Getting Around Bath: Consultation Findings

A Transport Strategy for Bath

October 2014

Bath and North East Somerset Council

Mott MacDonald

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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 Bath[1], 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 26th June 2014	Bath Royal Literary and Scientific Institute	49
Public Exhibition/ Consultation	Monday 30th June 2014 - 6pm-9pm	Bath Royal Literary and Scientific Institute	19
Public Exhibition/ Consultation	Friday 11th 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.

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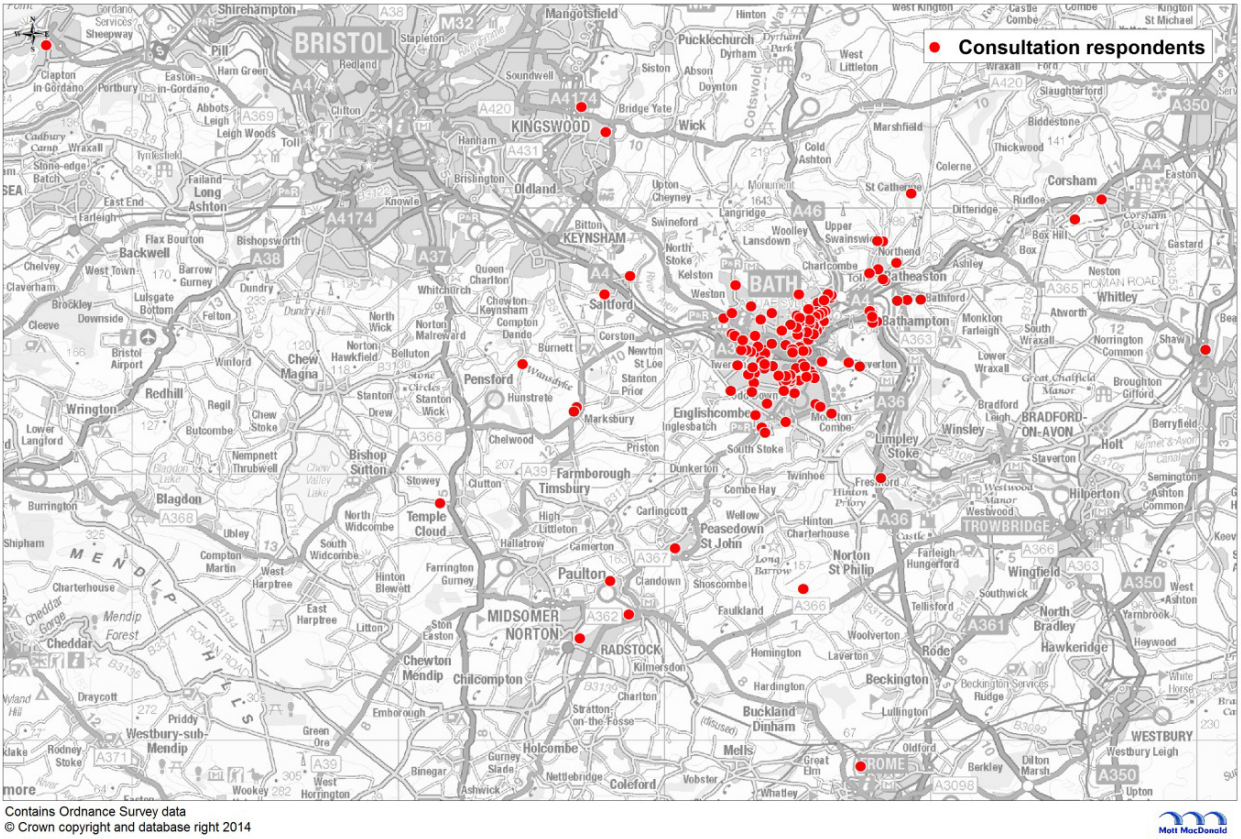
3 Profile of Consultees

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).

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4 Main Findings

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

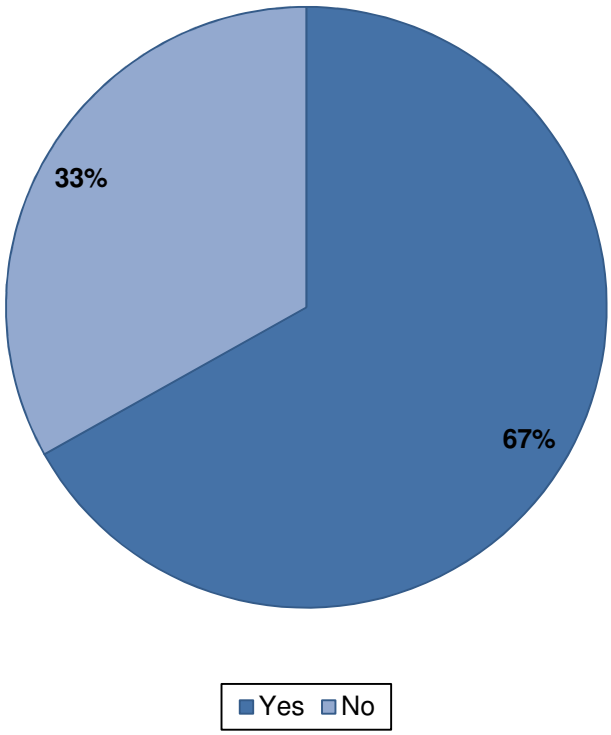
4.1 The Strategy

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?

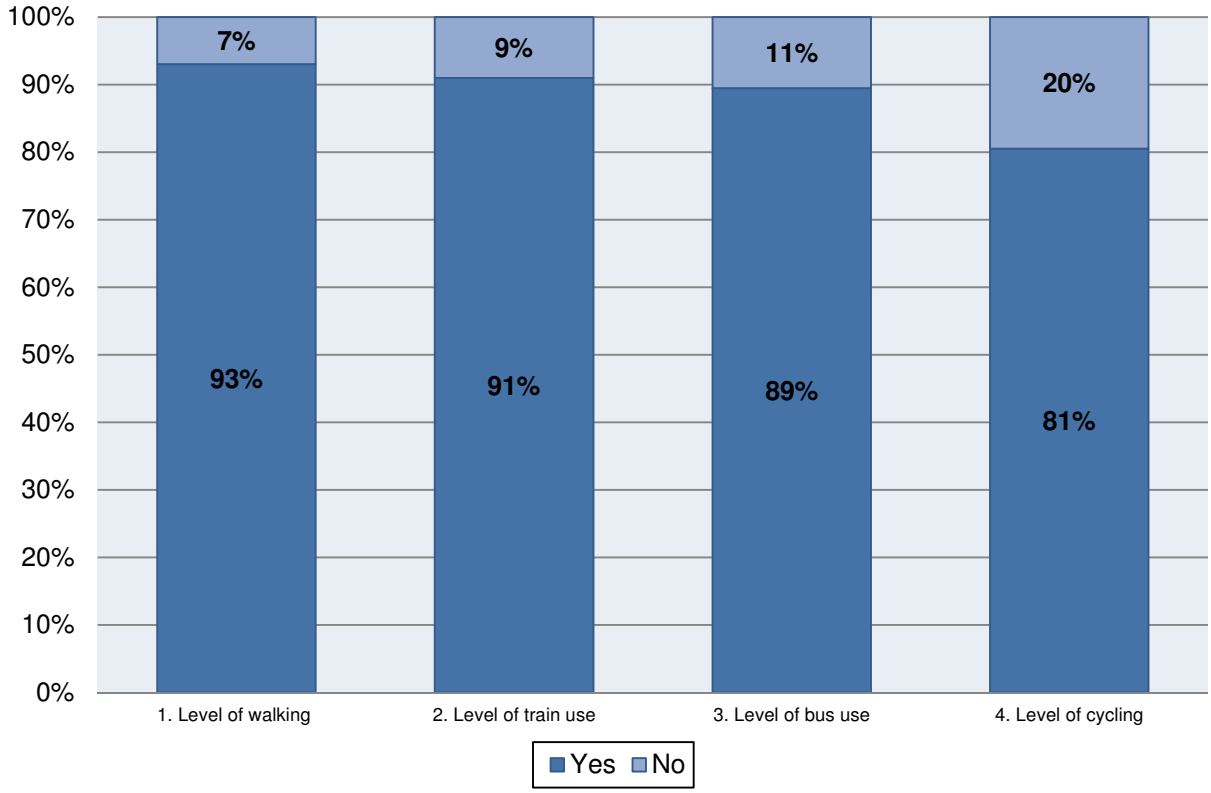


Base: 169 valid responses

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?



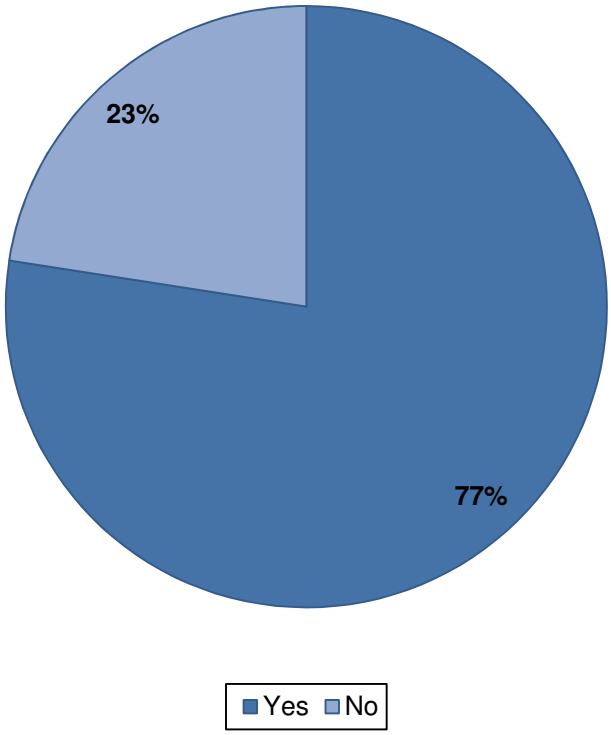
Base: 1: 203; 2: 203; 3: 202 4: 203 valid responses

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?

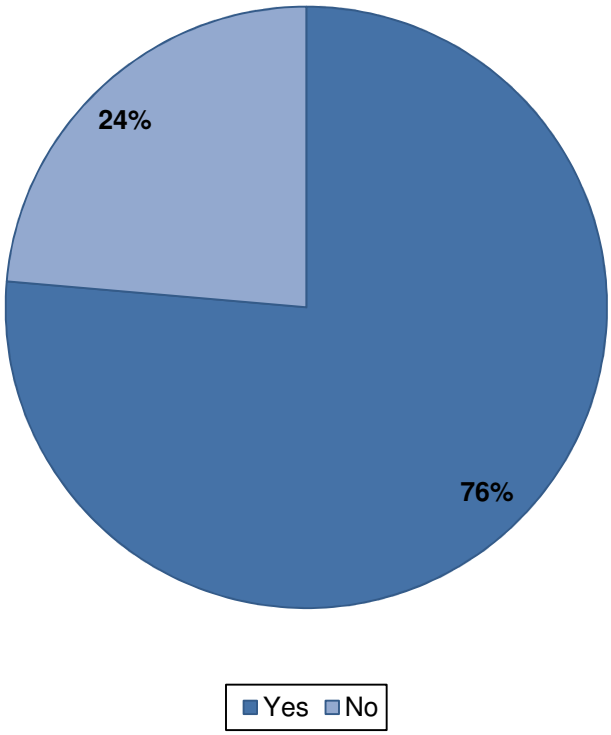
Location	No.
Batheaston	6
Bathampton	5
London	4
Corsham	3
Colerne	3
Bathford	2
Melksham	2
Surrounding A roads (A46/A4/A36/A383)	1
Bear Flat	1
Biddestone	1
Northend	1
Temple Cloud	1
Keynsham	1
Weston	1
Newbridge	1
North St Philip	1
Bath Spa	1
Dorset	1

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:

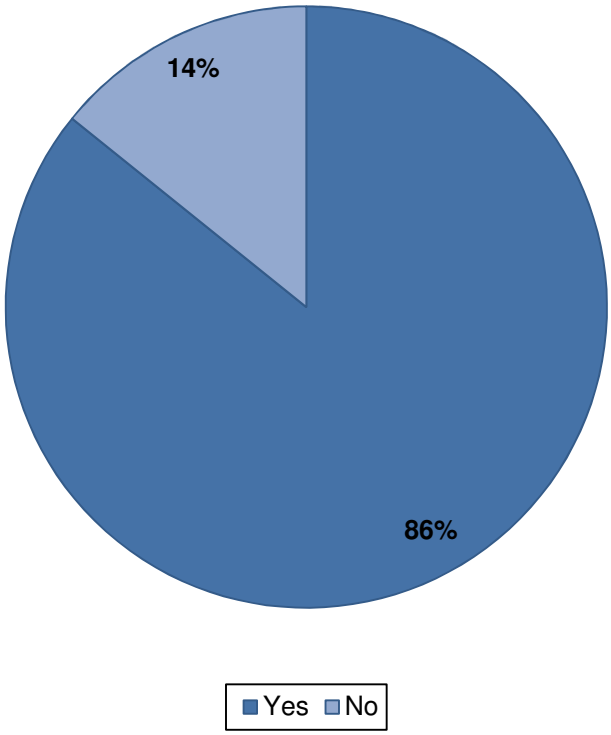
- Increase in traffic due to new road (15 respondents)
- Environmental concerns (9 respondents)
- Preference for alternative solutions (9 respondents)
- Cost (7 respondents) and;
- Negative impact upon the local area (6 respondents)

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:

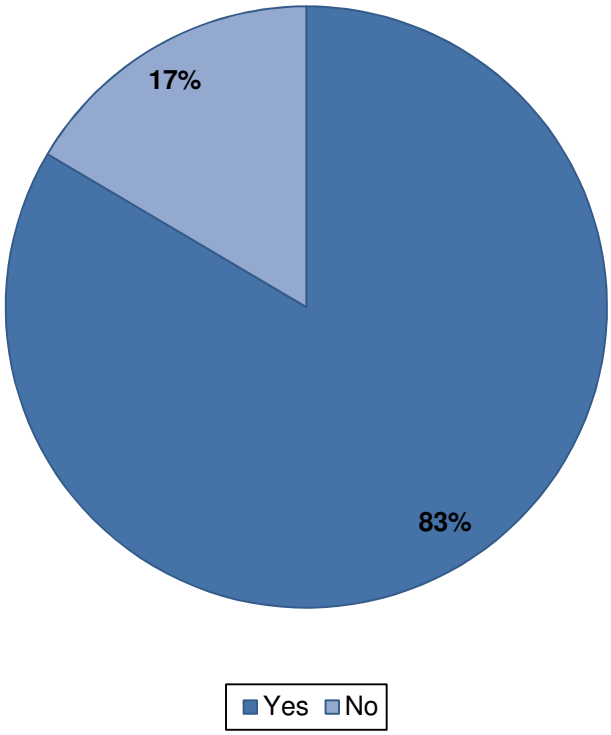
- Negative impact upon independent retailers (6 respondents)
- View that HGVs should be prevented from entering city entirely (4 respondents)

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)

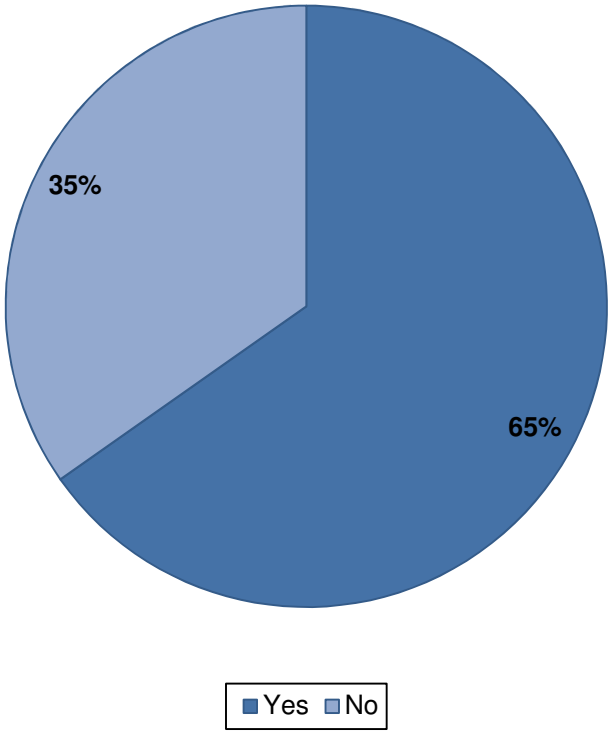
Whilst agreeing with the proposal, some respondents provided additional comments in relation to this, which included:

- 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)

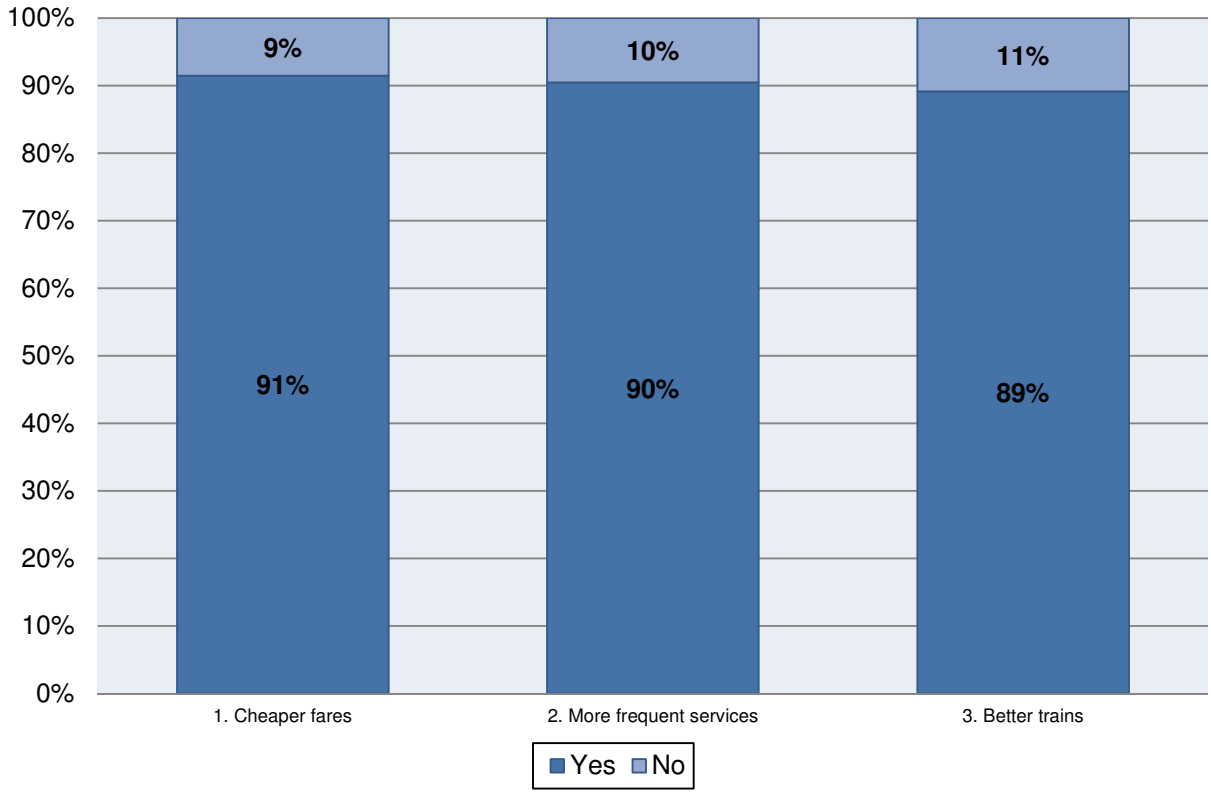
Amongst those who did support the proposal, key additional comments included:

- 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?

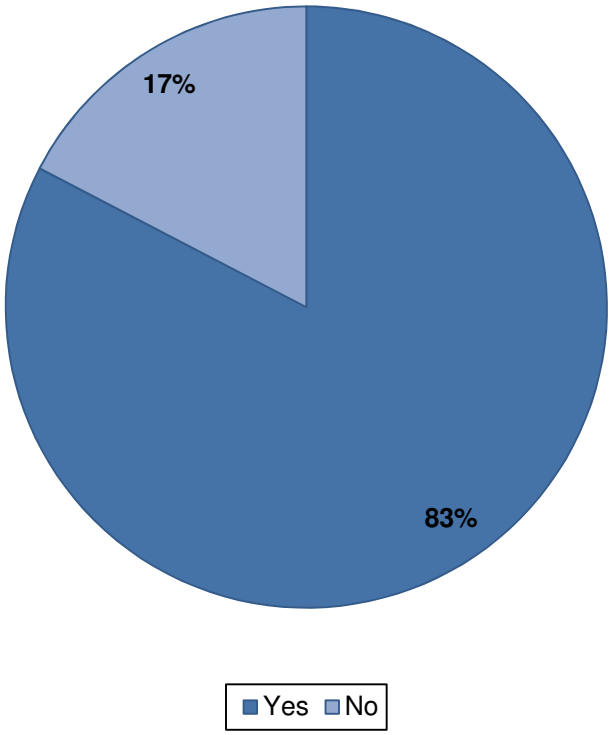


Base: 1: 176; 2: 178; 3: 166 valid responses

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?



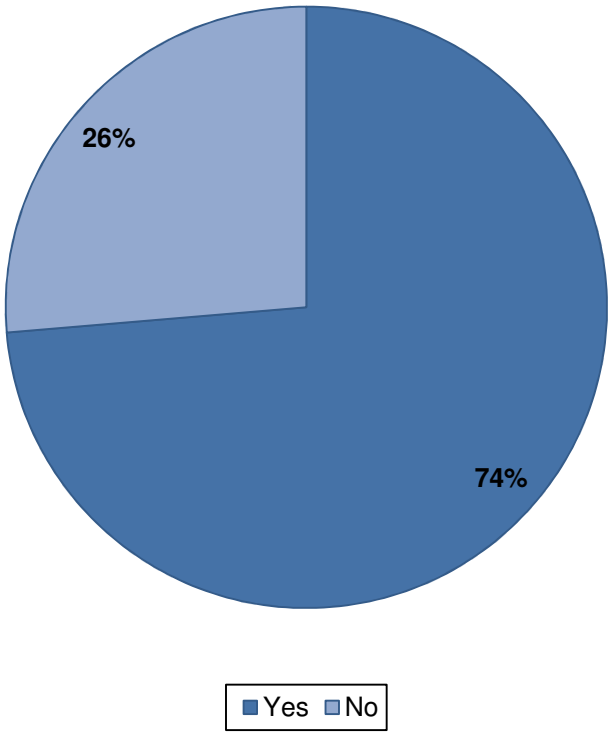
Base: 190 valid responses

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)

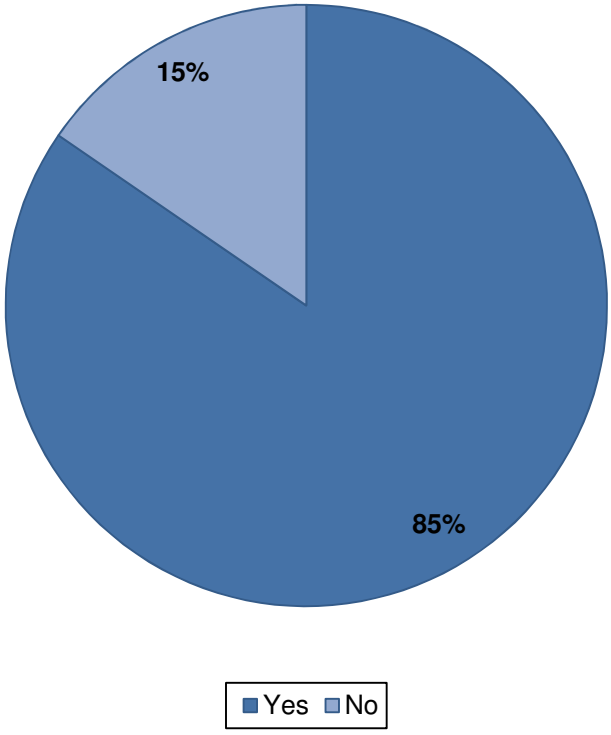
Those who did agree with this proposal supported their view with additional comments including:

- 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:

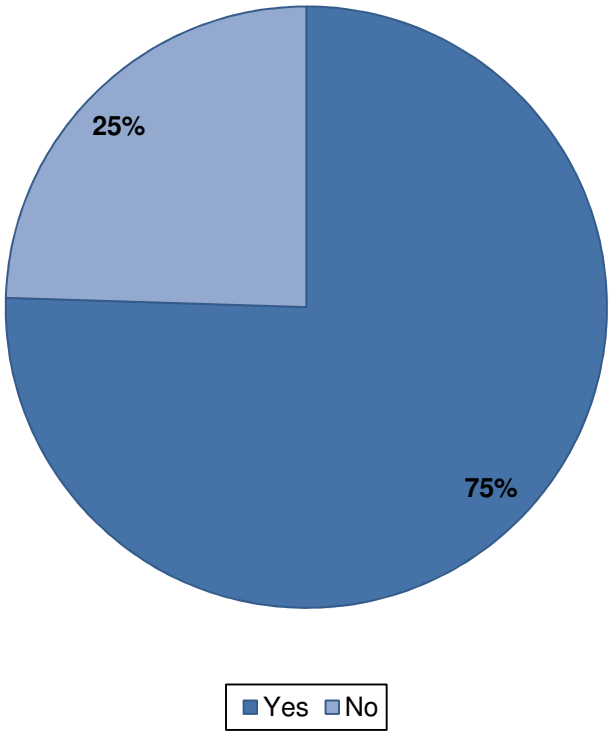
- Permanent pedestrian zones (24/7) (27 respondents)
- Segregated cycle lanes within city (17 respondents)
- Roads through city centre should be closed during day (10 respondents)

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:

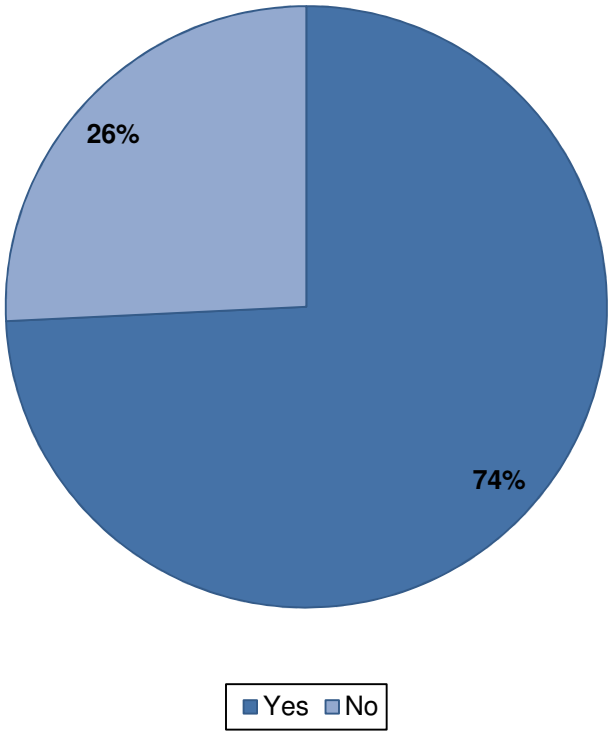
- Support for proposals provided that cyclists are segregated from pedestrians/vehicles (21 respondents)
- The need to ensure safe cycling routes/infrastructure (6 respondents)

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)

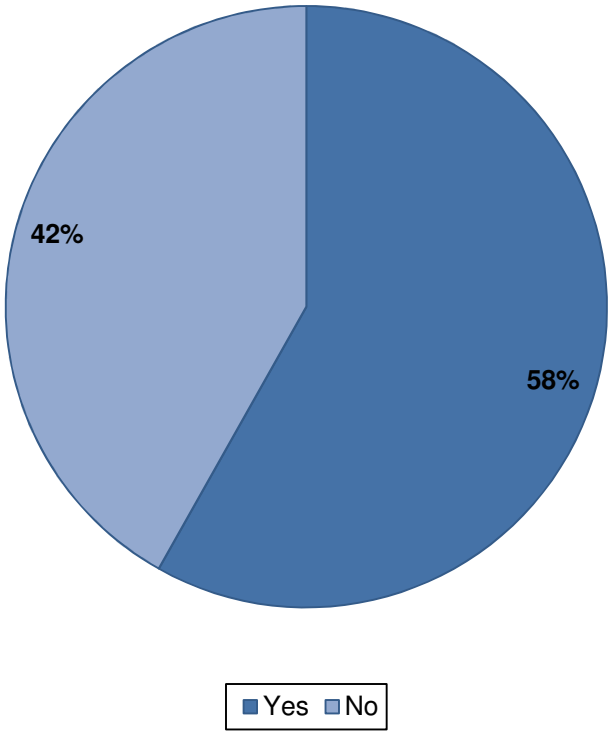
Respondents who did agree with this approach emphasised the following points to support this:

- 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:

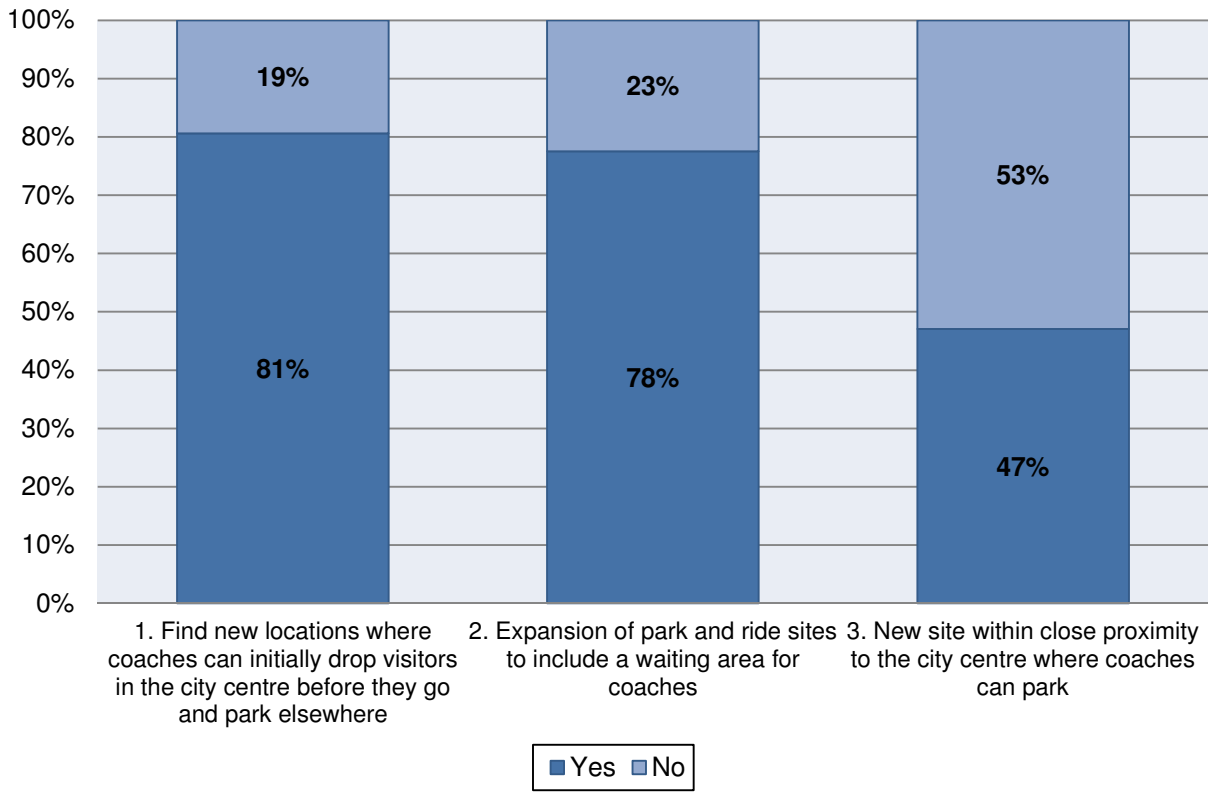
- Cheaper fares (98 respondents)
- More frequent/reliable buses (61 respondents)
- Electronic tickets (e.g. smartcards/oyster cards) (21 respondents)
- Improvements to bus routes from city centre to surrounding areas (13 respondents)

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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Appendices

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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** • Vision does not reference carbon reduction	**Proposed Action** Reference will be made to carbon reduction in the supporting text to the Vision
	Objectives • Reducing carbon emissions to be included as a clear objective within strategy • Should be reference to ESCC CO_2 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"	Reducing vehicle carbon emissions is included as an objective but references to the Council's targets will be added Ways of reducing the impact of vehicles will be considered further, including further pedestrianisation
	Walking • 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 CO_2 reduction, in addition to sustainable travel, in European context	As above 'car free zones' will be considered CO_2 reduction is an overall aim and is not specific to increased walking – no action
	Cycling • 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	All improvements in sustainable modes will help to reduce carbon, so again not specific to cycling – no action Segregated cycle routes are a solution to encouraging cycling (and will be considered) but are not an objective in themselves – no action
	Traffic Management • Opportunity to say more about shared spaces – using examples from other cities • Set clearer vision for car free central zones	Shared spaces and car free zones are different approaches to reducing the impact of traffic – both will be considered in future work
	Freight Movements • 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 CO_2 reduction targets	Further emphasis will be made in the strategy
	Park and Ride • 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	Will be considered as part of further work

	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	**Proposed Action** References to landscape setting are not considered appropriate for a Transport Vision – no action
	Increased Walking, Cycling, Train and Bus Use • Group agrees with these objectives	Views noted

	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
		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

	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	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
Local Council Dept	• 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 *Attached: Low Emission Zone Feasibility Study (Condensed Summary Report and Full Summary Report)*	**Proposed Action** The Strategy Document will be updated to include reference to the LEZ Study and the latest recommendations
Local Council Group	• 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

Local Council Group	**Park and Ride (East of Bath) – Question 3** • 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	**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.
	Link Road (A4/A36) – Question 5 • Whilst traffic would undoubtedly be reduced, wider impacts and consequences would need to be fully considered and understood	As above
	HGVs/Freight Consolidation Centre – Question 6 • 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	Views noted – it is recognised that any restrictions on deliveries would need to be very carefully planned and consulted on
	Redirecting vehicles from London Road and Cleveland Bridge – Question 7 • 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	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
	Rail • Need to consider wider aspects of this project and how the improvements would affect Wiltshire towns in order to provide a fully considered response	Views noted
Local Council Group	• 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	**Proposed Action** Views noted
	• 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	Views noted
	• 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 Batheaston, Bathford, Bathampton and Claverton and on the setting of the World Heritage	Safeguarding and enhancing the unique historic environment and World Heritage Site status is a key objective

	Site of Bath • 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	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 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
Local Council Group	• 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	**Proposed Action** Views noted
Transport Groups		
Political Party Transport Working Group	**Vision** • 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 • Favouring public transport, walking and cycling due to safety and sustainability • Transport providers and planners respond to changing needs of businesses, communities and users	**Proposed Action** A Vision has to be concise – all of the issues raised are considered within the Strategy
	Key Considerations • 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	Major schemes would be subject to cost-benefit analysis The negative impact of HGVs movements is noted

buildings within Bath	
• 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	Views noted
• 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	A Traffic Management Plan is proposed to consider detailed issues of priority and address congestion
• Need to improve access for people with disabilities or limited mobility	Improved access for mobility impaired will be an integral part of any walking improvements
• 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	Funding is noted as a key issue
Specific Recommendations	
• **City Centre – Abbey, Kingsmead and Walcot** o Prioritise removal of traffic, particularly HGVs, from city o Mitigate against induced traffic demand o Introduction of low emission zones o Make city centre more pedestrian friendly by 2030	Views noted
• **Non-Residents Parking** o Reduction in city centre parking to be accompanied by viable alternatives e.g. expanded Park and Rides o Selection of site considering environmental factors and with appropriate signage to direct visitors	Expanded P&R is an integral part of the Strategy 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
• **Pedestrians** o Improvements to pedestrian infrastructure and connections o Recognising pedestrian requirements and preferences e.g. desire lines	Views noted
• **Deliveries** o 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	Managing deliveries is part of the Strategy
• **Taxis** o Reduced taxi emissions o Improved taxi facilities e.g. taxi ranks	Views noted – taxis will be considered as part of the Traffic Management Plan
• **Buses** o Encouraging greater bus use o Improvements to bus services including vehicles, routes, frequency, ticketing and real-time information	This is part of the proposed Strategy

	• **Cycling**
	  ○ Detailed plan to encourage cycling
	  ○ Extended and improved cycle network within city
		This is part of the proposed Strategy

	• **Rail**
	  ○ Improving access to the city by train
	  ○ Improvements to existing rail facilities and stock
		This is part of the proposed Strategy

	• **Coaches** ○ Coach management plan developed as part of wider transport strategy	Views noted
	• **Other Modes of Transport** ○ 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
	• **Controlled Parking Zone** ○ Respond to requests on a case-by-case basis	Views noted
	• **Moving Traffic Offences** ○ Council should seek to enforce against moving traffic offences e.g. access weight restrictions	Views noted
	• **One Council** ○ Move towards 'one council' approach welcomed along with better inter-departmental working	Views noted
	• **Build on Lessons Learnt** ○ Should seek to learn from best practice from UK and Europe; particularly historic locations	Views noted
Transport Group	**Proposed Road User Hierarchy** 1. Pedestrians 2. Cyclists 3. Public transport 4. Other forms of motor transport 5. On-street parking	**Proposed Action** Views noted – improvements to all modes mentioned will be included
	Key Deliverables of Strategy for Whole Community: • Healthier living • Safer environment	These deliverables reflect the Strategy objectives – but will not be completely delivered by cycling alone

	• 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 '<u>and for us and visitors to value</u>'. *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*	Views noted

	sustainable transport, importance of consultation and adopting a holistic approach - ***Conceptual map of existing active neighbourhoods throughout the city***	
Transport Group	• 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	**Proposed Action** Such detailed issues will be covered by the proposed Traffic Management Plan 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.
Transport Group	**Values** • Bath is a city which needs to puts its residents and local businesses first (on which decisions are made and how they are made) **Concerns** • Challenges regarding energy creation and use, pollution, and rising levels of harmful emissions, as well as social concerns such as poverty, inequality and unemployment **Opportunities** • If viewed as part of Bath's UNESCO World Heritage status, Bath could become a transport strategy showcase to benefit current and future generations	**Proposed Action** It is stated in the document that containing the number of journeys made by car will benefit local economic activity Improving air quality & health, reducing vehicle carbon emissions is a key objective
	Neighbourhood hubs • 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	Increased accessibility to public transport links is a key objective in the Transport Strategy A specific KPI includes modal shift to walk/cycle/bus/train/car share Views noted
	General principles • Equal emphasis and attention must be given to all areas of the city • Encourage an accelerating shift towards more sustainable transport modes	Views noted

City centre • 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	Views noted
Getting from place to place • 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	Improved accessibility to and between transport modes is central to the strategy
Walking and cycling • 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	Walking and cycling are central to the strategy
Public transport, taxis and car-sharing • 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	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
Consulting with residents and stakeholders • Stakeholders must be at the centre of idea formulation to shape, support and maintain any changes	Views noted
Learning from experience • Capitalise on good practice and evidence drawn from a variety sources around Europe and throughout the world	Views noted
Incremental change • 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	This is an integral part of the strategy

Housing/Residents Groups

Housing Organisation	**Additional Comments** • 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	**Proposed Action** 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
Residents Association	• 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	**Proposed Action** Views noted
	Parking • Reducing parking – negative impact on residents who already find it difficult to park	The Strategy seeks to minimise long stay parking in the centre, with adequate short stay parking retained – this will be emphasised
	Walking • Need to recognise number of elderly residents and young mothers with prams – topography of Bath makes walking difficult for these groups	As above – short stay parking will remain
	Public Transport • Cost of public transport without concession is 'extremely high' – needs to be addressed to encourage greater bus use	Reductions in bus fares would need to be funded by the Council – at the expense of other services that are provided.
	Shared Space • Mixing cyclists and pedestrians a concern, given 'lack of consideration shown by admittedly a minority of cyclists'	Views noted
	Coaches • 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'	Views noted

Residents Association	**Key Criticisms of Document:** • Not a city-wide strategy • Underestimates pollution issue • Traffic modelling not addressed	**Proposed Action** Strategy document to emphasise that it is aimed at city-wide problems. Pollution is recognised as a very important issue.
	Other Comments: • 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 B3110 & A36 (via Brassknocker Hill) • Housing developments – lack of traffic planning requirement within planning for new housing developments (which lead to increased traffic volumes)	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) Strategy includes Travel Plans for new developments.
Local Residents Group	**Park/Rail and Ride** • 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	**Proposed Action** 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.
	A36/A46 Link Road • 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	The further work commissioned will consider the environmental impacts of potential schemes
	• 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	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 Views noted

Residents Association	• 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	**Proposed Action** Views noted Addressing air quality in the city centre is an integral part of the Strategy
Collated Residents' Responses	• 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	**Proposed Action** Views noted Such changes to hospitals are outside the scope of a Transport Strategy The extent of Residents' Parking Zones can be increased, subject to agreement by the majority of local residents affected As above cheaper rail and bus fares are outside the control of the Council. Increased P&R capacity is an integral part of the Strategy Views noted As above, congestion charging is unlikely to be viable but LEZ is being considered

Residents Association	**Question 1 – Top concerns** • 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: - 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	**Proposed Action** A number of measures are underlined in the strategy to reduce through traffic within the core centre Improving air quality & health, reducing vehicle carbon emissions is a key objective in the strategy Views noted
	Question 3 • Strongly support a P&R or rail & ride to the east of the city	Views noted
	Question 5 • 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	Views noted
	Question 6 • 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	Views noted
	Question 11 • 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	Views noted
	Question 16 • Cheaper fares, more frequent services	Views noted
	Question 17 • 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)	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

	• 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	Views noted
	Other comments	A detailed Traffic Management Plan is proposed
	• 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.	Views noted
	• 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.	Travel Plans are subject to funding being made available
Health Groups		
Health Group	• 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	**Proposed Action** Views noted
	• 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	Public Realm and Movement Strategy (PRMS) touches on the link between active modes of travel and health
	Comments Relating to Consultation Questionnaire	
	Question 1:	
	• 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	All aspects of travel are considered in the strategy to provide links for those people with mobility impairments
	• 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	

provide further information upon request • 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	Change of travel behaviour is encouraged through Travel Plans for workplaces and new developments
Question 3: • 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.	Views noted
Question 9: • 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?	As above, cheaper rail and bus fares would have to subsidised by the Council.
Question 11: Yes • 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&R recommended to be used for peak demands for market / festivals / providing additional capacity for community events
Question 12 : Yes • There is good evidence base which supports pedestrian schemes as a way of improving physical activity (and also mental wellbeing)	Views noted
Question 13: • 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	Views noted
Question 14: Yes • Is there understanding of optimal facilities and charging points required to encourage behaviour change and higher uptake?	
Question 16: • Stakeholders would like bus fleet which is 'up to date' e.g. Wi-Fi	Proposed within the Transport Strategy within the 'Better Bus Area' bid
Question 17: • 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	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

	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

	out as the city has only limited routes into it, which act to constrain the demand	Views noted
	Integration • The TS needs to be integrated at several levels as follows: -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	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
	Coherent Strategy • 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 Is stated in the report that the scope for daytime pedestrian priority can be considered, enabling vehicle access at other times Views noted
	Support for the Strategy • 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	
Local Media Business	**Question 1** • The strategy seems to lack objectives at a strategic level. The first is any real sense of strategic transport principles: - 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 **Question 12** • 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	**Proposed Action** Views noted The strategy will extend the principles of the Public Realm and Movement Strategy to core routes throughout the whole city

	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	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
	• 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	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

	Park and Ride • 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	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
	Technology • Support greater use of technology e.g. radio frequency controlled devices may offer safer crossings for the disabled in the future	Views noted
	Pollution • 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	Views noted
Individual Respondent	• 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	Views noted 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
Individual Respondent	• Need to consider reduced bus fares for children	As above, cheaper rail and bus fares are outside the control of the Council
Individual Respondent	• 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?	Views noted 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
Individual Respondent	• 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)	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 Views noted Views noted

	• 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 McDonald 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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