

Democratic Services

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Date: 3rd November 2014
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To: All Members of the Planning, Transport and Environment Policy Development and Scrutiny Panel

Councillor Marie Longstaff
Councillor Lisa Brett
Councillor David Martin
Councillor Douglas Nicol
Councillor Liz Richardson
Councillor Roger Symonds
Councillor Les Kew

Chief Executive and other appropriate officers
Press and Public

Dear Member

Planning, Transport and Environment Policy Development and Scrutiny Panel: Tuesday, 11th November, 2014

You are invited to attend a meeting of the **Planning, Transport and Environment Policy Development and Scrutiny Panel**, to be held on **Tuesday, 11th November, 2014 at 2.30 pm** in the **Council Chamber - Guildhall, Bath**.

The agenda is set out overleaf.

Yours sincerely



Mark Durnford
for Chief Executive

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NOTES:

- 1. Inspection of Papers:** Any person wishing to inspect minutes, reports, or a list of the background papers relating to any item on this Agenda should contact Mark Durnford who is available by telephoning Bath 01225 394458 or by calling at the Guildhall Bath (during normal office hours).
- 2. Public Speaking at Meetings:** The Council has a scheme to encourage the public to make their views known at meetings. They may make a statement relevant to what the meeting has power to do. They may also present a petition or a deputation on behalf of a group. Advance notice is required not less than two full working days before the meeting (this means that for meetings held on Wednesdays notice must be received in Democratic Services by 4.30pm the previous Friday)

The public may also ask a question to which a written answer will be given. Questions must be submitted in writing to Democratic Services at least two full working days in advance of the meeting (this means that for meetings held on Wednesdays, notice must be received in Democratic Services by 4.30pm the previous Friday). If an answer cannot be prepared in time for the meeting it will be sent out within five days afterwards. Further details of the scheme can be obtained by contacting Mark Durnford as above.

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- 4. Details of Decisions taken at this meeting** can be found in the minutes which will be published as soon as possible after the meeting, and also circulated with the agenda for the next meeting. In the meantime details can be obtained by contacting Mark Durnford as above.

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For Councillors and Officers papers may be inspected via Political Group Research Assistants and Group Rooms/Members' Rooms.

- 5. Attendance Register:** Members should sign the Register which will be circulated at the meeting.

6. THE APPENDED SUPPORTING DOCUMENTS ARE IDENTIFIED BY AGENDA ITEM NUMBER.

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**Planning, Transport and Environment Policy Development and Scrutiny Panel - Tuesday,
11th November, 2014**

at 2.30 pm in the Council Chamber - Guildhall, Bath

A G E N D A

1. WELCOME AND INTRODUCTIONS

2. EMERGENCY EVACUATION PROCEDURE

The Chair will draw attention to the emergency evacuation procedure as set out under Note 6.

3. APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

4. DECLARATIONS OF INTEREST

At this point in the meeting declarations of interest are received from Members in any of the agenda items under consideration at the meeting. Members are asked to indicate:

(a) The agenda item number in which they have an interest to declare.

(b) The nature of their interest.

(c) Whether their interest is **a disclosable pecuniary interest** *or* **an other interest**,
(as defined in Part 2, A and B of the Code of Conduct and Rules for Registration of Interests)

Any Member who needs to clarify any matters relating to the declaration of interests is recommended to seek advice from the Council's Monitoring Officer or a member of his staff before the meeting to expedite dealing with the item during the meeting.

5. TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIRMAN

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

Robin Kerr, Federation of Bath Residents Association has requested to address the Panel relating to Agenda Item 10.

Councillor Nathan Hartley has requested to address the Panel relating to Agenda Item 11.

David Redgewell has requested to address the Panel.

7. MINUTES - 16TH SEPTEMBER 2014 (Pages 7 - 22)

8. CABINET MEMBER UPDATE

The Cabinet Member(s) will update the Panel on any relevant issues. Panel members may ask questions.

9. KEYNSHAM TRANSPORT STRATEGY

The Panel will receive a presentation relating to this item.

10. BATH TRANSPORT STRATEGY - CONSULTATION FEEDBACK (Pages 23 - 128)

A new Transport Strategy for Bath was approved by Cabinet for consultation in May 2014. The Strategy has been well received and supported by the majority of those who responded and is now recommended for approval by Cabinet.

The Panel are asked to discuss the report prior to the meetings of Cabinet & Council.

The Cabinet are asked to recommend the Strategy to Council for Adoption at their meeting on 13th November.

11. MEDIUM TERM PLAN AND 2015/16 BUDGET UPDATE (Pages 129 - 140)

The draft Place Medium Term Service & Resource Plan (MTSRP) update is presented for consideration by the Panel to ensure all members of the Panel are aware of the context and enabled to comment.

12. PANEL WORKPLAN (Pages 141 - 144)

This report presents the latest workplan for the Panel.

The Committee Administrator for this meeting is Mark Durnford who can be contacted on 01225 394458.

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BATH AND NORTH EAST SOMERSET COUNCIL

PLANNING, TRANSPORT AND ENVIRONMENT POLICY DEVELOPMENT AND SCRUTINY PANEL

Tuesday, 16th September, 2014

Present:- Councillors Marie Longstaff (Chair), Lisa Brett (Vice-Chair), David Martin, Liz Richardson, Roger Symonds, Les Kew and Gerry Curran (In place of Douglas Nicol)

Also in attendance: Steve Blackmore (Traffic Management Manager), Tim Hewitt (Regeneration Team Manager), John Wilkinson (Divisional Director, Community Regeneration), Richard Daone (Planning Policy Team Leader), Sue Green (Group Manager, Public Protection and Health Improvement), Amy McCullough (Public Health Speciality Registrar) and Nicola Courthold (Environmental Monitoring Technical Officer)

Cabinet Member for Homes & Planning: Councillor Tim Ball

Cabinet Member for Transport: Councillor Caroline Roberts

32 WELCOME AND INTRODUCTIONS

The Chair welcomed everyone to the meeting.

33 EMERGENCY EVACUATION PROCEDURE

The Chair drew attention to the emergency evacuation procedure.

34 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

Councillor Douglas Nicol had sent his apologies to the Panel. Councillor Gerry Curran was present as his substitute for the duration of the meeting.

35 DECLARATIONS OF INTEREST

There were none.

36 TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIRMAN

There was none.

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

Rachel Wilson, Co-Chair, Chew Valley Flood Forum made a statement to the Panel, a copy of the statement can be found on the Panel's Minute Book and a brief summary is set out below.

The Chew Valley Flood Forum would like to raise the following concerns regarding the “Enhanced” Property Level Protection (PLP) scheme for 70 properties, currently in progress in Chew Magna.

There is a danger that the mistakes of the previous B&NES/Environment Agency (EA) PLP scheme in 2010/2011 are being repeated. Compromises are being made due to time and perhaps also cost pressures, and the new scheme may result in sub-optimal protection for householders. Expectations are fading that the scheme will be comprehensive and robust. The EA, who are project managing the scheme, is proposing legal agreements with householders that could be onerous and potentially confusing, and lack important details regarding contractor liabilities and product warranties.

The draft agreements state the EA “can not guarantee any aspect of the quality, condition or fitness for purpose of the PLP measures”.

The EA appears to be managing the project on a “re-active” and “catch up” basis. B&NES’s funding was available at the start of this financial year. The current estimate for first installations is November. We are not aware of project documentation such as scope, escalation process and timetable. There does not seem to be a clear process on Acceptance Criteria to enable sign-off of installed PLP products nor clarity about products not supplied by the chosen contractor e.g. who installs them, warranties, maintenance agreements.

We are not clear what B&NES’s involvement is in the project. However we feel that going forward it is essential to have a consultative/co-ordinating group, led by B&NES as the Lead Flood Authority, incorporating representatives from the EA, Bristol Water, relevant Parish Councils and CVFF, to consider all future matters relating to flooding and protective/preventative measures. This was proposed by B&NES many months ago, but, as yet, has not been implemented. If such a group was already in place, we feel sure the evident shortcomings with the project management of the current scheme would have been avoided.

John Wright, Co-Chair, Chew Valley Flood Forum addressed the Panel. He asked if the Forum could receive a cost breakdown of the £200,000 project budget from the Council and the Environment Agency.

The Chair proposed that the Panel assign a Lead Member and discuss the matter further with the Forum and the Environment Agency.

The Team Leader, Highway Maintenance commented that officers were willing to meet with the Forum and the Environment Agency to iron out any points.

The Chair asked if Councillor Liz Richardson would be the Lead Member for the Panel.

Councillor Richardson replied that she would.

Patrick Rotheram, Chairman, Vineyards Residents' Association made a statement to the Panel, a copy of the statement can be found on the Panel's Minute Book and a brief summary is set out below.

Together with the Circus Area Residents' Association (CARA) we have been trying for a number of years now to get the Council to make improvements in the arrangements for residents parking in the northern part of the Central Controlled Parking Zone (CPZ).

As the attached map clearly demonstrates, the north Central Zone (coloured orange) is no closer to the commercial and civic city centre than most of the other Controlled Zones (the so-called 'Outer Zones').

Residents in this area are unfairly treated compared with residents in the Outer Zones. Although it is the most densely residential area in the city, there is almost no 'permit-holder only' parking. We do not get resident visitor permits. In the Outer Zones there is a minimum of 50% permit-holder only places and residents can buy day permits for their visitors. Similar arrangements should apply in the residential north Central Zone.

This may sound familiar, as we told you about it at your meetings in October 2012 and September 2103, having raised it formally with the Council as far back as 2005. We are wondering where to go next. The Council's recent parking survey underlined residents' dissatisfaction with the parking arrangements in the Central Zone. We have the support of both our Ward Councillors. Your Panel has asked for our case to be progressed. And yet nothing happens. Is this how the democratic process is meant to work? We ask for your help to finally get something done.

The Cabinet Member for Transport, Councillor Caroline Roberts replied that she had previously discussed the matter with Mr Rotheram and that two new residents parking zones were being planned for Newbridge & Weston. She added that the Central Zone would be analysed very soon.

Councillor Les Kew asked how Mr Rotheram would like to see the matter resolved.

Mr Rotheram replied that he would like a proportion of spaces to be made available for residents only and that some visitor permits would be welcome. He added that one space per household would probably suffice.

Councillor Lisa Brett commented that there was an evidence of need and the will for political change and encouraged a decision to be taken as soon as possible.

Councillor Gerry Curran commented that the impasse on a decision may well be because the spaces have a value to the Council through revenue.

The Chair commented that the Bath Transport Strategy that encompasses the Parking Strategy would be discussed by the Panel in November and that answers to the points raised by Mr Rotheram would be sought in the interim.

David Redgewell, South West Transport Network made a statement to the Panel, a copy of the statement can be found on the Panel's Minute Book and a brief summary is set out below.

He urged the Panel to do all they could to protect local bus networks.

He called for the Radstock to Frome bus route to be protected.

He stated that the Riverside Regeneration in Bath required strong bus links to Oldfield Park, the centre of Bath and Bristol.

He said that he was dissatisfied with the Enterprise Area Masterplan and that high quality buses were required to make them more attractive for the public to use. He suggested that bus priority lanes should also be in place.

He informed the Panel that the management arrangements at Bath Bus Station were not acceptable and that problems surrounding the café, toilets and general cleaning were not being dealt with appropriately.

He asked for bus shelters to be cleaned and maintained more regularly as one situated in Timsbury was in the process of falling down and a number in the area were suffering from graffiti.

Councillor Gerry Curran commented that the cleaning of the bus station must be sorted out by First or Multi as soon as possible. He added that toilet facilities were available within Southgate.

Mr Redgewell replied that those facilities closed early in the evening, the toilets at the bus station can only be accessed when the ticket office is open and a ticket was required to enter the train station to use their toilets.

Councillor Les Kew said that ownership of the bus station must be identified and aligned so that these issues can be rectified.

Councillor Ben Stevens, Cabinet Member for Sustainable Development suggested that First be approached to sign up to the BID (Business Improvement District).

Councillor Eleanor Jackson addressed the Panel on behalf of a number of residents of Frome Road, Radstock. She informed them that the garden of 120 Frome Road was in a dangerous condition and that action was required to clear it and make it safe.

Councillor Jackson then read aloud from a letter and email from residents.

She said that the garden had been increasingly deteriorating over a number of years. The pile of rubbish was between 4 feet and 8 feet high in some places and towered over neighbouring properties. It resembles a landfill site and comprises of buried vehicle parts & bodywork, tyres, plastic, oil drums, gas cylinder, wood, glass, roofing materials and ton upon ton of building rubble.

The increased weight caused by the landfill has led to severe problems for the immediate neighbouring properties. A 6ft high boundary fence is being continually forced over and into the adjoining property one side (no.122), whilst on the other, a dividing concrete boundary wall has cracked and is leaning into the adjoining property at a precarious angle (no. 118).

We have the safety of our children, families and property at the forefront of our minds, but can add to that the eyesore we have to live with everyday and the negative effect on our own property values.

The young children of our terrace are unduly penalised by not being able to use the full perimeter of their own properties by having “no go” areas due to the unstable nature of the adjoining site and growing increase of rodent infestation.

Through the summer we have had to keep our doors closed as the rats are so comfortable in their surroundings that they venture close to our homes and are not deterred even when the children are out and running about.

A Section 215 notice was served upon the property in August 2013, but as yet no work regarding the clearance of the garden has commenced. A number of start dates have been given, but they have all come and gone.

In May 2014 asbestos was found on the site.

Ultimately, what we require is a guarantee and timetable for the works to be completed, one that can be relied upon without further excuse. We feel that we have been patient enough and now ask the Council to grab the bull by the horns and appoint some strong leadership to the project.

Councillor Gerry Curran has a contractor been found that is willing to undertake the clearance works including asbestos.

Councillor Jackson replied that there was and that they should have commenced with the work on 12th September, but had not.

Councillor Curran said that he would work with Councillor Tim Ball, Cabinet Member for Homes & Planning identify a start date and would notify Councillor Jackson. He added that it was a huge environmental health problem that needed to be resolved quickly.

Councillor Ball asked Councillor Jackson to email him the full details so that he could make enquiries.

The Chair asked that the Panel be also notified of any progress made.

38 MINUTES - 8TH JULY 2014 AND 25TH JULY 2014

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

39 CABINET MEMBER UPDATE

The Cabinet Member for Homes & Planning, Councillor Tim Ball addressed the Panel. He informed them that the Core Strategy having been formally agreed by Council has not been challenged.

Councillor David Martin asked when the Core Strategy would be published in its final form.

The Planning Policy Team Leader replied that it is anticipated within the next month a final 'designed' document would be published in hard copy form and online.

Councillor Liz Richardson asked if a developer was raising a challenge on three sites regarding the matter of five year land supply.

Councillor Ball replied that a challenge had been received, but that legal advice had been received that this was not the correct route for the developer to take.

The Planning Policy Team Leader updated the Panel on the current position and that a response from the Secretary of State for Communities and Local Government is awaited.

The Cabinet Member for Transport, Councillor Caroline Roberts addressed the Panel. She said that she was expecting to receive a presentation on the Bath Transport Strategy in two weeks and that work on the Keynsham Transport Strategy was ongoing.

She informed them that the final three 20mph zones were due to be installed and that this would conclude the current programme.

She announced that the problem surrounding late night bus tickets between Bath and Radstock had been rectified and an agreement reached between the service providers.

40 ENTERPRISE AREA MASTERPLAN

The Cabinet Member for Sustainable Development, Councillor Ben Stevens introduced this item to the Panel. He spoke of how the Masterplan was to act as a document that integrates a vast majority of the Council's current strategies to tackle aspects such as homes, employment and wildlife.

The Regeneration Team Manager then gave a presentation to the Panel, a copy of which can be found on the Panel's Minute Book, a summary is set out below.

The Opportunity

- “Bringing Bath’s Riverside to Life”
- 98 hectares of land, c36 hectares of developable brownfield land
- Potential for 9000 new jobs and 3400 new homes, to deliver Core Strategy targets
- Concentrating on key growth sectors: creative industries, professional financial and business services, information technology and software development
- Key sites together can increase GVA, average incomes and levels of employment in the Bath economy by around 12%

Achievements to date

- Delivering Quality Outputs:
 - Bath Riverside
 - 300 new Homes (150 Affordable Homes) since 2011
 - +£2m New Homes Bonus
 - +£1m S106 monies
 - Bath Quays Waterside
 - Strong Partnership with Environment Agency formed
 - Connecting Bath to its Waterside – good public support
 - Protecting existing properties at risk + enabling development
 - Innovation Quay and EDF Business Case
 - LEP Programme Entry

What is the Masterplan enabling

- Positive Engagement with partners & beyond:
 - LEP, HCA, EA
 - Landowners
 - Developers
 - Property Agents and Occupiers
 - Realising funding e.g. DECC (HNDU)
 - Sustainable Energy – ‘renewable’ sources. E.g. River Avon & hot springs
- Co-ordinated Strategy & robust Policy Base:
 - Core Strategy and Placemaking Plan
 - Economic Strategy
 - Transport Strategy – ‘Getting Around Bath’
 - Green Infrastructure Strategy and Community Plan

- River Strategy
- Leisure Strategy

Relationship to Planning Policy

- Provide an exciting and enduring vision
- Guide redevelopment of Council owned land
- Clear direction of travel for funders, partners, developers and investors
- Is not a statutory planning document
- Forms part of the evidence base for the Placemaking Plan
- Placemaking Plan will undergo public consultation, ensuring robust, evidence based policy framework for Development Management decisions.

Core Values

- **Quality** – of life, of place, of developers, of occupiers
- **Enterprise** – fostering knowledge, inventiveness and creativity
- **Design** – inspirational public realm, connectivity of streets, spaces and bridges, integration of form and streetscape, respect for the character of “Bathness”
- **Heritage** – architectural, urban design and landscape excellence in a World Heritage setting
- **Green** – green building, green infrastructure, walking and cycling, biodiversity and ecology
- **Water** – at the heart of Bath’s identity, River Avon, spa water, Kennet and Avon Canal
- **Health and Wellbeing** – promoting leisure, the outdoors, socialising and promenading
- **The Big Idea:** Rediscovering and reconnecting the River, to bring Bath Riverside to Life!

Next Steps

- Cabinet 12 November 2014
- Co-ordinated Strategy:
 - Economic Strategy – key driver
 - Core Strategy and Placemaking Plan
 - Transport Strategy
 - River Strategy
 - Enterprise Area Masterplan – delivery mechanism
- Co-ordinated Delivery:
 - Bath Riverside
 - Bath Quays Waterside
 - Innovation Quay
 - Transport Strategy “Getting Around Bath”

Councillor Lisa Brett asked if there was an evidence of need for businesses wanting to come and work in Bath.

The Regeneration Team Manager replied that they had been contacted by numerous companies over recent years enquiring about available office space. He added that the accommodation needs to be of a certain standard though and the current available properties are not appropriate. He said that the sites of the Quays and Manvers Street were the most wanted.

Councillor Lisa Brett asked what the Local Enterprise Partnerships (LEP) view on the project was.

The Regeneration Team Manager replied that the LEP and HCA (Homes & Community Agency) were happy that all plans were being worked on together. He added that officers meet with the LEP regularly and had worked on the Strategic Economic Plan together.

Councillor Lisa Brett asked how funding for the project would be enabled.

The Regeneration Team Manager replied that funding would be unlocked via the LEP.

Councillor Lisa Brett asked if the Masterplan would have a positive effect on the traffic flow of the City.

The Regeneration Team Manager replied that the Transport Strategy was key to this problem, with elements such as Park & Ride Expansion, Rail Electrification and Priority Bus Routes the main factors.

Councillor Les Kew commented that he wished to see any development at Manvers Street designed as a whole and not piecemeal.

Councillor Ben Stevens replied that he agreed with Councillor Kew's comments, but due to the multiple land owners of the site it might not be possible to build out the whole development all at once.

The Chair asked how much say the Council would have regarding developments.

The Divisional Director for Community Regeneration replied that the Masterplan seeks to have a view on individual sites whilst having other areas in mind.

Councillor Roger Symonds asked if elements of the Masterplan would change once the Bath Transport Strategy is in place.

The Regeneration Team Manager replied that the Masterplan may need a refresh in around a year, but that the Bath Transport Strategy had been worked on alongside the Masterplan.

Councillor Roger Symonds asked if the use of buses, walking and cycling would be promoted within the Masterplan in an attempt to improve air quality.

Councillor Ben Stevens replied that those modes of travel were to be encouraged.

Councillor Roger Symonds asked if any update could be given on the Craneworks project and the future of the Sainsbury's site at Green Park.

Councillor Ben Stevens replied that he considered the Craneworks project to be a fabulous idea and had met with them to discuss it. He added that they had been encouraged to discuss the project further with BMT as they have their plans for the area as well. He said that the Sainsbury's site was difficult and hard to deliver upon due to land ownership.

Councillor Gerry Curran commented that the Masterplan was a very exciting project, but that he shared the concerns of Councillor Kew regarding Manvers Street and that he wanted the development there to be employment led. He added that the underground car park should be maintained and possibly expanded.

He said that he felt that the City needs a central coach park and should the current one be relocated he would like the Council to purchase another site, possibly the Beazer building on the Lower Bristol Road.

Councillor Ben Stevens replied that it is a great opportunity to develop Manvers Street and discussions were required with Royal Mail. He added that they would look to retain the parking where they could.

Councillor David Martin asked how quality of building design would be maintained.

Councillor Ben Stevens replied that the recent Unesco document emphasised the need for this and so it would be raised very early on with developers.

Councillor David Martin asked how employment would be encouraged through the Masterplan.

Councillor Ben Stevens replied that an environment would be created for businesses to thrive, particularly the creative industries.

Councillor David Martin asked how Bath would compete with Bristol to secure businesses.

Councillor Ben Stevens replied that Bath had its own unique offer and he was aware that many companies would like to have a base in the City. He added that Bath and Bristol were partners in the LEP and should be able to work alongside each other. He said that the local creative and digital cluster was the third biggest in the country behind London & Manchester.

The Regeneration Team Manager added that the quality of design was to be seen in the buildings of the Holburne Museum and the Spa.

Councillor David Martin asked if sustainable energy and low carbon buildings would feature in development discussions.

The Regeneration Team Manager replied that sustainability had played a part in the new Council offices in Keynsham and that we would look to control that again on our own sites.

The Planning Policy Team Leader re-iterated that the Masterplan will not carry significant weight in the process of determining planning applications. The Placemaking Plan will, as it goes through the preparation process, have increasing weight. The Placemaking Plan will address in greater detail issues around the quality of development within the Enterprise Area. In addition, the Placemaking Plan provides the opportunity to re-visit renewable energy/sustainable construction policies following recent Ministerial Statements that post-date the Core Strategy Examination Inspector's Report.

The Chair thanked everyone for their contributions to the discussion.

41 COMMUNITY INFRASTRUCTURE LEVY DRAFT CHARGING SCHEDULE

The Planning Policy Team Leader introduced this item to the Panel. He informed them that the timeline for the public consultation on the draft charging schedule, the draft Regulation 123 List and the revised draft Planning Obligations SPD was from 24/7/14 to 18/9/14.

He explained that the draft charging schedule was due to be submitted for Examination in October 2014 and that comments from the Panel would be welcome by 8th October 2014.

Councillor Liz Richardson asked if the Panel could be sent a summary of the consultation responses.

The Planning Policy Team Leader replied that he would email a summary of key issues raised in the consultation by the end of September.

42 LOCAL DEVELOPMENT SCHEME REVIEW

The Planning Policy Team Leader introduced this item to the Panel. He informed them that a Single Member Decision was upcoming on this matter.

He explained that the main changes from the previous Local Development Scheme related to:

- Preparation programme for the Placemaking Plan
- Preparation programme for Gypsies, Travellers and Travelling Showpeople Site Allocations DPD
- Reference to overall programme for West of England Joint Planning Strategy

With regard to the Placemaking Plan the Draft Plan would be published for consultation in September 2015 and it is anticipated that the plan would be adopted in September 2016.

On the matter of the Gypsy and Traveller DPD he stated that there is delay in reaching the Draft Plan stage. This is due to the need to undertake joint working with neighbouring authorities on both;

- assessing the level of need, ensuring there is no duplication, and
- exploring and agreeing the spatial strategy response to the need across the wider area ensuring that the most sustainable locations for new sites are identified, and that reasonable options outside the Green Belt are explored before considering Green Belt sites.

B&NES has been and continues to work with West of England and other adjoining Local Authorities on both these aspects.

Councillor David Martin commented that a high amount of activity was planned between now and March 2015 and asked if the department had enough resources in place.

The Planning Policy Team Leader replied that sufficient resources were available through the Planning Policy team and LDF budget to meet the work programme set out in the LDS, but that this would need to be kept under review with respect to work associated with involvement in the West of England Joint Planning Strategy.

The Chair asked when the Single Member Decision due was to be made.

The Planning Policy Team Leader replied that it was due next week, but that to allow for comments from the Panel it could be deferred for a small amount of time. He asked for their comments by the end of September.

43 AIR QUALITY IN B&NES

Patrick Rotheram, Transport Lead, Federation of Bath Residents' Associations made a statement to the Panel. A copy of which can be found on the Panel's Minute Book, a summary is set out below.

The entire main road network in Bath, and many lesser streets, is in the Bath Air Quality Management Area (AQMA), which by definition means that there are unhealthy and unlawful levels of air pollution. Some 10,000 people live in the Bath AQMA and are suffering the effects of air pollution over the legal limit. This is a really serious issue, and we want the Council to get serious about dealing with it. Monitoring and studying doesn't cut it.

There has been much concern recently about the harmful effects of fine particulates (PM2.5). These are not currently monitored in Bath and are not covered in the report. We are sceptical about the predicted drop in pollution levels between 2012 and 2015. NO2 levels have remained fairly constant over the past ten years and show little sign of dropping. What factors is the prediction based on? Latest evidence is that diesel cars cause more pollution so increasing numbers of diesel cars will make matters worse, not improve them.

Sadly it is realistic for the study to assume that B&NES can't do anything which would directly result in HGV being diverted onto existing roads in Wiltshire, which is the reason why the other Options appear not to be viable. The logical conclusion is that the only way to reduce pollution from HGV is to provide a new alternative route avoiding Bath, eg an A36-A46 link.

The 'Actions taken in B&NES to improve air quality to date' (page 219) is misleading. None of these plans contain measures which will make a significant reduction in traffic and air pollution in Bath. The only measure in the Air Quality Action Plan (AQAP) which has any serious potential for reducing pollution is the LEZ, and the present report makes it clear that this can be introduced only in a limited central area. A transport strategy aimed at reducing traffic volumes in residential areas and across the city is essential.

Councillor Lisa Brett commented that the Council is given so little power by Government on this matter. She added that the Council were not allowed to impose a weight restriction on Cleveland Bridge and that she supported a link road for the A36 – A46.

The Senior Public Protection Officer and Public Health Speciality Registrar gave a presentation to the Panel. A copy of which can be found on the Panel's Minute Book, a summary is set out below.

Low Emission Zone Feasibility Study

- DEFRA funded focus on Bath Air Quality Management Area.
- Traffic, emissions & dispersion modelling; consultation; (HGV/bus and coach operators, neighbouring authorities and Highways Agency); and CBA.

Scenarios

- **Do Nothing:** No changes assumed except Rossiter Road scheme and the effect of growth 2012-15
- **Option 1:** HGV: Only Euro-class 5 or better for the A4 London Road and Bathwick Street - 24hr restriction
- **Option 2:** HGV/Bus: Only Euro-class 5 or better for London Road and Bathwick Street - 24hr restriction
- **Option 3:** HGV: Only Euro-class 5 or better for London Road and Bathwick Street - between 3pm and 10am, lesser standard permitted between 10:00am-3:00pm
- **Option 4:** HGV/Bus: Euro-class 5 or better for 'Central Area' - inside A36

Key learnings

- Option 4 HGV/Bus central area most viable which would also benefit London Road/Bathwick Street area from improved fleet.
- Option 2 (London Road and Bathwick Street) not yet possible due to Highway Agency & neighbouring authority objection to any restrictions on the PRN plus failed 18t weight limit

- Cost incurred by HGV operators in Bath to comply to Euro 5 in 2015 on London Road / Bathwick Street circa £10million

International evidence base: confirms the link between air pollution and poor health

- Robust evidence base; including a series of large international reviews.
- While air pollution is never the single cause of death, it is a factor which can contribute to and exacerbate underlying health problems.
- Short-term exposure effects: inflammatory effects on the respiratory system, increased medication use, increase in hospital and emergency admissions (WHO, 2004).
- Long-term exposure can contribute to permanent reductions in lung development, cardiovascular disease and cancers, and a subsequent reduction in life expectancy (WHO, 2004, 2013).
- Impact of poor air quality unequal.
- The wider cost of air pollution from transport (in urban areas) alone is between £4.5 and £10.6 billion (accidents £8.7 billion, physical activity £9.8 billion)

Local exploratory work and key learning

- Identifying groups within the AQMAs that may be more vulnerable to the negative impacts of poor air quality:
 - Specific concentrations of older people, lower income residents, young and transient renters.
 - Estimated 26,500 employees within this zone.
 - Next step: identifying physical locations where more vulnerable groups may congregate e.g. care homes, nurseries; work with them to reduce their exposure.
- Hospital admissions within a 100 metre buffer of the AQMAs:
 - BUT, limitations with the data, findings not robust.
- As international evidence base is strong, suggest we accept the position that air pollution does contribute to poor health, rather than further investing in proving a direct local relationship, and use this as the basis for further prevention and control measures.
- Measures to improve air quality will benefit a number of health and wellbeing indicators, and can bring about benefits for the economy, environment, and climate change adaptation and mitigation.

Councillor Roger Symonds asked if poor air quality could cause ill health rather than add to it.

The Public Health Speciality Registrar replied that poor air quality contributes to poor health outcomes, and that certain groups, such as unborn & young children and older people, are more vulnerable to the negative effects of air pollution.

Councillor Anthony Clarke addressed the Panel. He asked if the taxis within the City in the main were the most appropriate type of vehicle.

The Group Manager for Public Protection and Health Improvement replied that on the whole the taxis in use were modern vehicles.

Councillor Anthony Clarke commented that he felt that risk levels should be more widely identified.

The Public Health Speciality Registrar replied that NO2 levels were higher than target levels within the AQMAs and that the level of risk is dependent on the area in which you work and live. She added that there is some (Public Health Framework) modelling data that shows that (human-made) Particulate Matter 2.5 contributes to mortality locally, but that this was lower in relation to the national average. There are uncertainties in the estimations.

The Group Manager for Public Protection and Health Improvement commented that the Air Quality Action Plans for Keynsham and Saltford remain outstanding. She added that it was anticipated that adoption of these outstanding plans was likely to be in mid-2015 due to the time needed for approval, consultation and the democratic reporting process.

She stated that the Environmental Monitoring team was currently working with the Transportation team on developing draft Action Plans prior to public consultation.

The Panel noted the report and the Chair asked for a further report to the Panel as part of the consultation process.

44 PROPOSED FORD SIGNAGE DE-CLUTTERING - CHEW STOKE SOUTH

The Traffic Management Manager introduced this report to the Panel. He explained that the Traffic Signs and General Directions (TSRG) recommends ford signage adjacent the site on each approach and advises of advanced signing at appropriate locations in order for approaching vehicles to change direction in advance and avoid the hazard.

He said that following the issue being raised at the May Scrutiny Panel by Councillor Pritchard a site meeting took place to discuss the locations of signing within his Ward. Given the Coroners recommendation and TSRG advice it is not recommended to remove the ford signing adjacent each ford. However given the rural nature and objection to sign clutter it is recommended that advanced signing is removed where a road is not deemed to be strategically important, a rat run or has significant volumes of traffic.

Councillor Vic Pritchard addressed the Panel. He thanked the officer for his work on the matter since May, but asked for four further signs to be removed as the water levels were minimal and the local residents were so appalled by them.

The Panel approved the officer recommendation that, the identified advanced ford signage is removed as per the attached schedule.

Following the submission to the Panel from Councillor Vic Pritchard, Councillor Les Kew proposed that the Panel recommends to the Cabinet Member for Transport that four further ford warning signs be removed from the two fords at Stowey Bottom and near Stowey Mill and that measuring level staffs be installed. There are two signs for each approach hence a total of four signs for the two specified fords.

The recommendation was seconded by Councillor Gerry Curran.

The Panel voted by a majority in favour of Councillor Kew's recommendation.

45 PANEL WORKPLAN

The Panel approved the current workplan as printed.

The meeting ended at 2.00 pm

Chair(person)

Date Confirmed and Signed

Prepared by Democratic Services

Bath & North East Somerset Council		
MEETING	Cabinet	
MEETING	12th November 2014	EXECUTIVE FORWARD PLAN REFERENCE:
		E 2712
TITLE:	Getting Around Bath – A New Transport Strategy for Bath	
WARD:	All Bath Wards	
AN OPEN PUBLIC ITEM		
List of attachments to this report:		
<p style="text-align: center;">Getting Around Bath Transport Strategy Bath Transport Strategy Consultation Findings</p>		

1 THE ISSUE

- 1.1 A new Transport Strategy for Bath was approved by Cabinet for consultation in May 2014. The Strategy has been well received and supported by the majority of those who responded and is now recommended for approval by Cabinet. The Cabinet are asked to recommend the Strategy to Council for Adoption at their meeting on 13th November.

2 RECOMMENDATION

- 2.1 That the Cabinet endorse the Getting Around Bath Transport Strategy and recommends that it be adopted by Council on 12th November 2014.
- 2.2 That Cabinet approves the capital budget of £350k in 2014/15 and £150k in 2015/16) towards the development of the P&R to the east of Bath.

3 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

- 3.1 The Getting Around Bath Transport Strategy will support the growth proposed in the Council’s Adopted Core Strategy and the Master Plan for the Bath City Riverside Enterprise Area. Its implementation will draw on a number of funding sources and decisions on individual projects will subject to the Council’s annual budget process. In addition the development of individual sites including those within the Enterprise Area will contribute to the Strategy by being part of an integrated/co-ordinated development to reduce the impact of traffic on the city and where appropriate, making financial contributions to particular infrastructure needs.
- 3.2 The Getting Around Bath Transport Strategy will be delivered through a wide range of projects which will be funded from various funding sources principally, but not exclusively, the Integrated Transport Capital grant (received annually from Government) and bids for additional monies from the Single Growth Fund

managed by the West of England Local Enterprise Partnership; importantly the strategy will ensure that other funding opportunities can also be targeted. Funding associated with other key strategies which support the actions within 'Getting Around Bath' may also be targeted, if approved through the annual budget process.

- 3.3 Council in February gave provisional approval to £5.2m for the development of a new Park & Ride to the east Bath funded by Corporate borrowing. This £500k is the first element of the £5.2m. The annual profiling of expenditure is different from originally anticipated and this is reflected in the sum requested.
- 3.4 There is a small revenue reversion risk in the case that a capital project does not go ahead.

4 STATUTORY CONSIDERATIONS AND BASIS FOR PROPOSAL

- 4.1 Equalities, Sustainability equalities, planning, human rights and public health.

5 THE REPORT

5.1 Introduction

5.2 The Cabinet at its meeting in April 2013 agreed that a new Transport Strategy should be prepared for Bath in the light of the housing and economic growth proposed in the Council's Draft Core Strategy and the emerging Bath City Riverside Enterprise Area. The strategy is needed to support this growth agenda but also to improve the environment within the city itself which is damaged by the impact of traffic and congestion. The Strategy is designed to set out an agreed long term vision for Transport which will have broad and enduring agreement. The longevity of the Strategy is key to providing a consistent vision for the city and to accommodate the ambitious housing and jobs targets set out in the Core Strategy. The Transport Strategy is being prepared in tandem with the Placemaking Plan in light of the interrelationship of the two initiatives.

5.3 The Strategy was subject to public consultation during the early summer, details of the results of this consultation have been independently analysed by Mott MacDonald, who prepared the Strategy, and are summarised in Appendix 1. The public consultation was launched by Sir Peter Hendy, chair of the Bath Transport Commission on 26th June. The strategy had been reviewed by the Transport Commission at several meetings and has received their support. Sir Peter Hendy has offered to provide an endorsement for the Strategy which could be included as a Forward when published.

5.4 The Strategy builds upon existing initiatives including:

- the Bath Transport Package such as the expanded Park and Ride Sites and Variable Message Signs;
- the Better Bus Area funding by introducing further bus priority measures; and
- the opportunities offered by Network Rail Electrification of Great West Mainline.

5.5 **Vision:** The Strategy encompasses the following vision for transport in Bath:

“Bath will enhance its unique status by adopting measures that promote sustainable transport and reduce the intrusion of vehicles, particularly in the historic core. This will enable more economic activity and growth, while enhancing its special character and environment and improving the quality of life for local people

5.6 This vision was well received during the public consultation and it is not recommended that this is changed.

5.7 The Strategy has considered, in broad terms, the impact of the growth in the Core Strategy and taken forward in the Enterprise Area. It recommends a co-ordinated approach to manage the growth in travel which is going to take place over the next 20 years. Robust parking standards and improvements to public transport will be important in accommodating this growth. Key to this will be accommodating the increase in commuting into the city from surrounding areas. Both the Metro West project, which will improve local rail services, and the electrification of the Great Western Mainline, which will improve regional services, will provide improved public transport into the city. This will be complemented by other measures such as new and expanded Park and Ride.

5.8 Within the city walking and cycling with improved bus services will be priorities. Off-street parking will remain important to supporting a strong city centre economy and a balanced approach is recommended. The Strategy proposes a review of public off-street parking to ensure the proposal to retain 500 parking spaces is sufficient to maintain the vitality of the city centre economy and to encourage modal shift.

5.9 The majority of the recommendations within the draft Strategy were supported in the consultation (see Appendix 2). The following are the main changes that Cabinet are asked to endorse in agreeing the final Strategy.

5.10 **Access for All:**

5.11 The Strategy proposes that we establish an expert panel to provide advice on how those with special needs can be accommodated in through the transport Strategy. This issue will continue to emerge as elements of the Strategy are brought forward and have been considered in detail in the recent designs for Stall Street and Seven Dials. Part of this work will involve an independent review of how the city centre is accessed, building on best practice from York.

5.12 **Air Quality:** Improving air quality will be key to the future of the city. Almost all of the measures within the Strategy should help with this objective. The Strategy recommends we continue to investigate the potential for a Low Emission Zone.

5.13 **Walking and Cycling:** One headline in the Strategy is that we aim to make the city of Bath Europe’s most walkable city and this will be one of the most important messages we will need to promote. In addition, cycling will be an essential element of this aim. Sustrans have recently completed a review of cycling routes within the city and the proposed routes for improvement have been incorporated into the Strategy. This study will be used to prioritise future expenditure on cycle network and will be integrated into projects as they emerge.

- 5.14 **Coaches:** The Strategy recognises that Coaches are an essential part of the transport network which services the city. An interim coach park is recommended at Weston Island to allow the North Quays redevelopment to be taken forward. There are 2 outstanding areas of work which will still need to be concluded. A longer term permanent coach park and an alternative coach drop-off within the city centre.
- 5.15 **Environmental improvements:** The Strategy suggests that we develop a programme of environmental improvements to reduce the impact of traffic within the city centre building on the approach set out in the Public Realm and Movement Strategy and developed subsequently.
- 5.16 **P&R:** The Strategy confirms the need for a new Park and Ride to the east of Bath as an essential complementary measure to accommodate the increased demand for travel from within the Enterprise Area. The Strategy recognises that there are many advantages to a rail based Park and Ride but the time that this might take to be brought forward may mean that an interim bus based Park and Ride may be necessary. Work to identify if this is the case is currently underway. In addition the traffic modelling and environmental work to establish which site could be brought forward and how many spaces it might contain is also in progress and the budget to finance this is identified in the previous sections of the report. This will allow a preferred site to be identified during the summer of 2015 and promoted through the Placemaking Plan.
- 5.17 There may, in addition, be a need to expand the existing Park and Ride sites at some point in the future should demand continue to grow and be required and to minimise the impact of traffic generated by the development proposed by the Core Strategy and within the Enterprise Area.
- 5.18 **Through Traffic:** The inadequate nature of the national road network east of Bath has long been recognised and the Council has a long standing wish to remove 'through traffic', and in particular HGVs, from the city. The Air Quality benefits of this simple measure are well understood. The Strategy recommends that the Council work with Wiltshire Council and the Highways Agency to develop a solution to the problems of through traffic. This work is already underway as well.
- 5.19 **Off Street Parking:** As already mentioned a balanced approach is recommended regarding the off-street car parks within the Enterprise Area. Business interests recognise the benefits of other improvements recommended in the strategy but do not want these introduced at the expense of maintaining an adequate supply of parking for shoppers and visitors.
- 5.20 **Other measures:** The strategy recognises the important role of travel plan, city car clubs and other measures, many of which are being implemented by the Council at the moment. There are specific recommendations for taxi. Finally the Strategy highlights to potential to use the river more.
- 5.21 As proposals emerge to deliver the outcomes identified by the Strategy they will be subject to a detailed appraisal (which will include a funding analysis) on an individual basis.
- 5.22 **Rail:** The Strategy recognises that the increase in the capacity of both local and regional rail, delivered by the Metro West project and the electrification of the

GW Mainline respectively, will provide improvements to the public transport network. These improvements, particularly the ½ hourly services to Oldfield Park, will support the development of the Enterprise Area making it accessible to non-car users. The Council has recently received a report on the feasibility of re-opening a railway Station in Saltford which could provide a more sustainable way for residents to travel into Bath. Officers are still considering this work which will be reported to a future Cabinet meeting.

6 RATIONALE

- 6.1 The draft strategy has emerged following extensive research and discussion with stakeholders last year. It has built on the representation made at the initial conference held in September 2012. The proposals are based on current policies and the approach contained within the Joint Local Transport Plan. The authority now wishes to approve the strategy to inform and support both the Enterprise Area Masterplan and the Core Strategy and other key initiatives.

7 OTHER OPTIONS CONSIDERED

- 7.1 The strategy has emerged following extensive research and consultation which considered a wide range of options. A report on the consultation is attached to the report for information and the background report is available as a background document.

8 CONSULTATION

- 8.1 Strategic Management Team, Section 151 Officer, Cabinet member for Transport, PTE Scrutiny, Stakeholders and the Bath Transport Commission. In addition there was a period of public consultation in June/July this year the results of which are summarised in the final Strategy itself.

9 RISK MANAGEMENT

- 9.1 A risk assessment related to the issue and recommendations has been undertaken, in compliance with the Council's decision making risk management guidance.

Contact person	Peter Dawson 01225-395181
Sponsoring Cabinet Member	Councillor Caroline Roberts
Background papers	Supporting Strategy Report revD Oct14
Please contact the report author if you need to access this report in an alternative format	

Appendix 1 – Getting Around Bath Transport Strategy Appendix 2 - Bath Transport Strategy Consultation Findings

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Getting Around Bath

A Transport Strategy for Bath

Final Draft

November 2014



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Foreword

Getting about is important to all of us. This document, 'Getting Around Bath', sets out the Transport Strategy for the city following a high level review of existing transport policies and commitments carried out by Mott MacDonald in the light of the Council's commitment to housing and economic growth within the city. It develops a set of policies to support this growth.

'Getting Around Bath' sets out an agreed long term vision for transport which needs broad and enduring agreement. It will cover the period up to 2029 to reflect the period for the Council's agreed Draft Core Strategy. It will support the preparation of the Council's Placemaking Plan and the Master Plan for the Bath City Riverside Enterprise Area.

The aim of the Strategy is to support this growth agenda and also improve the environment within the city itself, both of which can be damaged by the impact of traffic and congestion. The longevity of the Strategy is key to providing a consistent vision for the city and to accommodate the ambitious housing and employment aspirations.

The Strategy builds upon existing initiatives, including those delivered through the Bath Transport Package (such as the expanded Park and Ride Sites and Variable Message Signs), the EU funded Civitas Renaissance programme (such as the Urban Freight Consolidation Project and Better Bus Area funding), whilst also recognising the importance of Network Rail's electrification programme for the Great Western Main Line.

Following a period of consultation, broad agreement has been reached on the following vision:

"Bath will enhance its unique status by adopting measures that promote sustainable transport and reduce the intrusion of vehicles, particularly in the historic core. This will enable more economic activity and growth, while enhancing its special character and environment and improving the quality of life for local people".

The strategy is also driven by the Public Service Board vision which is:

"Bath and North East Somerset will be internationally renowned as a beautifully inventive and entrepreneurial 21st Century place with a strong social purpose and a spirit of wellbeing, where everyone is invited to think big – a 'connected' area ready to create an extraordinary legacy for future generations".

The reduction of the impact of vehicles is vital in this unique UNESCO World Heritage city and will require a combination of measures. These can be summarised as follows:

- A walking/cycling strategy to make Bath the UK's most walkable city;
- Improved accessibility for people with mobility impairments;
- A parking strategy to support the economic growth but at the same time reducing the amount of off-street spaces within the city centre;
- Supporting greater use of public transport to reduce the number of cars entering the city;
- Continue to expand our existing Park & Ride sites where we can to help reduce the demand for parking spaces within the city;

- Better management of Heavy Goods Vehicles within the city;
- Finding a new location for coaches to park once they have dropped visitors off in the city centre.

The Council wishes to particularly thank those who have responded to the engagement process and have helped the Council to develop this key strategy for the City of Bath.

The Council would also wish to acknowledge the work of the Bath Transport Commission chaired by Peter Hendy. The Commission considered the emerging strategy on several occasions giving valuable advice and guidance to help its development.

We need to put the foreword as quotes from Caroline and the Leader and put their photos at the end

We also need to get the endorsement from Peter Hendy in here as well

1. Vision

1.1 Context

Transport is fundamental to the successful economy and wellbeing of the city, its residents and visitors. It also contributes to the unique environment of the city but the volume and impacts of vehicles are undermining the fabric of buildings and air quality. Consequently, the historic core of Bath and key arterial routes are suffering from the intrusion of cars and the quality of life throughout the city is being adversely affected.

The strategy is needed to provide the framework within which individual proposals can be considered and assessed against the objectives. A number of initiatives have been delivered including three Park and Ride sites, an ongoing parking strategy, Local Sustainable Transport Fund measures and using Better Bus Area funding. The strategy will also support delivery of the Core Strategy, enabling growth. It will also build on the policies and measures included in successive Joint Local Transport Plans.

This report outlines the proposed strategy and the evidence that lies behind the proposals is included in a separate report.

1.2 The Vision

There are some strong issues that are shared by the key stakeholders in that they all recognize the importance of transport to the local economy and the wellbeing of the city, its residents and visitors. It is also evident that inappropriate traffic levels are eroding historic buildings and adversely affecting air quality and consequently the quality of life.

In developing a vision, it is important to set it in the context of progress made to date through various initiatives promoted through successive Joint Local Transport Plans and other funding sources. In addition, the emerging Core Strategy reflects the changes in the planning system manifest through the National Planning Policy Framework that supports the principles of sustainable development.

A strategy needs a vision, in effect a statement that outlines the main aims. In this context, the proposed transport vision reflects the wider vision for a healthy, prosperous and unique city:

Bath will enhance its unique status by adopting measures that promote sustainable transport and reduce the intrusion of vehicles, particularly in the historic core.

This will enable more economic activity and growth, while enhancing its special character and environment and improving the quality of life for local people.

1.3 Objectives

There is considerable common ground evident from the documentation available and discussion undertaken. This provides a good starting point for the strategy. There appears to be a shared view on the following which provide the objectives:

- Supporting and enabling economic growth, competitiveness and jobs;
- Improving air quality & health, reducing vehicle carbon emissions
- Promoting sustainable mobility;
- Widening travel choice;
- Widening access to opportunities: jobs/learning/training;
- Safeguarding and enhancing the unique historic environment and World Heritage Site status; and
- Improving the quality of life in the city.

1.4 Coverage

The strategy covers the city of Bath and its immediate environs (but not the whole of the Bath and North East Somerset administrative area). For the purposes of this strategy, the central part of the city is regarded as being the area from The Circus (north) to the river (south) and from Charlotte Street (west) to London Street (east).

Parking in particular is a key issue and progressive reductions in the supply of public on- and off-street parking to support a shift to the provision of long stay parking at Park and Ride sites have been implemented in recent years. This policy needs to be strengthened and extended to create more long stay capacity at the periphery, in tandem with further constraints on parking in the central area. Some reductions in capacity will occur as a result of flood alleviation but parking policy is an essential element of delivering the Enterprise Area. The consequences are better air quality, less vehicle intrusion (noise and street impacts), maintaining the built environment, better visitor experiences, accessibility for people with mobility impairments and a healthy economy.

2. Engagement

2.1 Key Findings

Following the publication of the Draft Transport Strategy for Bath, consultation was undertaken with members of the public and stakeholders to explore opinions of the proposals set out within the document.

A total of 208 responses were received to the consultation questionnaire, with 156 online and 52 paper based submissions. From these responses, the consultation report produced by Mott MacDonald, identified the following Key findings:

The Strategy

Over two thirds of respondents agreed with the vision for Bath underpinning the Draft Transport Strategy (67%)

There was strong support for increasing sustainable transport options within the city of Bath, including walking (93%), train (91%), bus (89%) and cycling (81%).

Reducing Congestion in Bath

Over three quarters of respondents (77%) agreed with the development of a Park/Rail and Ride facility to the east of Bath, with a view to reducing congestion in the city.

Reducing the Impact of Heavy Traffic

Over three quarters of respondents (76%) also felt that the development of a new road linking the A4(Batheaston Bypass) with the A36 would be a good way of reducing through-traffic within Bath.

The majority of respondents (86%) felt that preventing HGVs from entering the city centre during peak hours, and the use of a Freight Consolidation Centre with electric vehicles, was a good idea.

Over 80% of respondents (83%) also indicated that they would support the redirection of vehicles from London Road and Cleveland Bridge in order to address issues of congestion on these key through-routes within the city.

Simplifying Road Layouts

Almost two thirds of respondents (65%) felt that the removal of selected one-way road layouts within the city was a good idea in order to simplify road layouts and reduce the impact of traffic on nearby buildings.

Rail Travel

There was significant support for improvements to rail services including cheaper fares (91%), more frequent services (90%) and better trains (89%).

The majority of respondents (83%) also agreed that proposed developments in Bath, particularly surrounding Oldfield Park Station, and consequent enhanced service provision would make travelling from this station more attractive to potential rail users.

Parking

Around three quarters of respondents (74%) agreed with plans to increase Park and Ride facilities in Bath.

Walking and Cycling

The implementation of pedestrian schemes, in line with the strategy's objective to make Bath the UK's 'most walkable city', was supported by the majority of respondents (85%).

Three quarters of respondents (75%) supported the prioritisation of cycling along the river corridor, with radial routes into the city centre.

Tackling Air Quality

Around three quarters of respondents (74%) supported proposals to increase facilities for electric vehicles within the city.

Buses

Around three fifths of respondents (58%) thought that increasing the number of bus lanes within Bath was a good idea.

Coaches

Around 80% of respondents supported proposals to find new locations for coaches to drop off visitors before parking elsewhere (81%) and to expand park and ride sites to include coach waiting areas (78%).

Just less than half of respondents (47%) agreed with the proposal to develop a new site within close proximity to the city centre where coaches could park.

3. Adopting a Structured Approach

3.1 Key Issues

A number of key issues have been identified; these have complex inter-relationships but some common strands have been used as the basis for a transport strategy that will enhance the city and maintaining its attractiveness whilst supporting economic growth. Each of the key strands is set out below together with an indication of the data sources. A large amount of data has been compiled as part of the process of developing the Strategy and this has been used as supporting evidence.

Bath has all the pre-conditions to be an exemplar sustainable transport city with strong public transport, a cycling culture (taking into account the topographical constraints) and a high proportion of walking trips. This, coupled with the unique built environment and development site potential, presents significant opportunities to transform the city from one where sustainable transport takes a dominant role and where traffic movement is managed more effectively. This does not mean that the Strategy is anti-car but instead rebalances transport options against the economic and environmental needs of the city. Car use will continue to be important and in some cases the only option but containing the number of journeys made by car will benefit everyone in terms of health, environment and local economic activity. A range of measures are proposed which, in combination, will address the objectives of the strategy.

The strategy needs to be durable in that delivering measures will be longer than any single administration and hence it should be supported by all political interests. It is important as it enables the Core Strategy to be delivered and is vital for the Enterprise Area which is likely to take many years to complete.

3.2 Reducing the Impact of Vehicles

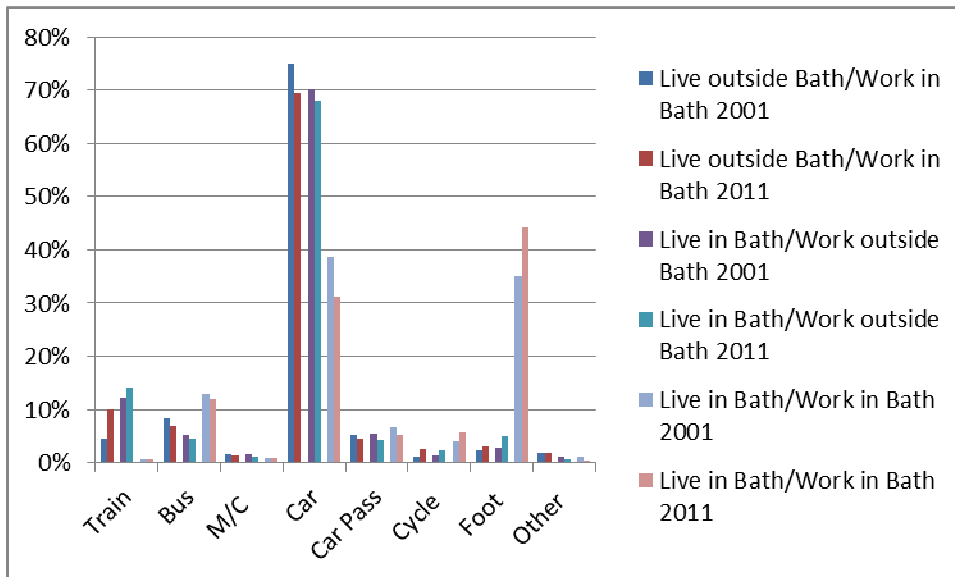
Bath has a unique city centre environment of World Heritage status. This attracts substantial numbers of visitors but has many constraints. These constraints are accentuated by too many cars in the central area. A key strand of the Strategy is to reduce the impact of vehicle movements through a combination of measures including better traffic management, comprehensive parking controls, expansion of park and ride and enabling people to walk, cycle and use trains and buses. All these contribute to reducing in car journeys and addressing the problems manifest in the Air Quality Management Area.

Parking in particular is a key issue and progressive reductions in the supply of public on- and off-street parking to support a shift to the provision of long stay parking at Park and Ride sites have been implemented in recent years. This policy needs to be strengthened and extended to create more long stay capacity at the periphery, in tandem with further constraints on parking in the central area. Some reductions in capacity will occur as a result of flood alleviation but parking policy is an essential element of delivering the Enterprise Area. The consequences are better air quality, less vehicle intrusion (noise and street impacts), maintaining the built environment, better visitor experiences, accessibility for people with mobility impairments and a healthy economy.

A good starting point is the mode share – how many people move by which means. Some data is available on this from Census journey to work figures and local monitoring as shown in Figure 3.1

Figure 3.1: Mode Share

Figures 2.1 and 2.2.



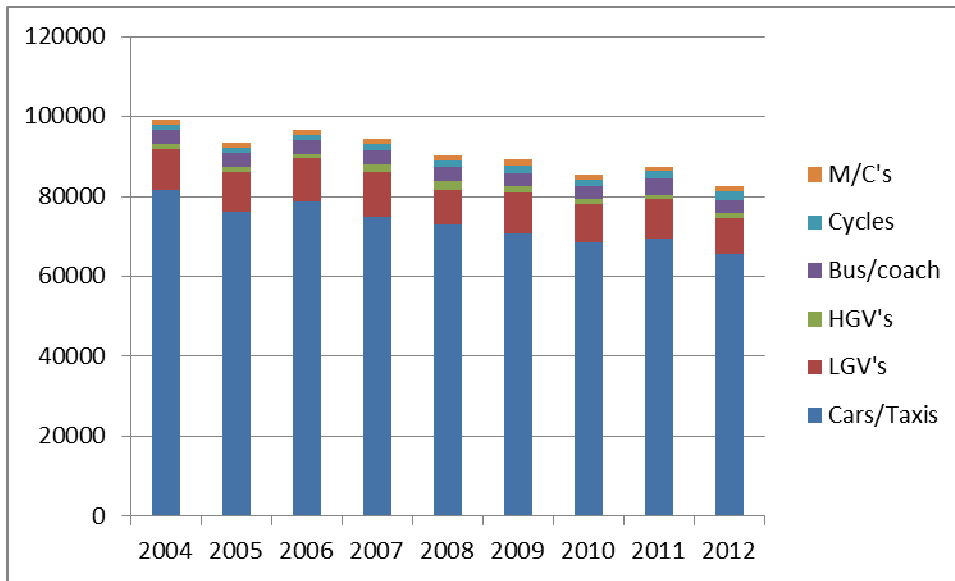
The increasing and high proportion of walking of around 44% for journeys to work by Bath residents working in Bath, shows that walking is a primary means of travel in Bath and indicates the potential to expand and improve walking opportunities further, substituting some short car journeys.



Traffic levels have been declining consistently over a number of years, evidenced by the traffic count data collected at various locations around the city (see Figure 3.2). While some of this may be attributable to the wider economic situation, it demonstrates that traffic reductions occur and provide the opportunity to accommodate additional traffic from development sites if required. Some count data is available to show the composition of traffic, indicating that much of it is cars and that the proportion of heavy vehicles is comparatively low.

Some data on traffic distribution is also available from recent counts, indicating that around 12% of movements in the city centre are through trips i.e. do not have an origin or destination in the centre.

Figure 3.2: inner Cordon Daily 12hr Traffic Flows 2004 to 2013



Source B&NES count data

Minimising the volume of vehicle movements entering the city centre will contribute to improved air quality (and therefore health) as well as reducing congestion. It will also address the intrusion of traffic in the historic setting – noise, visual intrusion and severance (particularly affecting people with mobility impairments) – all of which contribute to the visitor experience and economic vitality.

Air quality is important for health with particular impacts on respiration-related illnesses. Much of this can be attributed to vehicle emissions but also emissions from rail rolling stock and other sources. A number of locations in the city currently exceed legal nitrogen dioxide levels as shown below. Particulates and other pollutants also affect the Bath stone used for much of the city's built environment.

An Air Quality Management Area has been declared for the city centre and its approaches, reflecting the effect that road traffic has on the built and natural environment and the health of people in the city. Slow moving traffic is a particular concern while reducing the levels of traffic would help improve the problem. Air quality data is collected continuously but relating changes to traffic conditions is difficult. However, monitoring is important in relation to the AQMA, even if the designation is removed through changes in the legislative requirements, to understand how addressing transport issues can help improve community health and help preserve the fabric of the city.

The results of Nitrogen Dioxide monitoring show that in 2013 the annual average objective was exceeded at the following locations in Bath:

- Argyle Terrace
- Bathwick Street
- Beckford Road
- Broad Street
- Charlotte Street
- Cleveland Place West
- Dorchester Street
- Gay Street – Top
- George Street
- High Street/Guildhall
- James Street West
- Lambridge

- Lansdown Crescent
- Little Stanhope
- London Road
- Manvers Street
- Morley Terrace
- Newbridge Hill
- Newbridge Road
- Paragon

- St James' Parade
- Upper Bristol Road
- Victoria Buildings
- Walcot Terrace
- Wells Road
- Wells Road/Upper Oldfield Park
- Widcombe High Street
- Windsor Bridge Road

Overarching Policy GABP1: That a strong emphasis should be given to reducing the impact of vehicles by supporting trips that are made by means other than car, particularly walking and cycling with more people using improved bus and rail networks.

3.3 Walking – a Walking-Friendly City

Walking is central to the Strategy. Many people choose to walk because it is relatively direct and quick and the city's layout is conducive to good walking experiences. However, the infrastructure needs to be improved – better footways, crossings, public spaces and higher priority than at present. The scope for daytime pedestrian priority can be considered, enabling vehicle access at other times.

Walking journeys are reliable in that they have predictable journey times, promote healthier living, reduce traffic levels (many car journeys are short enough for walking to substitute) and promote social interaction and vibrant communities.

Adopting a strategy based around walking is entirely appropriate for a constrained, historic city. Promoting Bath as a highly walkable city is a radical move, delivering walking as a priority with appropriate levels of investment in infrastructure to improve the walking experience. This can include better street lighting, surfacing, road crossings, seating, signing, etc. Enabling more people to walk more often also involves an element of information to identify suitable and safe routes and to understand the options available. The health benefits are likely to be considerable both directly to individuals and also collectively, contributing to fewer car journeys and better air quality.

The Public Realm and Movement Strategy provided a helpful framework for improving the walking experience in the city centre and highlighting the importance of streets and spaces. These principles could be extended to the whole city, focusing on core walking routes and overcoming conflicts with vehicle movements, identifying pleasant and safe routes.

Accessibility for people with mobility impairments (walking difficulties, visual and hearing impediments) should feature when walking routes are considered. Improvements should include level surfacing, dropped kerbs at junctions, careful consideration of street furniture,



effective lighting and clear crossing arrangements.

Shared use of space by walking and cycling should be encouraged. This is necessary in some locations due to the limited space available but creates a good ambiance with minimal signing and road markings. There is no evidence to suggest that sharing space generates accidents and cycle speeds will be low where pedestrian levels are high. Best practice from Europe supports shared use applications.

Walking routes are often rendered difficult by one or more specific locations, such as a road crossing, unlit route or poor surfacing. Many people do not realise that journey times can be

short and routes are attractive when compared with other options. Evidence has been obtained from the Public Realm and Movement Strategy, discussions with stakeholders and on-street observations.

An improved walking network will decrease the number of pedestrian casualties recorded and support a shift towards walking from motorised modes.

To achieve a walking-friendly city, the strategy will:

- Enable walking to the centre and within the city;
- Define the walking network – utility and leisure routes
 - Effective maintenance;
 - New infrastructure: crossings, shared space, lighting;
 - Contribute to health and accessibility;
- Engender a cultural shift to walk as the first choice for many journeys.

Walking

Policy GABP2: That walking be given highest priority in the strategy. It creates a healthier population, an ambience to the historic core of the city and reduces the number of local car journeys. Bath should be an exemplar walking city demonstrating commitment to sustainable transport at a European level.

Action GABA1: Review pedestrian network and in particular the quality of the routes

Action GABA2: Develop a programme for environmental improvements in the city centre

Action GABA3: Continue to follow the principles of the Public Realm and Movement Strategy to guide improvements for individual streets.

3.4 Access for People with Mobility Impairments

A significant proportion of people have some form of mobility impairment, either some form of infirmity, visual or hearing problems and others, such as those with shopping or pre-school children, may encounter difficulties walking around the city or using other transport such as buses. Improved engagement with organisations representing these groups will be important.

Potential measures will include:

- Undertaking an access audit on key walking routes;
- Reducing street clutter



Inclusion and access for all

Policy GABP3: That consideration for the needs of people with mobility impairments is regarded as a core element of the strategy and the measures included within it.

Action GABA4: The needs of disabled people will be proactively considered whenever policy decisions are taken

Action GABA5: Establish an expert panel on disability issues to guide policy decisions

Action GABA6: Commission an access and inclusion audit of the city centre to recommend reasonable adjustments to our plans for movement including transport in the city

3.5 Traffic Management and Improving Air Quality

Traffic management does not necessarily imply more engineering. Making traffic flow more easily may involve new approaches with fewer junction controls and a subtle approach that suits the settings. However, managing traffic is also linked with where people want to go for which parking is a key determinant. Hence rearranging the supply of parking will influence the decision to drive. Additional parking in the core of the city is not really an option because space is scarce and more traffic would be undesirable. Instead, parking within walking distance of all the main destinations should be available. The Council have shown that a comprehensive approach to parking is effective and forms a sound approach for future measures.

Many of these measures, as with others in the Strategy should have a positive impact on Air Quality which continues to be one of the most serious issues facing the city. We will continue to lobby the Government to give us the appropriate powers to address this problem.

Measures to restrict traffic, such as that using Pulteney Bridge, can be highly effective. Such measures need to be considered in the wider context to understand the implications for other parts of the city. Accordingly, a Traffic Management Plan for the city centre is proposed that will provide the context for management measures and to co-ordinate individual initiatives. The Plan will set out co-ordinated measures including traffic signal control, parking management through signing and the parking policy of reducing the supply of central area spaces, accommodating walking and cycling more conspicuously and other measures to improve traffic flow while deterring vehicle movements for which an alternative is available.

Through traffic is perceived to be a problem. This includes traffic with both an origin and destination outside the city which has no purpose in Bath and should use other routes. There is also an element of internal through traffic i.e. vehicle movements that start on one side of the city and finish on another and so use the city centre, estimated to account for 12% of all city centre traffic. These journeys contribute to congestion and some could be made by other means.

For streets to function effectively, enforcement of regulations needs to be effective. This includes loading and parking controls and ensuring that Blue Badge holders can access designated parking spaces.



Technology can be deployed to direct motorists to parking spaces (extending the existing variable message signing), to manage traffic signals in a coordinated way and to inform transport users about current conditions on trains, buses and roads. Managing information can be a useful tool, particularly when there are events such as sports fixtures.

Car sharing can be initiated through workplace travel plans. This reduces the number of vehicle movements, reduces pressures on parking and reduces travel costs for individuals.

Traffic delays occur where demand exceeds the road space available and is often associated with motorists seeking parking spaces, an obstruction or similar incidents. Some detailed junction analyses have been undertaken which show the delays incurred to traffic and other road users, particularly pedestrians. Improving options to avoid driving into the central area will help to reduce traffic levels.

In the longer term additional road links could be considered to overcome the limited options presented by the current road network. . A comprehensive approach to traffic management will help make journeys more reliable, evidenced through traffic speed data and user satisfaction surveys.

Measures will include:

- Development of a city centre traffic management plan;
- Setting principles
 - Removing gyratories ;
 - Removing traffic signals where possible;
 - Creating shared spaces ;
- Addressing strategic and local 'through traffic' (around 12% of volume) especially heavy vehicle enforcement; and
- Traffic management related to development sites e.g. Enterprise Area.

Traffic Management and Air Quality

Policy GABP5: Vehicle movement should be better managed to reduce traffic impact and emissions, particularly in the city centre where there is less space available.

Action GABA10: Develop options for a Low Emission Zone to improve air quality in the city and press Government for appropriate enforcement powers to make such a zone effective if implemented.

Action GABA11: Continue to support car clubs and other measures to encourage alternatives to car use particularly in the city centre.

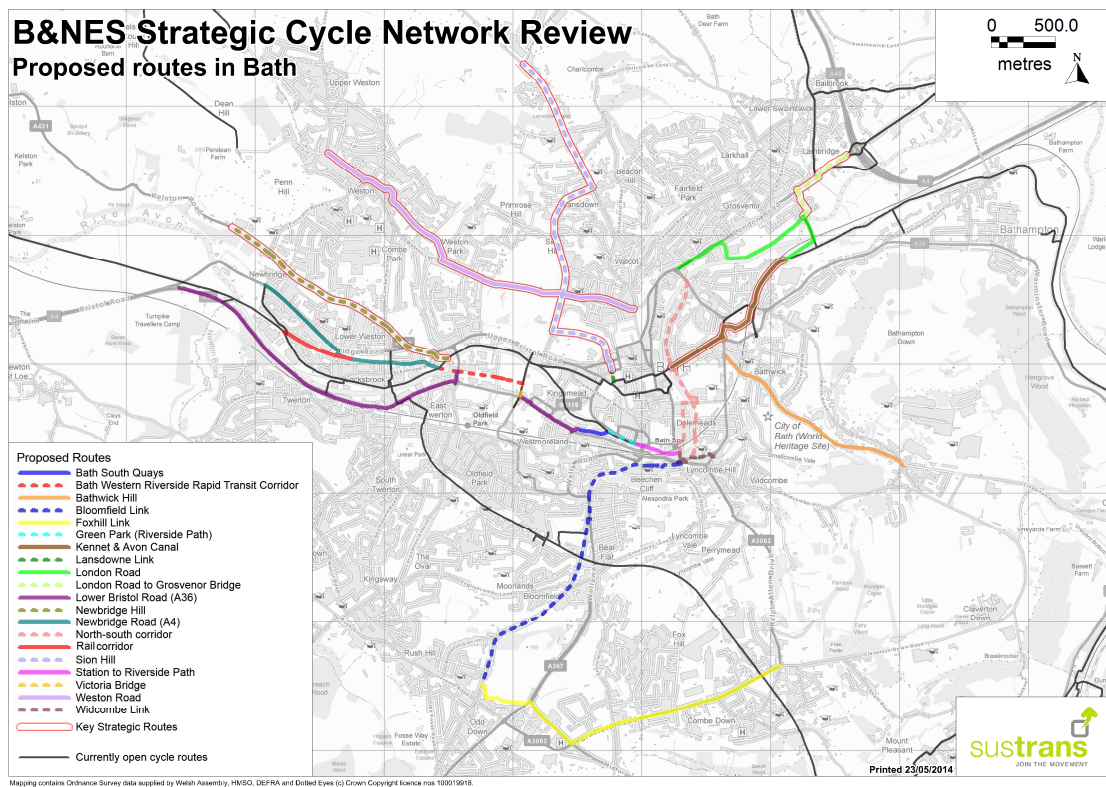
Action GABA12: Develop a programme to remove traffic from the central areas of the City and reduce its impact in other areas e.g. Queen Square, Manvers Street, Dorchester Street.

3.6 Cycling – Building on Potential

Cycling is having a huge resurgence across the country. There is a network of routes around the city which need to be coordinated to form a coherent network, ironing out conflicts with vehicular traffic and attracting new cyclists. The topography of parts of the city is a deterrent to some would-be cyclists but many corridors are more conducive to regular cycling. It is also a healthy means of travel which also contributes to improved air quality if cycling can substitute for car journeys. A riverside route through the Enterprise Area would be very suitable for cycling.

Figure 3.3 below shows cycle routes identified by Sustrans that should be considered as priorities for improvement, to complement the existing routes and those being implemented, to create a basic network of high quality routes. This work will need to be reviewed as individual proposals are brought forward and subject to consultation.

Figure 3.3 Proposed Cycle Routes



Measures to increase the number of cycling trips and to improve quality of the cycling experience include schemes at specific junctions, designated routes, direction signing, secure cycle parking and training for new or returning cyclists. In addition, the provision of shower facilities at workplaces as travel plan measures will support regular cyclists. The use of cycles to access other modes is becoming increasingly important. Extensive cycle parking is available at Bath Spa station but is less evident at other stations and security is a key issue. Enabling cyclists to use secure parking at bus stops should also be considered; this would extend the journey possibilities for many who do not wish to cycle longer distances or for whom it is impractical to do so.

The number of cyclists is increasing (shown by mode share surveys) but journeys can be very individual. Improvements need to involve route audits where appropriate and local knowledge from users, building on the dialogue that is taking place and developing an extensive network of routes. Further mode share surveys, user satisfaction surveys and casualty records will indicate the effectiveness of the measures proposed.

Specific measures will include:

- Linking together existing and planned cycle schemes to give a basic network of high quality routes in the short term e.g. A new bridge at linking North and South Quays, and a reopened pedestrian/cycle bridge at Roseberry Place to link Bristol to Bath and Two Tunnels National Cycle Routes
- Develop the network in the medium to long term, taking into account the recent review undertaken by Sustrans;
- Overcoming problem locations e.g. junctions where cyclists are vulnerable;
- Reducing traffic levels on certain routes to create an environment that is conducive to cycling;

Cycling

Policy GABP4: That cycling be promoted through better cycling routes with appropriate infrastructure where needed, building a cycling culture for people of all abilities.

Action GABA7: Build on the recent Sustrans review of cycling routes and develop a programme to enhance the network.

Action GABA8: Develop segregated cycle routes where possible, particularly along the river corridor where a safe and welcoming riverside walk would complement the Skyline Walk

Action GABA9: Develop opportunities to enhance the existing walking and cycling network e.g. A new bridge linking North and South Quays (through developer contributions), and a reopened pedestrian/cycle bridge at Roseberry Place (through planning the redeveloped site) to link the Bristol to Bath and Two Tunnels National Cycle Routes.

3.7 Development Requirements – Promoting Sustainable Development

A number of development options are being presented. The emerging Core Strategy is identifying the **locations where development can take place, refining this through the Placemaking Plan to specific sites**. These can be designed to add to the economic success of the city and reflect its heritage. Inevitably, there are concerns that new development will generate more traffic but this is not necessarily the case; other means of travel are available, travel demand can change and some journeys will involve relocation. New activities can be the stimulus for better transport, particularly if they make buses more viable and add to the walking and cycling options.



The Enterprise Area (EA) is a major opportunity to develop sustainable transport by design, linked to the city by walking routes, cycling routes and bus links and containing the demand for travel by car. This is likely to focus on walking as the prime means of access to employment at the city centre parts of the area, supported by new river bridges. Bus access will also be needed along the east-west axis (possibly linking to parking at the periphery) and a network of cycle routes will help people to make journeys. Containment within the site or within the city, enabling people to live and work within one community, will reduce the demand for longer distance travel, particularly by car, although this will depend on the type of jobs available. Transport is a fundamental consideration in the delivery of the Economic Strategy. Without coherent and attractive transport links, Bath will not be an attractive location for development. Striking a balance between car use and other access will influence the design of developments and there is a strong case for proposing high quality mixed development with a strong emphasis on access by walking, rail, bus and cycling. This would be appropriate in the Bath context and offer office, retail and residential accommodation that is different in quality and experience from locations elsewhere.

The process of master planning for the EA is at its early stages but discussions have taken place regarding its likely form and content. Evidence from previous Transport Assessments is helpful and further technical analysis will help to define the development in terms of the number of trips that it is expected to generate, their distribution and the modes of transport that could be expected to provide access. Evidence will be obtained from traffic flows, surveys of the number of pedestrians, cyclists and bus users and the extent to which travel plans have been effective. The planned EA includes a variety of land uses including office, retail and residential. It is expected that the office component will be at the eastern end of the site nearest the city centre, enabling many journeys to be made by walking or cycling to the

centre and Bath Spa rail station, adding to the walking network and becoming part of an extended central area.

As other development takes place along the river, notably housing, the creation of riverside walking and cycling opportunities and new crossings of the river will create new connectivity. A new bus service will connect those parts of the EA furthest from the centre. Developing the office and employment activities initially would help establish the area as part of the city centre and hence its timing is closely related to that of Park and Ride expansion. Determining the wider parking strategy with the creation of additional Park and Ride spaces is an essential requirement for the EA. Developing housing progressively within the EA will allow travel patterns to develop incrementally.

Specific measures will include:

- Ensuring that development sites have sustainable transport options through design, planning conditions such as travel plans and limited car parking;
- Designing for sustainable transport in the Enterprise Area: strong and attractive walking and cycle routes to the city centre and Bath Spa and Oldfield Park stations, secure cycle parking, good links to bus services;
- Integrating new sites within the city by incorporating routes that link to established routes and destinations;
- Proportionate and complementary parking provision in new developments: link to off-site P&R capacity; and
- Developing appropriate parking standards.

Enterprise Area

Policy GABP6: The Enterprise Area is developed as part of an integrated approach with strong sustainable transport links to the city centre and rail stations. The development will focus initially on office and related development at the eastern end of the site and have limited car parking. Subsequent housing development will also focus on accessibility by non-car modes.

Action GABA13: The Master Plan for the Enterprise Area will develop proposals for a network of walking and cycling links from surrounding communities into the city centre.

Action GABA14: Access to Bath Spa and Oldfield Park Station will be reviewed and improved to maximise the use of these facilities by those working and living in the Enterprise area.

Action GABA15: Effective travel plans will be developed to deliver reduced traffic from the enterprise area and this will be a key feature of the Master Plan. This approach will be followed when considering other developments within the city.

Action GABP16: Traffic generated by developments in the Enterprise Area will be managed by effective parking standards to minimise the impact of traffic on the network

3.8 Car Parking – Managing Supply

Parking is a key determinant of journeys and can be managed accordingly. It is proposed to continue the progress made in Bath to relocate long stay parking at Park and Ride sites, thus reducing vehicle movements into the constrained city centre. This underlies the efforts to reduce the impact of traffic and, while Park and Ride alone will not provide the solution, it is a valuable component of the wider strategy. It enables long stay spaces to be relocated at the periphery which creates options for the central area – converting long stay to short stay spaces or reducing capacity in favour of other land uses while reducing traffic levels. This works in favour of economic activity and is a more efficient use of scarce space in the centre, presenting opportunities to improve the walking environment. The overall supply of parking can be maintained with increases in Park and Ride capacity offsetting reductions elsewhere.

A large number of parking spaces have been taken away or relocated from the city centre over the years, with complementary expansion of the Park & Ride sites. This includes over 3,000 long stay on-street spaces as part of the residents parking schemes introduced in 2000/2001 and the 320 spaces at Royal Victoria Park no longer being available for free all-day parking (introduced in 2013).

This has not been detrimental to the local economy and has helped to reduce traffic levels and shows that parking resources can be managed more effectively. It will be desirable to withdraw more off-street spaces over time in tandem with expansion of the Park and Ride offer. The closure of Avon Street car park will mean that over 600 spaces are displaced, whilst the reduction in the city centre could be higher if other car park sites are developed as part of the Enterprise Area.

The increase in parking demand in the future has been estimated based on the predicted number of additional jobs and houses that will be created in the city. The calculation of demand is outlined in Table 3.1 which is based on estimating the increase in car commuting trips into the centre.

Table 3.1: Estimated Increase in Commuter Parking Demand

	Bath Residents		External trips	Total
	Centre	Outer Area		
New housing	3,000	4,000		7,000
Employees per dwelling	0.9	1.03		
Residents who work in centre	69%	32%		
New employees in centre	1,863	1,318	3,819	7,000
Car mode share to centre	12.4%	24.6%	63.8%	
New car trips to centre	231	324	2,436	2,992
Travel to work on average day	80%	80%	80%	
Parking demand	185	259	1,949	2,393

Allowance has also been made for an increase in non-commuting parking demand in the future (retail, tourist and visitor trips). Car park surveys in 2009 showed that around 13% of vehicles using city centre car parks and 43% using Park and Ride were commuters. By

applying these figures to the total transactions for each type of car park, an estimation of the number of spaces occupied by commuters was made as shown in Table 3.2 (based on interview surveys and assuming that all commuters would be parked at the time of peak occupancy).

Table 3.2: Existing Peak Weekday Occupancy (November 2011)

Location	Total Users	Spaces used by Commuters	Spaces used by Non-Commuters	Total Spaces used
City Centre	3,380	439	1,346	1,785
Park & Ride	2,496	1,073	643	1,716
Total	5,876	1,513	1,988	3,501

If a 10% increase in non-commuting demand is allowed for, this results in the demand for an additional 199 spaces, giving a total expected increase of 2,592 spaces.

However, it is expected that increased use of non-car modes, will reduce the overall parking demand in the future. Allowing for a 10% reduction in the additional future demand (259 spaces) and 10% reduction in existing commuting demand (151 spaces) gives an estimated net increase in demand of 2,182 spaces.

From the November 2011 parking surveys, the maximum occupancy was higher on Saturday than on weekdays, with a total of 3,998 spaces occupied (in the centre and at Park & Ride) representing 87% of the available capacity. By comparison, the maximum weekday occupancy was 3,482 spaces. If it is considered that the figure for Saturday represents the effective capacity of the car parks, there is spare capacity of 516 spaces on a weekday (when car parks operate at over 85% of capacity, congestion starts to occur due to vehicles searching for a space).

Since 2011, increased capacity has or will be provided by expansion of the existing Park & Ride sites:

- 390 spaces at Lansdown (completed February 2013);
- 230 spaces at Odd Down (completed November 2012);
- 248 spaces at Newbridge (planning permission received November 2013);
- 868 additional spaces in total.

However, as part of the planned redevelopment of sites for the Enterprise Area some city centre parking spaces may be displaced. Their replacement in the city centre will need to be considered within the strategy as a whole.

With the possible reduction in city centre parking capacity, greater use of Park & Ride will need to be made and encouraged, particularly for those staying three hours or more. However, good provision for shorter stays should remain in the city centre, whilst aiming to reduce traffic levels in the centre itself. All car trips into the city centre requiring parking could then be directed to the nearest car park on the edge of the centre, based on their incoming route:

- Southgate for trips from the south and east;
- Podium for trips from the north; and

- Charlotte Street for trips from the west.

With the above system, the need for traffic to pass through and circulate around the city centre should be reduced.

It may also be desirable to support 'informal' Park and Ride where car users can park at peripheral locations and use existing bus services to complete their journeys. This could be developed through workplace travel plans to inform people about the options, working with the owners of potential car parks such as pubs or supermarkets where spaces may be available during the day and gaining the support of bus operators.

Other parking issues include enforcement of regulations, a necessity to avoid obstruction of streets and to ensure that spaces are available to as many users as possible. Residents' parking schemes also form part of the picture.

Car park user surveys have been used to provide origin information and also show qualitative aspects of the parking offer. These have covered both central area car parks and Park and Ride and indicate the origins of users and their views on the parking offer. This baseline data can be compared with future survey data to assess the impacts of the parking strategy, particularly in terms of user satisfaction.

Off Street Parking

Policy GABP7: Car parking is a central feature of the strategy, enabling other components to take effect. The policy of reducing central area public parking and expanding long stay capacity at Park and Ride sites should continue, enabling greater emphasis to be given to walking, cycling and bus services in the historic core and on key corridors. Reduction of city centre parking will not take place until alternatives are in place.

Action GABA17: Undertake a further analysis of parking requirements to ensure that the proposal to retain 500 public parking spaces within the Enterprise Area is sufficient to maintain the vitality of the City Centre economy and to encourage modal shift.

3.9 Park and Ride – Providing Long Stay Parking Capacity

Park and Ride is well-established with three sites in operation for the city. These are popular as evidenced by high levels of use and help to reduce vehicle movements into the city centre. Relocating long stay parking from the centre to park and ride is achievable although there is a revenue implication if Park and Ride is priced at a lower level than central area parking and the supply of the latter declines. A site to the east would complete the picture, allowing people to choose not to drive into the centre and thus contribute to a better city environment. Data shows that many trips originate from the east and that some motorists choose to use the Park and Ride facilities at Odd Down and Lansdown in the absence of a facility to the east. A designated site will need to be adopted, enabling bus and/or rail links to serve the city centre. The three existing park and ride sites may need to be expanded further; work has recently commenced on the expansion of the Newbridge facility. There may be scope to reassess journey patterns, for example taking account of the expanded Newbridge provision, orientating some Park and Ride services to the hospital (as the Odd Down P&R buses do) or other destination rather than or in addition to the city centre.



The established Park and Ride sites are well used and often full. Data shows that most users use the site nearest to their approach to the city but that some may divert from Lansdown and Odd Down to a new site to the east if available. Users comprise commuters and visitors/shoppers and collectively account for around 1.2 million vehicle trips every year (to and from the city centre). Evidence has been obtained from surveys of current Park and Ride users including identification of their journey origins. Traffic count data has been used to assess the effects of Park and Ride on radial routes. It is suggested that further work is needed to identify how the additional demand can be accommodated.

Park and Ride

Policy GABP8: Establish the need for increased Park and Ride capacity as part of a wider parking strategy and to undertake a detailed assessment of sites to the East of the City, with an initial bus based facility if needed while a railway site is developed.

Action GABA18: Identify need for increased Park and Ride capacity and detailed assessment of sites through the 'Placemaking Plan as part of a wider parking strategy.

3.10 Bus Services – Making Better Use of Services

Bus services in and around the city are numerous and generally of good quality. The new bus station provides a focus for a wide range of services and many buses are accessible to everyone. Improving bus services is about much more than the buses themselves – it is about understanding how, when and why people travel and providing buses to meet those needs. One bus can substitute for many car journeys in the city. Working with bus operators will determine the most appropriate ways to build the market through straightforward ticketing, new information provision and services that meet the needs of local people during the day and into the evenings.

The apparently declining core market for buses is a concern which will need to be addressed given that bus is the most realistic option for many journeys beyond reasonable walking or cycling distance, or for those people who are unable or unwilling to walk or cycle. The Greater Bristol Bus Network is a concerted effort to generate growth in bus use through improved services supported by new infrastructure, the principles of which could be applied to Bath.

A number of initiatives have aimed to improve the quality of bus services in terms of journey reliability and punctuality but problems of unpredictable traffic conditions and high fare levels persist alongside negative perceptions of the bus offer which will need to be overcome if demand is to be stimulated. Measures that can help include the widespread availability of real time service information and journey planning tools. Funding from the Department for Transport's Better Bus Areas scheme is enabling the introduction of measures to help bus movements in the London Road corridor. There are also plans to introduce a bus lane on the A36 Lower Bristol Road on its approach to Windsor Bridge Junction. The recent experimental changes in Dorchester Street are designed to ensure that buses are not delayed entering and exiting the Bus Station. The widespread adoption of smartcard and other forms of easy payment will help show how bus travel can be made more attractive and also provides valuable data for operators about users' travel habits.



The number of bus users has remained relatively constant in recent years – based on data for the number of users – but the number of concessionary users has increased. This indicates that the number of regular fare-paying users has declined, despite the improvements to services and infrastructure introduced through the Bath Transport Package.

Specific measures will include:

- Bus network improvements including infrastructure e.g. evening services;
- Better multi-media service information (joint initiative between operators, the Council and users);
- Smart ticketing, as being introduced currently and mobile phone ticketing;
- Revised fares structures, especially for inter-urban services; and
- Scope for additional priority measures e.g. at junctions.

Bus Network

Policy GABP9: Improved bus services, with ticketing and other improvements and measures to improve reliability, will provide alternative travel options to car use, promoted through travel plans and comprehensive marketing.

Action GABA19: Prioritise funds to improve the reliability of bus travel and continue to engage with bus companies.

Action GABA20: Build on the improvements implemented by the Bath Transport package and support Real Time Information, Smartcard and review of bus routes to develop enhanced and more frequent services with the aim of an ½ hourly service on cross city routes.

Action GABA21: Provide new dedicated facilities for buses when developments allow e.g. from Bath Riverside adjoining Green Park Station into the city centre.

Action GABA22: Encourage bus operators to adopt Euro 6 standard engines and take opportunities to run electric or hybrid buses.

3.11 Travel Plans

Travel plans can contribute to people understanding their travel options and moving towards sustainable modes. Workplace travel plans for major education and workplaces including those in the Enterprise Area will need to identify sustainable transport options. This may include better travel information to widen choice, changing the opening times of shops, offices and businesses to help spread peak demand and measures to enable the uptake of public transport use.

The impact of travel plans can be demonstrated by lasting changes in travel behaviour, supporting sustainable travel choices and reducing peak time car travel. Information has been obtained regarding existing travel plans and experience from other parts of the country indicates how travel plan initiatives can be successful in reducing car dependency. For example, the University of Bath's travel plans show a reduction of 7.5% in staff sole occupant car trips in two years.

Specific measures will include promoting travel plans through a travel forum:

- Workplaces;
- Education establishments;
- Healthcare and Royal United Hospital catchment issues;
- Rail stations/neighbourhoods.
- Provide additional secure cycle parking at workplaces, leisure facilities, rail stations, city centre locations; and
- Workplace shower facilities; and an inclusive training programme

Travel Plans

Policy GABP10: Travel plans will be promoted for all main activities in the city to support a move from car use to other means of travel and will be built into the planning process;

Action GABA23 Existing plans will be refreshed for workplaces, universities and other education establishments;

Action GABA24: Travel need for healthcare, particularly the Royal United Hospital will be considered;

Action GABA25: Travel plans will be developed working with transport providers: train and bus operators, cycle shops, etc.

Action GABA26: Support implementation of school travel plans to reduce impact of 'school run'

Action GABA27: Continue to develop and promote its own travel plan to be one of the best in the district.

3.12 Taxis and River Taxis

Hackney Carriage and Private Hire vehicles are a vital part of the available public transport network. They provide an immediate and flexible option for all users and are particularly important in providing a service that is not covered by conventional bus or rail services. Hackney Carriage and Private Hire vehicles can and do assist the rail and bus networks by acting as feeder services and by providing a fall back service in the event of rail or network issues, thereby providing a vital link in the chain of available public transport. They provide an essential door to door service, which can be a vital lifeline for people with mobility impairments, or persons who need a flexible transport solution. Hackney Carriages and Private Hire vehicles are also used extensively by the local authority to provide a transport solution for schoolchildren and social care clients.

Licensed vehicles are a valuable asset for tourists and visitors to the local area who are unfamiliar with the location and rely on the specialist knowledge of the local drivers to deliver them to their required destination. They provide an invaluable contribution to the vibrancy of the night time economy of the area and are often the only form of local public transport available in the early hours of the morning. Hackney Carriages and Private Hires' are a key element of the overall public transport framework and as such the Council recognises their value and contributions to transportation throughout the area of Bath & North East Somerset Council. The Council will continue to support the licensed trade by providing Hackney Carriage Stands where demand and space allows and will continue to review the Hackney Carriage fare structure annually. The Council will continue to support Private Hire Operators through the licensing regime to allow businesses to deliver an effective and competitive transportation package.

Taxis and River Taxis

Policy GABP11: Maintain the taxi network as part of the wider range of transport options

Action GABA28: Review the location of taxi ranks within the city to distribute them to more effective locations.

Action GABA29: Encourage low emission vehicles for Taxis and Private Hire Vehicles

3.13 Rail – New Services and Opportunities

Options for train travel are expected to widen as changes are made to rail infrastructure and services. For journeys to Bristol, the Wiltshire towns and beyond, rail will be a more attractive option. Improved access to the local stations will become more important. Consequently existing provision within Bath will need to be reviewed to determine if it can meet potential future need and is accessible.

Given the scope of the rail network, it is possible that improvements outside the area will support more train travel such as the creation of new stations in Wiltshire (including Corsham) or the Bristol area, enabling people to access rail services more easily.

The timing of changes to the rail network is critical in that electrification of the Great Western Main Line from London to Bristol and beyond presents the opportunity for future options to be included, provision for which will not be possible subsequently. Given the high cost of rail infrastructure, plans need to be fully justified and robust. Changes to routes with two trains per hour diverted from Bristol Temple Meads to London Paddington via Bristol Parkway and two per hour via Bath Spa opens up new capacity. In addition, the proposed MetroWest network envisages the upgrading of services across a wide area with more frequent trains between Bath and the Bristol area. Rail and ride opportunities need to be considered as part of this process

Continued co-operation between local authorities will help maximize the benefits of the substantial changes to the rail network. Improved links with the Bristol area will support the growth of Bath while working with Wiltshire Council and train operators will help to improve services between Bath and Bradford on Avon, Trowbridge, Warminster, Chippenham and Westbury.

The number of rail users is at an all-time high and more people can be expected to use the local network when wider journey options become available, such as the West of England Metro for which some information is available. Business cases including demand and revenue forecasts will be needed to justify proposals on the rail network.

Specific measures will include:

- Improved walk/cycle/bus access to Bath Spa and Oldfield Park, including from the Enterprise Area;
- Service improvements and journey opportunities on electrified main line and MetroWest network;
- Increasing capacity of existing trains e.g. Trowbridge line;
- Further work is required to examine the potential for new stations and rail and ride options or improvements to existing stations; and
- Station capacity management e.g. event days.

Rail

Policy GABP12: The growth in rail capacity and the range of services available as part of the Great Western Main Line electrification scheme and the development of MetroWest will support significantly more rail journeys to Bristol. Better services will be promoted to link Bath with the west Wiltshire towns. Access to local stations need to be improved and new stations may be appropriate.

Action GABA30: Continue to support and develop the introduction of MetroWest services.

Action GABA31: Continue to investigate how improvements to the rail network to the east could help with the development of a Park and Rail facility.

Action GABA32: Support extending improved services to Westbury and reopening of Corsham Station

3.14 Coaches – Supporting the Economy

Visitor coaches are a strong contributor to the economy. The Roman Baths is a key destination with over 350,000 visitors arriving by coach each year. The need to close the Avon Street coach park requires both a short term solution and a permanent solution. This also needs to consider options for loading/unloading coaches in the city centre. Orange Grove has been altered to create a high quality public realm and accommodates some bus services including tours hence is no longer available for large numbers of coaches

The Bath Christmas Market attracts visitors in considerable numbers, many of whom arrive by coach; the summer season also sees a rise in the number of coaches visiting the city. Over 80 may arrive in a single day and accommodating this number has been difficult. With the relocation of the coach park, ample space needs to be available to accommodate peak demand or other options will need to be considered such as the suspension of on-street car parking bays in some locations to enable overflow coach parking at certain times.

Many coaches originate in London/South East as shown by survey data and all require access in the city within a short distance of the main attractions. Avon Street coach park has insufficient space for the number of coaches arriving and at least five bays are required in the city centre. Dialogue with visitor attractions indicates that coaches are a major component of their success but that an easily accessible unloading point in the city centre is essential, which is linked to a more remote coach parking facility where coaches will park up after dropping the visitors within a City Centre location.

Specific measures will include:

- Identification of City centre coach set-down/pick-up facilities;
- Identification of replacement coach parking facilities;
- Management of pre-booked arrivals;
- Peak demands for market / festivals / events may need additional capacity.

Coaches

Policy GABP13: Coaches will continue to be promoted as an important means of bringing visitors to the city. The use of Weston Island as an initial alternative to Avon Street Coach Park is supported pending the development of a more permanent solution.

Action GABA33: A replacement coach park should be provided at either Weston Island or Odd Down Park and Ride site.

Action GABA34: Develop an additional site where Coaches can drop off visitors e.g Manvers Street/Avon Street.

Action GABA35: Find an additional coach parking site near to the city centre to complement the use of Weston Island.

Action GABA36: Investigate measures to restrict coaches from driving into the city without contributing to the local economy.

3.15 Freight Movements – Better Management

Freight movements are essential to keep the economy moving. A consolidation centre has been established for city centre retailers which has reduced vehicle movements dramatically but more businesses could be involved which would enable it to operate without subsidy. From the initial involvement of around 30 businesses, several hundred will be needed to make the scheme a commercial proposition. This could be supported through further dialogue with potential users but also an understanding of possible traffic management and enforcement changes such as restrictions on loading and unloading, emissions standards or vehicle size/weight limits. Electric delivery vehicles and cycle delivery of parcels could be promoted for the city centre.



Loading and unloading restrictions are in place but are contentious – businesses cannot always specify delivery times or incur additional costs to meet the on-streets constraints. While many businesses operate with specific delivery arrangements, problems can result from smaller delivery vehicles, notably the expansion in parcels and courier services and also one-off activities such as builders' vehicles which can cause obstructions. These are difficult to manage but a permit scheme limiting access to pre-defined times and locations may be desirable if the problem becomes widespread.

Food and other retail deliveries are becoming more popular as internet access increases. This has generated delivery van activity but not necessarily a reduction in visits to shops as people view potential purchases before the transaction is made from home, particularly for one-off purchases. However, the timing of retail visits may be changing as internet shopping becomes more widespread.

Although overall the number of heavy vehicles is small, their impact can be considerable so enabling the use of smaller vehicles has significant benefits. Evidence has been sought from city centre management, representing retail activities in particular. However, large vehicles such as those on London Road do not wish to negotiate the city's streets unless they have a particular need to be there.

Specific measures will include:

- More cycle deliveries;
- Consolidation centre used for more businesses;
- Possible out-of-hours deliveries;
- P&R retail collection points;
- Working partnership with businesses and operators;

- Press the Highways Agency to take measures to remove heavy lorries from the city and,
- Restricted unloading hours with enforcement.

Heavy Goods Vehicles

Policy GABP14: That freight movements be considered more fully, particularly to promote consolidation of deliveries and reduce the impact of HGV's.

Action GABA37: Work with the Highways Agency, Wiltshire and other authorities to develop proposals and strategies to remove through traffic and HGV's in particular, from Bath.

Action GABA38: Work with businesses and operators to better manage loading and unloading arrangements.

Action GABA39: Continue to support Freight Consolidation Centre and review potential for additional centres.

Action GABA40: Develop 'Leave & Collect' points for shopping, with drop offs at P&R sites.

Action GABA41: Consolidate home delivery services

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3.16 River and Leisure uses

The river is an underused resource within the city. The Enterprise Masterplan will put this resource at the heart of the regeneration of this part of the city. Transport on the river will not deliver particularly quick journeys however its use could enhance visitor experience and provide a new 'offer' for the city. The Transport Strategy will allow the continued development of the River to enhance the city for residents and visitors.

River

Policy GABP15: Allow the continued development of the use of the river for tourism, and leisure uses and other uses e.g. Taxi services.

Action GABA42: To support initiatives to improve access to and use of the river.

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4. Delivering the Strategy

4.1 Priorities and Programme

The Strategy is intended to generate significant changes in travel behaviour and mode share. It also needs to be deliverable. Generating major benefits for the economy, community and environment is achievable in the spirit of the vision and offers the potential to make Bath an exemplar city for sustainable transport.

Walking is a major component of the strategy with widespread benefits and requires an extensive programme of works including signing, lighting, footpath and footway improvements, better lighting and improved crossings. Parking and traffic management measures will require a phased approach while development sites may take many years to complete.

Ideally all proposed measures should be progressed together. However, some proposals are easier to deliver than others and will involve more procedures such as Traffic Regulation Orders or planning consent. Some proposals may have long lead times which require extensive planning. However, some have been given a high rating for priority, reflecting their extent of their expected benefits. Detailed costings are unavailable at this stage but some schemes will have wide coverage even if the component schemes are relatively small; for example, a programme of walking route improvements may involve a large number of small schemes throughout the city.

4.2 Monitoring and Key Performance Indicators

A comprehensive set of base data will need to be collected prior to any measures being put in place in order to allow detailed before and after studies to be undertaken. The impacts of the strategy will need to be measured on a regular basis and assessed for their contribution towards the objectives. A comprehensive series of data will need to be collected on a regular basis that will indicate changes over time, although more specific assessments may be needed in response to particular measures.

Specific KPIs will include:

- Number of vehicles/delays/traffic growth;
- User satisfaction;
- Air quality;
- Increases in walking, cycling and bus and train use;
- Parking demand and distribution; and
- Successful delivery of development sites.

A Delivery Plan has been developed with a five year profile against which continuous improvement can be demonstrated (see Appendix 1). This will be subject to annual review and the complementarity of measures will also be considered.

Biennial Report

Action GABA43: A biennial report should be prepared of actions and projects implemented in the delivery of this strategy.

4.3 Outcomes

Delivering this Strategy will address the defined objectives through improved travel choice to reduce the number of car journeys, hence reducing the impact of traffic and improving air quality. The local economy will be enhanced through easier access on foot and cycle and to improve the visitor experience. Quality of life will be improved with a more attractive city, supporting a culture of sustainable travel enabled by a comprehensive programme of community engagement. This will enable investment and development to take place, building on sustainable travel throughout the city.

All the measures outlined above need to be delivered in combination to address the strategy objectives – there are no individual or simple solutions.

If delivered effectively, it will achieve the following:

Improved travel choices;

- More business opportunities and higher productivity;
- Fewer car journeys, healthier lifestyles;
- Reduced carbon emissions, addressing climate change;
- Better air quality, improved safety and health;
- Sustainable development and delivery of Core Strategy – Placemaking Plan; and
- Improved experience for residents and visitors

The implementation of the measures proposed will influence Bath in a positive way over a number of years – changing the culture of the city to be a leading proponent of walking and sustainable transport is a shift requiring behavioural change. However, the effects could be transformational with a new emphasis on the historic fabric and layout of the city, enabled by a strong walking tradition supported more cycling and better use of trains and buses. The city pre-dates cars but vehicles have gradually come to dominate the streets to the detriment of the environment and the economy. Bath should be Europe’s prime example of a sustainable transport culture.

4.3 Targets and Supporting Indicators

Setting targets requires confidence that the measures planned will be delivered and that they are realistic ambitions. Given the continuing growth in sustainable transport modes, it is reasonable to assume levels of walking, cycling, bus and rail use will increase by 2020. The target for each of these modes is shown in Table 4.1 below.

Table 4.1 Targets

	Target	Comment
Walking	8% Increase by 2020 from 2015 baseline	
Cycling	22% increase by 2020 from 2015 baseline	Using annualised index (B&NES wide)
Bus passengers	2.5 % increase by 2020 from 2015 baseline	Growth in patronage (B&NES wide)
Rail passengers	16% increase by 2020 from 2015 baseline	ORR data for Bath Spa and Oldfield Park Station usage

Table 4.2 sets out our 5 Supporting Indicators. We will measure our performance in improving bus satisfaction and it is also important to monitor our progress on tackling congestion, improving air quality, reducing CO₂ emissions and availability of car parking in city centre and park and ride sites.

Table 4.2: Supporting Indicators

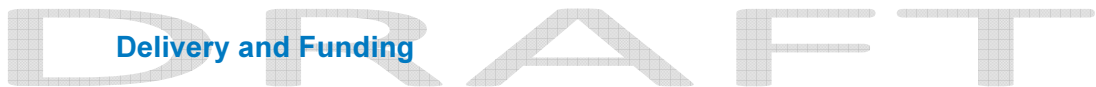
Congestion (B&NES wide)
CO ₂ emissions (B&NES wide)
Air Quality in Bath City Centre AQMA
Bus satisfaction (B&NES Wide)
Traffic reduction crossing Bath central cordon
Availability of parking in Central Area and P&R sites

We will use a traffic light system for monitoring our indicators. Green means performance is improving, amber no change whilst red means performance is slipping. This is a simple but cost effective approach providing direction of travel.

Our indicators and targets will help track how our schemes are doing. Where progress looks to be falling short we will consider what additional prioritisation and/or measures will be appropriate to get it back on track.

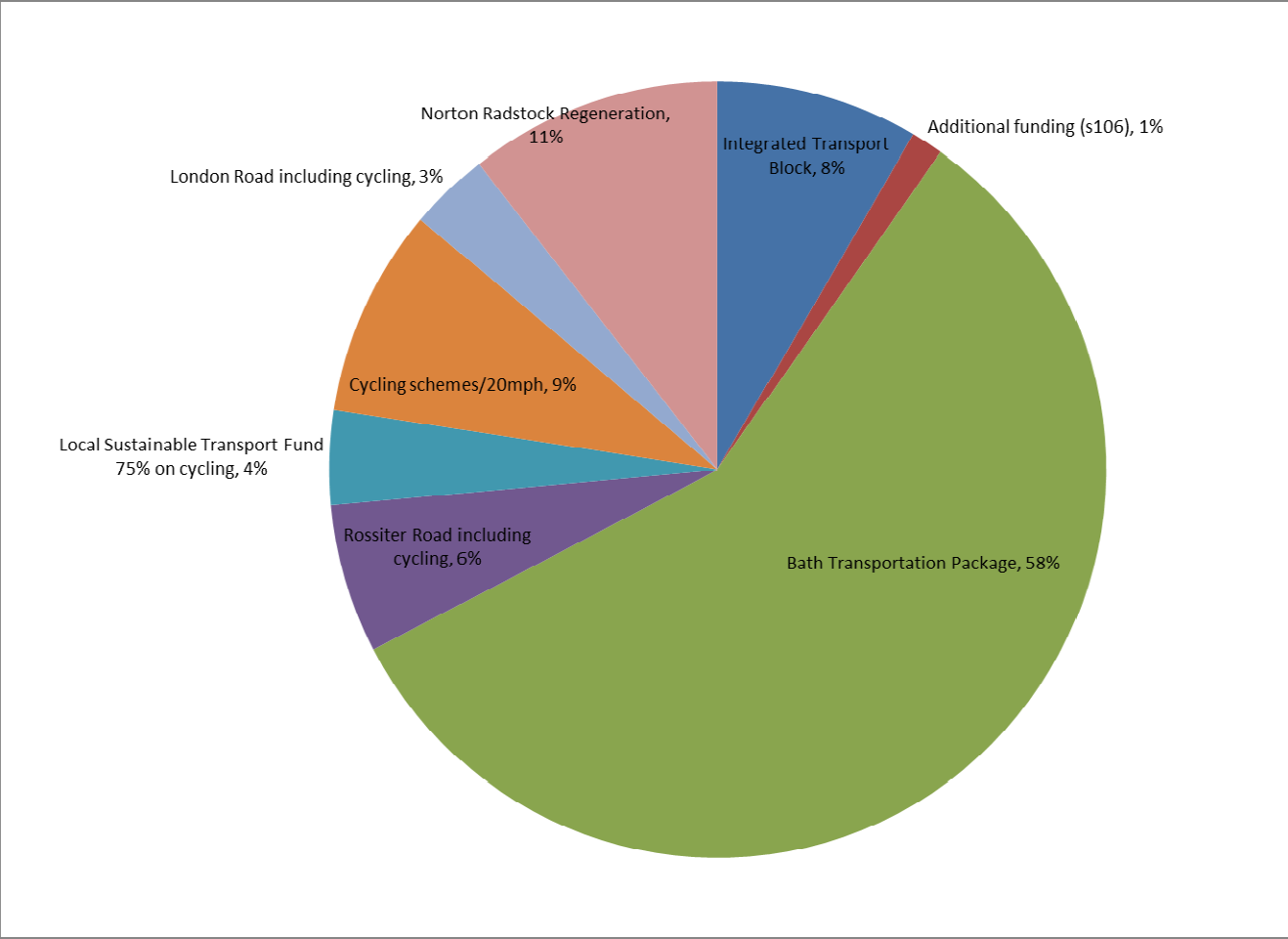
Benchmarking our performance with neighbouring authorities will be undertaken using National Highways and Transport Public Satisfaction Survey data.

4.4 Delivery and Funding



The delivery of the Bath Transport Strategy will be dependent on available resources from Council own budget, private developments through Community Infrastructure Levy, bids to Government and other resources particularly the Local Enterprise Partnership. In addition the planning of the city through the Core Strategy should help delivery many elements of the strategy and area or sites come forward for redevelopment. The Bath City Riverside Enterprise Area Masterplan will be key to delivering many aspects of the Strategy.

The following chart shows, for the current financial year (2014/15), how the Council is spending its budget of £20.2m on transport improvements.





Getting Around Bath: Consultation Findings

A Transport Strategy for Bath

October 2014

Bath and North East Somerset Council



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Executive Summary

Key Findings

Following the publication of the Draft Transport Strategy for Bath, consultation was undertaken with members of the public and stakeholders to explore opinions of the proposals set out within the document.

The key vision underpinning the Draft Transport Strategy for Bath is that:

Bath will enhance its unique status by adopting measures that promote sustainable transport and reduce the intrusion of vehicles, particularly in the historic core.

This will enable more economic activity and growth, while enhancing its special character and environment and improving the quality of life for local people.

A total of 208 responses were received to the consultation questionnaire, with 156 online and 52 paper based submissions. Key findings to emerge within these responses included:

The Strategy

- Two thirds of respondents agreed with the vision for Bath underpinning the Draft Transport Strategy (67%)
- There was strong support for increasing sustainable transport options within the city of Bath, including walking (93%), rail (91%), bus (89%) and cycling (81%)

Reducing Congestion in Bath

- Over three quarters of respondents (77%) agreed with the development of a Park/Rail and Ride facility to the East of Bath, with a view to reducing congestion in the city

Reducing the Impact of Heavy Traffic

- Over three quarters of respondents (76%) also felt that the development of a new road linking the A4 (Batheaston Bypass) with the A36 would be a good way of reducing through-traffic within Bath
- The majority of respondents (86%) felt that preventing HGVs from entering the city centre during peak hours, and the use of a Freight Consolidation Centre with electric vehicles, was a good idea
- Over 80% of respondents (83%) also indicated that they would support the redirection of vehicles from London Road and Cleveland Bridge in order to address issues of congestion on these key through-routes within the city

Simplifying Road Layouts

- Almost two thirds of respondents (65%) felt that the removal of selected one-way road layouts within the city was a good idea in order to simplify road layouts and reduce the impact of traffic on nearby buildings

Rail Travel

- There was significant support for improvements to rail services including cheaper fares (91%), more frequent services (90%) and better trains (89%)
- The majority of respondents (83%) also agreed that proposed developments in Bath, particularly surrounding Oldfield Park Station, and consequent enhanced service provision would make travelling from this station more attractive to potential rail users

Parking

- Around three quarters of respondents (74%) agreed with plans to increase Park and Ride facilities in Bath

Walking and Cycling

- The implementation of pedestrian schemes, in line with the strategy's objective to make Bath the UK's 'most walkable city', was supported by the majority of respondents (85%)
- Three quarters of respondents (75%) supported the prioritisation of cycling along the river corridor, with radial routes into the city centre

Tackling Air Quality

- Around three quarters of respondents (74%) supported proposals to increase facilities for electric vehicles within the city

Buses

- Around three fifths of respondents (58%) thought that increasing the number of bus lanes within Bath was a good idea

Coaches

- Around 80% of respondents supported proposals to find new locations for coaches to drop off visitors before parking elsewhere (81%) and to expand Park and Ride sites to include coach waiting areas (78%)
- Just less than half of respondents (47%) agreed with the proposal to develop a new site within close proximity to the city centre where coaches could park

1 Introduction

Following the development of the Draft Transport Strategy for Bath¹, a consultation exercise was undertaken to gauge public and stakeholder opinions on this document. This consultation was co-ordinated by Bath and North East Somerset (BANES) Council, with Mott MacDonald technical staff on hand to provide information on the proposals set out within the strategy. The findings from the consultation were independently analysed by Mott MacDonald's Public Consultation Team and are presented within the following report.

1.1 Draft Transport Strategy – Vision and Objectives

The Draft Transport Strategy for Bath sets out a long term vision for transport in and around the city of Bath, with proposals set out to improve and address key transport issues facing the city over the next 15 years, up to 2029.

In addition to addressing practical transport issues such as connectivity, accessibility and sustainability, the strategy also links to wider city ambitions of growth and development.

The document recognises the vital role that transport plays for both local residents and visitors, with the latter a fundamental aspect of the local economy. The historic nature of Bath, and the need to preserve this in the interests of both residents and visitors, is also acknowledged and emphasised throughout the strategy document.

Considering these points, the core vision underpinning this Draft Transport Strategy is that:

Bath will enhance its unique status by adopting measures that promote sustainable transport and reduce the intrusion of vehicles, particularly in the historic core.

This will enable more economic activity and growth, while enhancing its special character and environment and improving the quality of life for local people.

In order to achieve this vision, the strategy document has a number of key objectives, including:

- Supporting and enabling economic growth, competitiveness and jobs;
- Promoting sustainable mobility;
- Widening travel choice;
- Widening access to opportunities: jobs/learning/training;
- Improving air quality & health, reducing vehicle carbon emissions;
- Safeguarding and enhancing the unique historic environment and World Heritage Site status; and
- Improving the quality of life in the city.

1.2 Consultation

A consultation exercise was undertaken with local residents and stakeholders in order to evaluate the content of this Draft Transport Strategy document and to ascertain whether the proposals made within this meet the long term needs of the city and surrounding areas. The methods used within this consultation and the key findings to emerge from this are explored within subsequent sections of this report.

¹ Getting Around Bath - Draft Transport Strategy April 2014 -
http://www.bathnes.gov.uk/sites/default/files/siteimages/getting_around_bath_-_vision_and_strategy_launch_document.pdf

1.3 Report Structure

This report is structured as follows:

- **Chapter 2** – Methodology
- **Chapter 3** – Profile of Consultees
- **Chapter 4** – Main Findings
- **Appendix A** – Consultation Questionnaire
- **Appendix B** – Summary of Additional Stakeholder Comments

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2 Methodology

This section of the report outlines the research methods employed within the Draft Transport Strategy consultation exercise.

2.1 Consultation Design

The consultation questionnaire was developed by BANES Council in order to capture public and stakeholder views on the Draft Transport Strategy for Bath. This was administered in both a paper and online format, to enable maximum participation in the consultation process. A copy of this questionnaire is provided in Appendix A.

The consultation was live for around one month from late June to late July 2014.

2.2 Consultation Questionnaire

The consultation questionnaire contained questions relating to the following key areas which are covered within the Draft Transport Strategy and invited respondents to provide their views.

Key topics within the questionnaire included:

- **The Strategy** - The core vision and key objectives underpinning the strategy, particularly sustainability and the increase of walking, cycling and public transport use
- **Reducing Congestion in Bath** - Park/Rail and Ride proposals and potential usage
- **Reducing the Impact of Heavy Traffic** - Link road proposals, changes to HGV access to city centre and vehicle redirection from existing through-routes
- **Simplifying Road Layouts** - Proposals to remove one-way restrictions on selected city roads
- **Rail Travel** - Rail service improvements and impact of local developments on how attractive rail services are to passengers
- **Parking** - Proposals to increase Park and Ride facilities around the city of Bath
- **Walking and Cycling** - Proposals to implement pedestrian schemes, how these schemes should be delivered and the introduction of priority cycling routes along the river corridor with radial routes into the city centre
- **Tackling Air Quality** - Proposals to increase facilities for electric vehicles
- **Buses** - Proposals to increase bus lanes and establishing what would encourage respondents to use bus services more often
- **Coaches** – Proposals to improve existing coach facilities, including the introduction of drop off locations, inclusion of coach waiting areas within Park and Ride sites and introduction of new coach parking facilities near to the city centre
- **Additional Comments** - Any further comments on the proposed strategy
- **Demographics** – Home Postcode Location, Age, Gender, Disability.

Paper copies of the questionnaire were distributed at consultation events and a link to the online survey was available on the Council's website, as well as being printed on consultation materials such as leaflets.

2.3 Consultation Events

A series of events were held in order to engage with the public and stakeholders, to present relevant information relating to proposals and obtain feedback on the Draft Transport Strategy. These events were publicised on the Council’s website, plus through word of mouth amongst stakeholder groups. Details of the full programme of consultation events are outlined in Table 2.1 below:

Table 2.1: Programme of Consultation Events

Event	Date	Venue	Attendance
Stakeholder Workshop	Thursday 26 th June 2014	Bath Royal Literary and Scientific Institute	49
Public Exhibition/ Consultation	Monday 30 th June 2014 - 6pm-9pm	Bath Royal Literary and Scientific Institute	19
Public Exhibition/ Consultation	Friday 11 th July 2014 - 2pm -5pm	Guildhall	57

2.4 Response

A total of 208 responses were received to the consultation questionnaire, comprising 156 online and 52 paper based submissions.

2.5 Data Processing and Analysis

Responses received to both the online and paper based questionnaire were collated and analysed using SPSS, a specialist statistical analysis software.

Open text comments received in response to the consultation questionnaire (Questions 1a, 4, 5a, 6a, 7a, 8a, 11a, 12a, 12b, 13a, 14a, 16, 17a, 17b, 17c, 18) were thematically coded to capture emergent and recurring themes within the data.

2.6 Additional Stakeholder Responses

In addition to the consultation questionnaire, stakeholders were invited to submit any additional comments both during consultation events and via email. A summary of key points contained with the 19 additional comments received can be found within Appendix B of this report.

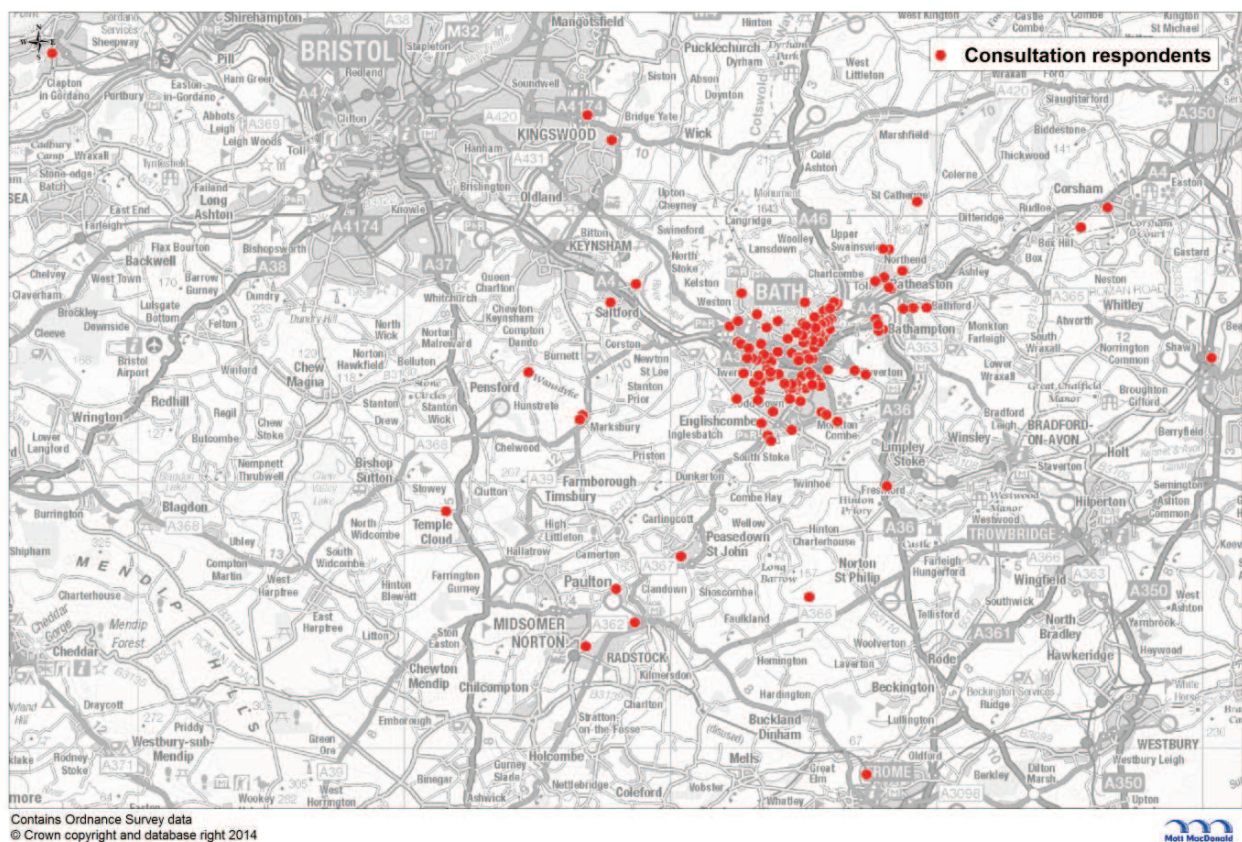
3 Profile of Consultees

The following section of this report outlines the demographic profile of those who completed the consultation questionnaire.

3.1 Location

Figure 3.1 below indicates the home postcodes of respondents:

Figure 3.1: Home Postcode Locations of Respondents



Base: 156 valid addresses (138 unique postcodes)

Most respondents can be seen to be located in and around the city of Bath, with a small number living in surrounding areas such as Kingswood, Frome, Paulton and Midsomer Norton.

3.2 Age

Respondents were asked to indicate which age category they belonged to, as outlined in Table 3.1 below:

Table 3.1: Age

Age Category	%
18 - 24 years	5%
25 - 34 years	7%
35 - 44 years	15%
45 - 54 years	16%
55 - 64 years	30%
65 years plus	28%

Base: 198 valid responses

Over half of the sample was aged 55 or over (58%).

3.3 Gender

Of the 188 respondents who provided details of their gender, a greater proportion of males (69%) than females (31%) responded to the consultation questionnaire.

3.4 Disability

The majority of respondents indicated that they did not consider themselves to have a disability (89%).

Those who indicated that they did consider themselves to have a disability (11%) were then asked to provide details of this, as outlined in Table 3.2 below:

Table 3.2: Nature of Disability

Disability	Number of respondents
Physical/mobility impairment	16
Speech, hearing or eyesight	5
Ability to recognise physical danger	1
Learning disability	1
Other	4

Base: 27 valid responses (some responses indicated more than one disability)

Over half of respondents who considered themselves to have a disability indicated that this was a physical or mobility related impairment (16 respondents).

4 Main Findings

This section of the report presents the main findings from the consultation questionnaire.

4.1 The Strategy

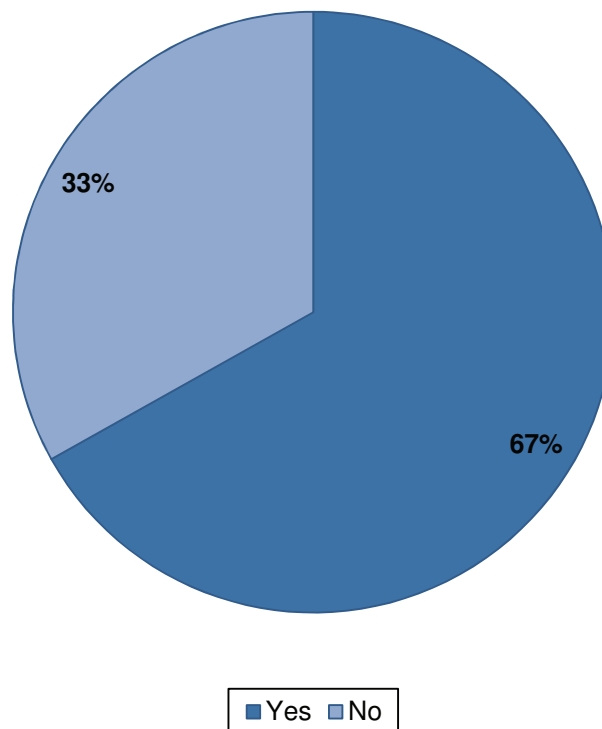
As previously outlined, the Draft Transport Strategy has a vision for Bath, which is that:

Bath will enhance its unique status by adopting measures that promote sustainable transport and reduce the intrusion of vehicles, particularly in the historic core.

This will enable more economic activity and growth, while enhancing its special character and environment and improving the quality of life for local people.

Respondents were therefore initially asked whether they felt that this vision was right for the city of Bath:

Figure 4.1: Is [the Draft Transport Strategy vision] right for the city?

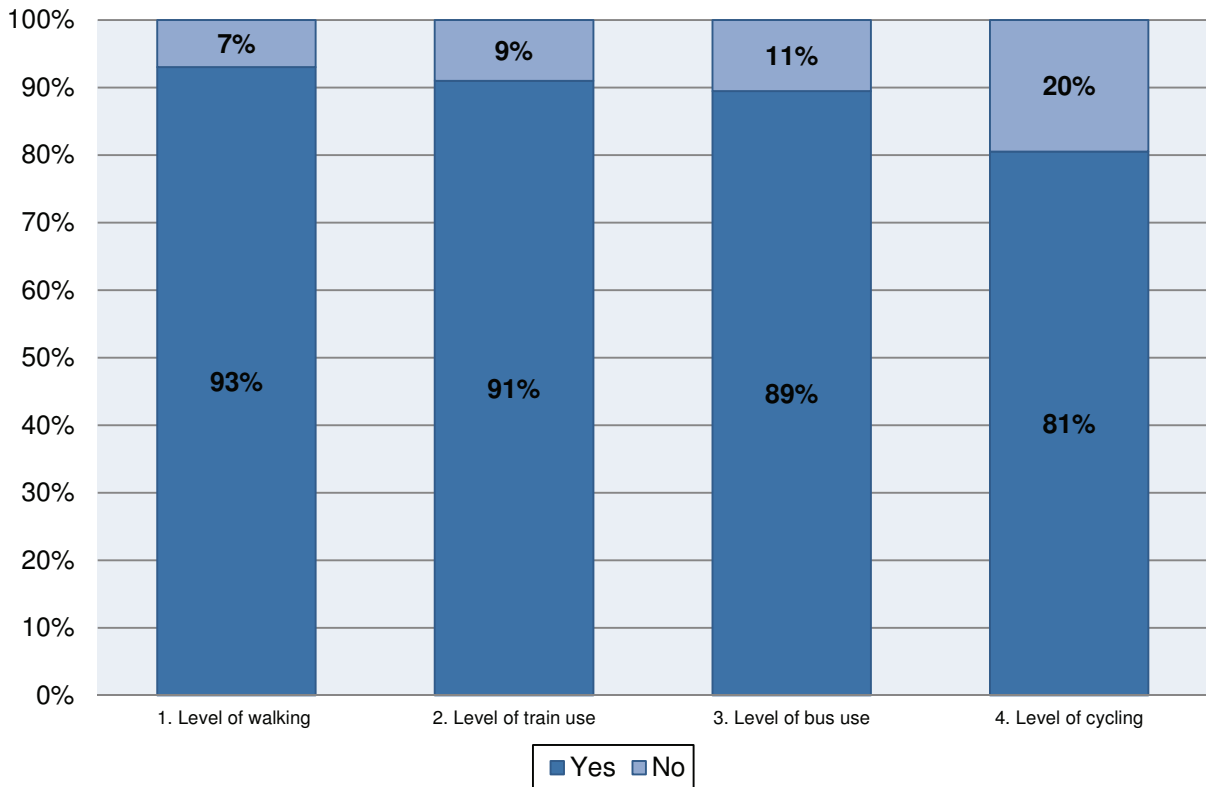


Base: 169 valid responses

Over two thirds of respondents (67%) agreed with this proposed vision for the city.

The strategy also contains objectives to increase a range of sustainable transport options; including walking, cycling, bus and train use. Respondents were asked whether they agreed with each of these objectives:

Figure 4.2: Increasing Public and Sustainable Transport Objectives – Do you agree?



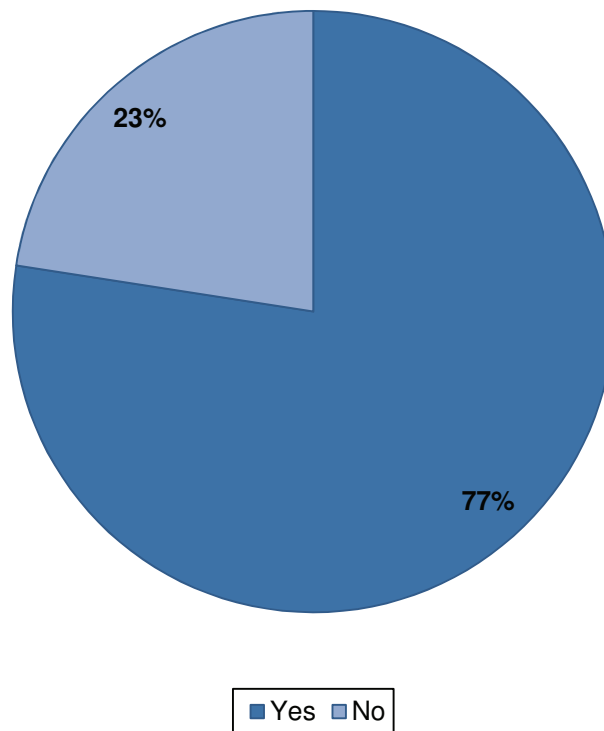
Base: 1: 203; 2: 203; 3: 202 4: 203 valid responses

The majority agreed that increasing walking (93%), train (91%) and bus use (89%) should be key aims of the Draft Transport Strategy.

4.2 Reducing Congestion in Bath

The introduction of a Park/Rail and Ride service to the East of Bath is a key proposal within the Draft Transport Strategy in relation to reducing congestion in the city. Figure 4.3 overleaf presents the extent of agreement with this proposal amongst respondents:

Figure 4.3: The strategy proposes that there should be a new Park/Rail & Ride to the East of Bath. Do you agree?



Base: 204 valid responses

Over three quarters (77%) of respondents agreed with the development of a new Park/Rail and Ride facility to the East of Bath.

Those who would use a Park/Rail and Ride to the East of the city were asked to indicate where they would be travelling from to access this site, as presented in

Table 4.1 below:

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Table 4.1: If you would use a Park/Rail and Ride East of Bath could you indicate where you would be travelling from?

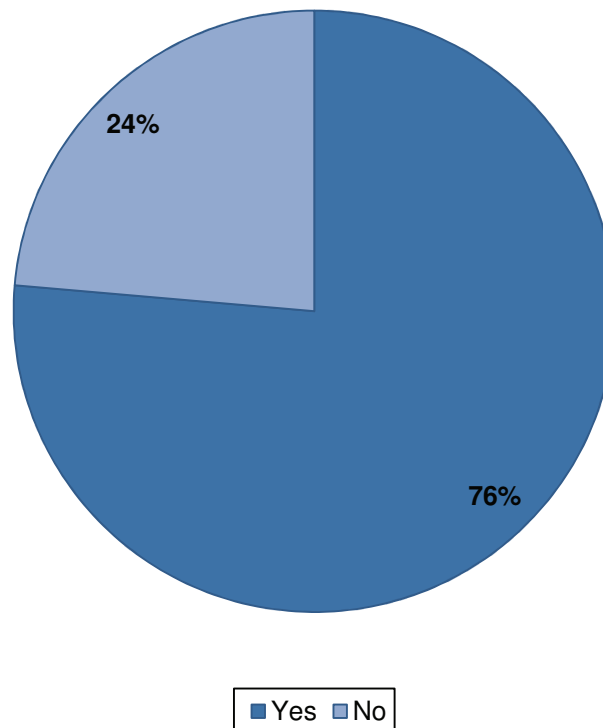
Location	No.
Batheaston	6
Bathampton	5
London	4
Corsham	3
Colerne	3
Bathford	2
Melksham	2
Surrounding A roads (A46/A4/A36/A383)	1
Bear Flat	1
Biddestone	1
Northend	1
Temple Cloud	1
Keynsham	1
Weston	1
Newbridge	1
North St Philip	1
Bath Spa	1
Dorset	1

Base: 32 valid responses

4.3 Reducing the Impact of Heavy Traffic

The negative impact of heavy traffic upon the historic city of Bath, and the need to act in order to reduce this, is recognised within the Draft Transport Strategy. A number of ideas and solutions to this are outlined within the document, including a new road linking the A4 Batheaston Bypass with the A36. Opinions relating to this particular proposal were sought within the consultation questionnaire, and are presented within Figure 4.4 below:

Figure 4.4: Would a new road linking the A4 Batheaston Bypass with the A36 be a good way of reducing city through traffic?



Base: 199 valid responses

This proposal was supported by over three quarters of respondents (76%).

Amongst those who disagreed with the development of a new link road, key reasons for this objection included:

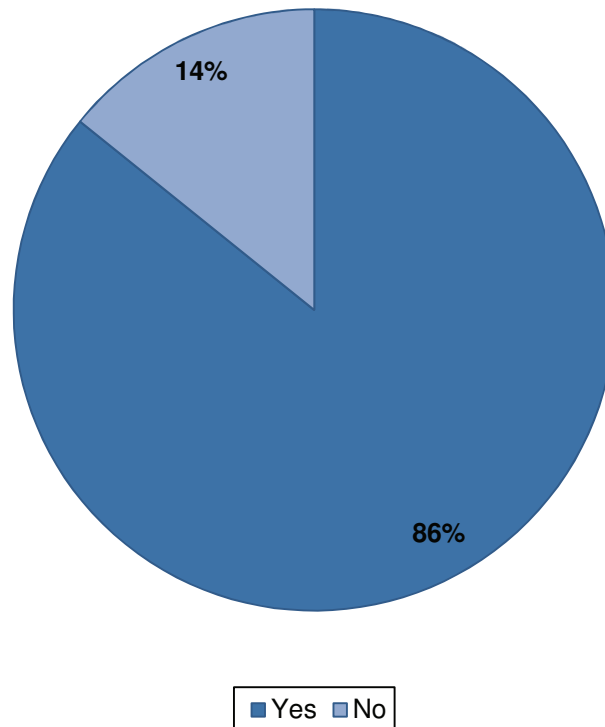
- Increase in traffic due to new road (15 respondents)
- Environmental concerns (9 respondents)
- Preference for alternative solutions (9 respondents)
- Cost (7 respondents) and;
- Negative impact upon the local area (6 respondents)

Some respondents who did agree with the proposal also provided additional comments, which included:

- View that this scheme is essential (7 respondents)
- Use of bypass should be mandatory for HGVs (5 respondents)

Preventing heavy goods vehicles (HGVs) from entering the city of Bath during peak times, and the use of an alternative Freight Consolidation Centre with access to electric vehicles is another proposal within the Draft Transport Strategy aimed at reducing the impact of heavy traffic and preserving the city's heritage. Respondents' views of this proposal are presented in Figure 4.5 below:

Figure 4.5: The Draft Transport Strategy proposes that HGVs should be prevented from accessing the city centre at busy times and businesses encouraged to use a Freight Consolidation Centre which used an electric vehicle. Do you think this is a good idea?



Base: 204 valid responses

The majority of respondents agreed with this proposal to divert deliveries out of the city centre during peak business hours (86%).

Of those who disagreed with this proposal, key reasons cited included:

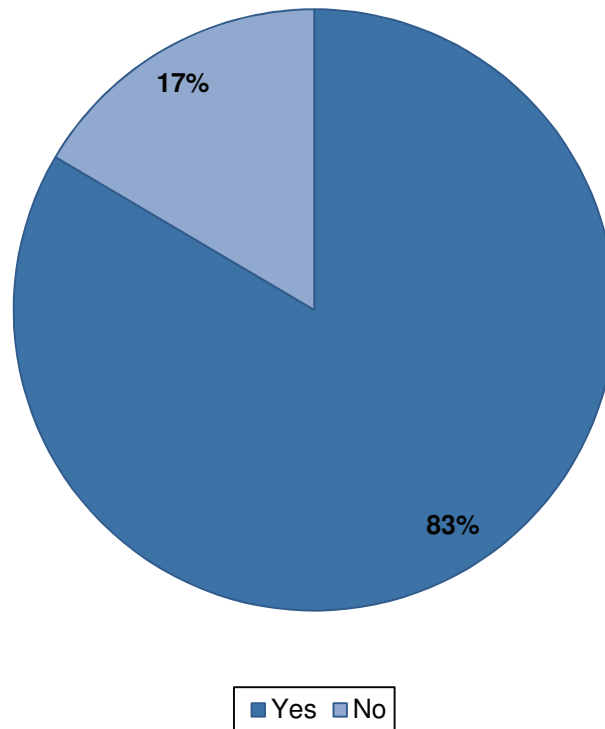
- Negative impact upon independent retailers (6 respondents)
- View that HGVs should be prevented from entering city entirely (4 respondents)

A number of respondents who supported the proposal also provided additional comments, such as:

- Need for integrated depot and freight consolidation (8 respondents)
- View that HGVs should be prevented from entering city entirely (6 respondents)
- Positive view of plans/plans should have been implemented sooner (5 respondents)

Problems caused by vehicles using London Road and Cleveland Bridge as a through route are also recognised within the Draft Transport Strategy, and respondents were asked whether they would support measures to redirect this traffic elsewhere, as presented in Figure 4.6 below:

Figure 4.6: The Draft Transport Strategy recognises that the use of the London Road and Cleveland Bridge as a through route creates serious problems for the city. Would you support measures to direct these vehicles to use other routes?



Base: 206 valid responses

The majority of respondents indicated that they would support such measures to redirect vehicles away from London Road and Cleveland Bridge (83%).

Of those who did not support such proposals, key reasons for this included:

- Lack of suitable routes in the city centre (12 respondents)
- Proposals would cause congestion on other routes (7 respondents)
- Should introduce congestion charges instead (6 respondents)
- Routes are necessary/there is a reason people are using congested routes (5 respondents)

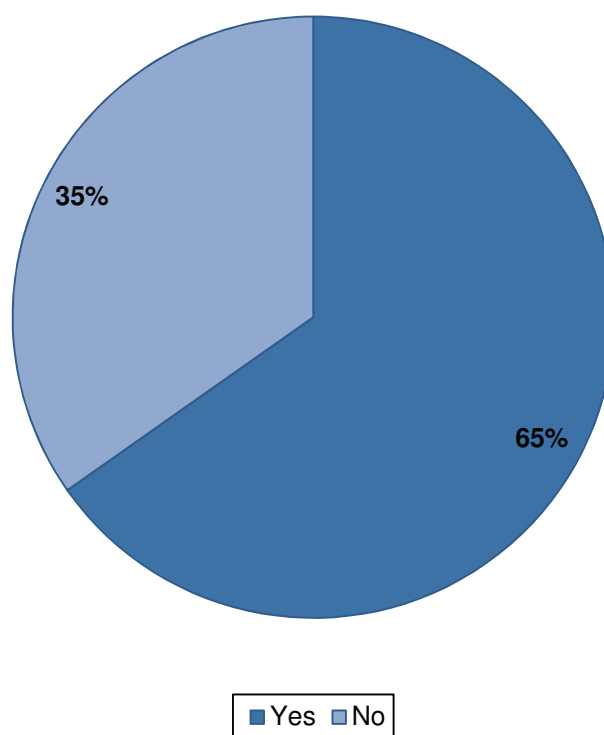
Whilst agreeing with the proposal, some respondents provided additional comments in relation to this, which included:

- Need to carefully consider alternative routes (6 respondents)
- Issue resolved when A46 link built (6 respondents)

4.4 Simplifying Road Layouts

The simplification of road layouts, namely the removal of one way systems to reduce the impact of traffic on nearby buildings is another key proposal for the city suggested within the Draft Transport Strategy. Respondents were asked whether they felt this proposal was a good idea or not, as presented in Figure 4.7 below:

Figure 4.7: The Draft Transport Strategy proposes that some one way road layouts (e.g. Pines Way and around Avon Street Car Park) should be removed to reduce the impact of traffic on nearby buildings. Do you think this is a good idea?



Base: 187 valid responses

Whilst around two thirds of respondents agreed with the removal of one-way systems within the city (65%), this received less support than other measures previously explored within the consultation questionnaire.

Of those who disagreed with this proposal, key reasons cited included:

- Preference to leave both routes as they are at present (12 respondents)
- Proposals would increase pollution (9 respondents)
- Don't have enough information/uncertain about plans (6 respondents)
- Impacts on surrounding buildings overestimated/not relevant (6 respondents)

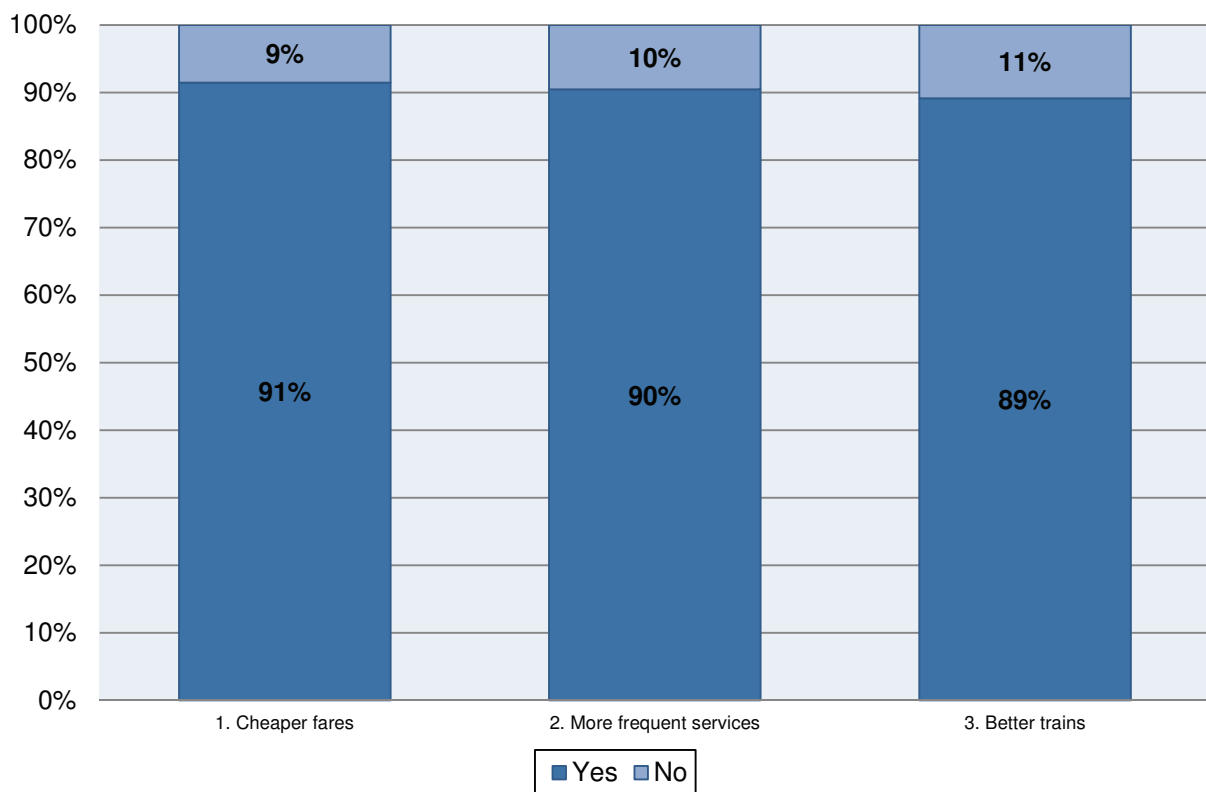
Amongst those who did support the proposal, key additional comments included:

- Agree if proposals include Queens Square (4 respondents)
- Agree provided scheme is planned and reviewed properly (3 respondents)

4.5 Rail Travel

Rail services were identified as playing a key role in the future, with improvements to inter-city and local trains expected to have a positive impact upon travel by this mode. Specific improvements to services operating to the West Wiltshire Towns were explored within the consultation questionnaire, and respondents' views on these are outlined in Figure 4.8 below:

Figure 4.8: How should services to the West Wiltshire Towns be improved?

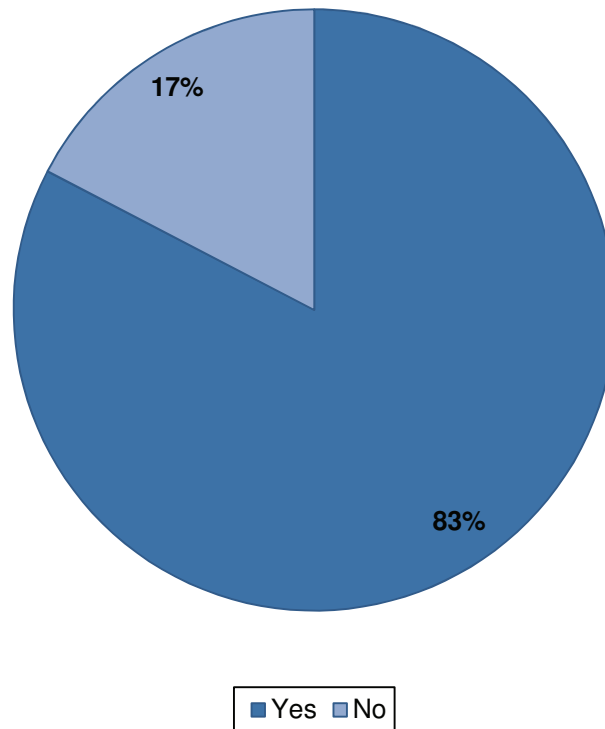


Base: 1: 176; 2: 178; 3: 166 valid responses

Each of the proposed measures for improving rail services to the West Wiltshire towns received similar support, with around 90% of respondents agreeing that cheaper fares (91%), more frequent services (90%) and better trains (89%) would improve these.

The impact of local developments and enhanced service provision on the use of rail services running from Oldfield Park Station were also explored within the consultation questionnaire:

Figure 4.9: With the developments proposed in Bath, Oldfield Park Station will become a new focal point for rail travel. Service provision will be greatly enhanced. Would this make the service from this station more attractive to users?



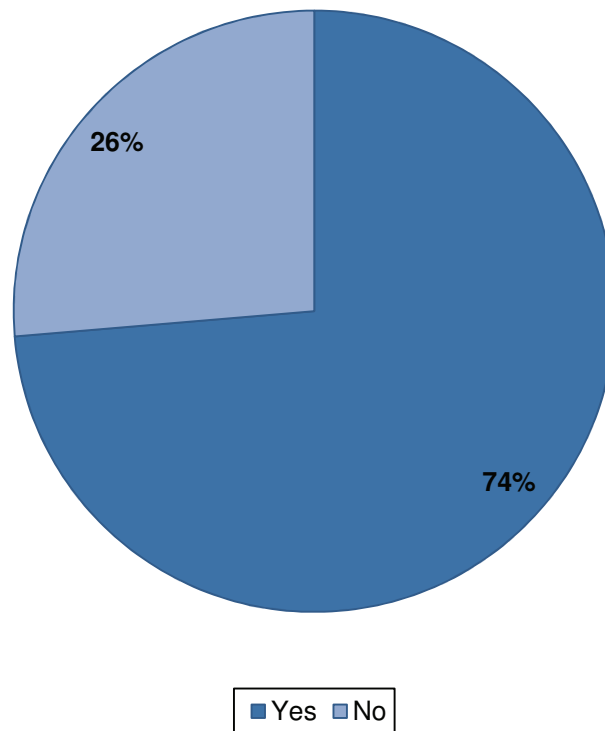
Base: 190 valid responses

The majority of respondents (83%) agreed that nearby developments and enhanced service provision from Oldfield Park Station would make the service from this station more attractive to users.

4.6 Parking

The reduction of city centre parking, and subsequent increase in Park and Ride facilities on the outskirts of the city, was another key proposal of the Draft Transport Strategy, with a view to preserving the city's historic built environment, plus decreasing congestion and improving air quality to contribute to an overall improved city ambience. Respondents were asked whether they agreed with this approach, as presented in Figure 4.10 overleaf:

Figure 4.10: The Provisional Strategy is proposing increasing Park & Ride. This will help to reduce congestion and potentially improve air quality creating an improved city centre ambience. Do you agree with this approach?



Base: 205 valid responses

Just less than three quarters of respondents (74%) agreed with proposals to increase Park and Ride services.

Those who did not agree with increasing such facilities in the area provided additional comments to explain their objections, which included:

- Proposals would encourage more cars (12 respondents)
- Should aim to encourage completely car free journeys (11 respondents)
- Park and Ride not available in evenings/require later services (5 respondents)

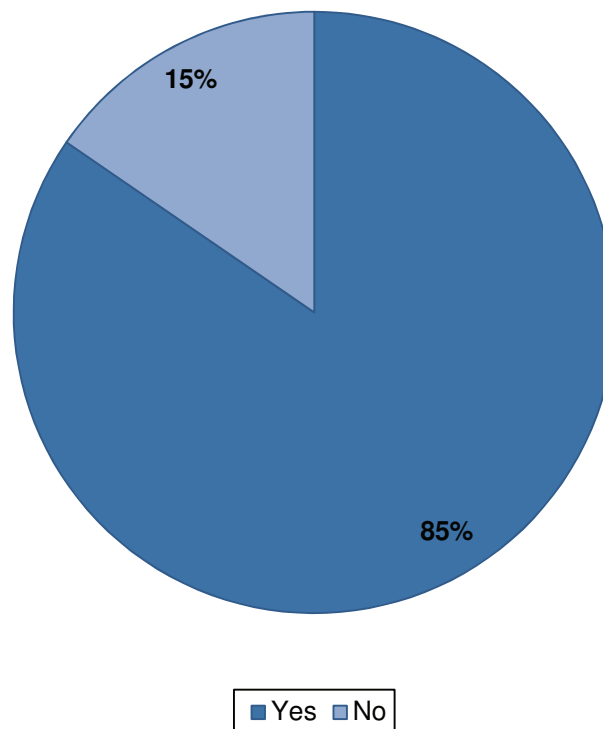
Those who did agree with this proposal supported their view with additional comments including:

- Need for residents parking within city centre (5 respondents)
- Support for Park and Ride facility to the East of Bath (3 respondents)

4.7 Walking and Cycling

The Draft Transport Strategy outlines ambitions to make Bath the UK's 'most walkable city'. Greater emphasis on walking and improving mobility provision, achieved through the implementation of pedestrian schemes, was therefore one proposal related to this objective which was explored within the consultation questionnaire:

Figure 4.11: The Draft Transport Strategy is proposing that greater emphasis is placed on walking and improving mobility provision. This will be achieved through pedestrian schemes e.g. Stall Street. Do you agree with this approach?



Base: 201 valid responses

Such proposals to encourage an increase in walking in the city were strongly supported amongst respondents, with the majority agreeing with the implementation of pedestrian schemes (85%).

Those who agreed with this approach were asked to provide reasons for this view, within which the following key themes emerged:

- View that pedestrian zones are more pleasant to walk around (14 respondents)
- View that pedestrians should have priority (12 respondents)
- Makes city safer (7 respondents)
- Encouraging walking is good for local shops/businesses (5 respondents)

Respondents who agreed with proposals to facilitate greater pedestrian access within the city were also asked to identify what they would like to see delivered in order to achieve the strategy's objective of making Bath the UK's 'most walkable city'. Key suggestions included:

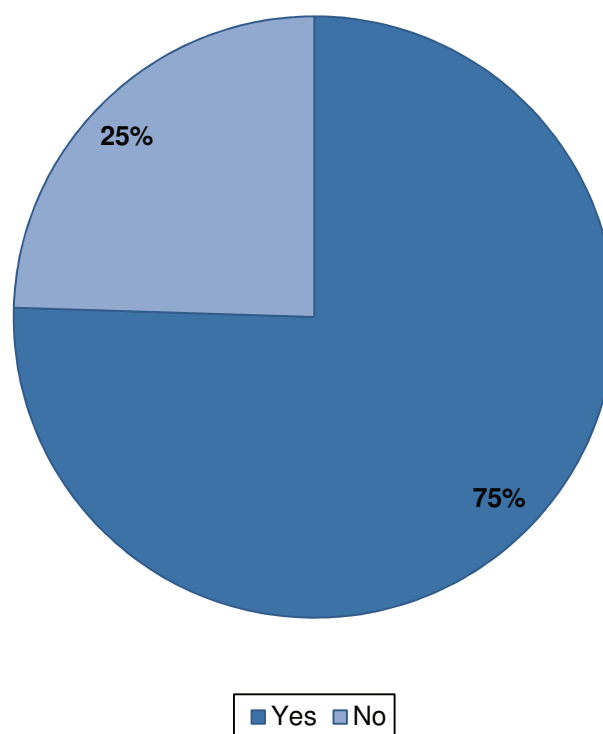
- Permanent pedestrian zones (24/7) (27 respondents)
- Segregated cycle lanes within city (17 respondents)
- Roads through city centre should be closed during day (10 respondents)

Of those who objected to such proposals, key reasons cited included:

- Plans not helpful for those who are mobility impaired (5 respondents)
- More important to deal with congestion (3 respondents)

Prioritising cycling along the river corridor, with radial routes into the city, is another proposal made within the Draft Transport Strategy with a view to increasing the use of sustainable modes. Respondents were asked to indicate whether they agreed with this approach, as presented within Figure 4.12 below:

Figure 4.12: The Draft Transport Strategy proposes that we prioritise cycling along the river corridor with radial routes into the city. Do you agree with this approach?



Base: 204 valid responses

Three quarters (75%) of respondents agreed that cycling should be prioritised along the river corridor, with radial routes into the city centre.

Of those who disagreed with this proposal, key reasons provided included:

- Plans shouldn't proceed until cyclists are segregated from pedestrians/vehicles (21 respondents)
- Too dangerous (8 respondents)

Amongst those who agreed with the proposals, key supporting comments also included:

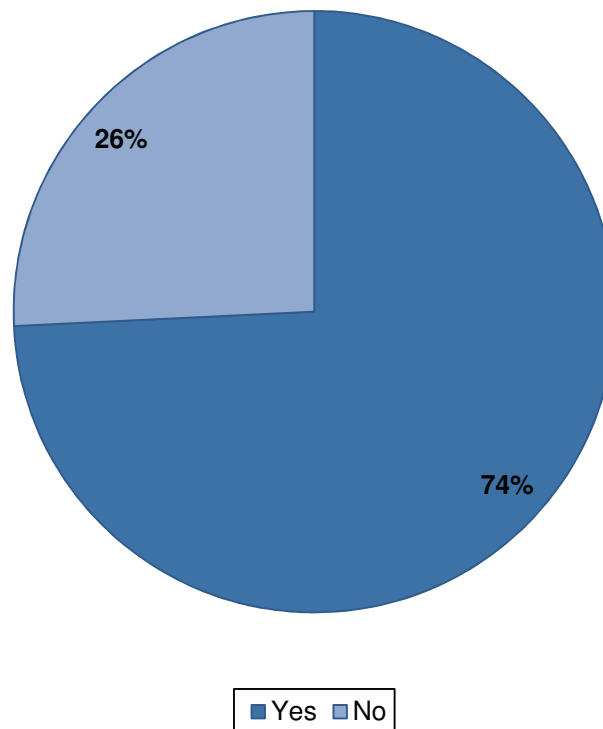
- Support for proposals provided that cyclists are segregated from pedestrians/vehicles (21 respondents)
- The need to ensure safe cycling routes/infrastructure (6 respondents)

The shared focus on safety amongst both those who agreed and disagreed with the cycling proposals set out within the Draft Transport Strategy highlights the importance of safety for both cyclists and non-cyclists within the city.

4.8 Tackling Air Quality

The improvement of air quality is another key focus for the city of Bath which is recognised as requiring action within the Draft Transport Strategy. The increased use of electric vehicles, and the provision of necessary facilities to support this, is one possible solution to this which was explored within the consultation questionnaire, with respondents asked to indicate whether the finalised strategy should include this as a proposal.

Figure 4.13: Should the strategy propose that we support more facilities for electric vehicles?



Base: 198 valid responses

Almost three quarters (74%) of respondents agreed that the finalised Transport Strategy should include support for increased facilities for electric vehicles in Bath.

Those who disagreed that this should be incorporated in the Draft Transport Strategy indicated that this was due to:

- Electric vehicles not helping to reduce congestion (13 respondents)
- Not enough demand for electric vehicles (12 respondents)
- Future usage of electric cars not clear (7 respondents)

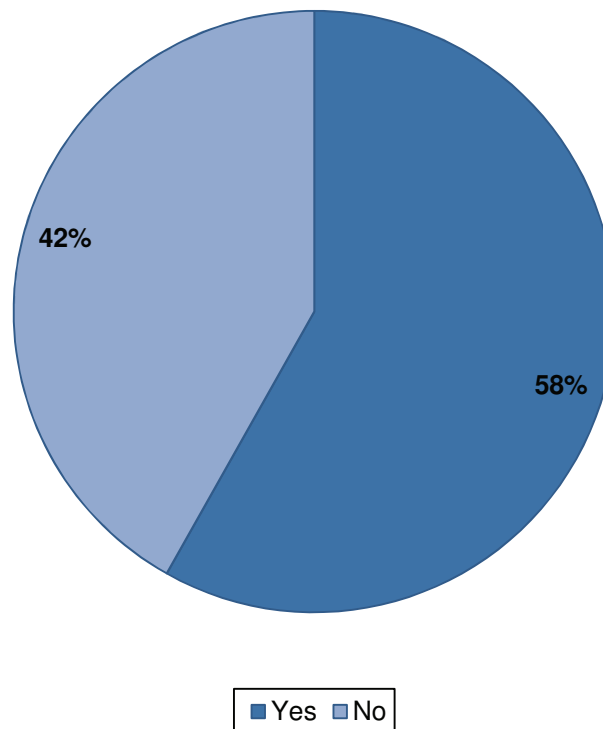
Respondents who did agree with this approach emphasised the following points to support this:

- Pollution is a serious problem in Bath (5 respondents)
- Preference for focussing on electric buses (3 respondents)

4.9 Buses

One proposal for the improvement of bus services in the city of Bath made within the Draft Transport Strategy is the introduction of more bus lanes; an idea which respondents were asked to consider within the consultation questionnaire:

Figure 4.14: The Draft Transport Strategy proposes that we help improve bus services by introducing more bus lanes. Do you think this is a good idea?



Base: 196 valid responses

Respondents expressed a more divided opinion of the introduction of more bus lanes to the city, with almost three fifths agreeing with this proposal (58%), whilst the remaining two fifths of respondents did not agree with this approach to improving bus services.

Respondents were then asked to indicate what would encourage them to use bus services more often. Key initiatives to encourage greater bus usage included:

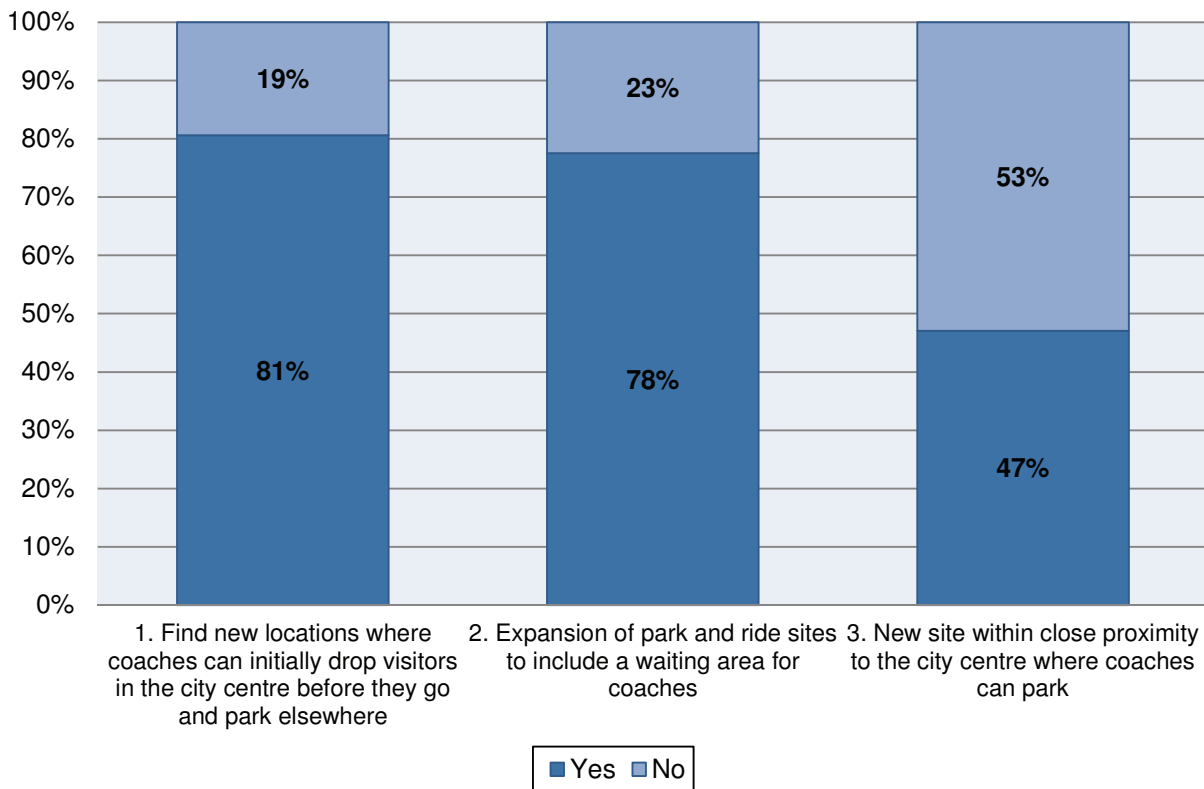
- Cheaper fares (98 respondents)
- More frequent/reliable buses (61 respondents)
- Electronic tickets (e.g. smartcards/oyster cards) (21 respondents)
- Improvements to bus routes from city centre to surrounding areas (13 respondents)

4.10 Coaches

Whilst recognised as a key mode of transport for visitors to the city, and therefore central to the local economy, the challenge of accommodating high numbers of coaches is another key consideration within the Draft Transport Strategy.

Respondents were therefore asked their opinion of three key proposals in relation to coaches within the city, namely finding new drop off locations, the expansion of Park and Ride sites to include coach waiting areas and the identification of a new site close to the city centre for designated coach parking, which are presented within Figure 4.15:

Figure 4.15: Coach Proposals



Base: 1: 201; 2: 200; 3: 187 valid responses

Finding new drop off locations for coaches (81%) and the expansion of Park and Ride sites to accommodate a coach waiting area (78%) received the most support from respondents. Creating a new site close to the city centre where coaches could park was the least popular proposal, with over half of respondents disagreeing with this approach (53%).

For each of the outlined proposals relating to coach use within Bath, respondents were asked to provide reasons for their support or objection, as outlined below:

Finding new locations where coaches can initially drop visitors off before they go and park elsewhere:

Amongst those who disagreed with this approach, key reasons cited for this included:

- Scheme should integrate with Park and Ride facilities (16 respondents)
- Preference for coaches dropping visitors off at periphery of city (15 respondents)
- Lack of coach parking would increase number of coaches in city centre (10 respondents)
- Should discourage coaches along with other traffic (4 respondents)

Of those who agreed with this proposal, and provided supporting comments, key themes echoed points raised by those who disagreed with the idea, including:

- Preference for coaches to dropping visitors off at the periphery of the city (6 respondents)
- Scheme should integrate with Park and Ride facilities (2 respondents)

Expansion of Park and Ride sites to include a waiting area for coaches

Those who disagreed with this approach raised points including:

- Preference for coaches dropping visitors off at periphery of city (9 respondents)
- Scheme should integrate with Park and Ride facilities (7 respondents)
- Without a coach park, proposals would increase number of trips into city centre (3 respondents)

Similar themes were highlighted by those who agreed with the proposed scheme:

- Preference for coaches dropping visitors off at periphery of city (12 respondents)
- Scheme should integrate with Park and Ride facilities (11 respondents)
- Without a coach park, proposals would increase number of trips into city centre (8 respondents)

New site within close proximity to the city centre where coaches can park

Those who objected to this proposal cited key reasons including:

- Preference for keeping coaches away from the city centre (30 respondents)
- Preference for using existing Park and Ride (17 respondents)
- Lack of space (13 respondents)
- Preference for coaches to drop off, rather than park up (9 respondents)
- Negative view of pollution caused by coaches (9 respondents)

Those who did support the proposal highlighted points including:

- Agreement with proposal providing site is properly managed (3 respondents)
- Preference for sites on outskirts of city (2 respondents)

4.11 Additional Comments

Respondents were invited to provide any additional comments relating to the proposed strategy. Key themes within these additional comments included:

- Plans should be wider in scope/more radical (11 respondents)
- Support for building link road (A46-A36) (11 respondents)
- Support for encouraging more sustainable transport (e.g. walking/cycling) (11 respondents)
- Preference for segregated cycle lanes (10 respondents)
- Would like to see more integrated transport systems (9 respondents)
- Buses cause congestion (8 respondents)
- Remove central traffic (7 respondents)
- Positive view of overall strategy (7 respondents).

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Appendix A. Consultation Questionnaire

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Appendix B. Additional Stakeholder Comments

In addition to the consultation questionnaire, stakeholders were invited to provide any additional comments they had regarding the Draft Transport Strategy for Bath via email. A significant number of comments were received from a range of stakeholders groups, such as residents associations, transport groups and local council representatives, and individual respondents. These are collated and summarised in Table B.1 below, together with the proposed action for amending or developing the Transport Strategy.

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Table B.1: Additional Stakeholder Comments

Local Council Groups/Departments	
Local Council Dept	
Vision	<ul style="list-style-type: none"> Vision does not reference carbon reduction
Objectives	<ul style="list-style-type: none"> Reducing carbon emissions to be included as a clear objective within strategy Should be reference to ESCC CO₂ reduction target Should aim to remove cars from the city – as successfully implemented in other historic cities e.g. York and Oxford - not just reduce the “impact of vehicle movements”
Walking	<ul style="list-style-type: none"> Welcome and rightly emphasised as central to whole strategy Should be explicit reference to car free zones in city centre; should be bolder Should reference CO₂ reduction, in addition to sustainable travel, in European context
Cycling	<ul style="list-style-type: none"> Recognition of increasing cycling journeys is positive Carbon reduction, through replacing car trips, should be explicitly recognised Should include objective for segregated cycle routes and therefore increased connectivity for commuters
Traffic Management	<ul style="list-style-type: none"> Opportunity to say more about shared spaces – using examples from other cities Set clearer vision for car free central zones
Freight Movements	<ul style="list-style-type: none"> Fully support consolidation centre operation, especially with greater use of electric vehicle technology and cycles Should have greater emphasis on and ambition for freight restrictions in terms of Air Quality Management Area enforcement and CO₂ reduction targets
Park and Ride	<ul style="list-style-type: none"> Use of carbon modelling as additional dataset for establishing need for increased Park and Ride capacity is welcomed and should be developed and used in wider strategy
Proposed Action	<p>Reference will be made to carbon reduction in the supporting text to the Vision</p> <p>Reducing vehicle carbon emissions is included as an objective but references to the Council’s targets will be added</p> <p>Ways of reducing the impact of vehicles will be considered further, including further pedestrianisation</p> <p>As above ‘car free zones’ will be considered</p> <p>CO₂ reduction is an overall aim and is not specific to increased walking – no action</p> <p>All improvements in sustainable modes will help to reduce carbon, so again not specific to cycling – no action</p> <p>Segregated cycle routes are a solution to encouraging cycling (and will be considered) but are not an objective in themselves – no action</p> <p>Shared spaces and car free zones are different approaches to reducing the impact of traffic – both will be considered in future work</p> <p>Further emphasis will be made in the strategy</p> <p>Will be considered as part of further work</p>

Overall

- Welcome Bath Transport Strategy and would be happy to support its further development in areas outlined

Local Council Group

The Strategy

- Vision lacks reference to BANES obligation to protect the landscape setting of the City of Bath WHS; as set out in international, national and local documents on WHS and its landscape setting
- Protection of landscape setting is inextricably linked to protection and enhancement of site

Increased Walking, Cycling, Train and Bus Use

- Group agrees with these objectives

Reducing Congestion in Bath

- Concerned at inclusion of Park/Rail and Ride in consultation in the questionnaire but not included in Draft Transport Strategy
- Park and Rail is a complex and expensive option, but there is no background information or discussion in the strategy
- Park and Rail would have little or no impact upon air pollution or traffic congestion in Bath
- Group also questions expected patronage for Park and Rail scheme
- Park/Rail and Ride not considered viable option
- Disappointed at omission of other options including:
 - Reopening of Corsham Railway Station
 - Split Park and Ride option (One for North and one for East/South patronage) – two small sites could be a less expensive option
 - Localised Park and Ride capacity at different locations on existing bus services or hub Park and Ride in the West Wiltshire area.
- Group does not anticipate anyone from Claverton Parish would use the Park and Rail

Reducing the Impact of Heavy Traffic

- Group concerned at inclusion of A36/A46 link road within consultation questionnaire, when not included in strategy document
- Only available information on the scheme is currently provided through 'misleading by-election flyers and local press articles based on them'
- Group 'dismayed' by resurrection of A36/A46 link road scheme, which was previously 'condemned' at public inquiry (1990)
- Congestion and air pollution key concerns; feel A36/A46 link road isn't solution to this
- No case to justify A36/A46 link road, which would have 'devastating' impact on East of Bath communities, recreational amenity and the Cotswolds AONB/City of Bath WHS landscape

Proposed Action

References to landscape setting are not considered appropriate for a Transport Vision – no action

Views noted

Both bus and rail-based solutions for a new P&R site are being considered under further work. This will consider the feasibility and viability of each option.

Corsham will be noted as a possible re-opened station

Two small P&R sites may be cheaper than one larger one to construct but running two high frequency bus routes would increase operating costs greatly, so unlikely to be viable – no action
A note will be added on the potential for 'localised' P&R capacity

An A36/A46 link road was not included in the Strategy Document but was added into the questionnaire to gauge the public reaction.
Further work has been commissioned by the Council to provide more information on the potential feasibility/viability of a link road

setting

- More practical solution would be to develop A350 as an alternative route for long haul HGVs, in collaboration with Wiltshire Council
- Group agrees with proposal to prevent HGVs from accessing the city centre at busy times and businesses encouraged to use a Freight Consolidation Centre which uses an electric vehicle (Question 6)
- Group supports redirection of vehicles from London Road and Cleveland Bridge (Question 7); however traffic studies show that most traffic using this route is non-through movements, with only small proportion of HGVs originating from A36. Therefore, feel that measures to redirect vehicles must not include a A36/A46 link route, but primary route for consideration should be A350

Use of the A350 will require approval from Wiltshire Council which is likely to be difficult to achieve but the Council will pursue this further

Simplifying Road Layouts

- Group in favour of removing some one way road layouts (e.g. Pines Way and around Avon Street Car Park) (Question 8)

Views noted

Rail

- All three suggested improvements to rail services are supported (Question 9)
- Group agreed that enhanced service provision will make Oldfield Park Station more attractive (Question 10)

Views noted

Parking

- Group welcomes walking and cycling proposals (Questions 12 and 13)
- However:
 - Improved walking and mobility provision can be achieved without restricting the existing small number of vehicles which need to access certain small roads within city centre
 - Care must be taken to ensure that pedestrians can also safely use cycle routes along the river corridor and radial routes into the city

Further work will consider the details of walking improvement schemes and if traffic should be banned altogether.
Any shared cycle/footway schemes would be subject to detailed design and consultation with relevant groups.

Tackling Air Quality

- Charging stations for electric vehicles should be restricted to petrol stations and car retail outlets

Views noted

Buses

- Group does not support the introduction of more bus lanes
- More frequent services and lower bus fares would stimulate use of bus services

Views noted

Coaches

- Group agrees with proposal to find new locations where coaches can drop off visitors in the city centre

Views noted

- Proposed Enterprise Area and Bath Quays development would result in loss of Riverside Coach Park and alternative site would, therefore, have to be found
- All options for coach parking and visitor drop off (e.g. existing Park and Ride and new site close to the city centre) must be explored

Views noted

- Creation of low emission zones
- Recent passed motion stated that:
'The Department for Transport and DEFRA should continue to support developing a wider network of Low Emissions Zones to cut emissions in locations where limit values for NO2 are being breached, piloting in B&NES if found viable and in breach
- Emphasise that whilst study shows negligible changes in concentrations of NO2, resulting from options tested, proportional changes in emissions are more significant
- Study recommends a focus on a central area based on modelling results and issues relating to the Primary Route Network
- Group welcomes reference to the AQMA and monitoring data in section 2.1.1 and the inclusion of air quality as a KPI in 3.3

Proposed Action

The Strategy Document will be updated to include reference to the LEZ Study and the latest recommendations

Attached: Low Emission Zone Feasibility Study (Condensed Summary Report and Full Summary Report)

- Issues with consultation process
- Concern over environmental and social effects of transport schemes and the processes by which they are developed
- Concerned about lack of local input into strategy development – leading to mismatch between different aspects and assumptions
- Recognise benefits of major transport options included in the scheme, however feel these would have detrimental impact upon environment of Batheaston, Bathford, Bathampton and Claverton and the setting of the World Heritage Site of Bath
- Feel that detrimental impacts outweigh economic and environmental advantages of reduced traffic flow along London Road
- Hopeful that more detailed future work could address these issues
- External elements, such as development of the A350 to relieve pressure on the A36, may produce better solution to Bath's traffic problems
- Value of protecting the environment
- Largely hidden Park/Rail and Ride and sunken A36/A46 are possible solutions but would need further information on proposals before supporting

Proposed Action

As above, further work has been commissioned by the Council to provide more information on the potential feasibility/viability of a link road but also an Eastern P&R site. This work will include consideration of environmental impacts

Use of the A350 will require approval from Wiltshire Council which is likely to be difficult to achieve but the Council will pursue this further

<p>Local Council Group</p>	<p>Park and Ride (East of Bath) – Question 3</p> <ul style="list-style-type: none"> • Dependent on location and type of facility proposed • Previous studies have highlighted complexity of delivery and the realignment of Westbury rail line and significant highway works • Would need more detail before forming opinion/agreement <p>Link Road (A4/A36) – Question 5</p> <ul style="list-style-type: none"> • Whilst traffic would undoubtedly be reduced, wider impacts and consequences would need to be fully considered and understood <p>HGVs/Freight Consolidation Centre – Question 6</p> <ul style="list-style-type: none"> • Agree in principle; however businesses cannot always specify delivery times and the legal prevention of smaller vehicles could be problematic. • Concern that deliveries may choose to wait outside of city centre until their delivery slot, causing issues in wider area <p>Redirecting vehicles from London Road and Cleveland Bridge – Question 7</p> <ul style="list-style-type: none"> • Previously appealed against this plan which was upheld • Suitable alternative routes must be agreed with affected authorities, otherwise would be a breach of legislation • Would continue to oppose any such aspiration without full investigation, consultation and agreement into the proposed alternative routing 	<p>Proposed Action</p> <p>As above, further work has been commissioned by the Council to provide more information on the potential feasibility/viability of a link road but also an Eastern P&R site.</p> <p>As above</p> <p>Views noted – it is recognised that any restrictions on deliveries would need to be very carefully planned and consulted on</p>
<p>Rail</p>	<ul style="list-style-type: none"> • Need to consider wider aspects of this project and how the improvements would affect Wiltshire towns in order to provide a fully considered response 	<p>Views noted</p>
<p>Local Council Group</p>	<ul style="list-style-type: none"> • A website insertion, and newspaper advertisements, is not “Consultation” • Concern over the environmental and social effects of transport schemes and the processes by which they are developed • Lack of local input to the process of strategy development, which has led to a seeming mismatch between its different aspects and to some incorrect facts and assumptions, leading to very dubious conclusions • Residents could benefit from both the major transport options included in the scheme, a Park/Rail and Ride and an A36/A46 link road, in terms of reduced road congestion, journey times, air pollution and damage to buildings • Schemes previously put forward have included large scale developments in or across the Bathampton Meadows, of which would have had highly detrimental effects on the environment of Bathampton, Bathford, Bathampton and Claverton and on the setting of the World Heritage 	<p>Proposed Action</p> <p>Views noted</p> <p>Views noted</p> <p>Safeguarding and enhancing the unique historic environment and World Heritage Site status is a key objective</p>

<p>Site of Bath</p> <ul style="list-style-type: none"> • Detrimental effects significantly outweigh the economic and environmental advantages of a reduced traffic flow along London Road • Need to reduce the gross environmental damage associated with previous schemes • Protecting the environment has a significant value and detailed proposals would need to become available to come to any clear judgement • In the absence of alternatives it seems that a largely hidden Park/Rail and Ride and a sunken A36/A46 link road are the most promising of the limited suggestions put forward in the consultation • It may be that external elements, such as development of the A350 to relieve pressure on the A36, would produce a significantly better solution to Bath's traffic problems, particularly those caused by HGVs 	<p>As above, further work has been commissioned by the Council to provide more information on the potential feasibility/viability of a link road but also an Eastern P&R site, including environmental impacts</p> <p>As above, use of the A350 (or other routes outside of B&NES) will require approval from Wiltshire Council which is likely to be difficult to achieve but the Council will pursue this further</p>
<p>Local Council Group</p> <ul style="list-style-type: none"> • These plans are good for the people of Bath but are to the detriment of the remoter villages of the BANES area • Loss of local bus services, rather than improvements to them, are a real concern 	<p>Proposed Action</p> <p>Views noted</p>

<p>Transport Groups</p>	
<p>Political Party Transport Working Group</p> <p>Vision</p> <ul style="list-style-type: none"> • Accessibility • Safe, integrated and reliable transport • Supports economic growth • Opportunities for all/meets everyone's needs • Easy to use • Respects environment • Contributes to health • Known for quality, technology, affordability, innovation and effective and well-maintained networks • Culture of fewer short journeys made by car • Favoured public transport, walking and cycling due to safety and sustainability • Transport providers and planners respond to changing needs of businesses, communities and users 	<p>Proposed Action</p> <p>A Vision has to be concise – all of the issues raised are considered within the Strategy</p>
<p>Key Considerations</p> <ul style="list-style-type: none"> • Need for cost-benefit analysis before strategy or implementation plan are agreed • Welcome collaborative approach - consultation findings to be incorporated into the Council's final transport policy, which should transcend party politics • Vibrations caused by frequent flow of heavy vehicles having negative impact on historic 	<p>Major schemes would be subject to cost-benefit analysis</p> <p>The negative impact of HGVs movements is noted</p>

<p>buildings within Bath</p> <ul style="list-style-type: none"> • Air quality and need to reduce air pollution – negative health implications. Issue needs to be looked at as part of wider regional strategy within West of England/Wiltshire and within Bath Transport Strategy • Increase in number of people living and working on Bath – use of limited street space needs to be clearly prioritised and allocated to manage congestion • HGVs should be actively discouraged from entering the city • Need to improve access for people with disabilities or limited mobility • Identification of funding (external funding sources, Council funding etc.) of schemes/elements within strategy • Need to plan future projects which can take place when funding is available • Council should develop public and private sector partnerships 	<p>Views noted</p> <p>A Traffic Management Plan is proposed to consider detailed issues of priority and address congestion</p> <p>Improved access for mobility impaired will be an integral part of any walking improvements</p> <p>Funding is noted as a key issue</p>
<p>Specific Recommendations</p> <ul style="list-style-type: none"> • City Centre – Abbey, Kingsmead and Walcot <ul style="list-style-type: none"> ○ Prioritise removal of traffic, particularly HGVs, from city ○ Mitigate against induced traffic demand ○ Introduction of low emission zones ○ Make city centre more pedestrian friendly by 2030 • Non-Residents Parking <ul style="list-style-type: none"> ○ Reduction in city centre parking to be accompanied by viable alternatives e.g. expanded Park and Rides ○ Selection of site considering environmental factors and with appropriate signage to direct visitors 	<p>Views noted</p> <p>Expanded P&R is an integral part of the Strategy</p> <p>As above, further work has been commissioned by the Council to provide more information on the potential feasibility/viability of an Eastern P&R site, including consideration of environmental impacts</p>
<ul style="list-style-type: none"> • Pedestrians <ul style="list-style-type: none"> ○ Improvements to pedestrian infrastructure and connections ○ Recognising pedestrian requirements and preferences e.g. desire lines • Deliveries <ul style="list-style-type: none"> ○ Introduce retail delivery plan including deliveries at set hours, encouraging use of electric vehicles and alternative delivery options e.g. 'leave and collect' and consolidated home delivery services 	<p>Views noted</p> <p>Managing deliveries is part of the Strategy</p>
<ul style="list-style-type: none"> • Taxis <ul style="list-style-type: none"> ○ Reduced taxi emissions ○ Improved taxi facilities e.g. taxi ranks • Buses <ul style="list-style-type: none"> ○ Encouraging greater bus use ○ Improvements to bus services including vehicles, routes, frequency, ticketing and real-time information 	<p>Views noted – taxis will be considered as part of the Traffic Management Plan</p> <p>This is part of the proposed Strategy</p>

<ul style="list-style-type: none"> • Cycling <ul style="list-style-type: none"> ○ Detailed plan to encourage cycling ○ Extended and improved cycle network within city 	This is part of the proposed Strategy
<ul style="list-style-type: none"> • Rail <ul style="list-style-type: none"> ○ Improving access to the city by train ○ Improvements to existing rail facilities and stock 	This is part of the proposed Strategy
<ul style="list-style-type: none"> • Coaches <ul style="list-style-type: none"> ○ Coach management plan developed as part of wider transport strategy 	Views noted
<ul style="list-style-type: none"> • Other Modes of Transport <ul style="list-style-type: none"> ○ Council should seek innovative solutions to Bath's transport challenges; including use of the river for transportation 	Views noted, although river transport only likely to be popular for leisure purposes
<ul style="list-style-type: none"> • Controlled Parking Zone <ul style="list-style-type: none"> ○ Respond to requests on a case-by-case basis 	Views noted
<ul style="list-style-type: none"> • Moving Traffic Offences <ul style="list-style-type: none"> ○ Council should seek to enforce against moving traffic offences e.g. access weight restrictions 	Views noted
<ul style="list-style-type: none"> • One Council <ul style="list-style-type: none"> ○ Move towards 'one council' approach welcomed along with better inter-departmental working 	Views noted
<ul style="list-style-type: none"> • Build on Lessons Learnt <ul style="list-style-type: none"> ○ Should seek to learn from best practice from UK and Europe; particularly historic locations 	Views noted
<p>Transport Group</p> <p>Proposed Road User Hierarchy</p> <ol style="list-style-type: none"> 1. Pedestrians 2. Cyclists 3. Public transport 4. Other forms of motor transport 5. On-street parking <p>Key Deliverables of Strategy for Whole Community:</p> <ul style="list-style-type: none"> • Healthier living • Safer environment <p>Proposed Action</p> <p>Views noted – improvements to all modes mentioned will be included</p> <p>These deliverables reflect the Strategy objectives – but will not be completely delivered by cycling alone</p>	

- Better air quality
- Reduced congestion
- Cycling recognised as key means of achieving these deliverables

Other issues:

- Need to maintain existing cycle routes
- Remove through motor traffic
- Enforcement of 20 mph speed limits
- Protected space for cycling on main roads

Views noted

Transport/ Urban Group

- Group welcomes overall direction of the stated aims of the Draft Transport Strategy and believe they demonstrate at the very least a need to reduce congestion, air pollution and to encourage Bath to become the UK's most walkable city
- Group is member of Transition Towns Movement, whose aim is to encourage the building of sustainable communities that are people driven
 - Transportation framework for Bath implies real reduction of harmful emissions, air pollution and traffic congestion – that translates into cleaner air, improved levels or health and fitness and at street level a recognisably enhanced quality of life for citizens across all age groups

Proposed Action

Views noted

Views noted

Vision Statement for Bath

- Identification of active neighbourhood hubs throughout the city
- Hubs inter-dependent to retain economic viability for the benefit of local people and businesses alike
- Bus network to serve hub inter-connectivity now seen as essential and a prerequisite for encouraging hub communities to feel able to make a modal shift from car to alternative forms of travel for short journeys
- Empowering hub character diversity where the majority of residents live within easy walking/cycling reach could strengthen local ownership and pride in the neighbourhood, whilst giving the hub an option to develop business initiatives to compete more fairly with city centre attractions
- Important to reduce congestion generated by citizens as well as relying on Park and Ride and other measures designed to tackle congestion caused by highway commuters and others entering the city

Neighbourhood hubs are an interesting concept and would need to be part of a wider, agreed Council policy before they are included specifically in a transport strategy

Key Point of Vision

- 'Bath is an important World Heritage City – we must look after the environment of the city whilst ensuring it's a great place to live and work' – would add 'and for us and visitors to value'.

Views noted

Attached: **Summary Vision Statement** -; *Group's vision statement for City of Bath focussing on local communities, connectivity between neighbourhood hubs and across city, environmental concerns and*

sustainable transport, importance of consultation and adopting a holistic approach

- Conceptual map of existing active neighbourhoods throughout the city

<p>Transport Group</p>	<p>Proposed Action</p> <p>Such detailed issues will be covered by the proposed Traffic Management Plan</p> <p>The Council has no control over bus operators regarding commercial services but can work in partnership with them. Smartcards are part of the strategy to reduce the times that buses are stationary. Congestion charging is unlikely to be viable for a city the size of Bath due to the huge development and infrastructure costs required.</p>
<ul style="list-style-type: none"> • Agree with improving bus services but it is very light on proposals • Prohibit on-street parking at pinch-points/on narrow streets and consider bus stop locations on narrow streets • Bus operators to participate in off-bus fare collection to improve bus utilisation and reduce obstruction caused by stationary buses • More bus priority at traffic-light junctions • Enforcement of loading regulations where vehicles obstruct buses. • Use double decker buses in place of long base articulated buses which are a significant cause of congestion. • Consider congestion charging and using the charges to support bus and rail services 	<p>Proposed Action</p> <p>It is stated in the document that containing the number of journeys made by car will benefit local economic activity</p> <p>Improving air quality & health, reducing vehicle carbon emissions is a key objective</p>

<p>Transport Group</p>	<p>Values</p> <ul style="list-style-type: none"> • Bath is a city which needs to put its residents and local businesses first (on which decisions are made and how they are made) <p>Concerns</p> <ul style="list-style-type: none"> • Challenges regarding energy creation and use, pollution, and rising levels of harmful emissions, as well as social concerns such as poverty, inequality and unemployment <p>Opportunities</p> <ul style="list-style-type: none"> • If viewed as part of Bath's UNESCO World Heritage status, Bath could become a transport strategy showcase to benefit current and future generations <p>Neighbourhood hubs</p> <ul style="list-style-type: none"> • Key building blocks for a radical transport strategy to enable people to get to where they need and want to be • Inter-connected city, where people can get from their neighbourhood hub to other hubs within the city, to the city centre and to the majority of the city's key locations, is an essential pre-requisite to achieve a modal shift towards walking, cycling and public transport • Access to national transport links must be provided • Encourage residents to make greater use of local businesses in their neighbourhood <p>General principles</p> <ul style="list-style-type: none"> • Equal emphasis and attention must be given to all areas of the city • Encourage an accelerating shift towards more sustainable transport modes 	<p>Proposed Action</p> <p>Increased accessibility to public transport links is a key objective in the Transport Strategy</p> <p>A specific KPI includes modal shift to walk/cycle/bus/train/car share</p> <p>Views noted</p> <p>Views noted</p>
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<p>City centre</p> <ul style="list-style-type: none"> • Primary hub of employment, leisure, visitor experience, heritage and residency - imperative that people are able to get about quickly, safely and affordably • The management of the transportation hierarchy (with walking, cycling and public transport a priority) must be balanced alongside business delivery requirements and disability access 	<p>Views noted</p>
<p>Getting from place to place</p> <ul style="list-style-type: none"> • A good level of connectivity between neighbourhood hubs, key locations and the city centre is vital to encourage a vibrant social climate • Safety and good access for people with mobility issues, are important 	<p>Improved accessibility to and between transport modes is central to the strategy</p>
<p>Walking and cycling</p> <ul style="list-style-type: none"> • Pedestrians and cyclists are at the top of the hierarchy, both being assisted by city-wide designated and/or segregated routes. They encourage journeys to start on foot and link with public transport • A well-conceived network would help schools to deliver sustainable travel plans, offering students a healthier quality of life 	<p>Walking and cycling are central to the strategy</p>
<p>Public transport, taxis and car-sharing</p> <ul style="list-style-type: none"> • A fully-integrated and affordable public transport system, with easy-to-understand ticketing that is usable on all services, as well as up-to-the-minute timetable information, represents a minimum specification to achieve modal shift • Route priority measures are also essential to ensure quick journey times, improve reliability and minimise the transfer times at key public transport hubs • Taxis, car clubs, on-demand and car sharing schemes can, with access to designated priority routes, provide an efficient/cost neutral service for people who need to use a car to gain access to services without owning a car 	<p>Working with bus operators will determine the most appropriate ways to build the market through straightforward ticketing, new information provision and services that meet the needs of local people during the day and into the evenings A comprehensive approach to traffic management will help make journeys more reliable</p>
<p>Consulting with residents and stakeholders</p> <ul style="list-style-type: none"> • Stakeholders must be at the centre of idea formulation to shape, support and maintain any changes 	<p>Views noted</p>
<p>Learning from experience</p> <ul style="list-style-type: none"> • Capitalise on good practice and evidence drawn from a variety sources around Europe and throughout the world 	<p>Views noted</p>
<p>Incremental change</p> <ul style="list-style-type: none"> • Measures to limit unnecessary car usage within Bath must also be paralleled with improvements to the capacities for walking, cycling and public transport throughout the city 	<p>This is an integral part of the strategy</p>

Housing/Residents Groups	
<p>Housing Organisation</p>	<p>Additional Comments</p> <ul style="list-style-type: none"> Real clarity about a small number of 'big ticket' objectives could provide the basis for something really imaginative in the city e.g. congestion charge funding attractive alternatives for those coming into the city Offer to support Council with such objectives and findings (imaginative) transport solutions Focus on development and regeneration in Foxhill; interest in supporting solutions affecting that part of city, plus the impact of journeys from this area into city centre Suggestions – cable cars and bike lifts
<p>Proposed Action</p>	<p>As above, congestion charging is unlikely to be viable for a city the size of Bath due to the huge development and infrastructure costs required</p> <p>Views noted</p>
<p>Residents Association</p>	<p>Proposed Action</p> <p>Views noted</p> <ul style="list-style-type: none"> Local residents associations not consulted in production of Draft Transport Strategy – if so, would have been greater emphasis on air quality, which is overriding priority of residents in the area Disappointment with strategy document – reiterates points already known. Doesn't advance much needed Transport Strategy/Transport Plan <p>Parking</p> <ul style="list-style-type: none"> Reducing parking – negative impact on residents who already find it difficult to park <p>Walking</p> <ul style="list-style-type: none"> Need to recognise number of elderly residents and young mothers with prams – topography of Bath makes walking difficult for these groups <p>Public Transport</p> <ul style="list-style-type: none"> Cost of public transport without concession is 'extremely high' – needs to be addressed to encourage greater bus use <p>Shared Space</p> <ul style="list-style-type: none"> Mixing cyclists and pedestrians a concern, given 'lack of consideration shown by admittedly a minority of cyclists' <p>Coaches</p> <ul style="list-style-type: none"> Adamantly opposed to encouraging coaches in the city centre – recognise importance of these as visitor transport, but add to congestion and air pollution Should be provision for them to drop passengers off at an agreed location on the outskirts from where can proceed on foot or by public transport Various proposals do not include assessment of their individual or collective impact – 'missed opportunity'
<p>Proposed Action</p>	<p>The Strategy seeks to minimise long stay parking in the centre, with adequate short stay parking retained – this will be emphasised</p> <p>As above – short stay parking will remain</p> <p>Reductions in bus fares would need to be funded by the Council – at the expense of other services that are provided.</p> <p>Views noted</p> <p>Views noted</p>

<p>Residents Association</p> <p>Key Criticisms of Document:</p> <ul style="list-style-type: none"> • Not a city-wide strategy • Underestimates pollution issue • Traffic modelling not addressed <p>Other Comments:</p> <ul style="list-style-type: none"> • Eastern Park and Ride – suggest side which could be adapted as rail link option using Bristol Metro and additional services e.g. Box Bridge Project • Small Park and Ride near Limpley Stoke making use of ready-made two tunnel access including bicycle provision might reduce traffic flows from B31 10 & A36 (via Brassknocker Hill) • Housing developments – lack of traffic planning requirement within planning for new housing developments (which lead to increased traffic volumes) 	<p>Proposed Action</p> <p>Strategy document to emphasise that it is aimed at city-wide problems. Pollution is recognised as a very important issue.</p> <p>As above, further work has been commissioned by the Council to provide more information on the potential feasibility/viability of an Eastern P&R site (rail- and/or bus-based)</p> <p>Strategy includes Travel Plans for new developments.</p>
<p>Local Residents Group</p> <p>Park/Rail and Ride</p> <ul style="list-style-type: none"> • Concerned at inclusion of scheme in questionnaire when proposal isn't detailed in the strategy document • Park and Rail scheme complex and expensive – unhappy at lack of background information or discussion in the strategy that would allow public to form opinion and provide meaningful response • No details of sites to be considered for Park and Ride to East of Bath – therefore cannot comment on proposals <p>A36/A46 Link Road</p> <ul style="list-style-type: none"> • Major transport scheme which is hugely complex and 'bound to spark controversy' and extremely expensive • Concerned at inclusion of scheme in questionnaire when proposal isn't detailed in the strategy document • Scheme previously 'condemned' at public inquiry (1990), which remains relevant • Vision lacks reference to BANES obligation to protect the landscape setting of the City of Bath WHS; as set out in international, national and local documents on WHS and its landscape setting • Protection of landscape setting is inextricably linked to protection and enhancement of site • Concern over any scheme which encourages more traffic on the 'unstable and inadequate A36' – needs 'highest degree of public scrutiny' • Development of A350 in collaboration with Wiltshire Council as an alternative route for long haul HGVs - seen as more practicable solution • Group therefore does not support either the Park and Rail or the A36/A46 link road scheme 	<p>Proposed Action</p> <p>As above, an Eastern P&R was included as either bus- or rail-based. The rail option was added into the questionnaire to gauge the public reaction. Further work has been commissioned by the Council to provide more information on the potential feasibility/viability of a link road and new P&R site.</p> <p>The further work commissioned will consider the environmental impacts of potential schemes</p> <p>As above, use of the A350 (or other routes outside of B&NES) will require approval from Wiltshire Council which is likely to be difficult to achieve but the Council will pursue this further</p> <p>Views noted</p>

Residents Association	<ul style="list-style-type: none"> Support principles and recommendations of report – particularly reduced car use, increase in walking and cycling and improvement of associated facilities, parking constraints in city centre, reduction of through traffic and external Park and Ride services Many proposals evident in previous reports – but there has been a lack of progress in implementing proposals More city centre on-street parking should be allocated to residents City centre residents suffer most from air quality – steps must be taken to improve air quality 	<p>Proposed Action</p> <p>Views noted</p> <p>Addressing air quality in the city centre is an integral part of the Strategy</p>
Collated Residents' Responses	<ul style="list-style-type: none"> Progressively pedestrianise many city centre shopping streets, taking into account disabled driver needs Priority given to car sharing drivers Amend Park and Ride signs from 'During busy periods use Park and Ride' to 'to help reduce congestion and air pollution, please use Park and Ride' Where possible, segregate cyclists from motor vehicles – cycle lanes and shared surface pavements, provide more cycle parking All Park and Ride buses to stop at Royal United Hospital, or provide separate shuttle bus Feasibility and cost/benefit analysis of moving the Royal Mineral or St Martins hospital services to Royal United Hospital Electronic signs at Park and Ride indicating number of available spaces Extension of residents' parking zones to Newbridge & Weston Council to publish and implement recommendations from Newbridge and Weston Parking Survey 2010 Focus on environment and air pollution, including targets Cost of traffic congestion on Bath economy and cost/benefit analysis of solutions Cheaper/subsidised bus and rail season tickets for Bath and Bristol commuters Increase capacity of out of town Park and Ride sites On-street and employer car parking charges – to encourage commuters to use public transport or car share Nothing in Draft Transport Strategy which advocates use of Environmental Management System techniques to solve environmental impact issues – approach should be adopted by Council plus collaboration with other large organisations in Bath Introduce road pricing/congestion charge and low emission zone to discourage motor and commercial vehicles entering Bath during peak hours 	<p>Proposed Action</p> <p>Views noted</p> <p>Such changes to hospitals are outside the scope of a Transport Strategy</p> <p>The extent of Residents' Parking Zones can be increased, subject to agreement by the majority of local residents affected</p> <p>As above cheaper rail and bus fares are outside the control of the Council.</p> <p>Increased P&R capacity is an integral part of the Strategy</p> <p>Views noted</p> <p>As above, congestion charging is unlikely to be viable but LEZ is being considered</p>

Residents Association	Question 1 – Top concerns	Proposed Action
	<ul style="list-style-type: none"> • Agree with key objective of reducing the traffic and intrusion of vehicles especially in the historic core • Also need to reduce traffic and the associated air pollution in other congested areas (London Road and Bathwick Street) • Concerns on adverse health effects of fine particulates (PM2.5) at levels below the current legal limit, need to tackle air pollution seriously - has to be done by reducing traffic volumes by means of an effective transport plan • Key outcomes wish to see are: <ul style="list-style-type: none"> - Largely traffic free city centre - Public Realm and Movement Strategy implemented - Vibrant public spaces - Reduced traffic in the city as a whole - High quality environment/good air quality 	<p>A number of measures are underlined in the strategy to reduce through traffic within the core centre</p> <p>Improving air quality & health, reducing vehicle carbon emissions is a key objective in the strategy</p> <p>Views noted</p>
	<p>Question 3</p> <ul style="list-style-type: none"> • Strongly support a P&R or rail & ride to the east of the city 	<p>Views noted</p>
	<p>Question 5</p> <ul style="list-style-type: none"> • A link road is essential if long distance HGV (especially vehicles over 7.5 tonnes)/ other traffic is to be removed from the city - recent DfT decision on an HGV limit at Bathwick concluded that traffic cannot be barred from Bath in the absence of a new alternative route 	<p>Views noted</p>
	<p>Question 6</p> <ul style="list-style-type: none"> • This would need to be managed carefully to avoid adverse impact on businesses. Many comparable European cities have controlled HGV access and have thrived because of the much improved environment for visitors and residents 	<p>Views noted</p>
	<p>Question 11</p> <ul style="list-style-type: none"> • It is not just about increasing capacity. P&Rs should operate until late for 7 days a week, with secure overnight parking • Need to provide evening and overnight visitors with this service. There should be a shuttle service of suitable vehicles for overnight visitors, serving the hotels and guest houses, paid for by tourism groups 	<p>Views noted</p>
	<p>Question 16</p> <ul style="list-style-type: none"> • Cheaper fares, more frequent services 	<p>Views noted</p>
	<p>Question 17</p> <ul style="list-style-type: none"> • Coaches make a major contribution to traffic congestion in Bath, and should not be brought into the city centre. Drop-off points on the edge of the central area at the closest (not residential area) 	<p>Is noted in the strategy that an easily accessible unloading point in the city centre is essential, linked to a more remote coach parking facility</p>

<ul style="list-style-type: none"> A waiting area for coaches at the P&R is sensible provided there is sufficient capacity. Coach passengers could take the P&R bus into the city, halving the number of journeys <p>Other comments</p> <ul style="list-style-type: none"> TS needs to be followed by a transport plan containing a set of detailed projects with timescales and budgets, with annual progress reviews including a traffic management plan for the city aimed at reducing traffic volumes in the centre and other areas It is essential that comprehensive traffic modelling studies are carried out when major developments are considered. An integrated plan for the A36 south of the river is required to support the Enterprise Area development. The school run has a major impact on traffic levels. Most schools now have travel plans but these are neither kept up to date nor supported by the effort and resources needed to implement them. 	<p>Views noted</p> <p>A detailed Traffic Management Plan is proposed</p> <p>Views noted</p> <p>Travel Plans are subject to funding being made available</p>
<p>Health Groups</p>	
<p>Health Group</p> <ul style="list-style-type: none"> Board welcomes development of Transport Strategy as a key mechanism to address wider determinants of health and wellbeing and to work together on a long term vision for transport in the city of Bath In particular, board welcomes reference to air quality, health and prioritising walking, cycling and public transport within the strategy – ties in with board’s own objectives, particularly in terms of individual health and wellbeing and creating healthy and sustainable places Board committed to increasing resilience of local people and communities, including action on loneliness – which transport plays key role in Importance of keeping people connected and ensuring good networks, as reflected in Draft Transport Strategy Need to understand health impacts of solutions compared to other proposals (including ‘do nothing’ scenario) to understand what is best for health and wellbeing 	<p>Proposed Action</p> <p>Views noted</p> <p>Public Realm and Movement Strategy (PRMS) touches on the link between active modes of travel and health</p>
<p>Comments Relating to Consultation Questionnaire</p>	
<p>Question 1:</p>	
<ul style="list-style-type: none"> Encouraging to see active and low carbon modes of travel set out as priorities Strategy explicit about link between improved air quality and improved health and wellbeing – helpful if could be as explicit about link between active modes of travel and health Vision could be strengthened by making it clear we aim to make “getting around” Bath easier for everyone – positive to see that people with mobility impairments are considered Other groups should be mentioned – children, young people, older people, those with dementia and those with learning disabilities Growing body of literature supporting development of places that are easy to get around for particular groups e.g. Dementia-Friendly places – good use of signage, clear differentiation between pavement/road/cycling and walking infrastructure through different surfacing – can <p>All aspects of travel are considered in the strategy to provide links for those people with mobility impairments</p>	

<p>provide further information upon request</p> <ul style="list-style-type: none"> • Vision should emphasise need for behaviour change amongst residents and visitors (to get people walking/cycling/using public transport) and how this could be achieved 	<p>Change of travel behaviour is encouraged through Travel Plans for workplaces and new developments</p>
<p>Question 3:</p> <ul style="list-style-type: none"> • Generally supportive of Park and Ride as support more sustainable modes and good for health if encouraging more physical activity (walking to/from bus), lower stress levels etc. 	<p>Views noted</p>
<p>Question 9:</p> <ul style="list-style-type: none"> • Cost of living is high, therefore cheaper fares likely to be very important – strategy mentions this but doesn't commit to taking action to reduce fares – is there a commitment that could be made? 	<p>As above, cheaper rail and bus fares would have to be subsidised by the Council.</p>
<p>Question 11: Yes</p> <ul style="list-style-type: none"> • Good to understand how Park and Ride could be used as a community asset (e.g. rather than closing at night, could they be used for parking/leisure activities etc.) 	<p>P&R recommended to be used for peak demands for market / festivals / providing additional capacity for community events</p>
<p>Question 12 : Yes</p> <ul style="list-style-type: none"> • There is good evidence base which supports pedestrian schemes as a way of improving physical activity (and also mental wellbeing) 	<p>Views noted</p>
<p>Question 13:</p> <ul style="list-style-type: none"> • Support prioritisation of cycling and walking along river corridor, with radial routes in and out of Bath • Also a neighbourhood approach which links communities to one another – help to support vibrant, accessible neighbourhoods • Suggest highlight importance of improving connectivity between sites and neighbourhoods; across neighbourhoods as well as between neighbourhoods and city centre 	<p>Views noted</p>
<p>Question 14: Yes</p> <ul style="list-style-type: none"> • Is there understanding of optimal facilities and charging points required to encourage behaviour change and higher uptake? 	<p>Proposed within the Transport Strategy within the 'Better Bus Area' bid</p>
<p>Question 16:</p> <ul style="list-style-type: none"> • Stakeholders would like bus fleet which is 'up to date' e.g. Wi-Fi 	<p>Recommended a replacement coach park should be provided at either Weston Island or Odd Down Park and Ride site. The city centre set down/pick up point should remain at Terrace Walk</p>
<p>Question 17:</p> <ul style="list-style-type: none"> • Support solution which encourages coach travel over car, but does not compromise use of city centre sites which could be used to promote health and wellbeing • Use of existing assets e.g. Park and Ride 	

Additional Comments:

- Strengthen strategy links with other key strategies e.g. 'Fit for Life Objective 1.3 – add 'promoting sustainable and active modes of travel'
- Do more to encourage car sharing
- Definition of key walking routes – should ensure school walking routes are prioritised
- Connected communities where active modes e.g. walking/cycling are easy choice
- Definition of utility and leisure purposes for walking trips
- Clarity on volume of school traffic and how this will be reduced
- Sustainable travel section – also mention 'active' travel
- Travel plans – is this far/challenging enough?
- P.22 - add: Successful delivery of development sites (**including sustainable and active modes of travel**)
- P24 – add: Improved travel choices (**i.e. sustainable and active travel**)
- At consultation event in July, strong support for experimental closure of city centre streets to traffic and to pilot the impact on how people get into city, impact on businesses etc.
- Welcome creation of Access Group – could scope be broadened to include access for those with learning difficulties and dementia

Views noted and detailed points will be considered in further work

Local Businesses

Local Transport Consultants

Initial comments

- Document classification and structure is not clear, is it the actual Transport Strategy, an options testing report or a review?
- In addition, the heading 'Getting Around Bath' is grammatically and contextually incorrect

Proposed Action

Document is the proposed Transport Strategy

Context

- How does the TS fit in with the other strategies of the Council e.g. Bath Sustainable Communities Strategy, Local Transport Plan etc.? A
- The TS also doesn't clearly define the geographic area it is covering in sufficient detail
- The TS is too focused on the central area of Bath and makes little reference to the role of the urban area surrounding the centre, the fringes of the city and the travel-to-work area beyond

Strategy is directly linked to the Core Strategy and planning of future development

Views noted

The need for a strategy - Analysis

- The TS gives no indication of where the trips are coming from or going to, the trip purposes, travel on different days of the week or the different flow profiles across the inner cordon
- There is no analysis in the TS of the actual transport network itself (the supply side) i.e. the hierarchy of roads, the rail links, the coverage of bus services, the river and waterways etc. This is all essential baseline information from which the strategy can be developed
- Needs to be clearly articulated in the document that the supply side of the City's transport network has only a finite capacity, and as a consequence, there is a limit to the level of demand that can be realistically accommodated. We believe it would be possible to work this

Not detailed specifically within the report but are considered within the data obtained
 Baseline information has been used and analysed for evidence within the strategy – a separate supporting document will detail this

	<p>out as the city has only limited routes into it, which act to constrain the demand</p>	Views noted
Integration	<ul style="list-style-type: none"> The TS needs to be integrated at several levels as follows: <ul style="list-style-type: none"> -The wider national as well as regional policy framework -Between Council Departments: education, waste management, planning and regeneration, social services and community services will all influence transport. -Between all modes of transport: roads, buses, trains, boats etc. all have different operating regimes and without recognition of how they might operate as an integrated network 	<p>Is stated in the document that the emerging Core Strategy reflects the changes in the planning system manifest through the National Planning Policy Framework that supports the principles of sustainable development</p>
Coherent Strategy	<ul style="list-style-type: none"> Too many generalised measures, such as promoting walking, cycling and public transport, which should be indisputable as they reflect national policy It is not explained as to how they might contribute to different types of travel in Bath e.g. travel distance, trip purpose, time of travel, type of traveller etc. There is a real risk that if specific measures / schemes are not included in the TSB, when it comes to trying to deliver them on the ground, it will be much more difficult to demonstrate that they are an integral part to the overall transport strategy for the city The TS is mostly on the central area of the city, which we believe is problematic. The traffic intervention measures should be on the corridors and routes into the city Feel like the TS is centred around walking, however this is only suitable for journeys of a limited distance Public transport, and in particular the bus services, needs to be at the heart of the TS. Should cover the whole city and its travel-to-work area beyond 	Views noted
Support for the Strategy	<ul style="list-style-type: none"> The outcomes set out in the TS do not provide a persuasive argument as to why it is important that the strategy and its measures are adopted for Bath 	<p>Is stated in the report that the scope for daytime pedestrian priority can be considered, enabling vehicle access at other times</p> <p>Views noted</p>
Local Media Business	<p>Question 1</p> <ul style="list-style-type: none"> The strategy seems to lack objectives at a strategic level. The first is any real sense of strategic transport principles: <ul style="list-style-type: none"> - Ease of movement within the City - Ease of movement to/from the City - Limiting car demand/use - Measuring the proposed solutions against those overall objectives <p>Question 12</p> <ul style="list-style-type: none"> It's too limited in its ambition, and it doesn't really address the wider issue of ease of movement for pedestrians in the City because it will just move the problem elsewhere 	<p>Proposed Action</p> <p>Views noted</p> <p>The strategy will extend the principles of the Public Realm and Movement Strategy to core routes throughout the whole city</p>

Question 16

- Lower fares
- Greater emphasis on bus provision and fares from locations outside Bath, avoiding the need for car journeys to the P&R

As above, cheaper rail and bus fares are outside the control of the Council

Other comments

- If limiting car demand and ease of movement to/from the City are key objectives, then solutions such as a City centre congestion charge would support both
- It would provide resources to improve bus services and cut bus fares
- The strategy is very City centre focused - missing transport issues outside the City centre, and not placing enough emphasis on the impact of getting to and from the centre from outside
- The rails links to Wiltshire are a worthwhile objective, but the MetroWest project to the East of Bath has greater value, greater opportunity, and potentially much greater impact. The priority should be to support the LEP in ensuring that this sees the light of day and achieves its full potential
- Cycling does not feature significantly enough. Should consider 'Boris bike' type solutions for the centre
- Car sharing is not mentioned: incentivising by, eg, sharing bus lanes, cheaper parking
- Bath's waterways as a potential solution should be considered: business might be encouraged to use them as a method of transport, the use of taxi services along the river might be considered

As above, congestion charging is unlikely to be viable for a city the size of Bath due to the huge development and infrastructure costs required
Views noted

There are several measures noted within the strategy to increase the number of cycling trips, however, local topography of the area limits the quality and scope for future cycling provisions
'Next bike' has already launched within the city centre
Car share is considered within modal shift

Individual Responses

Individual Response

- Recently moved to Bath for both 'beauty and amenities' and also due to being a 'compact and walkable city' – daughter has visual impairment, so able to be independent here

Views noted

Walking

- Support giving highest priority to walking, but strategy needs to take greater account of the fact that those with mobility impairments have varied and complex needs
- Pedestrian only streets helpful, but need controlled crossings made safe by the use of audible and tactile signs, in line with best practice (Department of Transport, 2002)
- Need for consultation with relevant organisations as a starting point to ensuring that Bath is made a safe walking environment for everyone

As above, all aspects of travel are considered in the strategy to provide links for those with mobility impairments
Views noted

Shared Space

- Strategy accepts apparent advantages of shared use of space by cyclists and pedestrians – lack of accidents reflects the fact that those with visual impairments avoid such spaces as they do not feel safe. Need careful design of such spaces to avoid this problem

Identified as a key priority to provide new infrastructure including crossings, shared space and lighting for those on foot and with mobility difficulties

<p>Park and Ride</p> <ul style="list-style-type: none"> Support for expansion of Park and Ride sites outside of the city, including an area for coaches. No need for coach parking facilities within close proximity to city centre <p>Technology</p> <ul style="list-style-type: none"> Support greater use of technology e.g. radio frequency controlled devices may offer safer crossings for the disabled in the future <p>Pollution</p> <ul style="list-style-type: none"> Coaches and buses must be significant contributor to high pollution levels in Bath, in addition to car usage. Rapid transition to hybrid and electric buses (and coaches, if possible) should be a priority Coach parking – safe manoeuvring of large vehicles needs to be considered very carefully Include rest facilities for drivers (toilet and smoking facilities) – complaint regarding current toilet facilities at Riverside 	<p>Identified within the strategy via dialogue with visitor attractions. Coaches are a major component of their success- an easily accessible unloading point in the city centre is essential, linked to a more remote coach parking facility</p> <p>Views noted</p> <p>Views noted</p> <p>Views noted</p>
<p>Individual Respondent</p> <ul style="list-style-type: none"> Need to consider reduced bus fares for children 	<p>Views noted</p> <p>Implemented within the strategy, stating that current facilities are inadequate and any new coach station must provide much improved facilities, including a driver rest area and toilets</p> <p>As above, cheaper rail and bus fares are outside the control of the Council</p>
<p>Individual Respondent</p> <ul style="list-style-type: none"> Need to put a monetary value on the retail and tourist segment of the Bath economy/conduct a survey to engage with non Bath residents who visit the city to ensure that the strategic approach and tactics are not putting this sector at risk The stated intention to reduce off street parking in the city could risk the retail and tourism customer experience in the city Are any likely changes to car fuel sources over coming years taken into consideration within the TS? 	<p>Views noted</p> <p>Previous car parking managing supply has not been detrimental to the local economy and has helped to reduce traffic levels, of which shows that parking resources can be managed more effectively</p>
<p>Individual Respondent</p> <ul style="list-style-type: none"> Coaches should be made to discharge their passengers at one or more staging areas just outside the city centre and move away to park on derelict land Introduce a scheme of residents' parking fees based on the pollution levels of the car Add a second storey over the existing Charlotte Street Car Park to enable a large number of additional cars to be parked on the outskirts of the city centre reducing parking problems in the city centre (avoiding double parking/pavement parking) 	<p>It is stated in the document that an easily accessible unloading point in the city centre is essential, linked to a more remote coach parking facility</p> <p>Views noted</p> <p>Views noted</p>

- Improve capacity of signals by allowing eastbound traffic along George Street to turn left into Lansdown Road whilst traffic is flowing down Lansdown into George Street

Individual Respondent

- Look at hubs and routes which are accessible to all. There are 4 perspectives to look at:
 - sensory (guide dogs/white sticks)
 - mobility (blue badge holders)
 - mental illness
 - the elderly

Accessibility for people with mobility impairments are considered (either some form of infirmity, visual or hearing problems and others, such as those with shopping or pre-school children, may encounter difficulties walking around the city or using other transport such as buses)

Individual Respondent

- Many old people have difficulty walking and so this 'walking city' idea is not necessarily appropriate for the majority whilst bikes and large buses are dangerous for those with slower reactions. Lack of seating along the main walking routes also means the inner city is inappropriate for the elderly
- Need to maintain car parking in the city centre.
- An electrified railway will introduce ugly pylons along the line removing the natural beauty of Bath

As above, accessibility for those with mobility impairments are considered
The preservation of Baths unique surroundings and historic core are a key focus within in the strategy
As above, working with bus operators will determine the most appropriate ways to provide services that meet the needs of local people during the day and into the evenings

Individual Respondent

- There is almost no consideration given to the student body in Bath - should be considered to be at the forefront of the council's efforts to increase the percentage of journeys by foot and cycle
- Key walking routes ignore one of the busiest pedestrian routes in the city (Oldfield Park, via Brougham Hayes, Homebase and Sainsbury's car parks and into the city centre via Green Park Station)
- No consideration is given to pedestrians or cyclists via Widcombe Hill and Copseland on the way to and from the university. Both are dangerous for pedestrians and have a large number of pedestrian/cyclist journeys

Views noted

Individual Respondent

- The approved Cabinet Meeting report has been changed since the meeting to include a discussion about the A36/A46 link road. The Cabinet Meeting and Mott MacDonald Report - Consultation (both approved April 2014) show different quotes on the A36/A46 link road

Views noted

Individual Respondent

- Need to cater for all forms of mobility impairment, particularly related to sight which require controlled crossings.
- Should be no need for coach parking in the city centre
- Hybrid/electric buses should be a priority to address air pollution

Individual Respondent

- The report is too focused on reducing car use –this is too dangerous to the economic wellbeing of the City to be too anti car and a more balanced approach should be taken in the report
- Report needs to be practical rather than achieving a "Utopian" vision
- There are a number of statements in the report that do not seem to be backed up by hard evidence
- Section 2.15 - what evidence is there to say that recent parking schemes have not been detrimental to the local economy and also helped traffic flow?
- Reducing central area parking is not only impractical it is dangerous to the future economic wellbeing of businesses that rely on evening trade
- Limiting car parking in the Enterprise Area will limit its interest to potential occupiers and limit the success of any new office development
- Detrimental knock on effect on outlying villages/outer suburbs where increased traffic caused by "rat runners" trying to get to the park and rides and across the City

The strategy is not anti-car but instead is trying to re-balance transport options against the economic and environmental needs of the city – car use will continue to be important but containing the number of journeys made by car will benefit everyone

Evidence includes over 3,000 long stay on-street spaces as part of the residents parking schemes introduced in 2000/01 and the 320 spaces at Royal Victoria Park no longer being available for free all-day parking (introduced in 2013)

As above, previous car parking managing supply has not been detrimental to the local economy and has helped to reduce traffic levels, of which shows that parking resources can be managed more effectively

As above, working with bus operators will determine the most appropriate ways to build the market through straightforward ticketing, new information provision and services that meet the needs of local people during the day and into the evenings

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Bath & North East Somerset Council		
MEETING/ DECISION MAKER:	Planning, Transport and Environment Policy Development and Scrutiny Panel	
MEETING/ DECISION DATE:	11 November 2014	
TITLE:	Place – Medium Term Plan Update	
WARD:	All	
AN OPEN PUBLIC ITEM		
List of attachments to this report:		
Draft Medium Term Plan update and attachments		

1 THE ISSUE

1.1 The draft Place Medium Term Service & Resource Plan (MTSRP) update is presented for consideration by the panel to ensure all members of the panel are aware of the context and enabled to comment.

2 RECOMMENDATION

The Panel is asked to:

- (1) Comment on the update to the 3 year medium term plan update for Place, focusing on matters affecting 2015/16, and note that will be the third year of the plan.
- (2) Identify any issues requiring further consideration and highlighting as part of the budget process for 2015/16.
- (3) Identify any issues arising from the draft plan it wishes to refer to the relevant portfolio holder for further consideration.

3 STATUTORY CONSIDERATIONS AND BASIS FOR PROPOSAL

3.1 This medium term plan update forms the basis for the budget process for 2015/16 and all relevant statutory matters are either referred to in this update or the original plan approved in 2013 (PDS November 2012).

4 THE REPORT

4.1 This report forms part of the 2015/16 service and resource planning process. As set out in the enclosed medium term plan update , the next steps include:

- (1) Panel comments considered by Portfolio Holders.
- (2) PDS Resources meeting in February to take overview of comments from Panels and progress on budget setting plus equalities issues.
- (3) February Cabinet budget recommendations to Council.
- (4) February Council approval of budget and Council Tax setting.

5 RATIONALE

5.1 Where the Panel wishes to either increase expenditure or reduce savings targets alternatives should be proposed.

5.2 The Panel should concentrate only on the parts of the plan relevant to its own remit as the PDS Resources meeting in February will be taking an overview.

6 OTHER OPTIONS CONSIDERED

6.1 This is a package of options as set out in the report and reflects the Council's corporate plan, its vision and values, the medium term plan agreed in 2013, public feedback, changes in legislation and the Cabinet's priorities.

7 CONSULTATION

7.1 The corporate implications of this report have been considered by Strategic Management Team (SMT) including the *Section 151 Finance Officer; Chief Executive & Monitoring Officer*

7.2 Further consultation has taken place as part of developing the revised Corporate Plan. Budget fairs are taking place now.

7.3 Cabinet has been closely involved in the preparation of this update and in particular the relevant portfolio holder(s)

8 RISK MANAGEMENT

8.1 A risk assessment will be completed as part of the final budget papers and inform the Council's reserves strategy. The main risks relate in the next financial year to:

- (1) The robustness of the savings estimates.

- (2) The potential for some service levels to deteriorate as a result of the savings, some savings are from service reductions but most savings are directed at efficiencies or increased income.
- (3) The implications for staff arising from savings, albeit that the costs of severance will be budgeted for corporately and unions are being consulted together with the affected staff.
- (4) The need to maintain a planned and phased approach to savings at a time when pressures are starting to require substantial and immediate cuts.
- (5) Equalities impacts of the savings.

Contact person	<i>Louise Fradd Strategic Director – Place Tel: 01225 395385</i>
Background papers	<i>Corporate Plan and 2013/14 budget papers plus medium term plans</i>
Please contact the report author if you need to access this report in an alternative format	

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MEDIUM TERM SERVICE & RESOURCE PLAN UPDATE

PLACE

Community Regeneration, Development, Environmental Services

2015-16

Introduction

This is the third year of the period covered by the 2013-14 to 2015-16 medium term plans. The medium term plans were reflected in the budgets approved by Council in both February 2013 & 2014. The original plans can be found on the Council's web site with the agenda papers for the November 2012 PDS panels.

This 2015-16 update is a summary of key changes affecting the plan and does not restate the information contained in the original plan. This update provides important background information to the 2015-16 budget process, which will culminate in a report to the February 2015 meeting of Council. The 2015 February budget report will incorporate assumptions made as part of the three year planning process, together with new planned variations to reflect current circumstances, and approval for those variations. It will also set both the budget and the consequent level of Council Tax for 2015/16.

This document contains the following updates:

- Strategic Context – financial, legal, service and policy headlines
- Structural Changes – summary of the new management arrangements
- Progress Achieved – how the delivery of the 3 year plan is progressing
- Variations to the plan – proposed changes concentrating on 2015-16
- Capital Programme – proposed alterations to the capital programme
- Risks & Opportunities – key risks to delivery of the plan but also opportunities
- Equalities – summary of approach

Strategic Context

The Corporate Plan and refreshed Council Vision remains the main policy context. These documents can be found at <http://www.bathnes.gov.uk/services/your-council-and-democracy/vision-and-values>

The three year financial challenge was summarised in 2013/14 and this has been updated to take account of subsequent Government funding announcements and policy changes. Over the three-year period of the Medium Term Service and Resource Plan from 2013/2014 to 2015/2016 we estimate at least £30M of savings or additional income will need to have been delivered.

As part of the Budget considerations for 2015/2016, there have been a number of key Government announcements which have an impact on the original three-year plan. The

most significant of these was the Local Government Finance Settlement announced in Jan 2014 which set out the following provisional figures for 2015/16:

A 13.5% reduction in the Council's funding assessments - this actually equates to reduction of 27% in Revenue Support Grant.

A reduction of 20% in the Education Support Grant.

Council Tax Freeze Grant equivalent to 1% of council tax for councils who freeze their council tax for the year.

The Government's changes to Health and Social Care funding arrangements in the form of the Better Care Fund also present challenges for the Budget. The plan supporting the local arrangements for this fund was originally approved in March 2014 but required revisiting following changes announced by the Government in May 2014. A revised plan which reduces the original level of funding allocated to support community health and social care costs was approved in September 2014 for consideration by the Department of Health.

In June 2014, the Better Care Act passed into law with major changes impacting on the provisions for Social Care. These changes are phased between 1 April 2015 and 1 April 2016 and cover a range of new requirements for Local Authorities from support to carers through to the capping of care costs met by self-funders. The financial implications are considerable and the Council will need to make appropriate provision for any costs not being met by the Government.

These changes, together with the existing savings to be identified and other variations, mean a further funding requirement of £9m for the Council is required to balance the 2015/16 Budget.

For 2015/16 the focus will be on the variations that are needed to the approved medium term plan to deliver a balanced Budget proposal for the Council in February 2015. The Variations section of this update (below) provides further details of the projected Budget Gap for 2015/16 together with proposals to address this.

The Cabinet's aim remains once again to achieve the original three year medium term plan (final year of) with minimal alterations, but at the same time to reflect public feedback together with local and national policy changes. The Council has a good level of reserves and can use these to smooth the effects of policy changes and additional financial challenges. The indication from Treasury figures is that an equally tough set of financial targets will need to be repeated in the next 4 year plan which starts in 2016, and of course at that time the difficulty in meeting the challenge will have increased as efficiency opportunities will be less.

In the case of the Place Directorate the key policy context changes are:

- The Core Strategy has now been adopted. This provides a platform to progress the Community Infrastructure Levy (CIL) and complete the Placemaking Plan. The CIL is required to ensure that the Council continues to receive relevant developer contributions in order that key infrastructure requirements can be met. It is proposed that this will be in place by April 2015. Completion of the Placemaking Plan is

required to ensure that the Planning Policy work is completed as set out in the Council's agreed Local Development Scheme.

- 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. This will enable the implementation of infrastructure requirements thus securing the appropriate development of the sites. The development of these sites is crucial if the Council is to meet its housing and job creation targets.
- 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. Connectivity to homes and job opportunities and addressing air quality issues are key elements of these strategies by identifying public transport, walking and cycling opportunities and key strategic infrastructure issues that need to be addressed if our roads are to continue to operate effectively and efficiently.
- 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.
- The Place Directorate continues to ensure that it is compliant with the new Council Procurement strategy with a "Think Local" theme.
- The adoption of the 'Fit for Life' Leisure Strategy has provided the necessary direction for the procurement of a leisure provider during 2014/15, thus ensuring that local needs and priorities are met.
- A review of the Economic Strategy has ensured that tourism, arts and cultural activities including major events are now identified as key economic drivers within Bath and North East Somerset alongside support for our key business sectors.
- The Council continues to deliver our Zero Waste policies and this year we forecast over 80% of waste will be diverted from landfill (last year this was just under 75%) – a record. Not only is this really good for the environment, it also helps us to cushion the costs associated with increased total volumes of waste due to housing growth.
- Seeking further opportunities to share services including the procurement of shared contracts with other local authorities remains a commitment within the Directorate.
- The Place Directorate continues to work with the HCA and key registered social landlords to provide affordable housing particularly in relation to Bath Western Riverside, the former Ministry of Defence sites and Radstock.

The key strategies identified above have all been developed in parallel to ensure that they link up and secure the same key objectives and benefits for residents, businesses and visitors to Bath and North East Somerset.

Structural Changes

The Place Directorate has gone through a fundamental restructuring process. The implementation of the new senior management structure has 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;
- provide the base for further restructuring within the new divisions to ensure that services are able to operate more effectively and efficiently; and
- ensure that programme and project management principles are applied to key projects

Progress Achieved

The Place Directorate has 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.
- Further efficiency and income generation opportunities has enabled the Directorate to address other areas where the efficiency targets have been more difficult to achieve for example in Waste and Planning Policy

The remaining year of the medium term plan is attached at Appendix 1 and this has been updated to include a commentary on progress towards delivery of the approved savings and additional income streams.

With the exception of the specific variations identified below, full delivery of the medium term plan is anticipated and any further changes considered by the Council would require the identification of further additional savings to balance the Budget.

Variations to the Plan

The remaining year of the Approved medium term plan (2015/16) is attached at Appendix 1. This includes a more detailed commentary on progress towards delivery of the approved savings and additional income streams for the final year of the plan.

There are a number of variations required to the plan in order to arrive at a balanced Budget these will be set out in more detail as part of the final Budget Proposal in February 2015. Some of the key items currently under consideration are set out below:

Potential Funding Pressures

- Changes in government funding including Revenue Support Grant and Education Support Grant

- New funding burdens including Care Act implications, Social Fund and Deprivation of Liberty Safeguards.
- Changes to original savings proposals – these are set out in the in the update provided at Appendix 1.
- Impact of new Capital Schemes

Potential Funding Opportunities

- Increases in anticipated Business Rate Growth and related Business Rate opportunities.
- New Housing including increasing New Homes Bonus and Council Tax Base.
- Financing opportunities including funding of the Local Government Pension Fund deficit.
- Commercial income, including profit share from the Thermae Spa and income from Green Energy investment.
- The contribution to Community Health and Social Care costs from the Better Care Fund.
- The use of the Financial Planning Reserve.

With the exception of the variations identified above, any further changes considered by the Council will require the identification of further additional savings to balance the Budget.

Capital Programme

A draft summary of proposed variations to the capital programme will be tabled at the meeting as Appendix 2. This will be put forward for approval as part of the February budget report.

The Place Directorate has 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. Other elements of the 2014/15 programme also bring improvements to public transport infrastructure, open spaces and walking/cycling schemes.

Risks & Opportunities

There are significant efficiency targets in the plan and those arising from the changes in management and service restructures and the need to increase income opportunities are very challenging to achieve, especially when the call on many services is increasing

Management capacity has been considerably reduced by the restructure and whilst further restructures are being undertaken capacity remains a risk. However this has been mitigated by having appropriate processes and controls in place to ensure correct decision making and the protection of assets.

The 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.

The majority of 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.

Equalities

Equalities impacts of key changes are considered as service plans are set and as part of any key management change. The main equalities impacts for Place were assessed when the 3 year plan was set.

Appendices

1. Savings details – MTSRP final year progress summary 2015/16
2. Additional Capital schemes – to follow

MEDIUM TERM SERVICE & RESOURCE PLAN – SAVING DETAILS (2015/16)

PLACE

2015-16 Saving £000	How saving to be achieved	Impact to Service Delivery	Strategic Directors Update on Saving Proposal for November 2014 PDS Panel
47	Customer Services Project within the Change Programme	Better customer service and lower processing costs.	Services are progressing savings where possible, and where business plans identify the lower processing costs that can be achieved.
47	Sub Total - Change Programme Savings		
2015-16 Saving £000	How saving to be achieved	Impact to Service Delivery	Strategic Directors Update on Saving Proposal for November 2014 PDS Panel
300	All Directorate - Management Structure Changes across directorate, including DD level, 3rd tier and DMP division.	Pending further work. £300k achieved in each of 2013/14 and 2014/15 by restructures; reduction by one Strategic Director, realignment of Divisional Director and Group Manager roles.	It is not possible to achieve this saving through further reductions in the management team; the Directorate will continue to consider how this saving can be achieved.
Page 139 50	Heritage Services - Victoria Art Gallery - reduction in net subsidy of £50k per annum, including the introduction of admission charging in 2013/14, together with a reduction in planned building maintenance; the operating model for the museum will be fundamentally reviewed in order to achieve a similar level of savings in subsequent years	<p>Introducing admission charges will require physical alterations; the reduction in building maintenance could impact on the quality of decorations and the fabric of the building.</p> <p>There is a risk of a reduction in footfall. The introduction of museum admission charges typically leads to drop in footfall of between 50 and 75%. The measure will render the Gallery less accessible to seniors and 'hard to reach' groups; the fundamental review of the operating model for the museum is likely to significantly change the offer available to visitors.</p> <p>The introduction of charging will mean a change to the way exhibitions are sourced, requiring greater emphasis on finding crowd-pulling exhibitions in addition to exhibitions where works are for sale ; the review of the operating model could have more significant impacts that are yet to be determined.</p>	While this target for 2015/16 will not be achieved, when the overall picture across all heritage services is assessed heritage services have exceeded their income targets. The corporate budgets now allow for this not being achieved in 2014/15.

2015-16 Saving £000	How saving to be achieved	Impact to Service Delivery	Strategic Directors Update on Saving Proposal for November 2014 PDS Panel
200	Heritage Services - Additional net profit over three years in line with the Heritage Services Business Plan. We will improve our offer through the Roman Baths Development Phase 2 which has £4.188 million of capital allocated.	Continued record visitor numbers are likely to cause increased attrition on the site and risk visitor satisfaction levels, which are currently very high. Deterioration to the ancient monument cannot be reversed and therefore increased measures are needed to prevent this. Taking into account our investment in the Roman Baths over the coming years, this is an excellent opportunity to improve the reputation of Bath to a wider number of people.	Profit in 2014/15 is likely to exceed this year's income target. This is mainly due to higher levels of admission and retail income at the Roman Baths and Pump Rooms. Day visitor numbers are 8% above target currently and could match last year's record levels. Funding has also been approved by the Heritage Lottery Fund for the Council to develop further the business plan for a major heritage project to convert buildings in York Street and Swallow Street into a Roman Baths Learning Centre and World Heritage Interpretation Centre. Any scheme will depend on future business case and funding being available.
550	Sub Total - Other Cashable Efficiency Savings		
2015-16 Saving £000	How saving to be achieved	Impact to Service Delivery	Strategic Directors Update on Saving Proposal for November 2013 PDS Panel
40	Additional advertising income (15/16 = bus shelters)	Risks of lack of market interests and possible planning constraints due to National and Council Planning Policy. Income targets to be reviewed.	Roll out of additional bus stops through Bath Transportation Package and Better Bus Area plus successful planning applications and good level of market interest indicate that this target is realistic.
40	Sub Total - Additional Income		
2015-16 Saving £000	How saving to be achieved	Impact to Service Delivery	Strategic Directors Update on Saving Proposal for November 2014 PDS Panel
200	Destination Management - Reduction in subsidy for significant elements of activity, combined with increased Spa income and reduced water monitoring costs	The focus is on creating an environment where we maximise the benefits that tourism brings to the area so that the Council can over time reduce the contribution it makes towards Destination Marketing. This will be done alongside actions to increase the income generated by the DMO and more broadly how the area can benefit from the Bath 'brand'.	This target for 2015/16 will not be achieved as the national legislation around the schemes being examined which would have raised additional income to facilitate this saving changed after this target was put in place. The corporate budgets now allow for this not being achieved in 2014/15.
100	Planning Policy & Environment teams - Reduction in level of spending within Planning Policy and Environment teams to be achieved after the major elements of Planning Policy are completed, including core strategy, gypsy & travellers DPD, Placemaking and CIL	Assumes reduction in Planning Policy work once these workstreams are complete, impact potentially greater because political priorities keep changing	The £100K reduction in level of spending in the Planning Policy and Environment will be challenging because of increasing level of work, however, it is anticipated that this saving will be achieved across the broader Development services
300	Sub Total - Reduced Service Levels		
937	TOTAL SAVINGS		

PLANNING, TRANSPORT AND ENVIRONMENT PDS FORWARD PLAN

This Forward Plan lists all the items coming to the Panel over the next few months.

Inevitably, some of the published information may change; Government guidance recognises that the plan is a best assessment, at the time of publication, of anticipated decision making. The online Forward Plan is updated regularly and can be seen on the Council's website at:

<http://democracy.bathnes.gov.uk/mgPlansHome.aspx?bcr=1>

The Forward Plan demonstrates the Council's commitment to openness and participation in decision making. It assists the Panel in planning their input to policy formulation and development, and in reviewing the work of the Cabinet.

Should you wish to make representations, please contact the report author or Mark Dumford, Democratic Services (01225 394458). A formal agenda will be issued 5 clear working days before the meeting.

Agenda papers can be inspected on the Council's website and at the Guildhall (Bath), Hollies (Midsomer Norton), Riverside (Keynsham) and at Bath Central, Keynsham and Midsomer Norton public libraries.

Planning, Transport and Environment PDS Forward Plan

Bath & North East Somerset Council

Anticipated business at future Panel meetings

Ref Date	Decision Maker/s	Title	Report Author Contact	Strategic Director Lead
PLANNING, TRANSPORT AND ENVIRONMENT POLICY DEVELOPMENT & SCRUTINY PANEL - 11TH NOVEMBER 2014				
11 Nov 2014	PTE PDS	Keynsham Transport Strategy		Louise Fradd
11 Nov 2014	PTE PDS	Bath Transport Strategy - Consultation Feedback	Peter Dawson Tel: 01225 395181	Louise Fradd
11 Nov 2014	PTE PDS	Medium Term Plan and 2015/16 Budget Update	Louise Fradd Tel: 01225 395385	Louise Fradd
PLANNING, TRANSPORT AND ENVIRONMENT POLICY DEVELOPMENT & SCRUTINY PANEL - 13TH JANUARY 2015				
12 Nov 2014	Cabinet			
13 Jan 2015 E2639	PTE PDS	Placemaking Plan - Options for public consultation	Simon De Beer, Richard Daone Tel: 01225 477616, Tel: 01225 477546	Louise Fradd
13 Jan 2015	PTE PDS	7.5T HGV Weight Restriction, The Street, Stowey	Matthew Smith Tel: 01225 396888	Louise Fradd

Ref Date	Decision Maker/s	Title	Report Author Contact	Strategic Director Lead
10 Apr 2013	Cabinet			
13 Jan 2015 E2439	PTE PDS	Review of Bus Priority Measures in Dorchester St, Manvers St and Pierrepont St., Bath	Adrian Clarke Tel: 01225 395223	Louise Fradd
PLANNING, TRANSPORT AND ENVIRONMENT POLICY DEVELOPMENT & SCRUTINY PANEL - 3RD MARCH 2015				
3 Mar 2015	PTE PDS		Graham Evans, Krystian Taylor	
10 Jun 2015 E2674	Cabinet	Allotments Management Plan	Andy Chard Tel: 01225 396873, Tel: 01225 395237 Tel: 01225 396883	Louise Fradd
FUTURE ITEMS				
	PTE PDS	Closure Orders	Cathryn Humphries Tel: 01225 477645	Louise Fradd
	PTE PDS	Core Strategy Review	Simon De Beer Tel: 01225 477616	Louise Fradd
	PTE PDS	Highways Contracts - Due diligence & Commissioning		Louise Fradd
The Forward Plan is administered by DEMOCRATIC SERVICES : Mark Durnford 01225 394458 Democratic_Services@bathnes.gov.uk				

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