



Getting Around Bath: Consultation

Planning, Transport & Environment Policy Development

Scrutiny Panel

11 November 2014

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Outline of presentation



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

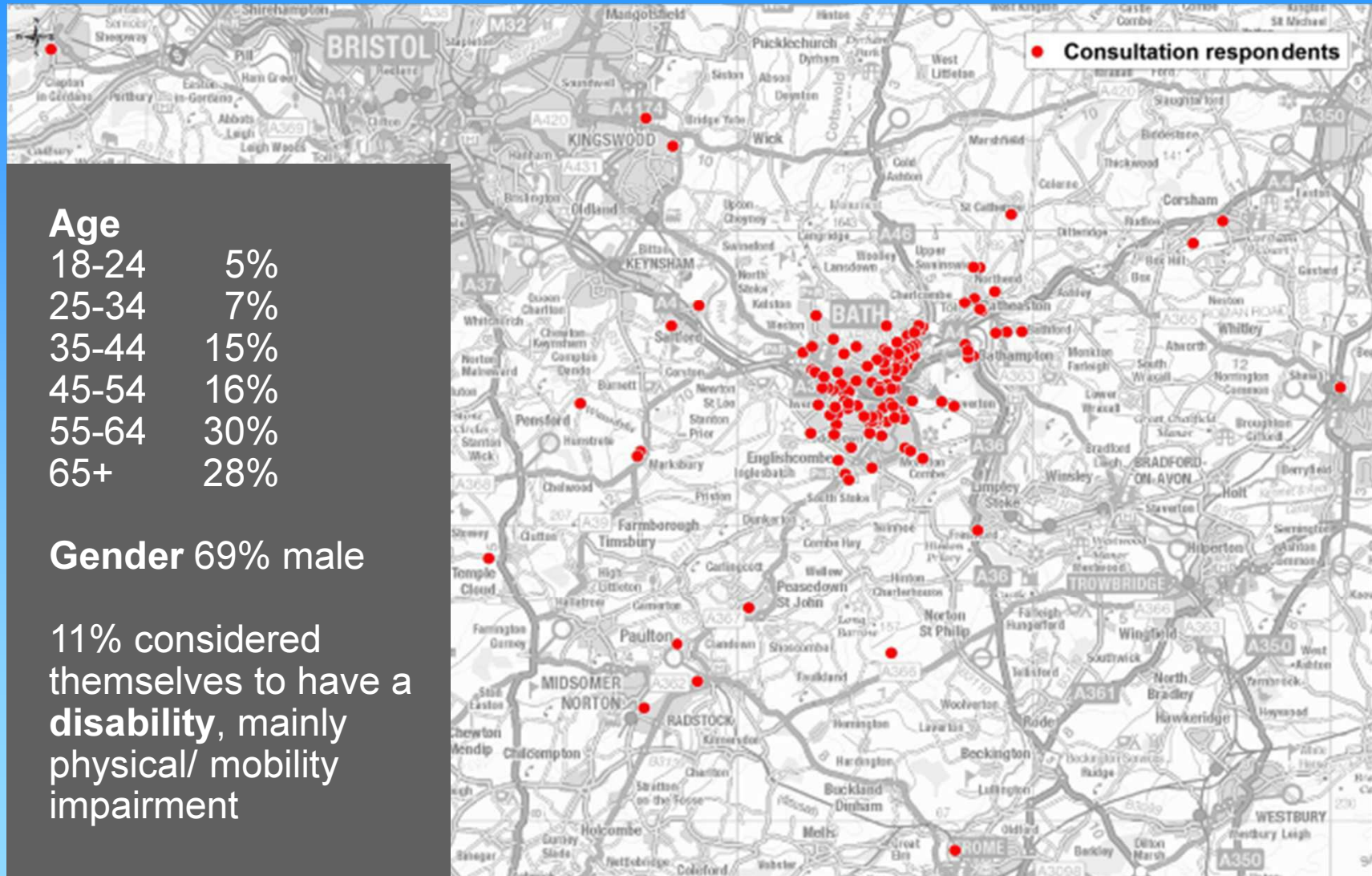


Consultation undertaken

Consultation

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

Consultation respondents





Views submitted

Key findings: the Strategy

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

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

Key findings

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

Comments received

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



**Changes incorporated into
the strategy**

Changes incorporated

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

Addressing air quality and environmental concerns

Reducing the dominance and intrusion of traffic

Impacts on air quality and traffic

Supporting growth in rail use

Supporting growth in bus use

Changes incorporated

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

Investigations underway with options to improve access from the east

Robust technical approach and stakeholder engagement proposed

Opportunities could be explored

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

Key issues

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

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