presentation and that it was too reliant on old data.

He stated that the development at Somerdale requires two access points and that the Council missed out on funding opportunities through this development. He added that any roads built around the new developments must be made wider to address the current on street parking problem.

Councillor Liz Richardson commented that she felt the bigger picture needed to be addressed, not solely a survey of Keynsham residents.

The Strategic Director for Place replied that she would be happy to meet with Councillors to attempt to move their issues forward.

Councillor David Martin asked how the new developments would affect traffic in the future.

Nick Richardson replied that a transport assessment was required for each new development and that these would need to be reviewed thoroughly.

Councillor Roger Symonds commented that Keynsham has a great centre for its residents, but provision was required for additional walking and cycling space. He asked how many responses to the consultation had been received so far.

The Transportation Planning Team Leader replied 83 responses had been received online and 30 in hard copy. He added that a bus service has been provided to Charlton Road through funding associated with the Somerdale development and that a local cycle network was being worked upon.

The Chair asked if further public engagement was necessary and whether a Single Inquiry Day type event would be appropriate.

The Strategic Director for Place replied that a number of exhibitions had already taken place, but was willing to discuss if any further meetings should be held.

Councillor Anthony Clarke commented on the need for an overarching Joint Transport Strategy.

Councillor Terry Gazzard commented that he had attended a community meeting in Keynsham in 2010 that highlighted the needs of residents and hoped that these were now being addressed. He added that funding was required to subsidise bus journeys to make them more affordable for the public.

Councillor Les Kew commented that if a further meeting was held the Panel should be shown the brief given to Mott MacDonald.

Councillor Brian Simmons addressed the Panel in his role as Community Transport Champion. He said that the issue of community transport was not covered in either of the strategies before the Panel today. He added that users of the Dial-a-Ride service had grown significantly in recent years from 300 – 1,300. He stated that more buses should stop at the train station.

Nick Richardson replied that community transport was a very practical response to the needs of some residents.

The Chair said that she would discuss the merits of a further meeting with the Strategic Director for Place.

Councillor Charles Gerrish commented that a Cabinet decision in December would seem a little rushed given the content of debate today.

The Strategic Director for Place replied that she would discuss the possibility of deferral with Councillor Roberts in her role Cabinet Member for Transport.

The Chair thanked everyone for contributing to the debate.

55 BATH TRANSPORT STRATEGY - CONSULTATION FEEDBACK

Robin Kerr, Chairman of the Federation of Bath Residents' Associations addressed the Panel. A copy of his statement is available online as an appendix to these minutes and on the Panel's Minute Book. A summary is set out below.

Traffic congestion and air pollution have consistently been our members' top concerns. Residents are especially worried about the high levels of pollution in the city, which are seriously harmful to health - as well as unlawful. You will have read in the report that traffic levels have reduced somewhat since 2008 but this is not true of pollution, which has remained at the same high level for at least ten years. Bath is a great place to live but is blighted by traffic, and has been for too long.

We support the vision of reducing intrusion of vehicles into the city, especially in the historic core. We should like to see a largely traffic-free city centre. However, as the strategy recognises, traffic also impacts on key arterial routes and this must be tackled too.

FOBRA strongly supports the development of a Park and Ride (or Rail) to the east of Bath. 77% of respondents to the consultation agreed with this. However, none of the P&Rs is actually fulfilling its potential.

We support more pedestrian access, more cycling, better public transport and improved freight delivery arrangements; but these will have a limited impact if motorists remain able to drive into Bath and park at will. Therefore we strongly

support proposals to reduce visitor parking in the centre as the P&Rs are expanded, and to develop a traffic management plan.

We welcome a Low Emission Zone to improve air quality. This should cover the entire Central Area, not just round the bus station proposed so far, and should include the Great Pulteney Street/Henrietta Park area.

Nick Richardson, Mott MacDonald gave a presentation to the Panel on the Bath Transport Strategy. A copy is available online as an appendix to these minutes and on the Panel's Minute Book. A summary is set out below.

Consultation

- Two public exhibitions held – BRSLI 30 June and Guildhall 11 July (60 attendees)
- Stakeholder presentation – 26 June (60 attendees)
- Meetings with individuals/groups –
FoBRA, First Bus, First Great Western, Royal United Hospital, Bath Tourism Plus, Bath Spa University, Bath Cycle Group, Bus Users Group, BID, Bath Initiative
- B&NES questionnaire generated 208 responses (158 online, 52 hard copy). Additional written submissions received

Key Findings

- Two thirds of respondents (67%) agreed with the vision underpinning the Draft Transport Strategy
- Strong support for increasing sustainable transport options including walking (93%), train (91%), bus (89%) and cycling (81%)
- Reducing congestion – support for more Park and Ride capacity
- Reducing the impact of heavy vehicles e.g. new road link
- Strong support for rail improvements, promoting walking and cycling
- Air quality is a prime concern
- Some support for more bus priority and better services

Comments received

- More emphasis on air quality
- Strategy needs to be city-wide
- Neighbourhood hub principle
- More information needed on rail-based P&R proposal and road options
- Carbon reduction as objective
- Low Emission Zones needed
- Protect landscape setting of the city

Changes incorporated

- Stronger reference to carbon reduction, LEZ study
- More emphasis on pedestrianisation / car free zones

- Freight vehicle restrictions supported
- 'Local P&R' focussing on existing bus routes
- Further work with Highways Agency and Wiltshire Council to address through traffic issue

Key Issues

- Potential for interim bus-based Park and Ride to address commitment to eastern site
- Mixed views on coach parking – city centre or periphery
- Need to find a new site for coach drop off in city centre
- Significant delivery programme needed for better accessibility e.g. walk and cycle networks
- Use of the Public Realm and Movement Strategy to guide improvements
- Funding is a key issue

Councillor Charles Gerrish commented on coach parking and advocated the temporary use Weston Island. He added that a proper drop off point was required for coaches delivering visitors to the city. He questioned whether part of the North Quays development could be considered an option.

Councillor Les Kew said that he was concerned by the bullet point 'Funding is a key issue'. He said that he would expect the solutions to be sourced first of all.

Nick Richardson replied that he agreed, but that funding has an impact on the time it takes to deliver a solution.

Councillor Roger Symonds said that he wished to draw officer's attention to the fourth bullet made by FOBRA relating to pedestrian access. He added that he hoped that the strategy would gain a cross party agreement. He stated that the city had a great public transport exchange at Southgate and that the strategy should focus more on buses.

He said he would have liked to have seen more in the strategy for cyclists and called for more road space to be allocated for them.

Councillor David Martin commented that he was pleased to see that air quality was being addressed and called for further information on PM10 levels.

The Strategic Director for Place commented that the Council were looking to incorporate a coach drop off point within the Enterprise Area. She said that an A36 / A46 link road was crucial and that discussions were on-going with the Highways Agency and Department for Transport. She added that an East of Bath Park & Ride was also vital, and that work has commenced to take these projects forward.

Councillor Anthony Clarke commented that he felt there were major gaps in the strategy and that the matter of North to South city travel needed to be addressed. He added that he believed strongly in cycling provision, but it should be recognised that this could not provide the whole solution to pollution.

Councillor Terry Gazzard said that he wished to raise concerns on behalf of Batheaston Parish Council about a proposed development at Colerne Airfield. He said he had been informed that Wiltshire have declared that transport access to the development will come from Bannerdown Hill and the residents were concerned as this was already a congested area. He asked the Cabinet Member to defend our position and use any development funding on a link road to the A420.

The Group Manager for Planning Policy & Transport replied that the Council has asked Wiltshire for any associated documents and are due to meet with them within a few weeks. He added that he would report back any progress to the Panel.

Councillor Caroline Roberts wished to reassure the Panel that they will discuss the development with Wiltshire.

She said that coach parking would be addressed and that funding for other projects would be sourced where possible.

The Chair summarised the points raised by the Panel.

- Responses to the consultation could have been higher
- Coach parking and a central drop off point needs to be resolved
- Bus services must be improved
- Wider road space required for cyclists
- Air quality needs to be improved
- North – South city travel should be addressed

The Panel **RESOLVED** to endorse the Getting Around Bath Transport Strategy and recommends that it be adopted by Council on 12th November 2014.

56 MEDIUM TERM PLAN AND 2015/16 BUDGET UPDATE

The Strategic Director for Place introduced this item to the Panel, she highlighted some key points from within the report.

- The Core Strategy has now been adopted. This provides a platform to progress the Community Infrastructure Levy (CIL) and complete the Placemaking Plan.
- The adoption of the Bath City Riverside Enterprise Area masterplan and its incorporation within the Placemaking process will ensure that grants and other forms of external funding can be effectively targeted as well as provide developer confidence.
- The production of the Getting Around Bath and Keynsham Transport Strategies is an important aspect of the growth agenda identified within both the Core Strategy and the Bath City Riverside Enterprise Area masterplan.

- Rail electrification and the proposed Metrowest project will have a positive impact on Bath and North East Somerset in terms of future connectivity opportunities. The Place Directorate will continue to work with key partners including Network Rail and First Great Western to ensure that these opportunities are built upon.

She explained that the Place Directorate had gone through a fundamental restructuring process and that the implementation of the new senior management structure had enabled the Directorate to:

- Meet the challenging management savings target as set out in the MTSRP for 2013/14 and 2014/15 (£600k);
- Review values and priorities through the development of a Directorate Business Plan;
- Ensure that key services are linked together to provide value for money and a One Council/One Place approach;

She stated that the Place Directorate had made good progress on the £2.4m 2014/15 savings target.

- Management savings for 14/15 are on track as well as service level efficiencies through restructuring.
- Heritage Service and Destination Management have successfully achieved their targets with additional income and reductions in expenditure.
- Improvements in parking management, enabled by significant investment in systems and technologies have resulted in increased deployment of staff on the ground, increasing parking availability and resulting in more income being recovered.

She stated that the Place Directorate had been instrumental in implementing the Council's significant Capital Programme allocation, with a forecast spend of c£45m in 2014/15, in order to meet the Councils' priorities such as increased capital maintenance to the highways infrastructure including surfacing work to the 683 miles of road network that BANES maintains, implementing Rossiter Road and Radstock regeneration schemes, Bath Transportation Package and Bath Western Riverside. She added that other elements of the 2014/15 programme would also bring improvements to public transport infrastructure, open spaces and walking/cycling schemes.

She spoke of the significant efficiency targets in the plan and those arising from the changes in management and service restructures. She said that the need to increase income opportunities was very challenging to achieve, especially when the call on many services is increasing.

She explained that future financial plans include an aspiration to provide further management savings whilst also delivering a large programme of capital projects,

the impact of this and emerging new priorities will have to be considered as part of the restructuring process.

She stated that the majority of the Place Directorate plans remain on track with efficiency in some areas helping to offset expenditure in other areas which will result in the overall budget for the Place Directorate for 2014/15 being met.

She said that it would not be possible to achieve the £300,000 saving in Management Structure Changes through further reductions in the management team and that the Directorate will continue to consider how this saving can be achieved.

She explained that the £100,000 reduction in level of spending in Planning Policy and Environment would be challenging because of the increasing level of work, however, it is anticipated that this saving will be achieved across the broader Development services.

The Chair recalled that in Year 1 of this MTSRP the budget for Environmental Services was reduced substantially and asked if they were at further risk this year.

The Divisional Director for Environmental Services replied that no sudden shifts were planned in this area for Year 3. The approach to food hygiene inspections has been completely revised in order to better use available resources although there is a balance of cost savings and risk.

Councillor David Martin asked if through the rail electrification work Network Rail could be approached to financially assist with repairs to bridges etc. even though Section 106 funding is not available.

The Strategic Director for Place replied that the Council has a positive relationship with Network Rail and that Section 106 funding was now available on matters of Listed Building Consent.

Councillor Liz Richardson asked how much of the Planning budget was spent on consultants.

The Strategic Director for Place replied that she would source a response on that matter from the Divisional Director for Development. She added that further income was hoped to be gained by engaging in the Pre-Planning Application process and they constantly monitor and balance the need for consultants with the need to increase the staff resource.

She said that regarding the earlier comments made by Councillor Hartley that he needed to engage in the Placemaking Plan.

The Chair asked the Panel to note the comments made by Councillor Hartley.

The Panel **RESOLVED** to note the report.

57 PANEL WORKPLAN

The Chair introduced this item to the Panel. She said that the following items would be added to January on the workplan.

Rail Station CCTV / Graffiti

Bus Contracts (Equalities)

The meeting ended at 5.35 pm

Chair(person)

Date Confirmed and Signed

Prepared by Democratic Services

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Bus Service Review

We are concerned about the proposed reductions to bus subsidies across the Greater Bristol Network which will result in the loss of evening and Sunday services. Last year's changes to the subsidy structure in Bristol have proved to be a great success and are starting to bring the bus network into full public acceptance. Given this progress, we need now to protect the core network and in particular the advances which have been made to off-peak, Sunday and night services. This along with Residents Parking Schemes and improvements to rail services has led to a growth of 17% in public transport uptake, which represents one of the greatest modal shifts in Bristol transport over the last fifty years.

If significant savings have to be made, they should most certainly not be made at the expense of perceived accessibility (which is closely related to service level). We would recommend instead that the Council look at privatisation of the city's Park and Ride services which could indeed provide valuable additional services along major corridors. There is good evidence to suggest that privatisation would be financially viable as it has been in other cities.

It would be devastating and highly embarrassing to the city to be seen to be cutting public transport during its tenure of the European Green Capital

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award, At this time we are going to demonstrate hybrid buses, special trains on the Henbury loop and Portishead line, a tourist trail with Shaun the Sheep, Keep Sunday Special events with public transport and cycling themes and a cheaper ticket on the bus and rail network over the school holidays.

We are especially concerned about the secondary bus network (the routes which feed into and out of the trunk network), and which exists mainly on the support of local authority and UWE finance.

Loss of the following services has been and will be a serious blow to the communities who rely on them.

- The 25 (which has cut St Paul's, Montpelier and St Werburgh's off from Bedminster, Southville and Lockleaze/Horfield—a catastrophe in view of the RPS implementation in the pipeline—though some reinstatement is planned once the Romney Avenue BusGate eventually opens
- The forthcoming cancellation of service 20 (withdrawing services from Golden Hill, Henleaze, Southmead, and the BRI Oncology Centre, now partly replaced by limited services on 520, 508 and HospitalLink, but without Sunday and evening provision)
- Withdrawal of Service 15, again disconnecting Henleaze, Golden Hill and other parts of North Bristol.

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The new 72 is only a partial replacement for the 15 and 20, and is clearly more targeted on students specifically rather than as part of the wider Bristol community.

- 11 which is now rerouted via Cumberland Road, removing connection from Temple Meads, Bedminster and Southville (the new 12 perversely covers a similar route but is curiously dispatched along Hotwell Road, again avoiding both Temple Meads and Southville).

- 312 Thornbury to Fishponds via Bristol Parkway and UWE (proposed withdrawal January 2015), partly replaced by Service 83, but without early morning or evening provision.

- 207 Thornbury to Dursley: now a limited community transport service, with no provision for disabled access.

These plans need to be urgently reviewed in conjunction with First and Wessex, UWE, The University of Bristol Hospital Trust and North Bristol NHS Trust.

Further subsidy cuts (unless cut from Park and Ride) will further exacerbate these problems and spread the disconnection across other areas of the city at a time when bus services are being radically improved by the operators (and in the shadow of MetroBus). We are also aware that there are proposals to cut the neighbourhood policing team at BTP covering the

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rail and bus networks in the Greater Bristol area, which is a matter for further concern.

Furthermore, we simply cannot cut bus services and passenger route options at the same time as bringing in RPS across the city.

Service and Infrastructure Investment

Upgrades are required in Weston-super-Mare, Bath, service 21 (Weston-Taunton First Somerset), South Gloucestershire and Gloucestershire services, services 5, 6, 7, 17, 40, 41, 78 and 79.

Better connections are needed at Avonmouth station (and for future reference, Portway Park and Ride) with the 41 bus service. The loss of the station buildings at Avonmouth (promoted by Network Rail as a safety issue), should be resisted so that they could be adapted for passenger interchange use on the Henbury Loop

There has been no marketing of the new services in Bath, Kingswood, Gloucestershire/South Gloucestershire from 2 November, by the Councils, or First Group.

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Bus stops and bus shelters still have outdated information across the whole of the network. Graffiti is also an issue which needs to be given increased vigilance

Bus Priority in Old Market and Temple Meads (Bristol), Eastville Interchange, Avon ring road, Cribbs/Patchway new neighbourhood, Bath, Filton and Patchway (A38)

The Bristol-Gloucester corridor needs investment and a coherent service as do Bristol-Street/Shepton Mallet and Bath-Street/Shepton Mallet

Governance of transport policy in the city region needs full public consultation with the aim of establishing a body with the expertise and clout to be taken seriously by civil servants, ministers, and government with better prospects for funding and finance. This can be based on turning the West of England Transport Board into a fully-fledged delivery authority along the lines of Centro and Transport for Greater Manchester.

Interchanges:

The city region needs to develop a range of passenger-friendly, efficient and comprehensible intermodal interchanges. In the recently-published plan for Temple Circus, there is almost no acknowledgement of Temple Meads' significance as one of the most important interchanges in the

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whole of the South West. Almost all bus stops are retained in their current positions, except for two in the Friary. This provision needs to be modelled on the access levels achieved at Liverpool Street or Bath. A fully-worked interchange next to and incorporated with the undercroft is surely a basic requirement for such a focal transport hub. Further provision should be made in front of the Bristol and Exeter building, which not only provides space for effective interchange, but also offers a very public image of how different transport modes meet and work together.

Other interchange points are: Weston-super-Mare station, Bath bus station (which needs improvements to signage and the café), Bristol Parkway, Filton Abbey Wood (needs bus provision and signage to the retail park), Cribbs Causeway Bus Station, Henbury and Filton North stations, Yatton, Bedminster and Parson Street, East of Bath Parkway, Kingswood town centre, Keynsham station, South Bristol Hospital, Yate Park and Ride (new MetroBus extension), Clevedon town centre, Portishead station, Radstock station and UWE Bus Station.

David Redgewell

South West Transport Network – Tel 07814 794953

Bristol City Council Overview and Scrutiny on 16 Oct

South Gloucestershire full Council on 15 Oct

Bristol City Council Transport Board (Place Committee) on 23 Oct

BaNES next Transport Committee meeting (Nov 2014)

Green Capital Transport Issues

We welcome the First Group sponsorship of the Bristol City Region for the European Green Capital project. We also welcome the green fuel buses, electric buses and hybrid buses which First are sourcing for the Green Capital events. We hope these will be put into service on the 8 and 9 route.

We are concerned about the need to organise special rail events on the Portishead line, the Henbury loop and the Severn Beach line, demonstrating to the public how these projects could change the face of commuting in the city region and the improvements they would provide to the public transport picture across Greater Bristol.

We would like to see development of smart cards and through ticketing between bus, rail and ferry, special tickets for the Shaun the Sheep events covering transport by all public transport modes (including open top buses, taxis and the Balmoral Ferry Boat).

We would also like to see promotional events and extra services on the Severn Beach line, encouraging new passenger groups and children to travel over the route and make onward connections.

South West Transport Network **Statement** for

Bristol City Council Overview and Scrutiny on 16 Oct

South Gloucestershire full Council on 15 Oct

Bristol City Council Transport Board (Place Committee) on 23 Oct

BaNES next Transport Committee meeting (Nov 2014)

We believe that there should be transport-themed events in Kingswood (Park?), Staple Hill (Park?), Keynsham (Park?) and Portishead, along with Make Sunday Special events to promote greater use of existing public transport as well as create awareness of new developments in the city's transport infrastructure and networks.

We would like to follow up on the proposal to close Old Market Street and West Street for the city's LGBT Pride event this summer (possibly in conjunction with Make Sunday Special).

The three existing transport rallies in the city region should be made into transport open days as part of the Green Capital project (similarly to the Mayor of London's 150 years of the Metropolitan Railway and Year of the Bus events). Sir Peter Hendy, who lives in Bath, is offering to help the Preservation Trusts in Bristol and Bath to stage these events by lending a Modern RouteMaster from the London fleet and other buses could be sourced for these events.

Rail Futures in organising a National Rail Conference in Bristol for November 2015. This will, amazingly, be the very first time that a national rail conference has been staged in the city. Support for this event from the Green Capital organisers would be very important in making it a success.

We need to make significant progress on the following projects during the Green Capital year:

- MetroWest Rail to Portishead

South West Transport Network **Statement** for

Bristol City Council Overview and Scrutiny on 16 Oct

South Gloucestershire full Council on 15 Oct

Bristol City Council Transport Board (Place Committee) on 23 Oct

BaNES next Transport Committee meeting (Nov 2014)

- MetroWest Rail over the Henbury Loop
- Romney Avenue bus gate

- Bus Priority Measures over Gloucester Road and Gloucester Road North through Filton
- Improving the railway car parks at Severn Beach, Patchway.
- Opening the station for Portway (Shirehampton) Park and Ride
- New bus-based Park and Ride at Yate
- Disabled access to stations at Nailsea and Backwell, Parson Street, Lawrence Hill, Stapleton Road, Patchway and Pilning
- Improved bus and rail information on bus stops, railway and ferry stations across the city region including the roll-out of further real-time information

David Redgewell

South West Transport Network – Tel 07814 794953

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Developing a Transport Strategy for Keynsham

Planning, Transport & Environment Policy Development Scrutiny Panel
11 November 2014

Bath & North East
Somerset Council


Mott MacDonald

Vision

“To minimise the negative effects of traffic congestion in and around Keynsham and ensuring it retains its independence and its separate identity within an attractive rural setting by becoming a more sustainable, desirable and well-connected place in which to live and work”

Vision

The proposed Strategy takes into account:

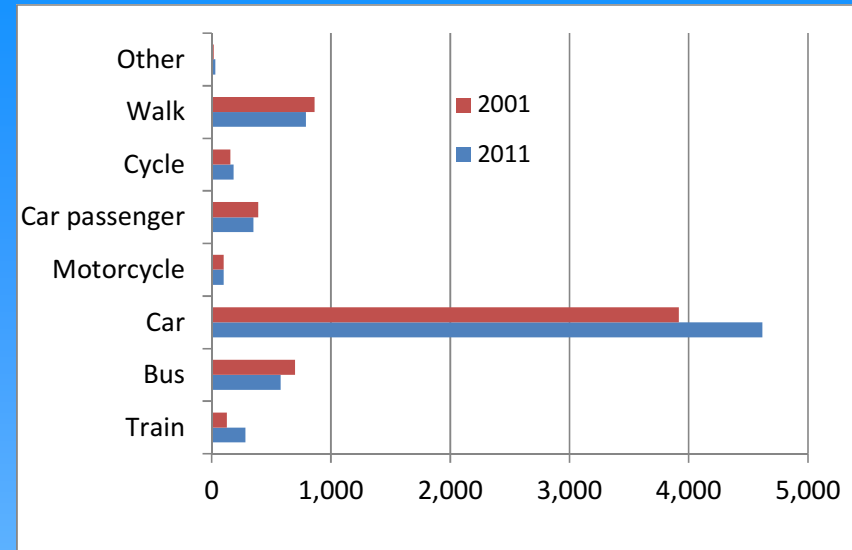
- Joint Local Transport Plan and other funding sources
- Adopted Core Strategy and National Planning Policy Framework, both supporting sustainable development
- Key stakeholder views recognising the importance of transport to the local economy and the wellbeing of the town, its residents and workers
- The wider vision of Keynsham as an attractive place to live and work, with a thriving retail centre

Objectives

- Minimising the future increase in traffic congestion
- Supporting and enabling the local economy
- Promoting sustainable mobility
- Widening travel choice
- Improving connections, particularly to improved rail services and the town centre
- Widening access to opportunities: jobs, learning, training, leisure and other local facilities
- Improving air quality and reducing vehicle carbon emissions
- Improving the quality of life for residents
- Ensuring that all traffic management and pedestrian schemes are designed to take mobility needs in to account

Traffic Demand

- Two thirds of trips to work in 2011 were made by car
- Traffic volumes and congestion are already a problem
- Air Quality Management Area along the High Street and Charlton Road
- Traffic demand will increase in the future as a result of new developments: 2,000+ new homes (Core Strategy to 2029)



Travel to Work by Keynsham residents

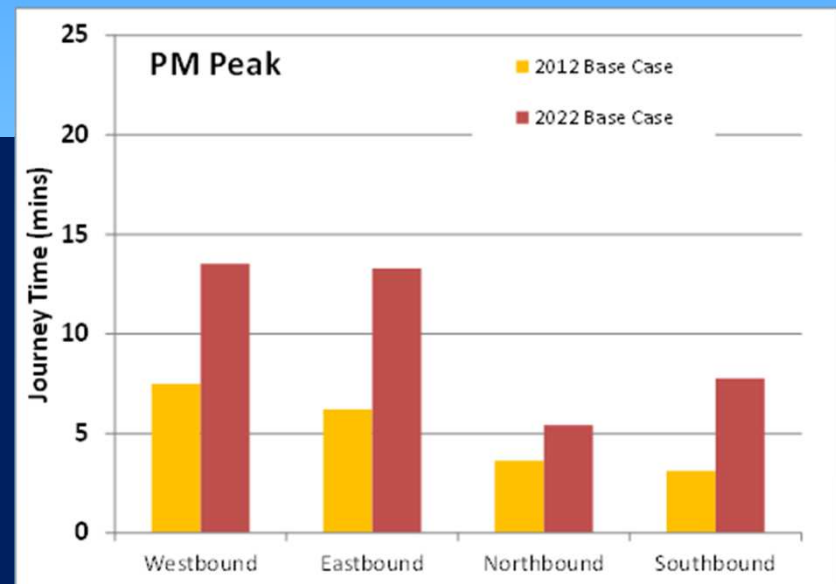
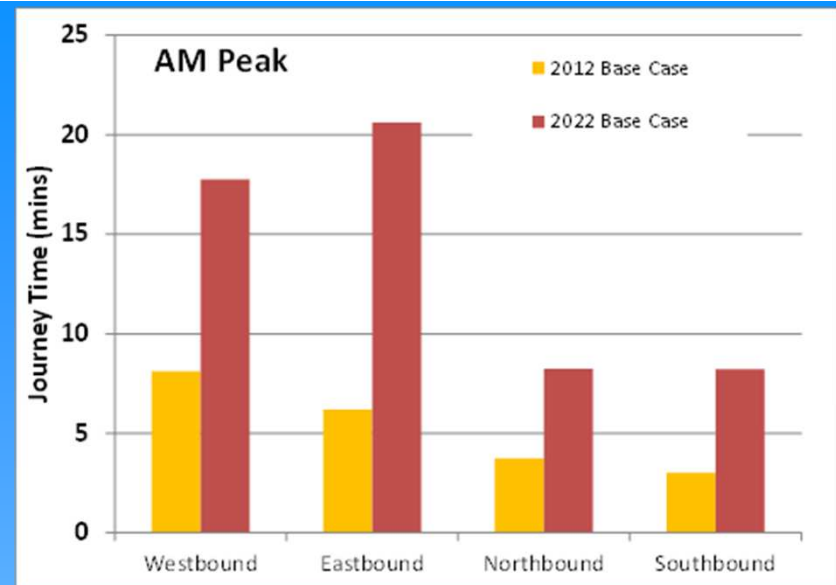


Traffic Demand

- Congestion is predicted to worsen with large increases in journey times through Keynsham if nothing is done
- Capacity of the High Street and its junctions is a key constraint

Key Action: Strong emphasis on reducing the impact of vehicles by supporting trips that are made by means other than car, by more people using improved rail and bus networks and increasing levels of walking and cycling

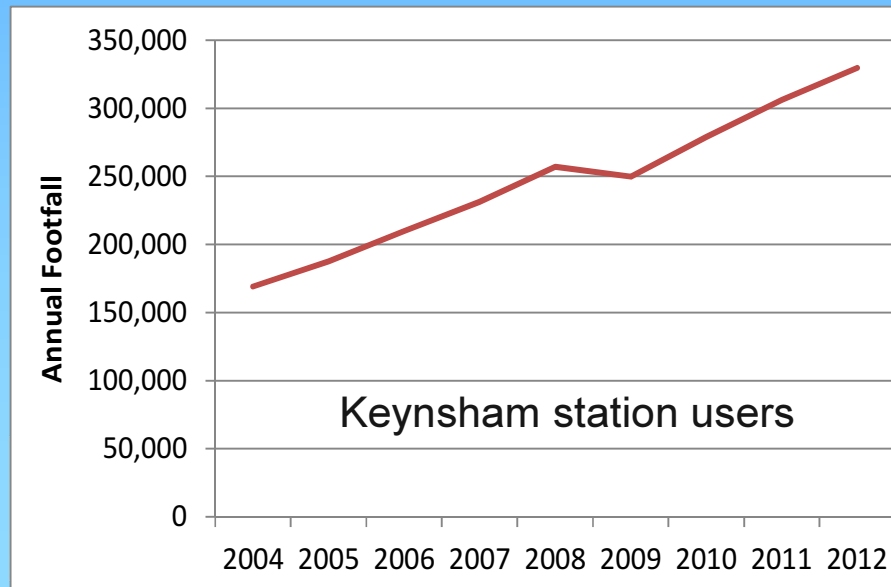
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Rail Improvements

- Rail use has doubled since 2004: 330,000 station users 2012
- MetroWest network upgrades services across a wide area: more frequent trains between Bath Spa and the Bristol area
- Changes on Great Western Main Line will increase the capacity available from Bath Spa to London Paddington via Chippenham, Swindon and Reading.



Rail Improvements

Continued co-operation between local authorities will help maximise the benefits of the service improvements

- Improved accessibility for pedestrians and cyclists, nearby bus stop
- Increased car and cycle parking
- Improved security
- Real time service information
- Improved waiting facilities

Key Action: Growth in rail capacity and range of services available as part of the MetroWest and other schemes will support significantly more rail journeys to/from Keynsham. Access to the station has to be improved if the take up of these enhanced services is to be maximised.

Bus Services

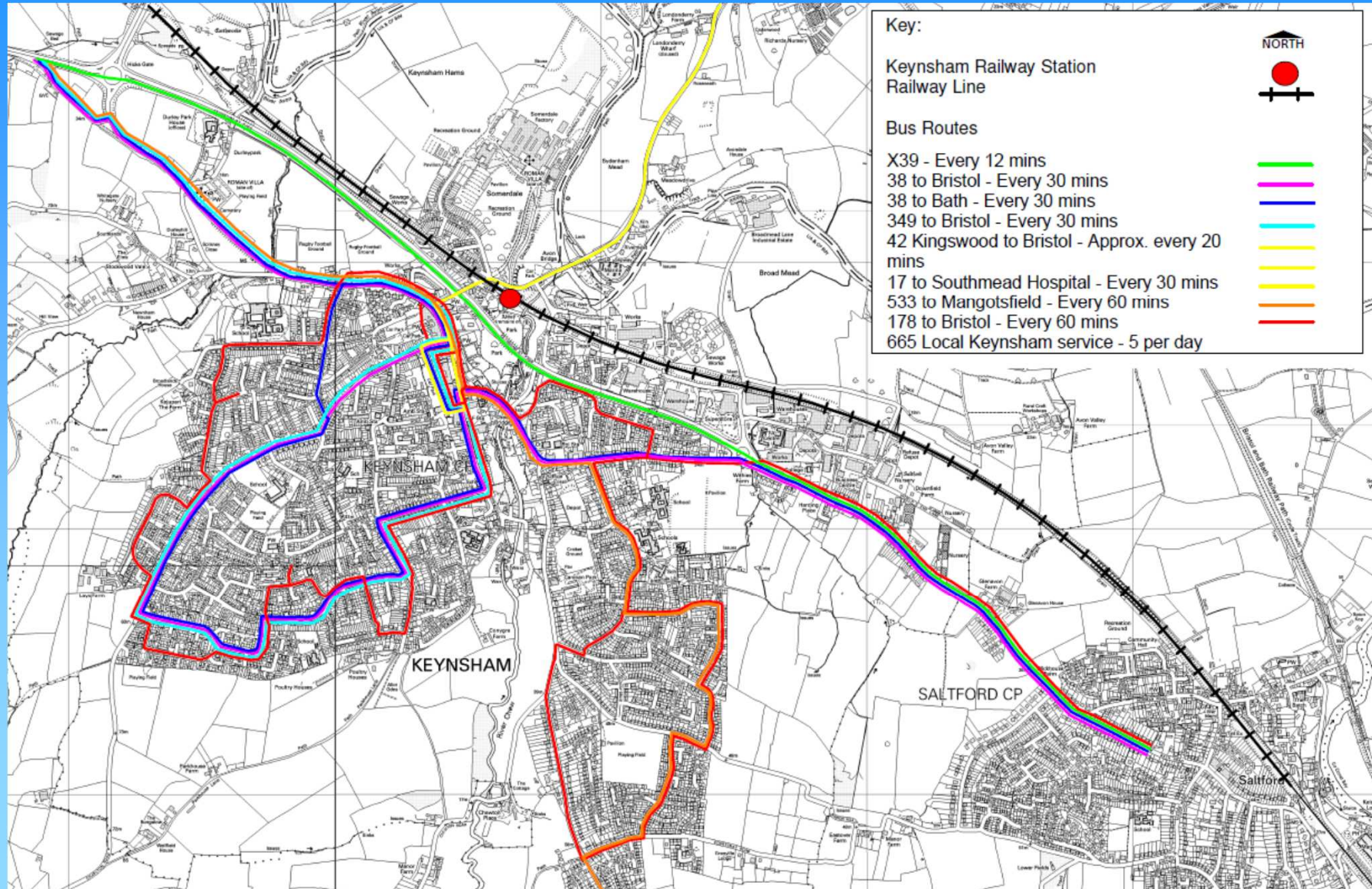
- Declining core market for buses
- Problems of unpredictable traffic conditions and negative perceptions of using the bus
- Essential that bus services and bus stop locations are improved in order to maximise take up of rail
- A combination of bus and rail services is crucial if car use is to decline



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Bus Services



Bus Services

- Better multi-media service information (joint initiative between operators, the Council and users)
- Improved links between bus and rail services
- Smart cards (underway) and mobile phone ticketing
- Revised fare structure, especially for inter-urban services
- Measures to reduce delays to buses e.g. as part of capacity improvements at key junctions.

Key Action: Improve bus services, with ticketing and other measures, in order to improve reliability and create better linkages between bus and rail services. This will provide viable alternative travel options to car use, promoted through travel plans and comprehensive marketing.

Car Parking

- 2,000+ new homes will increase demand in the town centre
- Demand should be less than the 30% increase in number of households with measures to encourage other modes
- The new Town Hall travel plan for staff and visitors trips could reduce the demand for parking and/or change demand patterns
- Expected increase in parking demand of up to 20% for the Council-run car parks

Key Action: Plan for increased parking stock in the town centre. Undertake parking surveys once the Town Hall is complete to ascertain if there is spare short or long stay capacity to inform estimates of required future capacity

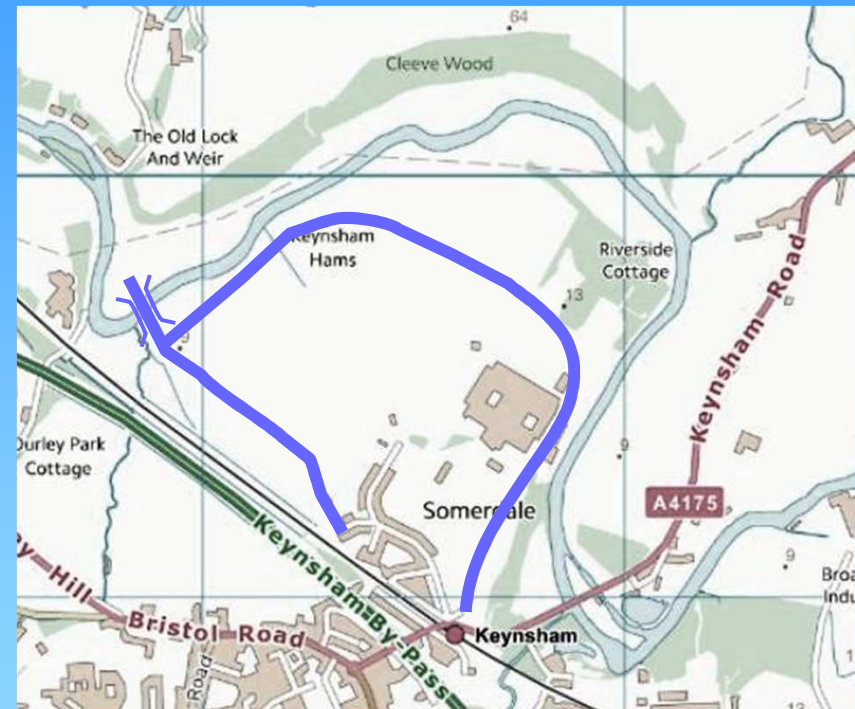
Walking and Access for All

- Improved walking network will support a shift from motorised modes - *'more people, more active, more often'* in line with the council's 'Fit for Life' Strategy
- Needs of mobility impaired people to take into account age structure: 23% of residents over age 65
- Specific measures:
 - Improvements to benefit people with impairments
e.g. crossings, surfacing, lighting, access to bus stops
 - Reduced street clutter
 - Engagement with all those directly affected

Key Action: Undertake an audit of the pedestrian facilities in the town centre and on the main routes used for walking to and from the town centre and the rail station, taking into account the needs of people with mobility impairments

Cycling

- Town is poorly served by cycle infrastructure with no cycle routes between south of town and the town centre and rail station
- Sustrans has completed a draft review of potential routes
- Potential local schemes include:
 - Routes alongside the River Avon between Bath and Bristol, linking into National Cycle Network and Bristol Temple Quarter Enterprise Area
 - Keynsham 'Spine Route' along the River Chew to rail station and town centre
 - Extension of the existing Bath Road shared route to Saltford
 - A 'quietway' along Chandag Road with traffic calming
 - Improved east-west routes linking into the Spine Route and to access schools



Indicative proposed cycle routes

Cycling recommendations

- Short term - improve access to schools through consultation with local cycle groups and schools;
- Medium to long term – new routes taking into account the recent Sustrans review
- More secure cycle parking at the rail station, workplaces, residential developments, leisure facilities and town centre
- Promotion of the new cycle routes through leaflets, route maps, school liaison etc.

Key Action: In partnership with Sustrans, Bristol and South Gloucestershire, identify priority cycling routes to/from and within Keynsham in order to build a cycling culture for people of all abilities. Target appropriate opportunities to fund these schemes.

Developments

- Some new developments currently being built, others planned
- Developers must work with bus operators to plan bus access from an early stage, rather than trying to retro-fit bus links through a fixed development layout
- Transport Assessments required for new developments detailing sustainable travel opportunities and traffic mitigation
- Travel Plans should be provided for new developments with sustainable travel targets within a specified timeframe

Key Action: Ensure that new developments have good accessibility by non-car modes, backed up by active and effective Travel Plans that are enforceable through a Section 106 agreement

Travel Plans

- Contribute to a better understanding of people's travel options and a move towards sustainable modes
- Progress travel plans for schools and workplaces for major employers
- Impacts demonstrated by lasting changes in travel behaviour, supporting sustainable travel choices and reducing peak time car travel

Key Action: Ensure that travel plans are promoted for all major trip generators in the town to support a move from car to other means of travel

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Town Centre & Junction Improvements

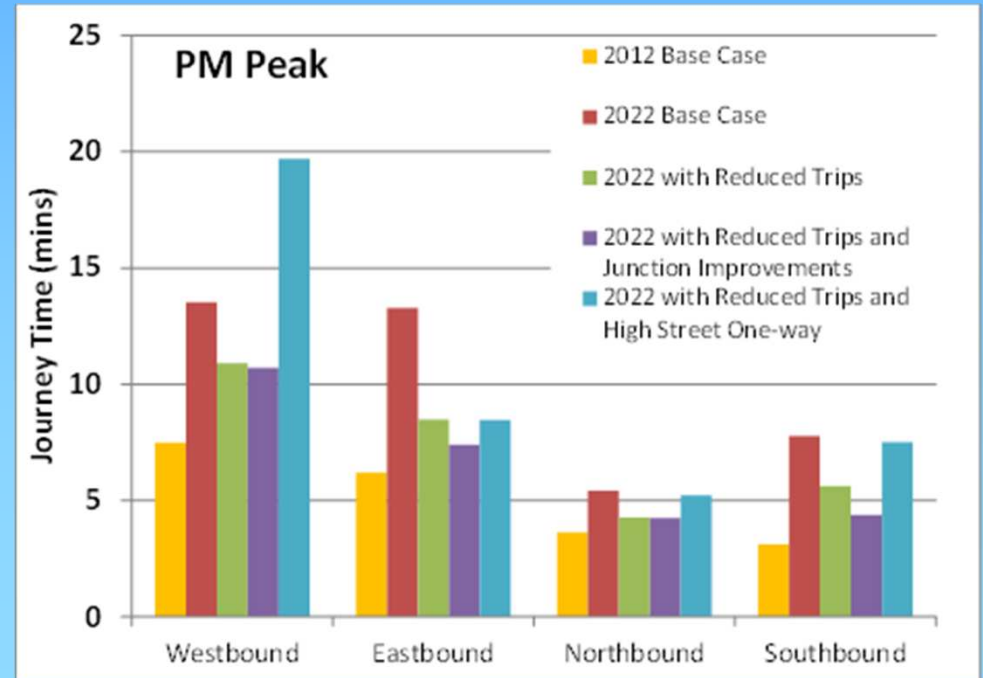
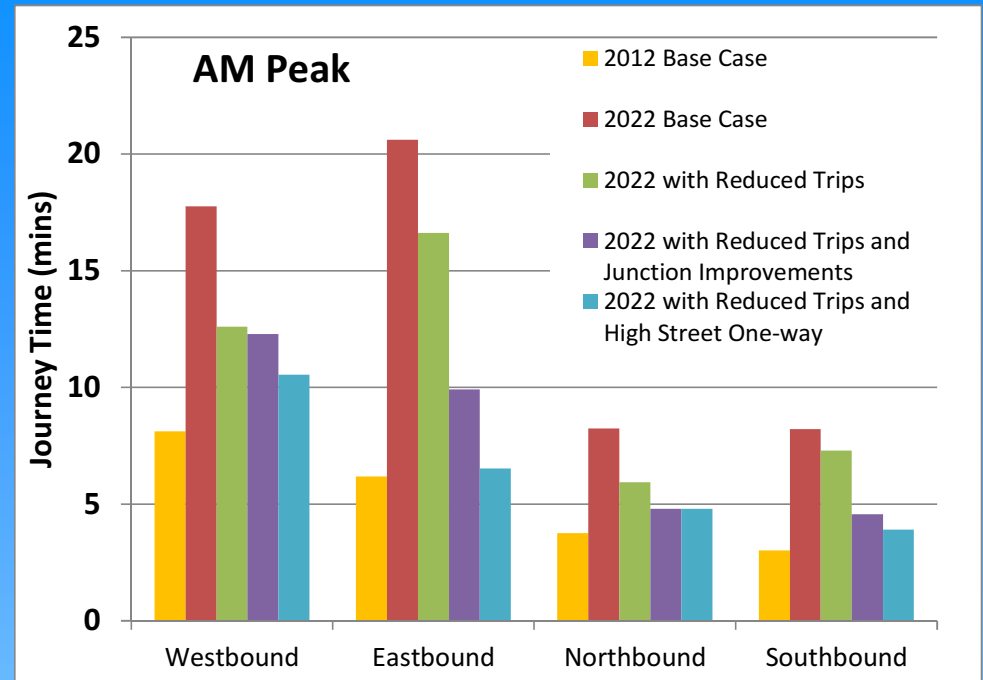
- Increased rail use and walking/cycling for local trips will help reduce traffic growth
- However, even with fewer trips, long delays are still predicted
- Improvements to key junctions will reduce the level of delays



Town Centre and Junction Improvements

- Two potential layouts were considered with the High Street as one-way southbound
- Traffic modelling showed a better performance with Ashton Way retained as two-way
- Long delays were predicted for westbound traffic in the PM peak due to the constraint of High Street / Ashton Way junctions
- A one-way scheme should be possible with existing traffic levels or for off-peak hours only with future traffic demand

Town Centre and Junction Improvements



Town Centre and Junction Improvements

Key Action: Pursue specific junction improvements and investigate other measures further:

- Provide two southbound lanes at the proposed Keynsham Road / Avon Mill Lane signalised junction
- Convert existing Wellsway, Bath Road, Bath Hill mini-roundabout to a signalised junction to increase its capacity
- Undertake a study of Hick's Gate to determine a suitable scheme to increase its capacity
- Investigate schemes to introduce one-way operation in High Street in the short term
- Investigate other strategic improvements that could reduce the volume of through traffic in the town centre, allowing future one-way operation of High Street

Delivering the Strategy

- The strategy will be successful only if local people are engaged in its development and feel they have a stake in the outcomes
- Short term priorities have been identified that would provide immediate benefits to the area
- Impacts of the strategy will need to be measured on a regular basis and assessed for their contribution towards the objectives
- All measures outlined need to be delivered in combination to show significant long term outcomes
- The headline target is to reduce the proportion of Keynsham residents driving to work to below 60% by 2021.

Key Action: Produce a Delivery Plan with a five year profile against which continuous improvement can be demonstrated through an annual review

Slide 22

PD1

Should use numbers not % so increase in Cycle/bus use is clear
Should we have greater expectation re: bus use
Peter Dawson, 10/09/14



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**B&NES Planning, Transport and Environment Policy Development and
Scrutiny Panel 11th Nov 2014 - Statement on Bath Transport Strategy**

By Robin Kerr, Chairman of the Federation of Bath Residents' Associations

Good afternoon. I am Chairman of the Federation of Bath Residents' Associations, whose 33 members together represent some 5000 residents.

Traffic congestion and air pollution have consistently been our members' top concerns. Residents are especially worried about the high levels of pollution in the city, which are seriously harmful to health - as well as unlawful. You will have read in the report that traffic levels have reduced somewhat since 2008 but this is not true of pollution, which has remained at the same high level for at least ten years. Bath is a great place to live but is blighted by traffic, and has been for too long. In a World Heritage Site, this is disgraceful.

I should like to touch briefly on some important parts of the strategy:

- We support its vision of reducing intrusion of vehicles into the city, especially in the historic core. We should like to see a largely traffic-free city centre. However, as the strategy recognises, traffic also impacts on key arterial routes and this must be tackled too.
- FOBRA strongly supports the development of a Park and Ride (or Rail) to the east of Bath. 77% of respondents to the consultation agreed with this. However, none of the P&Rs is actually fulfilling its potential. They should operate until late, 7 days a week, with secure overnight parking. That would enable their use by evening visitors and those staying overnight.
- Through traffic, especially HGVs over 7.5 tonnes, must be removed from the city. An A36-A46 link road is essential, since it's clear from the recent

Government decision about an HGV limit at Bathwick that traffic cannot be barred from Bath in the absence of a new alternative route. We welcome the commitment to work with Wiltshire and the DfT on this. 76% of respondents supported it, so the Council has a clear mandate.

- We support more pedestrian access, more cycling, better public transport and improved freight delivery arrangements; but these will have a limited impact if motorists remain able to drive into Bath and park at will. Therefore we strongly support proposals to reduce visitor parking in the centre as the P&Rs are expanded, and to develop a traffic management plan.
- There is a fundamental connection between land use and traffic. An integrated plan for the A36 south of the river is required to support the Enterprise Area development. The Community Infrastructure Levy should be earmarked for this.
- We welcome a Low Emission Zone to improve air quality. This should cover the entire Central Area, not just round the bus station proposed so far, and should include the Great Pulteney Street/Henrietta Park area.
- Coaches are major contributors to traffic congestion in Bath, and should not be brought into the centre. A waiting area for them at the P&Rs would be sensible if there is sufficient capacity, as we see no need for this to be in the centre.

Thank you. FoBRA wishes you well in your scrutinisation and commits to support the Council in rapid implementation of this vital Strategy, long-awaited by Bath's citizens.

Robin Kerr, Chairman

7th Nov 14



Getting Around Bath: Consultation

Planning, Transport & Environment Policy Development

Scrutiny Panel

11 November 2014

Nick Richardson Technical Director



Outline of presentation

- **Consultation undertaken**
- **Views submitted**
- **Changes incorporated into the strategy**

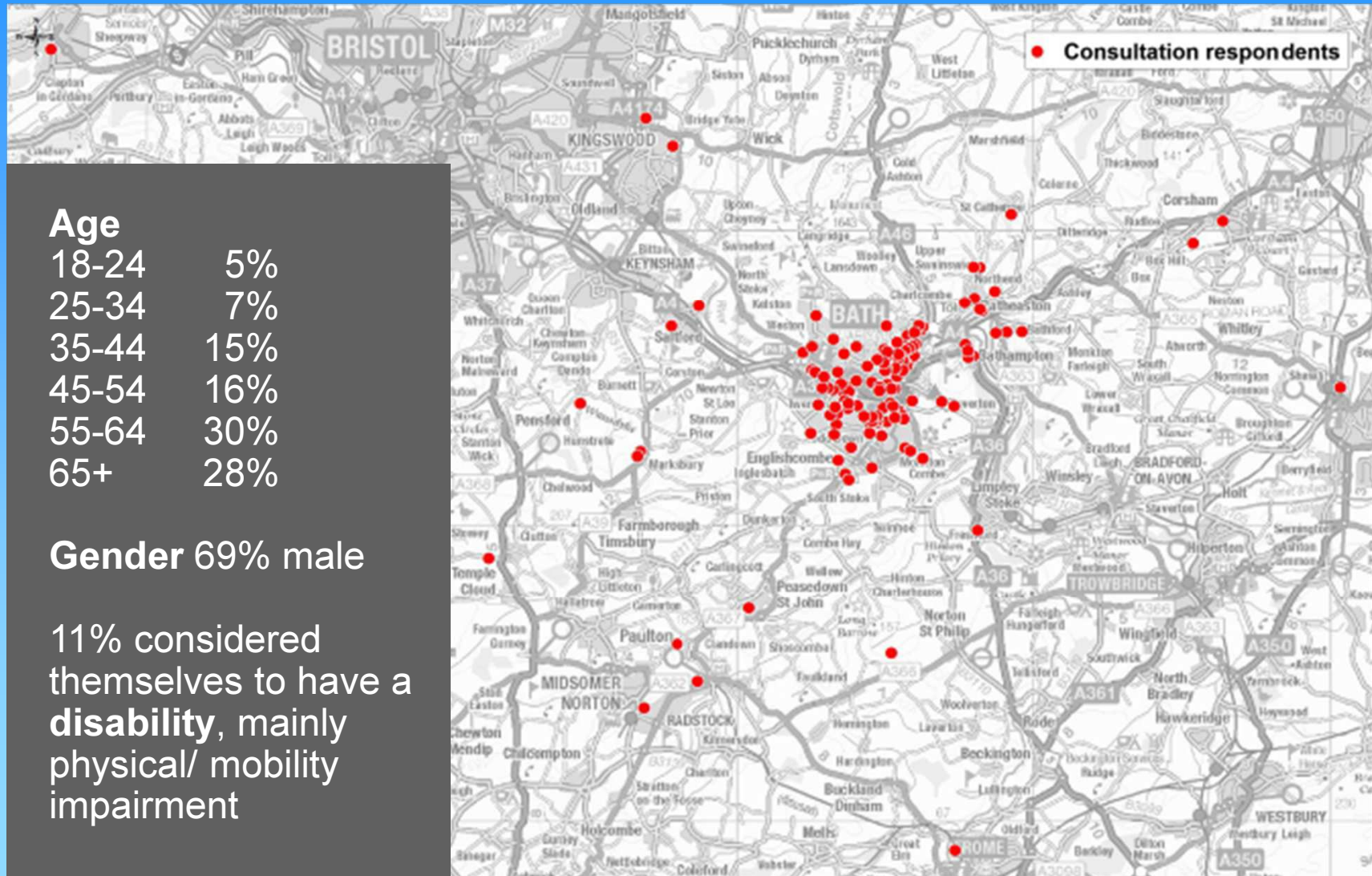


Consultation undertaken

Consultation

- Two public exhibitions held – BRSLI 30 June and Guildhall 11 July (60 attendees)
- Stakeholder presentation 26 June (60 attendees)
- Meetings with individuals/groups –
 - FoBRA, First Bus, First Great Western, Royal United Hospital, Bath Tourism Plus, Bath Spa University, Bath Cycle Group, Bus Users Group, BID, Bath Initiative
- B&NES questionnaire generated 208 responses (158 online, 52 hard copy)
- Additional written submissions received
- Regular meetings with Bath Transport Commission

Consultation respondents





Views submitted

Key findings: the Strategy

- Two thirds of respondents (67%) agreed with the vision underpinning the Draft Transport Strategy
- Strong support for increasing sustainable transport options including walking (93%), train (91%), bus (89%) and cycling (81%)

Some commented that plan should be wider in scope / more radical with support for more sustainable transport

Key findings

- Reducing congestion – support for more Park and Ride capacity
- Reducing the impact of heavy vehicles e.g. new road link
- Strong support for rail improvements, promoting walking and cycling
- Air quality is a prime concern
- Some support for more bus priority and better services
- Mixed views on coaches – need new drop-off/pick-up or locate at periphery

Comments received

- More emphasis on air quality
- Importance of transport to health
- Strategy needs to be city-wide
- Neighbourhood hub principle
- More information needed on rail-based P&R proposal and road options
- More people will generate more travel
- Carbon reduction as objective
- Low Emission Zones needed
- Protect landscape setting of the city



Changes incorporated into the strategy

Changes incorporated

- Stronger reference to carbon reduction, LEZ study
- More emphasis on pedestrianisation / car free zones
- Freight vehicle restrictions supported
- Possible new rail stations e.g. Corsham (Wiltshire)
- 'Local P&R' focussing on existing bus routes

Addressing air quality and environmental concerns

Reducing the dominance and intrusion of traffic

Impacts on air quality and traffic

Supporting growth in rail use

Supporting growth in bus use

Changes incorporated

- Further work with Highways Agency and Wiltshire Council to address through traffic issue
- Major schemes subject to full cost benefit analysis
- River transport for leisure purposes
- Neighbourhood hubs concept

Investigations underway with options to improve access from the east

Robust technical approach and stakeholder engagement proposed

Opportunities could be explored

Strategy is city-wide and measures can be developed for local centres

Key issues

- Potential for interim bus-based Park and Ride to address commitment to eastern site
- Mixed views on coach parking – city centre or periphery
- Need to find a new site for coach drop off in city centre
- Significant delivery programme needed for better accessibility e.g. walk and cycle networks
- Balance of off-street parking and development aspirations
- Use of the Public Realm and Movement Strategy to guide improvements
- Funding is key issue

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www.bathnes.gov.uk/gettingaroundbath

