

# Cabinet

**Date: Thursday, 5th May, 2022**

**Time: 6.30 pm**

**Venue: Council Chamber - Guildhall, Bath**

## Agenda

### To: All Members of the Cabinet

Councillor Kevin Guy (Leader of the Council, Liberal Democrat Group Leader), Councillor Tim Ball (Cabinet Member for Planning and Licensing), Councillor Alison Born (Cabinet Member for Adults and Council House Building), Councillor Tom Davies (Cabinet Member for Adults and Council House Building), Councillor Manda Rigby (Cabinet Member for Transport), Councillor Dine Romero (Cabinet Member for Children and Young People, Communities and Culture), Councillor Richard Samuel (Deputy Council Leader (statutory) and Cabinet Member for Economic Development and Resources), Councillor Sarah Warren (Deputy Council Leader and Cabinet Member for Climate and Sustainable Travel) and Councillor David Wood (Cabinet Member for Neighbourhood Services)

Chief Executive and other appropriate officers  
Press and Public

The agenda is set out overleaf.



**Marie Todd**

**Democratic Services**

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## NOTES:

1. **Inspection of Papers:** Papers are available for inspection as follows:

Council's website: <https://democracy.bathnes.gov.uk/ieDocHome.aspx?bcr=1>

2. **Details of decisions taken at this meeting** can be found in the minutes which will be circulated with the agenda for the next meeting. In the meantime, details can be obtained by contacting as above.

3. **Recording at Meetings:**

The Openness of Local Government Bodies Regulations 2014 now allows filming and recording by anyone attending a meeting. This is not within the Council's control. Some of our meetings are webcast. At the start of the meeting, the Chair will confirm if all or part of the meeting is to be filmed. If you would prefer not to be filmed for the webcast, please make yourself known to the camera operators. We request that those filming/recording meetings avoid filming public seating areas, children, vulnerable people etc; however, the Council cannot guarantee this will happen.

The Council will broadcast the images and sounds live via the internet [www.bathnes.gov.uk/webcast](http://www.bathnes.gov.uk/webcast). The Council may also use the images/sound recordings on its social media site or share with other organisations, such as broadcasters.

4. **Public Speaking at Meetings**

The Council has a scheme to encourage the public to make their views known at meetings. They may make a statement relevant to what the meeting has power to do. They may also present a petition or a deputation on behalf of a group.

**Advance notice is required not less than two full working days before the meeting. This means that for meetings held on Thursdays notice must be received in Democratic Services by 5.00pm the previous Monday.**

Further details of the scheme can be found at:

<https://democracy.bathnes.gov.uk/ecCatDisplay.aspx?sch=doc&cat=12942>

5. **Emergency Evacuation Procedure**

When the continuous alarm sounds, you must evacuate the building by one of the designated exits and proceed to the named assembly point. The designated exits are signposted. Arrangements are in place for the safe evacuation of disabled people.

6. **Supplementary information for meetings**

Additional information and Protocols and procedures relating to meetings

<https://democracy.bathnes.gov.uk/ecCatDisplay.aspx?sch=doc&cat=13505>

**Cabinet - Thursday, 5th May, 2022**  
**in the Council Chamber - Guildhall, Bath**

**A G E N D A**

1. WELCOME AND INTRODUCTIONS

2. EMERGENCY EVACUATION PROCEDURE

The Chair will draw attention to the emergency evacuation procedure as set out in the notes.

3. APOLOGIES FOR ABSENCE

4. DECLARATIONS OF INTEREST

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

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

(b) The nature of their interest.

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

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

5. TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIR

6. QUESTIONS FROM PUBLIC AND COUNCILLORS

Questions submitted before the deadline will receive a reply from an appropriate Cabinet member or a promise to respond within 5 days of the meeting. Councillors may ask one supplementary question for each question they submitted, up to a maximum of two per Councillor.

7. STATEMENTS, DEPUTATIONS OR PETITIONS FROM PUBLIC OR COUNCILLORS

Councillors and members of the public may register their intention to make a statement. Statements are limited to 3 minutes each. The speaker may then be asked by Cabinet members to answer factual questions arising out of their statement.

8. MINUTES OF PREVIOUS CABINET MEETINGS (Pages 7 - 24)

The Cabinet is asked to confirm the minutes of the following meetings as a correct record:

Informal virtual Special Cabinet meeting – 31 March 2022

Informal virtual Cabinet meeting – 31 March 2022  
Special Cabinet meeting – 1 April 2022  
Cabinet meeting – 1 April 2022

9. CONSIDERATION OF SINGLE MEMBER ITEMS REQUISITIONED TO CABINET

This is a standard agenda item, to cover any reports originally placed on the Weekly List for single Member decision making, which have subsequently been the subject of a Cabinet Member requisition to the full Cabinet, under the Council's procedural rules

10. MATTERS REFERRED BY POLICY DEVELOPMENT AND SCRUTINY BODIES

This is a standing agenda item (Constitution rule 14, part 4D – Executive Procedure Rules) for matters referred by Policy Development and Scrutiny bodies. The Chair of the relevant PDS Panel will have the right to attend and to introduce the Panel's recommendations to Cabinet.

11. SINGLE MEMBER CABINET DECISIONS TAKEN SINCE PREVIOUS CABINET MEETING (Pages 25 - 26)

A list of Cabinet Single Member decisions taken and published since the last Cabinet meeting to note (no debate).

12. JOURNEY TO NET ZERO: REDUCING THE ENVIRONMENTAL IMPACT OF TRANSPORT IN BATH (Pages 27 - 278)

The Cabinet is asked to formally adopt the Journey to Net Zero: Reducing the Environmental Impact of Transport in Bath plan.

13. DECRIMINALISATION AND CIVIL ENFORCEMENT OF MOVING TRAFFIC OFFENCES (Pages 279 - 336)

Local Authorities in England can now apply to the Department of Transport (DfT) for powers to enforce moving traffic offences such as banned turns; box junctions; and driving in formal cycle lanes, offences currently only enforceable by the Police. The report seeks approval to apply to the DfT for these powers so that the Council may use them to fulfil its statutory responsibilities and improve the management and safety of the road network, particularly in locations where enforcement action by officers may be deemed impractical.

The report also outlines the Council's approach to the consideration of locations for moving traffic enforcement using Automatic Number Plate Recognition (ANPR) enforcement cameras in line with the new regulations (under Part 6 the Traffic Management Act 2004) and Secretary of State Guidance.

14. UPDATE ON PROGRESS ON DELIVERING THE CORPORATE STRATEGY 2020-2024 AND OUR COVID-19 RESPONSE (Pages 337 - 384)

This report updates the Cabinet on progress made in delivering the Council's Corporate Strategy 2020-24 and the response to the Covid-19 pandemic.



15. PARK AND RIDE CONTRACT RENEWAL (Pages 385 - 408)

The attached report sets out the options available to the Council to renew the contract to run the bus services between the Park & Ride sites and Bath city centre. This is due to the expiry of the existing contract in August 2022 that commenced in 2012.

16. ARRANGEMENTS FOR SPECIAL CABINET MEETING - 26 MAY 2022

A Special Meeting of the Cabinet will take place on 26 May 2022. The Cabinet is asked to agree:

“To use Executive Procedure Rule 4D, 20 to suspend the necessary rules to allow only questions and statements relating to the agenda item. “

This is to enable a focussed debate on the issue, and the usual public and councillor opportunities to engage with Cabinet will operate at the next scheduled meeting in July.

The Democratic Services Officer for this meeting is Marie Todd who can be contacted on 01225 394414.

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### BATH AND NORTH EAST SOMERSET

### CABINET

These minutes are draft until confirmed as a correct record at the next meeting.

Thursday, 31st March, 2022

#### **Present:**

Councillor Kevin Guy	Leader of the Council, Liberal Democrat Group Leader
Councillor Tim Ball	Cabinet Member for Planning and Licensing
Councillor Alison Born	Cabinet Member for Adults and Council House Building
Councillor Tom Davies	Cabinet Member for Adults and Council House Building
Councillor Manda Rigby	Cabinet Member for Transport
Councillor Dine Romero	Cabinet Member for Children and Young People, Communities and Culture
Councillor Richard Samuel	Deputy Council Leader (statutory) and Cabinet Member for Economic Development and Resources
Councillor Sarah Warren	Deputy Council Leader and Cabinet Member for Climate and Sustainable Travel
Councillor David Wood	Cabinet Member for Neighbourhood Services

#### **16 WELCOME AND INTRODUCTIONS**

The Chair, Councillor Kevin Guy, welcomed everyone watching and participating at the virtual Cabinet meeting. The Chair made the following statement:

*“Due to the ongoing Covid situation and a desire to retain a level of social distancing at Council meetings at this time, we are holding this ‘informal’ virtual Cabinet meeting to enable Cabinet, Councillors and members of the public to take part. This virtual meeting will be conducted in the normal manner but, as any decisions made will not be legally enforceable, they will be formally made at the physically reduced, quorate decision-making meeting tomorrow on 1 April 2022.*

*We will review this approach for any future Cabinet meetings, in line with government and health guidance at that time.”*

The Chair asked each of the Cabinet Members to introduce themselves.

#### **17 APOLOGIES FOR ABSENCE**

There were no apologies for absence.

#### **18 DECLARATIONS OF INTEREST**

There were none.

#### **19 TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIR**

There was none.

## **20 QUESTIONS FROM PUBLIC AND COUNCILLORS**

There were none.

## **21 STATEMENTS, DEPUTATIONS OR PETITIONS FROM PUBLIC OR COUNCILLORS**

Councillor Paul May made a statement on the WECA Spatial Development Strategy, with regard to Whitchurch village [*a copy of which is attached to the Minutes as Appendix and on the Council's website*].

## **22 WEST OF ENGLAND COMBINED AUTHORITY SPATIAL DEVELOPMENT STRATEGY**

Councillor Tim Ball introduced the report and moved the recommendations. Councillor Sarah Warren seconded the recommendations. In so doing, the Councillors outlined the following key priorities;

- SDS must be good for the whole community;
- The SDS is a strategic plan and this should be evident in the nature of the document, which must be accessible to residents and the public and must be in a format that is understood. The SDS must avoid the criticism that Inspectors had of the now withdrawn Joint Strategic Partnership;
- The SDS should provide a robust strategic planning framework for the new Local Plan but should avoid getting into the details of issues which will be covered by Local Plans. Local Plans will be the vehicle for deciding where housing allocations go, and this is not the not role of the SDS;
- We understand that the SDS will need to take into account the Government's housing targets, but we expect the SDS to give as much weight to other critical priorities such as the Climate and Nature emergencies, protection of our environment as well as enabling the creation of jobs which are fit for the future and the delivery of affordable housing to meet the needs of B&NES' residents;
- Due to the significant scale of the challenge arising from the SDS for Unitary Authorities, we expect WECA to provide the necessary support for Unitary Authority Local Plans to ensure the right outcomes;
- B&NES will place significant emphasis on working with our local communities in the formulation of our Local Plan and we will take into what the residents say;
- Tackling the climate and ecological emergency is one of our core policies;

- The SDS must provide the necessary policies and a spatial strategy which facilitates these objectives, including sustainable construction, renewable energy generation and reducing reliance on private car travel;
- SDS must facilitate transformational change to enable major strides to be taken to move the sub-region to carbon neutrality & facilitate major cultural changes;
- The SDS should not only seek to ensure that new growth is sustainable, but provides the opportunity to address existing unsustainable patterns of development.
- The SDS must be underpinned by robust evidence which shows how this can be achieved, and which will also provide a firm basis for the preparation of Unitary Authority Local Plans.

**RESOLVED** (unanimously) to note the key priorities set out for the West of England Combined Authority draft Spatial Development Strategy (SDS).

The meeting ended at 6.43 pm

Chair \_\_\_\_\_

Date Confirmed and Signed \_\_\_\_\_

**Prepared by Democratic Services**

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Thursday, 31st March, 2022

**Present:**

Councillor Kevin Guy	Leader of the Council, Liberal Democrat Group Leader
Councillor Tim Ball	Cabinet Member for Planning and Licensing
Councillor Tom Davies	Cabinet Member for Adults and Council House Building
Councillor Manda Rigby	Cabinet Member for Transport
Councillor Dine Romero	Cabinet Member for Children and Young People, Communities and Culture
Councillor Richard Samuel	Deputy Council Leader (statutory) and Cabinet Member for Economic Development and Resources
Councillor Sarah Warren	Deputy Council Leader and Cabinet Member for Climate and Sustainable Travel
Councillor David Wood	Cabinet Member for Neighbourhood Services

**23 WELCOME AND INTRODUCTIONS**

The Chair, Councillor Kevin Guy, welcomed everyone watching and participating at the virtual Cabinet meeting. The Chair made the following statement:

*“Due to the ongoing Covid situation and a desire to retain a level of social distancing at Council meetings at this time, we are holding this ‘informal’ virtual Cabinet meeting to enable Cabinet, Councillors and members of the public to take part. This virtual meeting will be conducted in the normal manner but, as any decisions made will not be legally enforceable, they will be formally made at the physically reduced, quorate decision-making meeting tomorrow on 1 April 2022.*

*We will review this approach for any future Cabinet meetings, in line with government and health guidance at that time.”*

The Chair asked each of the Cabinet Members to introduce themselves.

**24 APOLOGIES FOR ABSENCE**

Apologies were noted from Councillor Alison Born, who had another official engagement.

**25 DECLARATIONS OF INTEREST**

There were none.

**26 TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIR**

The Leader made the following urgent statement;

“As we pass two years since the temporary closure of the Approach Course, I am conscious of the importance of securing the future of this much loved and important green space. A petition to keep golf at the site received over 5000 signatures and a GoFundMe campaign attracted many generous pledges of support. This site has always been amicably shared by a variety of users. With golf on offer for over 60 years, residents and visitors of all ages and abilities have been able to play regularly or simply to have a go. Priced to be affordable and socially inclusive, the spectacle of golf played on the Common has been an iconic feature of Bath’s recreational scene.

In May last year I made a commitment to keeping a golf course at the Approach site subject to a viable operator being identified. Restoring this important leisure facility is consistent with our plan to enable more people to be more active more often, improving both health and well-being.

As we emerge from the pandemic, the time is right to look again for a provider. Together with Golf For All, this is an exciting opportunity for a vibrant café, reopening of the public toilets and enhancement of the existing green environment. Subject to council business processes, there will now be a procurement process, starting with a market engagement exercise, with a view to awarding a contract by August.

## **27 QUESTIONS FROM PUBLIC AND COUNCILLORS**

There were 30 questions from Councillors.

*[Copies of the questions and responses, including supplementary questions and responses, have been placed on the Minute book and are available on the Council's website.]*

## **28 STATEMENTS, DEPUTATIONS OR PETITIONS FROM PUBLIC OR COUNCILLORS**

Before moving to the statements from public and councillors, the Leader permitted Councillor Richard Samuel to make the following statement;

Councillor Samuel said that it had been stated publicly by Councillor Pritchard in a Conservative news release that public and councillors having to submit their speeches in advance so they can be vetted by Cabinet Members was an affront to democracy. He then asked the Monitoring Officer to confirm that Cabinet Members have no involvement in vetting speeches. The Monitoring Officer responded that he was happy to confirm that was the case. He added that speeches are reviewed by officers to see if they pass a threshold test and that this is purely an officer function, and Cabinet Members do not censure or vet statements.

David Redgewell made a statement about transport and planning *[a copy of which is attached to the Minutes on the Council's website]*. Councillor Sarah Warren asked if David considered that the current round of bus cuts threatens its recovery as part of the modal shift needed in response to the climate emergency. Mr Redgewell responded that he was extremely concerned. He added that we need to act with the 4 Leaders and hold them to account. When the £150 million is removed from the



network in October, things will become seriously difficult. The numbers do not show anywhere near 90% of passengers going back onto public transport. It needs some proper work to protect the bus network.

Ms Tay McLean made a statement about Bathampton Meadows [*a copy of which is attached to the Minutes on the Council's website*]. Councillor Richard Samuel asked Ms McLean if she was aware that her statement contained some inaccuracies. He explained that the acquisition by the National Trust of Bathampton Meadows and New Leaf farm were not linked purchases. The transfer of Bathampton Meadows as a community asset transfer to the National Trust was completed before the National Trust concluded negotiations to acquire the land at New Leaf farm, and were funded in different ways by the National Trust. He enquired if Ms McLean would be happy to receive a correction via email. Councillor Samuel further asked if Ms McLean was aware that this issue could have been called in by councillors as part of the scrutiny review process at the time, if they were unhappy with the decision, but that had not taken place. Ms McLean responded that she had not been aware of that.

Councillor Yuktेशwar Kumar made a statement entitled "Are we listening enough?" [*a copy of which is attached to the Minutes on the Council's website*].

Councillor Vic Pritchard made a statement about Bathampton Meadows [*a copy of which is attached to the Minutes on the Council's website*]. Councillor Samuel asked if Councillor Pritchard was aware that Mr Graham Pisto had made a complaint to the Council on this subject on 1<sup>st</sup> March 2020 raising 7 questions. He added that both Mr Pisto and the Leader had given consent for the publication of this complaint which sets out the situation clearly, concluding that there was adherence to policy, procedure and process and therefore it was not recommended that the complaint be upheld [*a copy of which is attached to the Minutes on the Council's website*]. He referred to some of the inconsistencies covered in the response to Ms McLean. He also added that, at the time of the decision, Councillor Romero had been the Leader, and Councillor Guy had taken no part in the decision-making process.

Councillor Karen Warrington made a statement about the Cleveland Bridge [*a copy of which is attached to the Minutes on the Council's website*]. Councillor Manda Rigby agreed with some aspects of the statement, particularly to keep HGVs from coming back and urged Councillor Warrington to talk to colleagues in Wiltshire to help make that happen. She asked Councillor Warrington how she could reconcile the B&NES newsroom statement with her own statement, and further whether Councillor Warrington would acknowledge that it has been publicly stated that this is a complex project, needing bespoke solutions. Councillor Warrington confirmed she had read the Council statement and wondered if the organisers were therefore not telling the truth, and clarified that it was not a criticism of officers, but of the way the Cabinet had handled the communication on this issue.

## 29 MINUTES OF PREVIOUS CABINET MEETING

It was **RESOLVED** to recommend the approval of the minutes of 11<sup>th</sup> November 2021 to Cabinet on 1<sup>st</sup> April 2022.

**30 CONSIDERATION OF SINGLE MEMBER ITEMS REQUISITIONED TO CABINET**

There were none.

**31 MATTERS REFERRED BY POLICY DEVELOPMENT AND SCRUTINY BODIES**

There were none.

**32 SINGLE MEMBER CABINET DECISIONS TAKEN SINCE PREVIOUS CABINET MEETING**

The Cabinet agreed to note the report.

**33 ADOPTION WEST CONTRACT EXTENSION**

Councillor Dine Romero introduced this report. She explained that this was the formal request to extend the existing Adoption West contract by 5 years, to amend the financial arrangements and the service specification. She explained that a small extension of 3 months had already been agreed by all partners, the 6 Local Authorities who wholly own this company. This company has well established governance, including cross-Authority and cross-party scrutiny. Councillor Romero then moved the recommendations.

Councillor Richard Samuel seconded the recommendations, as a pragmatic approach to provide future stability for this important service.

**RESOLVED** unanimously

1. To note that all other 5 Local Authority owners of Adoption West have approved the contract extension through their respective Executives;
2. To approve the extension of the Commissioning Agreement with Adoption West for the delivery of services as per the original contractual specification, by 5 years until 28 February 2027; and directs the Director Of Children's Services and Education in consultation with the Directors of Finance, and Legal and Democratic Services and in consultation with the Cabinet member for Children's Services and Education to agree in writing, in accordance with clause 3.2 of the Commissioning Agreement, a five year contract extension and execute any and all related documents required to implement that extension.
3. To note that the AW Board, which Mary Kearney-Knowles, Director of Children's Services and Education is part of; is unanimously supportive of the contract extension. This recognises that Adoption West is realising its potential, and delivers a good quality, consistent offer for children and adoptive families across its operational footprint.

**34 HERITAGE SERVICES BUSINESS PLAN 2022-2027**

Councillor Dine Romero introduced this report and moved the recommendations. She explained how the pandemic and lockdown had highlighted the considerable reliance the Council places on income that Heritage Services brings in, and there has inevitably been a reduction in the number of visitors. Despite the outlook being unclear with the pattern of visitor travel remaining hard to predict, performance is expected to recover for 2024/25. Nevertheless, the plan does seek to build up visitor numbers as well as address the relocation of the Fashion Museum so I am seeking approval for a new charity to support the Fashion Museum. This will be akin to the Roman Baths Foundation with sustainability and climate emergency embedded within its projects. There are also other opportunities to build on, having achieved the second UNESCO inscription. There are also some more prosaic plans, including fixing the Victoria Art Gallery roof.

Councillor Richard Samuel, in seconding the report, commended the new Head of Heritage Services and his team in doing a great job in providing some good solutions in this report.

**RESOLVED** unanimously to;

1. Approve the Heritage Services Business Plan; and
2. Approve, in principle, the creation of a charity to support the new Fashion Museum and Collections Study Centre Project

The meeting ended at 8.14 pm

Chair \_\_\_\_\_

Date Confirmed and Signed \_\_\_\_\_

**Prepared by Democratic Services**

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Friday, 1st April, 2022

**Present:**

Councillor Kevin Guy	Leader of the Council, Liberal Democrat Group Leader
Councillor Tim Ball	Cabinet Member for Planning and Licensing
Councillor Alison Born	Cabinet Member for Adults and Council House Building
Councillor Dine Romero	Cabinet Member for Children and Young People, Communities and Culture
Councillor Sarah Warren	Deputy Council Leader and Cabinet Member for Climate and Sustainable Travel

**35 WELCOME AND INTRODUCTIONS**

The Chair, Councillor Kevin Guy, welcomed everyone to the meeting and made the following statement;

“This meeting is being held as part of the contingency arrangements put in place, recognising the need to remain cautious. For this reason, there is only a quorum of Cabinet Members in the Chamber for this meeting. A virtual ‘informal’ meeting of the full Cabinet took place last night to inform voting at this meeting. That meeting is available to view on the Council’s YouTube channel.”

**36 EMERGENCY EVACUATION PROCEDURE**

The Chair drew attention to this.

**37 APOLOGIES FOR ABSENCE**

There were no apologies for absence.

**38 DECLARATIONS OF INTEREST**

There were none.

**39 TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIR**

There was none.

**40 QUESTIONS FROM PUBLIC AND COUNCILLORS**

There were none.

**41 STATEMENTS, DEPUTATIONS OR PETITIONS FROM PUBLIC OR COUNCILLORS**

The Chair explained that Councillor Paul May had made a statement at the virtual meeting of the Cabinet held on 31<sup>st</sup> March 2022, which will be attached to the minutes of the meeting;

<https://democracy.bathnes.gov.uk/documents/g6171/Public%20minutes%2031st-Mar-2022%2018.30%20Cabinet.pdf?T=11>

## **42 WEST OF ENGLAND COMBINED AUTHORITY SPATIAL DEVELOPMENT STRATEGY**

Councillor Tim Ball introduced the report and moved the recommendations. Councillor Kevin Guy seconded the recommendations. In so doing, it was noted the following key priorities which had been outlined at the virtual Cabinet meeting on 31<sup>st</sup> March 2022;

- SDS must be good for the whole community;
- The SDS is a strategic plan and this should be evident in the nature of the document, which must be accessible to residents and the public and must be in a format that is understood. The SDS must avoid the criticism that Inspectors had of the now withdrawn Joint Strategic Partnership;
- The SDS should provide a robust strategic planning framework for the new Local Plan but should avoid getting into the details of issues which will be covered by Local Plans. Local Plans will be the vehicle for deciding where housing allocations go, and this is not the not role of the SDS;
- We understand that the SDS will need to take into account the Government's housing targets, but we expect the SDS to give as much weight to other critical priorities such as the Climate and Nature emergencies, protection of our environment as well as enabling the creation of jobs which are fit for the future and the delivery of affordable housing to meet the needs of B&NES' residents;
- Due to the significant scale of the challenge arising from the SDS for Unitary Authorities, we expect WECA to provide the necessary support for Unitary Authority Local Plans to ensure the right outcomes;
- B&NES will place significant emphasis on working with our local communities in the formulation of our Local Plan and we will take into what the residents say;
- Tackling the climate and ecological emergency is one of our core policies;
- The SDS must provide the necessary policies and a spatial strategy which facilitates these objectives, including sustainable construction, renewable energy generation and reducing reliance on private car travel;
- SDS must facilitate transformational change to enable major strides to be taken to move the sub-region to carbon neutrality & facilitate major cultural changes;

- The SDS should not only seek to ensure that new growth is sustainable, but provides the opportunity to address existing unsustainable patterns of development.
- The SDS must be underpinned by robust evidence which shows how this can be achieved, and which will also provide a firm basis for the preparation of Unitary Authority Local Plans.

**RESOLVED** (unanimously) to note the key priorities set out for the West of England Combined Authority draft Spatial Development Strategy (SDS).

The meeting ended at 9.03 am

Chair \_\_\_\_\_

Date Confirmed and Signed \_\_\_\_\_

**Prepared by Democratic Services**

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Friday, 1st April, 2022

**Present:**

Councillor Kevin Guy	Leader of the Council, Liberal Democrat Group Leader
Councillor Tim Ball	Cabinet Member for Planning and Licensing
Councillor Alison Born	Cabinet Member for Adults and Council House Building
Councillor Dine Romero	Cabinet Member for Children and Young People, Communities and Culture
Councillor Sarah Warren	Deputy Council Leader and Cabinet Member for Climate and Sustainable Travel

**43 WELCOME AND INTRODUCTIONS**

Councillor Kevin Guy, as Chair, welcomed everyone to the meeting and made reference to the meeting contingency arrangements for this meeting.

**44 EMERGENCY EVACUATION PROCEDURE**

The Chair drew attention to the evacuation procedure as set out in the Agenda.

**45 APOLOGIES FOR ABSENCE**

There were no apologies for absence.

**46 DECLARATIONS OF INTEREST**

There were none.

**47 TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIR**

The Chair made reference to the urgent statement he had made at the virtual meeting on 31<sup>st</sup> March 2022 about the Approach golf course, which is included in the minutes of that meeting.

**48 QUESTIONS FROM PUBLIC AND COUNCILLORS**

There were 30 questions from Councillors and no questions from the public. Any Councillors who wished to ask a supplementary question did so last night at the virtual meeting.

The Chair stated that the question-and-answer sheet (with any supplementary questions) will be published with the minutes of the meeting;

**49 STATEMENTS, DEPUTATIONS OR PETITIONS FROM PUBLIC OR COUNCILLORS**

The Chair explained that members of the public and Councillors who wished to make a statement did so at the virtual meeting of the Cabinet held on 31<sup>st</sup> March 2022. Their statements, where provided, are attached to the minutes of this meeting;

<https://democracy.bathnes.gov.uk/documents/g6186/Public%20minutes%2031st-Mar-2022%2019.15%20Cabinet.pdf?T=11>

**50 MINUTES OF PREVIOUS CABINET MEETING**

On a motion from Councillor Kevin Guy, seconded by Councillor Tim Ball, it was **RESOLVED** that the minutes of the meeting held on 10<sup>th</sup> and 11<sup>th</sup> February 2022 be confirmed as a correct record and signed by the Chair.

**51 CONSIDERATION OF SINGLE MEMBER ITEMS REQUISITIONED TO CABINET**

There were none.

**52 MATTERS REFERRED BY POLICY DEVELOPMENT AND SCRUTINY BODIES**

There were none.

**53 SINGLE MEMBER CABINET DECISIONS TAKEN SINCE PREVIOUS CABINET MEETING**

There were none.

**54 ADOPTION WEST CONTRACT EXTENSION**

On a motion from Councillor Dine Romero, seconded by Councillor Alison Born, it was unanimously

**RESOLVED**

1. To note that all other 5 Local Authority owners of Adoption West have approved the contract extension through their respective Executives;
2. To approve the extension of the Commissioning Agreement with Adoption West for the delivery of services as per the original contractual specification, by 5 years until 28 February 2027; and directs the Director Of Children's Services and Education in consultation with the Directors of Finance, and Legal and Democratic Services and in consultation with the Cabinet member for Children's Services and Education to agree in writing, in accordance with clause 3.2 of the Commissioning Agreement, a five year contract extension and execute any and all related documents required to implement that extension.

3. To note that the AW Board, which Mary Kearney-Knowles, Director of Children's Services and Education is part of; is unanimously supportive of the contract extension. This recognises that Adoption West is realising its potential, and delivers a good quality, consistent offer for children and adoptive families across its operational footprint.

## **55 HERITAGE SERVICES BUSINESS PLAN 2022-2027**

On a motion from Councillor Dine Romero, seconded by Councillor Tim Ball, it was **RESOLVED** unanimously to;

1. Approve the Heritage Services Business Plan; and
2. Approve, in principle, the creation of a charity to support the new Fashion Museum and Collections Study Centre Project

The meeting ended at 9.07 am

Chair \_\_\_\_\_

Date Confirmed and Signed \_\_\_\_\_

**Prepared by Democratic Services**

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Bath & North East Somerset Council

## **Cabinet Single-Member Decisions and Responses to Recommendations from PDS Panels**

published from 23 March 2022 until 25 April 2022

Further details of each decision can be seen on the Council's Single-member Decision Register at <http://democracy.bathnes.gov.uk/mgDelegatedDecisions.aspx?&dm=3>

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### **School Term and Holiday Dates 2023/2024 Academic Year**

Following consultation to fully approve the School Term & Holiday Dates for the 2023/2024 academic year.

**Decision Maker:** Cabinet Member for Children and Young People, Communities and Culture

**Decision published:** 31/03/2022

**Effective from:** 08/04/2022

**Decision:**

The Cabinet Member agrees to approve the Council's preferred calendar of school term and holiday dates and to recommend these to all schools for the 2023-24 academic year.

**Wards affected:** (All Wards)

**Lead officer:** Josephine Rees

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### **Aequus: Scheme Approval (Malmaisons Drive, Frenchay) and Scheme Amendment (117 Newbridge Hill, Bath)**

To approve the acquisition and development of the Malmaisons Drive site from South Gloucestershire Council by ACL in line with the approved planning application to be funded by a commercial development loan from South Gloucestershire Council; and to amend the previously agreed scheme at 117 Newbridge Hill, Bath to provide 7 apartments rather than the originally agreed 6 apartments.

**Decision Maker:** Council Leader

**Decision published:** 30/03/2022

**Effective from:** 30/03/2022

**Decision:**

The Council Leader agrees:

- A revision to the Business Case for 117 Newbridge Hill Bath to replace the proposed top floor two-bed apartment with 2 one-bed apartments.
- To approve the amendment of the related Development Agreement to reflect the above change in configuration.
- To approve the acquisition of the site at Malmaisons Drive, South Glos under a Sales and Overage Agreement for development in line with the approved planning application.

- To approve the development loan borrowing from South Glos Council on the commercial terms as set out in the Business Case to deliver this development.

**Wards affected:** (All Wards)

**Lead officer:** Graham Sabourn

Bath & North East Somerset Council		
MEETING/ DECISION MAKER:	Cabinet	
MEETING/ DECISION DATE:	5 <sup>th</sup> May 2022	EXECUTIVE FORWARD PLAN REFERENCE:
		E 3358
TITLE:	Journey to Net Zero: Reducing the Environmental Impact of Transport in Bath	
WARD:	All	
AN OPEN PUBLIC ITEM		
List of attachments to this report:		
Appendix A – Journey to Net Zero: Reducing the Environmental Impact of Transport in Bath		
Appendix B - Journey to Net Zero – Consultation Findings Report (first consultation)		
Appendix C - Journey to Net Zero – Consultation Findings Report (second consultation)		

## 1 THE ISSUE

1.1 In March 2019, B&NES declared a Climate Emergency, which included a commitment to become carbon neutral by 2030. Transport currently accounts for 29% of carbon emissions in the B&NES area. The B&NES Climate Emergency Plan identified the scale of change required to meet the carbon neutrality target. There are many potential pathways to achieving this target. One scenario would require:

- 7% decrease in the number of car journeys across the local authority area
- 25% reduction in kilometres travelled per person by car each year
- Electric cars: 76% pure battery, 14% petrol hybrid
- Buses: 76% electric, 24% hybrid
- Rail: 37% of freight rail is electric, 100% passenger rail is electric

1.2 The current ways in which we travel will not get us to carbon neutrality by 2030. This plan sets out the changes needed to decarbonise Bath's transport system in line with our climate emergency and to create places we want to live and work; with better connected, healthier and genuinely sustainable communities.

1.3 The declaration of the climate emergency provides an unparalleled opportunity to look at B&NES as a whole and to develop a coherent, long-term vision and plan for transport in the city. No single mode of transport will be dominant. Instead, people will have a choice between a range of modes of transport – each of them accessible, viable and more sustainable than the private car.

- 1.4 We are committed to doing everything within our power to provide the necessary infrastructure and policies within Bath and the wider North East Somerset District to ensure that we achieve our target of becoming carbon neutral by 2030. However, we cannot do this alone. Our commitment needs to be met with an equal commitment from transport operators, regional and central government to provide the necessary support, funding and powers to make the Journey to Net Zero Plan a reality.

## **2 RECOMMENDATION**

**The Cabinet is asked to;**

- 2.1 Formally adopt the Journey to Net Zero: Reducing the Environmental Impact of Transport in Bath

## **3 THE REPORT**

- 3.1 The Getting Around Bath Transport Strategy (GABTS) was adopted in 2015 and covered the period up to 2029. The Strategy identifies increasing the numbers using sustainable transport as the key overarching aim whilst supporting growth. As part of the strategy a set of performance targets were agreed up to 2020. Those targets for walking, cycling and bus passengers have now been delivered.
- 3.2 The Journey to Net Zero plan (Appendix A) provides a holistic approach for meeting the transport needs of those living, working and visiting Bath from 2020 onwards. The plan identifies how transport will respond to and support delivery of the targets set out in the Climate Emergency.
- 3.3 In April 2020, the Transport Delivery Action Plan Phase 1: Current and Future Report (Current and Future Report) was published by B&NES, setting out the current and future situation for transport into, out of and around Bath, and the need for significant and focused improvements. The report looks at the ways in which we currently travel, and provides the evidence base that underpins the consideration of future transport measures set out in this plan.
- 3.4 Combined the Current and Futures Report and Journey to Net Zero transport plan identifies the challenges that Bath faces in terms of transport both now and in the future, and also the measures required to overcome these to support the realisation of the Councils' core policy theme to tackle the climate and ecological emergency.
- 3.5 In November 2014, B&NES approved the Getting Around Bath Transport Strategy. This Strategy set out the vision and objectives for transport in the region. To reflect the importance of the climate emergency declaration on our future ambitions, this vision and objectives have been updated:

### **Vision**

"Bath will enhance its unique status by adopting measures that promote sustainable transport and decision making, whilst reducing CO<sub>2</sub> emissions and the intrusion of vehicles, particularly in the historic core. This will improve the quality of life for local people, enable more economic activity and growth, while enhancing the special character and environment of the city."



## Objectives

- Reducing vehicle carbon emissions to achieve carbon neutrality by 2030
  - Improving air quality and health
  - Promoting sustainable mobility
  - Supporting and enabling economic growth, competitiveness, and jobs
  - Widening travel choice
  - Widening access to opportunities: jobs/learning/training
  - Safeguarding and enhancing the unique historic environment and World Heritage Site status
  - Improving quality of life in the city
- 3.6 We have placed people at the centre of the Journey to Net Zero, focusing on providing transport infrastructure and environments that will encourage the use of sustainable modes by making them a genuine alternative to the car. This will involve reducing the dominance of the private car while maintaining access for those whose needs cannot easily be met by more sustainable modes. No single mode of transport will be dominant. Instead, people will have a choice between a range of modes of transport – each of them accessible, viable and sustainable.
- 3.7 This plan focuses primarily on the City of Bath, but also recognises the importance of the travel corridors between the city and the wider district. In light of this the plan includes measures to improve transport connections along the main corridors into Bath.
- 3.8 The plan sets out the steps that we have already taken and those that we are currently working on. The plan considers projects in three groupings based on level of development:
- Current projects – these are projects that are already underway and are either being developed by the Council or have been delivered. These projects have been consulted on, and assuming the resource and funding is available will be delivered (if they have not already)
  - Developing projects – these are projects which are under development and are subject to consultation and approval
  - Future projects – these are emerging projects that are not currently under development, but could be pursued by the Council in order to support the ambition to achieve carbon neutrality by 2030
- 3.9 These projects include those that we are developing and consulting on together with the Combined Authority. We will continue to consult on projects in development and future projects in detail in the future, ensuring that local people are able to give their views on the proposals
- 3.10 The plan includes a range of transport measures that the Council will seek to deliver over the short, medium and long term and identifies the scale of carbon reduction that can be attributed to each of these individual measures at a high level.
- 3.11 The Journey to Net Zero plan includes a separate detailed evidence-based study into what is possible in terms of a mass transit system in Bath, and what would work best for the city. This study is being developed alongside work currently taking place at a regional level to assess a new and ambitious mass

transport system that will revolutionise the way we travel around the West of England.

- 3.12 We will continue to monitor our progress against our target to reach carbon neutrality by 2030, and as the individual projects progress and become clearer will undertake a more detailed, quantified assessment of their likely impacts on modal shift and carbon reduction.
- 3.13 In order to ensure the Journey to Net Zero remains on track to deliver the reductions in transport related carbon emissions required, regular reports and updates will be provided to the Local Development Framework Steering Group, a cross party group of members that provide a steer to the Cabinet leads for Transport and Sustainable Transport on the development of policies, strategies, proposals and guidance.

## **4 STATUTORY CONSIDERATIONS**

- 4.1 Equalities, sustainability, planning, human rights and public health.

## **5 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)**

- 5.1 The Journey to Net Zero Plan and the projects contained within it will be delivered through a wide range of projects which will be funded from various sources principally, but not exclusively, the City Region Sustainable Transport Settlement and Investment Fund.
- 5.2 In the 2021 Spending Review a City Region Sustainable Transport Settlement of £540m was made to the West of England to be spent on sustainable travel between 2022 and 2027. Following this the Combined Authority submitted a business case to the Department for Transport setting out which schemes would be funded. Of the total allocation, £129m has been allocated to the B&NES area matched by over £17m in local contribution. This funding will be used to develop and deliver a number of the projects identified in this plan.
- 5.3 The Settlement Fund will be used to fund some of the measures identified within the BSIP, and included in this plan. Other elements of the BSIP are seeking funding through the Bus Transformation Fund.
- 5.4 The funding landscape is constantly evolving, we will continue to track announcements of new funding opportunities from Central Government for which we are eligible.

## **6 RISK MANAGEMENT**

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

## **7 EQUALITIES**

- 7.1 An Equalities Impact Assessment report has been undertaken for the Journey to Net Zero Report to assess the effects of the policies and to ensure they are fair and meet the needs of our residents as well as those who work, visit and study in Bath and that they are not inadvertently discriminating against any protected group.

- 7.2 In addition to this a full Equalities Impact Assessment will be undertaken for each of those schemes that are taken forward as part of the Journey to Net Zero Plan as part of their development.

## **8 CLIMATE CHANGE**

- 8.1 The main objective of the plan is to identify how to reduce transport related carbon emissions and support delivery of the 2030 climate emergency targets. The Journey to Net Zero sets out a plan to tackle some of the biggest challenges our society faces: combating climate change, improving air quality, improving health and wellbeing and tackling congestion.
- 8.2 The current ways in which we travel will not get us to carbon neutrality by 2030. This plan sets out the changes needed to our transport system to create places we want to live and work; with better connected, healthier and genuinely sustainable communities. We have placed people at the centre of the Journey to Net Zero, focusing on providing transport infrastructure and environments that will encourage the use of sustainable modes by making them a genuine alternative to the car. This will involve reducing the dominance of the private car while maintaining access for those whose needs cannot easily be met by more sustainable modes.
- 8.3 B&NES remains fully committed to becoming carbon neutral in transport terms by 2030 and the measures identified in this plan will provide us with the opportunities to do this. This commitment however needs to be met with an equal commitment from transport operators, regional and central government to tackle the issue of climate change. B&NES will endeavour to reduce its transport related emissions but cannot do this alone, we need to ensure we have the necessary support, funding and powers provided to us to make the Journey to Net Zero Plan a reality.

## **9 OTHER OPTIONS CONSIDERED**

- 9.1 Given the Council's commitment to addressing our climate emergency there is a need to make significant changes in the way people travel into, out of and around Bath.
- 9.2 The alternative is to maintain the status quo in terms of travel habits which will likely result in higher dependency on private car ownership leading to higher transport emissions and the Council failing to deliver on its Climate Emergency.

## **10 CONSULTATION**

- 10.1 Two separate rounds of public consultation have been undertaken on the Journey to Net Zero plan. The first of these was a 6-week full public consultation that took place from 15th January to 1st March of last year, seeking the public's views on a range of transport themes and concepts that added a level of (non-geographic) detail to the theme. The results of this consultation were published on the Council's website and were used to develop the initial Journey to Net Zero Consultation Document. A copy of the report setting out the results of this first consultation is available as Appendix B to this report.
- 10.2 The Journey to Net Zero Consultation Document was then subject to a further 4-week public consultation between 10th January and 7th February of this year. A copy of the Journey to Net Zero Consultation Document that was consulted on earlier in the year as part of the second consultation is included as

Appendix C to this report. The consultation was published on the Council's website and included an online questionnaire that asked the public to give their views on the 'future projects' that were identified. The questions sought to gauge the strength of support for the schemes put forward and the extent to which each measure would reduce an individual's transport carbon footprint. In addition to these a number of meetings were held to raise awareness and increase levels of input to the plan including:

- A meeting with ward Councillors
- A public webinar event hosted by B&NES with a presentation and Q&A session
- Two meetings with Stakeholders followed up with a Stakeholder Pack that provided Stakeholders with a suite of messaging and graphics to use in their own publications and websites to increase awareness with their members.

10.3 As part of the consultation, respondents were able to leave further comments on any aspect of the Journey to Net Zero Consultation Plan in an open text box at the end of the survey. In total 546 people responded to the consultation, with the most supported future projects being:

- Independent travel to school
- Promotion and investment in travel by bike
- Improvements to the pedestrian experience

10.4 The responses received from the second consultation have been analysed alongside the feedback received from the various webinars and correspondence.

10.5 Below is a table that sets out some of the most frequent comments we received from the consultation as well as how these have been responded to.

What you said	What we have changed
Bath is very hilly, which makes trips by bike and walking difficult	We recognise that Bath has a challenging topography. Within <i>Providing for travel by bike and on foot</i> we have added in further detail of the benefits of e-bikes to overcome this
There are some journeys for which I need my car i.e. transporting heavy goods, disabled access, tradespeople, carers	We are not advocating zero journeys by car and fully acknowledge that some journeys will still need to be undertaken by car in the future. However, there are a significant number of trips for which there are sustainable alternatives. We have now included within the plan a transport hierarchy that we believe aligns with our net zero ambitions and acts as a useful guide to help people think about how they could improve the environmental impact of their journeys
The current public transport network does not allow me to leave my car at home	We have added further detail to the measures included within the West of England Bus Service Improvement Plan (BSIP) so you can better understand the far-reaching improvements we are planning to make to the

	public transport network which will provide huge improvements to existing bus services
The future projects will negatively impact on businesses in the city centre	We have included a number of case studies from the UK and internationally where restricting car access and improving the public realm has had a positive impact on businesses
I have nowhere to charge an electric vehicle and they are too expensive	We have included more detail on the potential future models for car ownership and electric vehicles. The use of car clubs will make electric vehicles accessible to more people whilst also reducing the space taken up by private parking
Ghent is used as an example of restrictions for car in the city centre, but there are a lot of differences between Ghent and Bath	It was not our intention to draw a direct comparison between Ghent and Bath but rather to show what is possible and has been achieved elsewhere when such measures are introduced. Given this is a relatively new approach there are limited examples where cross-city traffic restrictions have been implemented, therefore we have drawn on Ghent to provide an illustration of where it has been done. Other UK cities are currently considering these measures also, and we will monitor these.
What will happen to general traffic as a result of these measures?  Where is the traffic circulation plan of the city?	We have included a commitment to produce a traffic circulation map as a standalone project within the <i>Creating improved places to live and work</i> section. This will show where we want the traffic to be able to access within Bath and in doing so allow future projects to come forwards
How will this all be paid for?	We have added into the plan detail of potential future funding streams
The introduction of traffic cells in the city centre will result in traffic diverting through residential areas	<p>In recognition of the significant number of people who live in the city centre we have now changed the term traffic cells to city centre liveable neighbourhoods. This better reflects what we're trying to achieve through the measure and better aligns with the wider Liveable Neighbourhoods project.</p> <p>We have also emphasised that the creation of city centre liveable neighbourhoods is a longer-term project and would be one of the last initiatives introduced.</p> <p>Finally, we have committed to consulting on the development of any city centre liveable neighbourhoods to ensure it works for the city as a whole.</p>

<b>Contact person</b>	Nick Simons (01225 394185)
<b>Background papers</b>	<p>Appendix A – Journey to Net Zero: Reducing the Environmental Impact of Transport in Bath</p> <p>Appendix B - Journey to Net Zero – Consultation Findings Report (first consultation)</p> <p>Appendix C - Journey to Net Zero – Consultation Findings Report (second consultation)</p>
<b>Please contact the report author if you need to access this report in an alternative format</b>	



# JOURNEY TO NET ZERO



Reducing the  
environmental impact  
of transport in Bath



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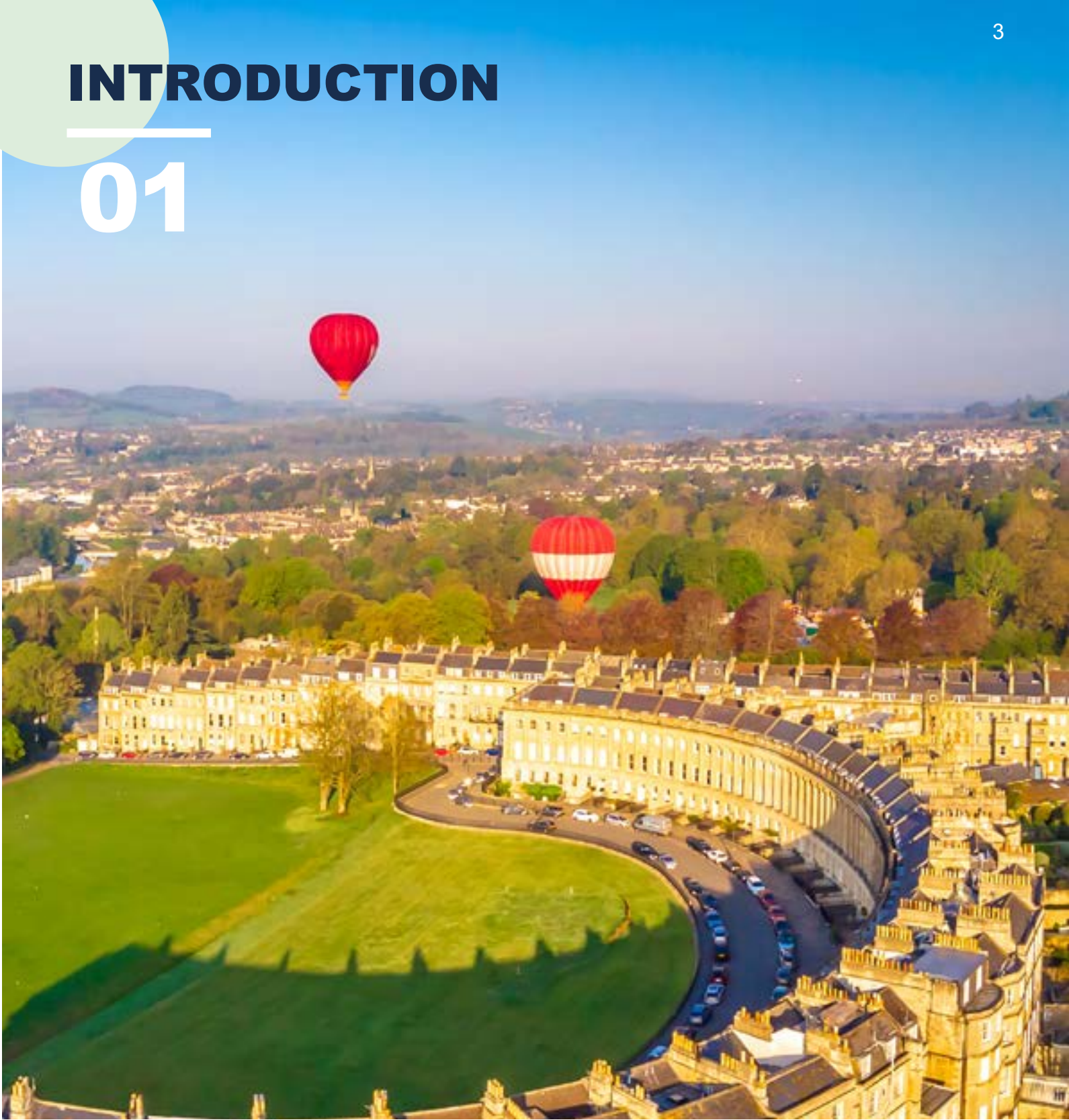
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TO IMPROVE PEOPLE’S LIVES

To improve the lives of people is the overriding purpose of Bath and North East Somerset Council (B&NES). It provides the foundation of our **Corporate Strategy** (The Strategy) which is the ‘golden thread’ and drives everything we do. The Strategy has two core policy themes:

- Tackle the climate and ecological emergency
- Give people a bigger say

The Strategy is underpinned by three principles that shape the delivery of the purpose and policies:

- Prepare for the future
- Deliver for local residents
- Focus on prevention





## CLIMATE AND ECOLOGICAL EMERGENCY

The inclusion of the climate and ecological emergency as one of our core policy themes demonstrates our commitment to do what is needed to overcome this challenge.

Climate change, caused mainly by carbon dioxide emissions, is having a harmful effect on our planet. Whilst carbon emissions in other sectors have declined, emissions from transport have been broadly stable for the last 30 years.

There is a growing realisation across society that the climate emergency is real, is happening, and cannot be ignored. The understanding that real change is required, and that it must start now and continue into the future, has grown to span all generations.

Alongside other local authorities in the West of England region, B&NES has declared a climate emergency and committed to achieving carbon neutrality by 2030. This means that by 2030, we will need to be able to balance our carbon emissions to ensure that the volume of greenhouse gas we release into the atmosphere is no greater than the amount we remove.

Transport currently accounts for 29% of carbon emissions in the B&NES area. Transport currently accounts for 29% of carbon emissions in the B&NES area. The B&NES Climate Emergency Outline Plan identified the scale of change required to meet the carbon neutrality target. There are many potential pathways to achieving this target. For example, one scenario would require:

- 7% decrease in the number of car journeys across the local authority area
- 25% reduction in kilometres travelled per person by car each year
- Electric cars: 76% pure battery, 14% petrol hybrid
- Buses: 76% electric, 24% hybrid
- Rail: 37% of freight rail is electric, 100% passenger rail is electric

This is not just a local priority. At a national level, the Department for Transport (DfT) released **Decarbonising Transport: A Better, Greener Britain<sup>1</sup>** in July 2021. This details the path to net zero transport including commitments from central Government to increase cycling and walking, a green bus revolution, decarbonising our railways, zero emission cars, vans,

1. Decarbonising Transport: A Better, Greener Britain, DfT, 2021

motorcycles, and scooters, and accelerating maritime and aviation decarbonisation. There are several national-level levers which will significantly impact on carbon emissions at a local level including advancements in technology, restrictions on sales of petrol and diesel vehicles and decarbonising bus and rail fleets.

We are equally committed to doing everything within our power to provide the necessary infrastructure and policies within Bath and the wider North East Somerset District to ensure that we achieve our target of becoming carbon neutral by 2030. As residents, we can all do our bit, supporting our ambition with every trip that we make on foot, by bike or by public transport instead of by car.

“We need to work together to play our part in making our planet a cleaner, greener place to live”

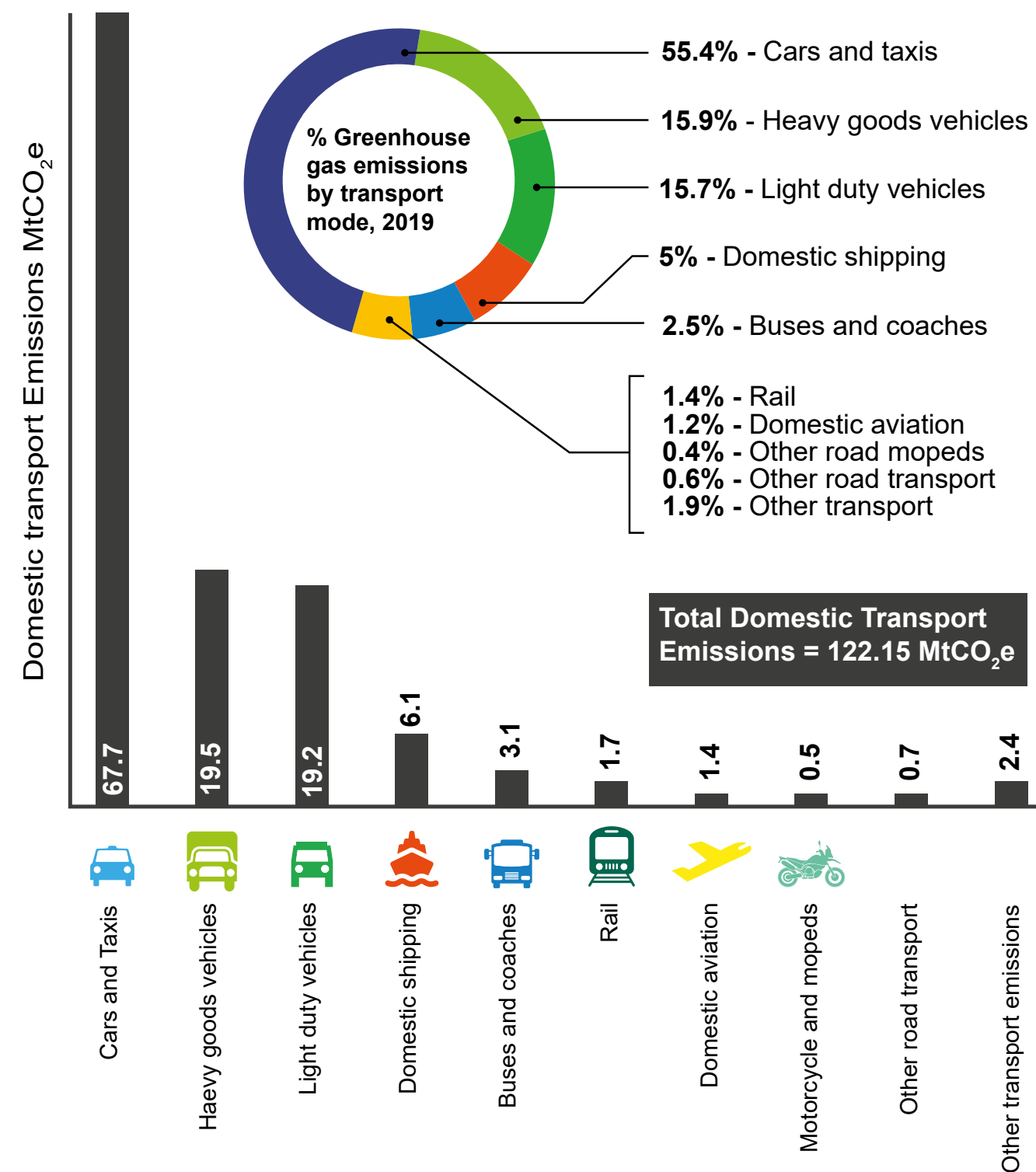


## Net Zero – what does it mean and how do you measure it?

**‘The Government target is for at least a 100% reduction in greenhouse gas emissions (compared to 1990 levels) in the UK by 2050. This can be achieved by a combination of emission reduction and emission removal.’** (Net zero and the different official measures of the UK’s greenhouse gas emissions, Office of National Statistics, 2019)

As ‘Net Zero’ is a combination of emissions and removal of greenhouse gases, the objective for 2030 is not to reach zero transport-related emissions, but to reduce emissions by an amount that allows the residual emissions to be absorbed by, or removed from, the environment.

### UK domestic transport emissions 2019



2. Decarbonising Transport: A Better, Greener Britain, DfT, 2021



## WHAT IS THE JOURNEY TO NET ZERO: REDUCING THE ENVIRONMENTAL IMPACT OF TRANSPORT IN BATH?

*The Journey to Net Zero: Reducing the Environmental Impact of Transport in Bath* sets out a plan to tackle some of the biggest challenges our society faces: combating climate change, improving air quality, improving health and wellbeing and tackling congestion.

The current ways in which we travel will not get us to carbon neutrality by 2030. This plan sets out the changes needed to our **transport system** to create places we want to live and work; with better connected, healthier and genuinely sustainable communities, and sits alongside other Council activities to reduce carbon emissions. We have placed people at the centre of the *Journey to Net Zero*, focusing on providing transport infrastructure and environments that will encourage the use of sustainable modes by making them a genuine alternative to the car. This will involve reducing the dominance of the private car while maintaining access for those whose needs cannot easily be met by more sustainable modes. This plan focuses primarily on the City of Bath, but also recognises the importance of the travel corridors between the city and the wider district.

“Planning for people will result in places for people; planning for cars will result in places dominated by cars”

*Chartered Institute Highways and Transportation*

**This journey has already begun.** We are already pursuing an ambitious, wide-ranging programme of projects to support travel within Bath, the wider district and the region. But these alone are not enough to deliver carbon neutrality. The targets in the Climate Emergency Outline Plan demonstrate the scale of change required, so we have identified future projects that will support us on our journey to carbon neutrality. In this plan we have considered at a high-level the potential scale of carbon reduction that the future projects could deliver. As the projects identified in this plan develop, we will consider their impact on reducing carbon in more detail, and estimate the quantified impacts. We will continue to work with the West of England Combined Authority (the Combined Authority) to develop more advanced techniques for recording and monitoring the impacts of our transport projects, to allow us to measure performance against emission targets.

In 2020 the Combined Authority released the **Joint Local Transport Plan 4<sup>2</sup>** (JLTP4) to set the vision for transport in the region to 2036. JLTP4 recognises the challenges faced by the region in terms of growth in travel demand and the increased need to improve the offer of more sustainable modes of transport as well as climate challenges. JLTP4 remains the umbrella document for regional policy and is the source of the region's major scheme list. Where appropriate, schemes identified in JLTP4 have been included within this plan.



<sup>2</sup>. Joint Local Transport Plan 4, West of England Combined Authority, 2020

## An evidence-based approach

In November 2014, B&NES approved the **Getting Around Bath Transport Strategy<sup>3</sup>**. This Strategy set out the vision and objectives for transport in the region. To reflect the importance of the climate emergency declaration on our future ambitions, this vision and objectives have been updated:

### Vision

**Bath will enhance its unique status by adopting measures that promote sustainable transport and decision making, whilst reducing carbon dioxide emissions and the intrusion of vehicles, particularly in the historic core. This will improve the quality of life for local people, enable more economic activity and growth, while enhancing the special character and environment of the city.**

### Objectives



**Reducing vehicle carbon emissions to achieve carbon neutrality by 2030**



**Improving air quality and health**



**Promoting sustainable mobility**



**Supporting and enabling economic growth, competitiveness, and jobs**



**Widening travel choice**



**Widening access to opportunities: jobs/learning/training**



**Safeguarding and enhancing the unique historic environment and World Heritage Site status**



**Improving quality of life in the city**



<sup>3</sup>. Getting Around Bath: A Transport Strategy for Bath, B&NES, 2014



**The Journey to Net Zero** builds on the 2014 Transport Strategy to support targets to reach carbon neutrality by 2030. In April 2020, the Journey to Net Zero Phase 1: **Current and Future Report**<sup>4</sup> (Current and Future Report) was published by B&NES, setting out the current and future situation for transport into, out of and around Bath, and the need for significant and focused improvements. The report looks at the ways in which we currently travel, and provides the evidence base that underpins the consideration of future transport measures set out in this plan.

This plan forms the second part of our Journey to Net Zero, identifying measures to overcome the challenges identified in the Current and Future Report. When combined, these reports:

- **Identify the problems that currently affect travel in the district**
- **Identify solutions to improve and promote sustainable travel in, around and into the city**

The plan considers projects in three groupings based on level of development:

- **Current projects** – these are projects that are already underway and are either being developed by the Council or have been delivered. These projects have been consulted on, and assuming the resource and funding is available will be delivered (if they have not already)
- **Developing projects** – these are projects which are under development and are subject to consultation and approval
- **Future projects** – these are emerging projects that are not currently under development, but could be pursued by the Council in order to support the ambition to achieve carbon neutrality by 2030

These projects include those that we are developing and consulting on together with the Combined Authority. We will continue to consult on projects in development and future projects in detail in the future, ensuring that local people are able to give their views on the proposals.

**Within the Plan projects are considered in terms of their delivery timescale:**

Short-term	Medium-term	Long-term
1-2 years	3-6 years	7-10 years+

4. Journey to Net Zero: Reducing the Environmental Impact of Transport in Bath Phase 1: Current and Future Report, B&NES, 2020

Context of the Plan

In 1987 the City of Bath was celebrated on the UNESCO list of World Heritage Sites in recognition of its ‘outstanding universal values’. But over the past century, the increasing dominance of the motor car has damaged its character and quality of public space and life across the city.

The ancient road network within the city centre was not designed to cater for the competing demands of cars, buses, coaches, and heavy goods vehicles.

The declaration of the climate emergency provides an unparalleled opportunity to look at Bath as a whole and to develop a coherent, long-term vision and plan for transport in the city.

No single mode of transport will be dominant. Instead, people will have a choice between a range of modes of transport – each of them accessible, viable and sustainable. Bath will become a people first city. Residents should not feel they have to own a car, but should instead have access to a car if they need one. Below we have set out our sustainable transport hierarchy that aligns with our net zero ambitions. The higher up the hierarchy, the more sustainable and ‘green’ the travel option. The hierarchy is a useful tool to help highlight the most sustainable travel options, but is not necessarily directly reflected in investment and funding allocation and priority.

Sustainable Transport Hierarchy



To plan for the change required, we first need to understand the characteristics of travel in Bath. During the development of the plan, the coronavirus pandemic has had a significant societal impact on the way we travel, live and work. The experience of the pandemic shows that in certain conditions, people’s travel behaviour can change rapidly. The long-term impacts of the pandemic on travel are unknown, so the data and analysis presented and discussed within this chapter is pre-pandemic. Monitoring data that we have collected recently shows that traffic levels are nearing pre-pandemic levels<sup>5</sup>, suggesting that the need for sustainable transport remains. Going forwards we will remain flexible to the long-term uncertainty and impacts of both the coronavirus pandemic and Brexit, whilst maintaining our focus on decarbonisation.

Why We Travel

On average, each person in England makes 953 trips per year with an average trip length of 10.9 kilometres and an average journey time of 23 minutes<sup>6</sup>. With a population of 193,000 in B&NES, this equates to over 2 billion kilometres travelled per year in the district.

Almost half of weekday travel within Bath is for commuting, with an additional 20% for business travel<sup>7</sup>. Shopping accounts for 12% of travel with the remainder split evenly between education, leisure, and recreational purposes. The dominance of commuting trips is even more marked at peak times, comprising around two thirds of all trips.



5. B&NES Weekly Traffic Monitoring Report, 2021, 6. 2019 National Travel Survey (Table: NTS0101)  
7. Transport Delivery Action Plan for Bath Phase 1: Current and Future Report, Bath and North East Somerset Council, 2020



How We Travel

For residents of Bath, 45% of journeys to work use sustainable modes and 47% travel by car (as driver or passenger), with the remaining 8% of Bath residents working from home. However, when considering people who work in Bath but could live elsewhere, the proportion of car usage increases to 53%. Car use is highest when considering the wider B&NES area where 60% of residents commute by car<sup>8</sup>.

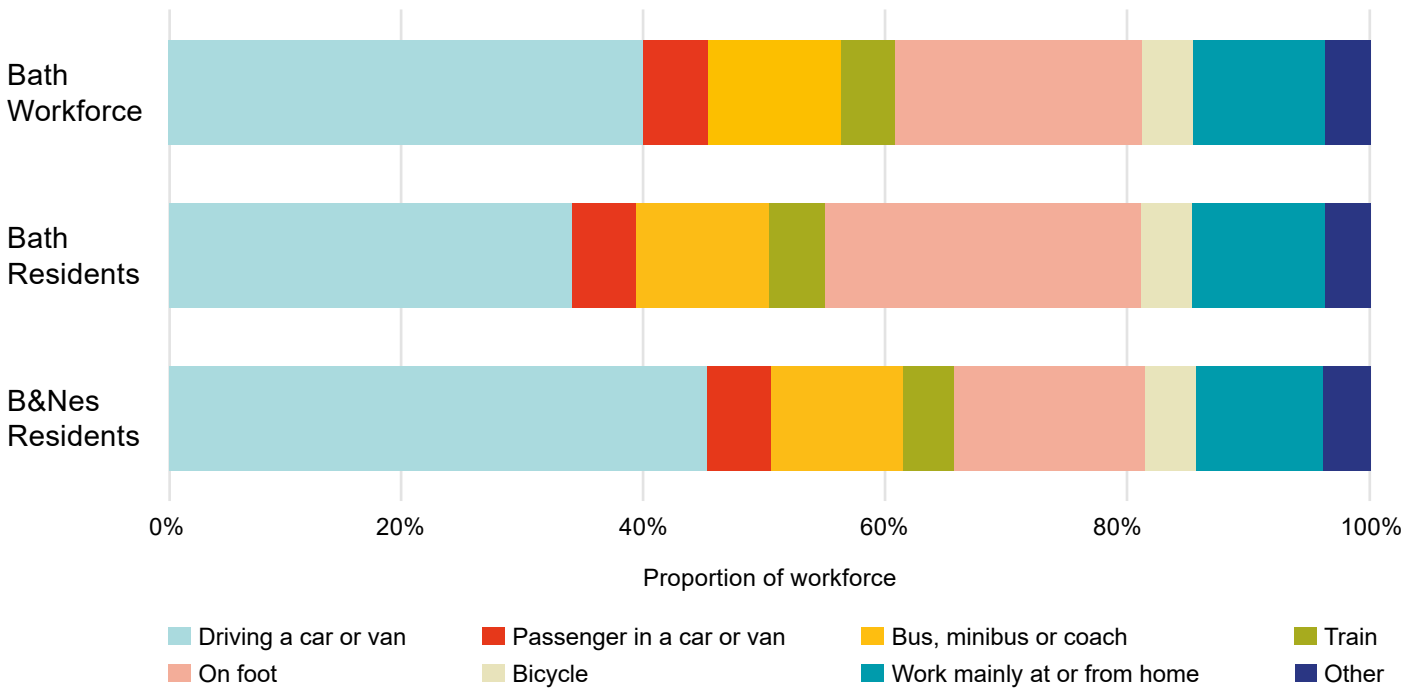
*The Getting Around Bath Transport Strategy*<sup>9</sup> set targets for increased use of bus, rail, walking and cycling by 2020. These targets have been exceeded for all modes but rail. There has been a rapid increase in the use of sustainable modes in the last 10 years in B&NES. However, this still accounts for only a small proportion of overall travel.

With growth in car usage during this time, and to meet the scale of change required to respond to the climate emergency targets, it is clear that further work is required to promote and support the use of sustainable modes of travel.

*The Current and Futures Report* acts as the evidence upon which the measures identified in this plan are based. It provides further detail on travel demand and issues within the B&NES area.

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Mode of travel to work (commuting) in Bath<sup>11</sup>



8. 2011 Census (Table QS701EW), 9. Getting Around Bath: A Transport Strategy for Bath, B&NES, 2014, 10. Transport Delivery Action Plan for Bath Phase 1: Current and Future Report, Bath and North East Somerset Council, 2020, 11. 2011 Census (Table QS701EW)

Where We Travel

Nearly 22,000 people who live in Bath also work in the city. There are also over 28,000 commuting trips into the city each day from the wider area, with almost 12,000 outbound<sup>12</sup>. The top five inbound and outbound commuting flows to Bath are shown in the figure below. The highest demand routes are inbound from the wider B&NES area and Wiltshire. Considering this alongside how we travel demonstrates the importance of providing sustainable transport options both within the City of Bath but also on the key corridors connecting Bath to the wider region and beyond.

Bath is home to two universities and the Royal United Hospital (RUH) which generate a lot of trips. Student numbers at the University of Bath have grown significantly in recent years. In 2007 there were just under 10,000 full time equivalent students and this is now at nearly 15,500. Staff numbers have also grown at a similar rate<sup>13</sup>. In 2019, 55% of students and staff accessed the university by bus and 35% by car. Only 10% either walked or cycled which is reflective of the location of the University at the top of Bathwick Hill.

Bath Spa University, home to 7,000 students and 1,000 staff, is spread across multiple campuses, the largest of which is at Newton Park, approximately 5.5km to the west of the city centre. Secondary campuses are situated at Sion Hill, Corsham Court and Locksbrook. The location of these campuses makes travel by bike and foot more difficult than using car or bus. The University is pursuing a number of measures to promote sustainable travel including improved bus services, restricting parking permits and increasing parking charges as well as loan schemes for the purchase of bikes or rail and bus season tickets.

The Royal United Hospital, located in the north-west of Bath, is a major employer in the city with over 6,200 staff. 65% of staff travel to work by car, 14% walk, 9% cycle and 7% by public transport<sup>14</sup>. Of those who travel to the site by car, 38% park on nearby public / residential streets as opposed to the RUH staff car park<sup>15</sup>. The site Travel Plan recognises the importance of improvements to Park and Ride facilities on choosing how to travel to work.

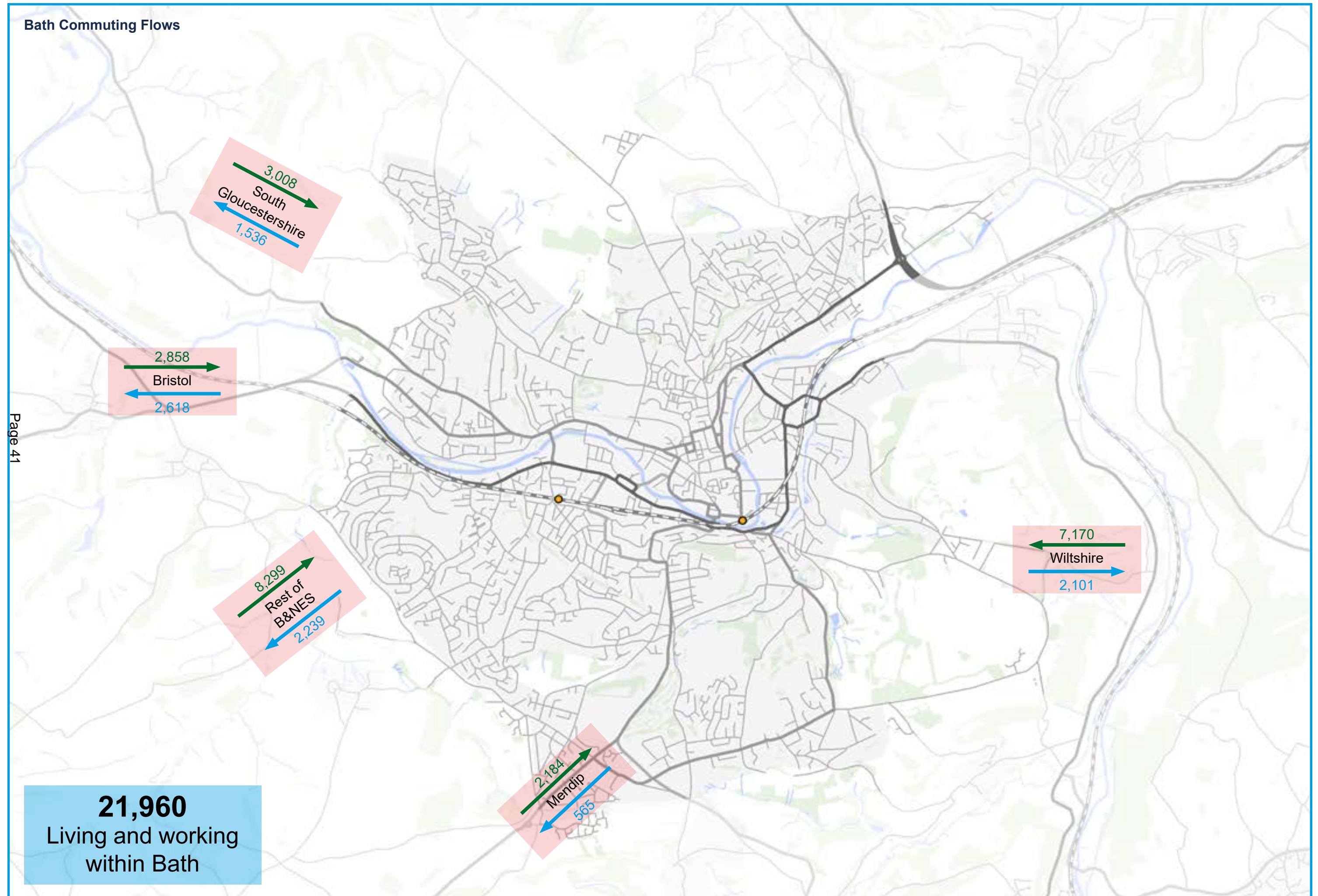
12. Transport Delivery Action Plan for Bath Phase 1: Current and Future Report, Bath and North East Somerset Council, 2020  
13. University of Bath Travel Plan: 2019/20 Baseline Report. IMA Transport Planning 2020  
14. Royal United Hospital Non-Patient Travel Plan 2020 - 2025  
15. Royal United Hospital Non-Patient Travel Plan 2020 - 2025





# Bath Commuting Flows

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## WHY DO WE NEED THE JOURNEY TO NET ZERO: REDUCING THE ENVIRONMENTAL IMPACT OF TRANSPORT IN BATH?

“Transport is not just about how you get around. It is something that fundamentally shapes our towns, our cities, our countryside, our living standards, our health and our whole quality of life. It can shape all these things for good – or for bad.”

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**Decarbonising Transport,  
Department for Transport (DfT)**

The number of people living in the West of England is forecast to grow significantly by 2036. Without changes in the way we travel, emissions are predicted to increase by almost a quarter by 2036 across the West of England<sup>16</sup>.

With over half of journeys to work in Bath currently made by car there is a need to increase travel by less polluting, sustainable modes, and also reduce the number of overall trips we make. 1 in 3 car journeys in Bath start and end within the city, equating to 50,000 car movements a day<sup>17</sup>. These are trips that for many could be undertaken by bus, bike, walking or scooting. In addition, 75% of people driving to work in Bath are doing so from outside the city<sup>18</sup>. This demonstrates a need for more sustainable modes of travel for trips to, from and within Bath.

We have grown accustomed to life with a car, travelling that bit further to a job, school, shop or service - we no longer live locally. Whilst cars have increased our mobility, it has come at a huge environmental cost. The social, economic and cultural changes that have been enabled through the widespread adoption and usage of the car and our dependence on this to move around makes the challenge of reducing its impacts incredibly complex. Our over-reliance on cars is not only impacting climate change, but also our health and wellbeing through poor air quality and inactivity, and our businesses through congestion and time spent queuing. Congestion leads to longer, unreliable journey times for everyone, while low speeds and time stuck in traffic queues increases emissions further. Any proposal to build new roads, such as a ring road around the city, will only serve to damage the World Heritage Site setting in addition to encouraging more people to drive resulting in more traffic and more emissions.

Although electric vehicles provide a significant step forward in terms of reducing our carbon emissions from transport, in themselves they cannot provide the full solution. Although they emit considerably less tailpipe emissions compared to a petrol or diesel vehicle, the production of electric vehicles generates large levels of carbon. Current studies<sup>19</sup> estimate that electric vehicles would need to travel some 80,000 kilometres before its carbon footprint becomes smaller than an equivalent petrol car given its larger manufacturing energy footprint.

**There is anticipated to be a 13% increase in the number of people living in the B&NES area by 2036** (*ONS Population Projections for Local Authorities, ONS (2036 compared to 2018)*)

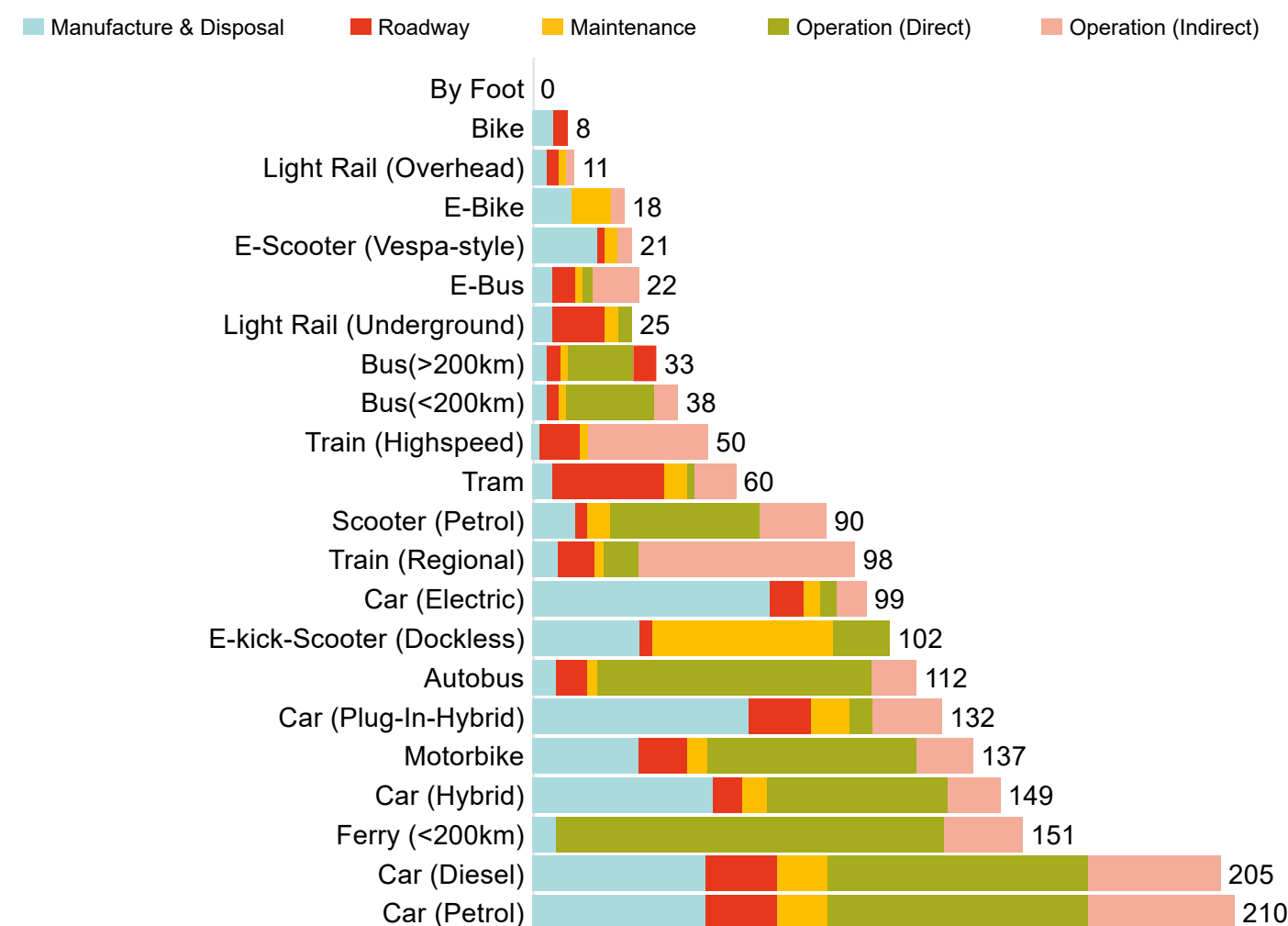
**There is anticipated to be a 25% increase in the number of trips across the West of England by 2036** (*Joint Local Transport Plan 4, West of England Combined Authority, 2020*)

**There are over 300 premature deaths a year in the West of England due nitrogen dioxide emissions** (*Joint Local Transport Plan 4, West of England Combined Authority, 2020*)

**In B&NES 92% of nitrogen dioxide emissions are from road traffic** (*Transport Delivery Action Plan for Bath Phase 1: Current and Future Report, Bath and North East Somerset Council, 2020*)

**The annual cost of congestion in the West of England is £300m.** (*Joint Local Transport Plan 4, West of England Combined Authority, 2020*)

### Average carbon emissions by transport type (in gram per pkm)<sup>20</sup>



<sup>16</sup>. JLTP4, <sup>17</sup>. Transport Delivery Action Plan for Bath Phase 1: Current and Future Report, Bath and North East Somerset Council, 2020, <sup>18</sup>. Transport Delivery Action Plan for Bath Phase 1: Current and Future Report, Bath and North East Somerset Council, 2020, <sup>19</sup>. <https://www.auto-car.co.uk/car-news/industry/analysis-just-how-green-are-electric-vehicles> <sup>20</sup>. <https://tnmt.com/infographics/carbon-emissions-by-transport-type/>



Without changes in the way we travel, by 2036 we could see the following across the West of England<sup>21</sup>:

- ↑ 40% Increase in delays
- ↑ 9% Increase in journey times
- ↑ 74% Increase in time spent queuing in traffic

### Key considerations

To successfully deliver the required changes, we must consider several B&NES-specific factors:

- 1 Protecting Bath's status as a World Heritage Site
- 2 The significant number of listed buildings
- 3 The presence of a network of historic vaults beneath the city centre, and the impact of this on delivering infrastructure at street level
- 4 Many of the streets in Bath are narrow, limiting the amount of space available and how it can be shared between modes
- 5 The landscape and townscape, including hilly terrain
- 6 The River Avon which bisects the city, with relatively few crossings
- 7 The reliance of local economy on tourism
- 8 Higher levels of car ownership in B&NES than the national average



## GIVING PEOPLE A BIGGER SAY

### 02



Giving people a bigger say is one of the two core policies within our Corporate Strategy. To inform the development of the plan, two public consultations have been held to give the people of B&NES an opportunity to have a say on their priorities for transport in the next 10-years.



Following a series of stakeholder workshops, we established a set of transport themes that considered the challenges identified in the Current and Futures Report:

- **Better public transport options** delivering a range of public transport options to improve connectivity for all
- **Providing for travel by bike and on foot** reducing the intrusion of vehicles to enable a bike and pedestrian friendly city
- **Creating improved places to live and work** creating better connected, healthier and more sustainable communities through the more efficient use of road space
- **Cleaner, greener school travel** enabling healthier, safer and greener ways to travel to and from school
- **Supporting future mobility** exploit the opportunities presented by evolving transport technology, to improve physical connectivity
- **Connecting Bath to rural communities and market towns** improving connectivity on routes between Bath and the wider district

In early 2021 we consulted on these themes. Respondents were asked to select the transport themes of most importance to them. From the 1,000+ responses, the most popular themes included:

- **Better public transport options**
- **Providing for travel by bike and on foot**

The consultation report<sup>22</sup> provides a summary of the outcomes of the consultation.

This plan is structured around the transport themes described above. For each we consider what measures we are already committed to, those we are currently developing and the future projects which we may need to deliver the step-change required.

In early 2022, a second consultation was held to seek the views of the public on the draft Journey to Net Zero, in particular in relation to the future projects which had not previously been consulted on. Around 550 people responded to the consultation, with the most supported future projects being:

- **Independent travel to school**
- **Promotion and investment in travel by bike**
- **Improvements to the pedestrian experience**

<sup>22</sup> Journey to Net Zero Consultation Report, B&NES, 2021

Below is a table that sets out some of the most frequent comments we received from the consultation as well as how these have been responded to.

What you said	What we have changed
<b>Bath is very hilly, which makes trips by bike and walking difficult</b>	We recognise that Bath has a challenging topography. Within Providing for travel by bike and on foot we have added in further detail of the benefits of e-bikes to overcome this.
<b>There are some journeys for which I need my car i.e. transporting heavy goods, disabled access, tradespeople, carers</b>	We are not advocating zero journeys by car and fully acknowledge that some journeys will still need to be undertaken by car in the future. However, there are a significant number of trips for which there are sustainable alternatives. We have now included within the plan a transport hierarchy that we believe aligns with our net zero ambitions and acts as a useful guide to help people think about how they could improve the environmental impact of their journeys.
<b>The current public transport network does not allow me to leave my car at home</b>	We have added further detail to the measures included within the West of England Bus Service Improvement Plan (BSIP) so you can better understand the far-reaching improvements we are planning to make to the public transport network which will provide significant improvements to existing bus services.
<b>The future projects will negatively impact on businesses in the city centre</b>	We have included a number of case studies from the UK and internationally where restricting car access and improving the public realm has had a positive impact on businesses.
<b>I have nowhere to charge an electric vehicle and they are too expensive</b>	We have included more detail on the potential future models for car ownership and electric vehicles. The use of car clubs will make electric vehicles accessible to more people whilst also reducing the space taken up by private parking.
<b>Ghent is used as an example of restrictions for car in the city centre, but there are a lot of differences between Ghent and Bath</b>	It was not our intention to draw a direct comparison between Ghent and Bath but rather to show what is possible and has been achieved elsewhere when such measures are introduced. Given this is a relatively new approach there are limited examples where cross-city traffic restrictions have been implemented, therefore we have drawn on Ghent to provide an illustration of where it has been done. Other UK cities are currently considering these measures also, and we will monitor these.
<b>What will happen to general traffic as a result of these measures?</b> <b>Where is the traffic circulation map of the city?</b>	We have included a commitment to produce a traffic circulation map as a standalone project within the Creating improved places to live and work section. This will identify the main roads where arterial bus routes are prioritised and car traffic is expected to remain, and the residential streets that we want to be quieter, with future projects aiming to deliver this plan incrementally.
<b>How will this all be paid for?</b>	We have added into the plan detail of potential future funding streams
<b>The introduction of traffic cells in the city centre will result in traffic diverting through residential areas</b>	<p>In recognition of the significant number of people who live in the city centre we have now changed the term traffic cells to city centre liveable neighbourhoods. This better reflects what we're trying to achieve through the measure and better aligns with the wider Liveable Neighbourhoods project.</p> <p>We have also emphasised that the creation of city centre liveable neighbourhoods is a longer-term project and would be one of the last initiatives introduced.</p> <p>Finally, we have committed to consulting on the development of any city centre liveable neighbourhoods to ensure it works for the city as a whole.</p>

Reaching carbon neutrality is going to be challenging. It will require us to change the way in which we think about travel and the choices that we make. There are a number of measures within this plan which will have a significant impact on how we move around the city. The Journey to Net Zero sets out a balanced package whereby potential restrictions to car use would be implemented alongside significant improvements to public transport, cycle and pedestrian networks and disabled access. As can be seen from the table above, we have taken on board the feedback from the consultation and made a number of changes to the plan.

As the projects within this plan develop, we will continue to seek your views to ensure we are meeting the needs of local people. To ensure we continue to work together and listen to the needs of everyone, we will set up a new Transport Stakeholders Forum with members from across a range of organisations that represent the views of the full spectrum of those living, working and visiting Bath and North East Somerset. Whilst the new Forum won't have any formal decision-making powers they will act as an important link to ensure that the transport improvements we're looking to implement are the right ones and are being delivered in the right way.



# OUR CURRENT PROJECTS

# 03

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“ It’s not about stopping people doing things; it’s about doing the same things differently. ”

*Decarbonising Transport, Department for Transport (DfT)*

This chapter sets out our current committed projects under each of the transport themes. These are projects that are already underway, have been consulted on and have committed funding. Maintaining the quality of infrastructure delivered through these projects, in particular for bus lanes and bike and pedestrian networks, is crucial, as well as looking ahead to further measures that are needed.

## BETTER PUBLIC TRANSPORT OPTIONS

**Delivering a range of public transport options to improve connectivity for all.**

### Why is it important?

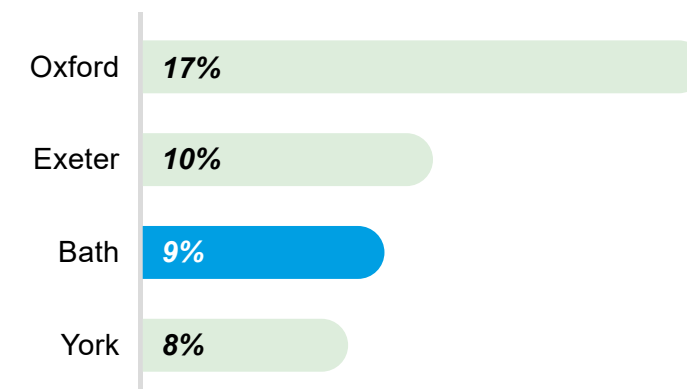
Public transport plays a pivotal role in enabling mode shift and reducing our dependency on travel by car for accessing employment and education, services, shopping and leisure. It should be frequent, reliable, fast, accessible, safe, comfortable, affordable and link up the places that people live and want to go. In order to provide a realistic alternative to cars, it is essential that public transport services are punctual and have priority over general traffic to offer competitive journey times. When possible, we will seek to have the powers to enforce moving traffic offences, such as banned turns, stopping in box junctions and driving in bus and cycle lanes. These offences all impact the general operation of our network including on bus journey times.

Longer journeys can combine walking and cycling with public transport, ensuring more of our journeys can be made in an environmentally friendly and space-efficient way, reducing congestion and improving air quality.

Public transport can encompass a number of modes including bus, rail, e-bikes and e-scooters, demand responsive transport and mass transit, along with integrated ticketing solutions to allow users to plan, book and pay for multiple modes of transport in one go. These multiple modes can be connected via multi-modal transport interchanges, building on the concept of Park and Ride sites but with access to a wider range of services.

The proportion of residents taking the bus to work in comparison to similar cities is shown in the figure below. These cities have been identified based on similarities to Bath in terms of size and historic nature.

### Proportion of residents taking the bus to work<sup>23</sup>.



**Only 1 in 11 commutes in the West of England are by public transport.** *(Joint Local Transport Plan 4, West of England Combined Authority, 2020)*

**Total UK emissions from cars is 22 times higher than from buses/coaches.**

*(Decarbonising Transport A Better, Greener Britain, Department for Transport, 2021)*

**75 cars are taken off the road by one full double decker bus.** *(The Future of Bus: Policy and Fiscal Interventions as Part of a National Bus Strategy, Campaign for Better Transport, 2019)*

**There were 14.7 million bus journeys in B&NES in 2018-19** (77 per person).

*(Department for Transport Bus Statistics (Table BUS0109 & BUS0110))*

**The average cost of running a car in the UK is £3,081.** *(<https://www.nimblefins.co.uk/cheap-car-insurance/average-cost-run-car-uk>)*

<sup>23</sup> 2011 Census (Table QS701EW)





**As part of the consultation in early 2021, more than half of respondents considered improved public transport options to be important, with universal, integrated ticketing and provision of mobility hubs being the most supported concepts. Around half of respondents considered better bus services to be important, with use of cleaner fuels and improved coordination of bus services as the most important concepts.**

## What are we doing about it?

### 1 MetroWest Phase 1

MetroWest Phase 1 is the first of an ambitious programme of major projects to enhance the local rail network across the West of England. The overall aim is to introduce fast and frequent metro rail services across the local area. This includes making better use of existing local passenger lines and freight lines, reopening viable disused lines, and increasing both the size of the local passenger rail network and the frequency of train services. In 2019 there were significant timetable changes that saw the introduction of 43 additional high-speed, long-distance services every weekday, an increase of almost 29% from May 2019.

Phase 1 of the MetroWest project includes upgrading the Bath Spa to Bristol Temple Meads line to provide half-hourly services through the provision of an additional stopping service between Bristol Temple Meads, Keynsham, Oldfield Park, Bath Spa and Westbury. This is forecast to generate over half a million new passengers a year. Work has already taken place to increase the platform capacity at Bath Spa station to provide the required capacity for increased passenger numbers.

To date, over £26m has been invested in the West of England in developing MetroWest which remains our rail priority.

**Delivery timescales:** Short to medium-term

**Other themes supported:** Connecting Bath to rural communities and market towns

## 2 Development of the Bus Service Improvement Plan

Working alongside bus operating companies, the West of England Combined Authority is responsible for delivering and improving the region's bus network. In October 2021 the Combined Authority submitted a Bus Service Improvement Plan (BSIP) jointly with North Somerset Council to central Government. The BSIP sets out the region's plans to improve bus services, showing how we will meet requirements at a national level that are set through the National Bus Strategy and how we will develop a well-connected sustainable transport network.

The BSIP, which was developed in partnership between the Combined Authority, constituent unitary authorities, North Somerset Council and bus operators, sets several targets:

- Reduce average bus journey times on designated corridors by 2% by 2025 and 10% by 2030
- Achieve 95% of services running on time (no more than one minute early or five minutes late) by 2030
- Return to pre-pandemic patronage levels by 2025 and grow patronage by 24% by 2030
- Increase passenger satisfaction to 89% for 2025 and 95% for 2030
- By 2023 all buses operating in the BSIP area will meet the Euro VI emission standard and by 2035 all buses will be zero emission – with the ambition to bring this forward to 2030

To meet these targets, the BSIP includes a number of delivery plans :



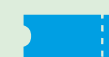
**Intensive Services** - providing 'turn-up-and-go' services during the day and higher frequencies in the evening on core urban routes. Our ambition is to deliver a high frequency, accessible bus network providing major conurbations with a minimum provision of 6 buses per hour on radial routes, 4 buses per hour on orbital routes and 4 buses per hour on inter-conurbation routes. Our ambition isn't limited to our major urban areas. We aim to provide buses at least every hour to all our rural areas with a population over 500, as well as more frequent services to our smaller urban areas



**Bus Priority** - Our vision is to enable bus priority measures across our key routes and connections to deliver journey times on the network which are reliable and comparable to, or better than, car travel. Significant increases in bus priority on the A4 Bristol to Bath, Bath City Centre, the A37 and A367 Somer Valley to Bristol and Bath are identified as a high priority investment areas



**Fares** – The BSIP identifies a need for a simpler fare system that gives better value for money to passengers. It will consider low flat or zonal fares in Bath, lower point-to-point graduated fares outside of urban areas, daily and weekly tap-on-tap-off readers to ensure that passengers are charged the best value fare, reductions in fares for young people and standard discounts for children and students



**Integrated Ticketing** - Our integrated ticketing plan aims to provide a single consistent offer to customers across the network



**Integrated Services** – Our ambition is for a bus network which provides good access to services from all parts of the region and is integrated with key passenger destinations and other modes. Provision of Transport Hubs form an important aspect and hubs should be high-quality, accessible and readily-identifiable as part of the public transport network



**Modern Buses** - Transitioning the bus fleet to zero emission vehicles across the BSIP area, including improvements to accessibility and information provision for passengers and more capacity to carry bikes where there is demand



**Passenger Voice** - Empower bus passengers in the region by giving them a bigger say and a greater voice in the services they use



**Non-intensive Services** - More demand-responsive and 'socially necessary' transport including provision in low-density areas in the form of Demand-Responsive Transport, community transport and commercial services - this will increase the hours in the day



when bus services are operating in some locations

We know that following decades of decline and underinvestment, the bus service in Bath (as in most areas of England outside London) requires significant improvement to provide a viable alternative to the car for most residents. Additionally, the pressures on operators of the pandemic have resulted in further recent cuts to services.

The BSIP vision is of a single, integrated bus network that is convenient, affordable, reliable and acts as a real alternative to the private car, a bus network that works together, with clear passenger information, across the whole of the West of England. Services will also need to be more frequent, faster, and provide direct routes to the places people want to go. We face a significant challenge to reverse the decades of decline of the bus service in Bath & North East Somerset,

In line with the national approach we intend to create a virtuous circle increasing usage, whilst reducing operating costs, so better services can be sustained. In Bath the key intervention will be significantly more ambitious bus priority schemes, making services faster, more reliable, more attractive to passengers and cheaper to run.

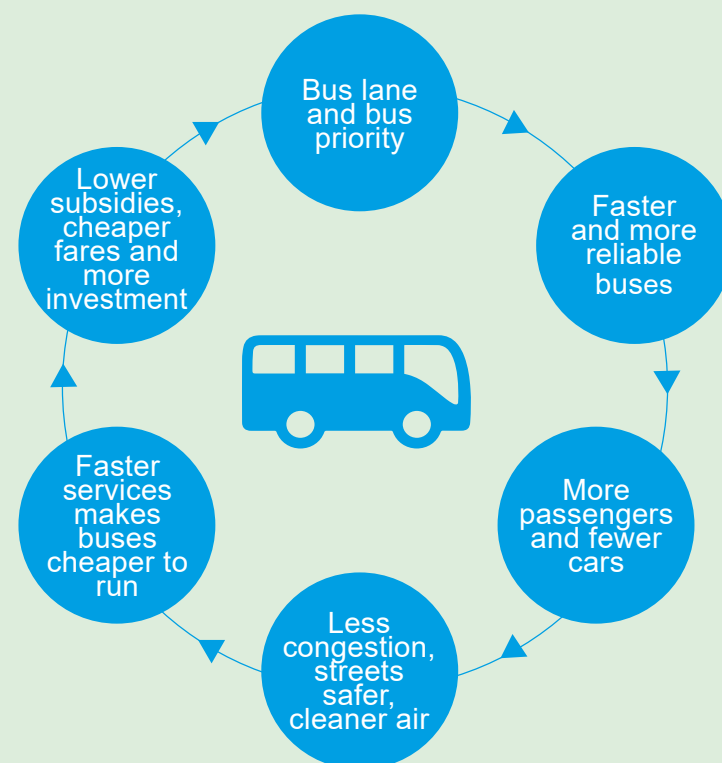
Some of these schemes are set out in Our Developing and Future Projects. In addition to larger schemes targeting bus priority, we will also seek to improve communication with operators and passengers about roadworks and increase bus shelter cleaning and maintenance standards.

As part of the BSIP, the Combined Authority and North Somerset Council have committed to developing an Enhanced Partnership with local bus operators and highway authorities which will set out how we work together to deliver the BSIP targets.

In April 2022 it was announced that the West of England Combined Authority and North Somerset Council would receive £105m through the BSIP. This was the second largest allocation across the country and will provide a significant contribution to improving bus services in the region. Whilst the investment provided through the Bus Service Improvement Plan and the City Region Sustainable Transport Fund are very welcome and will go some way to meet the need we have set out for service improvements, further investment, innovation and commitment will be needed from all levels of government, and from bus operators, to fully meet our aspiration of a bus service that is frequent, reliable, easy to understand and use, better co-ordinated and cheaper.

**Delivery timescales:** Plan submitted in 2021, covers period from 2021 to 2030

**Other themes supported:** Connecting Bath to rural communities and market towns.



## PROVIDING FOR TRAVEL BY BIKE AND ON FOOT

### Reducing the intrusion of vehicles to enable a bike and pedestrian friendly city.

#### Why is it important?

Travel by bike and on foot is environmentally friendly and a cost-effective way to move around. It contributes to both physical health and mental wellbeing whilst also encouraging the use of community destinations and local amenities. The proportion of residents cycling and walking to work in Bath in comparison to similar UK cities is shown in the figures below.

Nearly all journeys start and end on foot. Bath was the country's pre-eminent walking and promenading city in the 18th century and has the potential to achieve the same status in the 21st century.

A better designed, safer, cleaner and more accessible pedestrian environment will make walking the preferred mode for short journeys around what is a relatively compact city. This will reduce pressure on public transport and reduce the need to use a vehicle.

In the 2014 Getting Around Bath Transport Strategy<sup>24</sup>, we set out our ambition to make Bath the 'most walkable city' in the UK, with 85% of respondents to the Strategy's consultation supporting this objective. This is demonstrated with Bath having a high proportion of residents who walk to work in comparison to similar UK cities as shown in the figure below.

In July 2020, the DfT published Gear Change: A Bold Vision for Cycling and Walking<sup>25</sup> which outlines the Government's commitment to improving provision for bike users and increasing cycling levels making it the natural first choice for many journeys alongside walking.

Whilst we want to significantly increase the number of people travelling by bike we understand that it isn't an option for everyone. We want those who can choose to travel by bike in their daily life to do so, but we understand the infrastructure needs to make it be, and feel, safer for this to be

### 3 West of England Combined Authority 10 Year Rail Delivery Plan

In December 2020 the Combined Authority and Network Rail released a joint Rail Delivery Plan. This Plan aims to enhance local rail services, providing people with better access to jobs and services. Within the B&NES region, the Plan includes the MetroWest initiatives as well as a commitment to bringing railway stations up to a MetroWest standard regarding accessibility. This includes full step-free access, seating, shelters, wayfinding, easy walking and bike access, disabled parking, improvements to security including CCTV and lighting.

**Delivery timescales:** Plan released in 2020, covers period from 2020 – 2030

**Other themes supported:** Providing for travel by bike and on foot

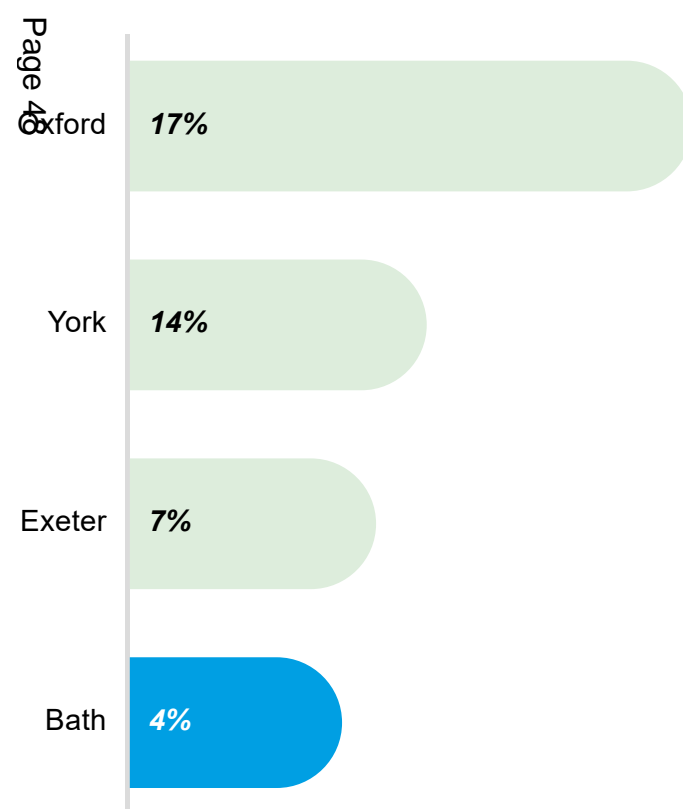


a practical option for the majority. To do this we need to reduce potential conflicts between pedestrians and cyclists, separate vehicles and cyclists and step up maintenance of cycle routes to improve the road surface. We also need to ensure that our speed limits are better enforced to create a safer environment for people to ride their bike and walk in. Bath already has a number of 20mph zones and further zones may come forward as part of the next generation of liveable neighbourhoods.

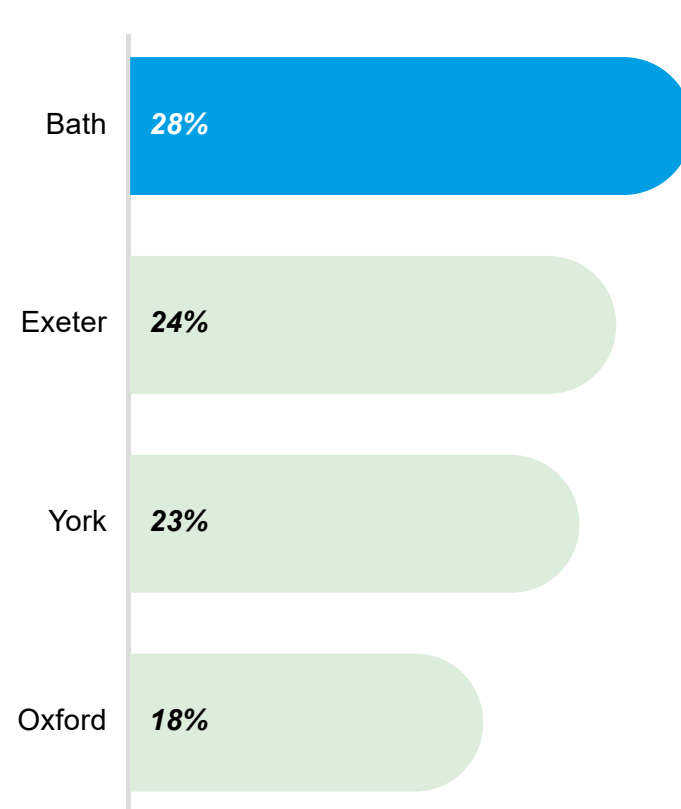
Whilst we acknowledge that Bath is a hilly city, which can put people off travelling by bike, the arrival of electric bikes enables far greater adoption of bike travel as it removes the challenge that the hills currently present. The introduction of e-bikes makes travel by bike a realistic option for more journeys and more people. Shared e-bike projects in the UK<sup>26</sup> found that for a third of users, e-bikes enabled them to cycle up hills they would not have previously been able to cycle up using a regular bike. Also, the proportion of female cyclists was 20% higher for e-bikes than conventional bikes.

**In Oxford, e-bike riders are making journeys on hilly routes not previously made on standard bikes, 24% of e-bike trips originate from the city centre with a destination in the hilly east of the city, only 2% of standard bike trips were on these routes in the same period.**<sup>27</sup>

Proportion of residents cycling to work<sup>28</sup>



Proportion of residents walking to work<sup>29</sup>



As part of the consultation in early 2021, more than half of respondents considered supporting and enabling bike users to be important, with segregated routes into and within the city being the most supported concepts. A similar proportion of respondents considered improving pedestrian movement to be important.

<sup>26</sup>. Shared Electric Bike Programme Report 2016, Department for Transport, <sup>27</sup>. Shared Electric Bike Programme Report 2016, Department for Transport, <sup>28</sup>. 2011 Census (Table QS701EW), <sup>29</sup>. 2011 Census (Table QS701EW)

## Cycling to work reduces risk of premature death by 41%. (Gear Change:

*A Bold Vision for Cycling and Walking, Department for Transport, 2020)*

## One third less road space needed for bike users compared to driving. (Cycling

*and Walking Investment Strategy, Department for Transport, 2017)*

## Improving infrastructure has been seen to increase cycling demand by up to 62%. (Outcomes of the Cycling City and Towns

*Programme: Monitoring Project Report, 2017)*

## 20-30% fewer cases of depression if people walked for 20 minutes every day. (Walking Action Plan: Making London the World's Most

*Walkable City, Transport for London, 2018)*

## 35% of journeys in B&NES that would take under 25 minutes to walk are done by car. (2011

*Census (Table DC7701EW1a) & Journey Time Statistics: Notes and Definitions, Department for Transport, 2019)*

## In city centres, 40% more money is spent by pedestrians than car drivers. (Walking

*Action Plan: Making London the World's Most Walkable City, Transport for London, 2018)*

## What are we doing about it?

### 1 Delivery of the Local Cycling and Walking Infrastructure Plan

The West of England Local Cycling and Walking Infrastructure Plan (LCWIP) was adopted in June 2020. It identifies walking and cycling routes which have been prioritised for future investment.

The West of England LCWIP is a significant and exciting first step towards transforming active travel in the region, proposing investment of £411 million over the next 16 years for walking and cycling routes. The aim is to provide high quality infrastructure to support our transition to a region where walking and cycling are the preferred choice for shorter trips, and support access to public transport.

Within Bath, the LCWIP proposes the creation of several new walking and cycling key routes that enable travel on foot and on bike across the city. The plan proposes the allocation of £105 million to improving 30 local high streets and £306 million for upgrades along 55 continuous cycle routes.

The LCWIP marks the start of more investment in cycling and walking facilities across B&NES and work will continue to develop these first steps into a holistic cycle network for the city. Our wider ambitions for cycling are including in the Our Developing and Future Projects chapter.

**Delivery timescales:** Plan adopted in 2020, covers period from 2020 – 2036

**Other themes supported:** Creating improved places to live and work



## 2 Bath Quays Bridge

A new pedestrian and cycle bridge over the River Avon is due to open in 2022, reconnecting the riverside area to the city and providing a direct and viable alternative to the existing routes along the A36 Lower Bristol Road.

The bridge will connect Bath Quays North and South, a new office-led mixed use development, as well as connecting communities on the south of the river to the city centre. It is the first new crossing over the River Avon in a century. The bridge spans approximately 60m and has a deck width of 4.5m.

The bridge is part funded by Cycle City Ambition Funding along with investment from the West of England Combined Authority through Local Growth Funding.

**Delivery timescales:** Short-term

**Other themes supported:** Creating improved places to live and work

## 3 Loan bike scheme

The B&NES loan bike project is funded by the Council and operated by local bikes shops. It allows B&NES residents or people who work in the area to trial a bike for two to four weeks depending on availability. The scheme is intended to encourage people to swap from car to bike, and lets residents try a bike before investing in their own.

The successful scheme has been operating for six years, with post-use feedback over the last 12 months describing the project as very good (82%) or good (17%) whilst 42% of customers report that they will definitely buy a bike as a result of the loan.

The increasing popularity of this project has meant that the fleet is heavily oversubscribed during three seasons of the year (288 bookings in the six months ending October 2021) despite no active promotion for the last three years. During the winter months the bikes are lent to businesses, organisations and schools in B&NES for three months for use as staff pool or commuting bikes.

Between April and September last year the public loan bike project was suspended, and all bikes were advertised as being available for key workers whose commuting was disrupted due to coronavirus pandemic. Within seven days all bikes were booked out with notable recipients being the Royal United Hospital, Dorothy House, and Avon Fire and Rescue.

**Delivery timescales:** Implemented

**Other themes supported:** Creating improved places to live and work



# CREATING IMPROVED PLACES TO LIVE AND WORK

## Creating better connected, healthier and more sustainable communities through the more efficient use of road space.

### Why is it important?

Bath's road network occupies a large proportion of the city's public space but is dominated by vehicles. Streets are places where people and communities should be able to connect and interact.

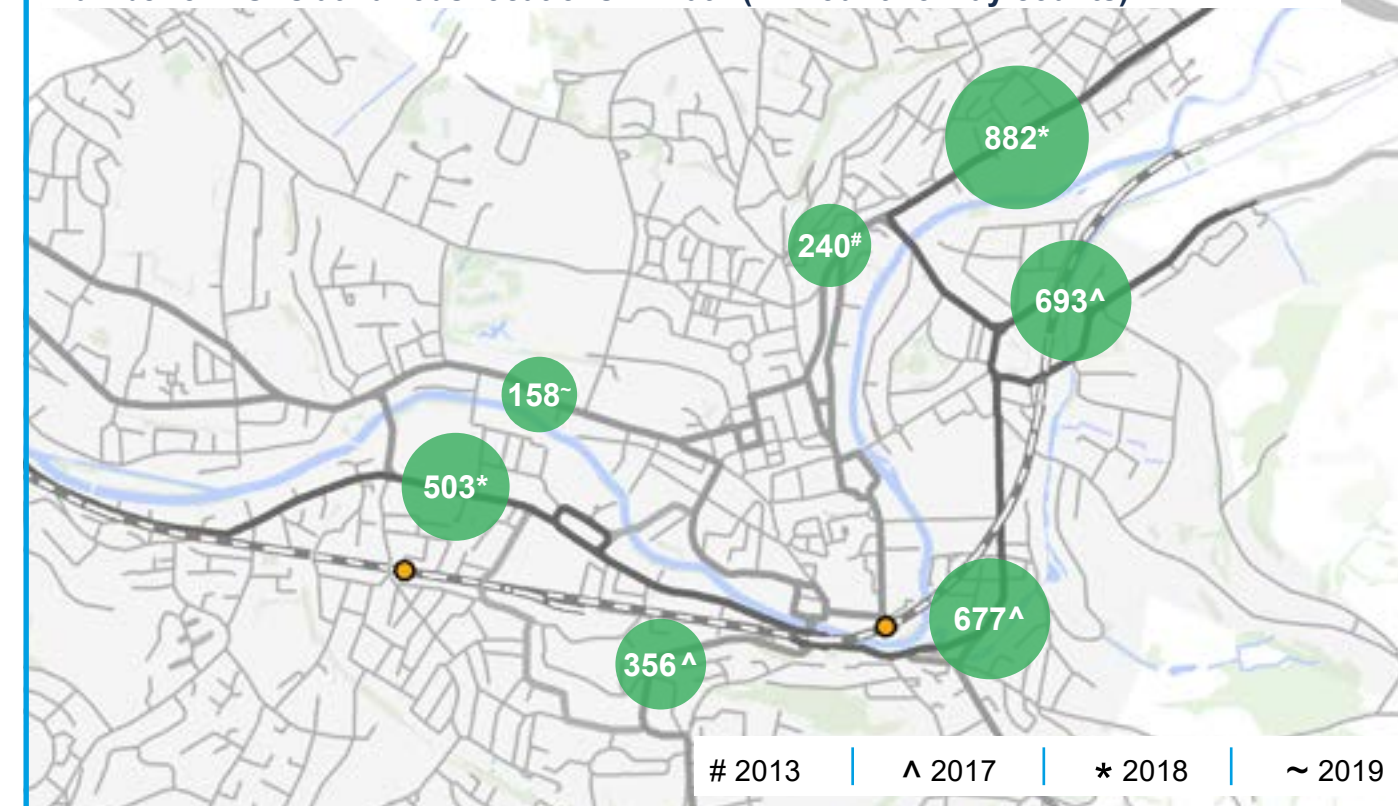
Bath City Centre is a vibrant area with significant movement activity and dynamic spaces. The city centre is considered to be accessible to residents and visitors alike, but the level of vehicle accessibility has traditionally been to the detriment of more sustainable modes. Bath's economy and residents rely on the efficient movement of goods in and out of the city. However, this must, and can, be done in a way which is not detrimental to quality of life or the urban environment. The police have asked us to improve security by reducing vehicle accessibility to public spaces and key buildings. Although the primary objective is security, these changes are in line with the Council's Liveable Neighbourhood strategy.

Through more efficient use of road space, better connected, healthier and more sustainable communities can be created. Public areas become desirable destinations, not just thoroughfares, easily accessible by sustainable modes, making more vibrant and liveable places.

As part of the consultation in early 2021, reallocation of road space, a network of key routes and removing traffic from the city centre were the most supported concepts in delivering improved places to live and work. Around half of respondents considered fewer Heavy Goods Vehicles (HGVs) to be important, with reducing road freight in the city centre and implementation of zero emission last mile delivery services being the most supported concepts.

The typical numbers of HGVs on Bath's roads are shown in the figure below.

Number of HGVs at various locations in Bath (12-hour two-way counts)<sup>30</sup>



<sup>30</sup> <https://roadtraffic.dft.gov.uk/>



## What are we doing about it?

### 1 Local Plan

The existing B&NES Local Plan is a key strategy that is used to manage development in the city and an important tool for helping to achieve our Journey to Net Zero. It works towards the creation of a vibrant, attractive and economically successful city centre that is free of all but essential traffic. It also supports the important role of local centres throughout the city which contribute towards the concept of 15-minute neighbourhoods that are easily accessible for local residents.

The spatial strategy seeks to ensure that development connects well to existing public transport infrastructure and planned investment which enables people to travel to and around the city with less environmental impact and greater efficiency.

B&NES now is beginning work on a new Local Plan which will seek to establish a bold, transformative and more ambitious plan for how the city can evolve to meet our challenging needs and aspirations, including our net zero ambitions.

**Delivery timescales:** Short-term

**Other themes supported:** Better public transport options, Providing for travel by bike and on foot, Cleaner, greener school travel, Supporting future mobility, Connecting Bath to rural communities and market towns

### 2 Bath City Centre Security Project

Keeping our streets and spaces safe and secure from the threat of terrorism is an important part of our role as your local council. Since 2016, we have worked closely with Avon and Somerset Police and Counter Terrorism Security Advisors on protection work designed to improve overall public safety and strengthen protection in areas of high footfall.

In 2020, we put forward a proposal to introduce permanent measures in Bath City Centre with the purpose of improving security. The aim was to achieve a viable balance between the need for security to reduce the risk of vehicle-borne terrorist attacks, and the needs of local residents, businesses and service providers for vehicle access to the inner-city core area. The measures include access restrictions to vehicles during certain times of the day, in particular on streets with the highest footfall in the city, and purpose-designed street furniture. In January 2022 these restrictions came into place across parts of the city centre, with certain streets restricted at certain times of day. Some vehicles can continue to access these streets at any time including emergency services, postal service, construction, roadworks, emergency utility works and blue badge holders.

**Delivery timescales:** Short-term

**Other themes supported:** Providing for travel by bike and on foot

#### Access restrictions and parking Bath City Centre



### 3 Bath Clean Air Zone

Transport is widely acknowledged as a key contributor to poor air quality. Introduced in March 2021, the Clean Air Zone (CAZ) charges all higher emission vehicles except private cars and motorcycles which drive into or near the city centre. The scheme is primarily aimed at reducing nitrogen dioxide levels.

We monitor the scheme on a quarterly basis. The April-July 2021 Monitoring Report identified that the CAZ is having its intended effect of improving vehicle compliance, changing behaviours and improving the city's air quality in general. The average nitrogen dioxide concentrations across monitoring sites within the CAZ were found to be 12.6% lower than the same period in 2019, with similar reductions found in the Bath urban area outside the zone's boundary. Traffic flows are 9% lower in the CAZ area compared with the same period in 2018, although it is noted that the coronavirus pandemic continues to impact on travel behaviours.

**Delivery timescales:** Implemented

**Other themes supported:** Supporting future mobility





4 M4 to Dorset Coast Connectivity Study

As part of the Government's Road Investment Strategy (RIS2) the DfT committed to a strategic study on road connectivity between the M4 corridor and the Dorset Coast. The A36 and A46 form part of the Strategic Road Network (SRN) – comprising England's motorways and some A roads – and both serve the B&NES area. The study is currently being carried out by National Highways and stems from concerns raised by stakeholders that the volume of traffic using the A36 and A46 is leading to problems of congestion, road safety and air quality, and is impacting on the Bath World Heritage Site. The study is therefore considering whether there is a case to adopt alternative corridors as the main strategic route for the area.

During 2022, National Highways will assess key connectivity and wider transport challenges on seven corridors, to consider which routes are best suited to provide strategic connectivity linking the M4 and the Dorset Coast.



The study will identify where investment is required and consider high-level costs, benefits and impacts. This includes an assessment of how the measures could improve congestion, road safety and support wider regional development and business growth. The study is due to complete in late 2022.

**Delivery timescales:** Short-term

**Other themes supported:** Connecting Bath to rural communities and market towns, Better public transport options .

5 Liveable Neighbourhoods

**What are Liveable Neighbourhoods?**

A liveable neighbourhood is a simple and cost-effective way to reduce through-traffic while maintaining vehicle access to homes and businesses. Liveable neighbourhoods promote and prioritise walking, cycling and public realm improvements, without disadvantaging people with mobility restrictions. Liveable neighbourhoods are not new. They have been successfully introduced across the world to improve residential environments and solve traffic issues. They are developed collaboratively with communities and ward councillors who have identified it as an aspiration to turn streets that are noisy, polluted and dangerous into pleasant, safe places to live and work. An additional benefit to liveable neighbourhoods is that the removal of traffic from unsuitable roads creates the road space for the introduction of additional bus and bike lanes.

Liveable Neighbourhoods will breathe new life into residential areas by reducing the dominance of motor vehicles within our communities. They rebalance highway space so that vehicles have only the space they absolutely require and the remainder is used to create safer, pleasant outdoor environments in which people can relax, socialise and enjoy spending time. They are places where people can safely walk and cycle and allow local high streets to become lively and more prosperous places.

The following delivery areas have been identified for the first phase of Liveable Neighbourhoods. This includes locations in the wider North East Somerset area as improving local connections will increase connectivity to transport hubs which will impact on onward travel to Bath:

- Mount Road
- Great Pulteney Street/St Johns Road area
- Whitchurch and Queen Charlton
- Circus/Lower Lansdown/Marlborough Building/Royal Victoria Park/Cork Street area
- Oldfield Lane and First/Second/Third Avenues
- Walcot Phase 1: London Road, Snow Hill, Kensington Gardens and adjacent roads
- Church Street and Prior Road Park
- Chelsea Road
- Entry Hill
- Southlands
- Morris Lane/Bannerdown
- New Sydney Place
- Edgerton Road/Cotswold Road
- Temple Cloud
- Lyme Road/Charmouth Road

The detail of the measures in each of these locations will be informed by community engagement in collaboration with Ward members, residents' associations, businesses, other organisations and individual advocates in the areas concerned.

**Delivery timescales:** Short to medium-term

**Other themes supported:** Better public transport options, Providing for travel by bike and on foot, Cleaner, greener school travel, Supporting future mobility



## 6 Freight consolidation, e-cargo bike and last mile delivery support

### e-Cargo bike loans

Since its inception in October 2020, the business e-Cargo bike loan project has seen 20 participants. Each of the four e-Cargo bikes owned by the Council may be borrowed for up to five months in a “try before you buy” free loan scheme. These bikes are managed in the same manner as the public loan bike scheme. Feedback from users of the scheme was that they saved twice the amount of car mileage as the bike mileage they used because they could use cycle paths and combine trips.

In the future we would like to extend this loan scheme to the general public for private use.

### CAZ e-Cargo bike local delivery service

From January 2022, the Council will be subsidising approved e-cargo bike operators to offer discounted parcel rates, making e-cargo bike delivery competitive with the rates offered by traditional couriers. This will help take more polluting vans off city-centre streets to improve air quality and reduce congestion. Different e-cargo bike operators will offer different services, so when the scheme launches you can talk directly to our approved operators to find out how best they can serve your needs. You will receive a discounted rate from the e-cargo operator, similar to your normal van delivery rate, and the Council will make up the difference.

The Council recently won £700,000 of funds for this initiative from central Government and this will be spent on subsidising parcel rates and on promoting the scheme. This will initially run as a trial for six months, and then a further 30 months if it's successful. From there, with growing demand, it is assumed that e-cargo bike operators will be able to continue to offer competitive rates without the Council's help.

### Last Mile Delivery

We have supported the courier company Wego since January 2020 through a Go Ultra Low grant to provide a last mile delivery service in and around Bath's Clean Air Zone. With the operation now using two micro-consolidation hubs to the east and west of the CAZ, the service typically delivers over 1,500 parcels per month to the final destination of a much longer logistics journey.

**Delivery timescales:** Implemented

**Other themes supported:** Providing for travel by bike and on foot, Supporting future mobility.

## 7 Bath High Street Renewal Programme

We have secured £1.24m Love our High Streets grant funding from the Combined Authority to be spent over five years on improving Bath City Centre, including Milsom Street and Kingsmead Square. This programme aims to improve the experience for both residents and visitors, which includes pedestrian and street furniture improvements.

The Bath High Street Renewal project will support our Liveable Neighbourhoods ambitions and help transform two key areas in the city into accessible, vibrant areas to shop, eat and relax. A range of measures, including bringing vacant shops back into use for cultural and arts initiatives or as pop-up shops, adding parklets (transforming parking into community spaces including benches and planters), green wall planting and encouraging outdoor seating for cafes and restaurants, as well as a programme of public art, events and performance is proposed to improve the high street experience for residents and visitors.

We are looking to secure further funding to support a Phase 2 project to bring animation, temporary arts and commercial uses to vacant shops in Bath, Keynsham and Midsomer Norton.

As part of a wider effort to revitalise and rethink the way our streets can be used we will look to run a number of ‘car free days’ across the city. We recently did this on Milsom Street to coincide with international car-free day, with the road closed to traffic for a whole weekend and people asked to walk, cycle, skate or jump on a bus to get to the city centre for an enjoyable, traffic free day. The event saw Milsom Street transformed with market stalls, outdoor seating, street food, live music and street play for children.

Similar events within the city centre will allow us to trial the closure of parts of the city to vehicles whilst at the same time demonstrating to people what the city could potentially look and feel like without traffic.

**Status:** Current

**Delivery timescales:** Short to medium-term

**Other themes supported:** Providing for travel by bike and on foot





## CLEANER, GREENER SCHOOL TRAVEL

### Enabling healthier, safer and greener ways to travel to and from school

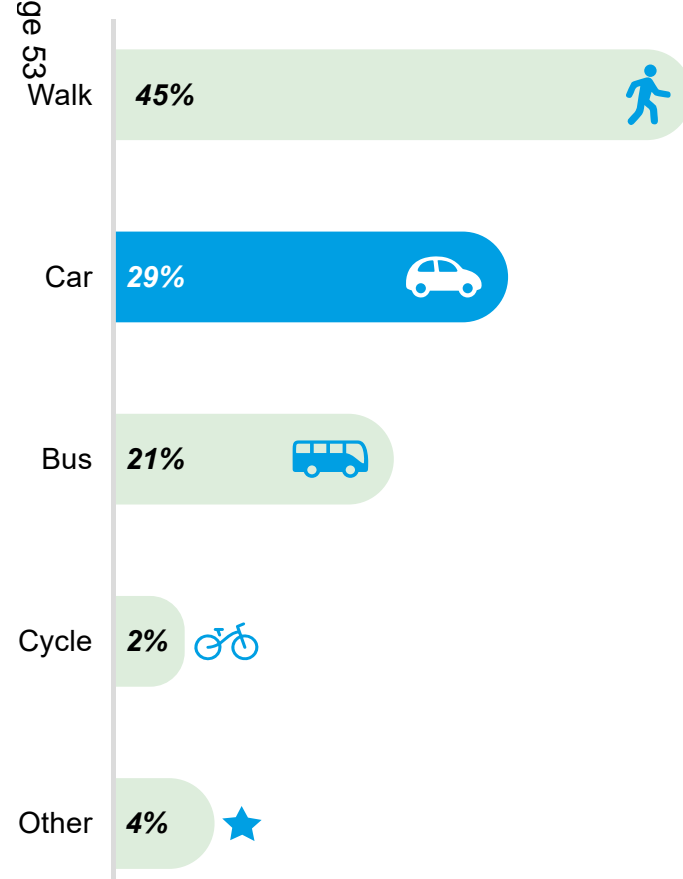
#### Why is it important?

Schools are one of the most productive areas for encouraging sustainable travel, with children particularly aware of environmental challenges and eager to walk or cycle.

School pupils should have the opportunity to travel to and from their place of education in healthier, safer and greener ways by removing existing barriers and providing new opportunities for travel.

The modal split for pupils travelling to school in B&NES is shown in the figure below.

Travel to school by pupils in B&NES<sup>31</sup>



As part of the Journey to Net Zero consultation in early 2021, respondents strongly supported all concepts presented in providing cleaner, greener school travel.

<sup>31</sup>. Department for Education Statistics (Table SFR12/2011)

### 51% of trips between 8am and 9am are related to education

(Reclaiming City Streets for People: Chaos or Quality of Life?, European Commission, 2004)

### 80% of boys and 72% of girls are physically inactive

(Reclaiming City Streets for People: Chaos or Quality of Life?, European Commission, 2004)

### 60% of parents are worried about traffic speeds outside schools when their children walk to school

(Reclaiming City Streets for People: Chaos or Quality of Life?, European Commission, 2004)

#### What are we doing about it?

#### 1 Providing support and guidance to schools to promote sustainable transport

This includes trialling new technology (e.g., the HomeRun app), the walking bus toolkit, grants for site and service provision and in-house 'Bikeability' cycle training for children and adults, the setting up of a district-wide co-operative for active travel to school, and additional support for year 6 pupils ahead of their transition to secondary school.

**Delivery timescales:** Implemented

**Other themes supported:** Providing for travel by bike and on foot

#### 2 School travel plans

The Council is providing support for schools in developing and maintaining online School Travel Plans using Modeshift STARS, the national accreditation scheme that recognises schools that demonstrate excellence in supporting sustainable travel. 27 schools in B&NES have achieved the accreditation, and the two schools in the West of England to have achieved the gold accreditation are located within B&NES.

The Modeshift STARS is a continual activity in terms of the work we undertake with schools to help them educate children in travelling sustainably to school. The Council's dedicated School Travel Plan Officer is always looking at new initiatives to raise awareness and provide information to allow people to make informed choices about the way children travel to and from school.

**Delivery timescales:** Implemented

**Other themes supported:** Providing for travel by bike and on foot





## SUPPORTING FUTURE MOBILITY

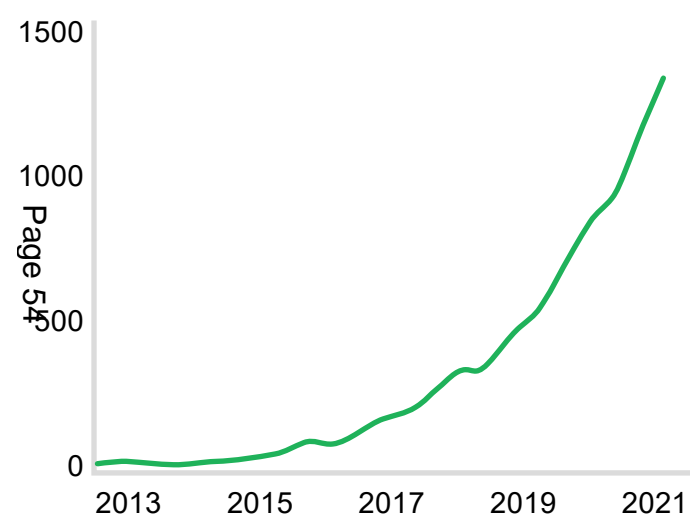
**Exploit the opportunities presented by evolving transport technology, to improve physical connectivity.**

### Why is it important?

For Bath to maintain its status as a vibrant city with a strong economic footprint, it is essential for the city to be resilient and capable of adapting to changes in transport and mobility. These changes have come about largely as a result of advances in digitisation and the emergence of new technologies and business models. Bath's transport network must be ready to exploit the opportunities presented by evolving transport technology.

Figure below shows the significant increase in ownership of ultra-low emission vehicles across the local authority area in recent years.

**Ultra-low emission vehicles licensed in B&NES<sup>32</sup>**



**2.5 million e-scooter rides undertaken across the region since launch** (*West of England Monitoring Statistics*)

**Six private cars are removed from the road with the introduction of one car club vehicle.** (<https://como.org.uk/project/west-yorkshire-and-york/>)

As part of the consultation in early 2021, widescale electric vehicle charging, integrated public and shared transport services and electric-based shared transport schemes were the most popular concepts for supporting resilient mobility.



## What are we doing about it?

### 1 Voi e-scooter trial

The Voi e-scooter trial forms part of the Future Transport Zone being pursued by B&NES in collaboration with the West of England Combined Authority (see Our Developing and Future Projects). The trial provides hop-on/hop-off e-scooters in Bath, enabling alternative, and cost effective, ways of getting around the city. The trial started in October 2020 and in its first year saw 2.5 million rides across the West of England. The 12-month trial has been extended by a further six months until November 2022.

Following a successful launch within Bath, the operating area was expanded to include Oldfield Park and Bathwick. When first introduced, the scheme included 50 scooters in Bath – but given the success of the trial this has now doubled to 100. In Bath there have been 104,000 rides and 262,500km travelled by scooters.

As part of the trial we will also investigate ways to increase safety measures and improve public perceptions, including reducing conflicts between scooter users, pedestrians and cyclists.

Upon completion of the trial, the DfT, Combined Authority and B&NES, in conjunction with Voi will take a view on the future of e-scooters in the region.

**Delivery timescales:** Implemented

**Other themes supported:** Better public transport options



### 2 Go Ultra Low West

This initiative seeks to encourage wide-spread use of electric cars, vans and bikes. The West of England contains more than 300 public use charge-points, and this is growing. Through Go Ultra Low West over 120 new charge point connections are being installed to significantly increase the size of the current public charging network.

Backed and owned by the three West of England local authorities and North Somerset Council, using in depth local knowledge and direct feedback from residents, the Revive network has been created to meet the public charging needs of the region. Revive offers a mix of 50kW rapid chargers, together with 7kW and 22kW fast chargers. Plans are also in place to provide a Rapid Electric Vehicle Charging hub in central Bath that will allow drivers to recharge their cars in minutes rather than hours.

We are working with West of England car club providers to install charging points for electric car club vehicles, so that those people who don't need a car all the time can still benefit from electric technology. We also provide 50% match funding for charge points to be installed in businesses as part of the Go Ultra Low West initiative.

West of England residents were offered the opportunity to try out an electric vehicle (EV) for two weeks, for only the cost of the electricity used. This gave people the full experience of using an EV, helping people to feel more confident about switching to an EV in the future. From February 2018 to April 2021 a total of 144 EV loans were completed, with drivers covering 40,680 zero emission miles. 61% of participants planned to buy an EV within two years.

The Council is also playing it's part by reducing levels of business travel and investing in more electric vehicles as part of its fleet. The Joint Local Transport Plan has the target of converting at least 20-25% of the four West of England councils' light vehicle fleet to electric vehicles through the existing Go Ultra-Low West programme.

**Delivery timescales:** Implemented

**Other themes supported:** Providing for travel by bike and on foot

<sup>32</sup>. Department for Transport Vehicle Licensing Statistics (Table VEH0132)



## CONNECTING BATH TO RURAL COMMUNITIES AND MARKET TOWNS

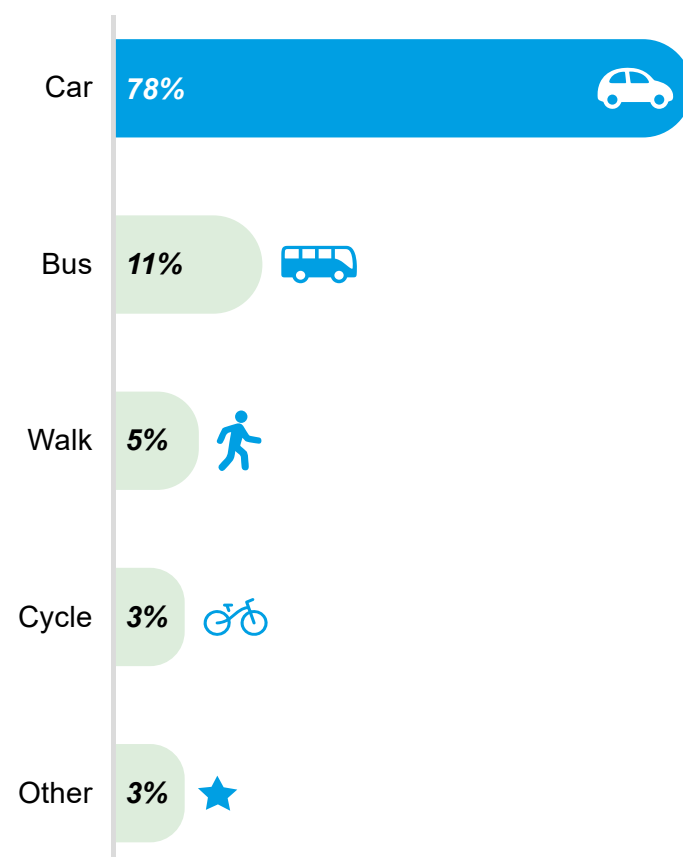
### Improving connectivity on routes between Bath and the wider district

#### Why is it important?

We want to ensure that those living in rural areas are given equal consideration in terms of accessing Bath as those who live in the city itself. We are committed to improving the connectivity of isolated rural communities.

As shown in the Where we Travel section, there are more commuting journeys into/out of Bath than within the city itself. The greatest inbound and outbound flows are from the wider B&NES area. The figure below shows the modal split of journeys to work for residents of rural B&NES. It shows that the overwhelming majority commute to work by car. Twinned with the scale of inbound and outbound commuting from the wider B&NES area, this highlights the need for more sustainable travel options on these key corridors.

#### Journeys to work from rural B&NES<sup>33</sup>



<sup>33</sup> 2011 Census (Table WU03EW)

As part of the consultation in early 2021, 41% of respondents considered connecting Bath to rural communities and market towns to be important, with safe cycle routes the most supported concept.

**25% of rural B&NES residents travel to the city of Bath for work** (2011 Census (Table WF01BEW))

**75% of people driving to work in Bath do so from outside the city** (Transport Delivery Action Plan for Bath Phase 1: Current and Future Report, Bath and North East Somerset Council, 2020)

**47% of UK workers worked from home during April 2020** (ONS)

#### What are we doing about it?

Historically funding has been focussed on the more densely populated areas within the City of Bath. We understand that this has resulted in a current transport network that makes sustainable journeys to and from rural communities difficult, lengthy and expensive, and that viable alternatives are required before the car can be left at home for many.

B&NES are embarking on a series of corridor studies which will consider what is required to improve connectivity by public transport, walking and cycling along key corridors to/from market towns and rural communities and Bath. These studies are captured within the next chapter.

## OUR DEVELOPING AND FUTURE PROJECTS

# 04



“ We must make public transport, cycling and walking the natural first choice for all who can take it. ”

*Decarbonising Transport, Department for Transport (DfT)*



This chapter sets out our developing and future projects. The developing projects are those that are currently in motion in terms of their development and are still subject to consultation and approval.

In addition to the projects we are already pursuing, whether these are committed or in motion, we are aware that we will need to go further in order to reach our ambition of being carbon neutral by 2030. Therefore, from a transport perspective we need to consider additional, bolder ideas that will enable us to promote and facilitate modal shift and behavioural change and drive the scale of the change required.

The projects presented are based on this ambition, best practice in both the United Kingdom and the rest of the world, and our city’s unique status and history. These emerging projects will need to be developed in detail, and we will work with residents of B&NES to ensure we are meeting your needs and giving you a bigger say in the future of transport in the district.

These projects take account of both regional and local policies. The local policies applied to project development include, but are not limited to:

- Corporate Strategy 2020-2024**<sup>30</sup>
- Climate Emergency Outline Plan**<sup>31</sup>
- Existing and emerging Bath and North East Somerset Local Plans**
- Getting Around Bath Transport Strategy**<sup>32</sup>
- Health and Wellbeing Strategy**<sup>33</sup>
- Balancing Your Needs – A Parking Strategy for B&NES**<sup>34</sup>
- Public Realm and Movement Strategy**<sup>35</sup>
- Bath Pattern Book**<sup>36</sup>
- World Heritage Site Management Plan**<sup>37</sup>
- Bath City Riverside Enterprise Area**
- Green Infrastructure Strategy**<sup>38/ 39</sup>
- Low Traffic Neighbourhood Strategy**<sup>40</sup>

<sup>30.</sup> Corporate Strategy 2020 – 2024, B&NES, 2020, <sup>31.</sup> Climate Emergency Outline Plan, B&NES, 2019, <sup>32.</sup> Getting Around Bath: A Transport Strategy for Bath, B&NES, 2014, <sup>33.</sup> Bath and North East Somerset Health and Wellbeing Strategy, B&NES, 2015, <sup>34.</sup> Balancing Your Needs: A Parking Strategy for Bath & North East Somerset, B&NES, 2018, <sup>35.</sup> Creating the Canvas for Public Life in Bath: Public Realm and Movement Strategy, B&NES, 2010, <sup>36.</sup> Creating the Canvas for Public Life in Bath: Pattern Book, B&NES, 2015, <sup>37.</sup> The City of Bath World Heritage Site Management Plan 2016 – 2022, B&NES, 2016, <sup>38.</sup> Valuing People, Place and Nature: A Green Infrastructure Strategy for Bath and North East Somerset, B&NES, 2013, <sup>39.</sup> West of England Joint Green Infrastructure Strategy 2020 – 2030, West of England Combined Authority, 2020, <sup>40.</sup> Low Traffic Neighbourhood Strategy, B&NES, 2020

We have also included projects that the Combined Authority is leading in partnership with us. Where projects are not within our gift, we will continue to work alongside the Combined Authority and transport operators to secure the outcomes and improvements we need.

We have grouped the developing and future projects by the transport themes, although there is considerable cross-over and many projects or initiatives will serve to support a number of the themes.

## BETTER PUBLIC TRANSPORT OPTIONS

### 1 Bus shelter and stop improvements

In addition to the bus stops that are being upgraded as part of the BSIP or other major programmes, we will be upgrading bus stops within the city as well as across the districts. We will be applying the Combined Authority’s Bus Stop Design Standards when developing our proposals to ensure that the upgraded bus stops are accessible to all. Our starting point for these upgrades would be bus stop assessments to determine the current state of bus stops and identify what improvements are required.

- The improvements could include, but are not limited to, the following:
- **Better lighting**
  - **Better security**
  - **Real time passenger information**
  - **High-quality waiting and seating areas**
  - **WiFi**
  - **Location of pedestrian crossings**
  - **Location of bus stops**
  - **Bike and/or e-scooter parking**

**Status:** Developing

**Delivery timescales:** Medium-term

**Other themes supported:** Connecting Bath to rural communities and market towns.

**Potential scale of carbon impact:** Medium

### 2 Upgrading of Bath’s park and rides to multi-modal interchanges

The JLTP4 supports increasing travel options on arterial routes and reducing private car travel. As part of that, we will investigate further high-quality, sustainable travel options for the City of Bath to expand, complement and/ or offer alternatives to existing Park and Ride (P&R) sites at Lansdown, Odd Down and Newbridge. Potential improvements could include:

- Frequent, direct buses from sites to key destinations such as the University of Bath and Royal United Hospital, where the attractiveness of P&R has been identified as a key factor in the choice of how to travel to work
- Improved signage to increase visibility
- Other bus services, that form part of the wider bus network, to pick up passengers or terminate at these transport interchanges
- Mobility hubs (as per the Future Transport Zone Delivery)

Some of the responses to the consultation identified that it can be cheaper to park in the city centre than to use P&R services. We have taken this onboard as part of the development of the long and short-term operating model of our P&R sites specifically within the development of the specification for the next contract that gives an opportunity to review our current charges and operating hours. The new contract is due to commence in September 2022.

Extensive work has been undertaken to understand the potential for a P&R site to the east of Bath but unfortunately no suitable site could be identified. Therefore, we are actively looking at the possibility of introducing a new ‘link and ride’ scheme called the East of Bath Express which is explained further in the Connecting Bath to rural communities and market towns section.

**Case Study: Wessex Water**

Wessex Water employs over 2,000 people, with up to 400 people going to work each day at the Operations Centre at Claverton Down to the south of the city. The company promotes sustainable travel to its site by operating a free bus service every 20minutes from Bath City Centre. The buses are equipped with bike storage, and on-site there are showers and changing facilities for cyclists and walkers. There is an average of 155 journeys a day on the Wessex Water buses, taking up to 80 cars off the road every day.

**Status:** Developing

**Delivery timescales:** Medium to long-term

**Other themes supported:** Providing for travel by bike and on foot, Creating improved places to live and work.

**Potential scale of carbon impact:** Medium

### 3 West of England Mass Transit

**What is mass transit?**

We want to deliver an attractive, high-quality transport solution offering seamless journeys for everyone. Mass transit is a type of public transport network that provides high-capacity, fast, frequent and reliable services that are predominantly segregated from other traffic.

This could include over or underground routes and consist of several different types of transport in an integrated system.

The West of England Combined Authority is leading work to deliver a new and ambitious mass transit system. This will revolutionise the way people move around the region, dramatically improving congestion and improving air quality by encouraging modal shift. A variety of transport options are being assessed to understand which technologies might work best for the region.

Route options will be developed across B&NES, Bristol, North Somerset and South Gloucestershire that have the potential to connect the highest volumes of people, city and town centres, and employment hubs.

**Status:** Developing

**Delivery timescales:** Long-term

**Other themes supported:** Providing for travel by bike and on foot, Connecting Bath to rural communities and market towns.

**Potential scale of carbon impact:** High



## 4 Bath Mass Transit

In addition to the West of England Mass Transit programme, we are considering the potential for mass transit within the City of Bath area itself. The intention of this study is to understand whether there is a case to investigate mass transit in the city further. There are several constraints to delivering mass transit in Bath including a small population size compared to other places that have successful systems, and the constraints as a result of the historic nature of the city. If deemed viable, mass transit would need to form a package of measures to ensure it could run reliably and offer competitive journey times.

This evidence-based study is currently underway and will consider the various types of mass transit technologies and their applicability in the context of Bath, as well as whether there is the potential demand to make the system financially viable and sustainable.

**Status:** Future

**Delivery timescales:** Long-term

**Other themes supported:** Creating improved places to live and work.

**Potential scale of carbon impact:** High

## What does this mean for me?

- An enhanced public transport system will provide an excellent alternative to the car for all journeys, but especially for existing car journeys of between 10 to 20 kilometres in distance, which contribute the majority of carbon emissions
- If travelling to Bath by car, enhanced multi-modal interchange facilities will provide the opportunity to complete your journey quickly, more directly and conveniently by whatever type of transport suits you
- Mobility hubs will connect you into the wider transport network, even from smaller rural settlements. This will greatly improve accessibility to services by sustainable modes of transport
- Bus stop upgrades will provide a waiting area that is not only accessible by all modes, but it will also provide an area in which users will feel safe and have access live travel information and WiFi
- Universal, integrated ticketing will make it easy to purchase a ticket to get from A to B, even if the journey requires use of different operators along the way



# PROVIDING FOR TRAVEL BY BIKE AND ON FOOT

## 1 Active Travel Fund Tranche 2

In May 2020, the Government announced funding for emergency active travel schemes. The first round of funding (Tranche 1) was for temporary highway schemes to aid social distancing, and to reallocate existing road space to help enable more journeys by walking and bike. We installed several measures within a matter of weeks, including the following:

- Pavement widening at 15 locations in Bath.
- Turning Keynsham High Street and a number of roads in Bath City Centre into pedestrian and cycle zones.

Following the success of the Tranche 1 projects, we have, through the West of England Combined Authority, been allocated Tranche 2 funding by the DfT to implement active travel schemes on Upper Bristol Road and Beckford Road. Proposals include:

- New parallel crossings
- New cycle lanes separated from motor traffic
- Junction improvements providing for bikes and pedestrians
- Footway widening
- Continuous footways giving more priority to pedestrians crossing side roads

**Status:** Developing

**Delivery timescales:** Short-term

**Other themes supported:** Creating improved places to live and work.

**Potential scale of carbon impact:** Low

## 2 Bath River Line

Covering 10km, the Bath River Line seeks to provide a linear park, connecting the green spaces of Bath with a high-quality route for walking and biking. The project is centred around the River Avon, and will offer opportunities to stop, sit back and enjoy the beauty of the river, the city, and the landscape beyond. There will be places to play and places to meet, places for art and spaces to discover Bath's rich heritage. The wildlife found along the river will be celebrated and protected.

The size of the Bath River Line project means we will progress it in phases. The first phase covers the western section, from Newbridge to Bath Quays. The second phase will consider the eastern section from Pulteney Weir to Batheaston, which we will define following further consultation. A final phase will consider the central section, from Bath Quays to Pulteney Weir.

**Status:** Developing

**Delivery timescales:** Medium-term

**Other themes supported:** Creating improved places to live and work.

**Potential scale of carbon impact:** Low

## 3 Promotion and investment in travel by bike

### Routes for bikes

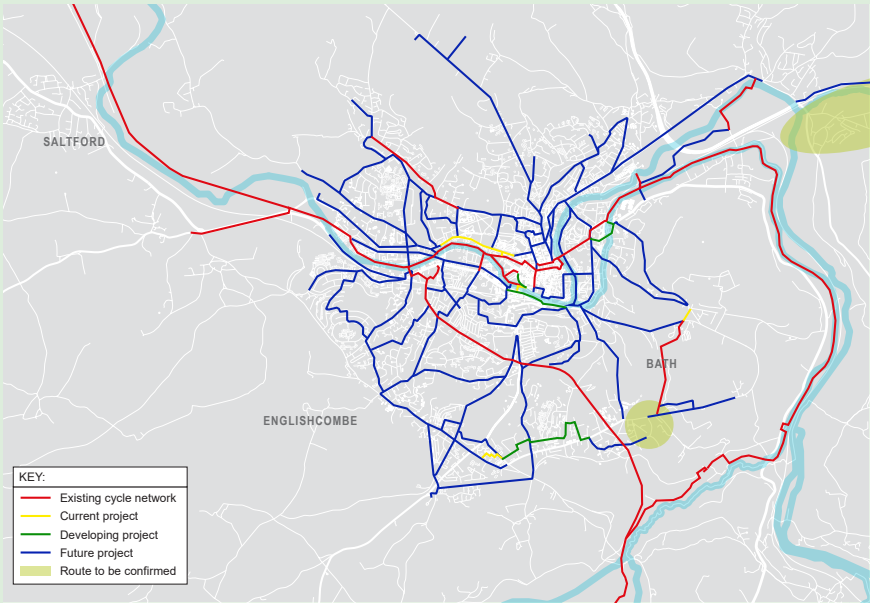
Currently there are over 880 kilometres of footways in B&NES, but only 39 kilometres of off-road cycleways. The West of England LCWIP (discussed in Our Current Projects) provides the foundation for future cycle routes in Bath and the region. In addition to the routes currently being delivered under the LCWIP programme, we will push forward to deliver additional routes that will form a holistic and logical network.

The City Region Sustainable Transport Settlement (CRSTS) confirms investment in walking and cycling connections across Bath. The following schemes have been included within the CRSTS:

- Bath Quays Bridge
- Bath City Centre walking and cycling connections and improvements to public realm
- Bristol to Bath cycle path whole route upgrade
- Linking Sydney Gardens to National Cycle Network Route 4



- Replacement of existing Fielding’s Bridge and improvement cycle and pedestrian links
- Scholars Way route to provide cycle connections to secondary schools across the south of the city and Bath University
- Royal United Hospital links
- Improved cycle facilities between London Street, George Street, Queens Square, Charlotte Street and between Midland Road and Newbridge Hill



The map here shows the scale of our ambition to encourage travel by bike, including the CRSTS schemes as well as others to provide the appropriate infrastructure to promote this as a realistic, and safe, means of travel. New cycle lanes will be separated from general traffic and, wherever possible, will be continuous in line with the latest design requirements. The routes are organised into our existing network, our developing schemes and our future ambitions.

**Bike storage**

Initiatives to improve bike storage include:

- On-street residential cycle hangers to provide secure bike storage for residents of flats and houses, especially conversions for multiple occupancy dwellings (conversion of one parking space can offer six bike-spaces).
- Secure, covered bike and e-bike storage at local key destinations such as schools, transport hubs, stations, local shops
- Ensure residents have access to secure bike and e-bike storage close to their homes.

**E-bikes and e-cargo bikes**

We will promote and support the use of e-bikes and e-cargo bikes through:

- Supporting bike hire programmes
- Ensuring shared e-bikes are in the places people want and need them, including at the foot of the steeper hills in Bath
- Providing sufficient parking and charging facilities
- Focusing on the use of these for first mile and last mile journeys and trips to school
- Increasing awareness of Council owned e-bikes to allow residents to trial the technology
- Increasing awareness and education around e-bikes and what they can offer to those who may not already cycle

**Status:** Future

**Delivery timescales:** Medium to long-term

**Other themes supported:** Connecting Bath to rural communities and market towns.

**Potential scale of carbon impact:** Medium

**4 Improvements to the pedestrian experience**

This would build upon the existing and developing projects within B&NES such as the Milsom Quarter Masterplan. It would expand this focus to cover not just the city centre but to tie in with Liveable Neighbourhood projects as well.

It could include the following:

- Pedestrian infrastructure improvements as a result of road space reallocation including continuous footways, improved crossings, improved footways, wider footways.
- Reduced junction widths to increase the prominence of pedestrians at crossings
- Further development of the City of Bath Information System.
- Localised public realm improvements to improve the environment and journey quality for pedestrians.
- Ensuring all those travelling on foot feel safe by reducing conflict with those travelling by bike or e-scooter

**Status:** Future

**Delivery timescales:** Medium to long-term

**Other themes supported:** Creating improved places to live and work.

**Potential scale of carbon impact:** Medium

**5 Improvements to disabled access**

For disabled people getting around a town or city can be very challenging. We are seeking to improve accessibility for disabled transport users across the B&NES district. In addition to provision of blue badge parking, as part of the City Centre Security proposals we are looking to undertake works to the streetscape to improve access for disabled people.

We will apply the principles set out in DfT’s Inclusive Transport Strategy<sup>41</sup>. This includes ensuring that taxis are accessible and fit for purpose when assessing licensed vehicle applications. We will seek to explore examples of best practice and technologies that other cities have successfully put in place that allow disabled people to travel seamlessly across the network and consider whether we can adopt these in Bath. We will continue to work with the DfT in developing any future trials relating to autonomous vehicles as well as the development of transport apps for disabled users (including Mobility as a Service which is covered under the Supporting Future Mobility section). We aim to work with interested parties to identify ways of improving the shopping and visitor experience within the town centre for disabled people, using new technologies where appropriate. We will be referring the 2021 City Centre Disabled Access Audit as our starting point for developing improvements.

**Status:** Future

**Delivery timescales:** Medium to long-term

**Other themes supported:** Creating improved places to live and work.



41. The Inclusive Transport Strategy: Achieving Equal Access for Disabled People, DfT, 2018



What does this mean for me?

- Bath has the potential for a significant proportion of trips on foot and bike within the city, making journeys to key destinations safer, more convenient and more comfortable for all.
- Improved transport infrastructure will separate pedestrians, bike users and scooter users from motorised vehicles, allowing safer travel on the same routes by reducing the potential for conflict, and reduce the fear and intimidation caused by large vehicles.
- Connecting Bath into a fully signposted network of safe cycle routes across the city that link the places people live with work, leisure, shopping and education destinations.
- Safe, convenient and direct cycle routes from the surrounding areas, providing access to Bath’s facilities for those living outside the city
- Improved transport infrastructure will separate pedestrians, bike users and scooter users from motorised vehicles, allowing safer travel by reducing the potential for conflict, and reduce the fear and intimidation caused by large vehicles
- Opportunities to share, buy and lease bikes and e-bikes, supported where practical by financial measures will make cycling accessible for more people
- Secure cycle storage at key destinations across the city, allowing you to park your bike with confidence
- Conversion of single parking spaces into cycle hangars for secure storage where private individual bike storage may be difficult (e.g. flats and terraced houses)
- Increased travel on foot and by bike will improve physical and mental health and wellbeing, with less stressful journeys without congestion or parking challenges.

Reduced traffic in the city centre will allow the creation of safe and attractive outside space for walking, shopping and socialising, with safer and more convenient road crossings.



CREATING IMPROVED PLACES TO LIVE AND WORK

1 Innovative parking provision

Ease and cost of parking can be one of the main influencers in deciding whether to travel by car, providing more, and cheaper, parking will encourage more people to drive. We will continue to review the capacity of our car parks and the cost of using them.

Residents parking zones stop commuting traffic from outside the area parking on residential streets during the day. Where they are wanted by residents, we will implement further parking zones across B&NES.

In April 2021, we consulted on linking the new charging structure for residents’ parking to a vehicles level of carbon dioxide emissions with additional surcharges for diesel vehicles. A further consultation related to the Traffic Regulation Order was undertaken in November 2021. This scheme was implemented in January 2022.

**Status:** Developing  
**Delivery timescales:** Short-term  
**Other themes supported:** Supporting future mobility.  
**Potential scale of carbon impact:** Medium

2 Sustainable transport and public realm improvements package

In the JLTP4, we set out our commitment to invest in our town centre’s public realm and address the balance of transport and movement in favour of sustainable modes. We will be proposing improvements that promote regeneration and encourage walking, biking, public transport. The delivery of these improvement packages will be in:

- Keynsham: including the completion of the link from the Somerdale cycle bridge via the River Avon towpath to the Keynsham Peninsula; and strategic biking routes to and from Bath, north and east Bristol, and the Bristol-Bath strategic cycle network.
- Midsomer Norton
- Somer Valley
- Links to the Somer Valley Enterprise Zone, with the A37 to the west.

**Status:** Developing  
**Delivery timescales:** Medium-term  
**Other themes supported:** Better public transport options, Providing for travel by bike and on foot.  
**Potential scale of carbon impact:** Low

3 Bath Top of Town Transport and Movement Study

Working in collaboration with the Milsom Quarter Masterplan, this project seeks to investigate possible improvements public realm and pedestrian/visitor accessibility along:

- Milsom Street
- Broad Street
- Walcot Street
- Trim Street

It also looks at possible future wider concepts for traffic management in the area. The study is considered to be a long term-option for the city centre.

**Status:** Developing  
**Delivery timescales:** Long-term  
**Other themes supported:** Providing for travel by bike and on foot, Better public transport options.  
**Potential scale of carbon impact:** High



#### 4 Milsom Quarter Masterplan

The ambition is to transform and re-imagine the future of Milsom Quarter, creating a more vibrant and diverse part of the city with a greater mix of uses, activity and residential development to redefine and increase the sense of community and local purpose. We want to invest in a better commercial offer, and increased footfall and usage of the Milsom Quarter area by both local people and visitors, promoting the area as an opportunity for regional-scale investment.

Transport will form an important element of this transformation including the provision of safe walking and cycling routes to, through and within the Milsom Quarter whilst also facilitating bus accessibility and reducing the impact of cars and service vehicles.

**Status:** Developing

**Delivery timescales:**  
Medium  
to long-term

**Other themes supported:**  
Providing for travel by bike and on foot.

**Potential scale of carbon impact:** Medium

#### 5 City Centre Liveable Neighbourhoods

As well as being the location of many of Bath's businesses, the city centre is also home to a large number of people. It therefore makes sense that we look to develop liveable neighbourhoods within the city centre in the same way that we are proposing for the residential areas of the city.

City centre liveable neighbourhoods change the way in which the city centre is accessed by dividing it into a number of segments. Vehicular access to each segment is limited to one or two locations on the outer boundary and vehicles are prevented from travelling across the inner boundaries between segments. Movements between the segments is unrestricted and enhanced for public transport, pedestrians and cyclists.

In Bath, this could involve the creation of four city centre liveable neighbourhoods which would restrict traffic movement across the city centre – unlocking significant public realm benefits in the historic core of Bath, a World Heritage Site. This initiative would include the areas across the entire Top of Town area, Grand Parade and High Street, Dorchester Street, James Street West and Green Park Road. As the project develops, access for people with mobility difficulties will be fully considered.

The creation of city centre liveable neighbourhoods is a long term project and could be the final step in transforming the city centre.

It would encourage people to leave their cars at home and undertake shorter trips by bike or walking. It is important to note that this type of liveable neighbourhood would be consulted on throughout its development in order to ensure it works for the city as a whole.

The combination of all these projects will enable a wider reallocation of road space with significant improvements to active travel, public transport facilities and the public realm.

**Status:** Future

**Delivery timescales:** Long-term

**Other themes supported:** Better public transport options, Providing for travel by bike and on foot.

**Potential scale of carbon impact:** Medium to high

   → Access: everywhere

 → Access: within each liveable neighbourhood only



Figure is illustrative to show the concept of liveable neighbourhoods





What about our high streets?

Many people recognise the environmental and health benefits of encouraging people to walk and cycle more, but there are significant economic benefits from more people travelling to their high street on foot or by bike.

Living Streets’ Pedestrian Pound research found that shoppers on foot can spend up to six times more than those who arrive by car, and that well-planned improvements to public spaces can boost footfall and trading by 40%.

Local traders sometimes fear that building cycle lanes or restricting car parking or motor vehicle access will damage business. But the evidence shows that:

Retailers overestimate how many of their customers travel by car

Shop vacancy rates are five times higher on streets with high levels of traffic

Retail turnover in pedestrianised areas generally outperforms non-pedestrianised areas

The urgent case for more walking and cycling in the UK, Walking and Cycling Alliance, November 2020

**Dundee, UK:** a pilot project carried out in 2020 which saw one of the main shopping streets pedestrianised has been widely welcomed by traders and shoppers - with **84% of businesses reporting the changes as positive** for the street and **62% saying it was good for their business**. Retailers in the city’s Union Street also reported that 68% of their customers are more positive about the area. <sup>43</sup>

**Exeter, UK:** removal of vehicle traffic, traffic management and increase in pedestrian and shared spaces in the city centre resulted in a **20% increase in footfall and increase in retail rent prices of £5 per square foot**. <sup>44</sup>

**Sheffield, UK:** improved public spaces and narrowing of carriageways to give pedestrians more space resulted in a **35% increase in city centre footfall, £4.2m increase in visitor spending and increased rental values**.<sup>45</sup>

**Copenhagen, Denmark:** pedestrianisation of streets and squares in the city centre as well as limited parking and the restriction of through traffic has allowed people to reclaim a lot of the public space that was previously used by traffic. This has resulted in the **area becoming more attractive** and increased the use of the city for urban outdoor recreation and socialising. <sup>46</sup>

**Madrid, Spain:** closure of the central business district to cars during the lead up to Christmas led to a **9.5% increase in retail takings** in the main high street and a **3.3% increase across whole of Madrid compared to the same period in previous years**. <sup>47</sup>

Within Bath itself we have already implemented a number of successful traffic restrictions over the years including on Stall Street, Union Street, Widcombe Parade and the Northgate bus gate. The latest improvements delivered through the Bath Transport Package included restricting access to Lower Borough Walls and Stall Street. These improvements have transformed these streets making them a much more pleasant, safe and vibrant environment leading to a **12% increase in footfall numbers**.

43. [https://www.dundee.gov.uk/news/article?article\\_ref=3746](https://www.dundee.gov.uk/news/article?article_ref=3746)

44. <https://www.livingstreets.org.uk/media/1394/2011-making-the-case-full-report.pdf>

45. <https://www.livingstreets.org.uk/media/3890/pedestrian-pound-2018.pdf>

46. <https://www.livingstreets.org.uk/media/1394/2011-making-the-case-full-report.pdf>

47. <https://www.forbes.com/sites/carltonreid/2019/03/08/closing-central-madrid-to-cars-resulted-in-9-5-boost-to-retail-spending-finds-bank-analysis/?sh=40fd13a155a7>

6 Liveable Neighbourhoods - Next Generation

We are already developing the Liveable Neighbourhoods concept in B&NES with the first phase of locations identified (see Our Current Projects). The next step would provide an opportunity to increase the number and size of the initial Liveable Neighbourhood areas. As part of this, we will identify and assess key arterial routes to develop a circulation map. These would then become the key routes to control access for general traffic to an area through specific or single points.

On the arterial traffic routes, we will seek to provide priority for bikes and buses, and where possible seek to separate bikes, pedestrians and public transport from general traffic. Movements across and through liveable neighbourhoods would be retained and enhanced for active and sustainable transport options.

We will continue to proactively engage with ward members and communities in the development of future liveable neighbourhoods. The success of our liveable neighbourhoods programme is very much dependent on communities engaging with us about their needs and aspirations especially during the design development process.

Case Study: Newham & Waltham Forest Low Traffic Neighbourhoods

In 2018 and 2019, Waltham Forest and Newham Councils worked collaboratively in developing low traffic neighbourhoods. The principles are the same as our current liveable neighbourhoods, with the measures introduced over a wider area. Since the introduction of the initial four neighbourhoods, both councils have been monitoring the impact and inviting residents to provide feedback. All have reported traffic reduction and improvements to air quality and biking and bus journey times. There has been an increase in traffic on the boundary roads reported.

Case Study: The Ghent Circulation Plan

Ghent in Belgium is an historic, vibrant and growing city. It has 260,000 residents and contains UNESCO World Heritage Sites. In 2017 the city launched the Ghent Circulation Plan, which prevents motor traffic from crossing the city centre. The small Belgian city showed it was possible to make significant changes overnight.

The Plan has led to a 12% decrease in car traffic during the rush hour, a 25% increase in bicycle users, 8% increase in public transport, with retail sales increasing by between 2% and 10%.

The total cost of the scheme was a relatively modest £3.4m. The Plan was implemented as a whole “overnight”, which was seen as the easiest way to deliver the proposed changes.

There are relatively few examples of cities that have put in place restrictions preventing through traffic movements. We recognise that there are many differences between Ghent and Bath, however the intention is to demonstrate how this has been delivered elsewhere and the long-term effects. This concept is currently being developed in other cities in the UK, we will monitor progress in these places and seek to learn lessons from them. A city centre liveable neighbourhood, would be the final step in moving our city towards our net zero aspiration.

Status: Future

Delivery timescales: Long-term

Other themes supported: Providing for travel by bike and on foot.

Potential scale of carbon impact: Medium





## 7 Vehicle ownership

### Car clubs

The average car or van in England is driven for just 4% of the time, spending 73% of the time parked at home<sup>48</sup>. We want to move to a different model where people do not feel they have to own a car in order to have access to one. We want to be able offer more people the opportunity of joining a car club that will provide access to a range of vehicles to meet the needs of each of your journeys. There are a number of benefits to this:

- You will not have the costs associated with owning a vehicle including any car loan, parking permit, road tax, MOT, insurance and maintenance for a car that spends the majority of its time parked. Although there are membership and rental costs associated with car clubs for many this is a cheaper option with 20% of car club users saying they couldn't afford to own a vehicle<sup>49</sup>. This is especially true for those who wish to drive an electric vehicle but it is currently too expensive to own one.
- Car club users have the benefit of dedicated parking bays which removes the time spent looking for a parking space.
- You can choose a vehicle that suits your needs for that particular journey
- More people sharing cars will reduce the need for parking spaces and allow this road space to be used for more sustainable modes.

To support this ambition we will be providing more car club bays and charging stations in areas that need it including residential areas, community and mobility hubs, but also identifying future areas of potential demand for the installation of bays in partnership with car club providers, ensuring that those we partner with share our net zero ambitions.

### Electric vehicle charging infrastructure

We will trial a number of different operating models for electric vehicle charging to ensure we deliver a solution that works for everyone and is best for the city. We want to enable more electric vehicle use in B&NES but also acknowledge that road space is limited meaning we will need to balance the demand for charging infrastructure against the needs of other modes.

We will continue to work with the Combined Authority on developing the West of England Electric Vehicle Strategy as they seek to deliver on the Government's Decarbonisation Plan<sup>50</sup> to increase electric vehicle charging provision, while taking solutions for disabled parking into account. While the project is still in its infancy, we will seek to work in partnership with WECA and assess innovative charging technology that will have the least amount of impact on users and the streetscape.

Any plans to increase the number of electric vehicle charging points will require close work with power distribution companies to ensure sufficient investment is made to secure the capacity improvements required to the grid to allow for rapid charging.

**Status:** Future

**Delivery timescales:** Medium-term

**Other themes supported:** Supporting future mobility

**Potential scale of carbon impact:** Medium

## 8 Bath Clean Air Zone and Air Quality Management Area reviews

Through continuous monitoring of the current Clean Air Zone (CAZ), additional local measures could be introduced if necessary, to address poor air quality in the following areas as determined by legal limits or local requirements:

- Bath
- Keynsham
- Saltford
- Temple Cloud
- Farrington Gurney

The CAZ will need to be retained for a period to demonstrate it is a long-term improvement or to achieve local requirements. The CAZ is therefore being kept under continual.

**Status:** Future

**Delivery timescales:** Long-term

**Other themes supported:** Providing for travel by bike and on foot.

**Potential scale of carbon impact:** Medium



## 9 Coach strategy

The development of a coach strategy is a commitment within the JLTP4. Given its historic nature and heritage assets, Bath is a prime destination for tourists, and tourism is a key element of our local economy. However, the large number of visitors travelling into Bath impacts on our transport system and the environment in the city centre.

The high volume of coaches can have a detrimental effect, with impacts on noise, air quality and visual impact, as well as unofficial parking. There is therefore a need to improve the management of coaches, which includes embracing new technologies for better enforcement and monitoring, better pedestrian routes and wayfinding between coach drop-off/pick-up areas and the city centre, and more efficient movement and parking. It is also important that Bath continues to be attractive for coach tourism and leisure to sustain the tourist economy, so we want to provide facilities to enable visitors arriving by coach to do so in a safe, convenient and comfortable manner.

**Status:** Future

**Delivery timescales:** Medium-term

**Other themes supported:** Better public transport options.

**Potential scale of carbon impact:** Low



<sup>48</sup> <https://www.racfoundation.org/media-centre/cars-parked-23-hours-a-day>, <sup>49</sup> Car Club Annual Report England and Wales 2020, CoMoUK, <sup>50</sup> Decarbonising Transport: A Better, Greener Britain, DfT, 2021

<sup>43</sup> Travel Demand Management Toolkit: Managing Network Demand, DfT, 2021



## 10 Demand management

Travel demand management is a multi-faceted approach to reducing vehicular traffic and promoting sustainable modes of travel. There are a range of measures that could be considered for demand management based on the three pillars of sustainable travel: capacity creation, network management and behavioural change in alignment with our net zero journey. We will seek to apply the DfT's Travel Demand Management Toolkit<sup>51</sup>, published in March 2021, which sets out a five-step process in the identification and implementation of possible measures.

Demand management measures could include, but are not limited to:

- Car sharing
- Public transport discounts or ticketing incentives
- Workplace Parking Levy
- Congestion charging or road user charging
- Adjustments to parking charges and the number of council run city centre car park spaces
- Traffic signal improvements
- Enhanced VMS to car parks (short and long stay)
- Staggered start times for business and places of education
- Review business travel planning that could reduce vehicle journeys
- Establishment of Local Hub Networks to encourage shorter journeys that could be undertaken by sustainable modes
- Extension of Residents Parking Zones, where requested by residents

### Travel Demand Management Toolkit five-step process:

- Collect and analyse data
- Identify possible solutions
- Implement solutions
- Marketing, communications and engagement
- Monitor, evaluate and adapt

### Workplace Parking Levy

What is it? A workplace parking levy is a charge to employers who provide workplace parking. The scheme incentivises commuters to travel to work by sustainable modes. In order to be successful, a workplace parking levy needs to be implemented alongside public and active transport investment.

Has it been done anywhere else in the UK? Nottingham City Council introduced this initiative in 2012, charging employers with more than 10 spaces over £400 per space per year. The money generated has been reinvested into sustainable transport.

What impact has it had (<https://takeclimateaction.uk/climate-action/how-nottingham-used-parking-levy-cut-congestion-and-raise-millions?>)?

- 33% reduction in carbon emissions
- £83m raised which has contributed to funding two additional tramlines and improvements to rail and bus services

The revenue raised through those demand management measures listed above will be ring-fenced and re-invested into more sustainable modes of transport. This will help ensure we deliver the critical infrastructure improvements required for walking, cycling and public transport.

**Status:** Future

**Delivery timescales:** Long-term with possibility of introducing a Workplace Parking Levy in the short to medium term

**Other themes supported:** Connecting Bath to rural communities and market towns, Better public transport options, Providing for travel by bike and on foot.

**Potential scale of carbon impact:** High

<sup>51</sup> Travel Demand Management Toolkit: Managing Network Demand, DfT, 2021



“ This is not taking away choice but changing the relative merits of the choices available. ”

*Decarbonising access through supply-led demand, Transport Times, Glenn Lyons*

## 10 Rail freight distribution site

The provision of a rail freight distribution site has been enshrined within the B&NES Placemaking Plan<sup>52</sup> as part of Policy ST4. The policy has safeguarded land at Westmoreland Station Road as a rail freight facility and interchange. The railhead at Westmoreland Station Road has been used to transfer and transport compacted waste and may have the potential to be used in the transportation of aggregates in the future.

**Status:** Future

**Delivery timescales:** Long-term

**Other themes supported:** Supporting future mobility

**Potential scale of carbon impact:** Medium

<sup>52</sup> Bath and North East Somerset Placemaking Plan, B&NES, 2020

## 11 Road freight package

Building on the successful delivery of the Freight Consolidation, e-Cargo Bike and Last Mile Delivery Support project discussed in Our Current Projects, we would seek to further restrict HGV movements. This will help us overcome the daily challenges of blocked footways and obstructions when making deliveries, and will be delivered through freight consolidation and access restrictions whilst promoting and growing the e-cargo bike offer. This could include the provision of dedicated corridors as well as the potential for freight to be transported on buses. It would also align with and support our ambition for a rail freight distribution centre as well as the Freight Strategy that the Western Gateway are developing for the wider region.

**Status:** Future

**Delivery timescales:** Medium-term

**Other themes supported:** Supporting future mobility

**Potential scale of carbon impact:** Medium

## What does this mean for me?

- Reallocating road space to people on foot benefits the trade of adjacent shops.
- An increasingly pedestrian focused city centre will create a vibrant and liveable location for a variety of activities, from working, to shopping, to living, while maintaining bus, taxi, bike, scooter and disabled access to ensure that Bath is a destination for all.
- Travel into the city along key corridors by sustainable modes will be enhanced, making it much easier to enjoy all parts of the city regardless of where you live.
- Car clubs will provide non-car owners with access to a vehicle for when needed.
- Existing car owners may choose to switch to using a car club, removing parked cars from the road and providing more space for buses, bikes and pedestrians.
- Both on-street and off-street electric vehicle charging will support the transition towards electric vehicles.
- The provision of off-street electric vehicle charging locations at community and transport hubs could facilitate more local economic activity.
- The significant economic benefits brought by tourists arriving on coach will still be enjoyed, but coaches will not intrude upon the city's environment or into the lives of its residents.
- A rail freight facility would have the potential to remove a significant number of heavy goods vehicles from road corridors into the city, providing space for other modes including public transport, walking and cycling.
- Consolidation centres will stop heavy goods vehicles entering the city when the delivery could be undertaken by a smaller light goods vehicles or e-cargo bikes instead, improving road conditions and air quality, and reducing the cost of deliveries.
- e-cargo bikes and other zero emission last mile delivery services will provide easy access to the city centre and other hard-to-reach areas.
- Through working with businesses, better timed and managed city centre deliveries will ensure that freight movements do not exacerbate congestion at busy times and will make for more efficient deliveries to the benefit of hauliers and delivery recipients.

# CLEANER, GREENER SCHOOL TRAVEL

## 1 Independent travel to school

Our ambition is for all secondary school pupils to be able to travel independently to school whether by bus, on foot, or by bike, in both urban and rural areas. We would like to break the cycle of parents driving their children to school because of real or perceived threats to their safety. To do this, we will look at improvements to walking and biking facilities close to schools and develop:

- High-quality routes
- Good crossing facilities
- Reduced traffic speeds
- Good levels of security and lighting
- Secure, undercover bike storage at school sites
- An enhanced Bikeability (or similar) programme that will support children's transition to secondary school, giving them the tools and confidence to make those school trips
- Introduction of school streets through requests from the school community

### School Streets: Looking forward

Through a collaborative and co-design approach between schools, parents, pupils and ourselves, we would seek to develop a number of school streets. This could include improvements to those bike routes and footways that surround our schools and the provision of segregated facilities for pupils to use on their commute from the local area. There could be temporary traffic restrictions on roads alongside and adjacent to the school so that pupils, parents and staff do not need to compete with through traffic when travelling to school. There could be limited parking restrictions on adjacent roads as well to avoid and discourage displacement traffic. At the school itself, secure undercover parking for bikes will be provided. Parents will have the confidence to walk or bike to school with the children in a safer road environment and children, in turn will be encouraged to bike to school more, especially as they transition to secondary school.

Public transport is the other area we aspire to address, which should enable pupils and parents to travel to school independently. Currently, B&NES already provides free school transport to pupils who have been allocated a place at a school that is deemed too far to walk or cycle to.

Whilst the Bus Service Improvement Plan will go some way to improve services for school students, we will actively lobby and work with Government, the Combined Authority, bus operators, schools and parents to ensure that:

- School pupils have the appropriate tools to use public transport (knowledge, technology).
- There is capacity on our buses to take school children.
- Bus travel is affordable, safe and better co-ordinated to ensure the pupils gets to school on time and are able to get home again.
- Waiting areas provide adequate protection for pupils in bad weather conditions and hours of darkness (especially winter).

### Case Study: Colinton Primary School, Edinburgh<sup>53</sup>

In 2015, Colinton Primary School was chosen as one of 11 schools to pilot School Streets for eight months. School Streets involve restricting pick-ups/drop-offs by car, implementing speed restrictions and traffic calming, in order to create an improved environment around the school. Colinton Primary School was selected due to its pre-existing road safety issues and high volume of pick-ups/drop-offs. The scheme was in operation during pick-up/drop-off times during term time.

The pilot was a success with positive impacts experienced not only on the street subject to measures, but also for neighbouring streets. The study found a significant decrease in traffic volume and more importantly average speed, with this falling to 15mph or below on all streets within a 1-2 block radius of the school.



Exemptions existed for local residents, minimising disruption and enabling them to enjoy the benefits of the measures too.

**Status:** Future

**Delivery timescales:** Medium to long-term

**Other themes supported:** Providing for travel by bike and on foot, Better public transport options.

**Potential scale of carbon impact:** Low

### What does this mean for me?

- New walking and cycling facilities near schools will encourage more children to walk or cycle rather than be driven.
- Further support for public transport journeys to improve accessibility and reliability for those who live too far away to walk or cycle.
- Harmful pollution levels around schools will be reduced, protecting children's health.
- Road safety around schools will be improved by parking management, traffic calming and speed restrictions.
- A shift to walking, cycling and public transport will reduce congestion more generally across the city at peak times, as well as improving the environment for residents on streets within close proximity to schools.

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## SUPPORTING FUTURE MOBILITY

### 1 West of England Future Transport Zone Trial and Delivery

The West of England Combined Authority in partnership with the unitary authorities won a funding bid from the DfT to trial various aspects of Future Transport Zones including new mobility services, modes and models. We have been selected to trial the following initiatives:

- **Micro-mobility** – which comprises e-cargo and e-scooter trials within Bath City Centre.
- **Data Hub** - a regional data warehouse to improve transport planning and management).
- **Mobility as a Service (MaaS) platform** - which allows users to plan, book and pay for multiple modes of transport in one go.
- **Mobility stations** – which comprises mobility hubs and mobility points at major transport hubs in Bath (dependent on the success of trials elsewhere in the region).

We envisage that these trials will facilitate a significant modal shift. If the trials are successful, we are already planning to undertake further trials and ultimately the more permanent delivery of these initiatives and potential expansion to wider areas.

**Status:** Developing

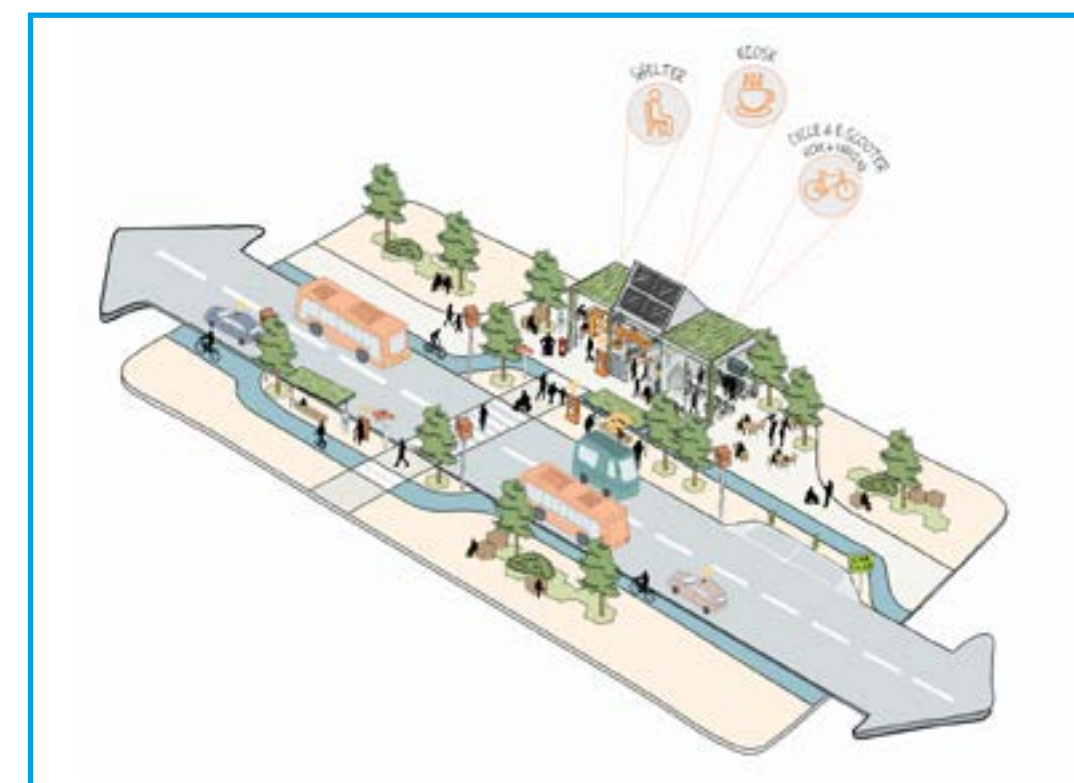
**Delivery timescales:** Short to medium-term

**Other themes supported:** Better public transport options, Providing for travel by bike and on foot.

**Potential scale of carbon impact:** High

### What does this mean for me?

- Journeys across multiple modes or operators will become seamless with new technologies to enhance the experience.
- Electric shared transport schemes will provide the opportunity to make ad-hoc journeys easily and cheaply, using the type of transport that suits you.



### What is a:

**Transport hub?**  
where passengers transfer between vehicles, cycling and public transport

**Mobility Station?**  
multi-modal interchange points that provide first and last mile journey options. They could include non-transport elements such as parcel lockers, coffee shops

**Mobility Hub?** a smaller version of a mobility station, dependent on location and space availability.



# CONNECTING BATH TO RURAL COMMUNITIES AND MARKET TOWNS

## 1 A4 (Bristol to Bath) Strategic Corridor Programme

The Bristol to Bath Corridor programme began in April 2021 and proposes new bus, cycling and walking improvements along the A4 corridor between Bristol and Bath. The vision for the programme is to provide “A high quality segregated and prioritised public transport and cycling corridor that will provide for reliable services to encourage people to use sustainable transport modes for short and mid-distance journeys and contribute to tackling the climate emergency through modal shift”.

The programme proposes a fast, at least five-minute frequency, reliable, high quality, zero-emission ‘turn-up and go’ bus service between Bristol Temple Meads and Bath Station along the A4 serving high quality bus stops. The programme proposes a continuous, direct, high-quality cycle route between Bristol and Bath which is separated from general traffic and buses.

The Programme also includes proactively applying the community connections concept approach, which seeks to identify improvements that would enable local people to cycle and walk to facilities, families and friends, and to access the new high frequency bus service along the A4. The latter component proactively ties into the B&NES and BCC ambition for liveable neighbourhoods.

Potential infrastructure improvements to support the community connections element could include:

- New cycle and pedestrian crossings
- Upgrades to existing cycle and pedestrian crossings
- New off-road bike tracks
- New on-road bike tracks
- Modal filters

**Status:** Developing

**Delivery timescales:** Medium-term

**Other themes supported:** Better public transport options, Providing for travel by bike and on foot, Creating improved places to live and work.

**Potential scale of carbon impact:** Medium

## 2 A367 (Bath to Somer Valley) and A37 (Bristol to Somer Valley) Corridor Studies

These studies have been identified as high priority investment corridors within the recent BSIP submission. Both projects are currently underway and are in the early stages of development. They seek to improve transport links from Somer Valley into both Bath (along the A367) and Bristol (along the A37), with bus priority at potentially the following key locations:

- Whitchurch
- Farrington Gurney
- Radstock
- Red Lion roundabout
- Bear Flat

There is also the opportunity to provide bike infrastructure to connect rural communities in Bath, Bristol as well as rural villages to the main corridors. Relating to this, our ambition it to provide transport hubs and/or Liveable Neighbourhoods in rural areas.

**Status:** Developing

**Delivery timescales:** Medium-term

**Other themes supported:** Better public transport options, Providing for travel by bike and on foot, Creating improved places to live and work.

**Potential scale of carbon impact:** Medium



## 3 A4 Bath to East Access Improvements Programme

There is a longstanding and increasing need to reduce private car trips into Bath including from the east. This ambition is recognised through this corridor programme, which is included in the B&NES Local Plan and Joint Local Transport Plan 4 (JLTP4) and developed in partnership with the West of England Combined Authority.

The programme seeks to provide the foundation for a number of multi-modal improvements that would provide realistic travel options in terms of access to Bath from the East. In the past, we have assessed the option of park and ride to the east but were unable to progress it as no suitable site could be identified. Included within this programme is the East of Bath Express scheme, which is discussed below, and improvements for those travelling by bike.

**East of Bath Express Feasibility Study**

The existing X31 bus service, which currently runs between Bath and Chippenham bus stations, experiences long journey times during the peak period (in excess of one hour). The aim of this feasibility study was to understand and assess the potential for a high frequency, direct metrobus style service, providing direct links to Bath and Chippenham with bus priority, and with small transport hubs, accessible by bike, providing car and bike parking along the corridor.

The East of Bath Express was included as a scheme within the BSIP discussed previously in this report. The feasibility study is due to conclude shortly, and if demonstrates that the scheme is feasible, will be continued as part of the BSIP.

**Status:** Developing

**Delivery timescales:** Medium-term

**Other themes supported:** Better public transport options, Providing for travel by bike and on foot, Creating improved places to live and work.

**Potential scale of carbon impact:** Medium

## 4 Inter-urban sustainable transport links

This would build on the A4, A37 and A367 corridor studies by going one step further in terms of improving connectivity between our main settlements. Our district is predominantly rural and while the majority of the population live in Bath, there is a significant proportion of our population living across the rural areas and so we need to provide sustainable connectivity to these communities.

The project will identify, review, develop and assess proposals to potentially link:

- Midsomer Norton to Keynsham
- Chew Valley to Somer Valley to Peasedown St John

As included within the BSIP project in Our Current Projects, there is an ambition to provide more demand-responsive and ‘socially necessary’ transport including provision in low-density areas in the form of Demand-Responsive Transport, community transport and commercial services.

**Status:** Future

**Delivery timescales:** Long-term

**Other themes supported:** Providing for travel by bike and on foot, Creating improved places to live and work, Better public transport options.

**Potential scale of carbon impact:** Medium





## 5 Rural connectivity

We recognise that a significant proportion of traffic into Bath is generated from the surrounding rural areas. We will provide an affordable and realistic alternative to the car for people living or working in these areas. We will consider the following journeys:

- From the north along the A46, the A431 to Kelston and Lansdown Road
- From the south along the A367, A36 and B3110
- From the west along the A39 and A4; taking account of the other projects along the latter corridor

The primary aim would be to improve bus services along these radial corridors, linking them into the city centre or multi-modal interchange sites so that they become a viable alternative to the car. This aligns with the ambition of both B&NES and the Combined Authority as set out in the BSIP, the Combined Authority's Bus Strategy as well as the national guidance included Bus Back Better, the Governments Bus Strategy. This will be a step-change in the provision of services to and from these areas in terms of service directness, frequency and cost.

Our intention is to take it one step beyond that by making these improved radials routes more accessible through:

- Improving facilities to allow access to the corridors on foot and by bike.
- Delivery of rural mobility hubs that improve connectivity between modes, and could include working hubs to reduce the need to commute into the city itself.
- Demand responsive bus services where villages are too far to walk or bike from to access the radial corridors, in line with the BSIP.
- Electric vehicle car clubs.
- Upgraded bus stops.
- Provision of e-bikes, e-scooters and other modes.

**Status:** Future

**Delivery timescales:** Long-term

**Other themes supported:** Better public transport options, Providing for travel by bike and on foot, Creating improved places to live and work.

**Potential scale of carbon impact:** Medium

## What does this mean for me?

- Express bus routes along the main roads into Bath serving rural communities, market towns and mobility hubs will provide quick journeys into Bath. The facilities provided at the mobility hubs would provide and promote interchange between different modes allowing more people to cycle and walk to fast, direct and convenient bus services into the city.
- Demand responsive bus services would complement the express bus routes and transport hubs by providing for those in smaller communities that are not within walking and cycling distance of transport links.
- Improved links and facilities for bike users to access the existing cycle network would enable trips by bike into Bath and to other key destinations.
- Local work hubs and 20-minute communities will offer the workforce greater flexibility in where they work, reducing the need for commuter journeys into Bath, saving both time and money.

# SUMMARY AND NEXT STEPS

# 05



“ We must listen – and we must act – and we must choose wisely.”

*UN Secretary-General, COP26 Conference 2021*



Combined, the Current and Futures Report and this plan culminate in the Journey to Net Zero: reducing the environmental impact of transport in Bath. It identifies the challenges that the district faces in terms of transport both now and in the future, and also the measures required to overcome these to support the realisation of the Council’s core policy theme *to tackle the climate and ecological emergency*.

This plan collates the projects that the Council is already committed to, as well as those that are in motion and future projects that we may consider and develop in order to meet our aims. The table below summarises the projects contained within this plan, showing where in the three stages of development they are, their timescales for delivery and a high-level rating of the potential cost and carbon impacts of them.

Journey to Net Zero Summary

Project	Level of commitment			Themes supported						Delivery timescale				For developing and future projects	
	Current	Developing	Future	Better Public Transport Options	Providing for travel by bike and on foot	Creating improved places to live and work	Cleaner, greener school travel	Supporting future mobility	Connecting Bath to rural communities and market towns	Implemented	Short term	Medium term	Long term	Carbon impact (low, medium or high)	Cost scale (1 = lower, 5 = very high)
Development of the BSIP	✓			✓					✓			✓			
MetroWest Phase 1	✓			✓					✓		✓				
10 Year Rail Delivery Plan	✓			✓	✓							✓			
Delivery of the LCWIP	✓				✓	✓						✓			
Bath Quays Bridge	✓				✓	✓					✓				
Loan bike scheme	✓				✓	✓				✓					
Bath Clean Air Zone	✓					✓		✓		✓					
Local Plan	✓			✓	✓	✓	✓	✓	✓		✓				
Liveable Neighbourhoods	✓			✓	✓	✓	✓	✓			✓				



Project

Bath City Centre Security Project
Bath High Street Renewal Programme
Freight consolidation, e-cargo bike and last mile delivery support
M4 to Dorset Coast Connectivity Study
School travel plans
Providing support and guidance to schools to promote sustainable transport
Voi e-scooter trial
Go Ultra Low West
Upgrading of Bath’s park and rides to multi-modal interchanges

Level of commitment			Themes supported						Delivery timescale				For developing and future projects	
Current	Developing	Future	Better Public Transport Options	Providing for travel by bike and on foot	Creating improved places to live and work	Cleaner, greener school travel	Supporting future mobility	Connecting Bath to rural communities and market towns	Implemented	Short term	Medium term	Long term	Carbon impact (low, medium or high)	Cost scale (1 = lower, 5 = very high)
✓				✓	✓					✓				
✓				✓	✓						✓			
✓				✓	✓		✓		✓					
✓			✓		✓			✓		✓				
✓				✓		✓			✓					
✓				✓		✓			✓					
✓			✓				✓		✓					
✓				✓			✓		✓					
	✓		✓	✓	✓						✓			

Project

Bus shelter and stop improvements
West of England Mass Transit
Bath Mass Transit
Active Travel Fund Tranche 2
Bath River Line
Promotion and investment in travel by Bike
Improvements to the pedestrian experience
Improvements to disabled access
Innovative parking provision

Level of commitment			Themes supported						Delivery timescale				For developing and future projects	
Current	Developing	Future	Better Public Transport Options	Providing for travel by bike and on foot	Creating improved places to live and work	Cleaner, greener school travel	Supporting future mobility	Connecting Bath to rural communities and market towns	Implemented	Short term	Medium term	Long term	Carbon impact (low, medium or high)	Cost scale (1 = lower, 5 = very high)
	✓		✓					✓			✓		Medium	2
	✓		✓	✓				✓				✓	High	5
		✓	✓		✓							✓	High	5
	✓			✓	✓					✓			Low	2
	✓			✓	✓						✓		Low	3
		✓		✓				✓			✓		Medium	4
		✓		✓	✓						✓		Medium	2
		✓		✓	✓						✓		Medium	2
	✓				✓		✓				✓		Medium	2-3

Project

Sustainable transport and public realm improvements package
Bath Top of Town Transport and Movement Study
Milsom Quarter Masterplan
Traffic circulation map
City Centre Liveable Neighbourhood
Liveable Neighbourhoods - Next Generation
Bath Clean Air Zone and Air Quality Management Area Reviews
Vehicle ownership
Demand management

Level of commitment			Themes supported						Delivery timescale				For developing and future projects	
Current	Developing	Future	Better Public Transport Options	Providing for travel by bike and on foot	Creating improved places to live and work	Cleaner, greener school travel	Supporting future mobility	Connecting Bath to rural communities and market towns	Implemented	Short term	Medium term	Long term	Carbon impact (low, medium or high)	Cost scale (1 = lower, 5 = very high)
	✓		✓	✓	✓						✓		Low	2-3
	✓		✓	✓	✓							✓	High	3
	✓			✓	✓							✓	Medium	2
		✓	✓	✓	✓	✓	✓		✓				Low	1
		✓	✓	✓	✓							✓	Medium - High	2
		✓	✓	✓	✓	✓	✓					✓	Medium	2
		✓			✓		✓				✓		Medium	1
	✓				✓		✓				✓		Medium	2-3
		✓			✓			✓				✓	High	2-3



Project

Coach Strategy
Rail Freight Distribution Site
Road Freight Package
Independent travel to school
West of England Future Transport Zone Trial and Delivery
A4 (Bristol to Bath) Strategic Corridor Programme
A4 Bath to East Access Improvements Programme
A367 (Bath to Somer Valley) and A37 (Bristol to Somer Valley) Corridor Studies
Inter-urban sustainable transport links
Rural connectivity

Level of commitment			Themes supported						Delivery timescale				For developing and future projects	
Current	Developing	Future	Better Public Transport Options	Providing for travel by bike and on foot	Creating improved places to live and work	Cleaner, greener school travel	Supporting future mobility	Connecting Bath to rural communities and market towns	Implemented	Short term	Medium term	Long term	Carbon impact (low, medium or high)	Cost scale (1 = lower, 5 = very high)
		✓			✓						✓		Low	2
		✓			✓		✓					✓	Medium	3
		✓			✓		✓				✓		Medium	3
		✓	✓	✓		✓					✓		Low	2
	✓		✓	✓			✓			✓			High	3
	✓		✓	✓	✓			✓			✓		Medium	4
	✓		✓	✓	✓			✓			✓		Medium	2
	✓		✓	✓	✓			✓			✓		Medium	2
		✓	✓	✓	✓			✓				✓	Medium	3
		✓	✓	✓	✓			✓				✓	Medium	2-3

## NEXT STEPS

**The Journey to Net Zero** provides an overarching, holistic plan, setting out our portfolio of existing transport projects and providing the foundation to begin developing future initiatives in more detail. The timescales for delivering on our climate emergency declaration are short, this means we need to continue to deliver projects at pace to support this target. However, it is not as simple as ‘just go and build it’, to unlock the funding required we need to do detailed technical work, consultation and community engagement and develop business cases to ensure the projects deliver the right outcomes and can be delivered within the resources available.

The committed projects and those in motion are already being developed by B&NES and are at various stages of the project development lifecycle as detailed in this Plan. You may have already been asked your views on some of these projects, or you may be asked in the near future. Working alongside the West of England Combined Authority, we will continue to pursue the developing and future projects.

Where the developing projects demonstrate they are feasible and have the appropriate outcomes to meet our objectives we will seek to deliver them. The future projects are earlier in this lifecycle, and require more detailed consideration of their scope and feasibility within the B&NES area. **As part of this further development, we will ask for your views to understand what you would like to see, and what would encourage you to travel more sustainably.**

We will continue to, or begin to, develop business cases that will seek to secure the funding necessary to start the delivery of these projects. The Journey to Net Zero is primarily focused on the City of Bath given its unique transport challenges, but also recognises the importance of the travel corridors between the city and the wider district. Going forwards, we

will produce a summary of this Plan outlining what the measures identified will mean for those living in the wider area.

We will continue to monitor our progress against our target to reach carbon neutrality by 2030, and as projects become clearer will undertake a more detailed, quantified assessment of their likely impacts on modal shift and carbon.

### How will we fund these projects?

Funding for the projects will need to come from a variety of sources, some of which we have an understanding of now and others will emerge over time.

In the 2021 Spending Review a City Region Sustainable Transport Settlement of £540m was made to the West of England to be spent on sustainable travel between 2022 and 2027. Following this the Combined Authority submitted a business case to the Department for Transport setting out which schemes would be funded. Of the total allocation, £129m has been allocated to the B&NES area matched by over £17m in local contribution. This funding will be used to develop and deliver a number of the projects identified in this plan.

The Settlement Fund will be used to fund some of the measures identified within the BSIP, and included in this plan. In April 2022 it was announced that the West of England Combined Authority and North Somerset Council had been awarded £105m through the BSIP.

As well as funding from central Government, we will seek to ring-fence revenue generated through projects to fund further transport schemes.

The funding landscape is constantly evolving, we will continue to track announcements of new funding opportunities from Central Government for which we are eligible.









Bath and North East Somerset Council

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# CONSULTATION REPORT

Bath Transport Delivery Action Plan





Bath and North East Somerset Council

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## **CONSULTATION REPORT**

Bath Transport Delivery Action Plan

**TYPE OF DOCUMENT (VERSION) CONFIDENTIAL**

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# 1 INTRODUCTION

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## 1.1 BACKGROUND

- 1.1.1. In November 2014, Bath and North East Somerset Council (B&NES) approved the Getting Around Bath Transport Strategy. This Strategy set out the vision and objectives for transport in the region, including specific modal shift targets for walking, cycling, bus and rail travel to 2020. In March 2019, the West of England Combined Authority (WECA) and B&NES declared climate emergencies, and set a target to be carbon neutral by 2030. Transport currently accounts for 29% of carbon emissions in the B&NES area, therefore, to reach the climate emergency target, a 25% reduction in vehicle kilometres per person per year has been identified, resulting in a 7% decrease in the number of car journeys in the region<sup>1</sup>. The vision and objectives from the Transport Strategy have been updated to reflect the importance of the climate emergency declaration:

### **Vision**

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

### **Objectives**

- Supporting and enabling economic growth, competitiveness and jobs
- Improving air quality and health, reducing vehicle carbon emissions to achieve carbon neutrality by 2030
- Promoting sustainable mobility
- Widening travel choice
- Widening access to opportunities: jobs/learning/training
- Safeguarding and enhancing the unique historic environment and World Heritage Site status
- Improving quality of life in the city

- 1.1.2. The Transport Delivery Action Plan (TDAP) for Bath will build on the 2014 Transport Strategy and set a route map to carbon neutrality by 2030 to support the delivery of the above vision and objectives. The TDAP will set out a plan to help tackle some of the biggest challenges faced as a society: improving air quality, combatting climate change, improving health and wellbeing, addressing inequalities and tackling congestion. The development of the Plan provides an opportunity to help create places we want to live and work; with better connected, healthier and more sustainable communities. It will place people at its core and help deliver clean growth, by supporting local businesses, as well as helping ensure prosperity can spread.

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<sup>1</sup> Climate Emergency Outline Plan (2019), Bath and North East Somerset Council

- 1.1.3. Work has already been undertaken to establish the foundations of the TDAP. In April 2020, the *Transport Delivery Action Plan for Bath Current and Future Report* was published by B&NES<sup>2</sup>, setting out the current and future situation for transport in Bath and surrounds, and the need for intervention. This report identified that 75% of people driving to work in Bath do so from outside the city boundary, with the majority of these people coming from elsewhere in B&NES. This highlights the necessity for the TDAP to consider travel to / from Bath, as well as within the city itself. In August 2020, stakeholder workshops were held to gain insight into the opportunities and challenges for transport in the area from a range of perspectives.
- 1.1.4. In early 2021, B&NES carried out the first of two public consultations related to the TDAP. This Report sets out the outcomes of this first consultation. The report is structured in line with the transport themes consulted on.

## **1.2 THE OBJECTIVES OF THE CONSULTATION**

- 1.2.1. The objectives of the first consultation were to:
- Gain a comprehensive understanding of residents' priorities for their transport system, understanding what is important to them and what improvements they would like to see
  - Generate wide-scale feedback representative of the full population
- 1.2.2. The consultation provided the opportunity for local people, businesses, and organisations to have their say on how the Council shapes the future transport system into and around Bath for the next 10 years. The consultation focussed on understanding the priorities of residents of the B&NES area in terms of high-level transport themes and more detailed concepts. The responses to the consultation will feed into the development of options and inform the route map set out in the TDAP.

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<sup>2</sup> <https://beta.bathnes.gov.uk/sites/default/files/Bath%20Report%20Aug%202020%20-%20Final%20edited.pdf>

## 2 CONSULTATION APPROACH

---

### 2.1 INTRODUCTION

2.1.1. The consultation ran over a six week period from 15 January to 1 March 2021, and was undertaken in three forms:

- Online Questionnaire
- Public Webinar
- Interest Specific Webinars

2.1.2. All consultation activities were set against the existing context of the coronavirus pandemic, taking into account the ongoing restrictions in place. Therefore all elements of the consultation were held virtually. This presented challenges with regards to raising awareness of the consultation, with limited opportunities for physical promotion due to closure of facilities and significantly reduced footfall. Therefore the consultation was publicised via regular posts of the Council's social media channels, and press releases. An animation was created for use on social media and the consultation page itself. The social media output was aimed to reach a younger audience, and ensure views were received from a full spectrum of ages.

### 2.2 ONLINE QUESTIONNAIRE

2.2.1. An online questionnaire was hosted on the B&NES website for the duration of the consultation period, with hard copies of the materials made available upon request.

2.2.2. The questionnaire consulted on high level themes each of which included more detailed concepts regarding transport in Bath and the surrounding area.

2.2.3. The online questionnaire asked stakeholders questions related to the following themes:

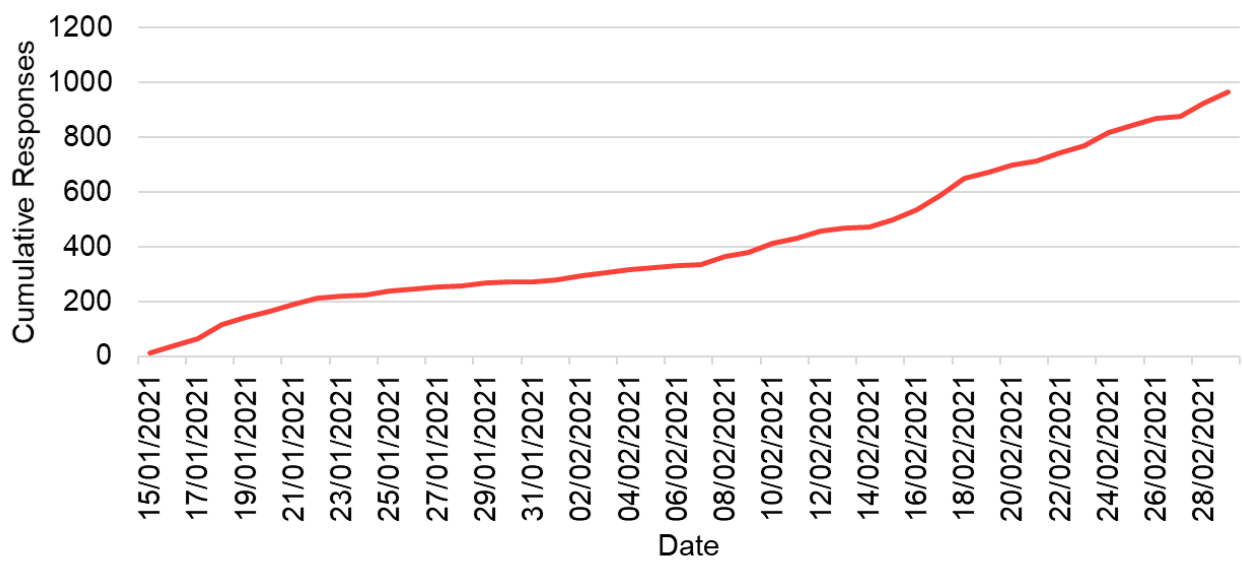
- Better bus services - *create an improved network for quicker and more reliable bus journeys*
- Improving public transport options – *deliver a range of public transport options to improve accessibility for all*
- Supporting cyclists – *delivering safer streets to support a cycle friendly city for all*
- Improving pedestrian and blue badge holder access – *delivering a safer, cleaner and more accessible environment for pedestrians, blue badge holders and students*
- Cleaner, greener school travel – *enabling healthier, safer and greener ways to travel to and from school*
- Fewer heavy goods movements – *separating and consolidating the transport of goods from public spaces*
- Creating improved places to live and work – *creating better connected, healthier and more sustainable communities through the more efficient use of road space and integration of parking*
- Supporting resilient mobility – *considering the broad changes in transport and society, to improve digital and physical connectivity*
- Connecting Bath to rural communities and market towns – *delivering transport hubs on express bus routes to Bath, and providing connections to these hubs*

2.2.4. Initially, respondents were asked to select which of the above themes were most important to them. For each theme respondents were then asked to consider a number of concepts, building in more detail to the theme.



- 2.2.5. The majority of questions generated closed-question answers, asking respondents how important the concepts within each theme were on a 5-point scale from ‘important’ to ‘not important at all’.
- 2.2.6. Over the six week consultation period, there were 967 responses to the online questionnaire. Figure 2-1 below shows the profile of the number of responses received over the consultation period.

**Figure 2-1 - Response Rate**



- 2.2.7. As Figure 2-1 demonstrates, the response rate significantly increased from early February onwards. This increase correlates with the dates of the public and interest specific webinars which raised awareness of the consultation. During the interest specific webinars stakeholders were provided with a pack of promotional materials and were asked to publish the information on social media and other organisational communication channels to further raise awareness.

**DEMOGRAPHIC OF RESPONDENTS**

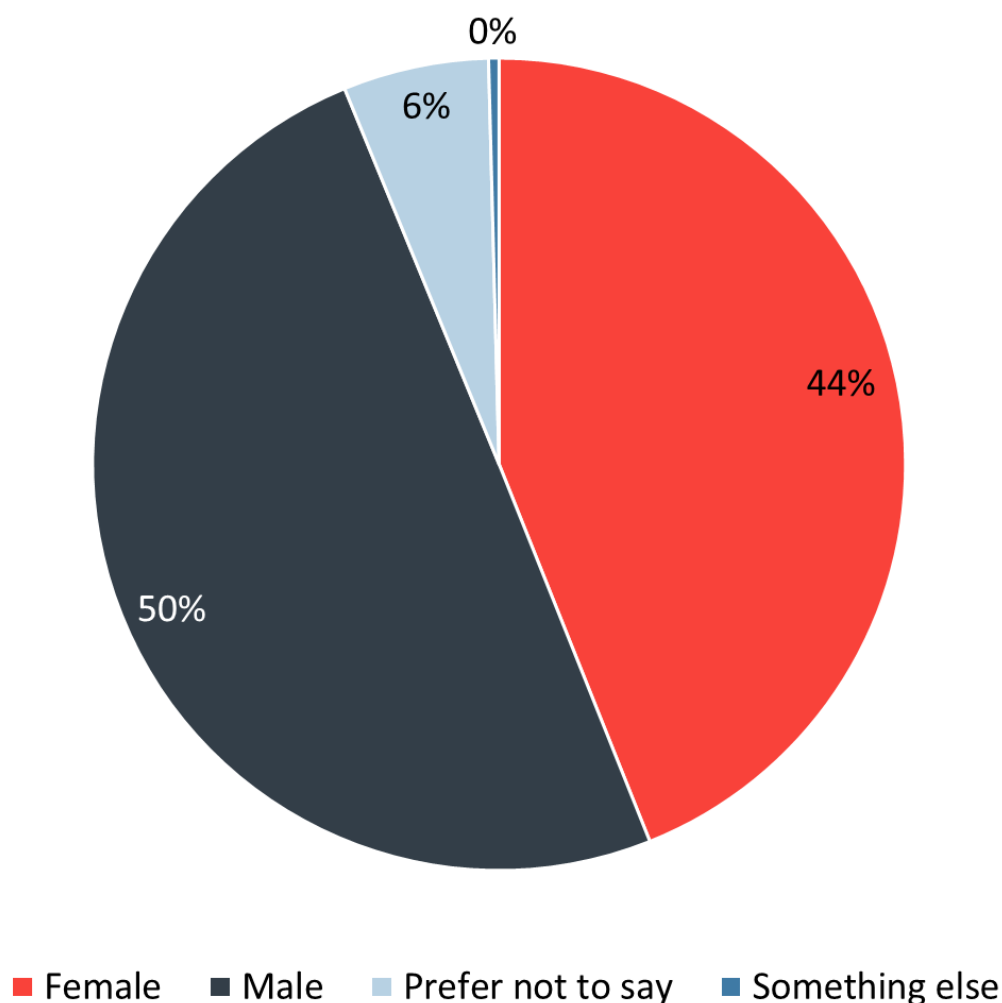
- 2.2.8. The following section outlines the demographics of respondents to the online questionnaire, including the split by gender, disability, age, whether they have dependent children, remit within which they are responding (commuter, resident, etc) and location. Considering the demographic of respondents is important as it identifies whether the responses received are representative of the general population.

**Gender**

- 2.2.9. As shown in Figure 2-2, 44% of respondents were female and 50% were male. 6% of respondents stated they would ‘prefer not to say’. For comparison, the gender split across the population of B&NES is 50% female and 50% male<sup>3</sup>.

<sup>3</sup> 2019 ONS Population Estimates: Local Authority Based on Single Year of Age

**Figure 2-2 – How Would You Describe Your Gender?**



### **Disability**

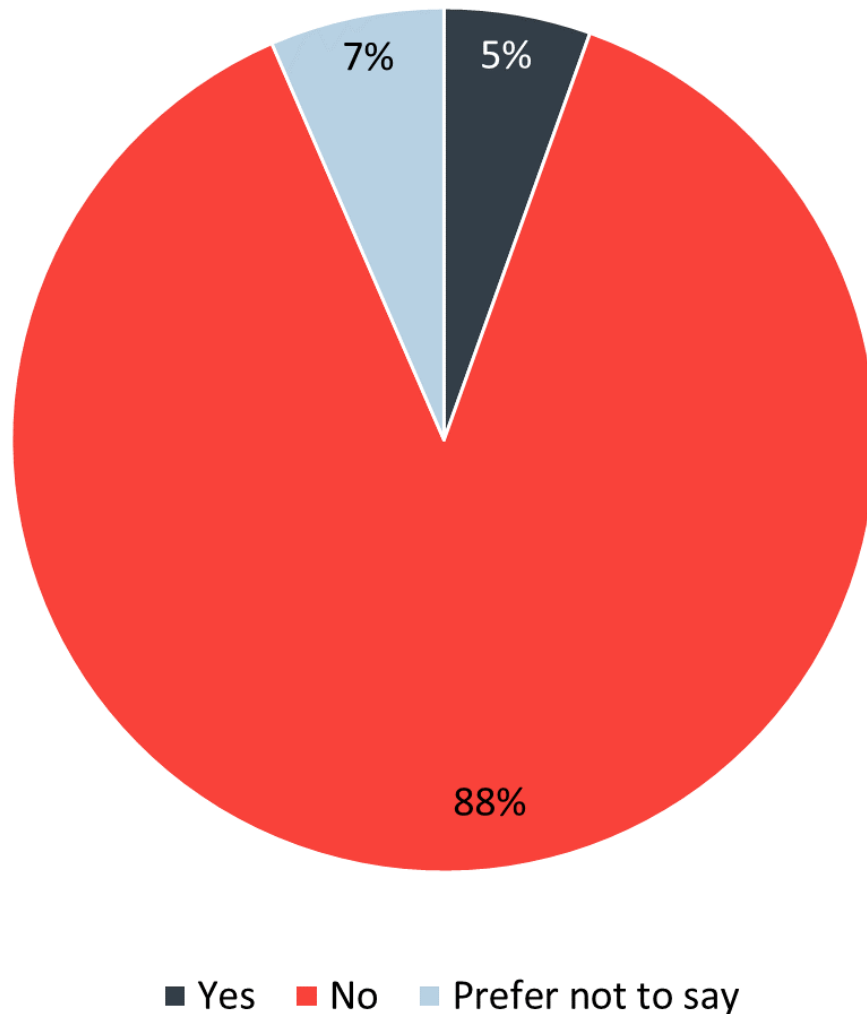
- 2.2.10. As shown in Figure 2-3, the majority of respondents (88%) did not consider themselves to have a disability. 7% preferred not to say, and 5% of respondents considered themselves to have a disability. For comparison, across the B&NES region, 7% of the population considered themselves to have a disability or long-term health problem that impacted day-to-day activities a lot, and an additional 9% that impacted day-to-day activities a little<sup>4</sup>.

As part of the online questionnaire, more detailed responses were sought from Blue Badge holders to understand their views on how to create a more accessible environment in Bath. The consideration of measures to restrict car travel / access and reallocate road space is likely to have a greater impact on Blue Badge holders, hence this targeted approach. There were 66 (7%) responses to this question. A summary of the detailed responses to this question are provided within the *Improve Pedestrian and Blue Badge Holder Access* section of this Report. In addition the online questionnaire responses for those who considered themselves to have a disability have been analysed separately, and are presented in Appendix A.

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<sup>4</sup> 2011 ONS Population Estimates: Long-Term Health Problems or Disability

**Figure 2-3 - Do You Consider Yourself To Have A Disability**



### **Age**

- 2.2.11. The majority of respondents to the online questionnaire were over 55 years of age, accounting for 45% of respondents. In comparison to the general population, 30% of the population of B&NES are aged over 55 years<sup>5</sup>.
- 2.2.12. The proportion of respondents aged 35 to 44 years and 45 to 54 years was 17% and 19% respectively, compared to 10% and 13% across the B&NES area<sup>6</sup>. 13% of respondents were aged below 35 years, this is considerably lower than the proportion of the general population within this age range which is 47% (or 31% if you exclude those under 16-years old)<sup>7</sup>. Despite efforts to ensure responses were gained from across all age groups this suggests that those under 35 years of age are underrepresented within the consultation, an area that will need to be addressed with future consultations.

<sup>5</sup> 2019 ONS Population Estimates: Local Authority Based by Five-Year Age Range

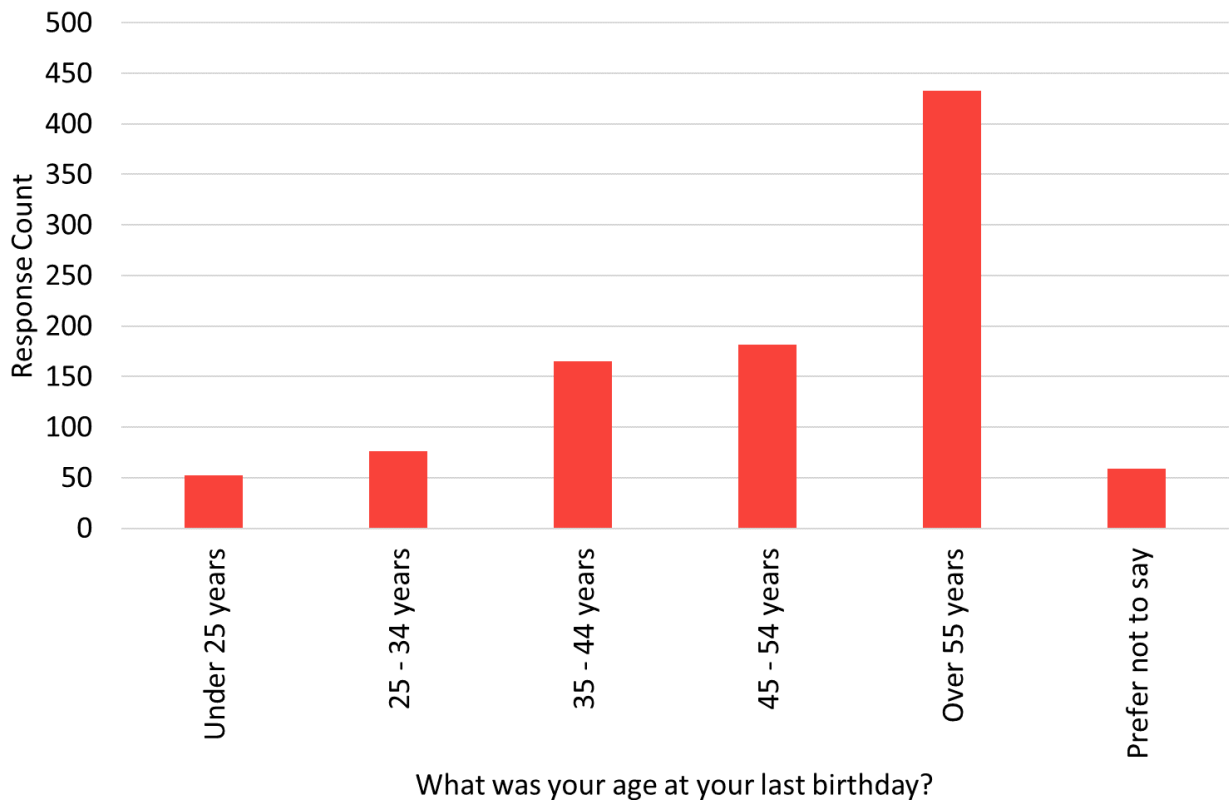
<sup>6</sup> 2019 ONS Population Estimates: Local Authority Based by Five-Year Age Range

<sup>7</sup> 2019 ONS Population Estimates: Local Authority Based by Five-Year Age Range



2.2.13. Figure 2-4 below shows the split of respondents by age category.

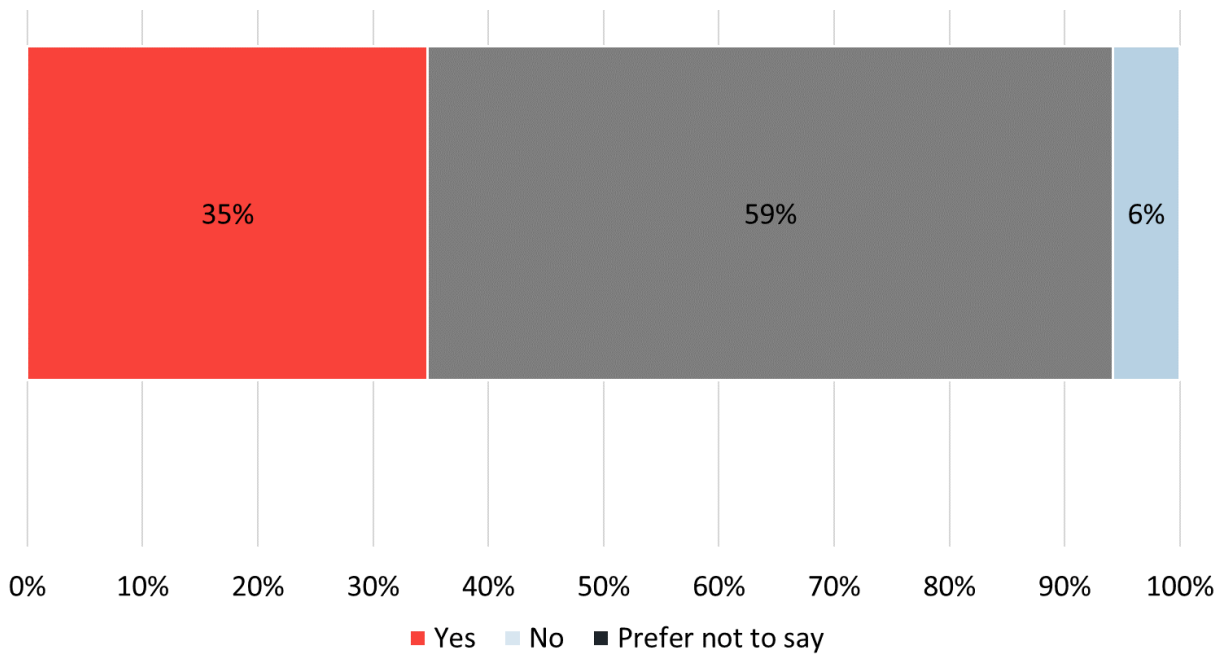
Figure 2-4 - What Was Your Age At Your Last Birthday?



Dependent Children

2.2.14. As part of the questionnaire respondents were asked whether they had any dependent children. 35% of respondents answered yes, 59% answered no and the remaining participants preferred not to say. Figure 2-5 shows this split.

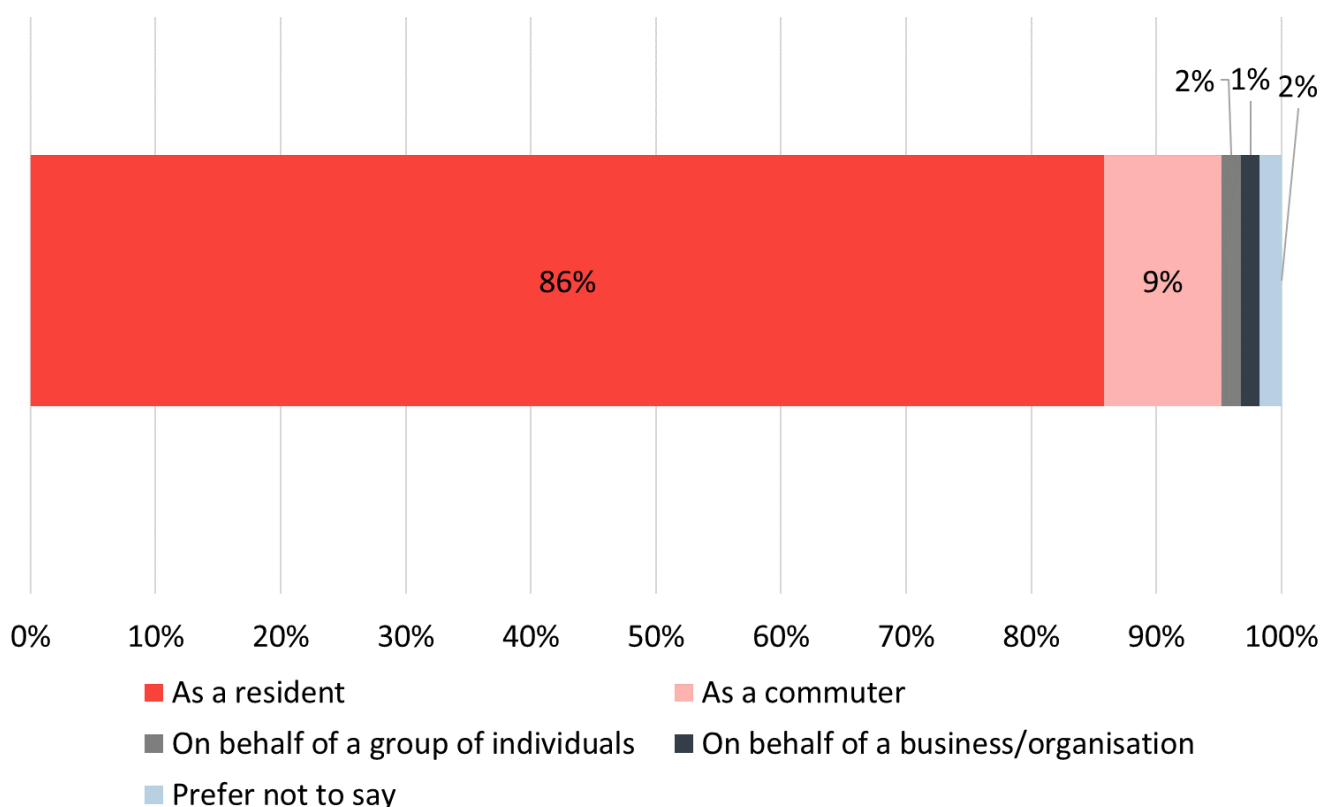
Figure 2-5 - Do You Have Any Dependent Children?



## Respondents Relation to Bath as a Place

- 2.2.15. Respondents were asked in what remit they were responding to this consultation, with responses including as a resident, commuter or on behalf of a business or organisation.
- 2.2.16. The majority (86%) of respondents were responding as a resident of the B&NES area, whilst 9% were responding as a commuter (those who work in Bath but do not live in Bath). A small number (3%) of responses were on behalf of a business or organisation or a group of individuals. Although these are a smaller proportion of the responses, they may represent more than one person's views. Figure 2-6 below shows this breakdown.

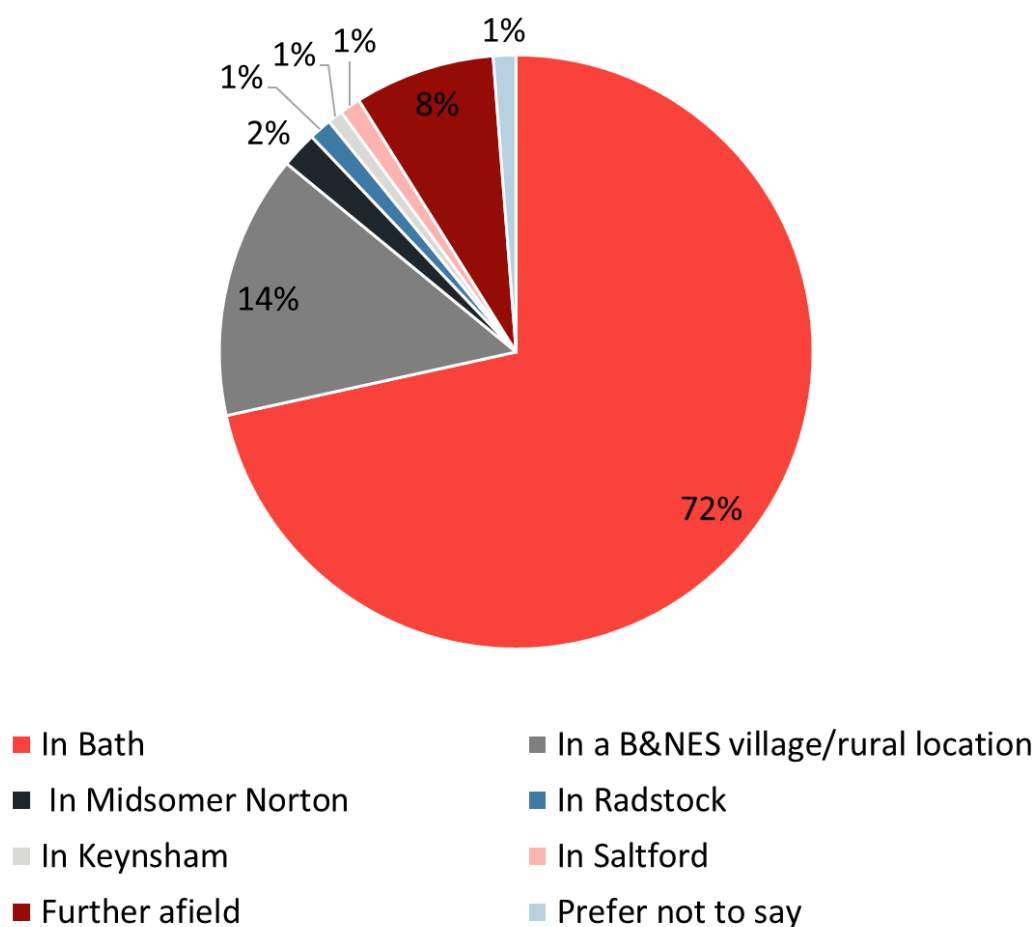
**Figure 2-6 - Which of The Following Options Best Describes How You Are Responding To This Questionnaire?**



## Location

- 2.2.17. Respondents to the online questionnaire were asked in which location they live, or their business is located. The B&NES area was segmented into:
- Bath
  - Midsomer Norton
  - Radstock
  - Keynsham
  - Saltford
  - Village / rural location
- 2.2.18. The majority (72%) of respondents stated that they either live or work in Bath. A further 14% live or work in a B&NES village / rural location, and 5% were located in either Midsomer Norton, Radstock, Keynsham, or Saltford. This highlights the importance of considering transport links to the wider B&NES region. Figure 2-7 below shows the breakdown of respondents by location.

**Figure 2-7 - Where Do You Live (Or Where Is Your Business Located)?**



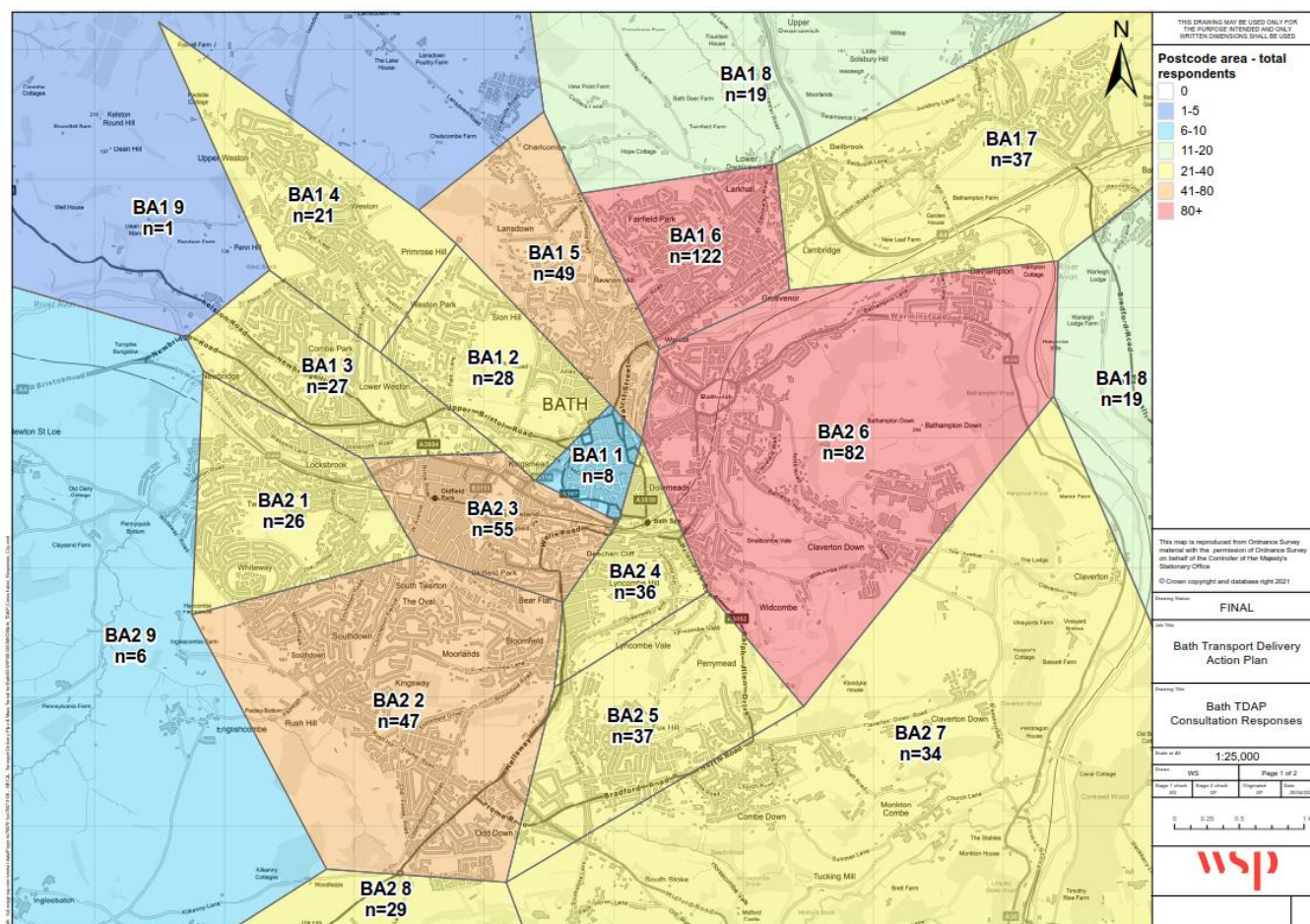
2.2.19. There was also an option to select 'Further Afield' for those respondents who are based away from the B&NES area itself, but for whom transport in the region has an impact. 8% of respondents selected this as their location. Analysis of postcode data provided shows that, for those who provided a postcode, these respondents were from:

- Bristol
- Swindon
- Melksham
- Salisbury
- Oxford
- London
- Surrey

2.2.20. Of the 967 respondents, 610 (63%) provided a postcode that could be mapped (e.g. BA1 5), with an additional 141 respondents providing a higher level postcode (e.g. BA1). Figure 2-8 and Figure 2-9 show the distribution of respondents (where postcodes could be mapped) both within the City of Bath and the wider area. It should be noted that where a postcode ward is not shaded, this does not necessarily reflect that there were no responses within this area, but that the postcode provided could not be mapped.

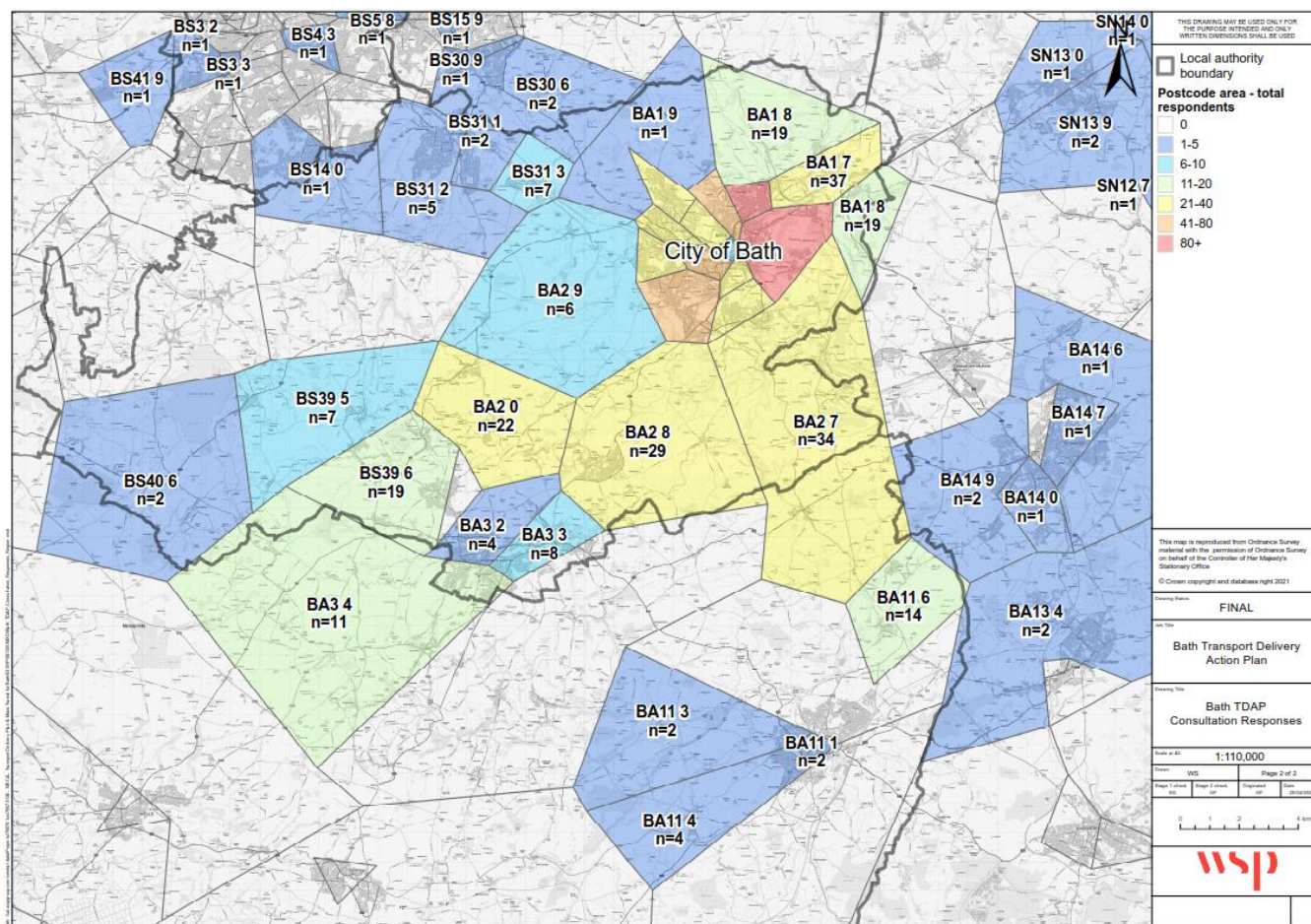


**Figure 2-8 - Location of Respondents (City of Bath)**



- 2.2.21. Within the City of Bath area, the highest number of responses were within the Larkhall / Fairfield Park area, Claverton Down / University of Bath and Oldfield Park. There was a relatively consistent number of responses, between 20-30, across the remaining central Bath postcodes, with a general reduction in the number of responses as the distance increased from the city centre.

**Figure 2-9 - Location of Respondents (wider area)**



2.2.22. Figure 2-9 shows that, of the postcodes that could be mapped, there were high response levels to the south / south west of the central Bath area. The figure shows a number of responses were received from outside the B&NES boundary (shown in black on the map), with some respondents located around Bradford-on-Avon and towards Chippenham.

## 2.3 PUBLIC WEBINAR

2.3.1. As part of the wider consultation exercise a public webinar was held on 01 February 2021, which 77 people registered to attend. The Webinar was publicised on the B&NES Council website, and sought to give information and raise awareness of the online questionnaire. The webinar detailed the background to the TDAP, provided an overview of the structure of the online questionnaire, including the themes and concepts and allowed attendees to ask questions about transport in and around Bath. Appendix B includes the presentation used at the Public Webinar.

2.3.2. The Webinar was recorded and subsequently posted on the Council's YouTube channel<sup>8</sup>. Since posting, the Webinar has been viewed by 198 people. A number of questions by attendees were raised during the Webinar, these and the Council's responses to them are included in Appendix C.

<sup>8</sup> [https://www.youtube.com/watch?v=u30\\_FVnmono](https://www.youtube.com/watch?v=u30_FVnmono)

## **2.4 INTEREST SPECIFIC WEBINARS**

2.4.1. Nine webinars were held during the six week consultation period with a number of interest specific groups. The key stakeholder audiences were considered, and grouped as:

- Local groups / representatives
- Business groups and local businesses
- Hospitals, Colleges and Universities
- Transport groups
- Schools
- Environmental groups
- Youth and seldom heard community groups
- Parish Councils
- B&NES Cabinet Members and Bath Members

2.4.2. The objective of these webinars was to engage with key stakeholders early in the development of the TDAP to ensure they are part of the journey, and also to raise awareness of the consultation. As part of the webinars, attendees were provided with a Stakeholder Pack of materials to promote the consultation within their organisations and communities.

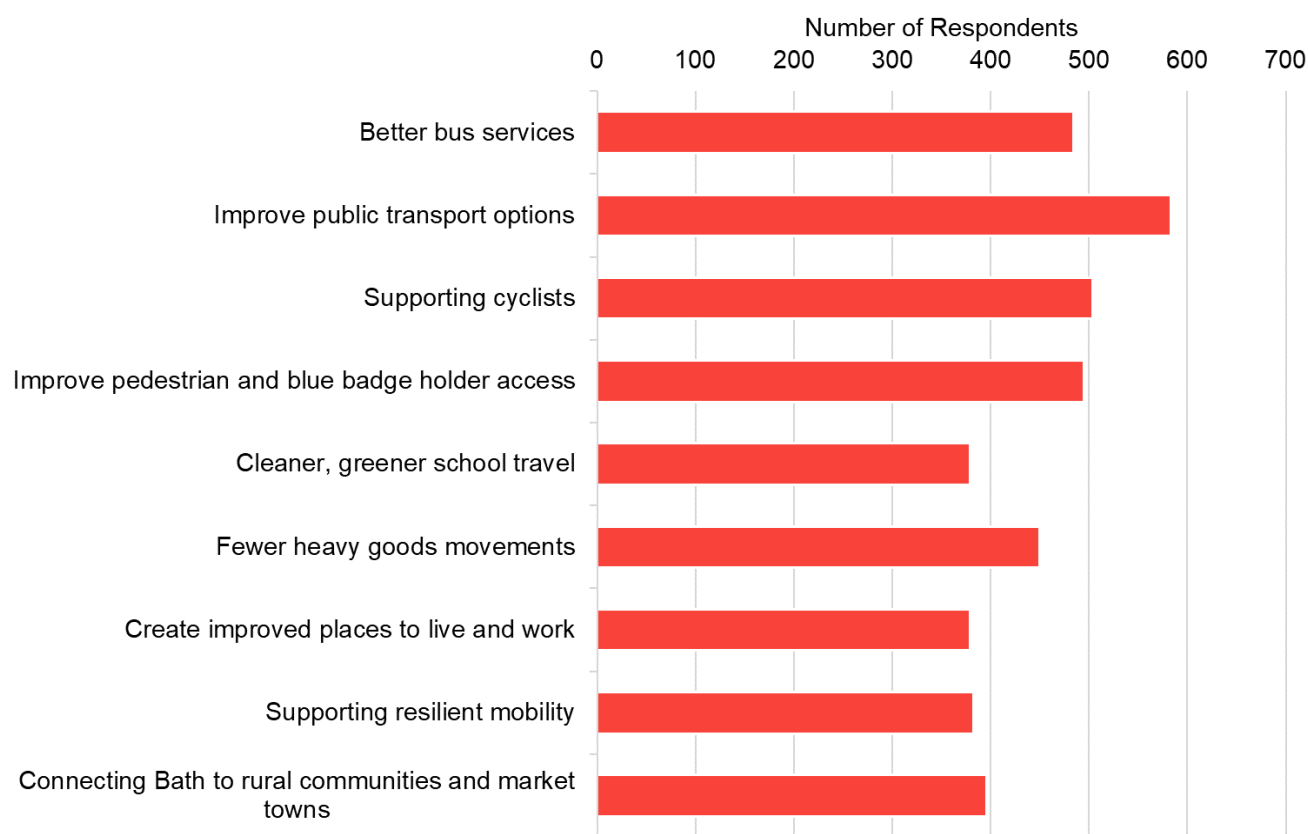


### 3 CONSULTATION OUTCOMES

#### 3.1 INTRODUCTION

- 3.1.1. As part of the online questionnaire, respondents were asked to select which transport themes were most important to them. Respondents were able to choose any number of the nine themes. On average, each respondent selected four transport themes which were of most importance to them.
- 3.1.2. Figure 3-1 below shows how many times each of the themes were selected as being important by respondents.

**Figure 3-1 - Which of These Transport Themes Are Most Important To You?**



- 3.1.3. The most common theme to be selected as most important to respondents was Improve public transport options which was selected almost 600 times across the 967 responses (60%). Better bus services, supporting cyclists, improving pedestrian and blue badge access and fewer heavy goods movements scored similarly with between 400 and 500 selections. The remaining themes, including school travel, resilient mobility and connecting Bath to rural communities and market towns were selected between 300 and 400 times.
- 3.1.4. As part of the consultation, participants were asked to provide any further comments related to the topics raised within the questionnaire. The word cloud shown in Figure 3-2 below summarises the most commonly used words / phrases within these comments, where the size of the word / phrase correlates to the number of times it appeared within the responses.
- 3.1.5. It is important to note that the word cloud shows commonly used words / phrases, it does not show whether responses were positive or negative in relation to the topic.

### Figure 3-2 - Online Questionnaire Responses Word Cloud

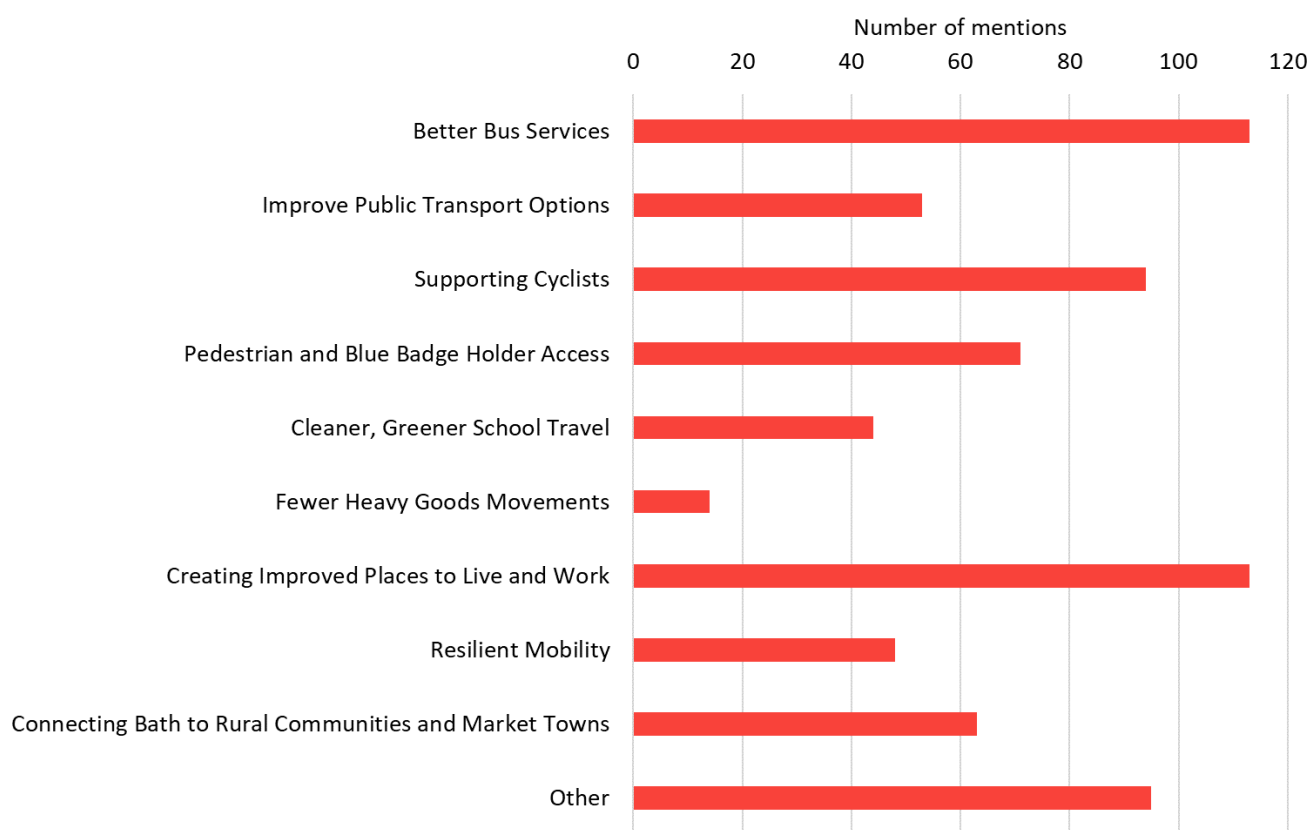


3.1.6. The most common topics raised include:

- Car
- Bus
- City
- People
- Cycle / cycling
- Traffic
- Road
- Vehicle
- Public transport

3.1.1.7. Responses to the open text question within the consultation were coded to allow the key points to be identified and summarised. The responses were coded to the nine themes within the online questionnaire and the concepts within them. Figure 3-3 below shows how frequently each of the themes was mentioned within the detailed comments. From the figure it can be seen that the main themes mentioned within the comments included better bus services, creating improved places to live and work, supporting cyclists and other comments not directly aligned to the themes. The theme fewer heavy goods vehicle movements was included the fewest times in response to the open comments, with just 14 mentions.

**Figure 3-3 – Online Questionnaire Detailed Responses**



3.1.8. The remainder of this chapter is structured under the themes of the consultation. Within each section it details the responses to the online consultation and any specific points raised during the public and interest specific webinars.

## 3.2 BETTER BUS SERVICES

*Create an improved network for quicker and more reliable bus journeys*

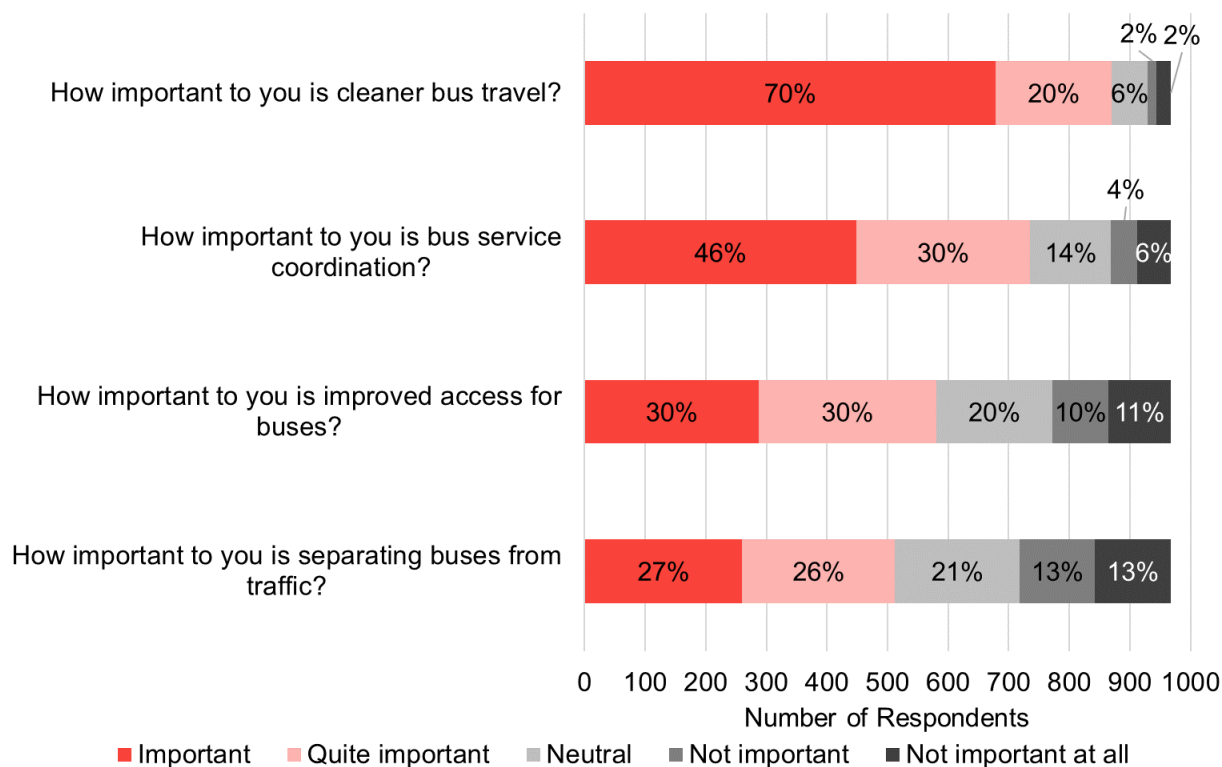
3.2.1. Better bus services were selected to be one of the most important themes by 484 respondents. Within this theme, respondents were then asked how important a number of concepts were to them. The concepts included:

- How important to you is separating buses from traffic?
- How important to you is improved access for buses?
- How important to you is bus service coordination?
- How important to you is cleaner bus travel?

3.2.2. The chart below shows the responses to each of these concepts.



**Figure 3-4 - Better Bus Services Concepts**



- 3.2.3. The most important concept to respondents regarding better bus services was cleaner bus travel, which 70% (678) of respondents scored as important and an additional 20% (192) as quite important. Only 4% (38) of respondents thought this concept was not important or not important at all. This was the most supported concept within the online consultation. The second most supported concept was bus service coordination, with 46% (448) of respondents scoring this as important and 30% (287) regarding it as quite important.
- 3.2.4. Separating buses from traffic was considered to be the least important concept in terms of better bus services, with 53% (512) of respondents considering this to be important or quite important. It was felt to be not important or not important at all by 26% (249) of respondents. Similarly, 60% (580) of respondents scored improved access for buses as either important or quite important. This increased to 67% when considering responses from those in B&NES village / rural locations (50), Midsomer Norton (12) and Radstock (8), suggesting bus access is of increased importance in these areas.
- 3.2.5. Of the open text responses within the online consultation, comments relating to bus services were the most commonly mentioned theme alongside creating improved places to live and work. Within this theme, the majority of comments were linked to improving bus access, followed by cleaner bus travel and bus service coordination. During the public and interest specific webinars, the following points were made in relation to better bus travel:
- The cost of bus travel and consideration of subsidised tickets and daily/weekly tickets
  - The need for improved bus services in Bath and to / from and within surrounding areas
  - The need for improved facilities at Bath Spa rail station and Bath coach station
  - The use of buses for school travel, in particular the issues of reliability and frequency
  - Reducing car usage in the city will be beneficial to buses
  - The need for buses to accommodate bikes
  - Consideration to be given to alternative fuels for buses
  - The need for the Council to take back more control of bus provision

### 3.3 IMPROVE PUBLIC TRANSPORT OPTIONS

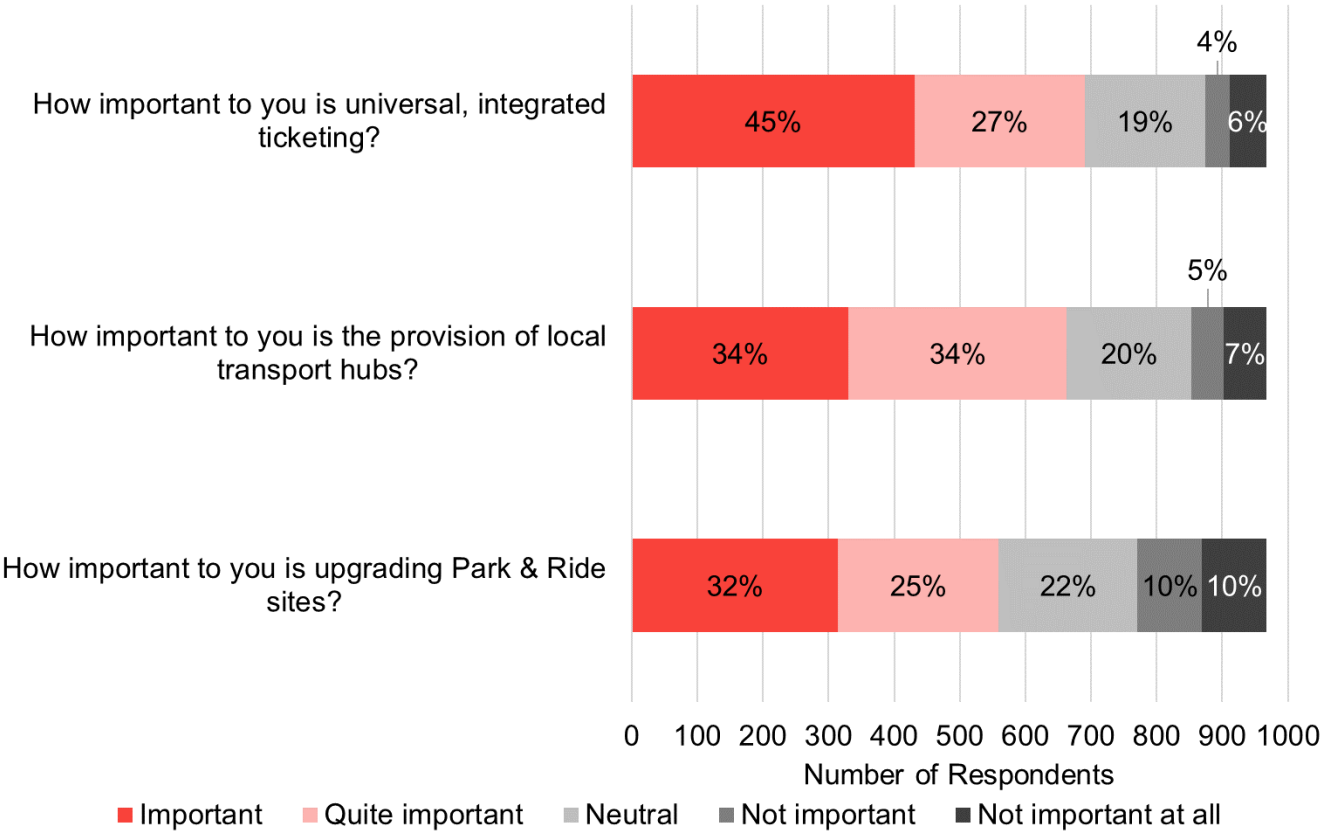
*Deliver a range of public transport options to improve accessibility for all*

3.3.1. Improving public transport options was the most supported theme in the consultation, with 583 respondents selecting this theme as important to them. Within this theme, respondents were then asked how important a number of concepts were to them. The concepts included:

- How important to you is universal, integrated ticketing?
- How important to you is the provision of local transport hubs?
- How important to you is upgrading Park and Ride (P&R) sites?

3.3.2. The chart below show the responses to each of these concepts.

**Figure 3-5 - Improve Public Transport Options Concepts**



3.3.3. Integrated, universal ticketing was considered to be the most important concept amongst respondents in relation to improving public transport options. This was identified as important by 45% (431) of respondents and as quite important by an additional 27% (259). The remaining 10% (93) of respondent didn't feel this is important.

3.3.4. The proportion of respondents who felt provision of local transport hubs and upgrading P&R sites to interchange hubs with more sustainable modes was important was relatively consistent at 34% (330) and 32% (314) respectively.

- 3.3.5. Local transport hubs were scored as quite important by 34% (330) of respondents, compared to 25% (245) for upgraded P&R sites. Finally, 20% (196) of respondents felt that upgrading P&R sites was not important, compared to 12% (114) for provision of local transport hubs. P&R sites and local transport hubs were considered to be more important by respondents located in B&NES village / rural locations, Midsomer Norton and Radstock. For those located in Keynsham, upgrading P&R sites was considered important by 75% (6) of respondents. For the remaining 25% (2) this was considered to be not important or not important at all.
- 3.3.6. Of the open text responses within the online consultation, comments related to improving public transport options were mainly linked to provision of P&R sites and interchange hubs to support multi-modal journeys.
- 3.3.7. During the public and interest specific webinars, the following points were made in relation to improving public transport options:
- Localised improvements need to be considered in addition to larger scale schemes
  - There are existing issues of inclusivity on public transport
  - The cost of public transport deters people from using it
  - Consideration should be given to additional P&R sites

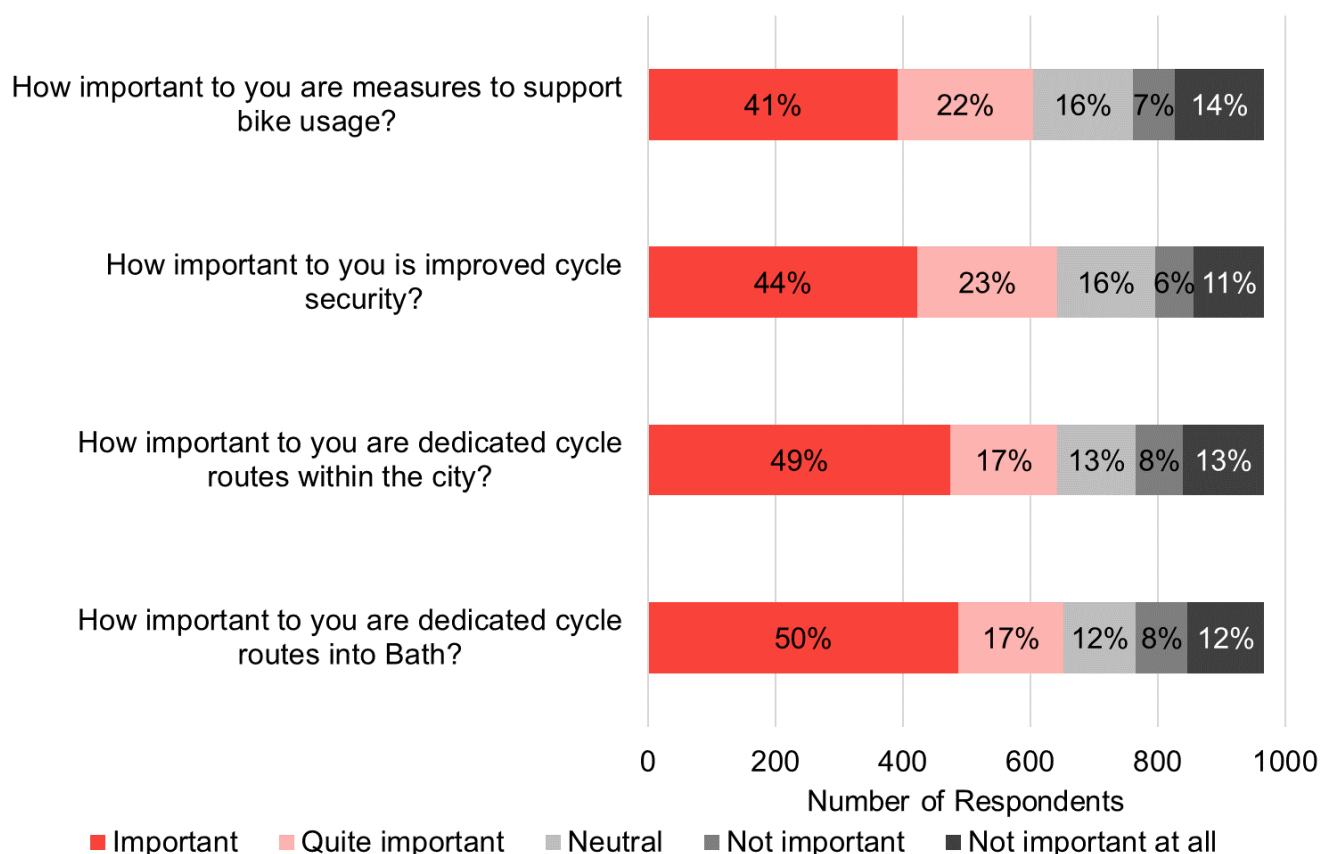
## 3.4 SUPPORTING CYCLISTS

*Delivering safer streets to support a cycle friendly city for all*

- 3.4.1. Supporting cyclists was one of the most supported themes in the consultation, with 504 respondents selecting this theme as important to them. Within this theme, respondents were then asked how important a number of concepts were to them. The concepts included:
- How important to you are dedicated cycle routes into Bath?
  - How important to you are dedicated cycle routes within Bath?
  - How important to you is improved cycle security?
  - How important to you are measures to support bike usage?
- 3.4.2. The chart below show the responses to each of these concepts.



**Figure 3-6 - Supporting Cyclists Concepts**



- 3.4.3. All concepts regarding supporting cyclists were scored highly in terms of importance. For all concepts between 60-70% of respondents considered them to be important or quite important. The most supported concept was dedicated cycle routes into Bath, with 50% (487) of respondents considering this important and an additional 17% (165) scoring this as quite important. This was considered important for respondents located within Bath and also those located in surrounding areas such as Keynsham and Saltford. For respondents from Midsomer Norton and Radstock, this concept was slightly less supported, with 56% (10) and 58% (7) respectively considering it important or quite important. This could be due to the distance and terrain of these locations from central Bath making this journey via cycling less viable.
- 3.4.4. Dedicated cycle routes within Bath were considered to be important or quite important by 66% (642) of respondents. This concept was less supported by respondents located in B&NES village / rural location, Midsomer Norton and Radstock. Of respondents from Midsomer Norton, 39% (7) felt this concept was not important or not at all important.
- 3.4.5. The remaining concepts under this theme were scored similarly by respondents, with 66% (642) considering improved cycle security as important or quite important, and 62% (604) for measures to support bike usage.
- 3.4.6. Of the open text responses within the online consultation, comments related to supporting cyclists were some of the most common, in particular the concept of cycle routes within and into Bath. Supporting cycle usage was also mentioned frequently in comments, with fewer respondents commenting on cycle security.

3.4.7. During the public and interest specific webinars, the following points were made in relation to supporting cyclists:

- There are conflicts between motorised vehicles and cyclists (and pedestrians)
- The terrain within the city impacts on the viability of cycling, consideration should be given to e-bikes
- Individuals with learning or sensual disabilities currently have issues accessing cycling in the city
- A need for traffic-free cycling routes
- More dispersed cycle parking is needed

### 3.5 IMPROVE PEDESTRIAN AND BLUE BADGE HOLDER ACCESS

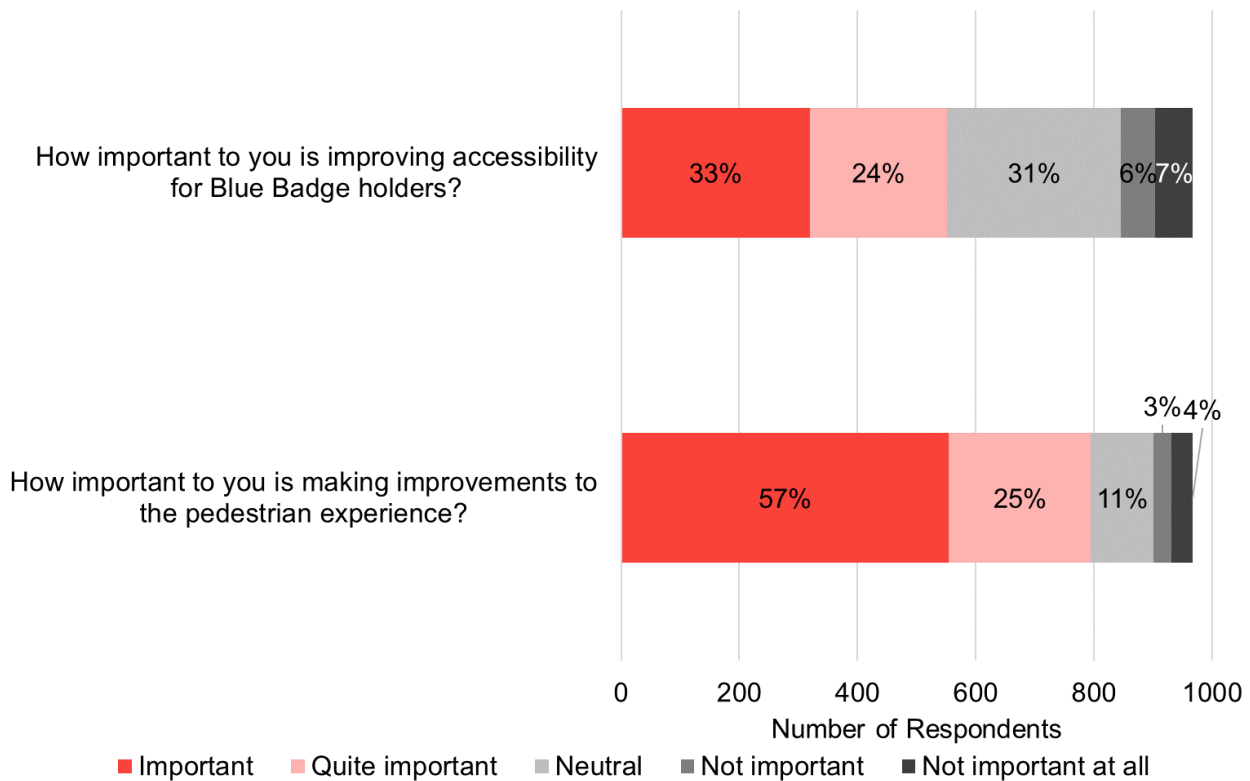
*Delivering a safer, cleaner and more accessible environment for pedestrians, blue badge holders and student*

3.5.1. Improve pedestrian and blue badge holder access was one of the most supported themes in the consultation, with 495 respondents selecting this theme as important to them. Within this theme, respondents were then asked how important a number of concepts were to them. The concepts included:

- How important to you is making improvements to the pedestrian experience?
- How important to you is improving accessibility for blue badge holders?

3.5.2. The chart overleaf show the responses to each of these concepts.

**Figure 3-7 - Improve Pedestrian and Blue Badge Holder Access Concepts**



3.5.3. Improving pedestrian spaces was well supported by all respondents, with 82% (795) saying this was important or quite important and only 7% (67) scoring that this was not important or not important at all.

- 3.5.4. Improving accessibility for Blue Badge holders was considered important for 33% (319) across all respondents, and quite important for 24% (232). This concept was scored neutral by 31% (295) of respondents, and the remaining 13% (121) felt it was not important. When considering the responses of the 5% (52) of participants who considered themselves to have a disability, 62% (32) felt this concept was important and an additional 21% (11) felt it was quite important. Of respondents who considered themselves disabled, 4% (2) felt this was not important at all, and the remaining 13% (7) were neutral in terms of the importance of this concept.
- 3.5.5. Of the open text responses within the online consultation, comments regarding pedestrian and blue badge holder accessibility were largely related to improving the pedestrian experience. Comments included the need to widen pavements, improve evenness, address crossings, pedestrianisation and priority for pedestrians and awareness of walking routes.
- 3.5.6. As part of the online consultation, Blue Badge holders were asked to provide further detailed responses regarding improvements to create a more accessible environment in Bath. The responses received have been grouped, with the most common including:
- 35% of responses suggested more Blue Badge parking is required closer to shops and other destinations, while an additional 6% identified there is a need for more disabled parking outside of shops and 8% supported covered drop off areas for disabled people
  - 26% stated that on street parking / access restrictions result in poor access and parking availability for Blue Badge holders
  - 12% suggested there was a need for improved accessibility including more dropped kerbs, smoother footway surfacing, wider footways and reducing footway obstructions including parked cars
  - 8% of respondents commented on the need for better / cheaper access to / from public transport and taxis for disabled users
  - 5% identified there was a need for free / cheaper disabled parking
- 3.5.7. Appendix A includes analysis of the responses to the online questionnaire for those respondents who considered themselves to have a disability.
- 3.5.8. During the public and interest specific webinars, the following points were made in relation to improving pedestrian and Blue Badge holder access:
- There are conflicts between motorised vehicles and pedestrians (and cyclists)
  - Disabled access should not only focus on cars, but also buses, taxis and trains
  - A need to consider those with unseen disabilities and access for them too, not just Blue Badge holders

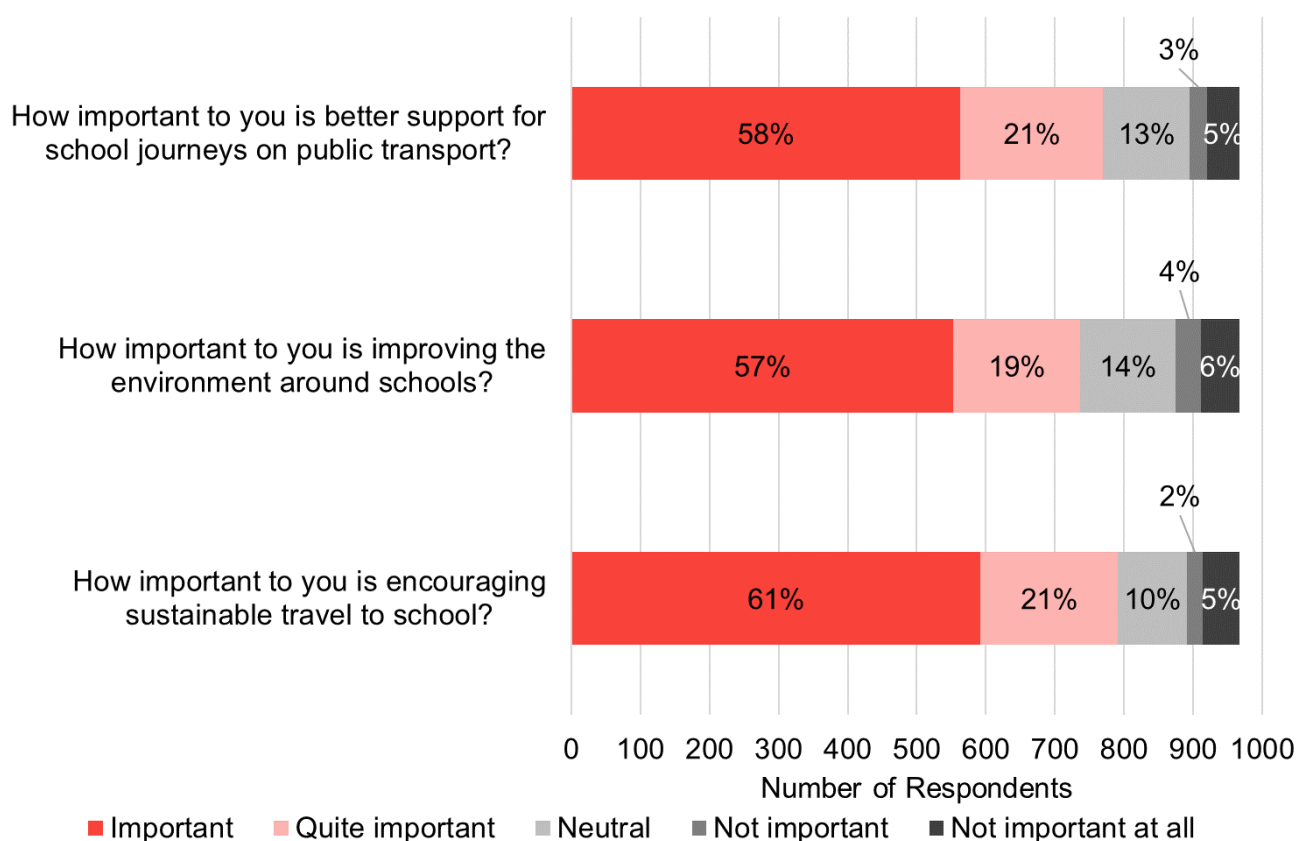
## **3.6 CLEANER, GREENER SCHOOL TRAVEL**

*Enabling healthier, safer and greener ways to travel to and from school*

- 3.6.1. Cleaner, greener school travel was considered one of the most important themes by 379 respondents. Within this theme, respondents were then asked how important a number of concepts were to them. The concepts included:
- How important to you is encouraging sustainable travel to school?
  - How important to you is improving the environment around schools?
  - How important to you is better support for school journeys on public transport?
- 3.6.2. The chart overleaf show the responses to each of these concepts.



**Figure 3-8 - Cleaner, Greener School Travel Concepts**



- 3.6.3. Within this theme, the scoring is relatively consistent across concepts. Approximately 80% of respondents considered each of these concepts to be important or quite important. As 59% (575) of respondents stated they did not have any dependent children this highlights the importance, and impact of, school travel to all network users. There is limited variation in the importance of these concepts by location.
- 3.6.4. Of the open text responses within the online consultation, comments related to cleaner, greener school travel were mainly concerning sustainable travel to school, followed by improving support for school journeys on public transport.
- 3.6.5. During the public and interest specific webinars, the following points were made in relation to cleaner, greener school travel:
- There is a need to educate children on travelling safely, and using active modes safely
  - Consideration should be given to speed limits in the vicinity of schools
  - Staggered start times due to the coronavirus pandemic has made it difficult to use public transport to access schools
  - Car parks in schools that are designed for parents pick-up / drop-off are empty for most of the day, there is the opportunity to provide more vehicle charging points in them
  - Facilities are required to encourage those travelling to schools in close proximity to consider travelling by bike / walking in the first instance, ahead of bus / car
  - School transport should be coordinated more efficiently between different institutions, allowing multiple schools to utilise the same vehicles

### 3.7 FEWER HEAVY GOODS MOVEMENTS

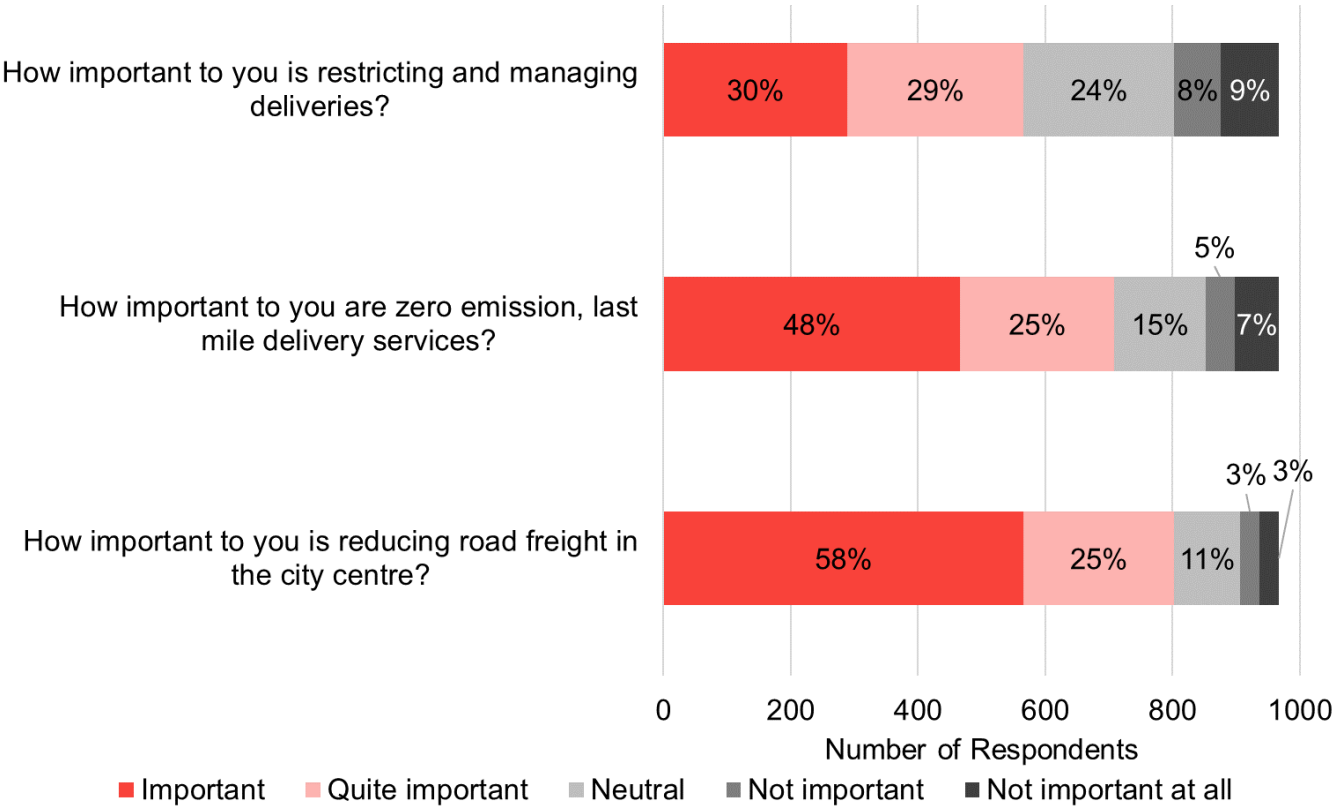
*Separating and consolidating the transport of goods from public spaces*

3.7.1. Fewer heavy goods movements was considered one of the most important themes by 450 respondents. Within this theme, respondents were then asked how important a number of concepts were to them. The concepts included:

- How important to you is reducing road freight in the city centre?
- How important to you are zero emission last mile delivery services?
- How important to you is restricting and managing deliveries?

3.7.2. The chart below show the responses to each of these concepts.

**Figure 3-9 - Fewer Heavy Goods Movements Concepts**



3.7.3. Reducing road freight in the city centre was the most supported concept within this theme, with 58% (565) of respondents seeing this to be important and an additional 25% (237) considering it quite important. This concept was considered less important for respondents located in a B&NES village / rural location, where it is potentially likely to have less day-to-day impact. Similarly, the importance of zero emission last mile delivery services was widely supported with 73% (708) of respondents considering this important or quite important. However this reduced to 59% (82) for those located in rural areas.

3.7.4. The least supported concept within this theme is the importance of restricting and managing deliveries, with 24% (236) of respondents neutral on this concept and 17% (165) considering it not important or not important at all. Given the strong support for reducing road freight in the city centre, this result is surprising.

3.7.5. Of all the themes, there were the least comments in the open text responses to the online questionnaire related to fewer heavy goods movements. Of those comments received, nearly all were concerned with road freight in the city centre.

- 3.7.6. During the public and interest specific webinars, the following points were made in relation to fewer heavy goods movements:
- The impact of the coronavirus pandemic on freight traffic
  - The opportunity for freight vehicles to unload outside of the city
  - Road freight is considered to be the most efficient way of moving goods around
  - The potential for buses to transport freight
  - A need for more drop-off facilities such as Amazon lockers
  - The use of e-cargo bikes for deliveries, although noting the challenging terrain in some areas
  - The issue of stranded assets within the freight industry, where technology changes impact on the useful lifetime of assets

## 3.8 CREATE IMPROVED PLACES TO LIVE AND WORK

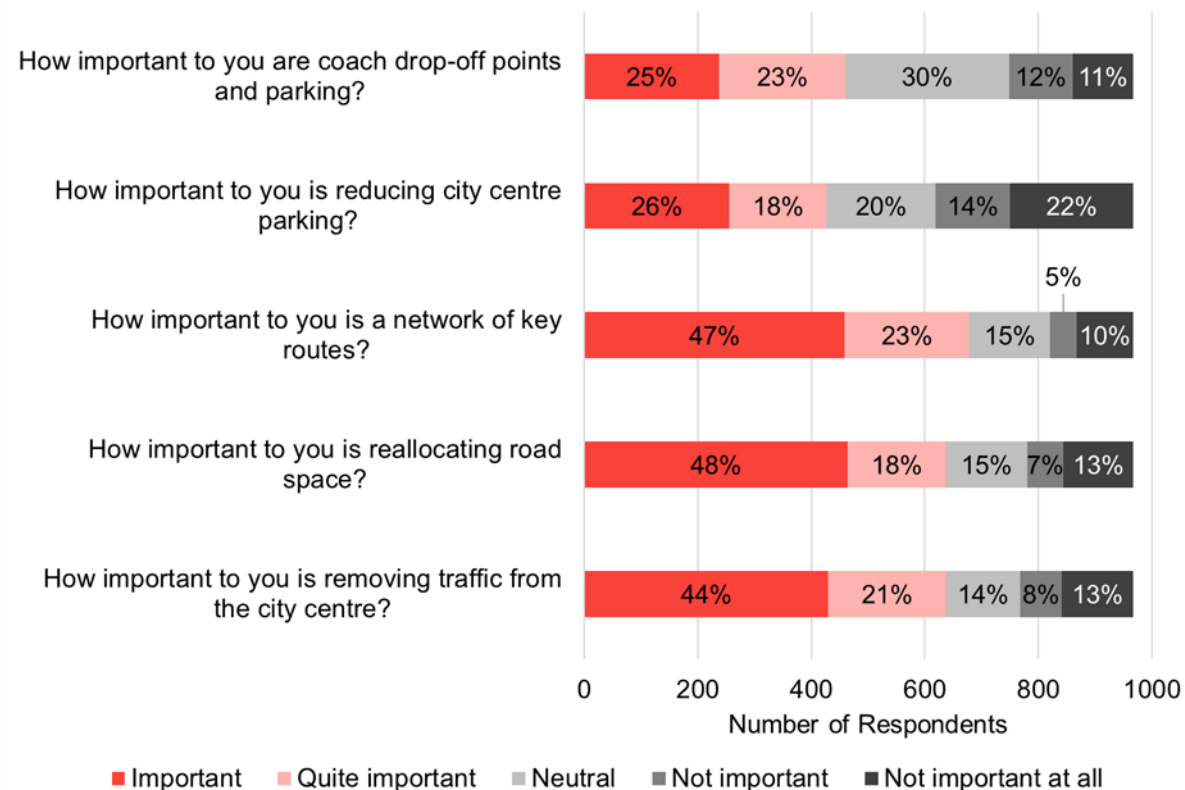
*Creating better connected, healthier and more sustainable communities through the more efficient use of road space and integration of parking*

- 3.8.1. The theme to create improved places to live and work was considered one of the most important by 379 respondents. Within this theme, respondents were then asked how important a number of concepts were to them. The concepts included:

- How important to you is removing traffic from the city centre?
- How important to you is reallocating road space?
- How important to you is a network of key routes?
- How important to you is reducing city centre parking?
- How important to you are coach drop-off points and parking?

- 3.8.2. The chart below show the responses to each of these concepts.

**Figure 3-10 - Create Improved Places to Live and Work Concepts**





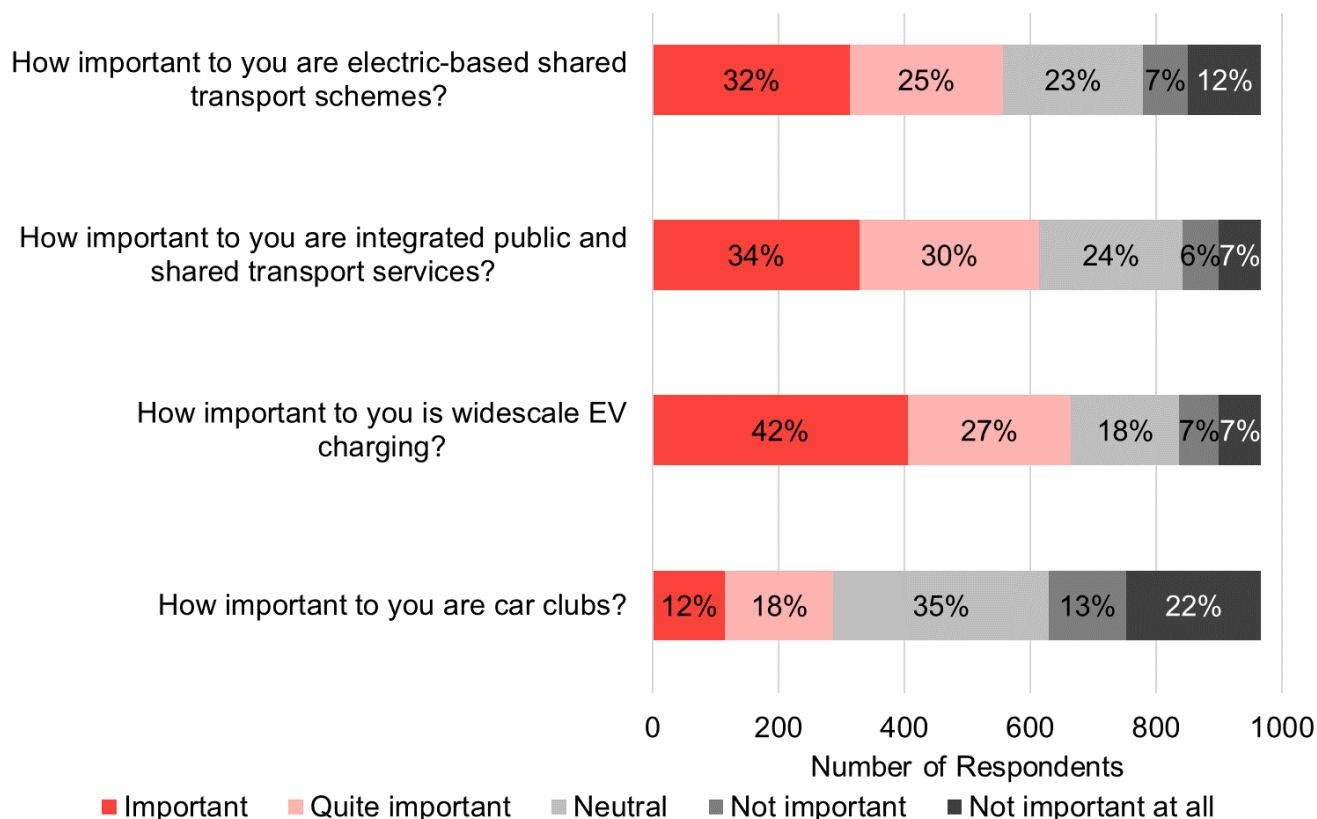
- 3.8.3. The online questionnaire included an explanation that the reallocation of road space for public transport, pedestrians and cyclists would result in changes to vehicle movements including potential restrictions and one-way systems. Almost 50% (464) of respondents felt that reallocation of road space was an important concept, supported by an additional 18% (173) who felt it was quite important. Similarly, the concept of removing traffic from the city centre was well supported with 66% (637) of respondents considering this important or quite important. This shows support for the measures necessary to achieve the step change required in transport provision to realise the vision and objectives of the TDAP.
- 3.8.4. Identifying a network of key routes that support journeys into, out of, and around Bath, including bus prioritisation and cycle route separation was considered important by 47% (459) of respondents, and quite important by an additional 23% (219). Combined this concept was deemed important or quite important by 70% of respondents, making it the most important within this theme. This is consistent with the importance given to the provision of dedicated cycle routes into and within Bath, under the supporting cyclists theme.
- 3.8.5. Reducing city centre car parking provision and providing coach drop-off points / parking were scored as the least important within the theme, with under 50% of respondents considering these important or quite important. In particular, respondents located in areas outside of the city of Bath itself gave less importance to reducing city centre parking with 33% of these respondents considering this important or quite important, and 42% considering this not important or not important at all.
- 3.8.6. Of the open text responses within the online consultation, comments related to creating improved places to live and work were the most commonly mentioned theme alongside better bus services. Within this theme, the majority of comments were linked to removing city centre traffic and needing to provide suitable alternatives to make this feasible, and the reallocation of road space. It should be noted that comments were coded in relation to which concept they relate and not whether the response was supportive or otherwise.
- 3.8.7. During the public and interest specific webinars, the following points were made in relation to creating improved places to live and work:
- Likely resistance from motorists of restricting access
  - Impact of the coronavirus pandemic on the city centre and high streets, and the need to support recovery from this
  - A need to make allowances and space for mobility scooters

## 3.9 SUPPORT RESILIENT MOBILITY

*Considering the broad changes in transport and society, to improve digital and physical connectivity*

- 3.9.1. Support resilient mobility was selected as being one of the most important themes by 383 respondents. Within this theme, respondents were then asked how important a number of concepts were to them. The concepts included:
- How important to you are car clubs?
  - How important to you is widescale Electric Vehicle (EV) charging?
  - How important to you are integrated public and shared transport services?
  - How important to you are electric-based shared transport schemes?
- 3.9.2. The chart below shows the responses to each of these concepts.

**Figure 3-11 - Support Resilient Mobility Concepts**



- 3.9.3. The most supported concept within this theme was the implementation of widescale EV charging infrastructure, with 69% (664) of respondents considering this to be important or quite important. The introduction of integrated services which improve access to public and shared transport for end-to-end journeys e.g. using one mobile phone app to access all your transport needs, was the second most supported concept within this theme. This was felt to be important by 34% (328) of respondents, with an additional 30% (286) considering this quite important. This concept was more important to respondents located in a B&NES village / rural location, Midsomer Norton, Radstock and those further afield, with ~75% of respondents scoring this as important or quite important in these areas.
- 3.9.4. Electric-based shared transport schemes, including low-emission vehicles, e-bikes and e-scooters, were generally supported, with 57% (556) of respondents considering this important or quite important. This concept was scored neutral by 23% (223) of respondents, and 19% (188) felt it was either not important or not important at all.
- 3.9.5. The least supported concept within this theme, and overall within the consultation, was car clubs, including the introduction of pay-per-minute, hour or day car clubs. Across all respondents, only 30% (287) of respondents felt this was important or quite important. Over a third of respondents, 35% (342) scored this concept as neutral meaning they attached no importance to it either way. The remaining 35% (338) of respondents felt this was not important or not important at all. Respondents located in rural areas and market towns were generally less supportive of this concept, with 6% (1) considering it important or quite important in Midsomer Norton and 22% (31) in B&NES village / rural location.
- 3.9.6. Of the open text responses within the online consultation, there were relatively few comments related to resilient mobility. The comments which were made were mainly concerning the expansion of EV charging in residential areas. There were also a number of comments related to integrated travel, such that the transport network is coordinated allowing multi-modal journeys to be made with confidence.

- 3.9.7. During the public and interest specific webinars, the following points were made in relation to resilient mobility:
- Expansion of e-scooters and e-bikes
  - Increasing the uptake of EVs
  - Increasing the availability of hydrogen charging points
  - A suggestion of more EV charging points at the periphery of the city to reduce traffic into Bath
  - The importance of car clubs and hubs (noting car clubs were considered one of the least important concepts within the online consultation)

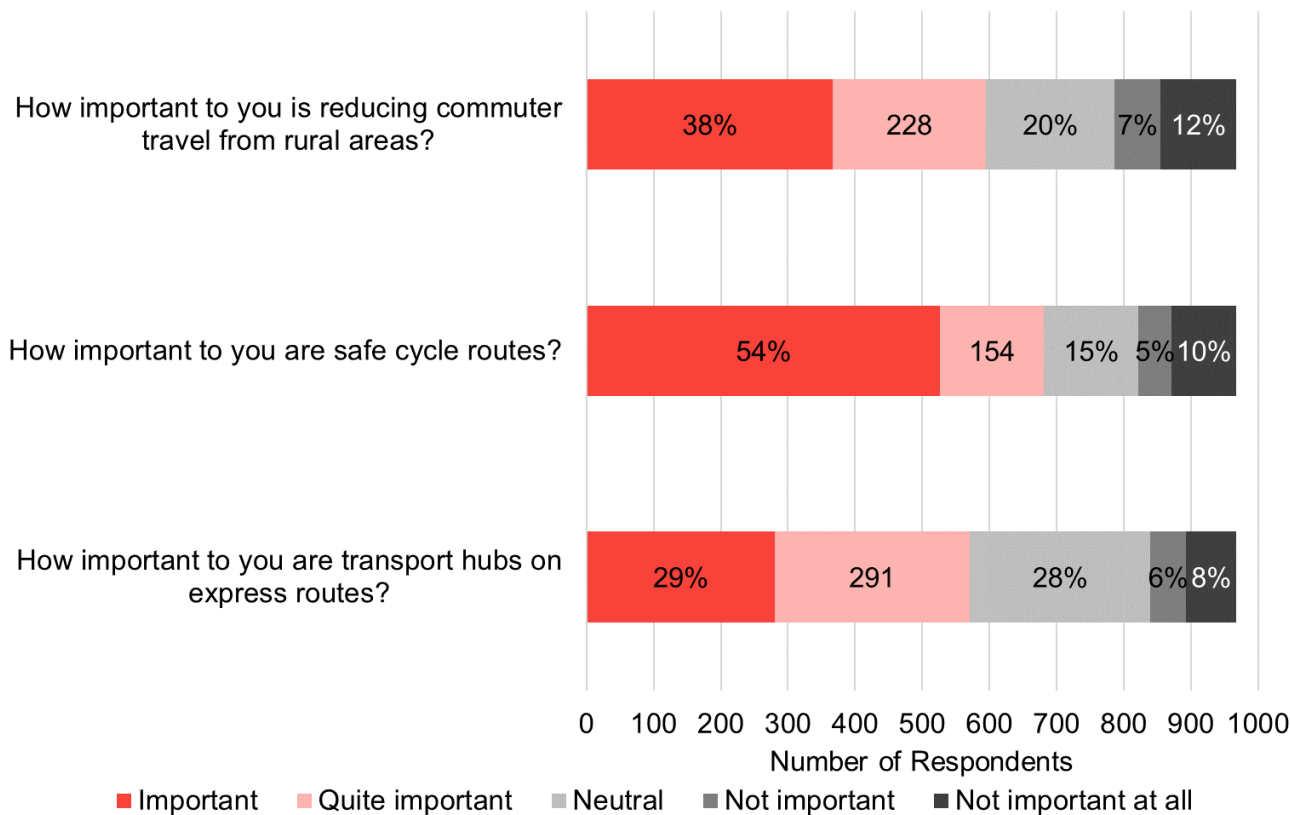
3.10 CONNECTING BATH TO RURAL COMMUNITIES AND MARKET TOWNS

*Delivering transport hubs on express bus routes to Bath, and providing connections to these hubs*

- 3.10.1. The theme connecting Bath to rural communities and market towns was selected as being one of the most important themes by 396 respondents. Of these 396 respondents, 210 were from within Bath and the remaining 186 from areas outside. Within this theme, respondents were then asked how important a number of concepts were to them. The concepts included:
- How important to you are transport hubs on express routes?
  - How important to you are safe cycle routes?
  - How important to you is reducing commuter travel from rural areas?

3.10.2. The chart overleaf shows the responses to each of these concepts.

Figure 3-12 - Connecting Bath to Rural Communities and Market Towns Concepts

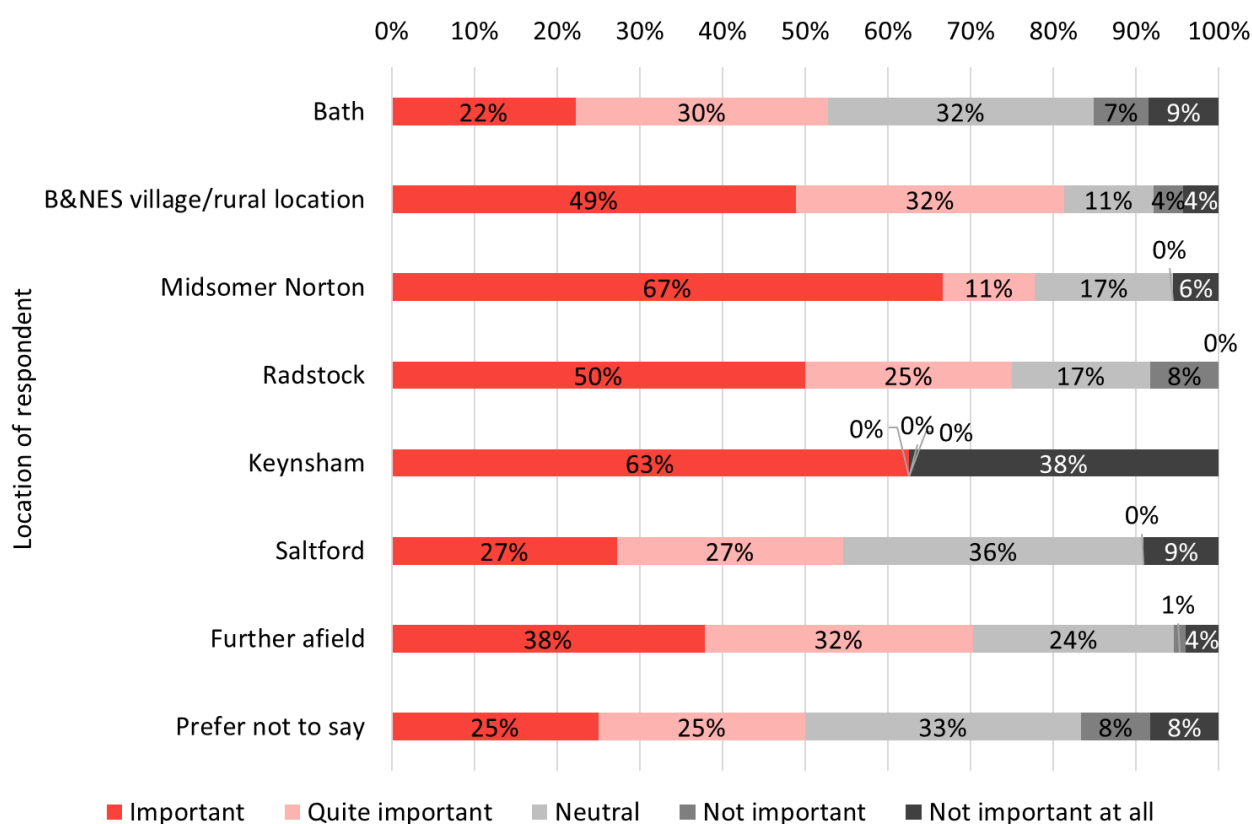


- 3.10.3. For this theme it is useful to consider the responses to the consultation by the location of the respondent. It should be noted that for some locations the actual number of respondents was relatively low, meaning the percentages are calculated on a small sample size.



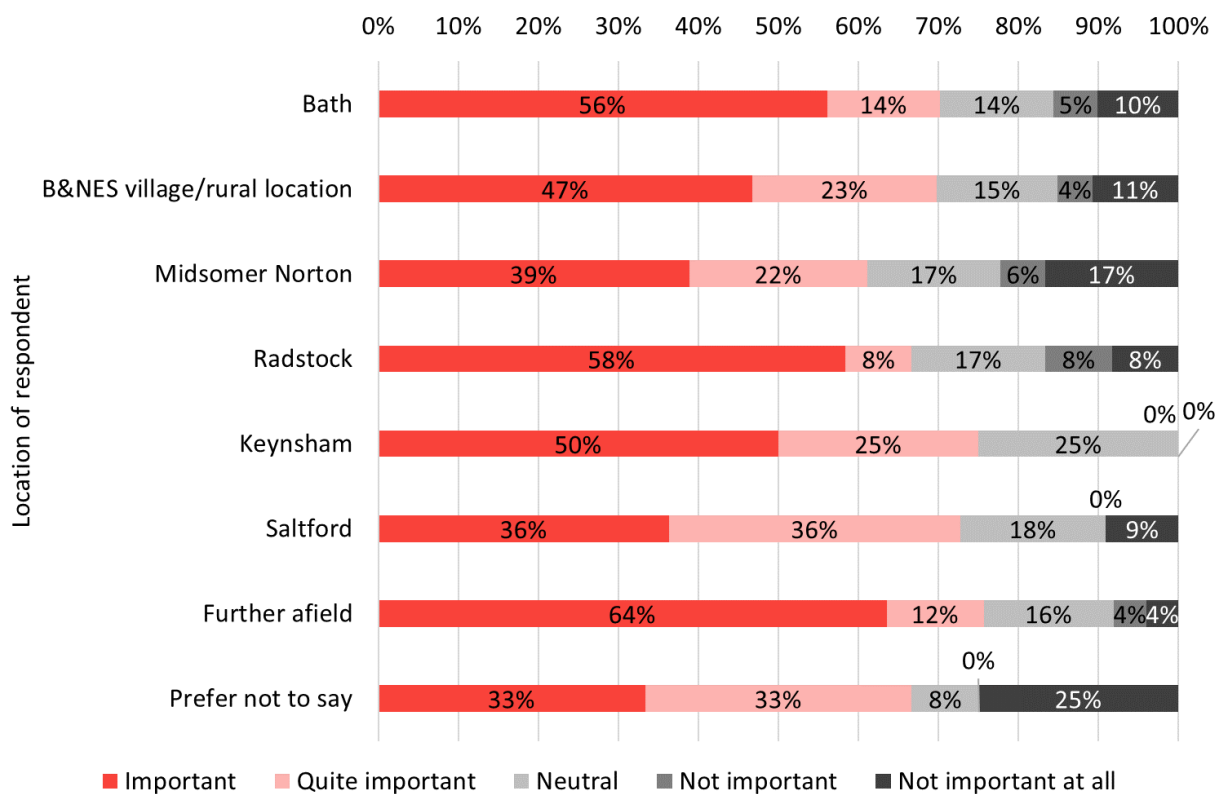
- 3.10.4. Connecting Bath to rural communities and market towns was the most supported theme by respondents living / working in B&NES village / rural location. Almost half of respondents felt it was important to have transport hubs on express routes (49%, 68), safe cycle routes (47%, 65) and to reduce commuter travel from rural areas (50%, 69).
- 3.10.5. Focussing on the market towns of Radstock and Midsomer Norton, respondents who live / work in these areas also felt that the concepts within this theme were important. Reducing commuting travel from rural areas was seen as highly important, supported by 67% of respondents from Radstock (8) / Midsomer Norton (12) scoring this as important, with an additional 8% (1) and 11% (2) respectively considering this as quite important. Of respondents from Radstock, 58% (7) stated it was important to provide safe cycle routes, compared to 39% (7) in Midsomer Norton. However, provision of transport hubs on express routes was considered more important by respondents from Midsomer Norton than those in Radstock.
- 3.10.6. Similarly to Midsomer Norton and Radstock, respondents located in Keynsham considered the concepts within this theme as important. Transport hubs and reducing commuting travel from rural areas were felt to be important by 63% (5) of respondents, and 50% (4) of respondents considered the provision of safe cycle routes to be important. Compared to respondents from other rural areas and market towns, respondents from Saltford didn't generally consider these concepts as important, with between 27% (3) and 36% (4) considering the concepts within this theme as important<sup>9</sup>.
- 3.10.7. Figure 3-13 to Figure 3-15 below shows the breakdown of consultation responses to the Connecting Bath to rural communities and market towns concepts by location.

**Figure 3-13 – How Important to you are Transport Hubs on Express Routes? (by location)**

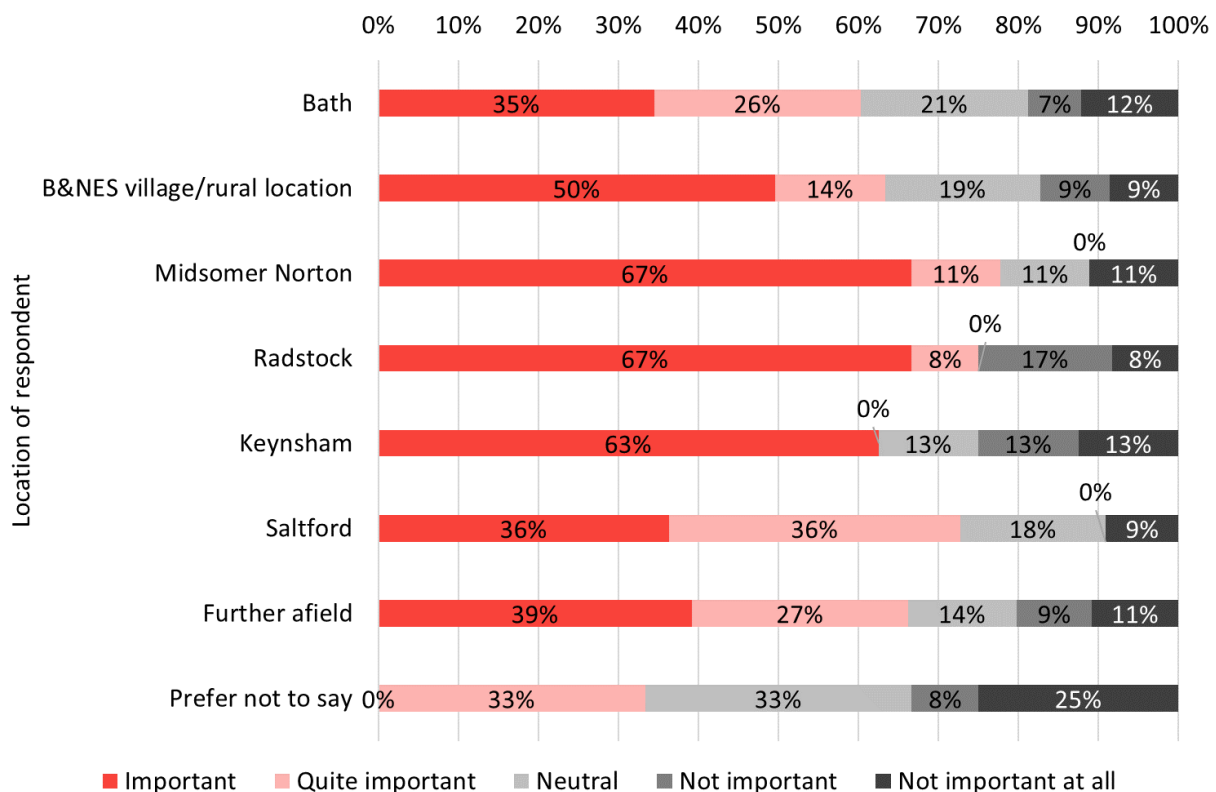


<sup>9</sup> Noting that the small sample size of respondents from Saltford (11) may be exaggerating the percentages

**Figure 3-14 - How Important to you are Safe Cycle Routes (by location)**



**Figure 3-15 - How Important to you is Reducing Commuter Travel from Rural Areas? (by location)**



- 3.10.8. Of the open text responses within the online consultation, comments related to rural connectivity were mainly concerning the provision of safe cycle routes. There were relatively few comments related to transport hubs on express routes and reducing commuter travel.
- 3.10.9. During the public and interest specific webinars, the following points were made in relation to rural communities and market towns include:
- The need for improved bus services in Bath and to / from and within surrounding areas
  - The need for transport hubs in more rural areas
  - The resultant impact of displacing traffic from the city centre on surrounding villages
  - The lack of bus regularity in rural areas
  - The need for buses to be convenient and more affordable, offering a competitive alternative to private car

### 3.11 OTHER

- 3.11.1. As set out above, the public consultation was focussed around the nine transport themes and then more detailed concepts within these. As part of the open comments question, and wider engagement through the public and interest specific webinars, points were made which did not necessarily fit within these themes and concepts. The most common points raised included:
- Consideration of mass transit solutions
  - Vehicle access in the city centre for residents
  - Conflicts between motor vehicles and cyclists / pedestrians
  - Campaigns to raise awareness of the challenges for different road users
  - The impact of proposals on city centre access and businesses
  - Maintaining access to local shopping streets / areas
  - Ensuring transport is available to all
  - Displacement of traffic as a result of measures, and impacts on wider area
  - Extension of P&R operating hours
  - Maintaining access for key workers

### 3.12 SUMMARY

- 3.12.1. Figure 3-16 below shows all the concepts considered within the online questionnaire ordered by the number of respondents who considered them important.
- 3.12.2. The five concepts felt to be the most important by respondents to the online consultation were:
- Cleaner bus travel
  - Encouraging sustainable travel to school
  - Reducing road freight in the city centre
  - Better support for school journeys on public transport
  - Making improvements to the pedestrians experience

As discussed in previous sections, in some instances the concepts considered the most and least important varied by the location of the respondent.

- 3.12.3. Table 3-1 below shows the five concepts that received the most 'important' and 'not important at all' scores for respondents located within the City of Bath, and those from outside. For each concept the number of respondents who scored it that way is shown in brackets.



**Table 3-1 – Most / Least Important Concepts**

Concepts	Within City of Bath	Outside City of Bath
Concepts with most 'important' scores	Cleaner bus travel (498) Encouraging sustainable travel to school (444) Making improvements to the pedestrian experience (428) Reducing road freight in the city centre (427) Better support for school journeys on public transport (411)	Cleaner bus travel (180) Better support for school journeys on public transport (152) Encouraging sustainable travel to school (148) Improving the environment around schools (147) Bus service coordination (141)
Concepts with most 'not important at all' scores	Reducing city centre parking (149) Car clubs (141) Removing traffic from the city centre (104) Measures to support bike usage (103) Reallocating road space (98)	Car clubs (74) Reducing city centre parking (68) Measures to support bike usage (37) Electric-based shared transport schemes (32) Dedicated cycle routes within the city (31)

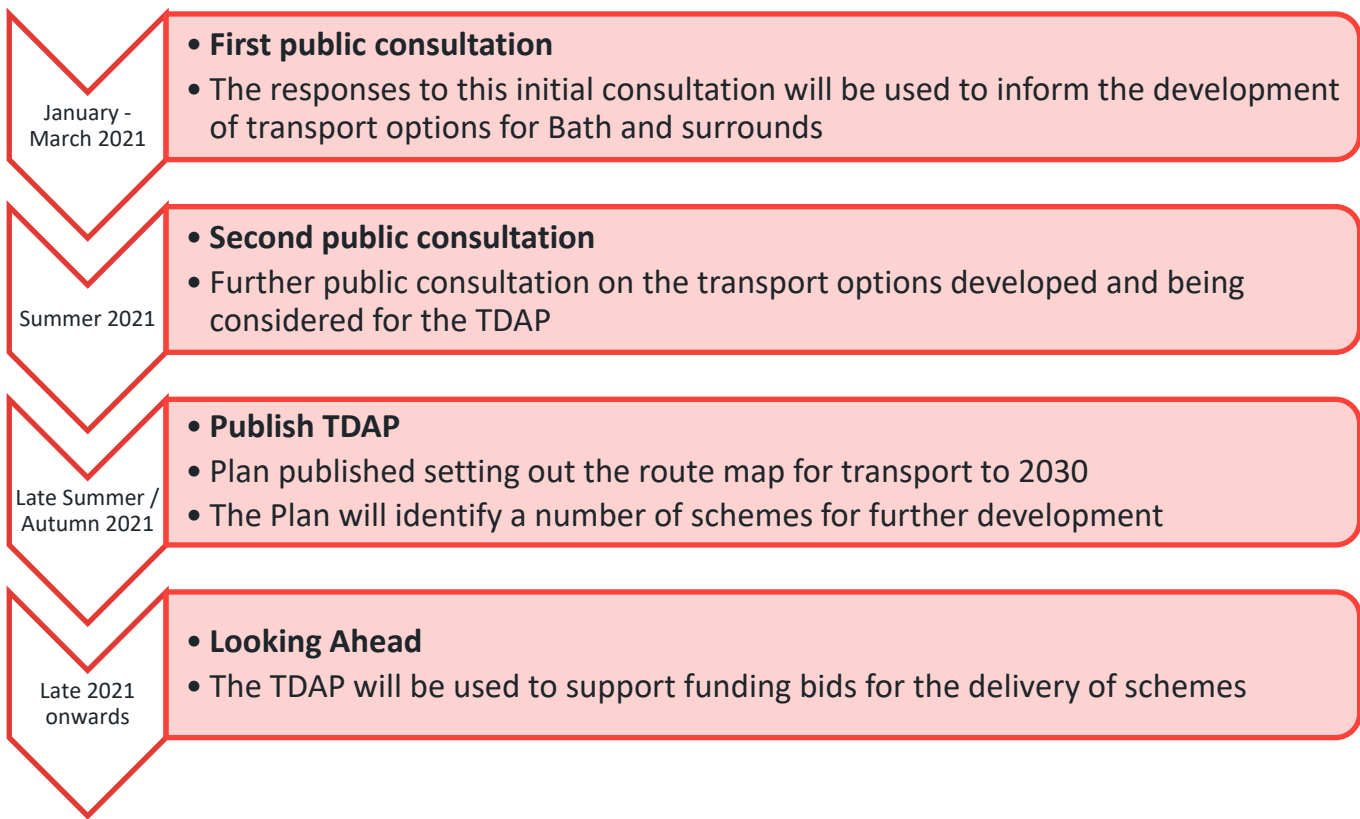
Figure 3-16 - Overall Concept Importance



# 4 NEXT STEPS

- 4.1.1. The responses to this first consultation will be used to inform the generation of transport options to be considered as part of the TDAP.
- 4.1.2. Figure 4-1 below shows the next steps and timescales for delivery of the TDAP.

Figure 4-1 - Next Steps





# Appendix A

## **CONSULTATION OUTCOMES SEGMENTED BY DISABILITY**

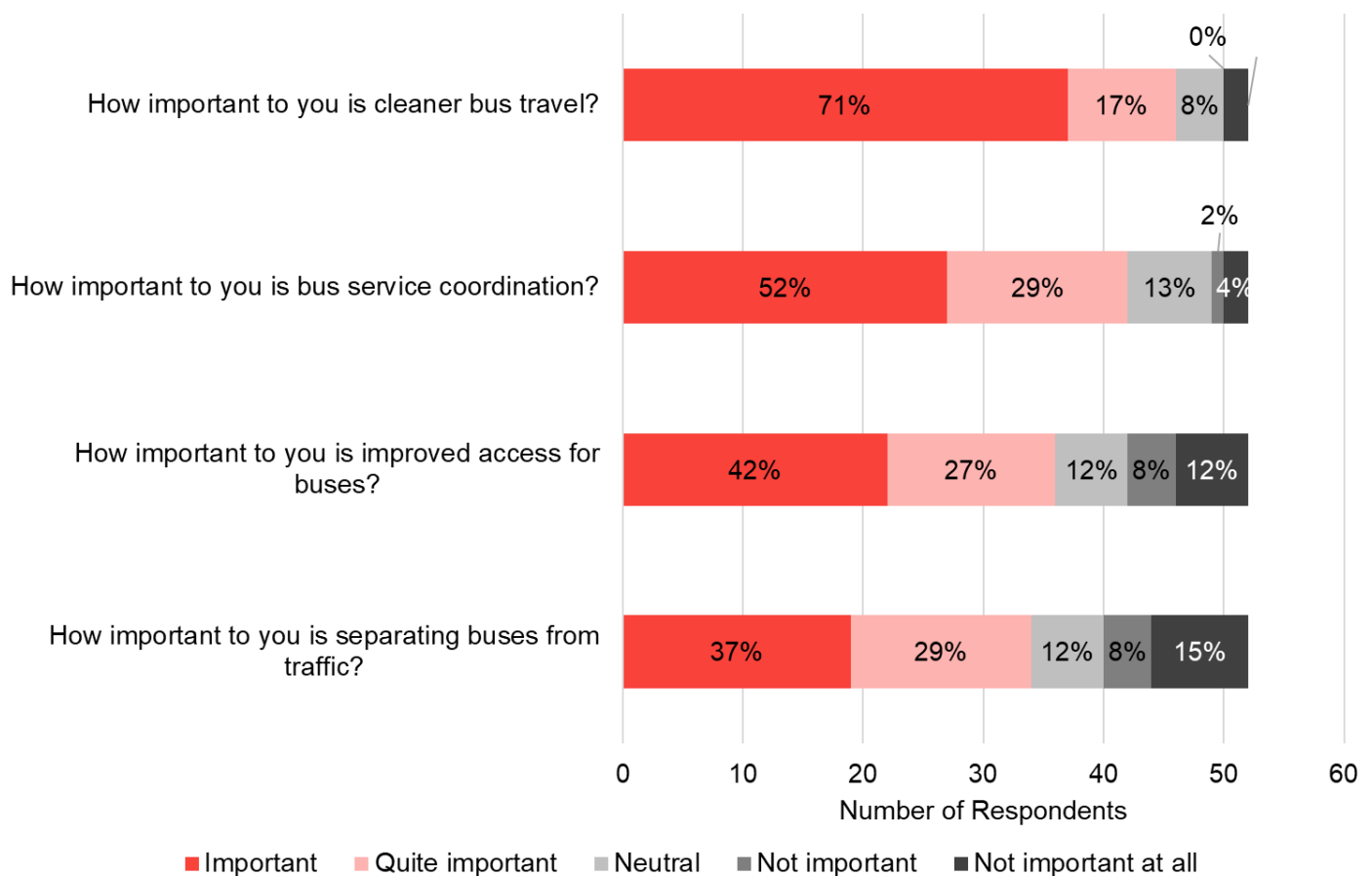


## APPENDIX A – CONSULTATION OUTCOMES SEGMENTED BY DISABILITY

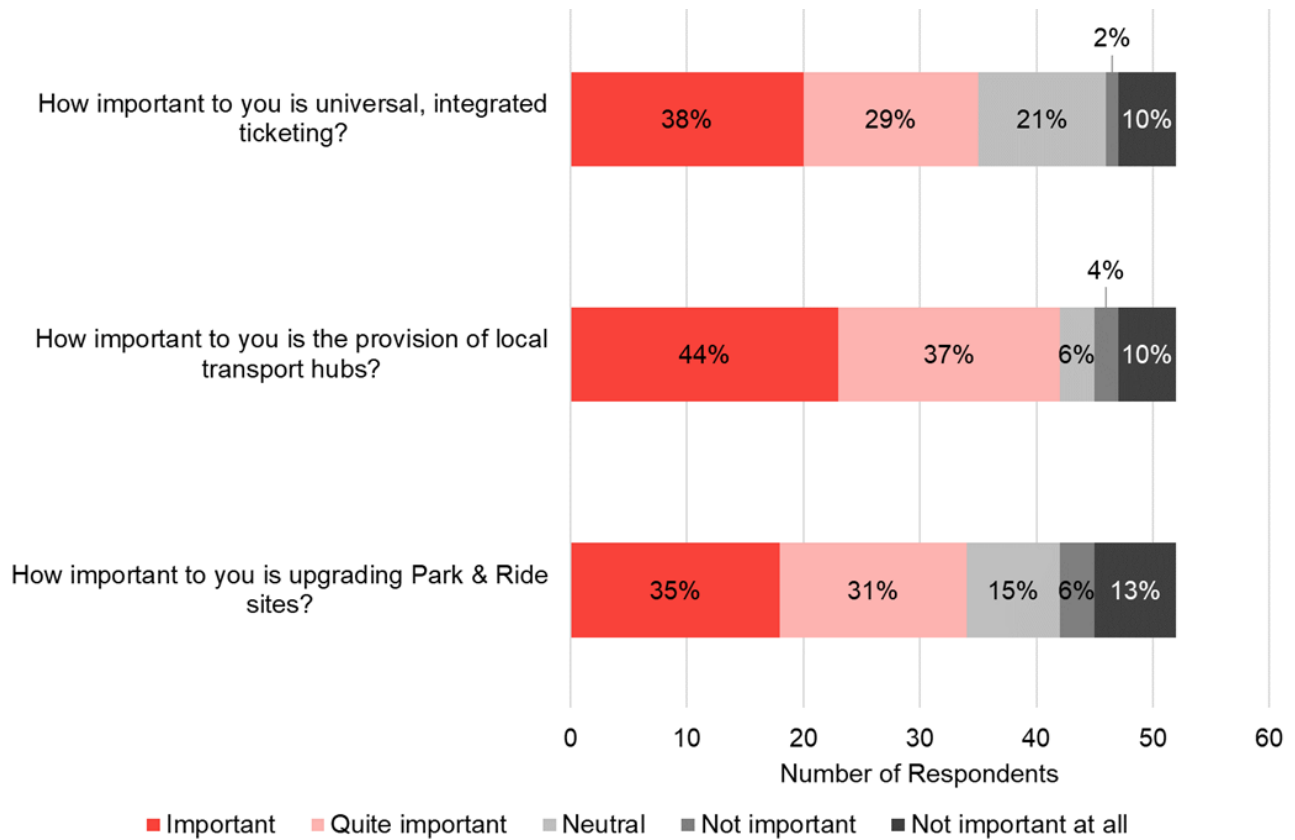
This appendix shows the responses to the online questionnaire for respondents who considered themselves to have a disability when asked within the personal information section. Of the 967 responses to the online questionnaire 53 (5%) considered themselves to have a disability.

On the following pages there is a chart for each of the themes, and then the detailed concepts with in, which were consulted on within the online questionnaire.

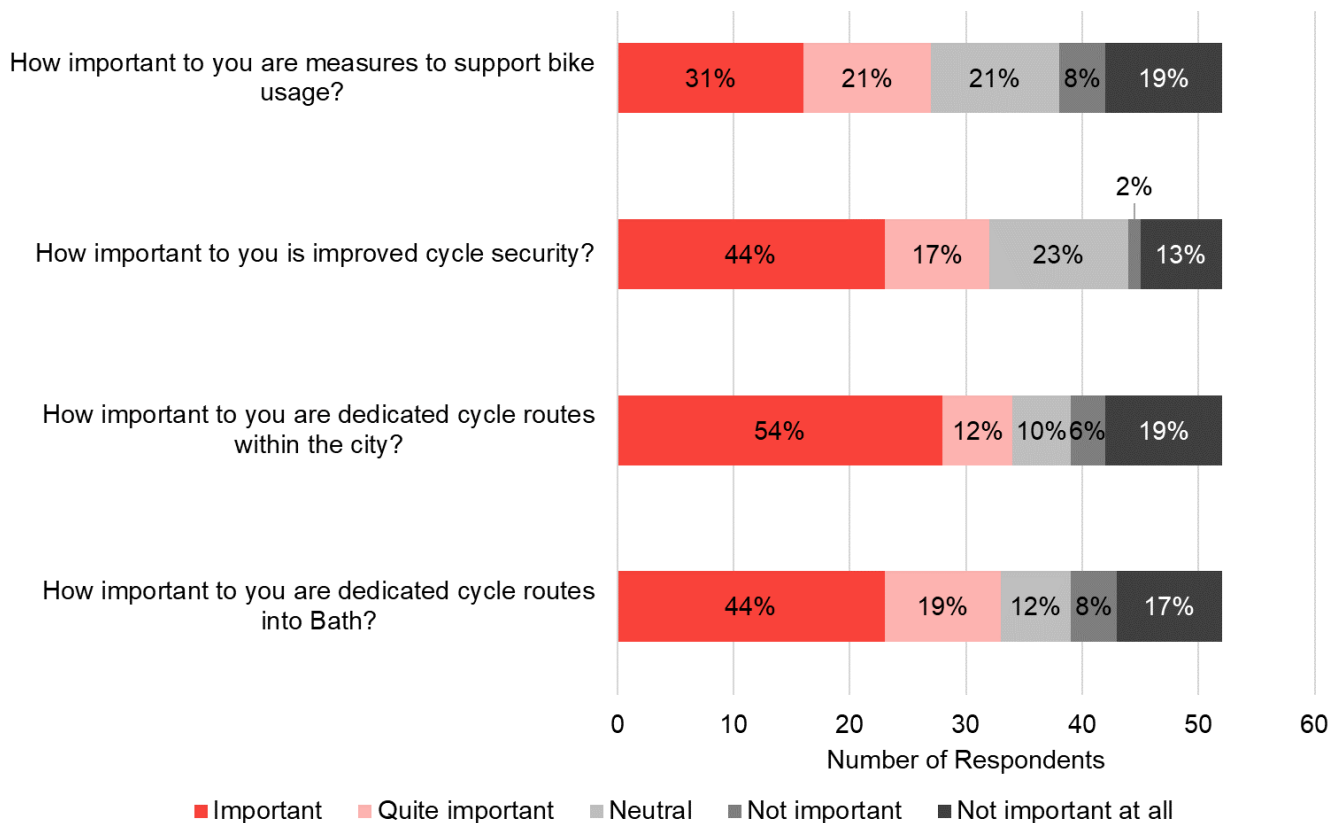
### Better Bus Services



## Improved Public Transport Options

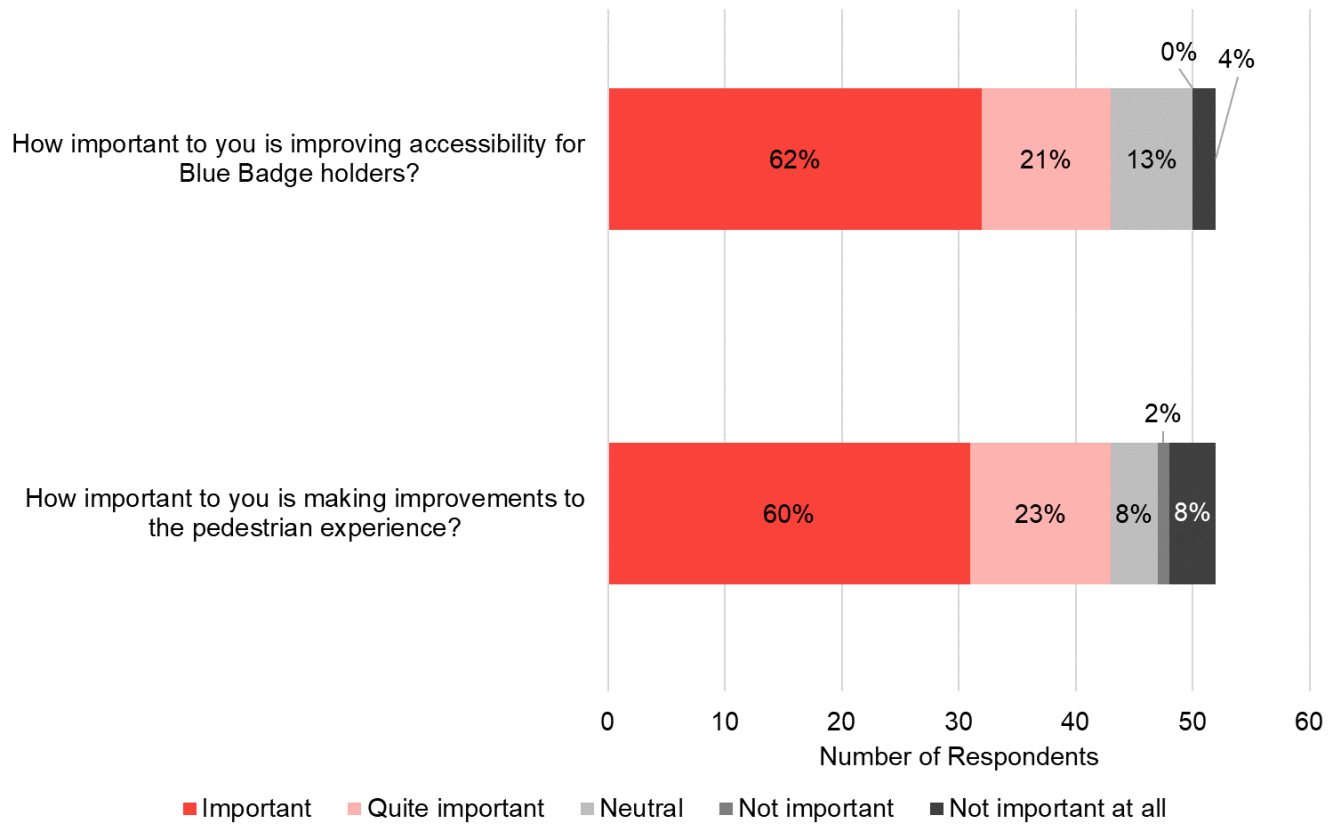


## Supporting Cyclists

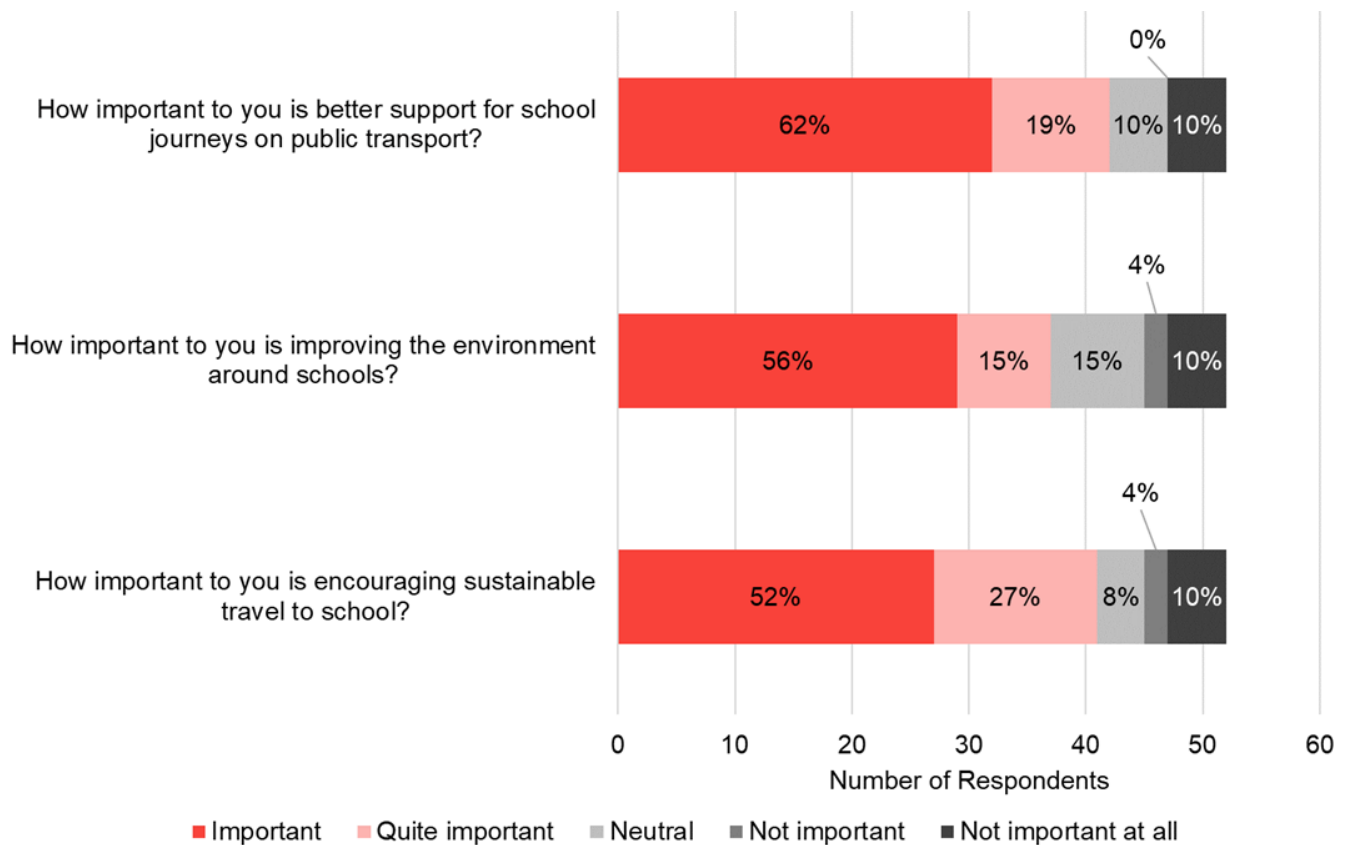




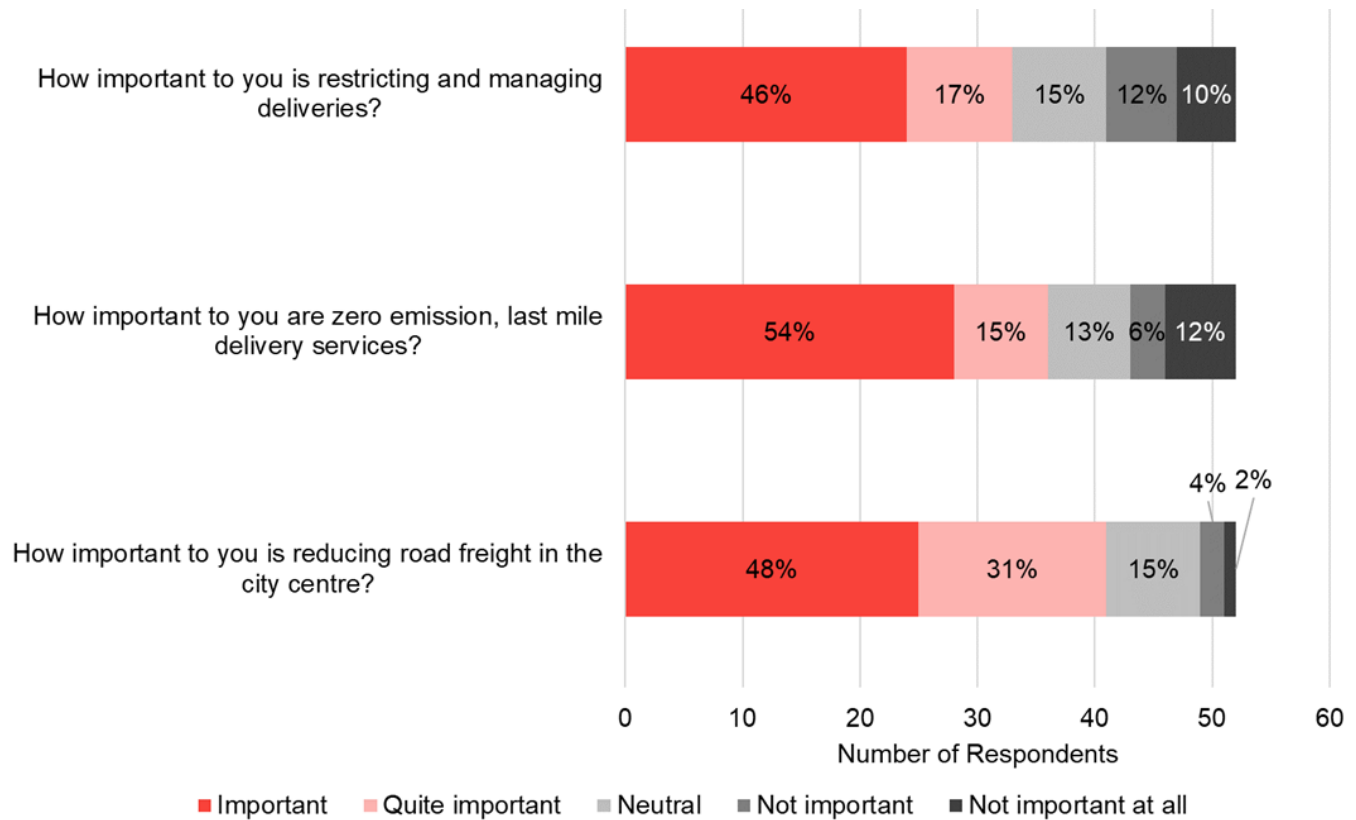
## Improve Pedestrian and Blue Badge Holder Access



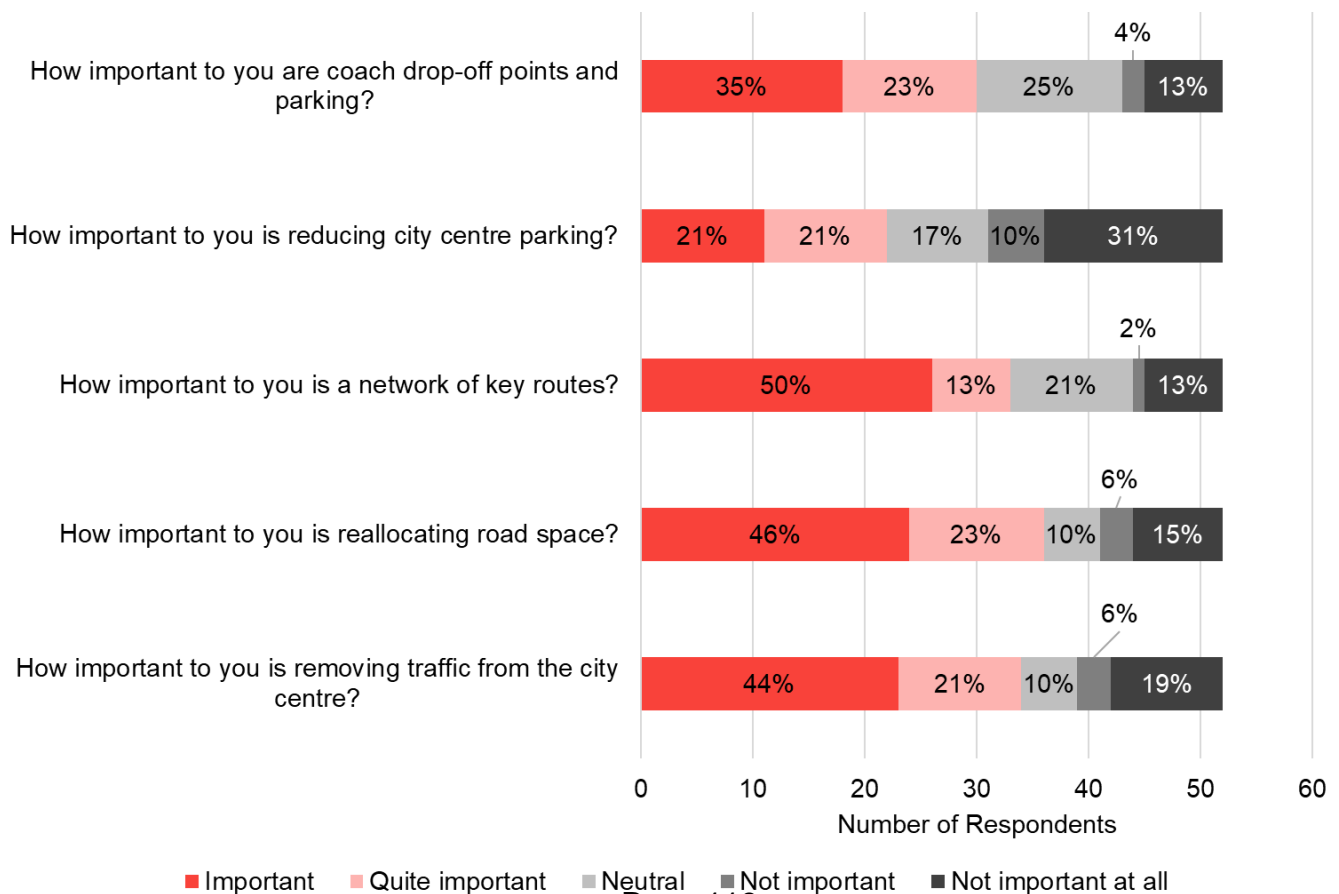
## Cleaner, Greener School Travel



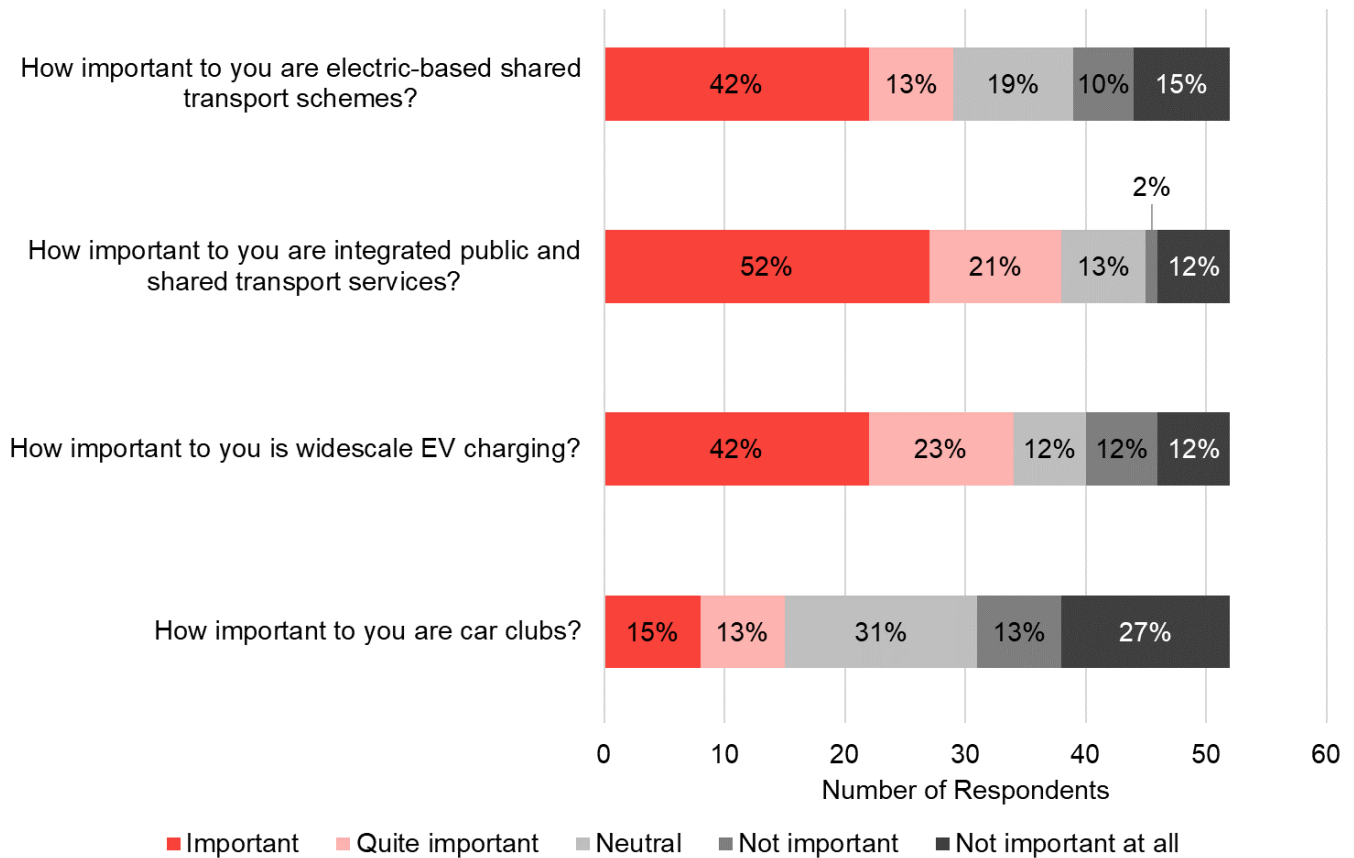
## Fewer Heavy Goods Movements



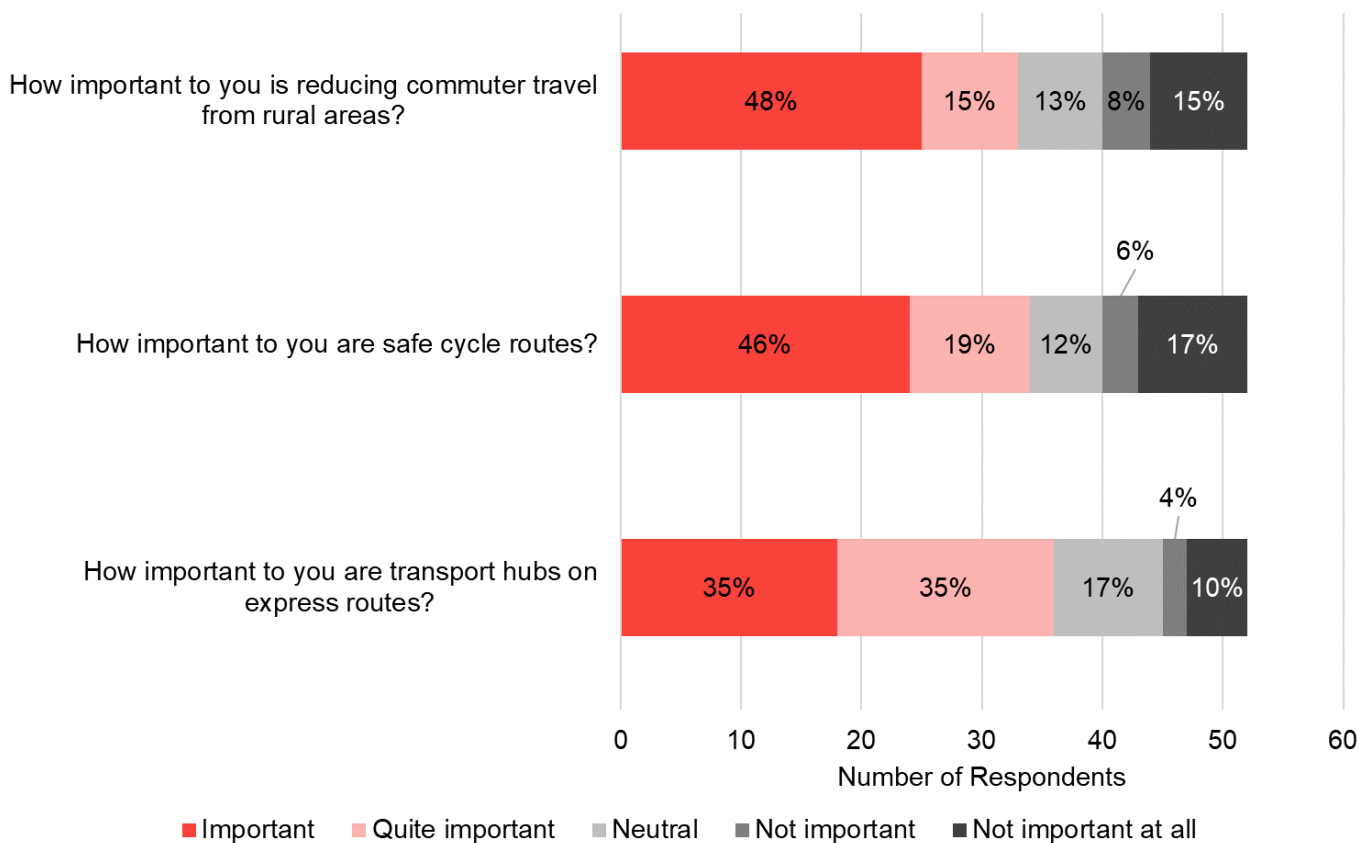
## Create Improved Places to Live and Work



## Supporting Resilient Mobility



## Connecting Bath to Rural Communities and Market Towns





# Appendix B

## **PUBLIC WEBINAR PRESENTATION**



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# Bath & North East Somerset Council

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**Improving People's Lives**

## Bath Transport Delivery Action Plan

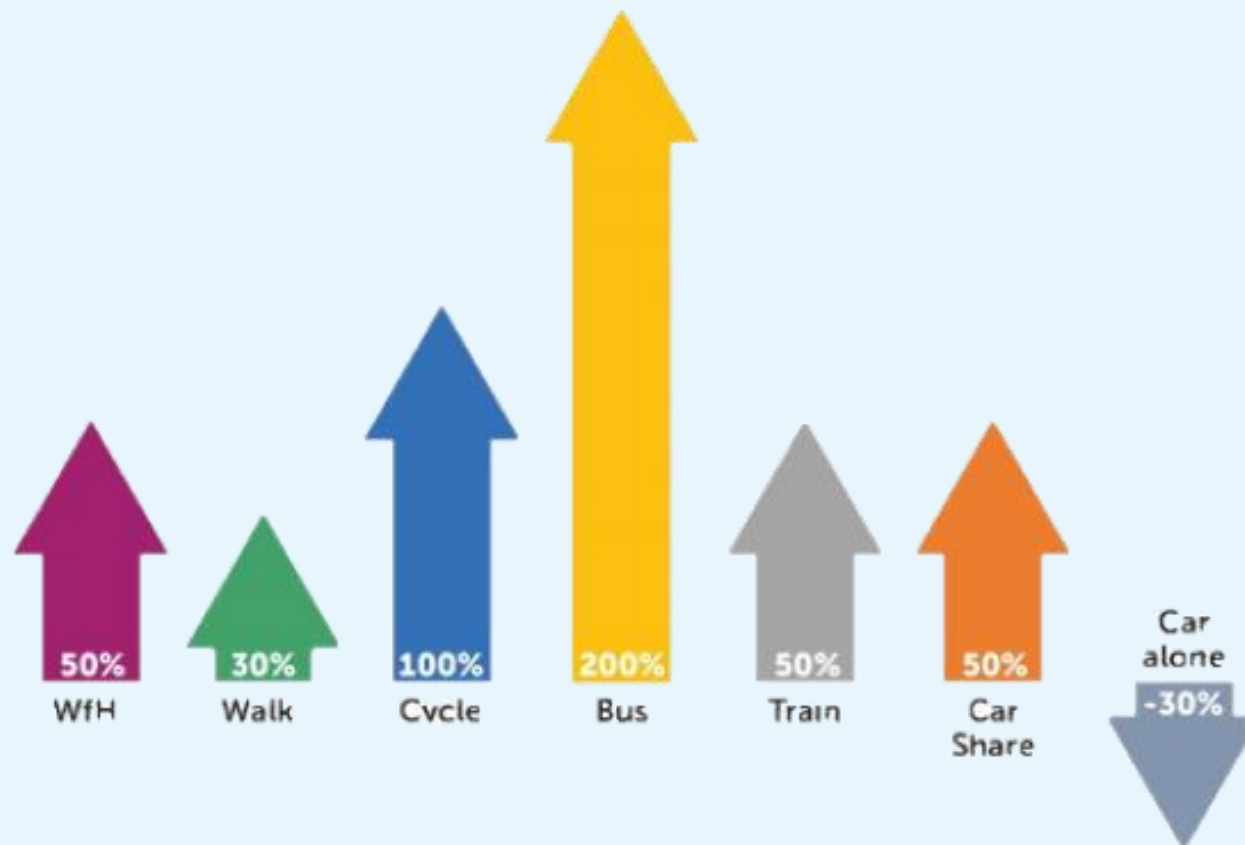
# Bath Transport Delivery Action Plan:

- Bath and North East Somerset Council declared a climate emergency in March 2019

Page 122

## Carbon neutrality targets by 2030

- Transport contributes 29% of CO2 emissions in B&NES
- 25% reduction in vehicle miles per person
- 7% cut in the number of car journey





# Our Corporate Strategy – Adopted 2020

## Priority :

**Details of Corporate Strategy:** The Corporate Strategy is the council's overarching strategic plan. It sets out what we plan to do, how we plan to do it, and how we will measure our performance over the next four years.

**The new Strategy proposes a clear framework for what we will focus on and how we will work:**

### ONE:

We have one overriding purpose – to improve people's lives. This might sound simple, but it brings together everything we do, from cleaning the streets to caring for our older people. It is the foundation for our strategy and we will ensure that it drives our commitments, spending and service delivery.

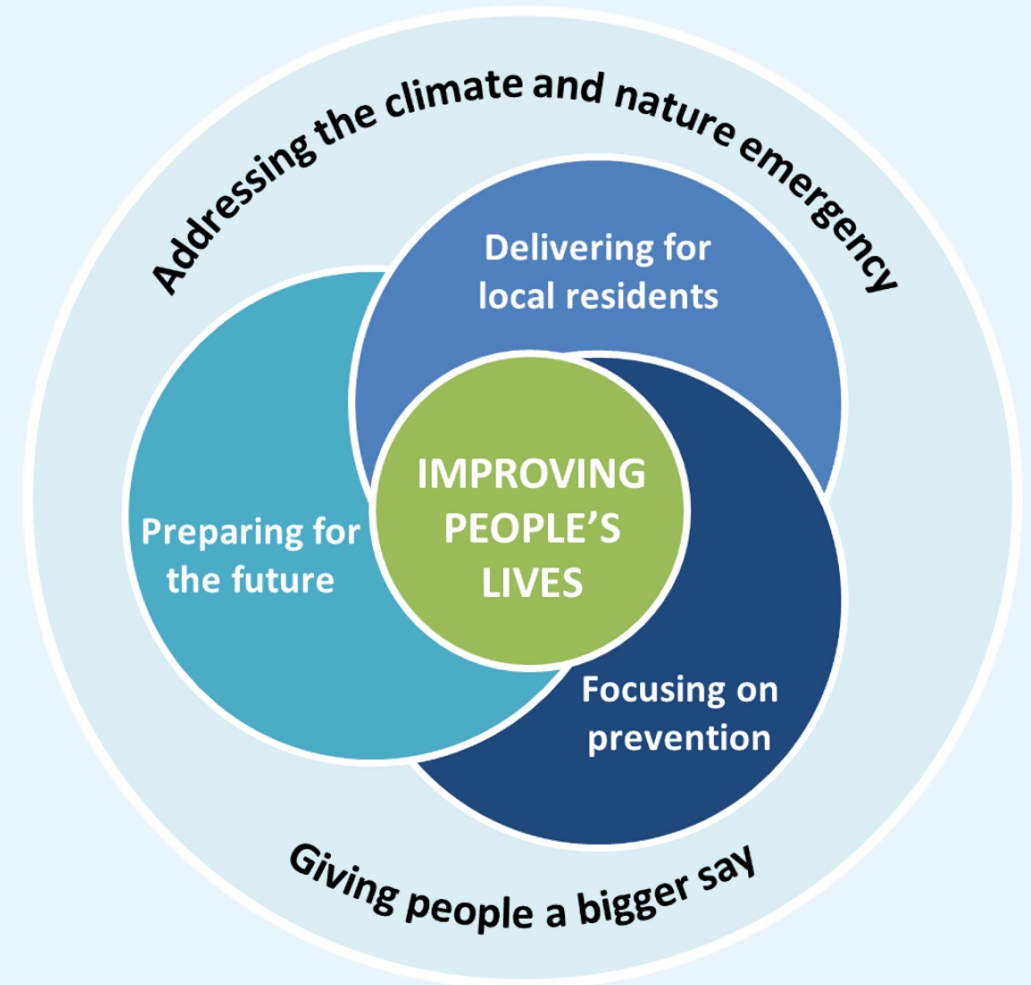
### TWO:

We have two core policies – tackling the climate and nature emergency and giving people a bigger say. These will shape everything we do.

### THREE:

To translate our purpose into commitments, we have identified three principles. We want to prepare for the future, deliver for local residents and focus on prevention.

The strategy does not include the detail on everything we must do – that is the role of more detailed delivery plans which flow from this document. However, the commitments in this strategy will guide the council and they represent the step changes that local residents in B&NES will experience from us.



# Bath Transport Delivery Action Plan – What is it?

We need to look at new ways of getting around the area if we are to reach our target of being carbon neutral by 2030, in order to tackle the current climate and ecological emergency.

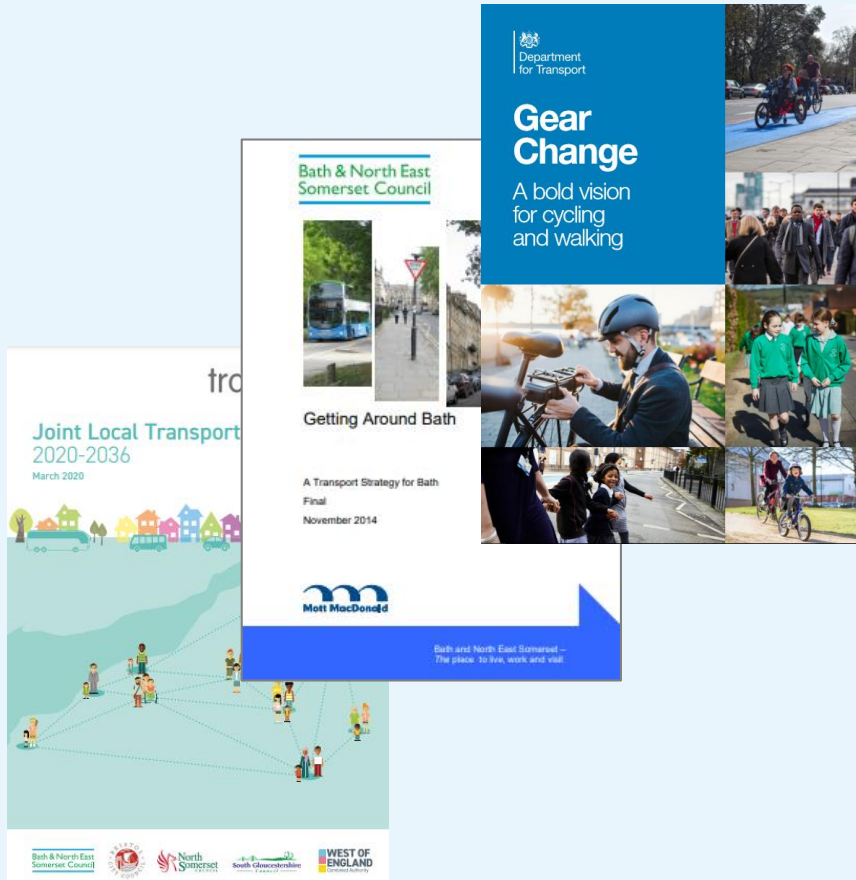
Page 124

The Transport Delivery Plan for Bath will identify how we deliver sustainable transport into and around Bath, and shape the city's transport system for the next 10 years.

The plan will also consider how we can improve transport provision for those travelling into Bath.



# Bath Transport Delivery Action Plan



Transport Strategies set out why.....

- JLTP4
- Getting Around Bath Transport Strategy
- Gear Change – A bold vision for cycling and walking

The Bath Transport Delivery Action Plan will set out how!

# The need for change

**29%**

of B&NES carbon emissions  
come from transport



Due to increased working and  
living numbers in the West of  
England, it is estimated that there  
will be a **28%** rise in journeys  
between 2011 and 2036



# The need for change:



Over

**20,000**

residents live and work within  
Bath. This figure almost

**doubles**

with an inflow of a further

**16,000**

workers per day

**1 out of 3**  
car journeys in Bath are made within  
the city. This equates to over

**50,000**

car movements on  
a typical weekday.



# The need for change



Physical inactivity directly  
contributes to **1 in 6**  
deaths in the UK and costs  
**£7.4bn** a year



**20 minutes** of exercise  
per day cuts the risk of  
developing depression by

**31%**

and increases productivity  
of workers

# Objectives

The Plan will help us tackle some of the biggest challenges we face today by;



Addressing Climate emergency by reducing transport carbon emissions



Reducing Congestion



Enhancing health and well being



Further improving air quality



Reducing inequalities

# Bath Transport Delivery Action Plan Current & Future Report

Understanding the current situation and the need for intervention:

- Who is travelling?
- What are the impacts of our travel?
- Why we travel?
- When do we travel?
- Where do we travel?
- How do we travel?



**“Congestion still poses a major issue for the city including detrimental impacts on air quality, residents and business”**

**“The historic reduction in traffic volumes within Bath needs to be continued and accelerated to meet the requirements of the climate emergency.”**



# We want your feedback



Better bus services



Improve public transport options



Supporting cyclists



Improve pedestrian access



Cleaner greener school travel



Fewer heavy goods movements



Create improved places to live and work



Connecting Bath to rural communities



Supporting resilient mobility

# Better Bus Services

- Separating buses from traffic?



- Improved access for buses?



- Bus service coordination?



- Cleaner bus travel?

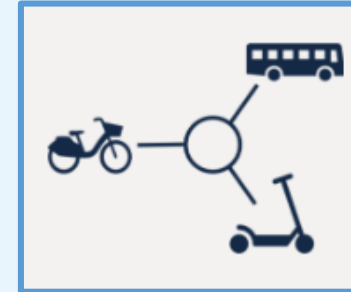


# Improve Public Transport Options

- Upgrading Park & Ride sites



- Provision of local transport hubs



- Universal integrated ticketing



# Supporting Cyclists

- Dedicated cycle routes into Bath



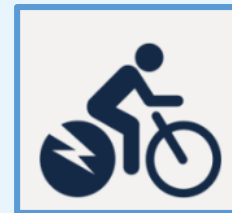
- Dedicated cycle routes within the city?



- Improved cycle security?



- Measures to support bike usage?





# Improve Pedestrian Access

- Making improvements to the pedestrian experience



- Improving accessibility for Blue Badge holders



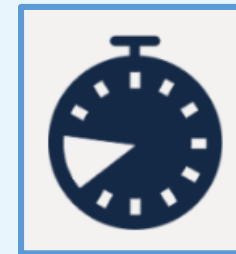
# Cleaner Greener School Travel

- Encouraging sustainable travel to school
- Improving the environment around schools
- Better support for school journeys on public transport



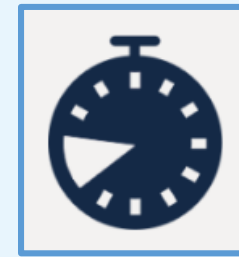
# Fewer Heavy Good Movements

- Reducing road freight in the city centre
- Zero emission, last mile delivery services
- Restricting and managing deliveries



# Fewer Heavy Good Movements

- Reducing road freight in the city centre
- Zero emission, last mile delivery services
- Restricting and managing deliveries





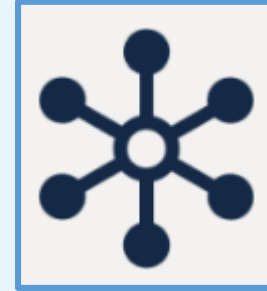
# Create Improved Places to Live and Work

- Removing traffic from the city centre
- Reallocating road space
- A network of key routes
- Reducing city centre parking
- Improved coach drop off points and parking



# Connecting Bath to Rural Communities

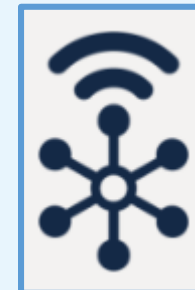
- Transport hubs on express routes



- Safe cycle routes

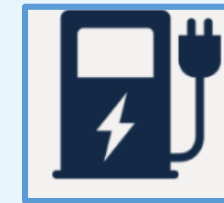


- Reducing commuter travel from rural areas



# Supporting Resilient Mobility

- More car clubs
- Widescale EV charging
- Integrated public and shared transport services
- Electric based shared transport schemes



***Mass transit is a public transport network that provides high capacity, fast, frequent and reliable services often segregated from other traffic. It can include over or underground routes and consist of several different types of transport, with direct links to existing rail and bus services***

- The Transport Delivery Action Plan will include a detailed evidence-based study into what is possible in terms of a mass transit system in Bath and what would work best for the city
- This study will be developed alongside the work that is currently being undertaken at a regional level to assess a new and ambitious mass transport system that will revolutionise the way we travel around the West of England



# Complementary Schemes



- Liveable neighbourhoods
- Clean Air Zone
- Greenway cycle improvements
- Future Transport Zone
- LCWIP
- E-scooters
- Bus Strategy
- Review of Residents Parking
- Electric Vehicle Charging

# Next Steps

## First public consultation

*January 2021*

The responses to this initial consultation will help us to develop transport options for Bath and surrounds

## Second public consultation

*Summer 2021*

Further public consultation on the transport options developed and being considered for the Transport Delivery Plan

## Release Transport Delivery Plan

*Late Summer / Autumn 2021*

Plan released setting out the road map for transport to 2030, setting out our future plans  
The Plan will identify a number of schemes for further consideration / development

## Looking Ahead

*Late 2021 onwards*

The Delivery Plan will be used to support funding bids for the delivery of schemes



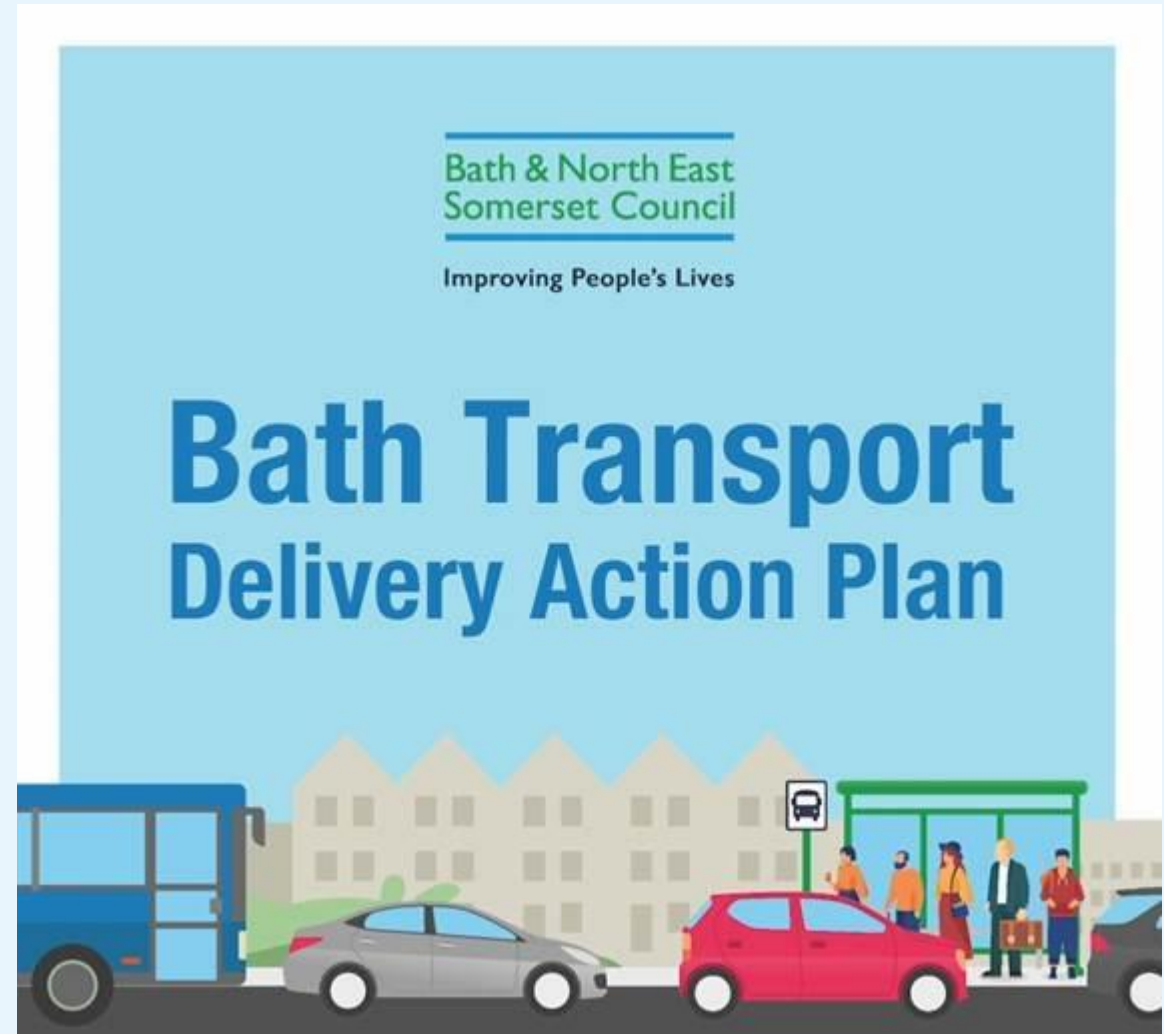
# Stakeholder Packs

Help us to share information about the Transport Delivery Action Plan for Bath

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Includes:

- Text for your newsletter, e-bulletin, parish magazine, blog and/or website.
- Social media posts
- Images
- Fast facts



# Thank You

To learn more or give us your feedback, please visit or email:

[www.bathnes.gov.uk/bathtransportplan](http://www.bathnes.gov.uk/bathtransportplan)

[transport\\_planning@bathnes.gov.uk](mailto:transport_planning@bathnes.gov.uk)

Q&A





# Appendix C

## **QUESTIONS AND RESPONSES FROM PUBLIC WEBINAR**



# BATH TRANSPORT DELIVERY ACTION PLAN – WEBINAR QUESTIONS & ANSWERS

QUESTION	RESPONSE FROM B&NES COUNCIL
Could you please clarify the assumptions made on the fuel in the 'vehicle' reduction figures shown on the first slide of the presentation. For example, suppose all the vehicles were electric? Would this make any difference at all?	The diagram in the first slide of the presentation given at the webinar is intended to illustrate the scale of change needed to meet the 25% reduction in vehicle km per person per year target that is included in the Climate Emergency Outline Plan. Ultimately there are many potential pathways to meeting the overall transport targets to become carbon neutral by 2030 but it is important that everyone realises the scale of the challenge we are facing.
what plans for metro west station at Salford and a station in Corsham?	<p>The West of England Combined Authority has recently set out its long-term ambitions for rail across the region in its ten year plan and is the first time a long-term regional rail plan has been agreed for the West of England. As part of these plans WECA are developing a bid to the Department for Transport (DfT) to reopen a station at Saltford under the 'Restoring Your Railway Fund'. A similar recent bid to the DfT's Ideas Fund for a station at Corsham in Wiltshire has recently been unsuccessful.</p> <p>Work is currently underway with the West of England Combined Authority and the other West of England authorities to investigate the possibility of constructing a mass transit system to link Bath and Bristol.</p>
The West of England Combined Authority needs to improve bus services in Bath and into North east Somerset and Mendip and from west Wiltshire	The West of England Bus Strategy adopted last year looks at how we can create a bus network that people want, and are able to use, so that, as we emerge from the Covid-19 pandemic, we see a doubling of bus passenger journeys by 2036.
Does this plan fit into the WECA mayoral plan and the Banes local plans?	The Local Plan process sets out the authority's policy position in terms of planned development across the district and what needs to be in place in transport terms in order to achieve this. The Bath Transport Delivery Action Plan is the mechanism for identifying the package of schemes that will enable the Local Plan to be delivered. This engagement is an opportunity for people to get involved at the earliest stages and to help identify what transport improvements they want to see put in place in and around Bath to shape the city's transport system for the next 10 years.

## QUESTION

## RESPONSE FROM B&NES COUNCIL

How can we provoke greater electric vehicle take up?

The West of England is taking a proactive approach to testing new technologies and developing solutions to face the challenges of a modern city, including in our recent Future Mobility Zone bid.

In 2018 there were 418 Ultra Low Emission Vehicles (ULEV), typically fully electric or plug in hybrid vehicles, registered in Bath and North East Somerset, however numbers of ultra-low emission vehicles (ULEVs) in B&NES is growing rapidly from a low base of just 40 registrations in 2014.

Existing barriers to increased adoption of ULEVs are gradually being overcome, with more brands and vehicles coming to the market with increased driving ranges and a lower cost of vehicle. Further local measures and incentives, including increased electric vehicle charging infrastructure and measures within the Clean Air Plan, could also help encourage ULEV take up in Bath. In seeking to reduce the level of emissions, including carbon, we will as part of the Bath Transport Delivery Action Plan investigate the possibility of providing further infrastructure to support the use of electric vehicles.

Whilst the future uptake of electric vehicles and other types of low emission vehicles will be critical in helping to deliver reductions in harmful emissions, the move across the electric vehicles will not in itself be sufficient for us to become carbon neutral by 2030, they are however a major part of the overall solution. It should be recognised that electric vehicles still contribute to carbon emissions during their production as well as congestion and poor air quality, due to brake and tyre dust.

Reducing inequality: absolutely. What plans are there to better connect the south-west of the city to the Centre and other areas within the city? The cycling plans so far announced seem to be focused entirely on better-off areas?

The Bath Transport Delivery Action Plan will help us tackle some of the biggest challenges we face today including inequality. This consultation is the first chance for people to have their say of what transport measures they want to see introduced in and around Bath in the short, medium and long term up to 2030. Currently no plans have been developed so far. Responses to this first consultation will help us to develop transport options which people will then be able to respond to further when consulted on again during the Summer.

Is there any plan to expand the electric scooter rollout?

Following the successful launch of the West of England Combined Authority's e-scooter trial in October the operating area for e-scooters has been expanded in Bath. The expansion will allow people to reach new destinations by e-scooter including Oldfield Park and Bathwick.

The 12-month trial, operated by e-scooter operator Voi, introduced 50 scooters in central Bath. Since the launch there have been over 12,500 rides and 4800 unique riders with over 31,000 km travelled.

To service the new expanded areas the numbers of scooters will gradually increase to 100 in Bath.

Please include the needs for rural villages, where there are few alternatives to use of the car.

The Plan has identified that three quarters of people driving to work in Bath do so from outside the city. In order to reduce this number it is vital to improve connections into Bath from those rural areas that lie outside of the city.

## QUESTION

## RESPONSE FROM B&NES COUNCIL

What is the Council doing to work with others to remove the long-distance traffic traveling through the City for example to the South Coast?

Currently there are around 9,000 light and heavy goods vehicles traveling into and out of Bath every day. Of these however only 12% are through traffic with the majority having a reason to be in Bath.

As part of the consultation we are asking for views on whether people want to see more provision for rail freight and more consolidation centres on the edge of the city for road freight. We also seeking views on last mile deliveries via sustainable modes and the possibility of restricting deliveries in the city to certain times of day. Alongside the Clean Air Zone each of these additional measures could make a significant impact on the number of HGVs travelling through Bath.

In addition to this the DfT has now published their Road Investment Strategy which includes their plans for the strategic road network for the next 5 years. As part of their strategy they have committed to undertake a study that will identify which corridor provides the main strategic north south route for the area. Traffic travelling north on the A36 currently has to travel through Bath to join the A46. The study will confirm whether there is a strategic case for adopting an alternative corridor – possibly the A350 – as the main strategic route for the area.

The current Local Plan Update consultation talks about improving public transport and discouraging private car use. How does the Bath Transport Delivery Action Plan propose this discouragement of private cars?

Please see the response above regarding the Local Plan and Bath Transport Delivery Action Plan.

This consultation is the first chance for people to have their say of what transport measures they want to see introduced in and around Bath in the short, medium and long term up to 2030. Currently no plans have been developed in terms of discouraging use of private cars. Responses to this first consultation will help us to develop transport options which people will then be able to respond to further when consulted on again during the Summer.

I must question the confused objectives. Is this Bath only (pop 89,000) or BATHNES (pop 200,000). It should surely be the latter. Priorities are also very confused, too: Is it air quality or reducing carbon?

Bath attracts large numbers of people from outside of the city each day for leisure, education and work. So as well as improving connections around the city, the plan will also consider how we can improve transport provision for those travelling into Bath from outside of the city. We also have longer-term plans to improve the main routes into the district and how we link rural communities to these from Wiltshire, South Gloucestershire and Bristol - this includes the A4 corridor from Keynsham, as well as the Somer Valley.

The objectives have remained consistent from the Getting Around Bath Transport Strategy that was adopted in 2014 with the inclusion of the need to become carbon neutral by 2030 in line with our Climate Emergency and Corporate Strategy.

Improvements to air quality and the need to reduce carbon relate to two different issues, the former being the need to reduce levels of Nitrogen Dioxide emissions from transport and the latter being the need to reduce levels of Carbon Dioxide in our atmosphere emitted from vehicles which is the cause of climate change.

Elevated levels of nitrogen dioxide can cause damage to the human respiratory tract and increase a person's vulnerability to, and the severity of, respiratory infections and asthma. Long-term exposure to high levels of nitrogen dioxide can cause chronic lung disease.



**QUESTION****RESPONSE FROM B&NES COUNCIL**

Data seems to indicate a return to travel of c 90% of pre Covid levels.. is that a little pessimistic given the current levels of home working and the indications that many workers will continue to do that where appropriate?

This figure has been calculated using traffic counters that are permanently located across the district that count the number of vehicles on our roads. The data from these counters have been continuously monitored during the Covid Pandemic and shows that traffic levels did come within 10% of pre-covid figures as the restrictions were eased.

How much money will be available?

This year we are investing more than £19.6 million in a series of projects. Our schemes are funded in different ways from one-off grants, through the West of England Combined Authority or directly from the Department for Transport.

The next stage following the approval of the Transport Delivery Plan will be to start developing business cases to fund the implementation of the schemes identified in the Plan

Where does this plan fit in with the JLTP4 update?

The Joint Local Transport Plan 4 (JLTP4) is a regional plan and sets out how we aim to achieve a well-connected sustainable transport network that works for residents, businesses and visitors across the whole of the West of England.

The JLTP4 sets out the vision for transport investment in the West of England and the policy framework within which the West of England authorities will work. The JLTP4 is therefore the main overarching transport policy document under which all other local transport plans and strategies must align.

The JLTP4 supports the delivery of the more detailed interventions and measures set out in local transport strategies and plans including the Bath Transport Delivery Action Plan.

Are you also reviewing plans from other authorities from which BANES might learn, including especially those with a heritage core?

Yes, as part of the Bath Transport Delivery Action Plan we shall be looking at case studies and examples of good practise and innovative solutions that have worked in other cities and authorities.

However we need to be clear that Bath is a very unique city. It is the only city in the UK to be designated a World Heritage Site in its entirety and as such has its own unique set of characteristics including its geography and its historic road network as well as other non-transport related characteristics including its architecture, its spa waters and its status as a centre for culture and history.

Therefore we need to develop a plan that is tailored to the overcome our particular and unique set of issues in order to addresses the vision and objectives that we have set.

QUESTION	RESPONSE FROM B&NES COUNCIL
<p>Have you any indication of WECA's likelihood of approving internal transport improvements in Bath?</p>	<p>The West of England Combined Authority was formed to help support increasing coordination of transport, housing and skills across the West of England. It is through the West of England Joint Committee that WECA and North Somerset Council make decisions at the West of England level.</p> <p>Whilst the Bath Delivery Action Plan has been funded by the West of England Combined Authority, Bath and North East Somerset Council are responsible for delivering local transport schemes within the district. As such whilst we will continue working with our West of England partners on the development of any wider regional transport projects there will be no requirement in this instance for WECA to approve the contents of this Plan.</p>
<p>Still concerned about disabled access to the city centre.</p> <p>Bath spa bus and coach station needs revamping waiting facilities cafe booking office in partnership with First group. commuters come from Wiltshire, south Gloucestershire and Mendip.</p>	<p>We are keen to understand what improvements are required to make it easier, safer, and fairer to get around Bath for disabled users. This is why as part of the consultation questionnaire we are asking for additional feedback from Blue Badge holders in order that we can better understand how our plans may affect the ability of disable individuals to get around as well as help to identify what improvements are required.</p>
<p>If we are improving transport links... Will the bus station in Bath be improved? Its dark, dirty and unwelcoming to visitors. If we are encouraging (after covid) visitors... We need it to look welcoming... Will you push the operator?</p>	<p>The current bus station in Bath was opened in 2009 as part of the Southgate development and replaced the old bus station that had been in place since 1958. The Bath Bus Station is currently owned and operated by First West of England, therefore any decisions for improvements to facilities would need to be taken by them.</p>
<p>So basically, you aren't really addressing other towns in their own right? Why are you only addressing transport that concerns Bath? Why are you not addressing your duty of care for all Towns in the BATHNES area?</p>	<p>Bath attracts large numbers of people from outside of the city each day for leisure, education and work. As well as improving connections around the city, the plan will also consider how we can improve transport provision for those travelling into Bath from outside of the city. We also have longer-term plans to improve the main routes into the district and how we link rural communities to these from Wiltshire, South Gloucestershire and Bristol - this includes the A4 corridor from Keynsham, as well as the Somer Valley.</p>
<p>Has BANES reviewed the evidence of what other cities have done and taken on board that the only solution that has worked to reduce congestion and increase prosperity it to re-install, or install steel wheeled trams</p>	<p>The Bath Transport Delivery Action Plan will identify a number of different transport measures to provide an overall package of transport improvements for the city. Part of this will include a detailed evidence-based study into what is possible in terms of a mass transit system in Bath and what would work best for the city.</p>

## QUESTION

## RESPONSE FROM B&NES COUNCIL

While we wait and see what individual groups put forward, what safeguards are in place that all the current planned Low Traffic Neighbourhood (LTNs) schemes don't isolate neighbourhoods. Most schemes so far that are public seem to only be about shutting roads. What safeguards and "checks and balances" are in place to make sure that groups planning LTNs fully consult in their areas and neighbouring areas?

Following a full public consultation last year B&NES Council adopted the Liveable Neighbourhood Policies in December. We now want to build on this with an holistic Transport Delivery Plan to identify deliverable transport measures for those who visit, live, and work in Bath.

Liveable neighbourhoods are an important part of our plan to tackle the climate and ecological emergency and improve health across the area. The aim is to reduce the dominance of vehicles in residential areas - particularly through-traffic - while maintaining vehicle access to homes and businesses. With fewer vehicles, more road space can be used to create safer opportunities for walking and cycling, ensuring fairer access to roads and encouraging more active, sustainable travel.

Work is now underway to identify and develop those liveable neighbourhoods with local communities at the heart of their design and development. Local communities will be able to work closely with the council to help identify suitable areas for liveable neighbourhoods. Community workshops, meetings, events and consultations will be central to any liveable neighbourhood development.

The safety of cyclists and pedestrians is greatly affected by vehicles. They create hazards for cyclists who then use footways to avoid the hazards and can endanger pedestrians. Many pedestrians feel threatened by cyclists.

Increasing cycling and walking can help tackle some of the most challenging issues we face as a society – improving air quality, combatting climate change, improving health and wellbeing, addressing inequalities and tackling congestion on our roads. However if we want to increase levels of walking and cycling it's important to provide safe, continuous, direct routes for cycling in and around Bath which are physically separated from pedestrians and motor traffic, serving the places that people want to go.

Low traffic neighbourhoods and the reallocation of road space are a large part of this solution and can be effective in reducing the number of vehicles on our streets, therefore encouraging people to walk, cycle and use public transport within their neighbourhood. This can contribute to increased safety, reduced traffic flows and speed and improved air quality. Part of the current consultation on the Bath Transport Delivery Action Plan is seeking views on the potential to reallocate more of our road space to cyclists and pedestrians alongside providing better segregation between these two modes. Linking with the policy objectives the Getting Around Bath Transport Strategy and existing local, regional and national strategies, low traffic neighbourhoods and reallocation of road space have the potential to reduce the impact of vehicles and promote more sustainable modes of travel. The Bath Transport Delivery Action Plan will take account of and build upon the Liveable Neighbourhoods project.

## QUESTION

## RESPONSE FROM B&NES COUNCIL

Does the Council have the political will to reduce congestion in the face of resistance from motorists?

The Council declared a Climate Emergency in March 2019, committing the Council to provide leadership to enable B&NES to achieve carbon neutrality by 2030. Responding to the Climate Emergency is now also embedded within the Council's Corporate Strategy meaning that it forms an overriding consideration in everything we do.

We recognise the very real challenge of climate change, the emergency we face and its impact on the health, safety and wellbeing of our residents. The Current and Future Report highlights the fact that 29% of Bath and North East Somerset's emissions excluding aviation come from transport and identifies that the majority of emissions are generated by the most affluent residents in the area.

The Joint Local Transport Plan also identifies that for the West of England transport carbon emissions will rise by a further 22% by 2036 if we don't act - increasing the risk of droughts, floods and extreme heat not just globally but also for the South West region.

The Bath Delivery Action Plan is a key step towards responding to the climate emergency and will identify a route map for the measures required in transport terms to become carbon neutral by 2030. To do this there has to be a substantial shift towards cleaner and greener and more sustainable forms of transport. We will need to maximise every opportunity and work in partnership with sustainable transport organisations, bus and rail operators, to encourage and help people switch from cars to cycling, walking and public transport. Bath and North East Somerset Council will be playing its part not only to provide the leadership to enable change on the ground locally and through the West of England Combined Authority, but also by lobbying for change and for the powers and resources needed from central government.

How are people to be tempted out of their cars?  
What can the Council do in this respect?

The Bath Delivery Action Plan will set out the measures that are needed to increase levels of cycling, walking and public transport use that will be required if we are to address the climate emergency and become carbon neutral by 2030. We know that for some people a car is essential and is likely to remain so, maybe due to mobility impairments, work patterns or the need to transport bulky or heavy items. For most people, however, the car is often seen as the most convenient personal choice.

In line with national transport policy such as the recent 'Gear Change' vision and regional policy contained in the latest joint Local Transport Plan significantly more investment is required in sustainable transport if we are to encourage people to move away from using their cars including transformational alternatives such as a new mass transit network.



## QUESTION

## RESPONSE FROM B&NES COUNCIL

What impact does Bath's geography have on the plans, compared to other towns? Cycling and walking is not a realistic option for the great majority of people who commute into the City, from outside. Is that accepted?

No, this is not accepted. The geography around Bath does present a unique set of challenges, however this is why a bespoke delivery plan tailored to Bath is required that sets out the measures that are going to be effective in transforming the way in which we move in and around the city. There are a number of options open to us in terms of how we move around the hillier parts of Bath especially now with the advent of electric bikes and the e-scooters that are now available to hire across the city. We can no longer use the geography of Bath as an excuse to avoid reducing the number of journeys that are currently being carried out by car. In total 1 out of 3 car journeys in Bath are made within the city. This equates to over 50,000 car movements on a typical weekday. If we are to become carbon neutral by 2030 this has to stop and more journeys will have to be undertaken by sustainable modes.

This sounds horribly Bath centric! Many (most) from rural areas travel to Bristol rather than Bath. Where is the data about journeys to show where the balance is between routes and purposes?

Work on the Bath Transport Delivery Action Plan started in late 2019 with the production of the Current and Future Report which identifies the existing and future transport issues facing Bath.

The Current and Future report essentially forms the evidence base that supports the options that will be taken forward as part of the plan and can be viewed online via the consultation webpage.

The report sets out to answer some of the fundamental questions about transport in Bath including who, what, why, when, where and how. Within the Current and Future report is data on where people are travelling to in and around Bath and why they are travelling in terms of their journey purpose. The data shows that the majority of motor vehicle trips within Bath are commuting trips, with smaller volumes of business, education, and personal business trips such as visiting the local bank, dentist or doctor.

Do we have any data of the immense increase in delivery vans since the start of the pandemic moving every day into and around Bath?

Undoubtedly there has been an increase in the volumes of delivery vehicles as a result of the recent Covid-19 pandemic and the restrictions that have been placed on people to carry out day to day tasks. These delivery vans have formed a lifeline for many during times when shops are shut, and movement is restricted to only essential journeys. Whilst there has been a large short-term increase in the number of delivery vans this has been offset with a larger reduction in the number of cars on our roads as a result of the national lockdowns. It is expected that as restrictions are eased fewer deliveries will need to be undertaken by vans and lorries as individuals will once again be able to carry out their business as before, prior to the restrictions put in place due to the Covid-19 pandemic.

Data from the Current and Future Report identifies that currently there are around 9,000 light and heavy goods vehicles traveling into and out of Bath every day. Of these however only 12% are through traffic with the majority having a reason to be in Bath.

As part of the consultation we are asking for views on whether people want to see more provision for rail freight and more consolidation centres on the edge of the city for road freight. We also seeking views on last mile deliveries via sustainable modes and the possibility of restricting deliveries in the city to certain times of day. Alongside the Clean Air Zone each of these additional measures could make a significant impact on the number of HGVs travelling through Bath.

QUESTION	RESPONSE FROM B&NES COUNCIL
<p>In the Chew Valley bus routes are so limited that East to West travel across the region is practically impossible, as are buses at commuter times to Bristol in particular, but also Bath. We used to have the Chew Valley Explorer</p>	<p>The Plan has identified that three quarters of people driving to work in Bath do so from outside the city. In order to reduce this number it is vital to improve connections into Bath from those rural areas that lie outside of the city. As well as looking at transport within Bath we shall also be investigating ways to improve how people travel into the city from a number of key corridors.</p>
<p>This is obviously a necessary discussion but there is no mention of how we revitalise Bath and its High Street especially after Covid19. How is this factored into these plans?</p>	<p>We want to encourage more walking and cycling with less reliance on our cars which will enable people to move around more efficiently and sustainably than they do at the moment. This will help to create better connected, healthier and more sustainable communities that will provide clean growth and help support local businesses through greater accessibility to jobs, education and healthcare.</p> <p>There is growing body of evidence that shows that improvements to our public realm and cycling facilities result in a stronger economy as cyclists visit local shops more regularly, spending more than users of most other modes of transport. This shift to sustainable transport would therefore help the recovery of our local economy.</p>
<p>Trams offer significant benefits but with huge up-front costs both directly and indirectly, but once introduced produce big rewards. It seems wise to introduce lowest-cost schemes first to sell the benefits before embarking on mass transit in the city.</p>	<p>Mass transit is a public transport network that provides high capacity, fast, frequent and reliable services which are often separated from other traffic. Mass transit systems can also consist of several different types of transport, with direct links to existing rail and bus services.</p> <p>The Transport Delivery Action Plan for Bath will include a detailed evidence-based study into what is possible in terms of a mass transit system in Bath, and what would work best for the city. This study will be developed alongside work currently taking place at a regional level to assess a new and ambitious mass transport system that will revolutionise the way we travel around the West of England</p>
<p>Are you looking at gas and electric buses?</p>	<p>As part of the Bath Transport Delivery Action Plan we will be investigating alternative sustainable fuel to power the buses that operate in and around Bath. This will include looking at both gas and electric buses. The consultation on the Bath Delivery Action Plan includes a question on alternative fuels for buses in order to gauge people's feelings on how we might go about running cleaner buses in the future.</p>

**QUESTION****RESPONSE FROM B&NES COUNCIL**

What consideration will be given to women as the majority of care givers to relatives & professionally, childcare providers (school, clubs, sports etc), shopping & most importantly personal safety?

The Bath Transport Delivery Action Plan will help us tackle some of the biggest challenges we face today including inequality. The Current and Future Report which forms our evidence base identifies that in England, women make more trips than men, but men travel 25% further. This partly reflects differences in the type of trips made. Women make more trips for shopping and escort education, which tend to be relatively short, whereas men make more commuting trips which tend to be longer.

This plan will provide an opportunity to create improved places for people to live and work by creating better connections for healthier and more sustainable communities. Local people will be placed at the plan's core, with sustainable growth delivered through supporting local businesses and providing greater accessibility to jobs, education and healthcare.

Disabled people use buses taxis and trains not just cars

We are keen to hear of any suggestions that are made that will help improve the accessibility of Bath to disabled travellers. The current consultation on the Bath Delivery Action Plan includes an opportunity for blue badge holders to let us have any suggestions and feedback on how we might achieve this as part of our plans.

Are E-Scooters road legal? Can people get insurance if they want to use E-scooters as their main mode of transport?

Currently the e-scooters that you see in both Bath and Bristol for hire are part of a trial that launched in October 2020. Use of private e-scooters is currently against the law.

The new hop-on hop-off e-scooters are available in Bristol and Bath to help residents and visitors to get around central areas. Clusters of e-scooters are also available at other key locations such as stations, university campuses, hospitals and large employment sites. As well as the hop-on hop-off e-scooters the West of England also runs a scheme that allows people to lease their own e-scooter on a longer-term basis.

Following the successful launch of the West of England Combined Authority's e-scooter trial in October the operating area for e-scooters has been expanded in Bath. The expansion will allow people to reach new destinations by e-scooter including Oldfield Park and Bathwick.

The 12-month trial, operated by e-scooter operator Voi, introduced 50 scooters in central Bath. Since the launch there have been over 12,500 rides and 4800 unique riders with over 31,000 km travelled.

To service the new expanded areas the numbers of scooters will gradually increase to 100 in Bath

## QUESTION

## RESPONSE FROM B&NES COUNCIL

Why do we need a vision? Just go to any continental city, and see what actually works?

Yes, as part of the Bath Transport Delivery Action Plan we shall be looking at case studies and examples of good practise and innovative solutions that have worked in other cities.

Sadly not everything can happen overnight. We need to establish a comprehensive and transparent framework of strategies and policies to set out our ambitions, and how we plan to achieve them. The Transport Delivery Action Plan is a key step to achieving this and will set out a route map for how we deliver the objectives agreed in the Getting Around Bath Transport Strategy including how our transport sector will become carbon neutral by 2030 in line with our climate emergency. Without a plan there is a risk that the measures we put in place won't be sufficient to achieve this goal. This plan is the next step and is required in order to identify, co-ordinate and deliver the local improvements that are necessary.

Upgrading the A370 and other strategic routes around the City, and moving long-distance traffic away from Bath and the Cleveland Bridge: any plans?

Currently there are around 9,000 light and heavy goods vehicles traveling into and out of Bath every day. Of these however only 12% are through traffic with the majority having a reason to be in Bath.

As part of the consultation we are asking for views on whether people want to see more provision for rail freight and more consolidation centres on the edge of the city for road freight. We also seeking views on last mile deliveries via sustainable modes and the possibility of restricting deliveries in the city to certain times of day. Alongside the Clean Air Zone each of these additional measures could make a significant impact on the number of HGVs travelling through Bath.

In addition to this the DfT has now published their Road Investment Strategy which includes their plans for the strategic road network for the next 5 years. As part of their strategy they have committed to undertake a study that will identify which corridor provides the main strategic north south route for the area. Traffic travelling north on the A36 currently has to travel through Bath to join the A46. The study will confirm whether there is a strategic case for adopting an alternative corridor – the A350 – as the main strategic route for the area.

In Keynsham we have lost several bus services over the last few years - things are becoming very difficult for us. To get into Bristol or Bath by public transport is becoming more, not less difficult.

The Plan has identified that three quarters of people driving to work in Bath do so from outside the city. In order to reduce this number it is vital to improve connections into Bath from those rural areas that lie outside of the city. As well as looking at transport within Bath we shall also be investigating ways to improve how people travel into the city from a number of key corridors. This will include how people travel into Bath along the A4 corridor from Keynsham and what improvements need to be made.



**QUESTION****RESPONSE FROM B&NES COUNCIL**

The JLTP 4 mainly wants to build more roads, and it has been proven many times that building more roads simply creates more journeys.

The Joint Local Transport Plan 4 (JLTP4) sets out the vision for transport investment in the West of England and the policy framework within which the West of England authorities will work. The JLTP4 is therefore the main overarching transport policy document under which all other local transport plans and strategies must align.

As well as setting the wider policy framework the JLTP4 also includes a list of the major schemes that are required at a regional level to achieve the objectives set out in the JLTP4. It is important to clarify the principles for new road construction as part of a wider package of measures to improve efficient movement around the West of England and manage growth. Any new alignments will be multi-modal corridors and form part of a package of transport measures, enabling the reallocation of road space to more efficient travel choices wherever possible and ensuring that people are able to move around the network safely, efficiently and as sustainably as possible.

Where new links are delivered, they will provide for active travel and public transport and we will look to reallocate road space on alternative routes to provide segregated public transport and walking and cycling corridors.

Many people who work in Bath actually live in Bristol, Frome etc. The cost of bus and especially train travel is not economically viable for many of these essential workers, how is this being considered?

The Bath Transport Delivery Action Plan will help us tackle some of the biggest challenges we face today including inequality. Poor accessibility is most commonly associated with more rural areas, which are sparsely populated and have limited services. However, ensuring access to goods, services and information in urban areas is equally important. Congestion, combined with an already well used public transport network and rising costs of transport services, can impact on opportunities available to populations in towns and cities including Bath.

This plan will provide an opportunity to create improved places for people to live and work by creating better connections for healthier and more sustainable communities. Local people will be placed at the plan's core, with sustainable growth delivered through supporting local businesses and providing greater accessibility to jobs, education and healthcare.

Needs to fit in with the Western Gateway Transport Plan.

The Bath Transport Delivery Action Plan will align with all regional transport plans published by the West of England Authorities and the Western Gateway Sub-National Transport Body.

The correct sustainable solution is to build a provenly attractive low carbon low traffic system - i.e. light rail / trams and then get developers to build dwellings around that network. That is how most towns grew up .

The Bath Transport Delivery Action Plan will identify a number of different transport measures to provide an overall package of transport improvements for the city. Part of this will include a detailed evidence-based study into what is possible in terms of a mass transit system in Bath and what would work best for the city.

**QUESTION****RESPONSE FROM B&NES COUNCIL**

Buses are not an acceptable method of getting children to school because they are unreliable, and infrequent.

This is an issue that we are aware of and one that we will be looking at as part of the Bath Transport Delivery Action Plan. As part of this consultation we have invited all of the schools in Bath to meet with us to hopefully identify measures that can overcome this issue. We have also provided a whole section on school transport in the consultation to reflect just how important these journeys are in and around Bath.

Whilst the Council aren't directly responsible for running the commercial bus services around Bath, as part of the Bath Transport Delivery Action Plan we will work with bus operators to identify and put in place measures that make travelling to school by bus a simpler, more convenient method for school children.

On the proven basis that buses of whatever type are not acceptable to car drivers, why not consider and on street running tram to Chippenham?

We don't accept the statement that buses are not acceptable modes of transport as an alternative to driving a car. At present Bath and North East Somerset Council are in the process of investigating the feasibility of providing a direct, high frequency bus services that will run along the A4 corridor between Chippenham and Bath. We hope that the results of this study, known locally as the Wiltshire Whippet, will identify if such a scheme is possible and the number of people who would choose to travel by bus instead of car as a result.

When is the deadline for submission to the first consultation?

The deadline to submit a response to this first public consultation is 1<sup>st</sup> March.



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Bath and North East Somerset Council

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**Journey to Net Zero: reducing the  
environmental impact of transport in Bath**  
Consultation Report





Bath and North East Somerset Council

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# **Journey to Net Zero: reducing the environmental impact of transport in Bath**

## **Consultation Report**

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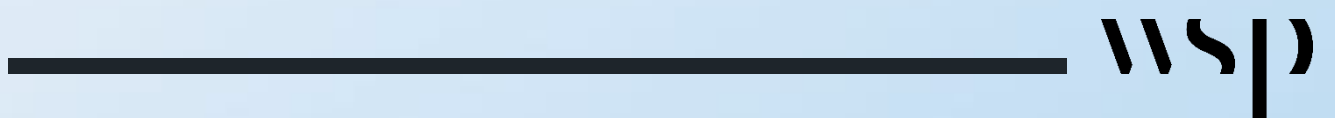
Consultation questionnaire

### Appendix B

Public webinar presentation

# 1

## Introduction



# 1 Introduction

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## 1.1 Background

- 1.1.1 To improve the lives of people is the overriding purpose of Bath and North East Somerset Council (B&NES). It provides the foundation of the Corporate Strategy which is the 'golden thread' and is central to everything the Council does. The Strategy has two core policy themes:
- Tackle the climate and ecological emergency
  - Give people a bigger say.
- 1.1.2 The inclusion of the climate and ecological emergency as one of the core policy themes demonstrates the Council's commitment to do what is needed to overcome this challenge.
- 1.1.3 In November 2014, B&NES approved the Getting Around Bath Transport Strategy<sup>4</sup>. This Strategy set out the vision and objectives for transport in the region. In March 2019, B&NES declared a Climate and Ecological Emergency, which included a commitment to become carbon neutral by 2030. To reflect the importance of the climate emergency declaration on future ambitions, this vision and objectives have been updated as part of the development of the Journey to Net Zero Plan.

### Vision

*Bath will enhance its unique status by adopting measures that promote sustainable transport and decision making, whilst reducing carbon emissions and the intrusion of vehicles, particularly in the historic core. This will improve the quality of life for local people, enable more economic activity and growth, while enhancing the special character and environment of the city.*

### Objectives

- Reducing vehicle carbon emissions to achieve carbon neutrality by 2030
- Improving air quality and health
- Promoting sustainable mobility
- Supporting and enabling economic growth, competitiveness, and jobs
- Widening travel choice
- Widening access to opportunities: jobs/learning/training
- Safeguarding and enhancing the unique historic environment and World Heritage Site status
- Improving quality of life in the city.

- 1.1.4 The Journey to Net Zero builds on the 2014 Transport Strategy to support targets to reach carbon neutrality by 2030. In April 2020, the Transport Delivery Action Plan Phase 1: Current and Future Report<sup>1</sup> (Current and Future Report) was published by B&NES, setting out the current and future situation for transport into, out of and around Bath, and the need for significant and focused improvements. Since this, B&NES have renamed the project to better reflect the importance and urgency that needs to be placed on the Climate Emergency declaration. Moving forward, the project is named Journey to Net Zero: Reducing the environmental impact of transport in Bath, or Journey to Net Zero Plan. This is to demonstrate the continued commitment to reducing the carbon emissions from transport and delivering sustainable travel options by 2030.
- 1.1.5 The Current and Future Report provides the evidence base that underpins the consideration of future transport measures set out in the Journey to Net Zero Plan.
- 1.1.6 The Journey to Net Zero Plan forms the second part of the Journey to Net Zero Report, identifying measures to overcome the challenges identified in the Current and Future Report. When combined, these reports will:
- Identify the problems that currently affect travel in the district
  - Identify solutions to improve and promote sustainable travel in, around and into the city.
- 1.1.7 The Council has developed the Journey to Net Zero Plan in line with the evidence gathered in the Current and Future Report, and follows on from the 2014 Getting Around Bath Transport Strategy. As a consequence, whilst the Journey to Net Zero is primarily focused on transport within Bath, work is currently underway at a regional level, to develop a detailed transport decarbonisation plan that covers all of the West of England region, including North Somerset.
- 1.1.8 The Journey to Net Zero Plan includes partnership projects which fall under the responsibility of other, larger bodies (such as National Highways and the West of England Combined Authority). Where projects are not within the Council's gift to implement, they will continue to work alongside the agencies and transport operators responsible for their delivery, to secure the outcomes and improvements needed.
- 1.1.9 Between January and March 2021, B&NES held a consultation on the outline transport policy themes to inform the then called Transport Delivery Action Plan for Bath. This gave an opportunity for residents and stakeholders to feedback on how important different aspects of transport policy were to them. The consultation feedback report was completed in May 2021<sup>2</sup> and the results informed the initial thinking for the development of the plan

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<sup>1</sup> Journey to Net Zero: Reducing the Environmental Impact of Transport in Bath Phase 1: Current and Future Report, B&NES, 2020

<sup>2</sup> Bath Transport Delivery Action Plan Consultation Report, Bath and North East Somerset Council, May 2021



and provided the foundations for future projects being explored in the Journey to Net Zero Plan.

- 1.1.10 A second consultation was held to seek views and feedback on the draft Journey to Net Zero Plan from 10 January to 7 February 2022. This report sets out the approach to consultation and the discusses the outcomes.

## **1.2 The objectives of the consultation**

- 1.2.1 The Journey to Net Zero Plan outlines projects that will support the journey to carbon neutrality. In the Plan, the potential scale of carbon reduction that the future projects could deliver is considered at a high level. Within the Plan, projects are divided the projects into three categories:

### **Current projects**

- 1.2.2 Projects that are already underway or have been delivered recently. These projects have been consulted on, and assuming the resource and funding is available will be delivered (if they have not already).

### **Developing projects**

- 1.2.3 Projects which are under development and are subject to consultation and approval, currently or in the very near future.

### **Future projects**

- 1.2.4 Emerging projects that are not currently under development, but that B&NES could pursue, to support the ambition to achieve carbon neutrality by 2030.
- 1.2.5 While the Plan provides an overarching, holistic view of transport projects, including those already implemented, or well on their way to delivery, the consultation process focused on the future projects.
- 1.2.6 Feedback received during the consultation will be used to better understand how these schemes may affect B&NES residents, and guide the Council in deciding which to follow, and how to implement the projects. The Journey to Net Zero Plan will be updated to reflect the key themes which emerged from the consultation.
- 1.2.7 Reaching carbon neutrality targets is going to be incredibly challenging. This will require a significant societal behavioural change to sustainable modes, and reducing the number of journeys taken. To implement this is going to require high impact measures, many of which may initially be negatively perceived based on the current level of provision for sustainable modes. The Journey to Net Zero Plan is an integrated package, targeting improved public transport, biking and pedestrian networks and disabled access as well as potential restrictions to car travel.

## 2 Consultation Approach

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### 2.1 Introduction

- 2.1.1 The consultation ran over a four-week period from 10 January to 7 February 2022, and was undertaken in three forms:
- Online Questionnaire
  - Public Webinar
  - Stakeholder Webinar.
- 2.1.2 All consultation activities were set against the existing context of the coronavirus pandemic, considering the ongoing restrictions in place. Therefore, most elements of the consultation were held virtually. The consultation was publicised via regular posts on the Council's social media channels, press releases, advertised on radio stations and at bus stops.

### 2.2 Online Questionnaire

- 2.2.1 An online questionnaire was hosted on the B&NES website for the duration of the consultation period with hard copies of the materials made available in Bath, Keynsham and Midsomer Norton libraries.
- 2.2.2 The questionnaire consulted on the future projects included in the Plan. For each project three questions were asked regarding the support for the project, the extent to which respondents felt it would affect the carbon footprint, and improve their lives, in line with the Council's overarching purpose.
- 2.2.3 The following future projects were consulted on:
- **Bath mass transit** - *Mass transit is a type of public transport network that provides high-capacity, fast, frequent, and reliable services that are predominantly segregated from other traffic. This could include over or underground routes and consist of several different types of transport in an integrated system.*
  - **Providing for travel by bike and on foot** - *Improving existing routes and providing new routes for travel by bike and on foot, making bike storage more widely available and supporting the use of e-bikes and e-cargo bikes.*
  - **Improvements to the pedestrian experience** - *Building upon the existing and developing projects to improve pedestrian infrastructure, including continuous footways, improved crossings, and wider footways.*
  - **Improvements to disabled access** - *Improving access for disabled transport users across the B&NES district, including improving the streetscape, considering the accessibility of taxis, and improving the shopping and visitor experience.*

- **Traffic cells** - *Changing the way in which the city centre is accessed by dividing it into a number of segments, with reduced access for vehicles and enhancing access for public transport, pedestrians and cyclists.*
- **Liveable neighbourhoods – Next generation** - *Increasing the number and size of Liveable Neighbourhood areas, potentially linking this into the traffic cell concept (described in the previous question).*
- **Bath Clean Air Zone (CAZ) and Air Quality Management Area (AQMA) reviews** - *Extending the Clean Air Zone to cover more streets or more types of vehicle.*
- **Demand management** - *Promoting sustainable travel and discouraging car use by reducing parking availability or increasing charges for car users.*
- **Coach strategy** - *This would balance the need to support tourism with everyday travel around Bath, including improving the management of coaches, better pedestrian routes and wayfinding between coach drop-off/pick-up areas and the city centre, and more efficient movement and parking.*
- **Rail freight distribution site** - *A rail freight distribution site to maximise the use of rail in moving goods within Bath, thereby reducing the amount of freight on the roads and the associated carbon emissions.*
- **Road freight package** - *Restricting HGV movements into Bath and provision of freight consolidation centres outside the city that collect goods for onward delivery via more e-cargo bikes. This could include the provision of dedicated corridors, as well as the potential for freight to be transported on buses.*
- **Independent travel to school** - *Independent travel to school.*
- **Inter-urban sustainable transport links** - *Building on existing corridor studies on the A4, A37 and A367 to improve connectivity between the main settlements, including Midsomer Norton, Keynsham, Chew Valley, Somer Valley and Peasedown St John.*
- **Rural connectivity** - *Improving bus services along the main routes into Bath, linking them to the city centre or multi-modal interchange sites. It could also involve improving access by bike and foot to bus corridors and the delivery of rural mobility hubs to improve connectivity between modes and with the potential to offer working hubs to reduce the need to commute.*

2.2.4 For each of the future projects above the following questions were asked:

- To what extent do you agree or disagree with the future plans for [future project]?
- To what extent do you agree or disagree with the following statement: '[future project] would allow me to reduce my carbon footprint'?
- In which of the following ways do you think [future project] would improve your life?  
Select all that apply:
  - Quicker journeys

- Safer journeys
- Healthier journeys
- More enjoyable journeys
- More sustainable journeys
- More active journeys
- Cheaper journeys
- Improved access to opportunities
- Access to more options for travel
- Better connections between communities
- Other (please outline below)

2.2.5 At the end of the questionnaire respondents were then asked to comment on the Journey to Net Zero proposals as a package with the questions:

- To what extent do you agree with the following statement ‘the projects identified in the Journey to Net Zero would help me to reduce my carbon footprint’?
- In which of the following ways do you think the projects identified in the Journey to Net Zero would improve your life?
  - Quicker journeys
  - Safer journeys
  - Healthier journeys
  - More enjoyable journeys
  - More sustainable journeys
  - More active journeys
  - Cheaper journeys
  - Improved access to opportunities
  - Access to more options for travel
  - Better connections between communities
  - Other (please outline below)

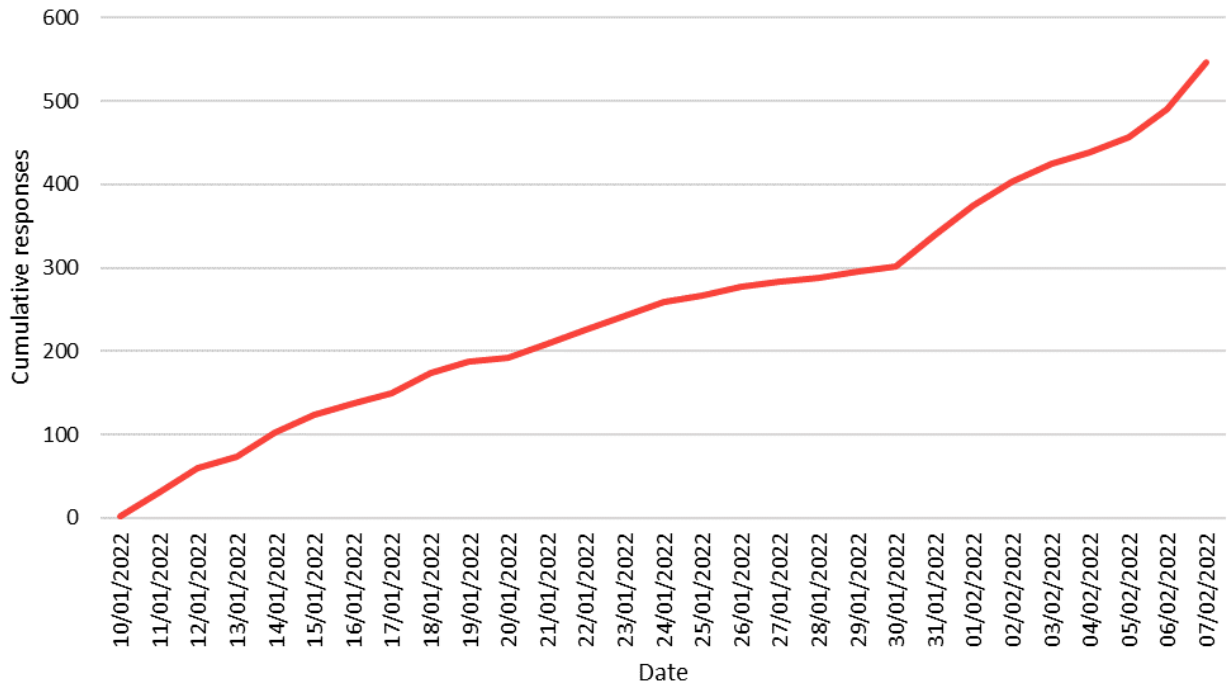
2.2.6 There was also an open text box at the end of the questionnaire where respondents could give any further views or expand on any scores given for earlier questions.

2.2.7 A copy of the questionnaire is included in Appendix A.

2.2.8 Over the 4-week consultation period there were 546 responses to the questionnaire, with 541 responding digitally and 5 people using the hard copy questionnaires within local libraries. Figure 2-1 below shows the profile of the number of responses received over the consultation period. The profile shows an increase in the rate of response in line with when the stakeholder and public webinars took place.



**Figure 2-1 - Response rate**



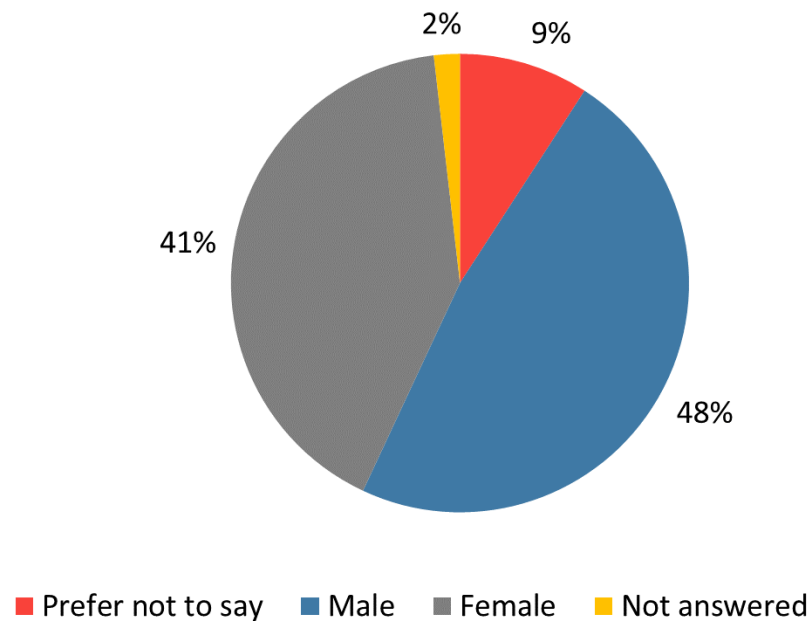
## Demographic of Respondents

2.2.9 The following section outlines the demographics of respondents to the online questionnaire, including the split by gender, disability, age, whether they have dependent children, remit within which they are responding (commuter, resident, etc) and location.

### Gender

2.2.10 Figure 2-2 shows that 48% (261) of respondents to the survey identified as male, and 41% (225) identified as female. 9% (50) preferred not to say and 2% (10) did not answer the question.

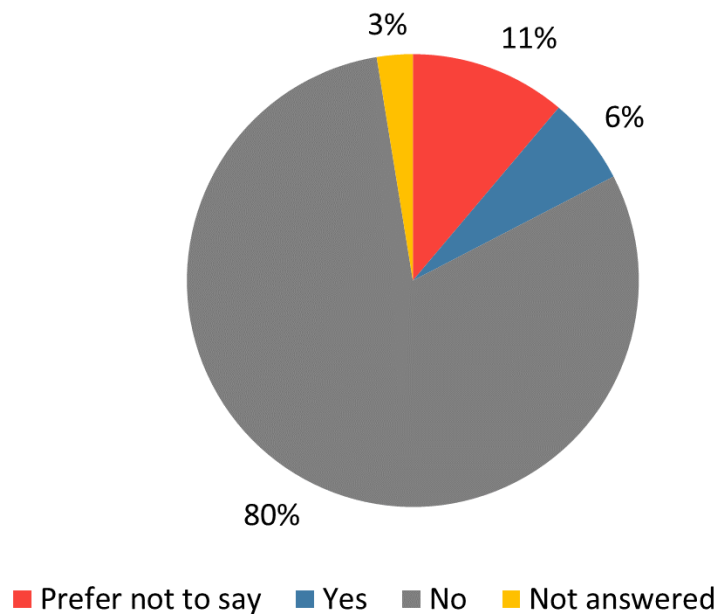
**Figure 2-2 - How would you describe your sex?**



### Disability

- 2.2.11 Of the 546 respondents, 6% (34) identified as disabled, 80% (437) did not identify as disabled, 11% (61) preferred not to say and 3% (14) did not answer the question, as shown in Figure 2-3.

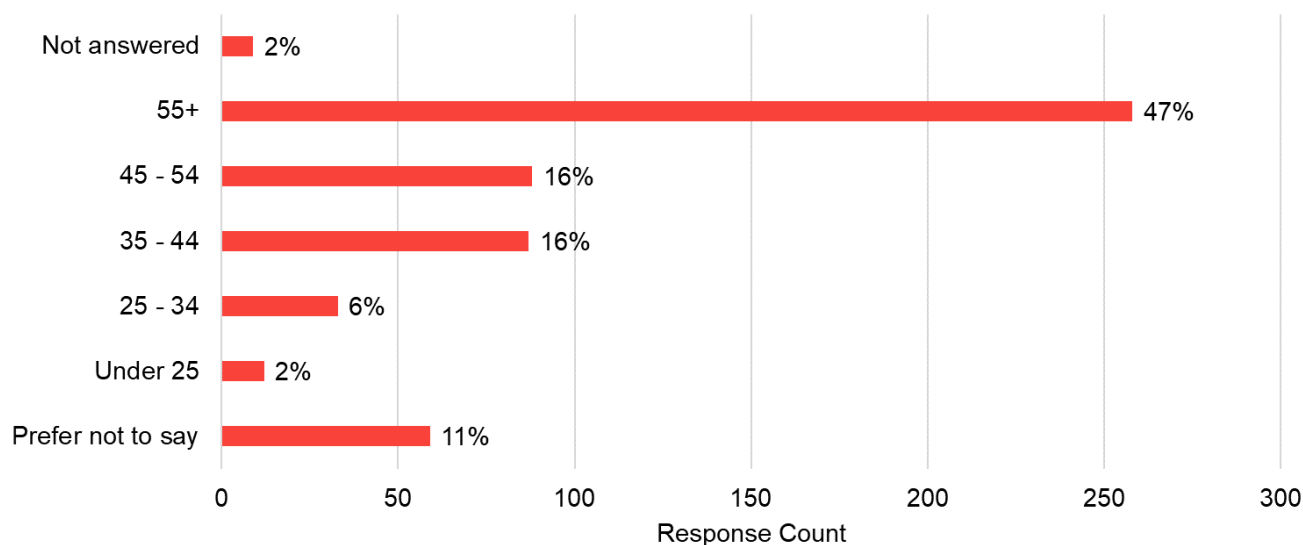
**Figure 2-3 - Do you consider yourself to be a disabled person?**



## Age

2.2.12 Figure 2-4 shows that almost half (258) of the respondents were aged 55 years or over, 2% (12) were aged under 25 years, 6% (33) were aged 25-34 years, 16% (87) were aged 35-44 years and 16% (88) were aged 45-54 years.

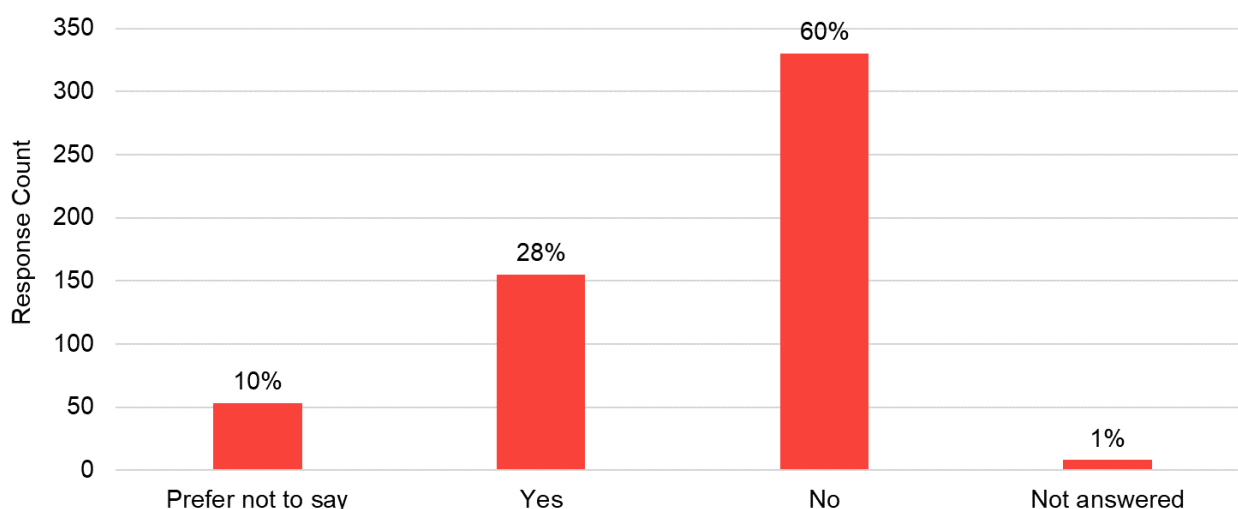
**Figure 2-4 - What was your age at your last birthday?**



## Dependent children

2.2.13 Figure 2-5 shows that 60% of respondents did not have dependent children, whilst 28% did. 10% preferred not to say and 1% did not answer.

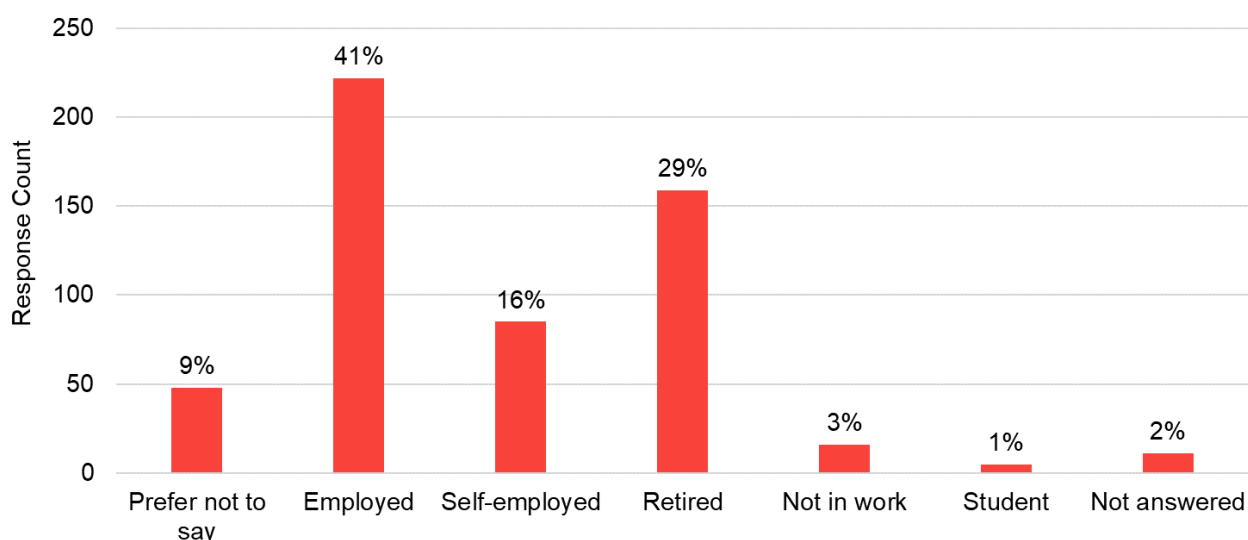
**Figure 2-5 - Do you have any dependent children?**



### Professional or working status

2.2.14 Of the 546 respondents, 41% (222) were employed and 16% (85) were self-employed. Retired people accounted for 29% (159) of responses, and 3% (16) were not in work. A small proportion (1% (5)) of respondents were students. 9% (48) of respondents preferred not to say and 2% (11) did not answer. The breakdown of respondents by professional or working status is shown in Figure 2-6.

**Figure 2-6 - What would best describe your professional or working status?**

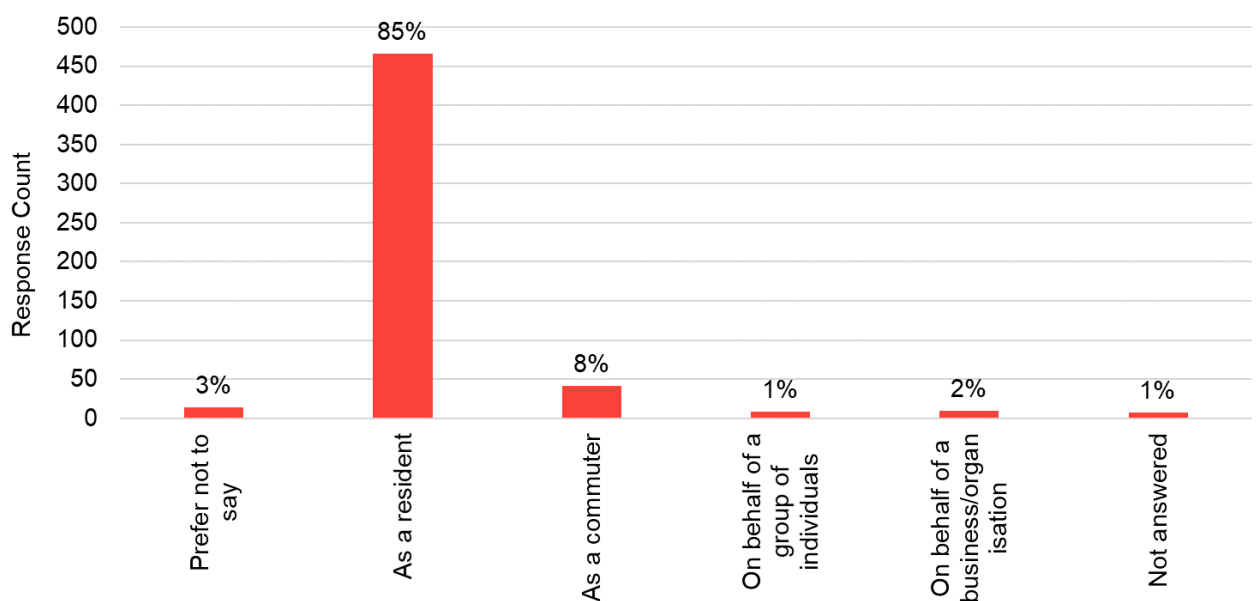




## Respondents relation to Bath as a place

2.2.15 Figure 2-7 shows respondents' relation to Bath as a place. The majority of respondents were residents of Bath, these people accounted for 85% (466) of respondents. 8% (41) were people who commuted to / from Bath. Some responses were on behalf of more than one individual, 1% (8) responded as part of a group of individuals and 2% (10) responded on behalf of a business or organisation. 3% (14) of respondents declined to state in which way they were responding to the consultation, and 1% (7) did not answer this question.

**Figure 2-7 - Which of the following options best describes how you are responding to this questionnaire?**



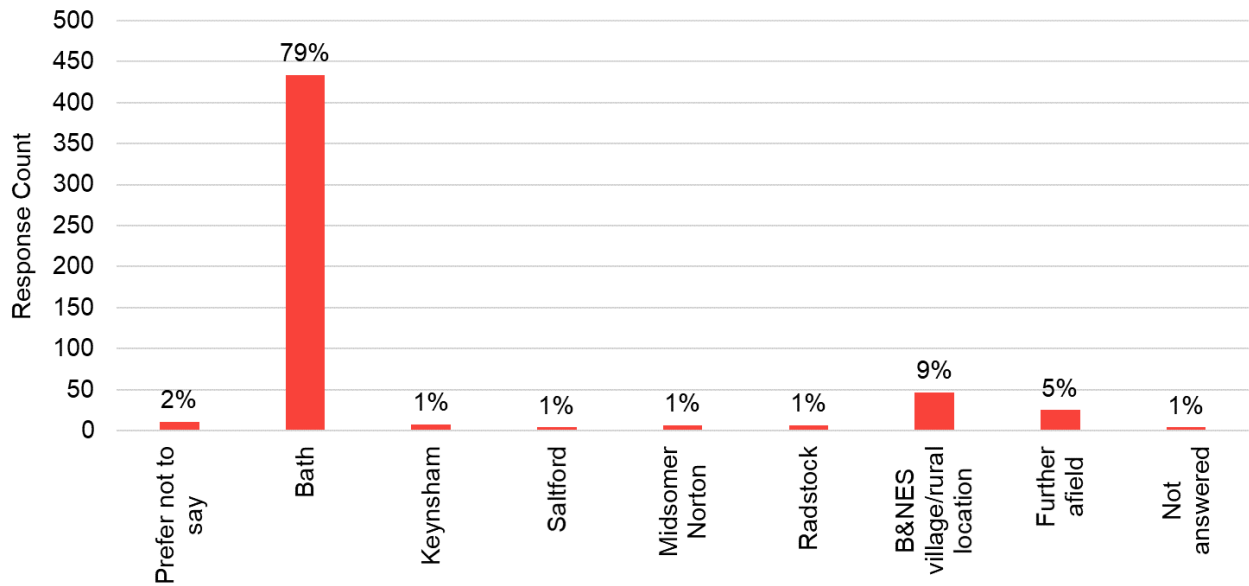
## Location

2.2.16 The overwhelming majority of respondents were those who lived or worked in Bath, this accounts for 79% of respondents. 4% of respondents were located in B&NES market towns, with:

- 1% (8) from Keynsham
- 1% (4) from Saltford
- 1% (7) from Midsomer Norton
- 1% (7) from Radstock

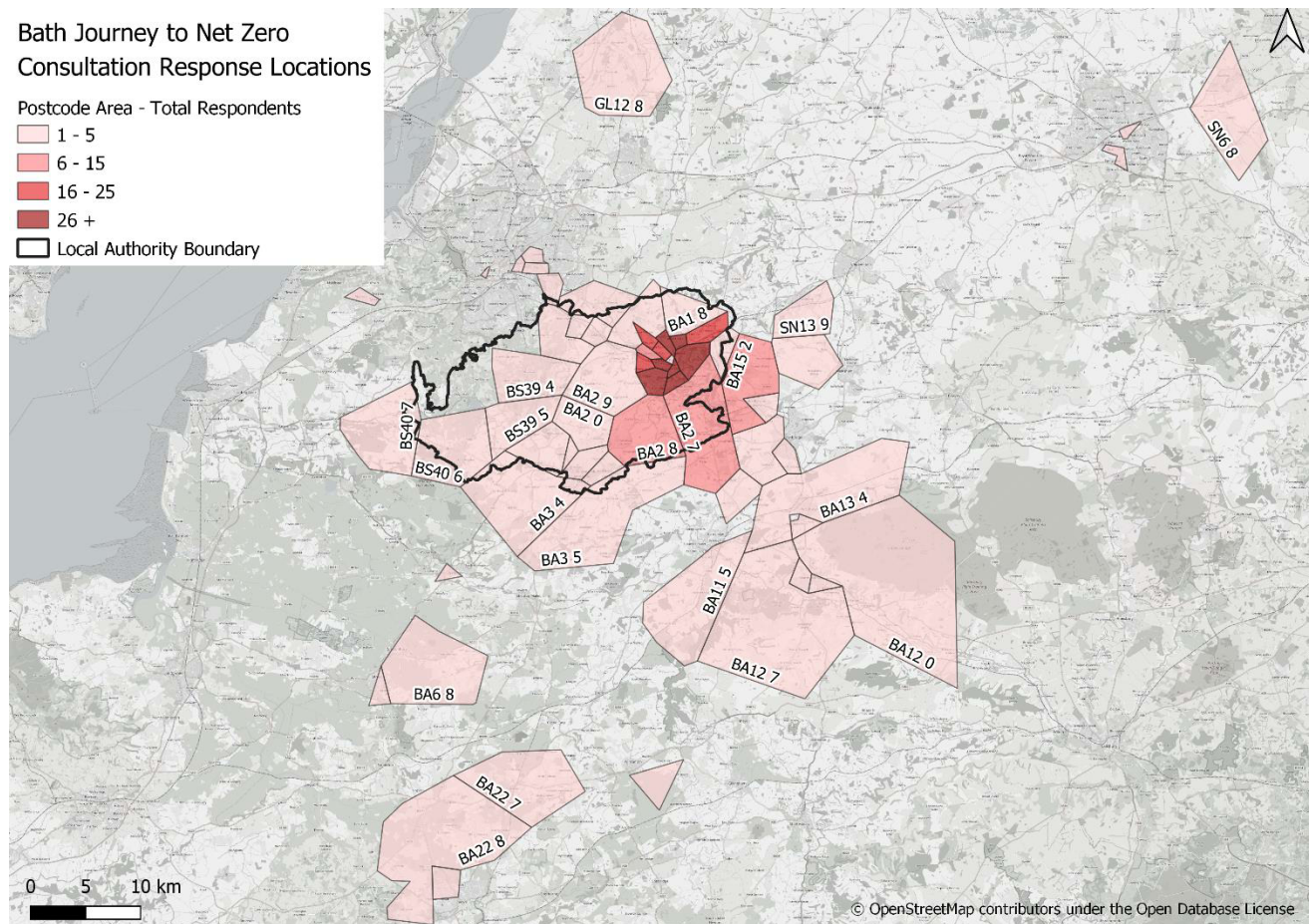
2.2.17 Of respondents, 9% (47) were from a B&NES village/rural locations, and 5% (25) were from further afield. 2% (11) preferred not to say and 1% (4) did not answer. Figure 2-8 shows the breakdown of where respondents were located.

**Figure 2-8 - Where do you live (or where is your business located)?**

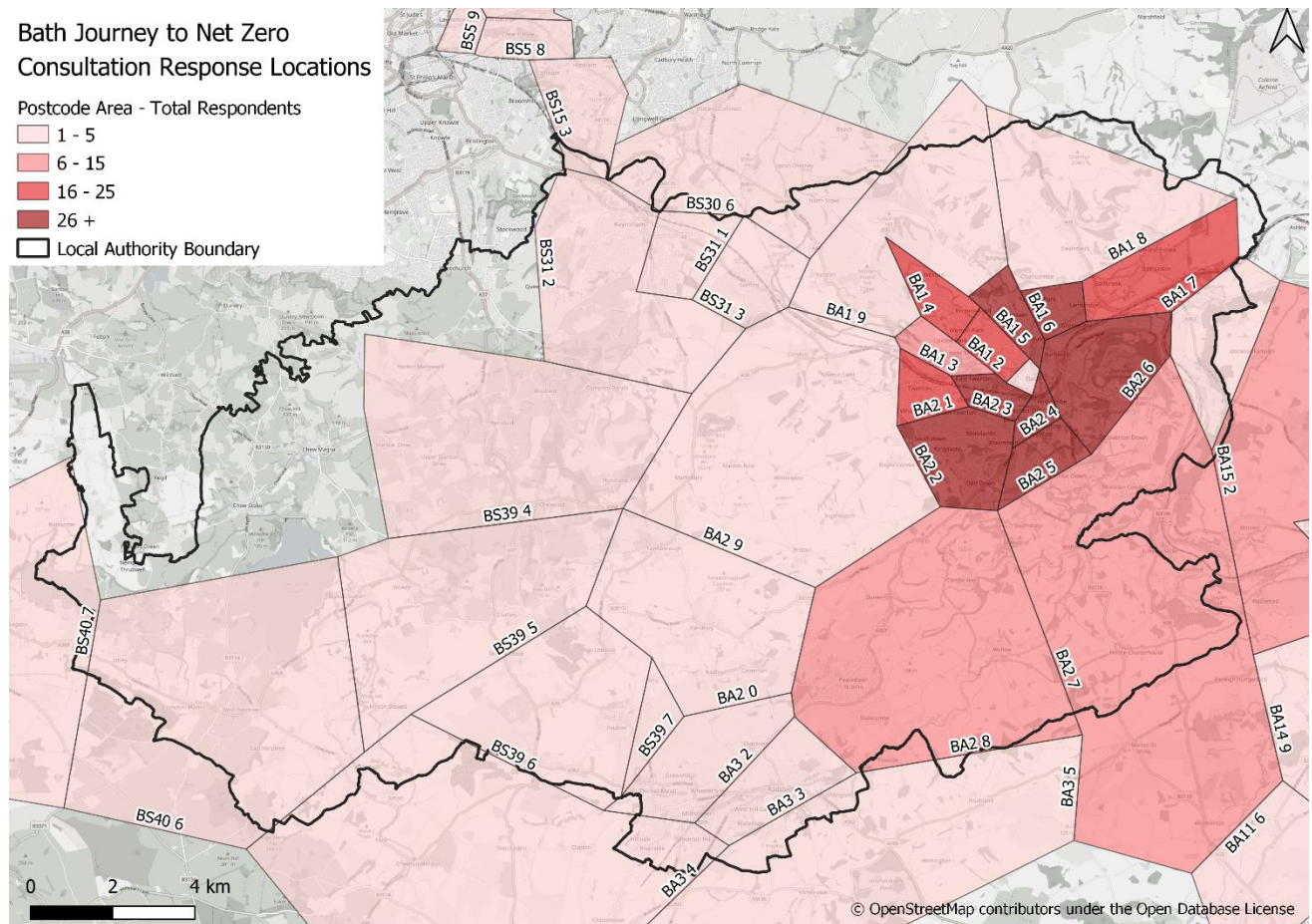


2.2.18 Of the 546 respondents, 470 (86%) provided a postcode that could be mapped. Figure 2-9 and Figure 2-10 show the distribution of respondents where postcodes could be mapped within B&NES and the City of Bath area. It should be noted that where a postcode ward is not shaded, this does not necessarily reflect that there were no responses within this area, but that the postcode provided could not be mapped.

**Figure 2-9 - Location of respondents (B&NES)**



**Figure 2-10 - Location of respondents (City of Bath)**



## 2.3 Public Webinar

- 2.3.1 As part of the wider consultation exercise a public webinar was held on 27 January 2022 which 66 people attended. The Webinar was publicised on the B&NES Council website and sought to give information and raise awareness of the online questionnaire. The webinar detailed the background to the Journey to Net Zero Plan, provided an overview of the structure of the online questionnaire, including future projects and allowed attendees to ask questions about transport in and around Bath. Appendix B includes the presentation used at the Public Webinar.
- 2.3.2 The Webinar was recorded and subsequently posted on the Council's YouTube channel<sup>3</sup>. Since posting, the Webinar has been viewed by 213 people.

<sup>3</sup> [https://www.youtube.com/watch?v=szNKnsbO\\_Zs](https://www.youtube.com/watch?v=szNKnsbO_Zs)



## 2.4 Stakeholder Webinar

2.4.1 A stakeholder webinar was held on the 20 January 2022 with a number of interest specific groups. Below is a list of those organisations that sent a representative to the webinar:

- Transition Bath
- The Bath Alliance
- B&NES Rural Transport Group
- Bath Rugby
- Walk Ride Bath
- Bath University
- Royal United Hospital
- Bath and Bristol Area Trams Association
- Peasedown Parish Council
- Keynsham Town Council
- Bath Bus Company
- Ralph Allen School
- Dunkerton Parish Council
- Buro Happold
- Kingswood School
- St Gregory's School
- High Littleton Parish Council
- Bath Community Transport
- Wessex Water
- Bath Spa University
- Corston Parish Council
- St John's School

2.4.2 The objective of these webinars was to engage with key stakeholders early in the development of the Journey to Net Zero Plan to ensure they are part of the journey, and also to raise awareness of the consultation. As part of the webinars, attendees were provided with a Stakeholder Pack of materials to promote the consultation within their organisations and communities.

## 3 Consultation Outcomes

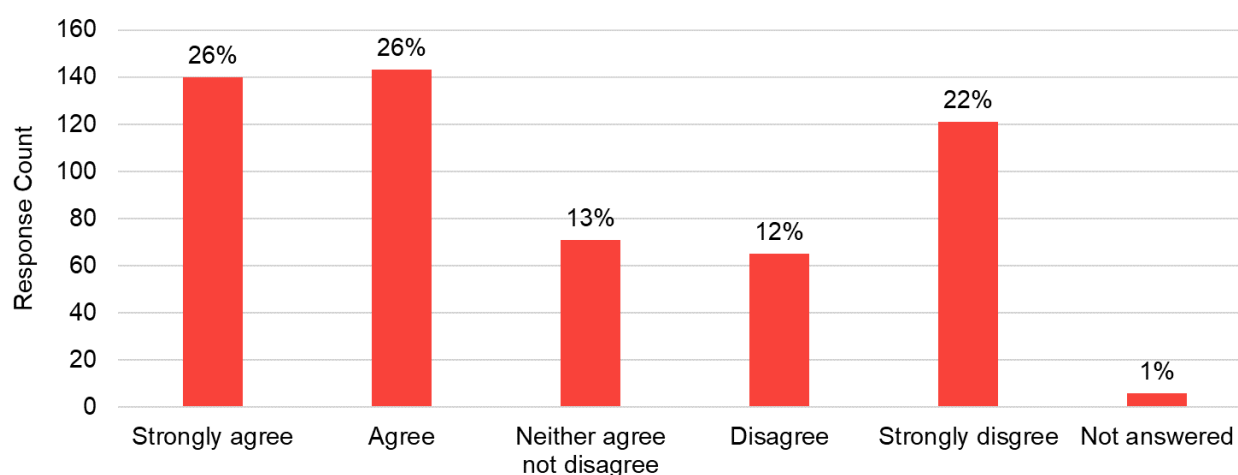
3.1.1 This section details the responses to each for the consultation questions for each of the future projects and the Journey to Net Zero Plan as a whole.

### 3.2 Bath mass transit

*Mass transit is a type of public transport network that provides high-capacity, fast, frequent and reliable services that are predominantly segregated from other traffic. This could include over or underground routes and consist of several different types of transport in an integrated system*

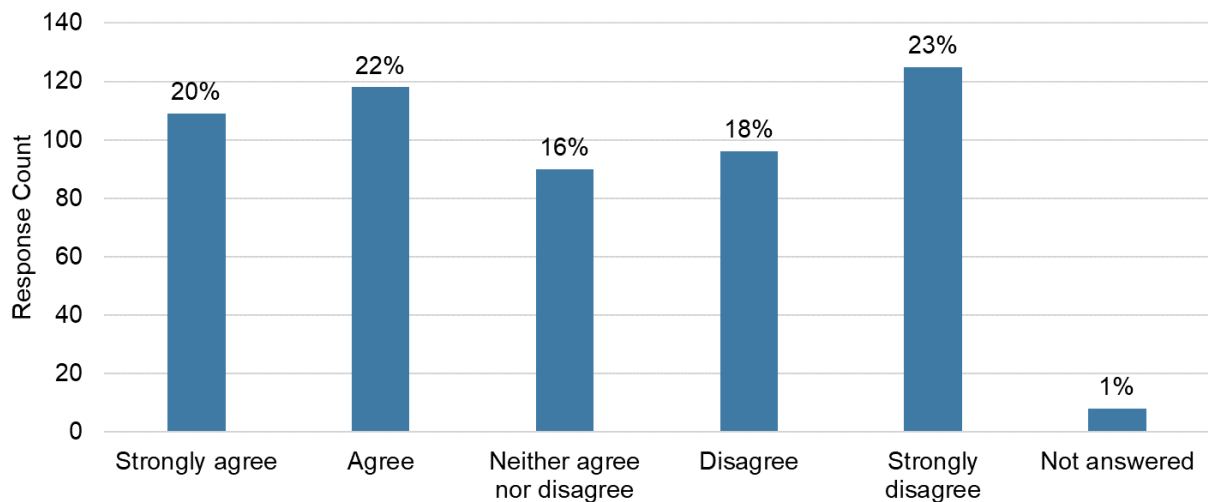
3.2.1 Figure 3-1 shows the responses to the question ‘to what extent do you agree or disagree with our future plans for mass transit in Bath?’. Of the 546 respondents, over half (283) either strongly agreed or agreed with the concept while 22% (121) strongly disagreed and 12% (65) disagreed. The remaining 13% (71) neither agreed nor disagreed and 6 respondents did not answer this question.

**Figure 3-1 - To what extent do you agree or disagree with our future plans for mass transit in Bath?**



3.2.2 In response to the question ‘to what extent do you agree or disagree with the following statement ‘a mass transit system in Bath would help to reduce my carbon footprint?’, 20% (109) of respondents strongly agreed, 22% (118) agreed, 18% (96) disagreed and 23% (125) strongly disagreed. 16% (90) of respondents neither agreed nor disagreed with the statement, and 1% (8) of respondents did not answer the question. Figure 3-2 shows the responses to this question.

**Figure 3-2 - To what extent do you agree or disagree with the following statement: 'A mass transit system in Bath would help reduce my carbon footprint'?**



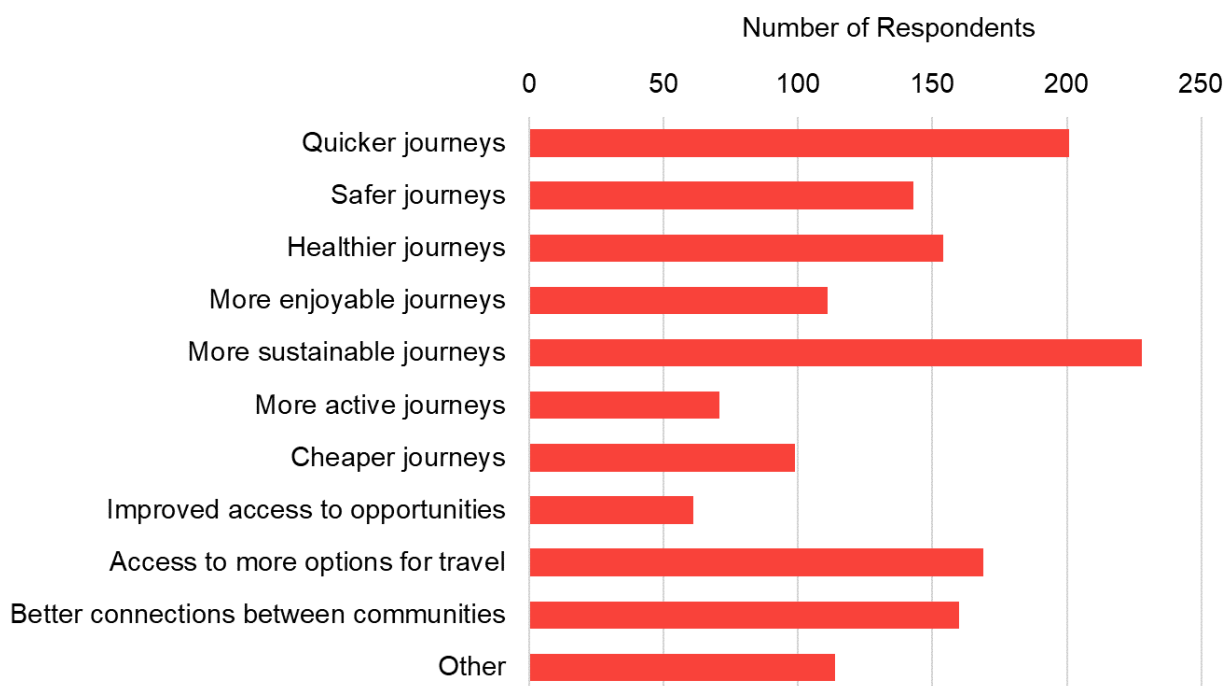
3.2.3 The most common response to how a mass transit system in Bath could improve your life was by allowing people to make more sustainable journeys, followed by quicker journeys, access to more options for travel and better connections between communities. Figure 3-3 shows the responses to this question, respondents were able to select all that apply therefore the total number of responses exceeds the number of individual respondents.

3.2.4 For this question, 'Other' was selected by 114 respondents, and a written response provided which could include a number of points made within the comments.

3.2.5 The most common points raised related to:

- The project could result in less traffic / congestion and less pollution
- Mass transit could result in shorter journey times
- Mass transit having no significant impact on respondents' quality of life
- Respondents did not want to use public transport
- Respondents not confident this would be a viable scheme given Bath's population size
- A number of suggestions were made through this response, including:
  - more reliable public transport services
  - improvements of current bus arrangement systems
  - more frequent bus services
  - better quality buses
  - infrastructure improvement for electric bus
  - make mass transit/bus travel more affordable

**Figure 3-3 - In which of the following ways do you think mass transit in Bath would improve your life?**

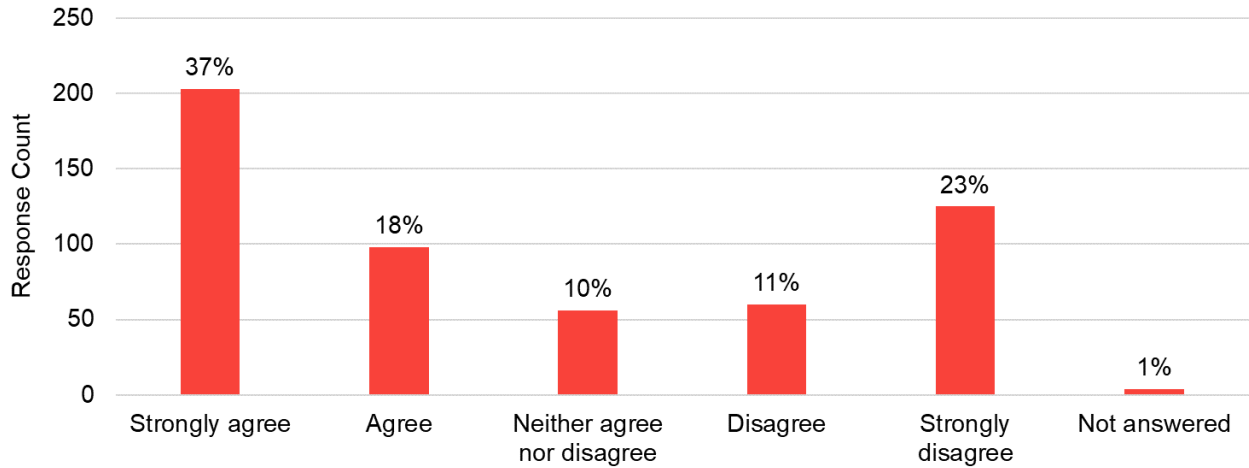


### 3.3 Providing for travel by bike and on foot

3.3.1 Figure 3-4 shows the responses to the question ‘to what extent do you agree or disagree with our future plans around promotion and investment in travel by bike?’. Of the 546 responses, over half (301) respondents either agreed or strongly agreed while around a third (185) disagreed or strongly disagreed. The remaining 10% (56) neither agreed or disagreed, and 1% (4) did not answer.

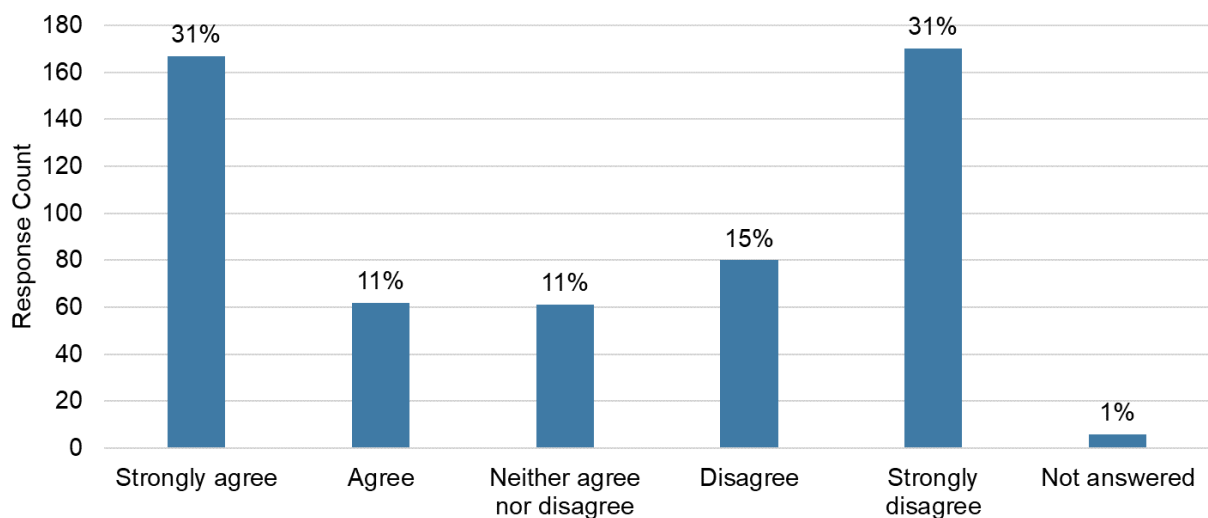


**Figure 3-4 - To what extent do you agree or disagree with our future plans around promotion and investment in travel by bike?**



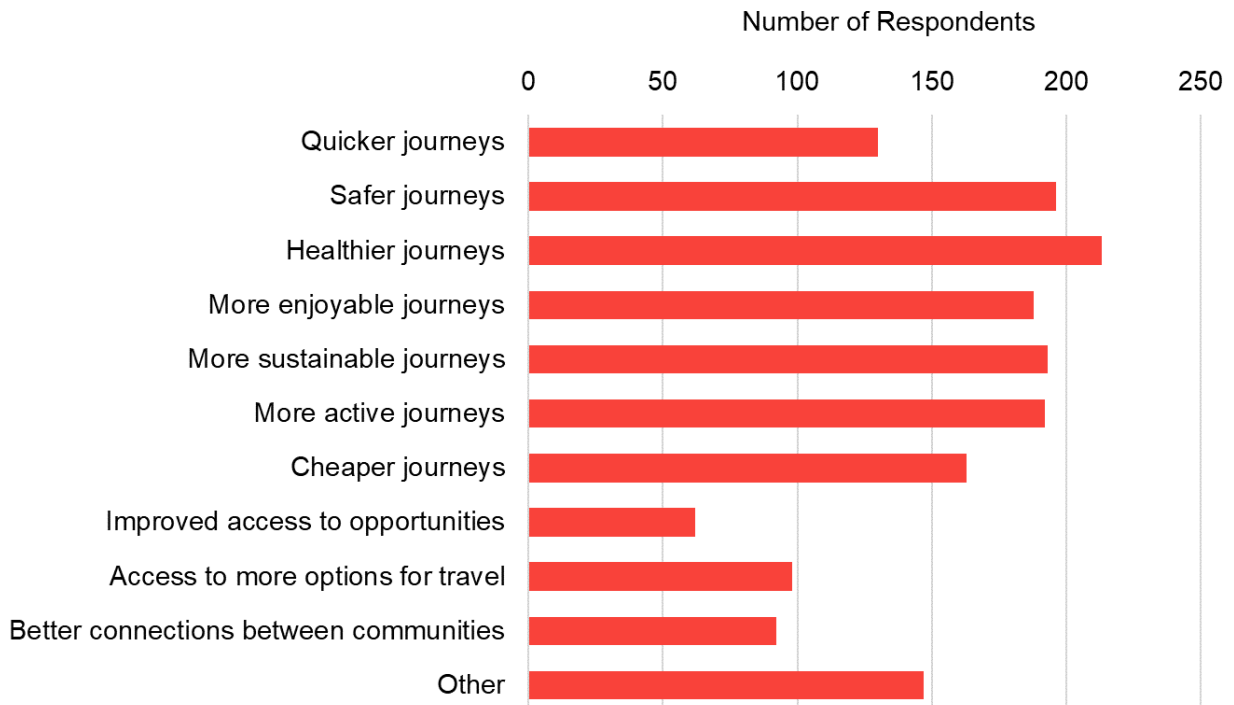
3.3.2 In response to the question *'to what extent do you agree or disagree with the following statement: Promotion and investment in travel by bike would allow me to reduce my carbon footprint?'*, Figure 3-5 shows that the responses were fairly balanced between agreeing and disagreeing with this statement. Almost a third (167) of respondents strongly agreed and a third (170) strongly disagreed with the statement. 11% (62) agreed, 11% (61) neither agreed or disagreed, and 15% (80) disagreed. 1% (6) did not answer the question.

**Figure 3-5 - To what extent do you agree or disagree with the following statement: Promotion and investment in travel by bike would allow me to reduce my carbon footprint?**



- 3.3.3 Figure 3-6 shows the most common response to how investment into travel by bike could improve their life was allowing healthier journeys, followed by safer journeys, more sustainable journeys and more active journeys. Respondents were able to select all answers that applied to them. The least selected was improved access to opportunities.
- 3.3.4 'Other' was selected by 147 respondents, and a written response provided including several points. The most common points raised related to:
- Project could result in less traffic / congestion
  - A more convenient and less stressful experience for pedestrians
  - Project could result in improved air quality
  - The terrain of Bath makes cycling difficult
  - Many residents being unable to use a bike due to health, age or children
  - A number of suggestions were made through this response, including
    - Provide more safe parking /storage for bikes
    - Make more safe routes for bike users and pedestrians
    - Make safe pedestrian paths separating people from bikes
    - Enforcement and education of traffic laws at junctions and on roads
    - Provide electric bike loans
    - Provide better public transport facilities
    - Provide safer facilities for older people

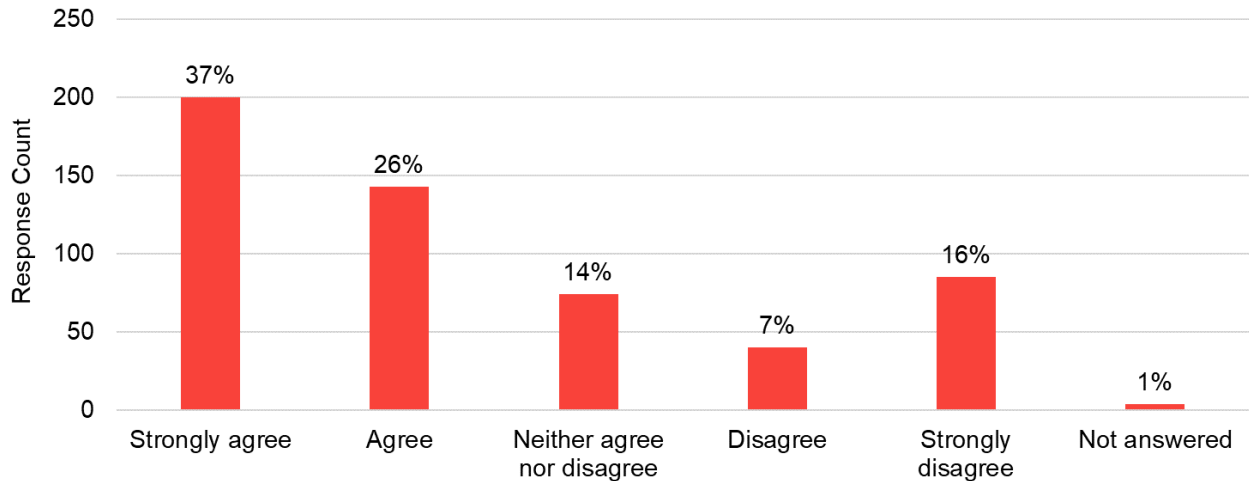
**Figure 3-6 - In which of the following ways do you think promotion and investment in travel by bike would improve your life?**



## 3.4 Improvements to the pedestrian experience

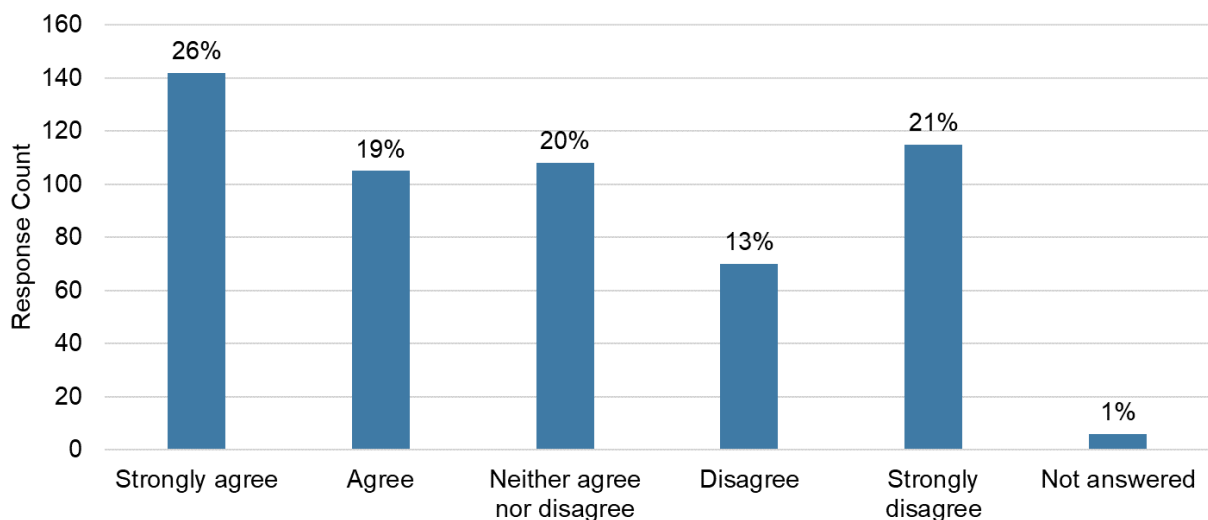
- 3.4.1 Figure 3-7 shows the response to the question *'to what extent do you agree or disagree with our future plans to improve the pedestrian experience?'*. Over half (343) of the 546 respondents agreed or strongly agreed with the plans, while 14% (74) neither agreed nor disagreed. Under 25% (125) of respondents disagreed or strongly disagreed. 1% (4) of respondents did not answer the question.

**Figure 3-7 - To what extent do you agree or disagree with our future plans to improve the pedestrian experience?**



3.4.2 As shown in Figure 3-8, 26% (142) of respondents answered strongly agree to whether improving the pedestrian experience would reduce their carbon footprint. 19% (105) answered agree, 20% (108) neither agreed nor disagreed, 13% (70) disagreed and 21% (115) strongly disagreed. 1% (6) of respondents did not answer the question

**Figure 3-8 - To what extent do you agree or disagree with the following statement: Improving the pedestrian experience would allow me to reduce my carbon footprint?**



3.4.3 Safer journeys, healthier journeys and more enjoyable journeys were the most selected answers when respondents were asked about how improving the pedestrian experience



would improve their life (Figure 3-9). Respondents were able to select all answered that applied to them.

3.4.4 'Other' was selected by 124 respondents, and a written response provided containing a range of positive and negative points and suggestions. The most common points raised related to:

- Project could result in less traffic and pollution
- Project would provide no benefits or have a negative impact
- The scheme will only assist the older, younger and disabled
- Suggestion were made in response to this question and included:
  - Provide paved safe, continuous walking paths including facilities for the disabled
  - Provide improved crossings / pedestrian priority lights
  - Integrate improved pedestrian experience with Liveable Neighbourhoods
  - Maintain the road infrastructure i.e. drainage, potholes, slippery roads
  - Improve traffic management
  - Provide recreational centres

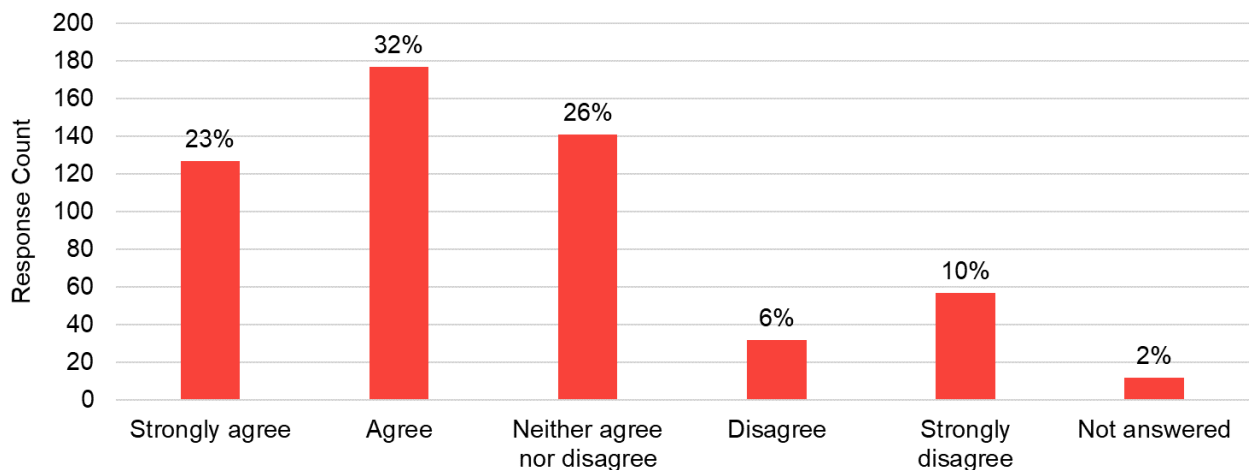
**Figure 3-9 - In which of the following ways do you think improving the pedestrian experience would improve your life?**



### 3.5 Improvements for disabled access

3.5.1 Figure 3-10 shows that over half (304) of respondents agreed or strongly agreed with future plans to improve disabled access. 26% (141) neither agreed nor disagreed and 16% (89) of respondents disagreed or strongly disagreed. 2% (12) did not answer.

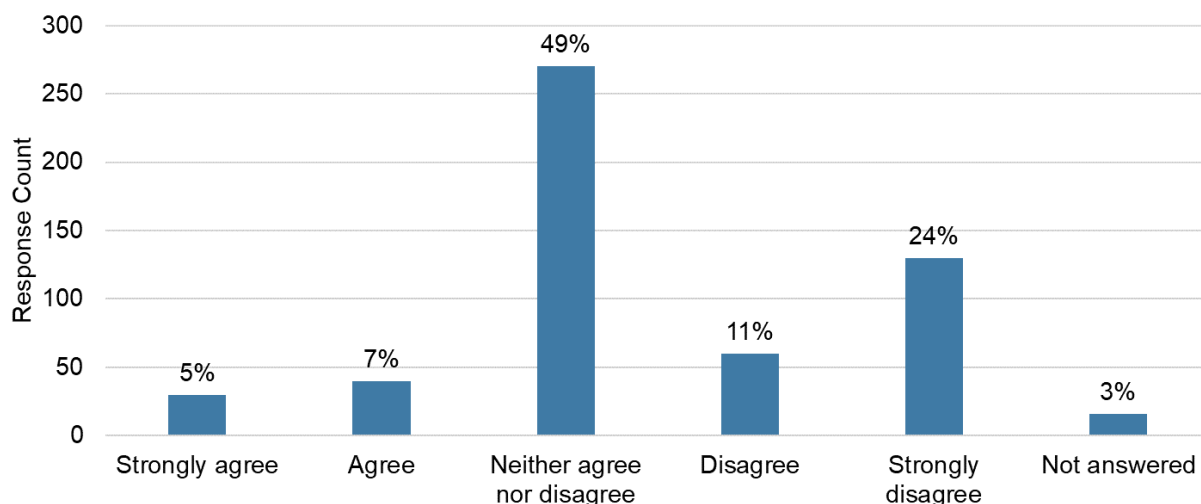
**Figure 3-10 - To what extent do you agree or disagree with our future plans to improve disabled access?**



3.5.2 When considering responses to this question from only those who considered themselves to be disabled, there was more support for future plans for disabled access. 29% (10) of respondents strongly agreed and 38% (13) agreed. Surprisingly, a higher proportion (24% (8)) of respondents strongly disagreed with the future plans.

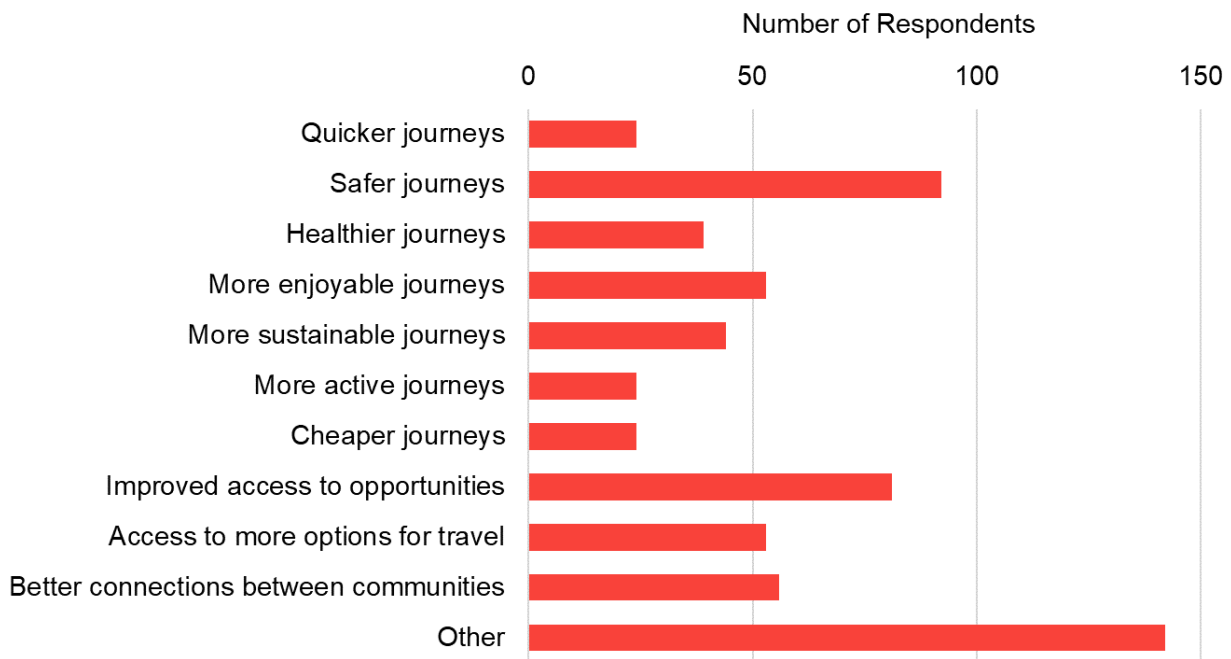
3.5.3 Figure 3-11 shows the responses to the question 'to what extent do you agree or disagree with the following statement: *'Improving disabled access would allow me to reduce my carbon footprint'*'. Approximately half (270) of the 546 respondents neither agreed nor disagreed, whilst 12% (70) agreed and strongly agreed, and 35% (190) disagreed or strongly disagreed. 3% did not answer (16).

**Figure 3-11 - To what extent do you agree or disagree with the following statement: 'Improving disabled access would allow me to reduce my carbon footprint'?**



- 3.5.4 When considering responses from those who considered themselves disabled, a higher proportion felt that the measures would reduce their carbon footprint with 15% (5) and 18% (6) strongly agreeing and agreeing respectively. A smaller proportion neither disagreed nor agreed, and 24% (8) strongly disagreed that their carbon footprint would improve.
- 3.5.5 Figure 3-12 shows that safer journeys and improved access to opportunities were common responses to how improving disabled access would improve the respondent's life.
- 3.5.6 For this question, 'other' was selected by 142 respondents and a written response provided. The most common points raised related to:
- The scheme would have a positive impact
  - The scheme would have no benefits towards net zero
  - Awareness that the difficulty banning cars would have for people who are disabled including restricted access and removing parking
  - Other points raised were suggestions, including:
    - Consult with disabled people for their needs, including the needs of carers
    - Provide more stable and wider pavements
    - Improve disabled vehicle access on road / parking lots, including near shops
    - Provide minibuses for better access
    - Provide paths for disabled people segregated from cyclists and vehicular traffic

**Figure 3-12 - In which of the following ways do you think improving disabled access would improve your life?**

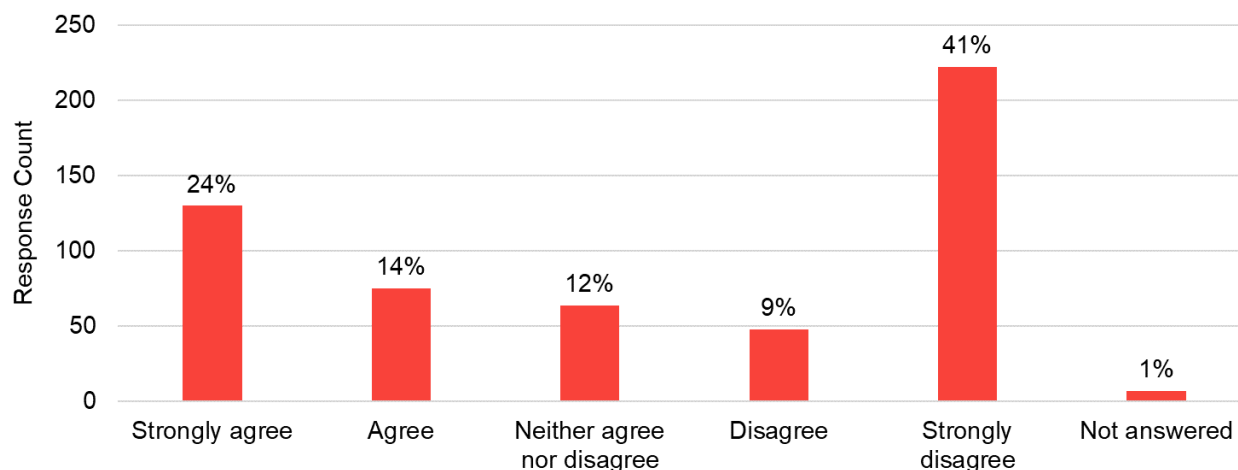


3.5.7 A similar pattern is seen when only considering responses from those who identified as disabled, although a higher proportion of these responses included improved access to opportunities and cheaper journeys.

## 3.6 Traffic cells

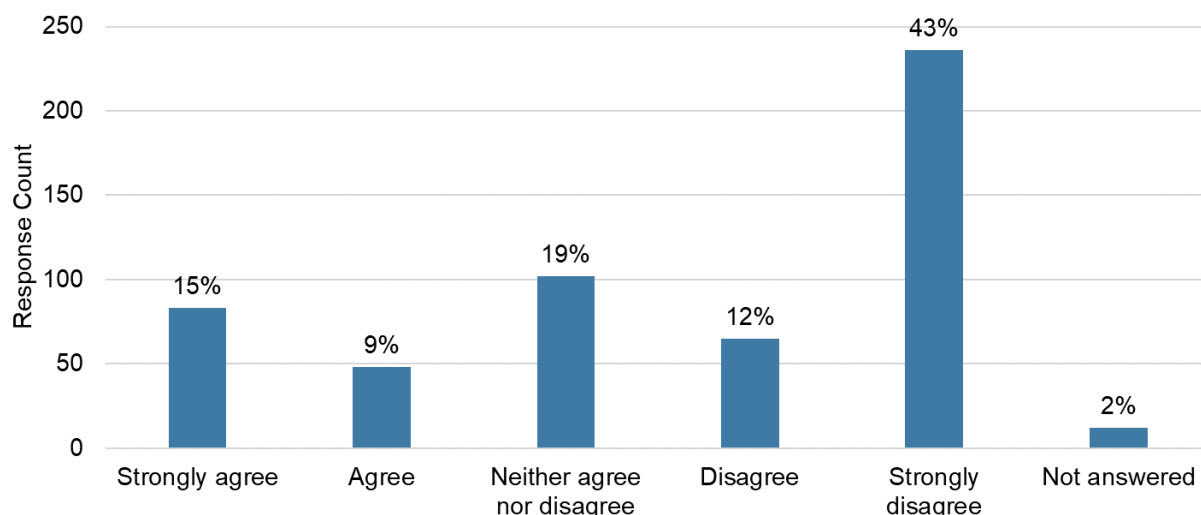
3.6.1 Figure 3-13 shows the responses to the question ‘to what extent do you agree or disagree with our future plans for traffic cells?’. Half (270) of respondents disagreed or strongly disagreed with the future plans whilst 36% (205) of respondents either agreed or strongly agreed. 12% (64) neither agreed nor disagreed and 1% (7) did not respond to the question.

**Figure 3-13 - To what extent do you agree or disagree with our future plans for traffic cells?**



- 3.6.2 Almost half (236) of the 546 respondents strongly disagreed that traffic cells would allow them to reduce their carbon footprint (Figure 3-14). A further 12% (65) disagreed. 24% (131) of respondents neither agreed nor disagreed, and 2% (12) did not answer the question.

**Figure 3-14 - To what extent do you agree or disagree with the following statement: "Traffic cells would allow me to reduce my carbon footprint"?**

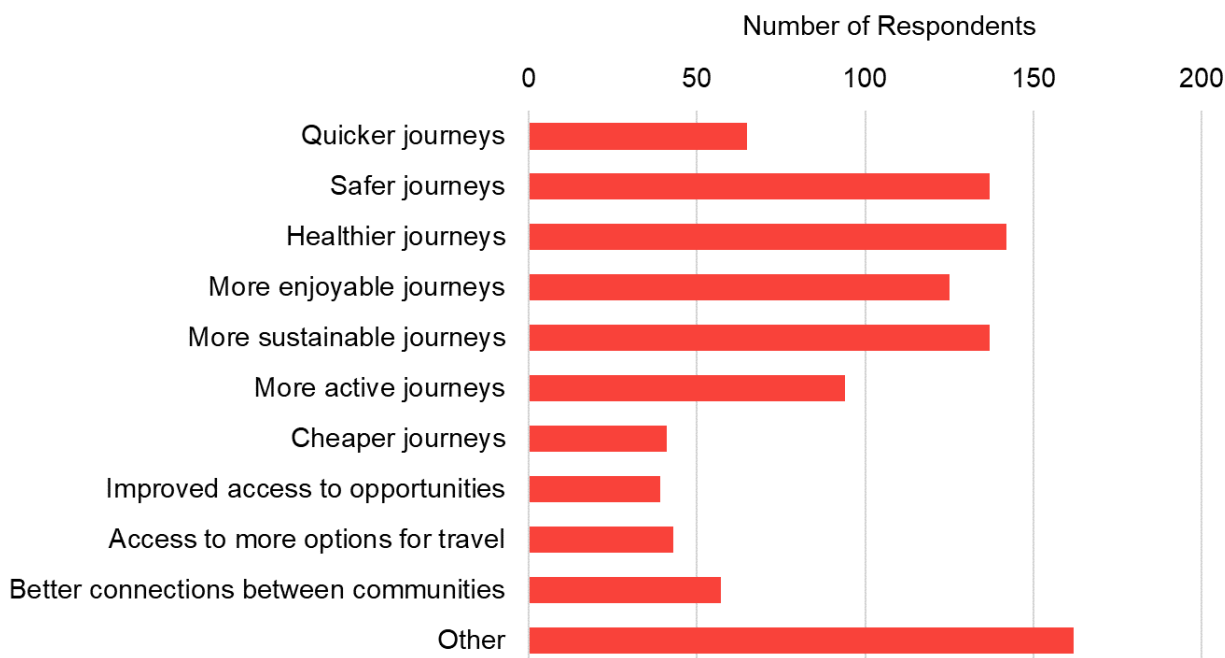


- 3.6.3 Figure 3-15 shows responses to the question 'in which of the following ways do you think traffic cells would improve your life?'. The most frequent answer was 'other', followed by safer journeys healthier journeys, and more sustainable journeys.
- 3.6.4 'Other' was selected by 162 respondents, and a written response provided. The most common points raised related to:



- Providing better health / safety in the city centre
- The project resulting in longer travel times, more difficult journeys, increased congestion and pollution
- A general lack of benefits of the scheme
- Many other points included suggestions, such as:
  - Providing a ring road
  - Implementing Liveable Neighbourhoods
  - Restricting cars inside city centre
  - Restricting access for cyclists around the city centre
  - Providing parking for cyclists outside city centre
  - Better walking facilities around city centre
  - Providing a park and ride facility
  - Improving reliability and affordability of public transport / improve bus routes
  - Ensuring rural communities are consulted and involved
  - Reducing buses through the city
  - Maintaining access for deliveries

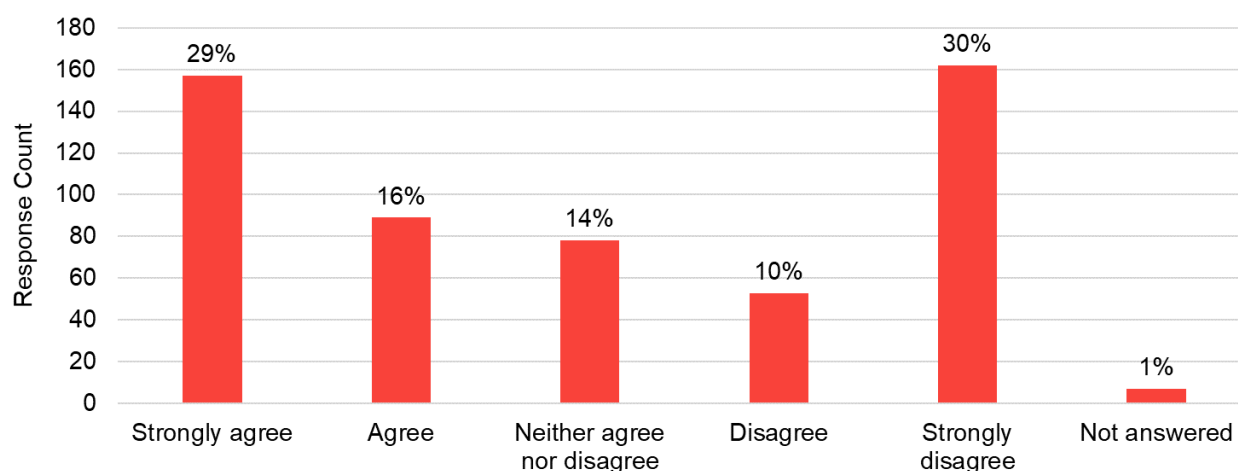
**Figure 3-15 - In which of the following ways do you think traffic cells would improve your life?**



## 3.7 Liveable neighbourhoods – next generation

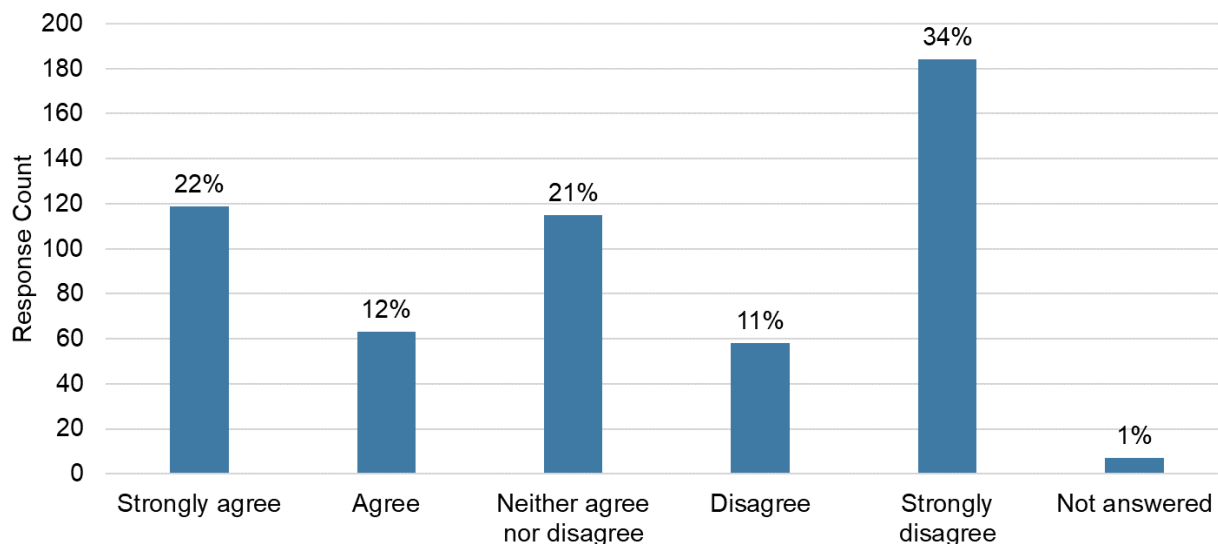
3.7.1 Figure 3-16 show the responses to the extent to which respondents agree with the future plans for the next generation of liveable neighbourhoods. 45% (246) of respondents agree or strongly agree, 40% (215) disagree and strongly disagree whilst 14% (78) neither agree nor disagree. 1% (7) did not answer the question.

**Figure 3-16 - To what extent do you agree or disagree with our future plans for the next generation of liveable neighbourhoods?**



3.7.2 Figure 3-17 shows the responses to the question *'to what extent do you agree or disagree with the following statement: "The next generation of liveable neighbourhoods would allow me to reduce my carbon footprint"?'.* Nearly half (242) of respondents answered disagree or strongly disagree, while 34% (182) of respondents agreed or strongly agreed. 21% (115) respondents neither agreed nor disagreed, and 1% (7) did not respond.

**Figure 3-17 - To what extent do you agree or disagree with the following statement: "The next generation of liveable neighbourhoods would allow me to reduce my carbon footprint"?**

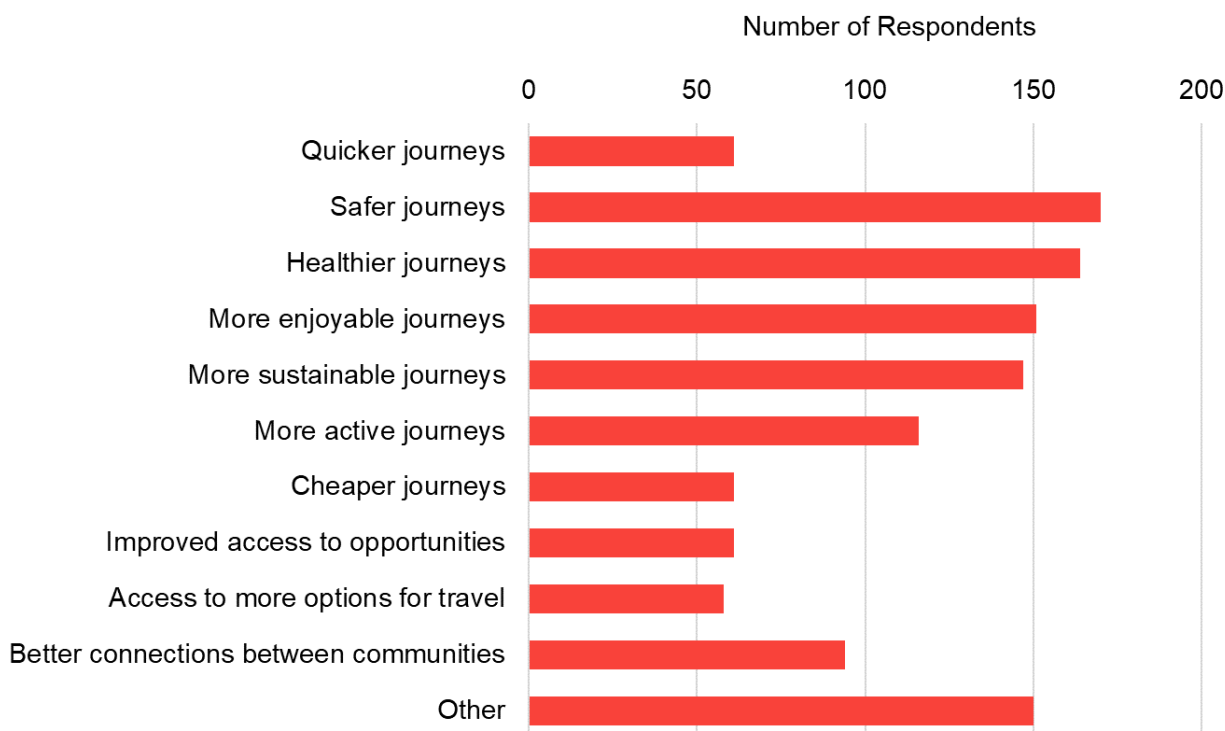


3.7.3 In response to the question *'In which of the following ways do you think the next generation of liveable neighbourhoods would improve your life?'*, the most common answers were safer journeys, healthier journeys, and then more enjoyable journeys. 'Other' was selected by 150 respondents, and a written response provided. The most common points raised related to:

- Better air quality and improved living inside city
- Better neighbourhood and heritage conservation
- Less rat running and safer roads
- Diversion of traffic onto alternative routes and possible impact on residents, pedestrian, public transport users
- Negative impact on life including longer delays, and increased pollution and traffic
- Other points included suggestions such as:
  - More pedestrian crossings
  - More public interaction in the development of the scheme
  - Providing bypass / ring road
  - Provision of cheap and reliable public transport
  - Extending Liveable Neighbourhoods to rural communities

3.7.4 Figure 3-18 shows the responses to this question.

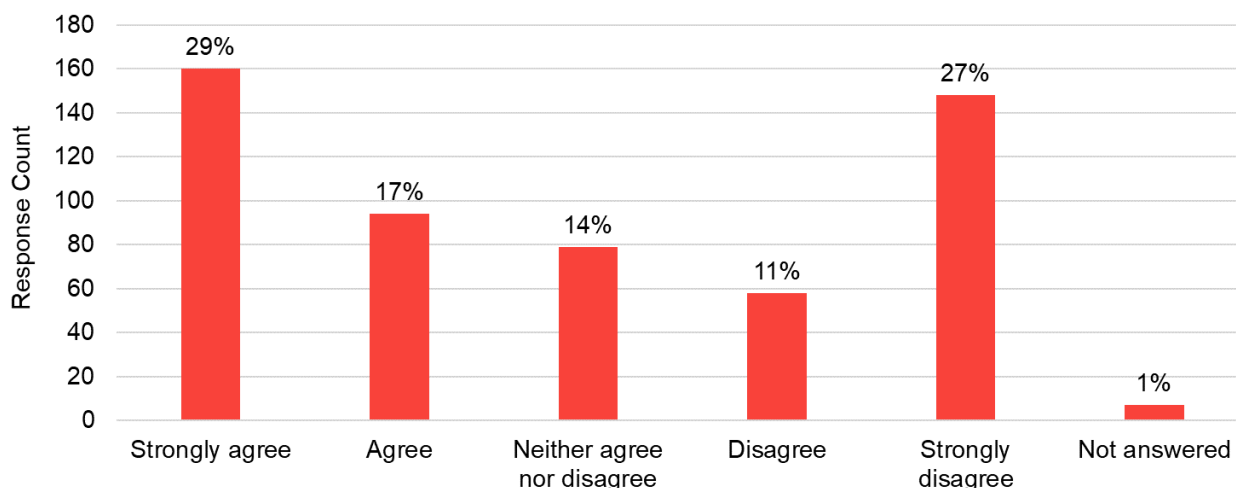
**Figure 3-18 - In which of the following ways do you think the next generation of liveable neighbourhoods would improve your life?**



### 3.8 Bath Clean Air Zone (CAZ) and Air Quality Management Area (AQMA) reviews

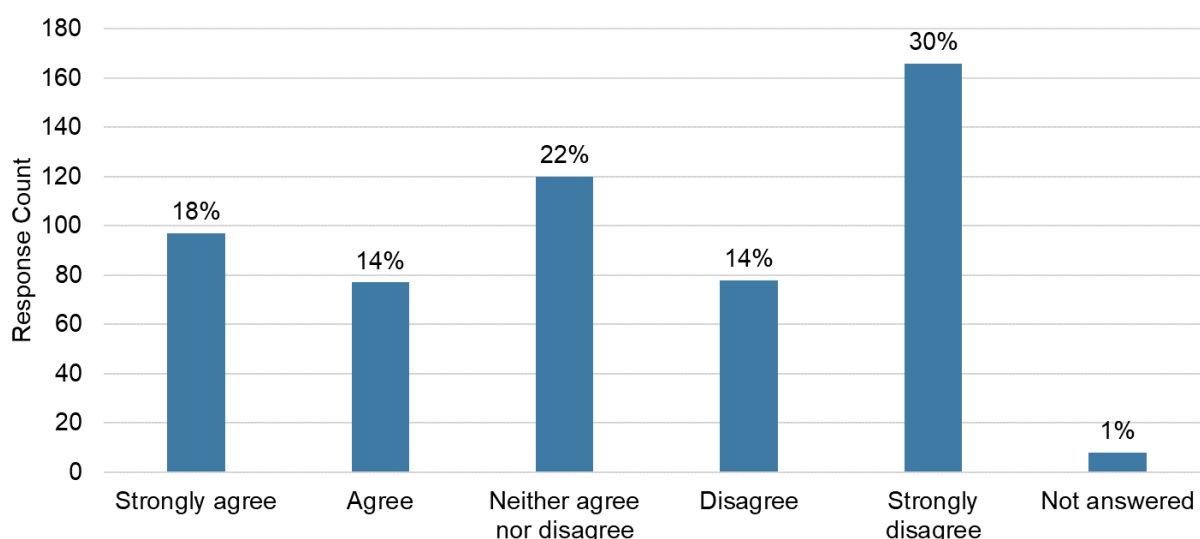
- 3.8.1 Figure 3-19 shows the responses to the question *‘to what extent do you agree or disagree with our future plans for the Bath CAZ and AQMA reviews?’*. Most respondents selected strongly agree with 29% (160) respondents choosing this. 17% (94) agreed, 14% (79) neither agreed nor disagreed, 11% (58) disagreed and 27% (148) strongly disagreed. 1% (7) did not answer.

**Figure 3-19 - To what extent do you agree or disagree with our future plans for the Bath CAZ and AQMA reviews?**



3.8.2 30% (166) out of the 546 respondents strongly disagreed that the future plans for the Bath CAZ and AQMA would reduce their carbon footprint, and an additional 14% (78) disagreed. 18% (97) strongly agreed, 14% (77) agreed and 22% (120) neither agreed nor disagreed. Shown in Figure 3-20.

**Figure 3-20 - To what extent do you agree or disagree with the following statement: "Reviewing the Bath CAZ and AQMA would allow me to reduce my carbon footprint"?**



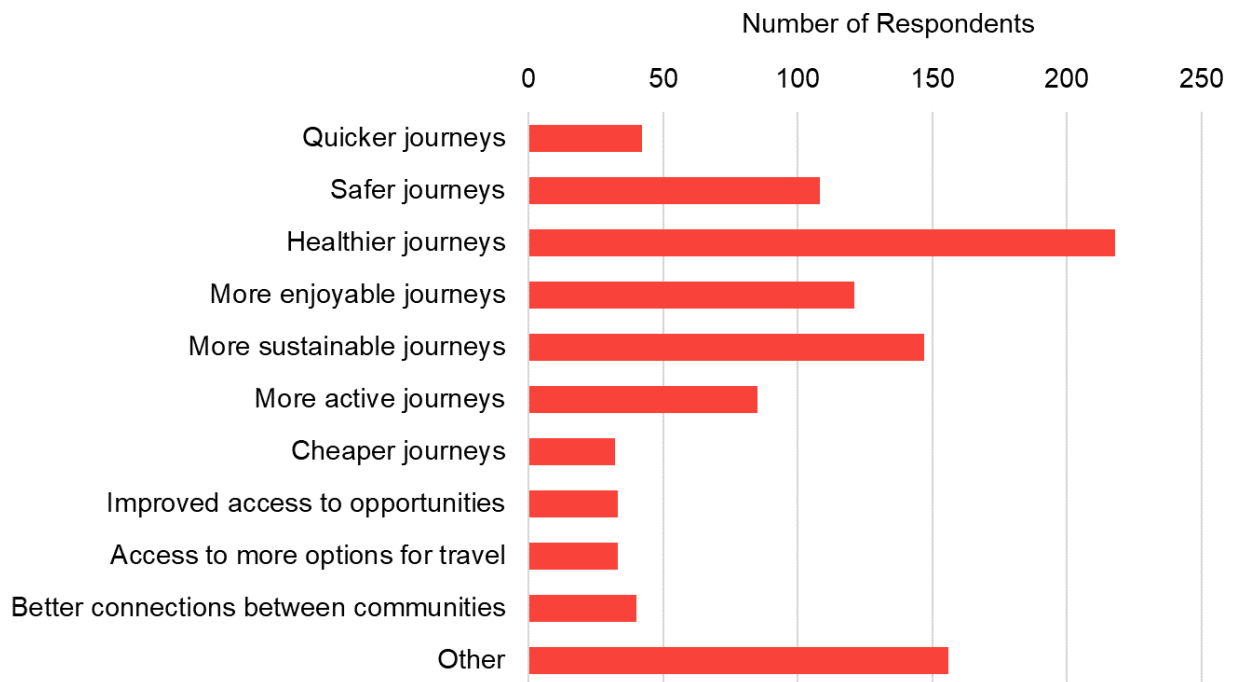
3.8.3 Healthier journeys was the most selected way that respondents believed the CAZ and AQMA would improve their life, followed by more sustainable journeys and 'other'.



3.8.4 'Other' was selected by 156 respondents and a written response provided. The most common points raised related to:

- Cleaner air, less air pollution and improved health and safety
- Reduced traffic
- Diversion of traffic to alternative routes and the impact of this on residents, pedestrians, public transport users
- Negative impact on life and stopping people visiting the city
- Extra expense
- General comments around the lack of benefits it would bring
- Other comments included suggestions, such as:
  - CAZ charge could be higher
  - Free park and ride schemes
  - Provide better, more frequent and cheaper public transport
  - Help switching to cleaner vehicles / provide charging infrastructure
  - Restricting car access and charging those using petrol cars
  - Closure of car parks
  - Providing a bypass of the city

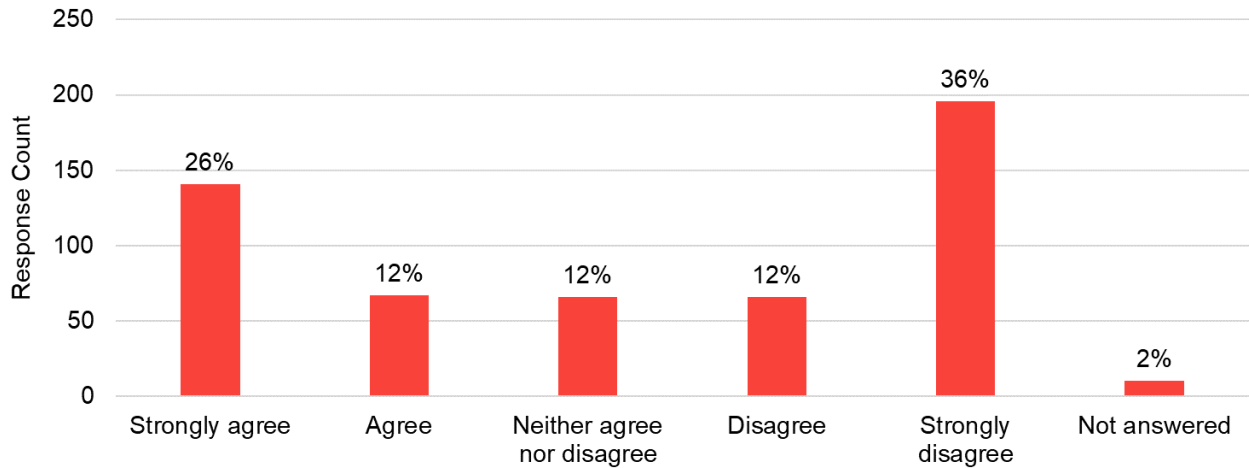
**Figure 3-21 - In which of the following ways do you think reviewing the Bath CAZ and AQMA would improve your life?**



## 3.9 Demand management

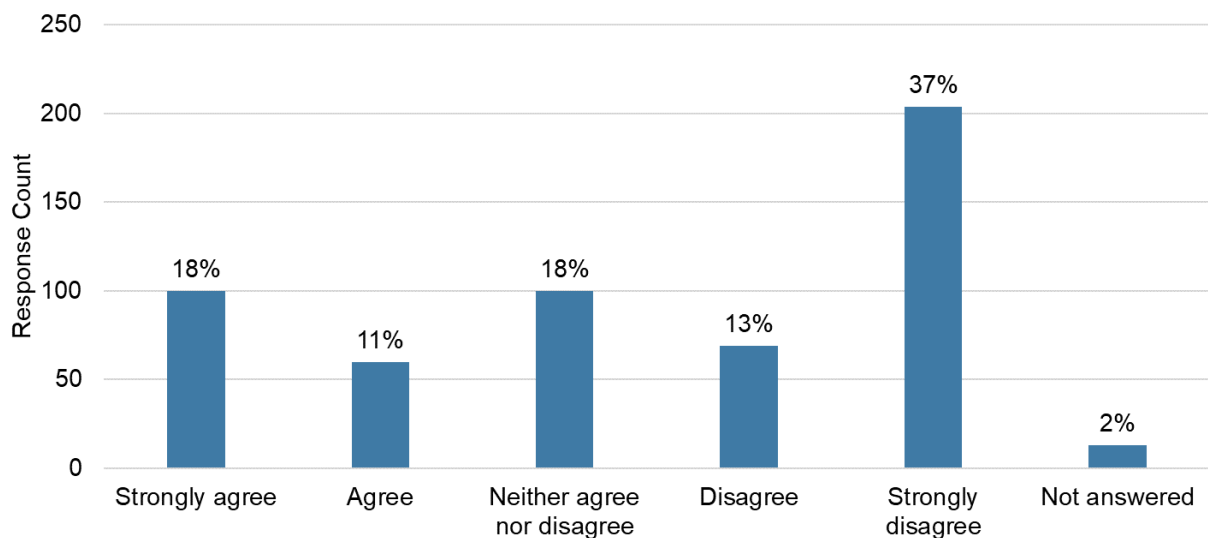
3.9.1 Figure 3-22 shows the responses to the question *'to what extent do you agree or disagree with our future plans for demand management?'.* Of the 546 respondents, almost half (272) either strongly disagreed or disagreed with the concept while 26% (141) strongly agreed and 12% (67) agreed. The remaining 12% (66) neither agreed nor disagreed and 10 respondents did not answer this question.

**Figure 3-22 - To what extent do you agree or disagree with our future plans for demand management?**



3.9.2 In response to the question *‘to what extent do you agree or disagree with the following statement “Demand management would allow me to reduce my carbon footprint”?’*, 18% (100) of respondents strongly agreed, 11% (60) agreed, 13% (69) disagreed and 37% (204) strongly disagreed. 18% (100) of respondents neither agreed nor disagreed with the statement, and 2% (13) of respondents did not answer the question. Figure 3-23 shows the responses to this question.

**Figure 3-23 - To what extent do you agree or disagree with the following statement: “Demand management would allow me to reduce my carbon footprint”?**



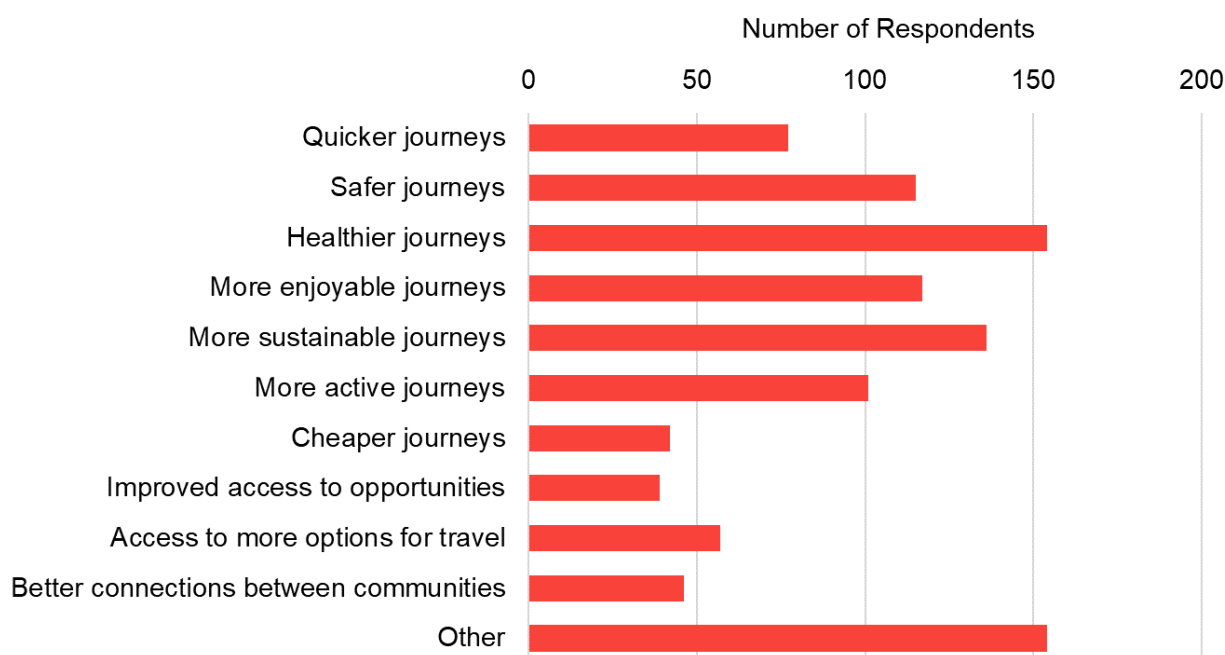
3.9.3 The most common responses to how demand management could improve your life were healthier journeys and ‘other’, followed by sustainable journeys.

3.9.4 ‘Other’ was selected by 154 respondents, and a written response provided. The most common points raised related to:

- Less traffic and reduced danger from cars
- Less pollution
- Overall support for the scheme
- Implications of less parking and increased parking costs
- Negative impact on local business and tourism
- Increased cost of travel and impact on life, particularly for those on lower incomes
- General lack of benefits or improvements
- For this question, multiple suggestions were also made:
  - Provide a ring road of the city
  - Incentivising residents to leave their car at home
  - Reducing unnecessary journeys
  - Improving or providing P&R facilities
  - Increasing car parking costs / congestion charging / road user fees
  - Banning through journeys for lorries
  - Reducing number of students bringing a car to the city
  - Making public transport reliable, safe, fast and affordable
  - Providing electric charging points and improved infrastructure
  - Increasing off-road walk and cycle routes to arterial routes
  - Extending plans into rural areas

3.9.5 Figure 3-24 shows the responses to this question, respondents were able to select all that apply therefore the total number of responses exceeds the number of individual respondents.

**Figure 3-24 - In which of the following ways do you think demand management would improve your life?**

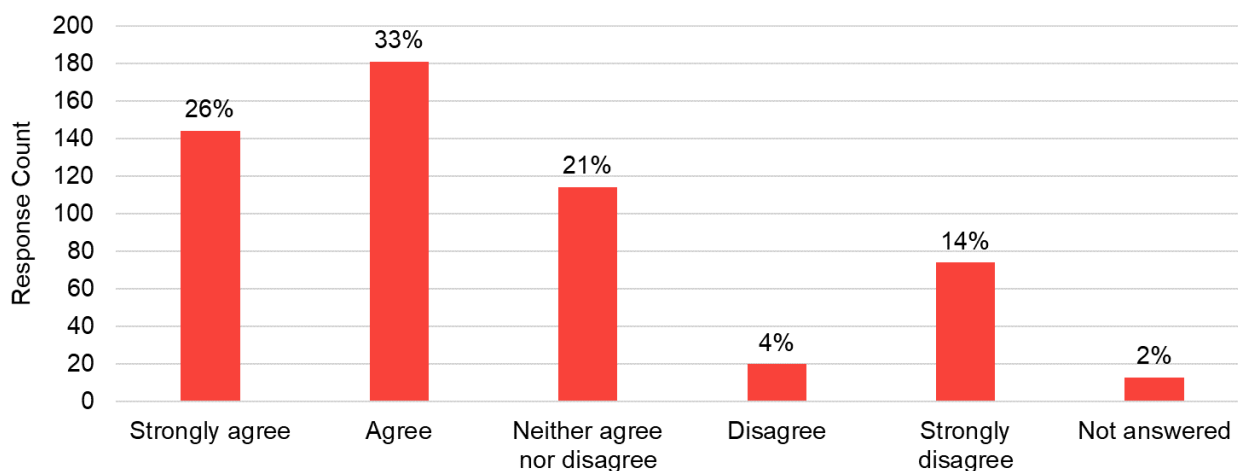


## 3.10 Coach strategy

- 3.10.1 59% (325) of 546 respondents answered agree or strongly agree with a future coach strategy, whilst 18% disagreed or strongly disagreed. A total of 21% (114) neither agreed or disagreed and 2% (13) did not respond. The breakdown of responses is shown in Figure 3-25.

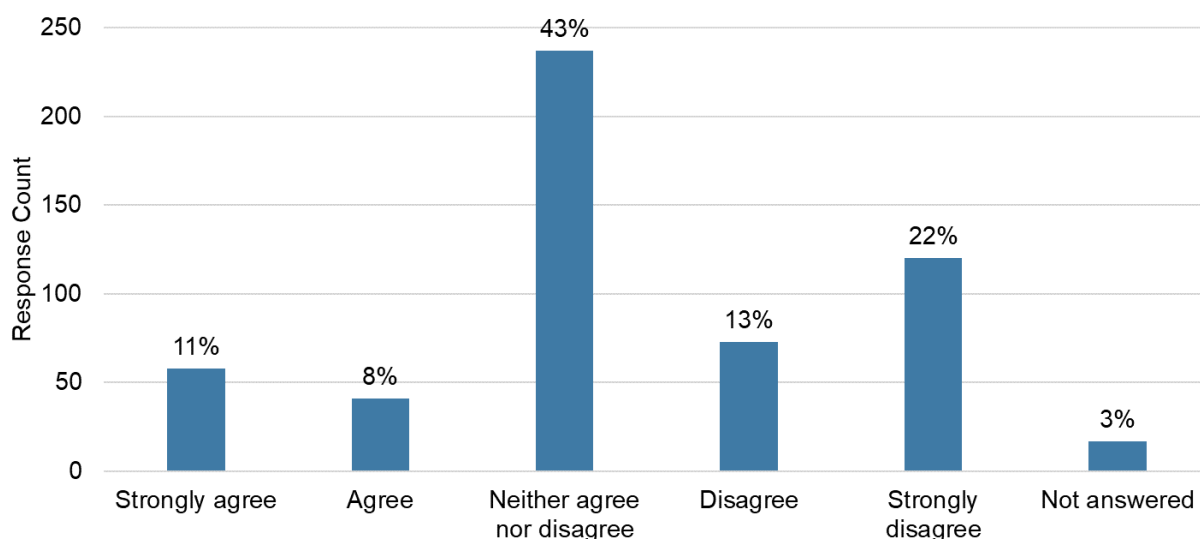


**Figure 3-25 - To what extent do you agree or disagree with a future coach strategy?**



3.10.2 Figure 3-26 shows the response to whether a 'coach strategy would allow me to reduce my carbon footprint'. 43% (237) of the 546 respondent neither agreed nor disagreed. 19% (99) agreed or strongly agreed, while 35% (193) disagreed or strongly disagreed.

**Figure 3-26 - To what extent do you agree or disagree with the following statement: "A coach strategy would allow me to reduce my carbon footprint"?**

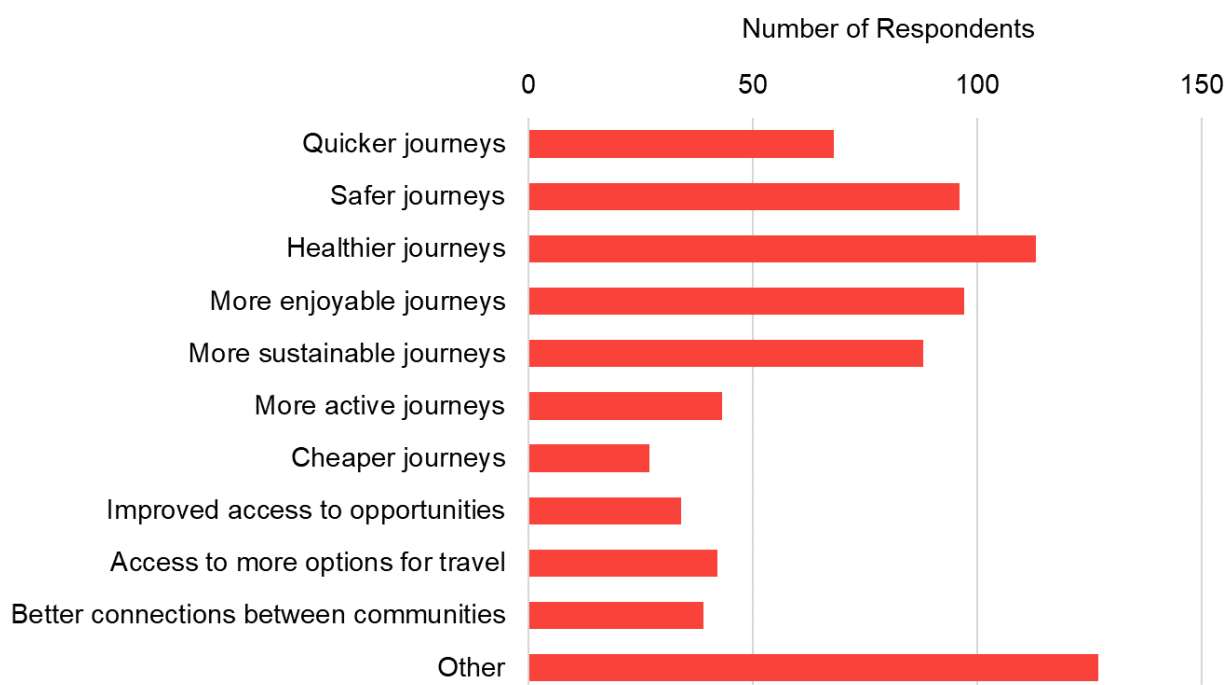


3.10.3 When asked how a coach strategy would improve their lives, the most common responses included healthier journeys, safer journeys and selecting 'other' as shown in Figure 3-27.

3.10.4 127 of 546 respondents chose 'other' as a response and left a text comment. The most common points raised related to:

- Less pollution and cleaner air
- Reduced congestion and improved connections
- Potential negative impact of businesses and tourism
- General comments about the proposal not seen to provide benefits
- Many suggestions were made in the comments, including:
  - Better parking facilities for coaches
  - Cheaper parking facilities for coaches
  - More frequent coach services / improved vehicles
  - Suggestions about the locations of coach termination points
  - Providing adequate toilets and information centres
  - Frequent buses from Park & Rides and other public transport options
  - Reduce number of students bringing a car to city
  - Ensuring rural communities also benefit
  - The need for a ring road of the city
  - Consider in more detail the impacts of double decker tour buses
  - Seek to operate only electric tourist buses

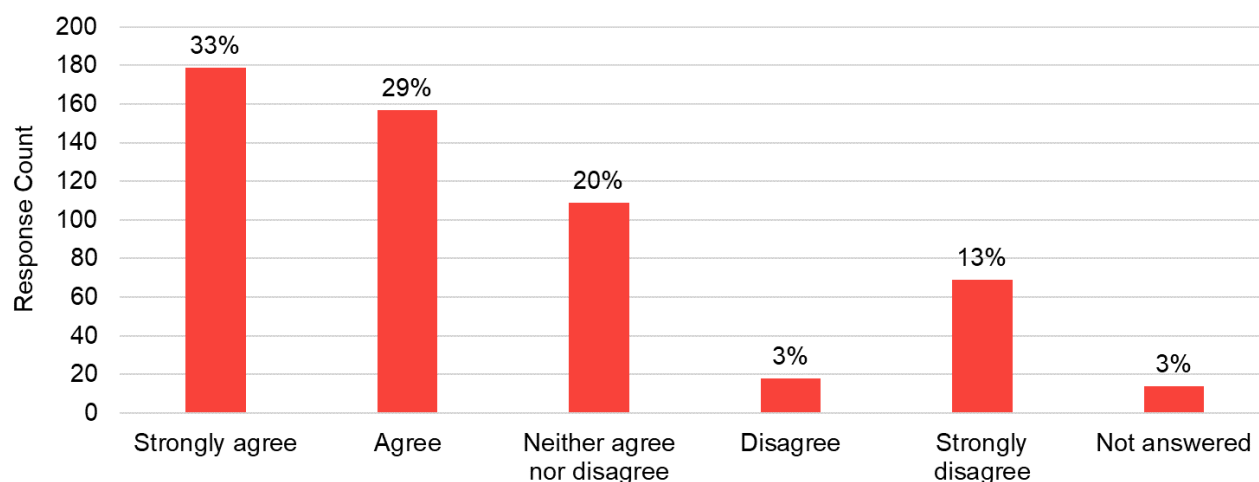
**Figure 3-27 - In which of the following ways do you think a coach strategy would improve your life?**



## 3.11 Rail freight distribution site

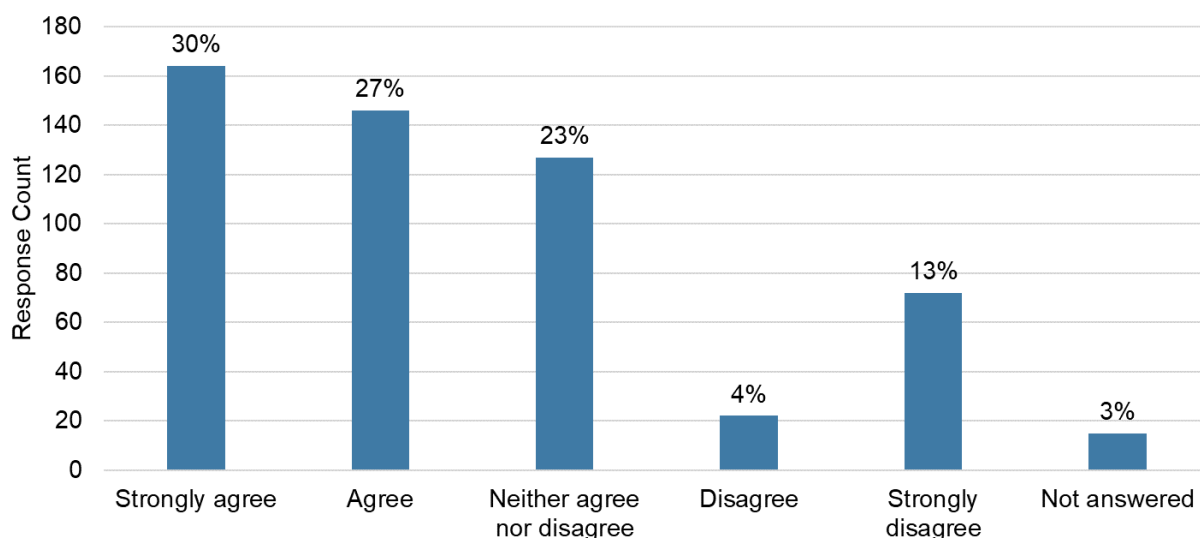
3.11.1 Figure 3-28 shows the responses to the question *'to what extent do you agree or disagree with a future rail freight distribution site?'*. Over 60% (336) of respondents answered agree or strongly agree, whilst 16% (87) respondents answered disagree or strongly disagree. 20% (109) answered neither agree nor disagree. 3% (14) did not answer.

**Figure 3-28 - To what extent do you agree or disagree with a future rail freight distribution site?**



3.11.2 Almost 60% (210) of 546 respondents agreed or strongly agreed that rail freight distribution site would help reduce overall transport emissions. Figure 3-29 shows that 17% (94) respondents disagreed, whilst 23% 127 neither agree not disagree and 3% (5) did not respond.

**Figure 3-29 - To what extent do you agree or disagree with the following statement:  
"A rail freight distribution site would help reduce overall transport emissions"?**

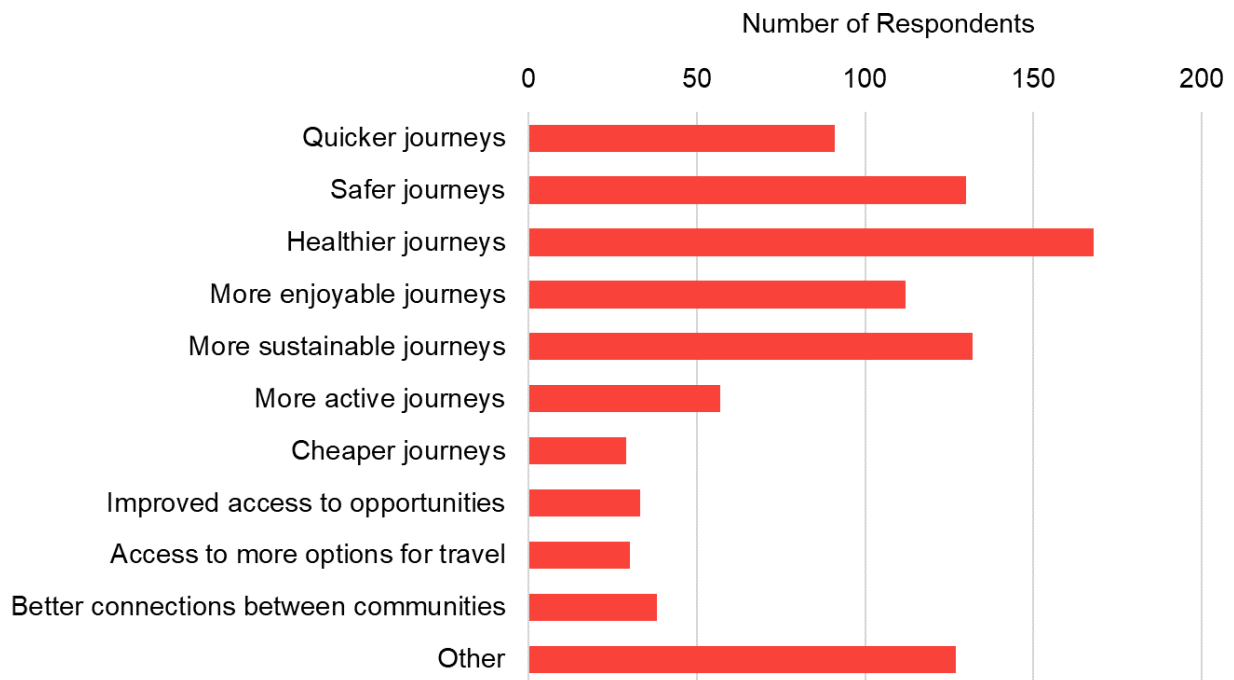


3.11.3 The most common response to how 'rail freight would improve your life' was that it would allow for healthier journeys as shown in Figure 3-30. This was closely followed by safer journeys, more sustainable journeys and 'other'. Respondents were able to select all that apply therefore the total number of responses exceeds the number of individual respondents.

3.11.4 127 out of 546 respondents chose 'other' as a response, and written responses provided. The most common points raised related to:

- The proposal being unrealistic, expensive and negative impact on residents lives
- Suggestions were also received in response to this question, including:
  - Incentives for businesses to transport freight by rail
  - Restrict HGV freight access in the city to night time only
  - Resurrect canals as freight arteries
  - Rail freight services to run on renewable energy
  - Closer liaison with the railways
  - Through traffic is the issue, small vans and lorries need to be able to deliver to the city centre
  - Complete electrification of the rail line to Bristol

**Figure 3-30 - In which of the following ways do you think a rail freight distribution site would improve your life?**

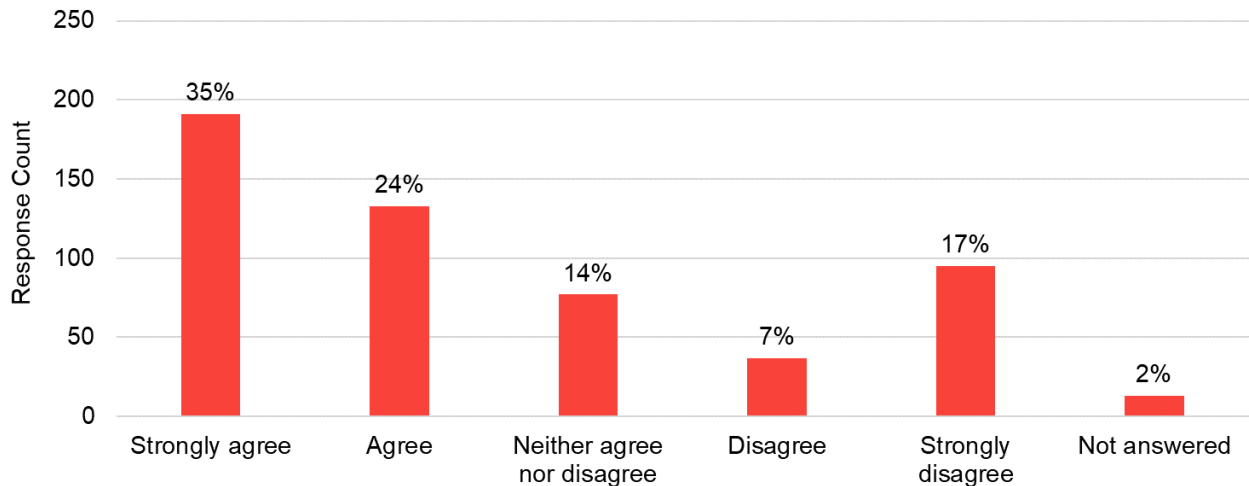


## 3.12 Road freight package

3.12.1 Figure 3-31 shows the responses to the question ‘*to what extent do you agree or disagree with a future road freight package?*’. Over half (324) of the 546 respondents answered agree or strongly agree, whilst under a quarter (132) answered disagree and strongly disagree. 14% (77) of respondents neither agreed nor disagreed, and 2% (13) did not answer the question.

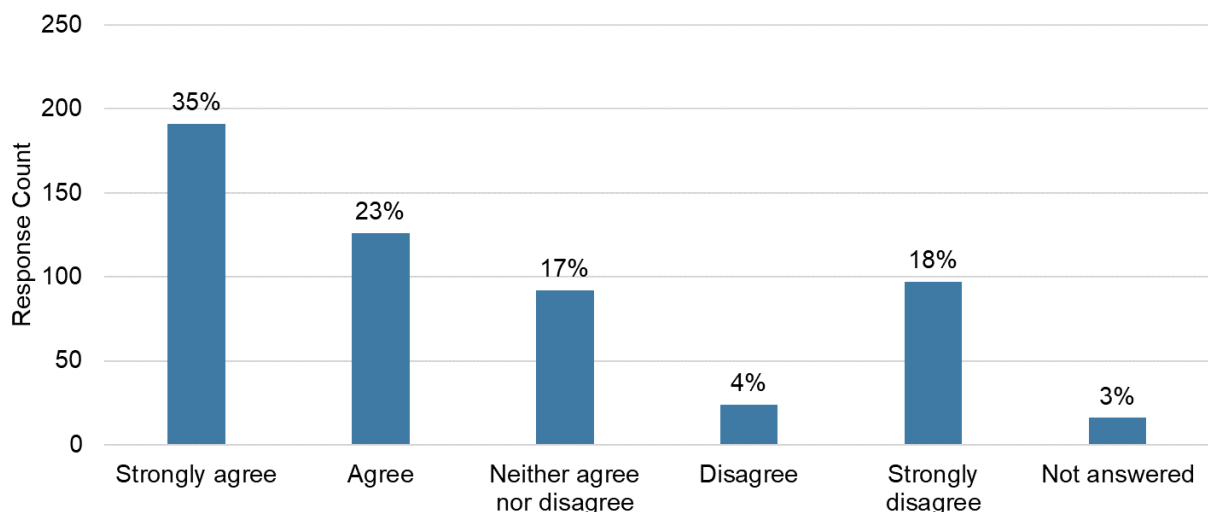


**Figure 3-31 - To what extent do you agree or disagree with a future road freight package?**



3.12.2 Figure 3-32 shows that 35% (191) of respondents strongly agreed and 23% (126) agreed with the statement ‘a road freight package would help reduce my overall transport emissions’. 4% (24) of respondents disagreed with this statement, and 18% (97) strongly disagreed. 17% (92) neither agreed nor disagreed and 3% (16) did not respond.

**Figure 3-32 - To what extent do you agree or disagree with the following statement: "A road freight package would help reduce overall transport emissions"?**

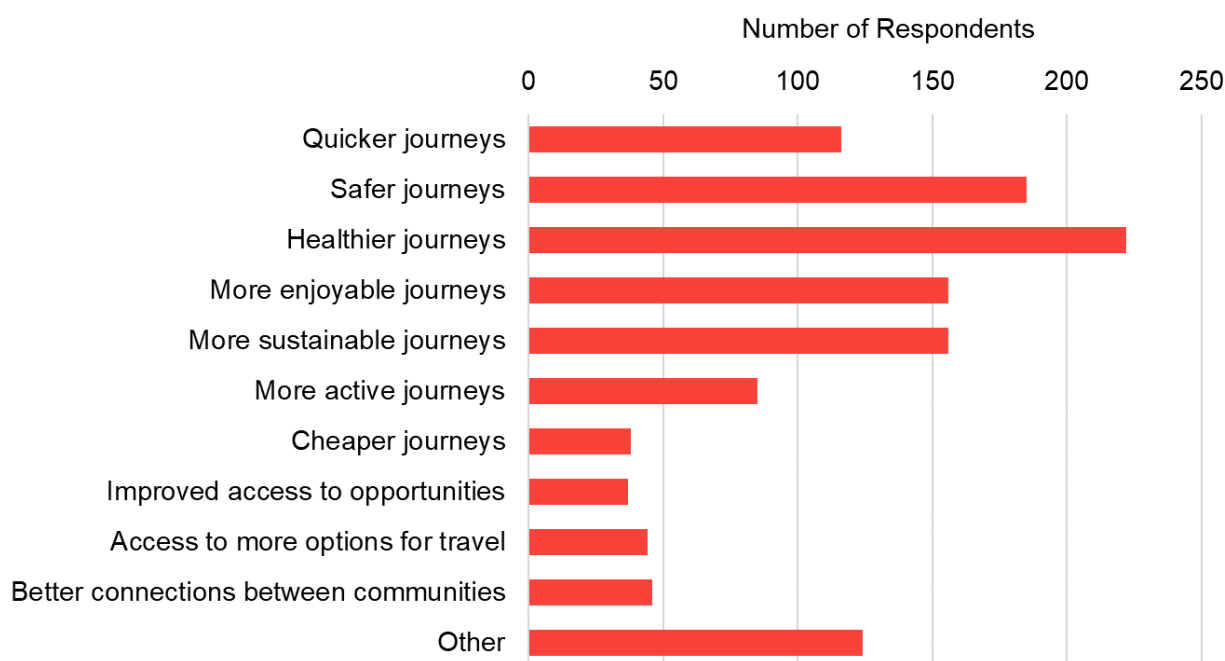


3.12.3 The most common response to ‘in which of the following ways do you think a road freight package would improve your life?’ was healthier journeys, followed by safer journeys as shown in Figure 3-33.

3.12.4 124 respondents answered 'other' and a written response provided. The most common points raised related to:

- Benefits of less heavy vehicles on the road
- Could result in cleaner air and less congestion
- How the scheme would work in reality, and the practicalities of this
- Cargo bikes cannot deliver larger freight items
- Potential for negative impact on local small businesses, tourists and residents
- Many other suggestions were received such as:
  - Providing a transport mode that can transport larger goods / deliveries
  - Restrict HGV freight access to night time only
  - Build a bypass or ring road for freight or restrict through trips for freight vehicles
  - Implementing a CAZ for all vehicles
  - Hydrogen or electric freight vehicles

**Figure 3-33 - In which of the following ways do you think a road freight package would improve your life?**



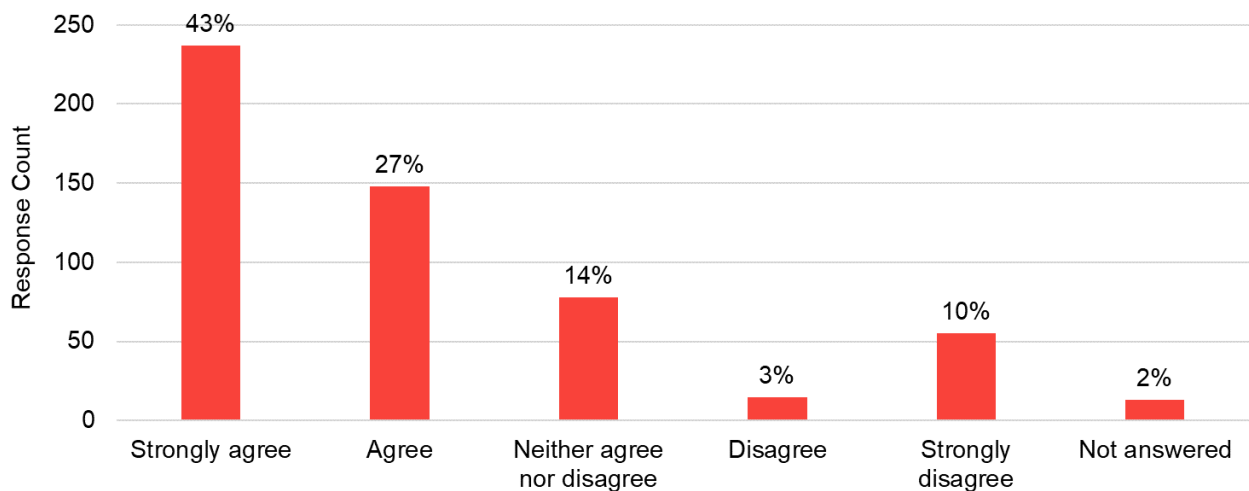
## 3.13 Independent travel to school

3.13.1 Figure 3-34 shows the responses to the question 'to what extent do you agree or disagree with our future plans for independent travel to school?'. Of the 546 respondents, 70% (385)

agreed or strongly agreed whilst 13% (170) disagreed or strongly disagreed. 14% (78) neither agreed nor disagreed and 2% (13) didn't answer.

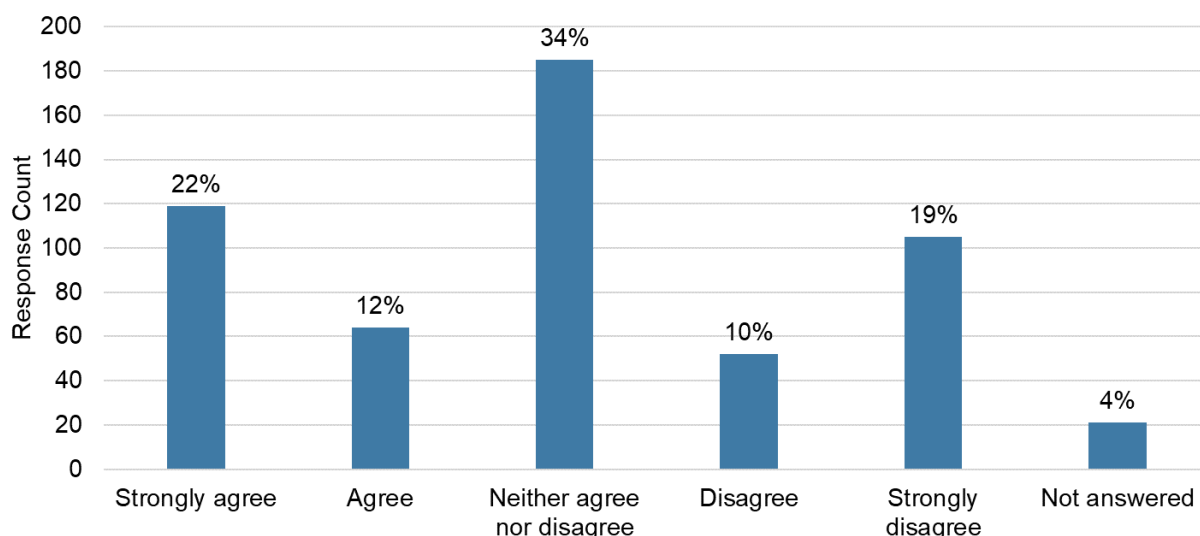
- 3.13.2 28% (155) respondents said they had dependent children. Of these, 80% (124) agreed or strongly agreed with these plans, 16% (24) disagreed or strongly disagreed, and 4% (6) neither agreed or disagreed and 1% (1) did not answer.

**Figure 3-34 - To what extent do you agree or disagree with our future plans for independent travel to school?**



- 3.13.3 34% of respondents to the question *'to what extent do you agree or disagree with the following statement: "Independent travel to school would help me to reduce my carbon footprint"?'* answered neither agree nor disagree, whilst 22% (119) strongly agreed and 12% (64) agreed. 10% (52) of respondents disagreed and 19% (105) strongly disagreed. 4% (21) did not answer the question. Figure 3-35 shows the responses to this question.
- 3.13.4 57% (89) of the respondents who stated they had dependent children agreed or strongly agreed that independent travel to school would help them reduce their carbon footprint, while 27% (38) disagreed or strongly disagreed. 17% (27) neither agreed nor disagreed.

**Figure 3-35 - To what extent do you agree or disagree with the following statement: "Independent travel to school would help me to reduce my carbon footprint"?**

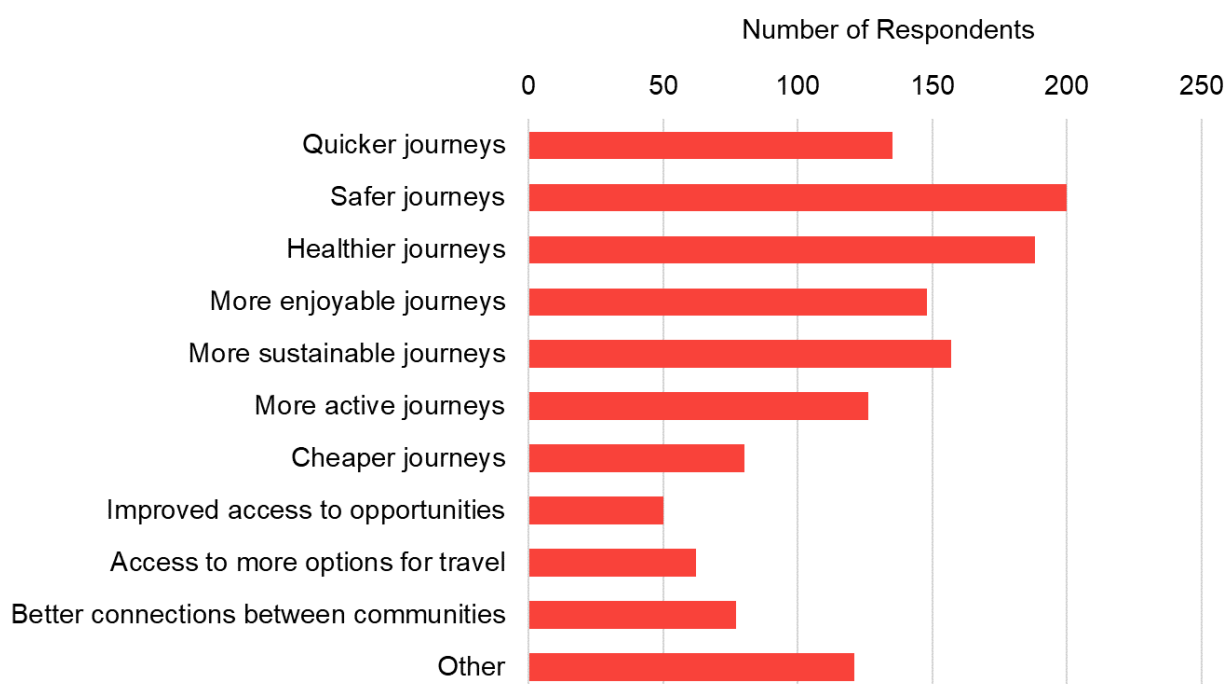


3.13.5 Safer journeys was the most common answer to whether 'independent school travel would improve your life'. This was followed by healthier journeys and more sustainable journeys. Figure 3-36 shows the responses to this question.

3.13.6 'Other' was selected by 121 respondents, and a written response provided. The most common points raised related to:

- Reduction in traffic on roads
- Improved road safety
- More active travel infrastructure and facilities for trips to school
- Safety concerns for journeys to / from schools
- A number of suggestions were received, as seen below:
  - Improving crossing on roads
  - Provide safe infrastructure
  - Provide coaches / more buses including dedicated buses to transport children to school
  - Cheaper or free school travel for those on lower incomes
  - Public transport connectivity to be improved
  - Reducing the distance travelled by children to school, promoting local facilities where possible
  - Schools to be more accountable of the travel needs of students
  - Impose speed regulations and stop rat runs
  - Less parking near schools

**Figure 3-36 - In which of the following ways do you think independent travel to school would improve your life?**

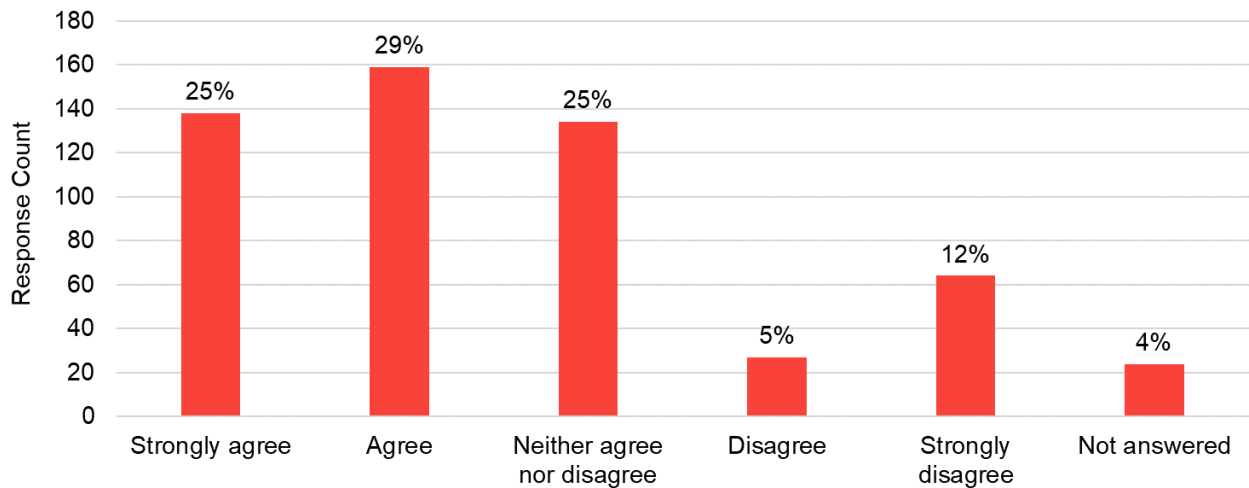


## 3.14 Inter-urban sustainable transport links

- 3.14.1 Over half of respondents (297) agreed or strongly agreed with the future plans for inter-urban sustainable transport links, shown in Figure 3-37. 17% (91) disagree or strongly disagree. 25% neither agreed or disagreed and 4% (24) did not respond.

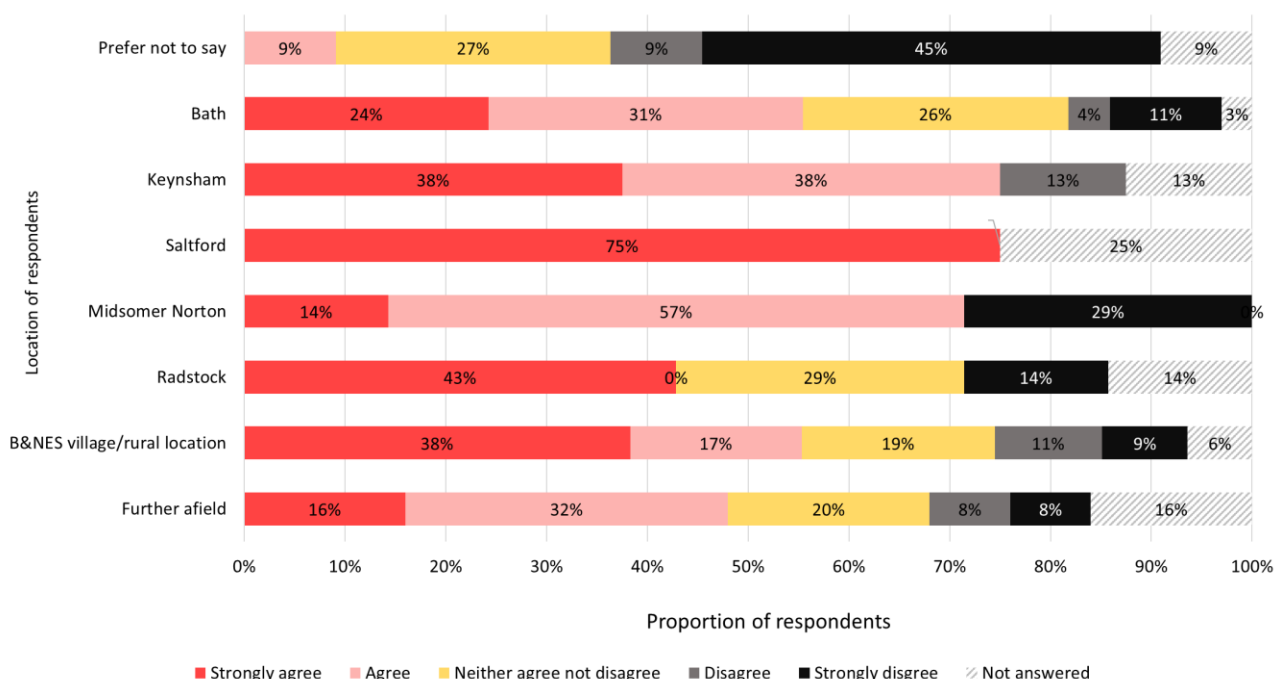


**Figure 3-37 - To what extent do you agree or disagree with our future plans for inter-urban sustainable transport links?**



3.14.2 Improving inter-urban sustainable transport links are likely to be more important to those living in rural communities and market towns within B&NES. Figure 3-38 below shows the responses to this question disaggregated by where respondents stated that they lived or where their business was located. It should be noted that for some locations the actual number of respondents was relatively low, meaning the percentages are calculated on a small sample size.

**Figure 3-38 - To what extent do you agree or disagree with our future plans for inter-urban sustainable transport links? (by location)**

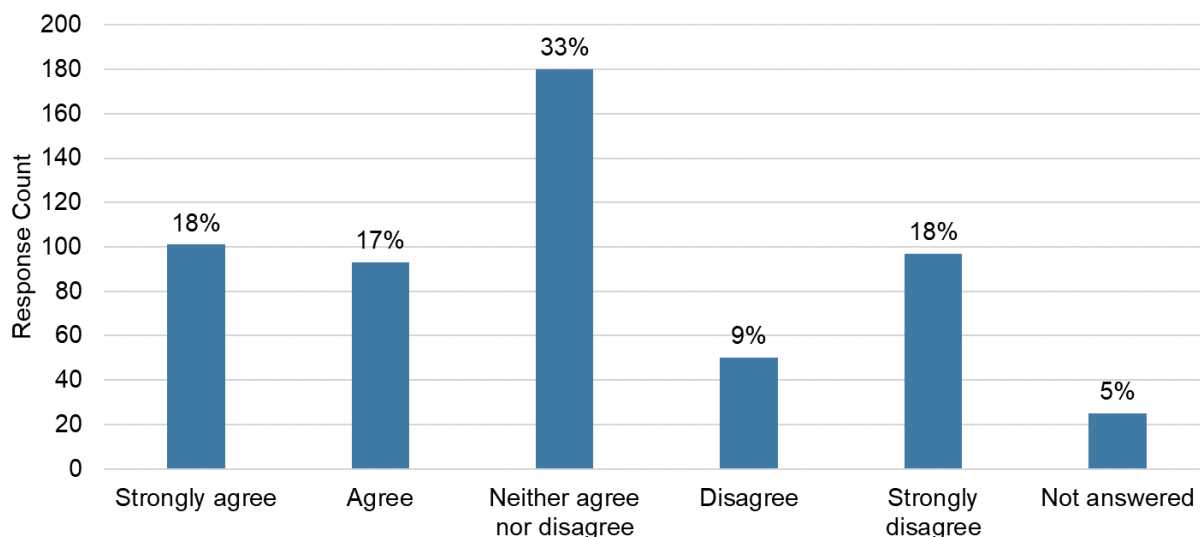


3.14.3 Generally respondents who were located in areas outside of Bath felt more positive regarding inter-urban sustainable transport links than those who lived within the city itself. The following proportions of respondents either agreed or strongly agreed with the project:

- Keynsham: 76% (6)
- Saltford: 75% (3)
- Midsomer Norton: 71% (5)
- Radstock: 43% (3)
- B&NES villages and rural locations: 55% (26)
- Further afield: 48% (12)

3.14.4 Figure 3-39 shows that a third (180) of respondents neither agreed nor disagreed with the statement *'inter-urban sustainable transport links would help me to reduce my carbon footprint'*. 18% (101) strongly agreed. 17% (93) agreed, 9% (50) disagreed, and 18% (97) strongly disagreed. 5% (25) of respondents did not answer the question.

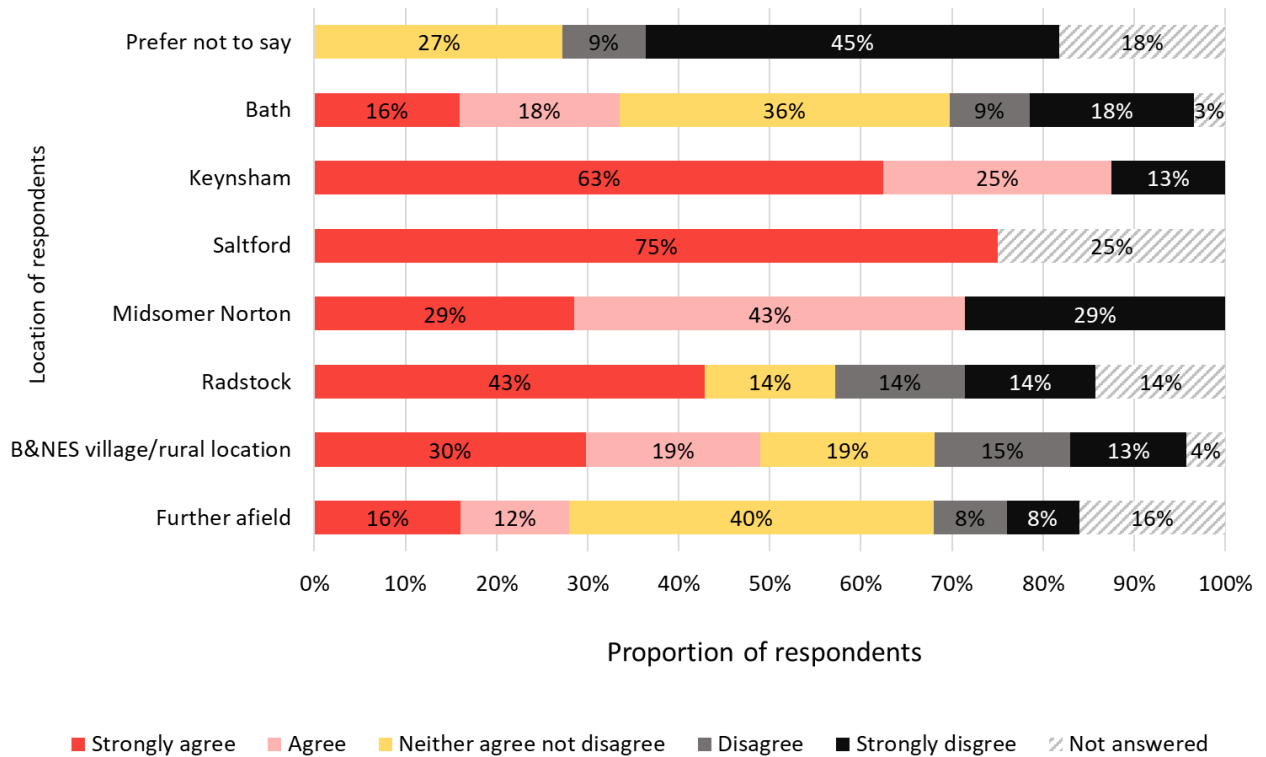
**Figure 3-39 - To what extent do you agree or disagree with the following statement: "Inter-urban sustainable transport links would help me to reduce my carbon footprint"?**



3.14.5 When considering responses to this question by the location of respondent it is clear that those who were located outside Bath felt that these measures would enable them to reduce their carbon footprint to a greater extent than those from Bath itself. The following proportions of respondents either agreed or strongly agreed that the project would allow them to reduce their carbon footprint:

- Keynsham: 88% (7)
- Saltford: 75% (3)
- Midsomer Norton: 71% (5)
- Radstock: 43% (3)
- B&NES villages and rural locations: 49% (23)
- Further afield: 28% (7)

**Figure 3-40 - To what extent do you agree or disagree with the following statement: "Inter-urban sustainable transport links would help me to reduce my carbon footprint"? (by location)**



3.14.6 More sustainable journeys and better connections between communities were the most selected ways that inter-urban sustainable transport links would improve respondents' lives, shown in Figure 3-41.

3.14.7 102 respondents chose 'other' and written responses provided. The most common points raised related to:

- Improved and easier access to areas outside of Bath
- Reduction in congestion and air pollution
- Other comments received gave suggestions such as:
  - New, free park and ride facilities
  - Affordable, reliable and more frequent public transport
  - More cycle routes
  - Consideration of smaller satellite communities in rural areas and access from these places to the market towns
  - Need more connections to/from rural areas
  - Allow bikes to be taken on buses
  - A reliable app that gives information of travel options

- A faster way to reach Bristol Airport

**Figure 3-41 - In which of the following ways do you think inter-urban sustainable transport links would improve your life?**

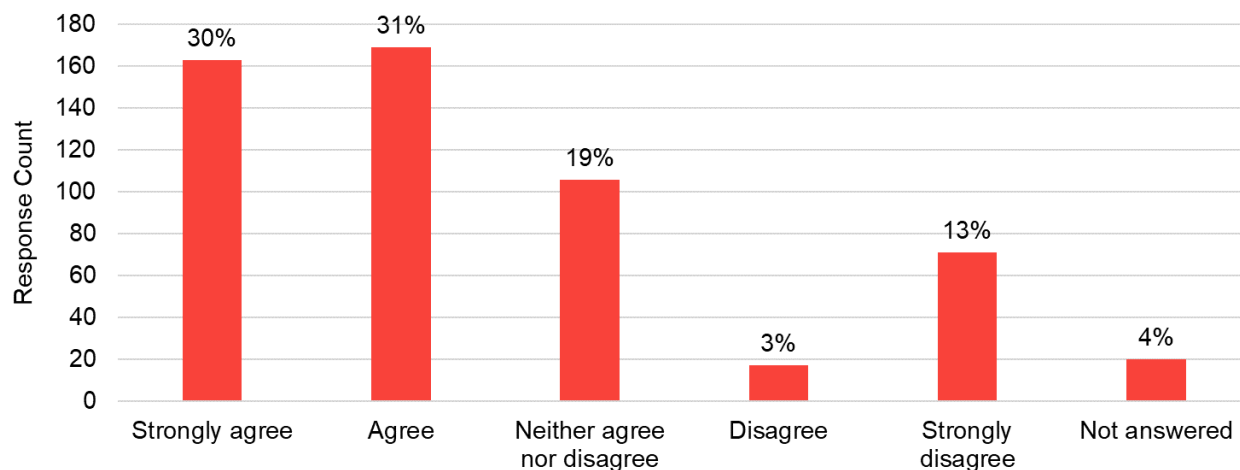


## 3.15 Rural connectivity

3.15.1 Over 60% (332) of respondents agreed or strongly agreed with the future plans for rural connectivity. Figure 3-42 also shows that 13% (71) strongly disagreed, 3% (17) disagreed, and 19% (106) neither agree nor disagree. 4% (20) of respondents did not answer the question.

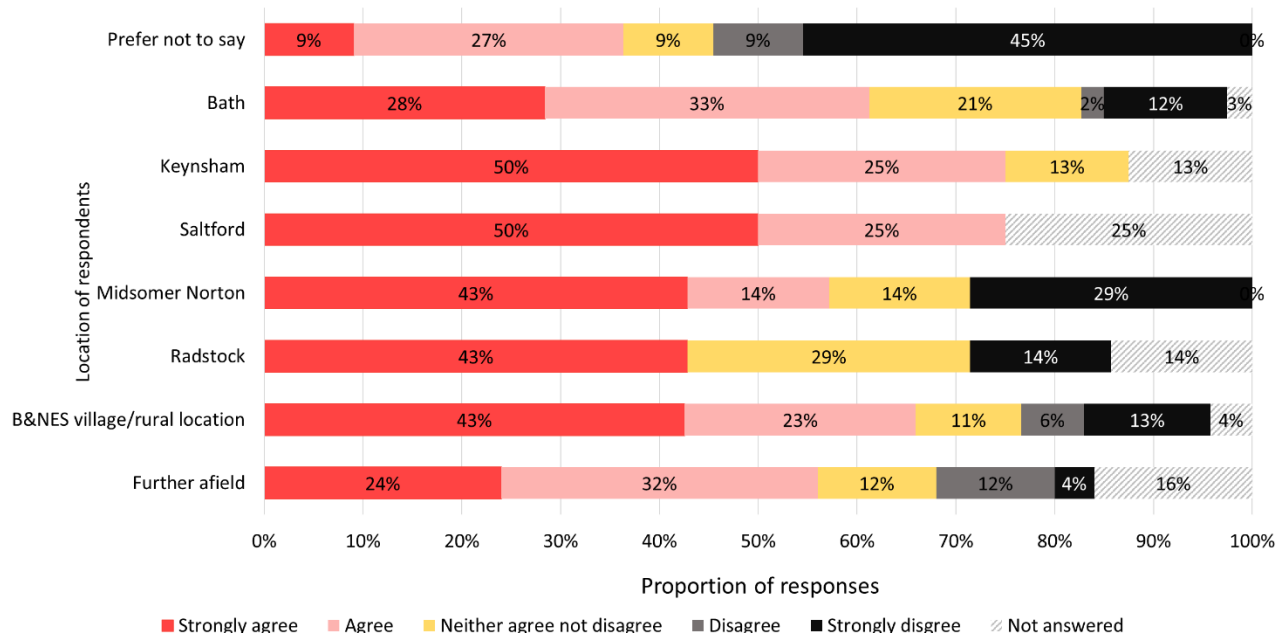


**Figure 3-42 - To what extent do you agree or disagree with our future plans for rural connectivity?**



3.15.2 Of respondents the consultation, 18% were not based in Bath itself. Concepts such as rural connectivity are likely to be more important to these people. Figure 3-43 below shows the responses to this question dissagregated by location of respondents.

**Figure 3-43 - To what extent do you agree or disagree with our future plans for rural connectivity? (by location)**

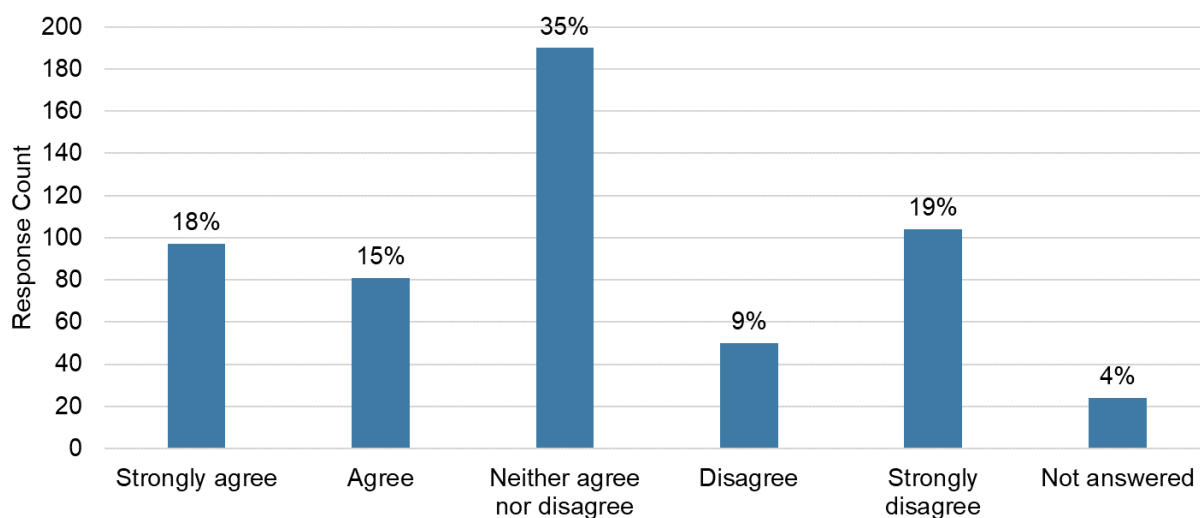


3.15.3 Rural connectivity was more strongly supported by respondents who were located in areas outside of Bath than those who lived within the city itself. The following proportions of respondents either agreed or strongly agreed with the project:

- Keynsham: 75% (6)
- Saltford: 75% (3)
- Midsomer Norton: 57% (4)
- Radstock: 43% (3)
- B&NES villages and rural locations: 66% (31)
- Further afield: 56% (14)

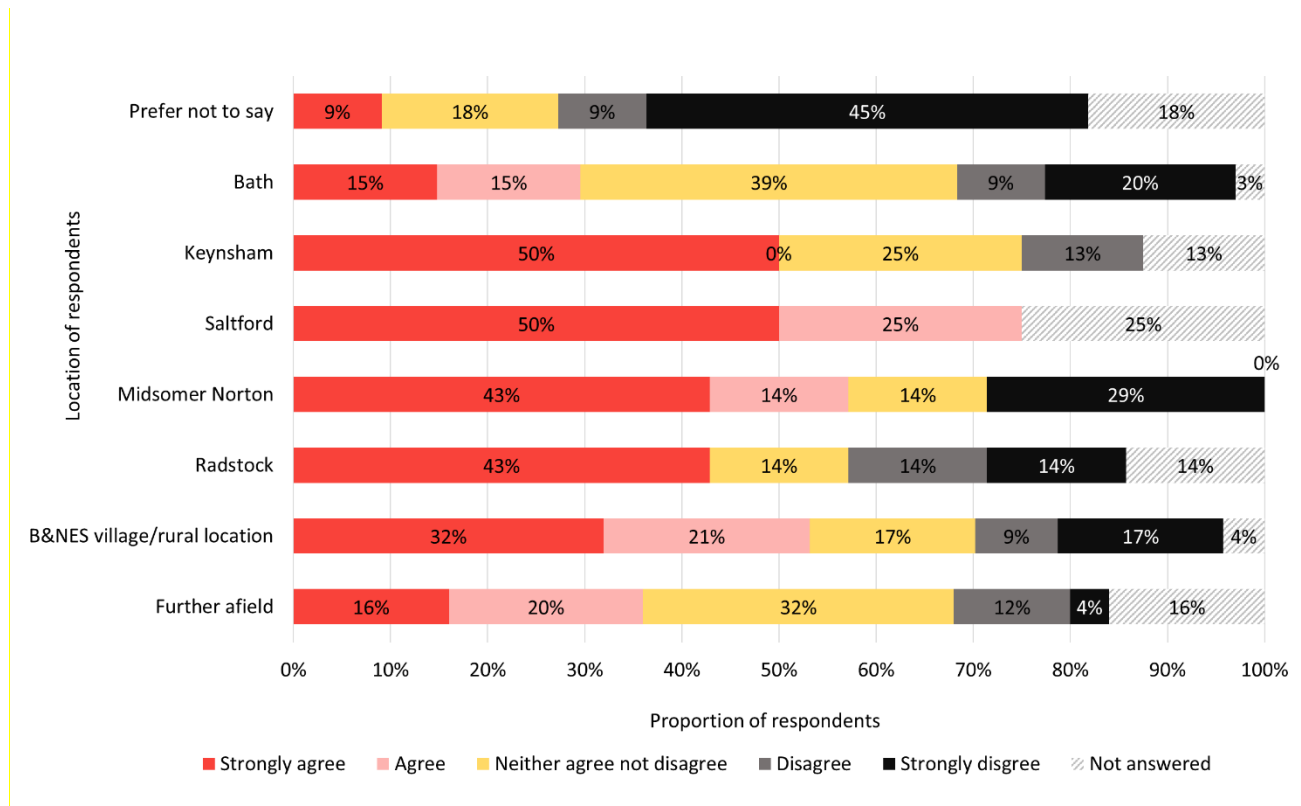
3.15.4 Figure 3-44 shows the answer to 'to what extent do you agree or disagree with the following statement: *"Improving rural connectivity would help me to reduce my carbon footprint"?*'. 18% (97) of respondents strongly agreed, 15% (81) agreed, 9% (50) disagreed and 19% (104) strongly disagreed. The most common answer (35% (190)) was neither agree nor disagree. 4% (24) of respondents did not answer the question.

**Figure 3-44 - To what extent do you agree or disagree with the following statement:  
"Improving rural connectivity would help me to reduce my carbon footprint"?**



3.15.5 Considering the responses based on location of respondent, those located outside of Bath itself felt that improved rural connectivity would allow them to reduce their carbon footprint to a greater extent than those who lived in the city itself. Figure 3-45 shows the responses disaggregated by location of respondent.

**Figure 3-45 - To what extent do you agree or disagree with the following statement: "Improving rural connectivity would help me to reduce my carbon footprint"? (by location)**



3.15.6 More sustainable journeys and better connections between communities were the highest selected answer to whether improving rural connectivity would improve your life. This was followed by access to more options for travel and 'other' (101), and a written response provided.

3.15.7 For those who selected 'other', the most common points raised related to:

- The need for better public transport
- Reduction in congestion and air pollution
- The scheme will have little impact and there is a need to focus on more important things
- Other suggestions were made in response to this question which included:
  - Reviewing bus routes and timetables
  - Bikes to be allowed on buses
  - Improving connectivity to rural areas including by demand responsive transport
  - Reduce bus fares
  - Improving connectivity to Bristol / Keynsham / Midsomer Norton

**Figure 3-46 - In which of the following ways do you think improving rural connectivity would improve your life?**

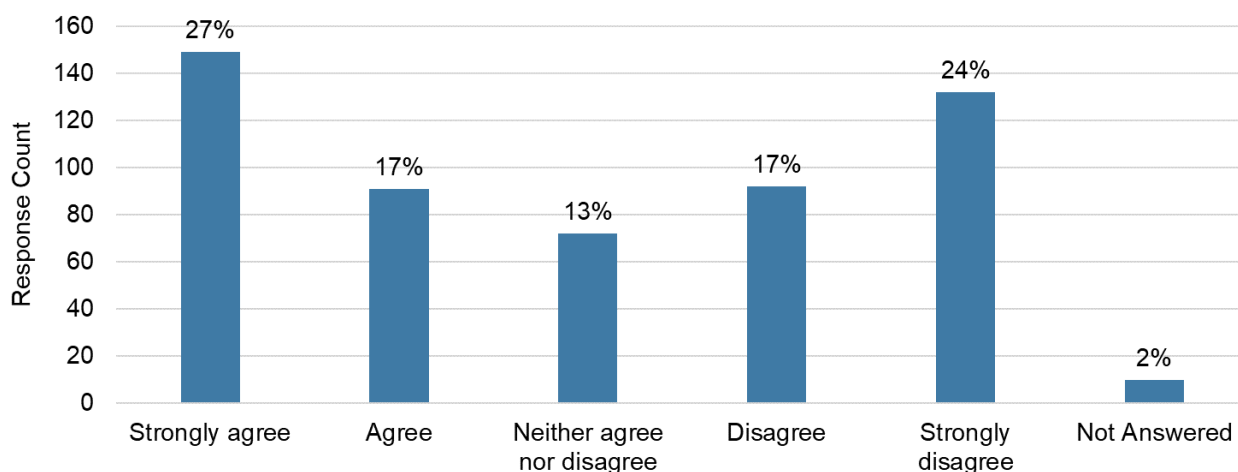


## 3.16 Overall Journey to Net Zero Plan

3.16.1 Figure 3-47 shows that over a quarter (149) of respondents strongly agreed that *‘the projects identified in the Journey to Net Zero would help me to reduce my carbon footprint’*, a further 17% (91) agreed with the statement whilst 17% (92) disagreed and 24% (132) strongly disagreed. 13% (72) neither agreed nor disagreed and 2% (10) did not answer the question.



**Figure 3-47 - To what extent do you agree or disagree with the following statement: "the projects identified in the Journey to Net Zero would help me to reduce my carbon footprint"?**

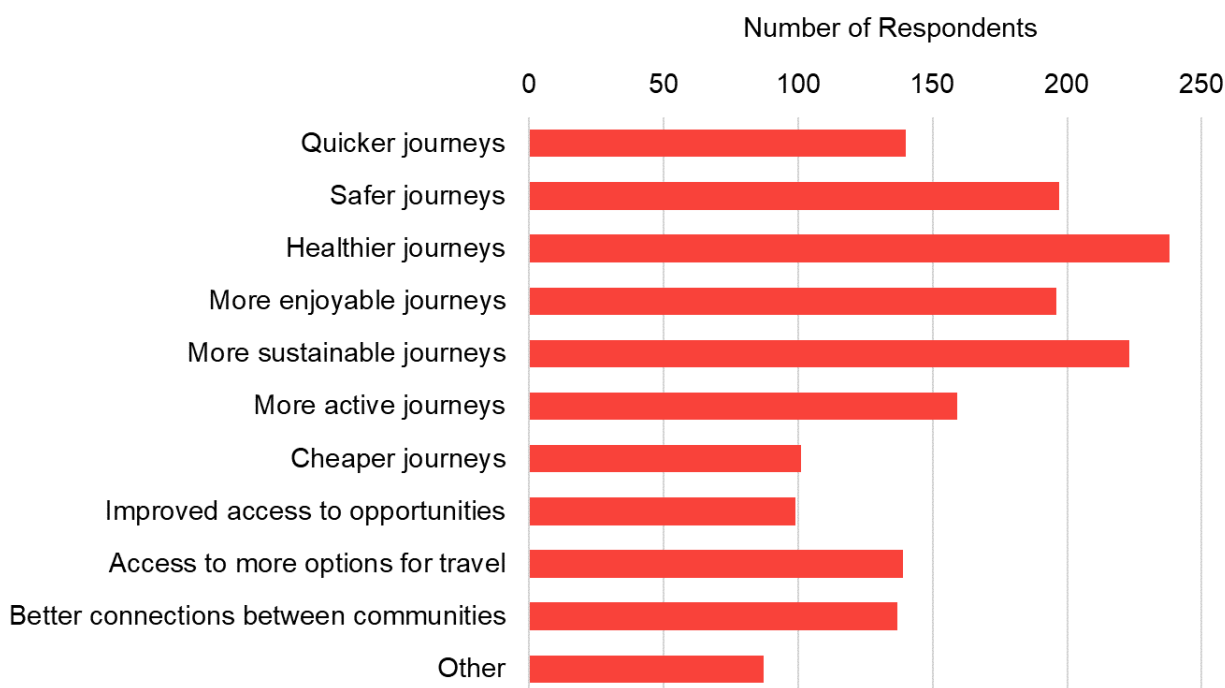


3.16.2 The most common response to how the projects identified in the Journey to Net Zero will improve respondents lives were healthier journeys and more sustainable journeys. This was followed by safer journeys and more enjoyable journeys, as shown in Figure 3-48.

3.16.3 87 respondents answered 'other' and a written response provided. The most common points raised related to:

- The plan supports improved air quality and health and reduced noise
- More opportunities for businesses and social interactions
- Proposals are expensive
- Proposals will not benefit individuals

**Figure 3-48 - In which of the following ways do you think the projects identified in the Journey to Net Zero would improve your life?**



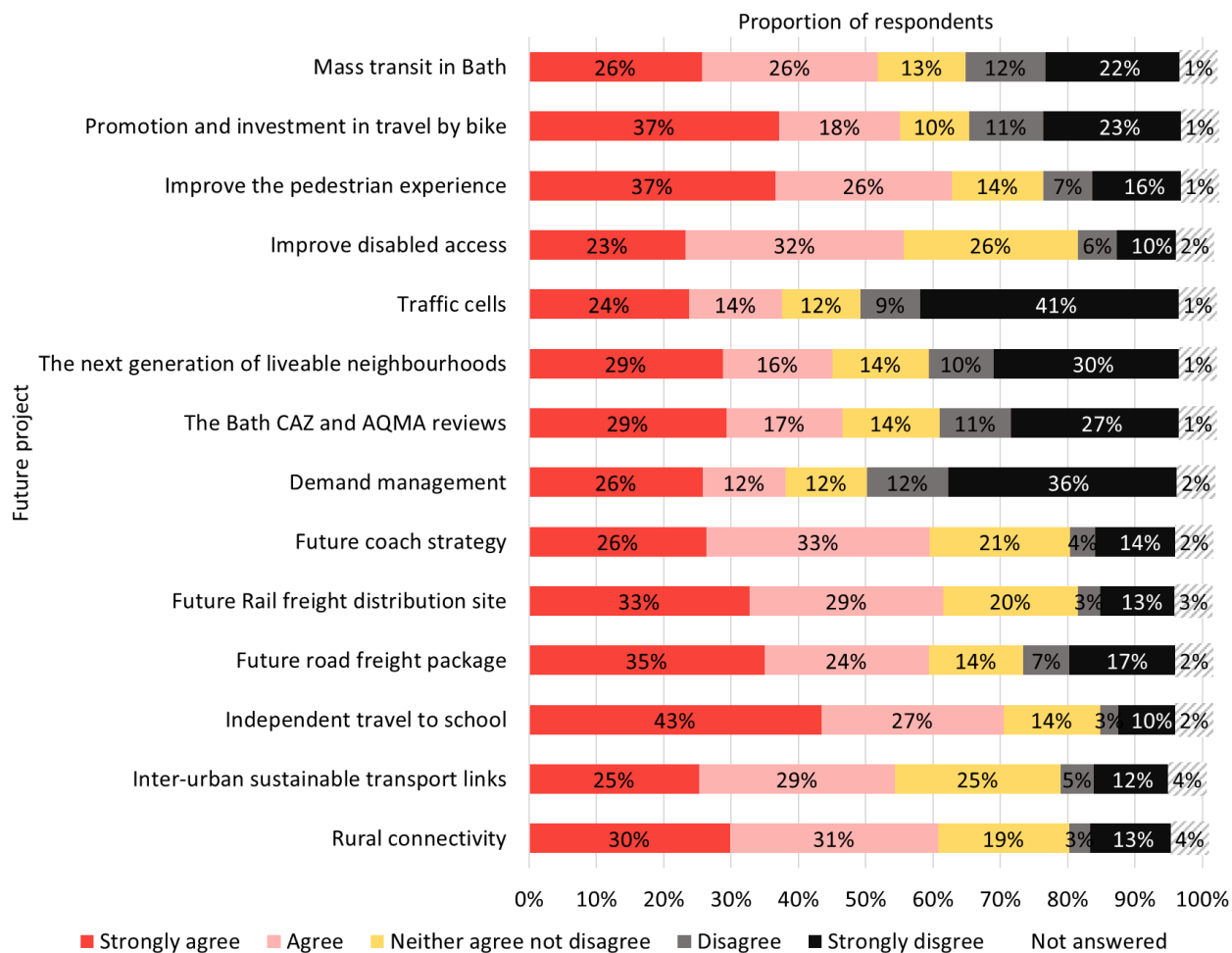
3.16.4 At the end of the consultation questionnaire respondents were asked whether there were any further comments they wished to add regarding the Journey to Net Zero Plan, this was an open text response box with a 2,000 character limit. Of the 546 respondents, 70% (384) provided a response. The main themes of the comments made included:

- General support for the plan
- Support if improved public transport (cost, reliability, levels of service)
- Support if cycling / walking facilities are made safe
- Support if Liveable Neighbourhoods are implemented first
- General lack of support for proposals
- Plan is overly ambitious and unrealistic
- The existing transport network does not provide viable alternatives to car
- Lack of recognition of the challenging local topography
- General feeling proposals are 'anti-car'
- Lack of support for traffic cells and Liveable Neighbourhoods concepts

### 3.17 Summary

- 3.17.1 Figure 3-49 shows the summarised responses across all projects for the extent to which respondents agreed with the future proposals. This shows that 10 out of 14 projects received support (agree or strongly agree) from over 50% of respondents. The most supported projects were improve the pedestrian experience, future coach strategy, future rail freight distribution site, future road freight package, and rural connectivity. All these options had over 60% support (agree or strongly agree).
- 3.17.2 The least supported options were traffic cells with 50% (270) of respondents selecting they either disagree or strongly disagree with these proposals, and demand management with 49% (262).

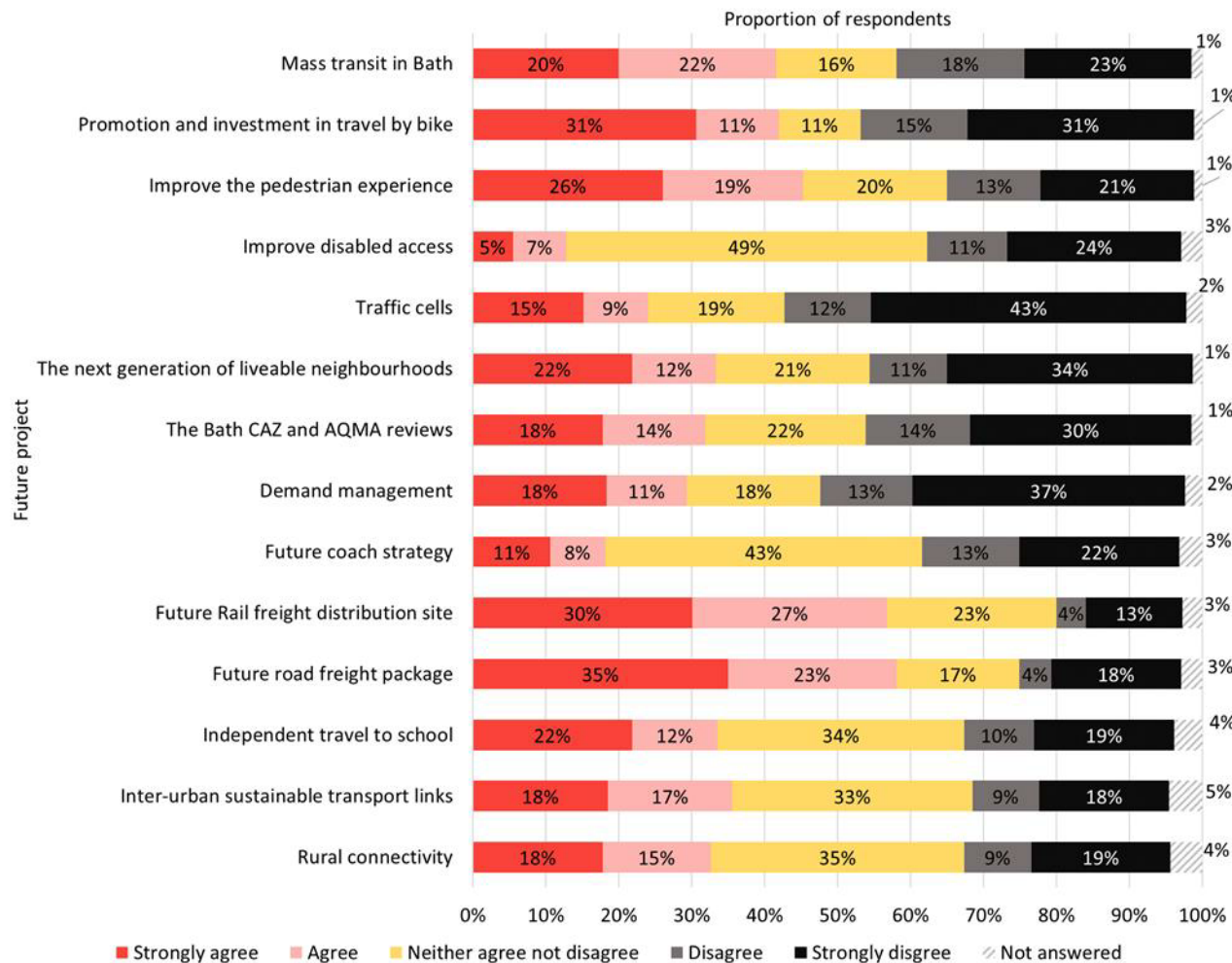
**Figure 3-49 - To what extent do you agree or disagree with the future projects?**



- 3.17.3 Figure 3-50 shows the summarised responses for the extent to which respondents agree or disagree that each option will help them reduce their carbon footprint. Respondents scored a road freight package as the most likely to help them reduce their carbon footprint, with 60% (317) answering agree or strongly agree. This was followed by a rail freight distribution site and improving the pedestrian experience where 58% (310) and 46% (247) said they agreed or strongly agreed respectively.
- 3.17.4 Traffic cells was considered to be the project least likely to allow respondents to reduce their carbon footprint with 56% (301) disagreeing or strongly disagreeing, followed by demand management and the next generation of liveable neighbourhoods with 51% (273) and 45% (242) disagreeing or strongly disagreeing respectively.
- 3.17.5 The responses to both mass transit and investment in travel by bike were relatively divided with mass transit receiving 42% (227) support and 41% (221) disagree or strongly disagree, and investment in travel by bike receiving 42% (229) support and 46% (25) disagree or strongly disagree.



**Figure 3-50 - To what extent do you agree or disagree with the following statement: The future project will help me reduce my carbon footprint**



## 3.18 Changes to Journey to Net Zero Plan

3.18.1 The key objective of the consultation was to seek views on the Plan and the future projects prior to adoption. Following consideration of the responses to the consultation, a number of amendments will be made to the Plan to reflect the key points raised. Table 3-1 below shows the main changes that will be made to the plan.

**Table 3-1 – Changes to Journey to Net Zero Plan following consultation**

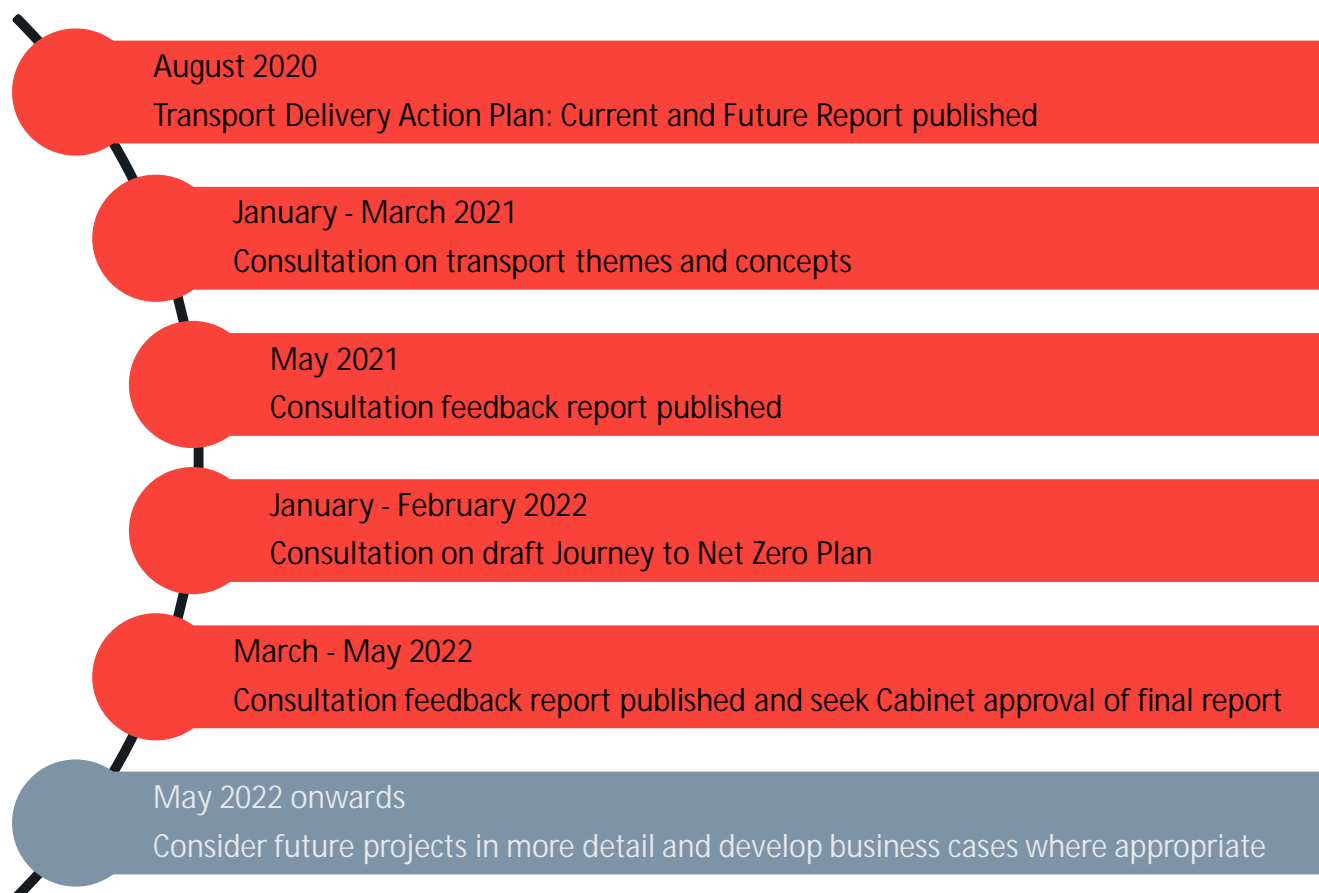
What you said	Changes to the Journey to Net Zero
Bath is very hilly, which makes trips by bike and walking difficult	The Plan will be updated to give more acknowledgement of the challenges posed by the topography of Bath. Further recognition of the benefits of e-bikes and e-scooters in overcoming this will be added to the Plan.
There are some journeys for which I need my car i.e. transporting heavy goods disabled access, tradespeople, carers	The Plan will be updated to reflect that the Council are not advocating zero journeys by car and fully acknowledge that some journeys will still need to be undertaken by car in the future. However, there are a significant number of trips for which there are sustainable alternatives. The Plan will include a transport hierarchy that aligns with the Council's net zero ambitions and acts as a useful guide to help people think about how they could improve the environmental impact of their journeys.
The current public transport network does not allow me to leave my car at home	The Plan will be updated to include further detail of the measures included within the West of England Bus Service Improvement Plan (BSIP) to allow better understanding of the far-reaching improvements we are planning to make to the public transport network.
The future projects will negatively impact on businesses in the city centre	The Plan will include a number of case studies both in the UK and internationally where restricting car access and improving the public realm has had a positive impact on businesses
I have nowhere to charge and electric vehicle and they are too expensive	The Plan will be updated to include more detail on the potential future models for car ownership and electric vehicles. The use of car clubs will make electric vehicles accessible to more people whilst also reducing the space taken up by private parking.
Ghent is used as an example of restrictions for car in the city centre, but	It was not the intention to draw a direct comparison between Ghent and Bath but rather to show what is possible and has been achieved elsewhere when such

there are a lot of differences between Bath and Ghent	measures are introduced. Given this is a relatively new approach there are limited examples where cross-city traffic restrictions have been implemented, therefore Ghent has been used to provide an illustration of where it has been done. Other UK cities are currently considering these measures also, and the Council will continue to monitor these.
What will happen to general traffic as a result of these measures? Where is the traffic circulation map of the city?	We will include a commitment to produce a traffic circulation map as one of the future projects within the Plan. This will identify the main roads where arterial bus routes are prioritised and car traffic is expected to remain, and the residential streets that we want to be quieter, with future projects aiming to deliver this plan incrementally.
How will all this be paid for?	Information regarding potential future funding streams for the projects will be added to the Plan

## 4 Next Steps

- 4.1.1 Figure 4-1 below shows the project timeline, identifying the tasks which have been completed to date and the next steps towards the adoption of the Journey to Net Zero Plan and beyond.

**Figure 4-1 - Project timeline**



- 4.1.2 The Journey to Net Zero Plan will be updated in line with the changes identified in Table 3-1 prior to seeking Council Cabinet approval for the final report in May 2022.
- 4.1.3 From May 2021 onwards, the Council will begin to develop the business cases needed to deliver the projects which are identified.
- 4.1.4 The committed and developing projects are already being developed by B&NES and are at various stages of the project development lifecycle as detailed in the Journey to Net Zero Plan.
- 4.1.5 Where the developing projects demonstrate they are feasible and have the appropriate outcomes to meet the objectives the Council will seek to deliver them. The future projects are earlier in this lifecycle, and require more detailed consideration of their scope and feasibility within the B&NES area. As part of this further development, you will be consulted



further to understand what you would like to see, and what would encourage you to travel more sustainably.





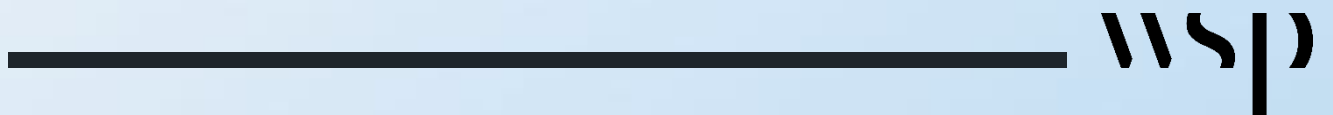
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# Appendix A

Consultation questionnaire



# The Journey to Net Zero: Reducing the Environmental Impact of Transport in Bath

## Consultation questionnaire



# How to take part in our consultation

## What is this questionnaire for?

This questionnaire is designed to collect your feedback on the future schemes within our *Journey to Net Zero: Reducing the Environmental Impact of Transport in Bath* plan. Your views will help to shape the way we deliver the solutions we need to create a cleaner, fairer, safer and less congested environment that enables us to lower our carbon emissions.

Whilst the plan contains information on those projects that we are currently delivering or have committed to delivering, **the questions we are asking you here are about the plans and transport schemes we have for the future.**

Using your feedback, we will develop more detailed plans and business cases for these future schemes. As they come forward, you will have further opportunities to comment on the details of those projects at future consultations.

To participate in this consultation, you will also need our report on the **Journey to Net Zero: Reducing the Environmental Impact of Transport in Bath**.

You can access this document in the following ways:

- Online: [www.bathnes.gov.uk/journeytonetzero](http://www.bathnes.gov.uk/journeytonetzero)
- Emailing us to request that we send you a copy (details provided at the bottom of this page)
- **At a local library:**
  - **Bath Central Library:**  
19-23 The Podium, Bath BA1 5AN
  - **Keynsham Library & Information Service:**  
Civic Centre, Market Walk, Keynsham, BS31 1FS
  - **Midsomer Norton Library:**  
The Hollies, High St, Midsomer Norton BA3 2DP

Consultation will close at **5pm on Monday 7 February 2022**, please submit your questionnaire responses by then to have your say.

## How long will this questionnaire take to complete?

We have tried to design a questionnaire that is relatively quick and easy to complete. However, because you will need to read this paper questionnaire alongside the 'Journey to Net Zero' plan, it may take longer to complete in this way than the alternative online version. As such, we recommend that if you have access to the internet, you instead complete the form in that way.

## How can I send you my feedback?

You can send us your feedback in one of two ways:

### Send it:

Please send your feedback form in a stamped envelope to:

**Transport Planning**  
**Bath and North Somerset Council**  
**Civic Centre**  
**1 Market Walk**  
**Keynsham**  
**BS31 1FS**

### Hand it in at the library:

If you have filled out your questionnaire in one of the libraries we have listed above, you can leave it with a librarian behind the counter and we will collect your response from them.

## What if I have further thoughts or questions?

If you would like to leave further thoughts, there is an opportunity to leave general comments in a box at the end of the questionnaire.

**If you have any questions or would like to discuss anything relating to this consultation, please contact email us at [transport\\_planning@bathnes.gov.uk](mailto:transport_planning@bathnes.gov.uk) and a member of the team will get back to you.**



Due to increased working and living numbers in the West of England, it is estimated that there will be a **28%** rise in journeys between 2011 and 2036



Bath's population is around

**90,000**

of which **20%** are estimated to be students

## Better public transport options

As well as the schemes we are currently developing to provide you with better public transport options, we would like to know your thoughts on mass transit for Bath. In addition to **West of England mass transit**<sup>1</sup>, we are considering the potential for mass transit within the City of Bath area itself.

Mass transit is a type of public transport network that provides high-capacity, fast, frequent and reliable services that are predominantly segregated from other traffic. This could include over or underground routes and consist of several different types of transport in an integrated system.

**Please go to page 35 to find out more about mass transit for Bath and what it means for you.**



**To what extent do you agree or disagree with our future plans for mass transit in Bath?**

Strongly agree

☐

Agree

☐

Neither agree  
nor disagree

☐

Disagree

☐

Strongly disagree

☐

**To what extent do you agree or disagree with the following statement:  
'A mass transit system in Bath would help me reduce my carbon footprint'?**

Strongly agree

☐

Agree

☐

Neither agree  
nor disagree

☐

Disagree

☐

Strongly disagree

☐

**In which of the following ways do you think mass transit in Bath would improve your life? Select all that apply:**

- ☐ Quicker journeys
- ☐ Safer journeys
- ☐ Healthier journeys
- ☐ More enjoyable journeys
- ☐ More sustainable journeys
- ☐ More active journeys
- ☐ Cheaper journeys
- ☐ Improved access to opportunities
- ☐ Access to more options for travel
- ☐ Better connections between communities
- ☐ Something else (Please outline below)

<sup>1</sup>You can read more about regional plans for mass transit in the West of England here: <https://www.westofengland-ca.gov.uk/what-we-do/transport/mass-transit/>



# Providing for travel by bike and on foot

As well as the schemes we are currently developing to provide better travel by bike and by foot, we would like to know your thoughts on the future schemes we are considering.

## Promotion and investment in travel by bike

Improving existing routes and providing new routes for travel by bike and on foot, making bike storage more widely available and supporting the use of e-bikes and e-cargo bikes.



**To what extent do you agree or disagree with our future plans around promotion and investment in travel by bike?**

Strongly agree

☐

Agree

☐

Neither agree  
nor disagree

☐

Disagree

☐

Strongly disagree

☐

**To what extent do you agree or disagree with the following statement:  
‘Promotion and investment in travel by bike would allow me to reduce  
my carbon footprint’?**

Strongly agree

☐

Agree

☐

Neither agree  
nor disagree

☐

Disagree

☐

Strongly disagree

☐

**In which of the following ways do you think promotion and investment in travel  
by bike would improve your life? Select all that apply:**

- ☐ Quicker journeys
- ☐ Safer journeys
- ☐ Healthier journeys
- ☐ More enjoyable journeys
- ☐ More sustainable journeys
- ☐ More active journeys
- ☐ Cheaper journeys
- ☐ Improved access to opportunities
- ☐ Access to more options for travel
- ☐ Better connections between communities
- ☐ Something else (Please outline below)

# Improvements to the pedestrian experience

Building upon our existing and developing projects to improve pedestrian infrastructure, including continuous footways, improved crossings and wider footways.



**To what extent do you agree or disagree with our future plans to improve the pedestrian experience?**

Strongly agree

☐

Agree

☐

Neither agree  
nor disagree

☐

Disagree

☐

Strongly disagree

☐

**To what extent do you agree or disagree with the following statement:  
‘Improving the pedestrian experience would allow me to reduce my carbon footprint’?**

Strongly agree

☐

Agree

☐

Neither agree  
nor disagree

☐

Disagree

☐

Strongly disagree

☐

**In which of the following ways do you think improving the pedestrian experience would improve your life? Select all that apply:**

- ☐ Quicker journeys
- ☐ Safer journeys
- ☐ Healthier journeys
- ☐ More enjoyable journeys
- ☐ More sustainable journeys
- ☐ More active journeys
- ☐ Cheaper journeys
- ☐ Improved access to opportunities
- ☐ Access to more options for travel
- ☐ Better connections between communities
- ☐ Something else (Please outline below)

## Improvements to disabled access

Improving access for disabled transport users across the B&NES district, including improving the streetscape, considering the accessibility of taxis and improving the shopping and visitor experience.



**To what extent do you agree or disagree with our future plans to improve disabled access?**

Strongly agree

☐

Agree

☐

Neither agree  
nor disagree

☐

Disagree

☐

Strongly disagree

☐

**To what extent do you agree or disagree with the following statement:  
'Improving disabled access would allow me to reduce my carbon footprint?'**

Strongly agree

☐

Agree

☐

Neither agree  
nor disagree

☐

Disagree

☐

Strongly disagree

☐

**In which of the following ways do you think improving disabled access would improve your life? Select all that apply:**

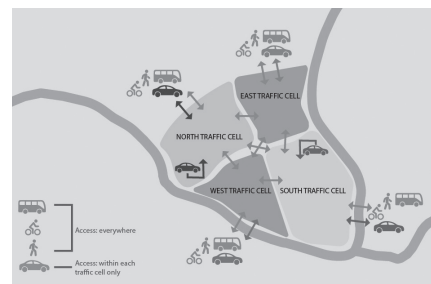
- ☐ Quicker journeys
- ☐ Safer journeys
- ☐ Healthier journeys
- ☐ More enjoyable journeys
- ☐ More sustainable journeys
- ☐ More active journeys
- ☐ Cheaper journeys
- ☐ Improved access to opportunities
- ☐ Access to more options for travel
- ☐ Better connections between communities
- ☐ Something else (Please outline below)

# Creating improved places to live and work

As well as the schemes we are currently developing to create improved places to live and work (which you can read about in the 'Journey to Net Zero' plan), we would like to know your thoughts on the future schemes we are considering.

## Traffic cells

Changing the way in which the city centre is accessed by dividing it into a number of segments, with reduced access for vehicles and enhancing access for public transport, pedestrians and cyclists.



**To what extent do you agree or disagree with our future plans for traffic cells?**

Strongly agree

☐

Agree

☐

Neither agree  
nor disagree

☐

Disagree

☐

Strongly disagree

☐

**To what extent do you agree or disagree with the following statement:  
'Traffic cells would allow me to reduce my carbon footprint'?**

Strongly agree

☐

Agree

☐

Neither agree  
nor disagree

☐

Disagree

☐

Strongly disagree

☐

**In which of the following ways do you think traffic cells would improve your life? Select all that apply:**

- ☐ Quicker journeys
- ☐ Safer journeys
- ☐ Healthier journeys
- ☐ More enjoyable journeys
- ☐ More sustainable journeys
- ☐ More active journeys
- ☐ Cheaper journeys
- ☐ Improved access to opportunities
- ☐ Access to more options for travel
- ☐ Better connections between communities
- ☐ Something else (Please outline below)

## Liveable neighbourhoods – Next generation

Increasing the number and size of Liveable Neighbourhood areas, potentially linking this into the traffic cell concept (described in the previous question).



**To what extent do you agree or disagree with our future plans for the next generation of liveable neighbourhoods?**

Strongly agree

☐

Agree

☐

Neither agree  
nor disagree

☐

Disagree

☐

Strongly disagree

☐

**To what extent do you agree or disagree with the following statement:  
‘The next generation of liveable neighbourhoods would allow me to reduce  
my carbon footprint’?**

Strongly agree

☐

Agree

☐

Neither agree  
nor disagree

☐

Disagree

☐

Strongly disagree

☐

**In which of the following ways do you think the next generation of liveable  
neighbourhoods would improve your life? Select all that apply:**

- ☐ Quicker journeys
- ☐ Safer journeys
- ☐ Healthier journeys
- ☐ More enjoyable journeys
- ☐ More sustainable journeys
- ☐ More active journeys
- ☐ Cheaper journeys
- ☐ Improved access to opportunities
- ☐ Access to more options for travel
- ☐ Better connections between communities
- ☐ Something else (Please outline below)



# Bath Clean Air Zone (CAZ) and Air Quality Management Area (AQMA) reviews

Extending the Clean Air Zone to cover more streets or more types of vehicle.



**To what extent do you agree or disagree with our future plans to review the Bath CAZ and AQMA reviews?**

Strongly agree

☐

Agree

☐

Neither agree  
nor disagree

☐

Disagree

☐

Strongly disagree

☐

**To what extent do you agree or disagree with the following statement:  
'Reviewing the Bath CAZ and AQMA would help me to reduce my carbon footprint'?**

Strongly agree

☐

Agree

☐

Neither agree  
nor disagree

☐

Disagree

☐

Strongly disagree

☐

**In which of the following ways do you think reviewing the Bath CAZ and AQMA would improve your life? Select all that apply:**

- ☐ Quicker journeys
- ☐ Safer journeys
- ☐ Healthier journeys
- ☐ More enjoyable journeys
- ☐ More sustainable journeys
- ☐ More active journeys
- ☐ Cheaper journeys
- ☐ Improved access to opportunities
- ☐ Access to more options for travel
- ☐ Better connections between communities
- ☐ Something else (Please outline below)

# Demand management

Promoting sustainable travel and discouraging car use by reducing parking availability or increasing charges for car users.



**To what extent do you agree or disagree with our future plans for demand management?**

Strongly agree

☐

Agree

☐

Neither agree  
nor disagree

☐

Disagree

☐

Strongly disagree

☐

**To what extent do you agree or disagree with the following statement:  
'Demand management would help me to reduce my carbon footprint'?**

Strongly agree

☐

Agree

☐

Neither agree  
nor disagree

☐

Disagree

☐

Strongly disagree

☐

**In which of the following ways do you think demand management would  
improve your life? Select all that apply:**

- ☐ Quicker journeys
- ☐ Safer journeys
- ☐ Healthier journeys
- ☐ More enjoyable journeys
- ☐ More sustainable journeys
- ☐ More active journeys
- ☐ Cheaper journeys
- ☐ Improved access to opportunities
- ☐ Access to more options for travel
- ☐ Better connections between communities
- ☐ Something else (Please outline below)

## Coach strategy

This would balance the need to support tourism with everyday travel around Bath, including improving the management of coaches, better pedestrian routes and wayfinding between coach drop-off/pick-up areas and the city centre, and more efficient movement and parking.



**To what extent do you agree or disagree with a future coach strategy?**

Strongly agree

☐

Agree

☐

Neither agree  
nor disagree

☐

Disagree

☐

Strongly disagree

☐

**To what extent do you agree or disagree with the following statement:  
'A coach strategy would help me to reduce my carbon footprint'?**

Strongly agree

☐

Agree

☐

Neither agree  
nor disagree

☐

Disagree

☐

Strongly disagree

☐

**In which of the following ways do you think a coach strategy would improve your life? Select all that apply:**

- ☐ Quicker journeys
- ☐ Safer journeys
- ☐ Healthier journeys
- ☐ More enjoyable journeys
- ☐ More sustainable journeys
- ☐ More active journeys
- ☐ Cheaper journeys
- ☐ Improved access to opportunities
- ☐ Access to more options for travel
- ☐ Better connections between communities
- ☐ Something else (Please outline below)

## Rail freight distribution site

A rail freight distribution site to maximise the use of rail in moving goods within Bath, thereby reducing the amount of freight on our roads and the associated carbon emissions.



**To what extent do you agree or disagree with a future rail freight distribution site?**

Strongly agree

☐

Agree

☐

Neither agree  
nor disagree

☐

Disagree

☐

Strongly disagree

☐

**To what extent do you agree or disagree with the following statement: 'A rail freight distribution site would help reduce overall transport emissions'?**

Strongly agree

☐

Agree

☐

Neither agree  
nor disagree

☐

Disagree

☐

Strongly disagree

☐

**In which of the following ways do you think a rail freight distribution site would improve your life? Select all that apply:**

- ☐ Quicker journeys
- ☐ Safer journeys
- ☐ Healthier journeys
- ☐ More enjoyable journeys
- ☐ More sustainable journeys
- ☐ More active journeys
- ☐ Cheaper journeys
- ☐ Improved access to opportunities
- ☐ Access to more options for travel
- ☐ Better connections between communities
- ☐ Something else (Please outline below)

## Road freight package

Restricting HGV movements into Bath and provision of freight consolidation centres outside the city that collect goods for onward delivery via more e-cargo bikes. This could include the provision of dedicated corridors, as well as the potential for freight to be transported on buses.



**To what extent do you agree or disagree with a future road freight package?**

Strongly agree

☐

Agree

☐

Neither agree  
nor disagree

☐

Disagree

☐

Strongly disagree

☐

**To what extent do you agree or disagree with the following statement:  
'A road freight package would help reduce overall transport emissions'?**

Strongly agree

☐

Agree

☐

Neither agree  
nor disagree

☐

Disagree

☐

Strongly disagree

☐

**In which of the following ways do you think a rail freight distribution site would improve your life? Select all that apply:**

- ☐ Quicker journeys
- ☐ Safer journeys
- ☐ Healthier journeys
- ☐ More enjoyable journeys
- ☐ More sustainable journeys
- ☐ More active journeys
- ☐ Cheaper journeys
- ☐ Improved access to opportunities
- ☐ Access to more options for travel
- ☐ Better connections between communities
- ☐ Something else (Please outline below)



# Cleaner, greener school travel

Independent travel to school.

Supporting travel to school by bus, on foot or by bike in both urban and rural areas. Improving walking and bike facilities close to schools including routes, crossing facilities, reduced traffic speeds, security and lighting and secure storage. Working with bus operators to ensure there is capacity on buses for school children, travel is affordable, safe and services are well coordinated.

We are considering a future scheme to enable and support independent travel to school, which you can read about in the 'Journey to Net Zero Plan' (page 28).



**To what extent do you agree or disagree with our future plans for independent travel to school?**

Strongly agree

☐

Agree

☐

Neither agree  
nor disagree

☐

Disagree

☐

Strongly disagree

☐

**To what extent do you agree or disagree with the following statement:  
'Independent travel to school would help me to reduce my carbon footprint?'**

Strongly agree

☐

Agree

☐

Neither agree  
nor disagree

☐

Disagree

☐

Strongly disagree

☐

**In which of the following ways do you think independent travel to school would improve your life? Select all that apply:**

- ☐ Quicker journeys
- ☐ Safer journeys
- ☐ Healthier journeys
- ☐ More enjoyable journeys
- ☐ More sustainable journeys
- ☐ More active journeys
- ☐ Cheaper journeys
- ☐ Improved access to opportunities
- ☐ Access to more options for travel
- ☐ Better connections between communities
- ☐ Something else (Please outline below)

# Connecting Bath to rural communities and market towns

As well as the schemes we are currently developing to connect Bath to rural communities and market towns, we would like to know your thoughts on the future schemes we are considering.

## Inter-urban sustainable transport links

Building on existing corridor studies on the A4, A37 and A367 to improve connectivity between our main settlements, including Midsomer Norton, Keynsham, Chew Valley, Somer Valley and Peasedown St John.



**To what extent do you agree or disagree with our future plans for inter-urban sustainable transport links?**

Strongly agree

☐

Agree

☐

Neither agree  
nor disagree

☐

Disagree

☐

Strongly disagree

☐

**To what extent do you agree or disagree with the following statement:  
'Inter-urban sustainable transport links would allow me to reduce my  
carbon footprint'?**

Strongly agree

☐

Agree

☐

Neither agree  
nor disagree

☐

Disagree

☐

Strongly disagree

☐

**In which of the following ways do you think inter-urban sustainable transport links would improve your life? Select all that apply:**

- ☐ Quicker journeys
- ☐ Safer journeys
- ☐ Healthier journeys
- ☐ More enjoyable journeys
- ☐ More sustainable journeys
- ☐ More active journeys
- ☐ Cheaper journeys
- ☐ Improved access to opportunities
- ☐ Access to more options for travel
- ☐ Better connections between communities
- ☐ Something else (Please outline below)

## Rural connectivity

Improving bus services along the main routes into Bath, linking them to the city centre or multi-modal interchange sites. It could also involve improving access by bike and foot to bus corridors and the delivery of rural mobility hubs to improve connectivity between modes and with the potential to offer working hubs to reduce the need to commute.



**To what extent do you agree or disagree with our future plans for rural connectivity?**

Strongly agree

☐

Agree

☐

Neither agree  
nor disagree

☐

Disagree

☐

Strongly disagree

☐

**To what extent do you agree or disagree with the following statement:  
‘Improving rural connectivity would allow me to reduce my carbon footprint’?**

Strongly agree

☐

Agree

☐

Neither agree  
nor disagree

☐

Disagree

☐

Strongly disagree

☐

**In which of the following ways do you think improving rural connectivity would improve your life? Select all that apply:**

- ☐ Quicker journeys
- ☐ Safer journeys
- ☐ Healthier journeys
- ☐ More enjoyable journeys
- ☐ More sustainable journeys
- ☐ More active journeys
- ☐ Cheaper journeys
- ☐ Improved access to opportunities
- ☐ Access to more options for travel
- ☐ Better connections between communities
- ☐ Something else (Please outline below)

**Now considering the Journey to Net Zero plan as a whole,  
please answer the following questions:**



**To what extent do you agree or disagree with the following statement:  
‘The projects identified in the Journey to Net Zero would allow me to  
reduce my carbon footprint’?**

Strongly agree

☐

Agree

☐

Neither agree  
nor disagree

☐

Disagree

☐

Strongly disagree

☐

**In which of the following ways do you think the projects identified in the  
Journey to Net Zero would improve your life? Select all that apply:**

- ☐ Quicker journeys
- ☐ Safer journeys
- ☐ Healthier journeys
- ☐ More enjoyable journeys
- ☐ More sustainable journeys
- ☐ More active journeys
- ☐ Cheaper journeys
- ☐ Improved access to opportunities
- ☐ Access to more options for travel
- ☐ Better connections between communities
- ☐ Something else (Please outline below)

Now considering the Journey to Net Zero plan as a whole,  
please answer the following questions: cont.



Do you have any further comments you wish to add regarding the Journey to Net Zero?



In 2018 there were

**418**

Ultra Low Emission Vehicles  
registered across Bath and North  
East Somerset representing

**0.37%**

of total vehicle  
registrations



There were an estimated

**5 million**

tourist day-trips and over

**1 million**

overnight trips by domestic  
and international visitors in  
2018



## About you

We would be grateful if you could answer some of the following questions which will help us categorise responses. This information is entirely optional, and will be used for no other purposes outside of this consultation. Details and views of individuals will not be made public.

**Your name**

**Your postcode**

**Your email address**

**Which one of the following options best describes how you are responding to this questionnaire?**

- ☐ Prefer not to say
- ☐ As a resident
- ☐ As a commuter
- ☐ On behalf of a group of individuals
- ☐ On behalf of a business/organisation

**Where do you live (or where is your business located)?**

- ☐ Prefer not to say
- ☐ Bath
- ☐ Keynsham
- ☐ Saltford
- ☐ Midsomer Norton
- ☐ Radstock
- ☐ B&NES Village/rural location
- ☐ Further afield

**What would best describe your professional or working status?**

- ☐ Prefer not to say
- ☐ Employed
- ☐ Self-employed
- ☐ Retired
- ☐ Not in work
- ☐ Student

**How do you describe your sex?**

- ☐ Prefer not to say
- ☐ Male
- ☐ Female

**Do you consider yourself to be a disabled person?**

- ☐ Prefer not to say
- ☐ Yes
- ☐ No

**What was your age at your last birthday?**

- ☐ Prefer not to say
- ☐ Under 25
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55+

**Do you have any dependent children?**

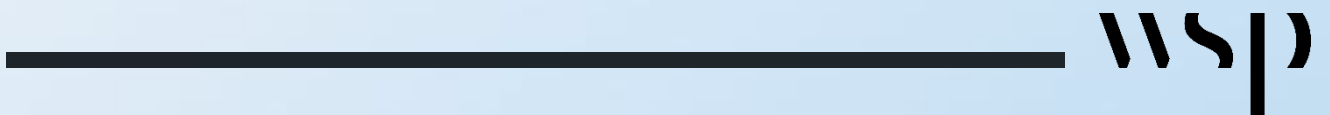
- ☐ Prefer not to say
- ☐ Yes
- ☐ No

Personal information that is supplied to Bath & North East Somerset Local Authority in connection with the Journey to Net Zero Plan for Bath proposals will be treated confidentially and processed and handled in accordance with the Data Protection Act 1998 and the GDPR 2018. The information may be disclosed to or shared with connected companies, agents, contractors and advisors who provide services to Bath & North East Somerset in connection with the Journey to Net Zero Plan.



# Appendix B

Public webinar presentation



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# Bath & North East Somerset Council

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**Improving People's Lives**

Journey to Net Zero:  
Reducing the Environmental  
Impact of Transport in Bath



# Introduction

- Our Corporate Strategy has two core policy themes:
  - Tackling the climate emergency
  - Giving people a bigger say
- The *Journey to Net Zero* supports delivery of these policies by setting out a plan to reduce the environmental impact of transport in Bath
- The plan builds on the *Getting Around Bath Transport Strategy* and *Transport Delivery Action Plan: Current and Futures Report* which set out our vision and objectives for transport





# Vision

*Bath will enhance its unique status by adopting measures that promote sustainable transport and decision making, whilst reducing carbon emissions and the intrusion of vehicles, particularly in the historic core. This will improve the quality of life for local people, enable more economic activity and growth, while enhancing the special character and environment of the city.*



# Objectives

- **Reducing vehicle carbon emissions to achieve carbon neutrality by 2030**
- **Improving air quality and health**
- Promoting sustainable mobility
- Supporting and enabling economic growth, competitiveness and jobs
- Widening travel choice

- Widening access to opportunities: jobs/learning/training
- Safeguarding and enhancing the unique historic environment and World Heritage Site status
- Improving quality of life in the city

The Plan has been informed by the findings of the *Current and Futures Report* (published in April 2020) and the consultation in early 2021.




# How we have consulted so far

- Consultation aimed to gain an understanding of residents' transport priorities and what improvements they would like to see.
- Six week consultation undertaken in three forms:
  - Public webinar, attended by 77 people and since viewed on YouTube by a further 198.
  - 9 interest-specific webinars to engage with key stakeholders.
  - Online questionnaire – consulting on high-level themes (each of which included more detailed concepts) and received 967 responses – an overview of findings follows.

### Better bus services

Create an improved network for quicker and more reliable bus journeys



#### How important is separating buses from traffic for you?

Separating buses from traffic to avoid congestion and make journeys quicker and more reliable by:

- Providing dedicated bus lanes which would require a reduction in road space for general traffic
- Removing on street parking where necessary to create bus lanes
- Closing some roads to general traffic for bus priority


Important

Quite important

Neutral

Not important

Not important at all



#### How important is improved access for buses to you?

Improving access for buses through:

- Express bus routes into Bath
- Bus priority at key traffic lights
- Better access for buses to Bath bus station


Important

Quite important

Neutral

Not important

Not important at all



#### How important is bus service coordination to you?

Working with bus operators to improve bus travel through:

- Coordinating services to allow buses to operate more effectively around Bath
- Enabling whole journey planning, for start to end travel


Important

Quite important

Neutral

Not important

Not important at all



#### How important is cleaner bus travel to you?

Working with bus operators to introduce cleaner fuel for buses

Important

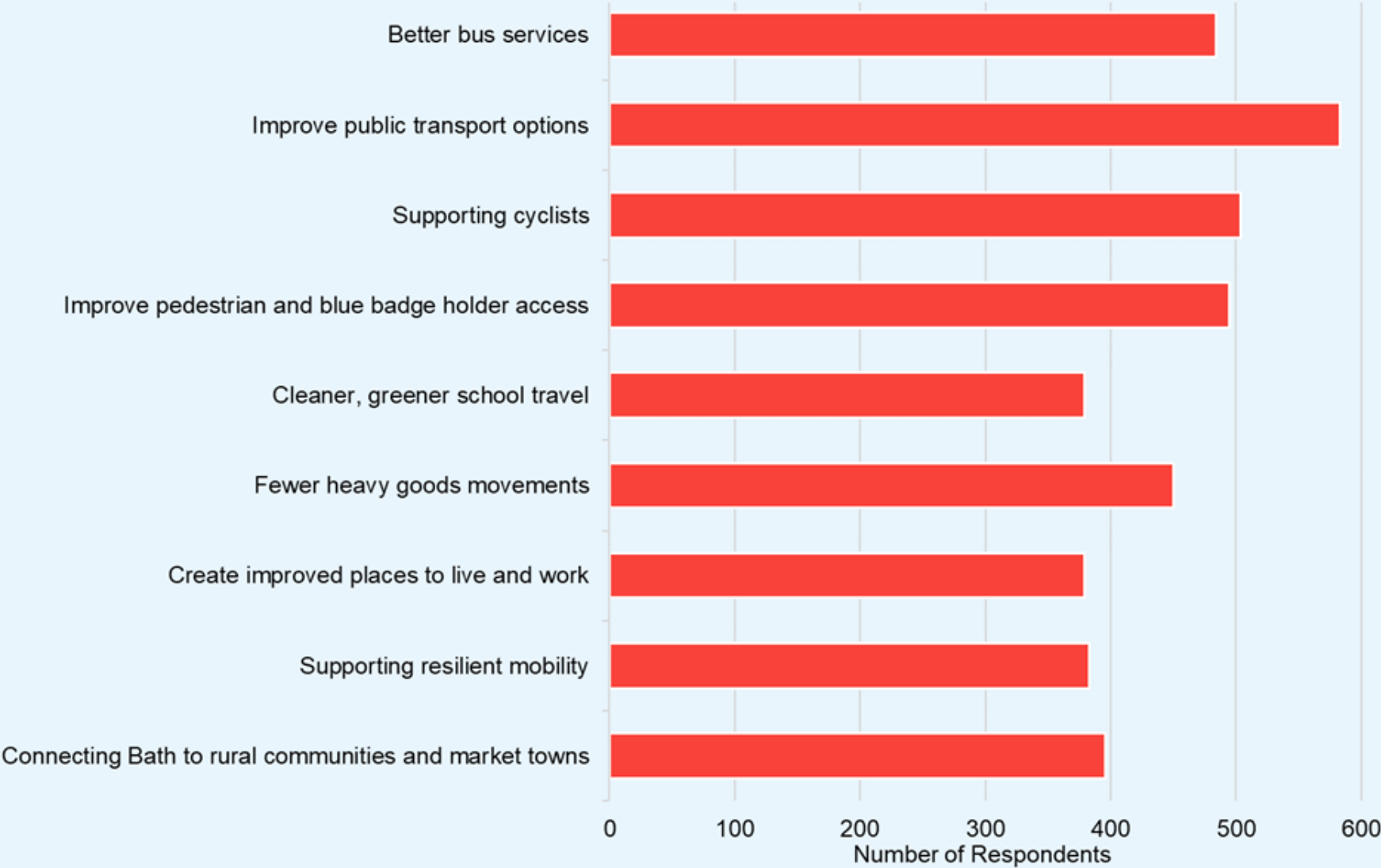
Quite important

Neutral

Not important

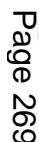
Not important at all

# Consultation findings





## Consultation findings





## The plan identifies:

- **Current projects** – these are already underway and are either being developed by the council and have been consulted on, or have been delivered
- **Developing projects** – projects being developed by the council and are subject to consultation and approval
- **Future projects** – emerging projects that are not currently under development, but could be pursued by the council to achieve carbon targets

These projects are considered by transport themes.





## Better public transport options

- An enhanced public transport system to provide a realistic and attractive alternative to car
- Mass transit
- Multi-modal interchange facilities
- Mobility hubs
- Bus stop upgrades
- Universal, integrated ticketing



## Providing for travel by bike and on foot

- Improved infrastructure to separate pedestrians, bike users and scooter users from motorised vehicles
- Improvements to disabled access
- Improved routes within and to / from Bath
- Secure cycle storage
- Opportunities to share, buy and lease bikes and e-bikes





## Creating improved places to live and work

- Reallocating road space to prioritise sustainable modes
- An increasingly pedestrian focussed city centre
- Rationalised freight movements to reduce the intrusion of HGVs
- Expansion of car clubs
- Charging infrastructure for electric vehicles
- Coach Strategy to reduce intrusion upon city's environment





## Cleaner, greener school travel

- Encouraging sustainable travel to school
- Improving the environment around schools
- Better support for school journeys on public transport



## Supporting future mobility

- Journeys across multiple modes or operators will become seamless with new technologies to enhance the experience
- Electric shared transport schemes including e-bikes, e-cargo bikes and e-scooters





## Connecting Bath to rural communities and market towns

- Improved public transport on key corridors
- Mobility hubs on express routes
- Cycle routes on key corridors
- Reducing commuter travel to bath from rural areas





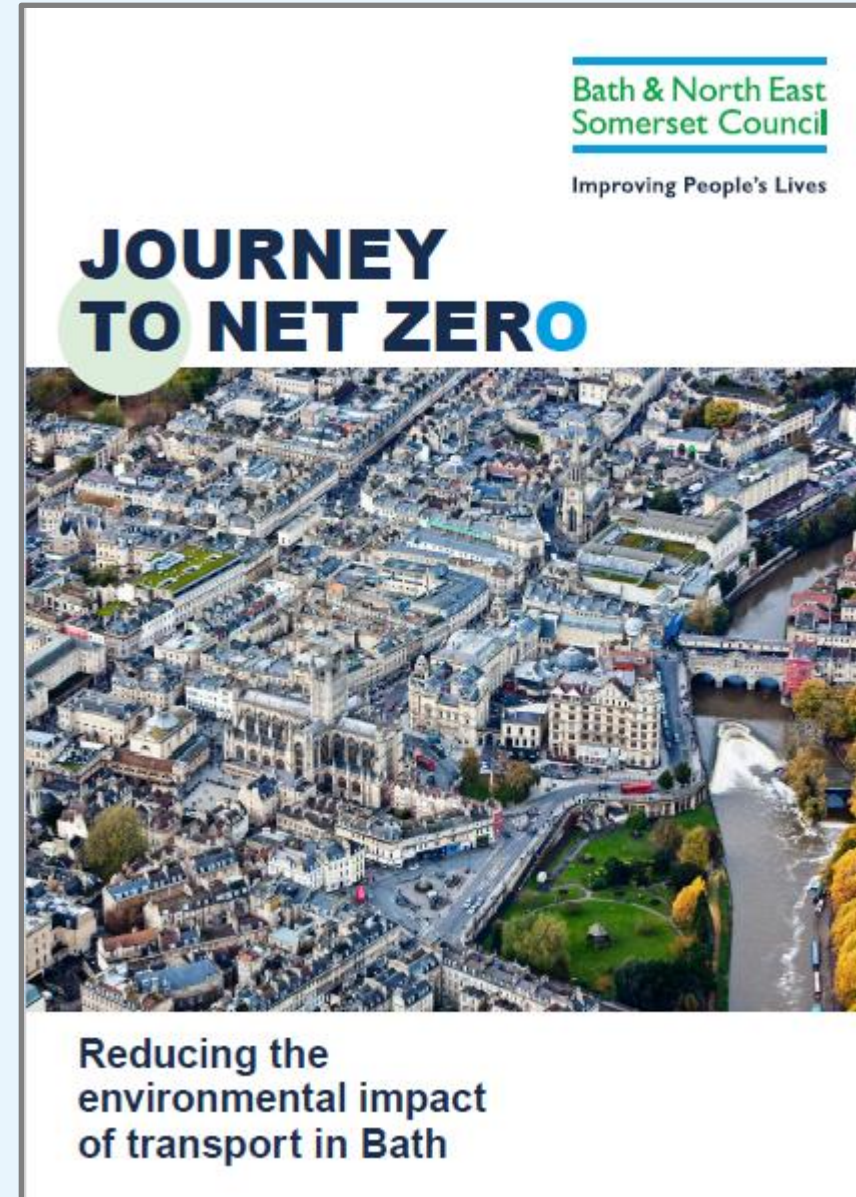
# Have your say

- We would like to hear your views on the Journey to Net Zero plan
- You can view the document and answer a set of questions to give your views on the future projects at

[www.bathnes.gov.uk/journeytonetzero](http://www.bathnes.gov.uk/journeytonetzero),

or find a hardcopy in Bath, Keynsham and Midsomer Norton libraries

- We would like to know to what extent:
  - you agree with the future plans
  - the future plans will allow you to reduce your carbon footprint
  - the future plans will improve your life
- The consultation closes at **5pm on Monday 7 February 2022**
- We will use your feedback to better understand how these schemes will affect you, and to guide us in deciding which to follow, and how to implement the selected schemes.





# Next Steps



Following the consultation, we will update the Journey to Net Zero plan.



We hope to gain approval of the plan in the Spring of 2022.



We will then start to develop more detailed business cases for the measures identified in the plan.



Bath & North East Somerset Council		
DECISION MAKER:	Cabinet	
MEETING DATE:	05 May 2022	EXECUTIVE FORWARD PLAN REFERENCE:
		E 3348
TITLE:	Decriminalisation and Civil Enforcement of Moving Traffic Offences	
WARD:	All	
AN OPEN PUBLIC ITEM		
List of attachments to this report:		
Appendix 1 - List of Traffic Signs Subject to Moving Traffic Enforcement		
Appendix 2 – Equalities Impact Assessment – Moving Traffic Enforcement		
Appendix 3 – Moving Traffic Enforcement Consultation Report		

## **1 THE ISSUE**

- 1.1 Local Authorities in England can now apply to the Department for Transport (DfT) for powers to enforce moving traffic offences such as banned turns; box junctions; and driving in formal cycle lanes, offences currently only enforceable by the Police. This report seeks approval to apply to the DfT for these powers so that the Council may use them to fulfil its statutory responsibilities and improve the management and safety of the road network, particularly in locations where enforcement action by Police Officer may be deemed impractical.
- 1.2 The report also outlines the Council's approach to the consideration of locations for moving traffic enforcement using Automatic Number Plate Recognition (ANPR) enforcement cameras in line with the new regulations (under Part 6 the Traffic Management Act 2004) and Secretary of State Guidance.

## **2 RECOMMENDATION**

### **The Cabinet is asked;**

- 2.1 To approve an application to the DfT by May 20<sup>th</sup> to acquire the powers to enforce moving traffic contraventions under the Traffic Management Act 2004 (TMA2004).
- 2.2 To approve the use of moving traffic enforcement powers using ANPR cameras from 1 June 2022 or the date when the Council receives the powers from the Secretary of State, whichever is the later.



- 2.3 To support and agree to the proposed approach for the use of moving traffic enforcement at proposed and future locations.
- 2.4 To incorporate moving traffic enforcement as a scheme into the Council's capital programme for 2022/23, funded by revenue through income generation. Subject to the powers being granted to the Council by the DfT.
- 2.5 To delegate authority for the consideration of future locations for moving traffic enforcement to the Director of Place Management in consultation with the Cabinet Member for Transport.
- 2.6 To note a review of bus gate signage is underway at existing restrictions to ensure there is consistency across all locations and the new regulations from 31 May 2022.

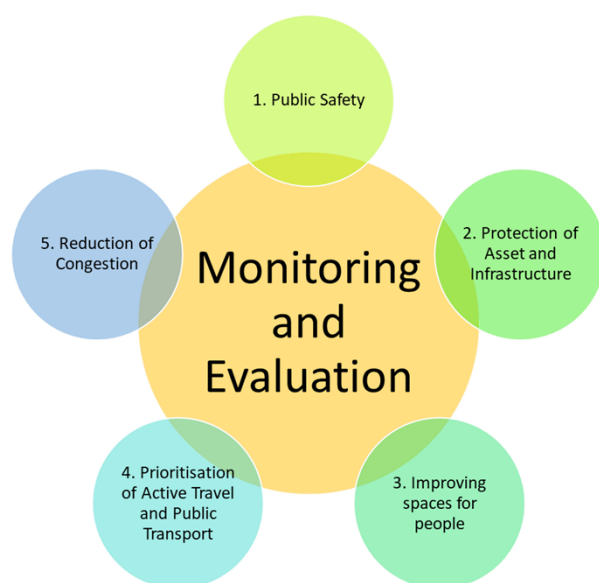
### **3 THE REPORT**

- 3.1 Currently outside of London and Wales moving traffic enforcement (MTE) of restrictions such as banned turns; one-way streets; yellow box junctions; and some access restrictions is carried out only by the Police.
- 3.2 The Government has confirmed its intention through the introduction of new regulations, that come into force on 31<sup>st</sup> May 2022, that MTE powers are to be made available to all local authorities in England allowing civil enforcement to be undertaken using the TMA2004. A full list of the restrictions that are included within these powers is included within Appendix 1.
- 3.3 Once the Council has obtained the powers from the Secretary of State it will not need to reapply to implement MTE at other locations.
- 3.4 The enforcement of moving traffic restrictions is not a core priority for the Police. MTE will help us meet our statutory traffic management needs, make our roads safer and reduce congestion at proposed locations which may also help to reduce carbon emissions from transport.
- 3.5 Locations where these powers can be applied are at the Council's discretion and the use of camera enforcement is to achieve greater compliance with the restriction and not intended for the purpose of raising revenue. Whilst most restrictions will be in place for safety reasons, it is not expected that all existing or future restrictions will have cameras installed.
- 3.6 Any locations where MTE is proposed will undergo a public consultation of at least six weeks before camera enforcement is implemented. This consultation focusses on the details of the location and the restriction to be enforced and not on the use of MTE powers which the Government have confirmed are being made available to Councils (see paragraph 3.2 above).
- 3.7 Acquiring the powers to enforce moving traffic offences will enhance local decision making and allow the Council and partners to more effectively use collective resources to tackle persistent areas of contravention. The safety of all road users and specifically vulnerable people should always be a priority. In consultation with local communities moving traffic powers may provide further opportunities to achieve this aim in different ways to meet a community need.

- 3.8 The use of existing civil enforcement processes already in place for parking and bus lane enforcement will allow the council to undertake a more proactive approach to help motorists comply with these restrictions and ensure our approach remains transparent; accountable; proportionate; and consistent.
- 3.9 Civil enforcement action by the Council will be in line with our approach to bus lanes using ANPR cameras. Each recorded contravention will be subject to further human review to ensure that action taken is proportionate and not automatically generated.
- 3.10 Civil Enforcement also introduces a legal right of appeal (that does not involve the courts) following the issue of a Penalty Charge Notice (PCN) to motorists, this supports our educational approach to driver behaviour change. This right of appeal is not available with Police enforcement action which may also result in later prosecution.
- 3.11 The introduction of new regulations, which brings the enforcement of bus lanes and bus gates within the TMA2004 provides an opportunity for the Council to review existing bus gate signs and consider the use of the signs that are more familiar to drivers. This will improve the robustness of cases defended by the Council at the Traffic Penalty Tribunal (the independent national PCN appeals service) and is also anticipated to improve compliance with drivers.
- 3.12 The regulation change introduced by the Government will also see the penalty charge for a bus lane rise from £60 to £70, whilst increasing the 50% discount period from 14 to 21 days.

### **Our Proposed Approach**

- 3.13 To ensure that we can achieve the objective of improved compliance we propose to evaluate all locations identified for enforcement against a hierarchy of principles as shown in Figure 1 below:



**Figure 1 - Proposed approach to MTE**

- 3.14 This will help ensure that the evidence and justification for the use of these powers is robust. Ongoing monitoring and evaluation where these powers are used is key to ensuring that enforcement action is, or continues to be, the most appropriate way for us to achieve the compliance with the restriction.

3.15 Monitoring the frequency; severity; and impact of moving traffic contraventions at locations proposed for enforcement action will help evaluate an appropriate solution to achieve compliance according to a second hierarchy based on the council's strategy of 'focus on prevention':

- (1) **Engineering** – physical measures to prevent or deter contraventions where practicable, for example, road markings or kerb lines.
- (2) **Education** – promotion of restrictions; consultation and additional signs to increase awareness of the restriction.
- (3) **Enforcement** – where no further practicable solution under (1) and (2) remains. This will include warning notices (see paragraph 3.16).

3.16 For all new locations where these powers are implemented it is proposed that a warning notice (with no penalty charge) will be issued for the first contravention during the initial six-month period of enforcement to serve as a further educational measure to improve compliance and embed driver behaviour change.

3.17 The monitoring of contraventions once camera enforcement is in place is proposed to determine the success of MTE at a given location as follows:

- (1) **Sustained compliance** - Where driver behaviour is improved it may be appropriate to pause enforcement action or relocate the camera temporarily.
- (2) **High non-compliance** - Where evidence shows that driver behaviour has not improved its proposed the solutions at the locations should be re-evaluated in line with our hierarchy in paragraph 3.15.

3.18 Ongoing monitoring and evaluation will aid our efforts to support active travel methods such as cycling, and the reduction of congestion would also aid public transport. This approach will help us understand where improvements are necessary to engineering and educational solutions on the network at other locations to prevent dangerous vehicle manoeuvres.

3.19 Our approach allows for equipment to be relocated to new locations identified for enforcement, reducing the future requirement to purchase new equipment.

### **The locations**

3.20 If the powers are to be adopted it's important that their introduction is closely monitored. To achieve this aim and ensure the first Government deadline of 20 May to apply for these powers can be met, it is proposed that the locations where these powers are deployed is limited to a small number of sites where existing data supports their use. These are outlined below:

- (1) **A367 Charles Street and Monmouth Street junction.** This is a busy signalled junction in Bath where vehicles may travel in multiple directions. The site has a banned turn and yellow box.
- (2) **George Street and Gay Street junction.** Contravention of the banned turn places pedestrian safety at risk. It is not proposed that the yellow box is enforced at this time as the exit on George Street cannot be clearly seen from its start.

- (3) **Brook Road.** The commercial weight restriction of 7.5 tonnes protects the railway bridge and prevents large vehicles entering narrow residential roads beyond.
  - (4) **Newbridge Road and Newbridge Hill.** This is a signalled junction with a banned turn to deter drivers making a manoeuvre that is dangerous due to oncoming traffic and which may lead to conflict with pedestrians.
  - (5) **High Street, Bath Hill and Temple Street, Keynsham.** The banned turn from the High Street into Temple Street deters drivers from making a dangerous traffic movement across a lane of traffic where Cyclists may be emerging from Bath Hill into the High Street.
    - a) The High Street in Keynsham reopened in March 2022 following an extended period of closure lasting over 12 months whilst High Street renewal works were completed during the COVID pandemic.
    - b) To reflect feedback identified within consultation and the works outlined in paragraph 3.20(5)a) above, it's proposed that a further review of the location will be undertaken in consultation with the Cabinet Member for Transport and the Director of Place Management before MTE is implemented at this location.
    - c) This additional review will determine if the impact of the new road layout has achieved the desired outcome on driver behaviour and ensure that enforcement action remains the appropriate solution as set out in our approach in paragraph 3.15.
- 3.21 As these are new enforcement powers to the Council and their use is expected to be unfamiliar with many local drivers, the experiences from enforcement at these initial sites is key to the continued development of operational policies to support national policy and Statutory Guidance, which is expected this Spring.

## 4 STATUTORY CONSIDERATIONS

- 4.1 The Road Traffic Regulation Act 1984 (Section 122) requires local authorities to secure the expeditious, convenient, and safe movement of vehicular and other traffic, in addition the Traffic Management Act 2004 (Section 16) sets out the Network Management Duty for local authorities.
- 4.2 MTE powers are being made available to all local authorities in England outside London (where they are already in use) under Part 6 the Traffic Management Act 2004. The regulations giving effect to these powers come into effect on 31 May.

## 5 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

- 5.1 No additional resources are required to apply to adopt these powers.
- 5.2 The implementation of MTE the proposed locations, subject the council being granted a designation order from 31 May 2022, will require additional resources as set out below (funding has yet to be identified):

Location	Year 1 - Capital	Year 2+ - Annual Revenue
(1) A367 Charles Street and Monmouth Street junction.	£39.9k	£20.3k
(2) George Street and Gay Street junction	£15.9k	£6.6k
(3) Brook Road	£15.9k	£6.6k
(4) Newbridge Road and Newbridge Hill.	£15.9k	£6.6k
(5) High Street, Bath Hill and Temple Street, Keynsham	£15.9k	£6.6k
Additional lining and sign installation as appropriate to improve awareness of the restrictions	£7k	£-
<b>TOTAL (if all locations implemented simultaneously)</b>	<b>£110.5k</b>	<b>£46.7k</b>

- 5.3 It's anticipated that annual scheme operating costs, including the capital costs of the equipment, will be funded by income generated from PCNs issued on an invest to save basis.
- 5.4 Where enforcement action is successful in achieving the objective of sustained compliance with a restriction PCN income at that location will be reduced.
- 5.5 Receipts from PCN income is to be ring fenced to fund scheme operating costs and meet regulatory requirements set out in paragraph 5.11.
- 5.6 The scheme has the flexibility to allow up front expenditure on the equipment to be reduced by not implementing and enforcing each of the proposed locations simultaneously. Flexible operation of the scheme ensures that equipment can then be relocated when either:
- (1) Sustained compliance is achieved, or
  - (2) According to a set schedule with a minimum of 6 months at each location to ensure the period for warning notices is met.
- 5.7 Future locations will benefit from the reuse of existing equipment in line with our approach (paragraphs 3.13 to 3.19).
- 5.8 Complimenting the ongoing monitoring and evaluation of each location will be the wider monitoring of income raised from PCNs across all locations. Where PCN income is not sufficient to fund the scheme operating costs then the scheme will either:
- (1) Be reviewed, or



(2) Operating costs are to be put forward as part of the annual budget setting process.

5.9 Due to the small number of locations and the outlined approach (through education with monitoring and evaluation) to achieve compliance, the review of contraventions and processing of PCNs (including appeals) is expected to be undertaken with existing back-office resources across both Parking and CAZ teams.

5.10 The experience from enforcing these locations will be key to the identification of future locations and resources required to implement and manage them.

5.11 Whilst The Civil Enforcement of Road Traffic Contraventions (Approved Devices, Charging Guidelines and General provisions) (England) Regulations 2022 combine parking; bus lane; and moving traffic enforcement together within the same legislative framework the general rules for Penalty Charge Notice income does not change. The income for traffic related contraventions should be used to cover the costs and any surplus used as prescribed in s31 as below:

*(2) The purposes are-*

*(a) the making good to the enforcement authority's general fund of any amount charged to that fund under regulation 28(3) or 29(2) in respect of any deficit in the four years preceding the financial year in question;*

*(b) the purposes of environmental improvement in the enforcement authority's area;*

*(c) meeting costs incurred, whether by the enforcement authority or by some other person, in the provision or operation of, or of facilities for, public passenger transport services;*

*(d) the purposes of a highway improvement project in the enforcement authority's area.*

## **6 RISK MANAGEMENT**

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

## **7 EQUALITIES**

7.1 The proposals outlined in this report are for the civil enforcement by the Council of restrictions that are already in place on the highway and that all drivers are therefore expected to comply with. Each restriction has been progressed through the statutory consultation process previously for the restriction to be included within a Traffic Regulation Order.

7.2 Where a driver fails to comply with a correctly signed traffic restriction on the highway the impact will potentially be felt by all road users, but this impact may be more greatly experienced by a road user with a disability.

7.3 The adoption of these powers will benefit road users most affected when drivers contravene traffic restrictions that are implemented to improve road safety.

7.4 Our Equalities Impact Assessment (Appendix 2) did not identify any adverse impacts because of these proposals and no specific feedback was raised by those that participated within the consultation.

## **8 CLIMATE CHANGE**

8.1 The aim of a safe and well-functioning highway network is to reduce network failure and contribute to lower emissions. In some locations the enforcement of moving traffic offences will ensure safer environments for active travel and the reduction of carbon relating to shorter and more localised trips.

## **9 OTHER OPTIONS CONSIDERED**

9.1 Not to apply for MTE powers.

- (1) This option has been rejected as the responsibility for enforcement of moving traffic restrictions would remain with the Police. If the council decides to adopt these powers, it does not prevent the Police from taking enforcement action themselves at any location should an officer consider it appropriate to do so. Police action takes primacy where both a Fixed Penalty Notice is issued by the Police and a Penalty Charge Notice is issued by the council for the same event.

## **10 CONSULTATION**

10.1 In discussion with the Cabinet Member for Transport, the council submitted its expression of interest to the DfT in August 2021.

10.2 A public consultation on the use of MTE powers at the locations set out in this report (paragraph 3.20) was undertaken for a period of six weeks between 28 February and 11 April 2022. This consultation was publicised digitally via the Council's website; twitter account; press release; the Council's Interagency Network; direct email contact to all statutory consultees, Residents Associations, and all Town and Parish Councils. All properties that fell within 50m of each of the proposed locations, a total of 378 addresses, were contacted by letter and invited to participate in the consultation.

10.3 A web-based questionnaire was developed to seek the views from all stakeholders on the use of MTE powers at each location and whether they supported or objected to the proposals. The consultation did not seek views about the broader principles of MTE as new regulations have already set out the Government's intention to make these powers available to local authorities in England (see paragraph 3.2 above).

10.4 The consultation provided an opportunity for respondents to propose additional locations where the enforcement of moving traffic restrictions could be implemented, subject to further evaluation by the council in line with our approach (paragraph 3.13) and public consultation (paragraph 3.6).

10.5 A dedicated mailbox was made available for stakeholders to use where they required clarification on any element of the proposals.

10.6 Council officers staffed three separate drop-in sessions, operating from 10.00 through to 16.30, at each of the Council's One Stop Shops on consecutive weeks during the consultation period.







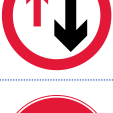


- 10.7 A webinar was held on 5 April at 18.30 to provide further opportunities for stakeholders to engage with the council, ask any questions, or seek further clarification prior to submitting their consultation response. This webinar is available online on the Council's YouTube channel at <https://youtu.be/0hisgxV8iEU>
- 10.8 The proposals and outcomes were presented to both the Liberal Democrat Group of Councillors and the Council's Informal Cabinet prior to this report being approved.
- 10.9 In summary, the consultation received a total of 142 responses during the six weeks it was live.
- (1) 65% of respondents supported the proposals (92 in total)
  - (2) 35% of respondents indicated their objection (50 in total)
    - a) Of the 35% who objected, 62% (31 in total) of these were objecting to the broader principle of the Council having MTE powers, rather than their use at the locations proposed. This comprises 31 of the total responses received.
- 10.10 95% of all responses received were by residents of Bath & North East Somerset.
- 10.11 Support was received on behalf of the Chief Constable of Avon and Somerset Police to the use of ANPR cameras to enforce the moving traffic restrictions at the locations identified in this report (paragraph 3.20).
- 10.12 The broader results of the consultation are included within Appendix 3 - Moving Traffic Enforcement - Consultation Outcomes Report.

<b>Contact person</b>	Andy Dunn 01225 395415
<b>Background papers</b>	There are no background papers to this standalone report.
<b>Please contact the report author if you need to access this report in an alternative format</b>	








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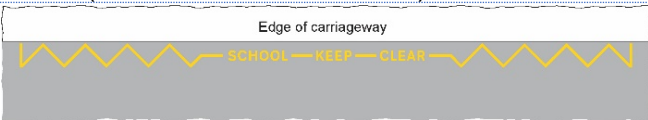

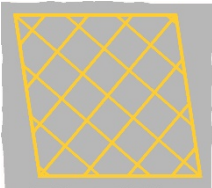
## Appendix 1 - List of Traffic Signs Subject to Moving Traffic Enforcement

Under Schedule 7 to the Traffic Management Act 2004 (“the 2004 Act”), restrictions indicated by the traffic signs in the table below, as prescribed in the Traffic Signs Regulations and General Directions 2016 (as amended: ‘TSRGD’) are civilly enforceable as moving traffic contraventions. This applies to any permitted variant under TSRGD; for example, diagram 606 when varied to point ahead or to the right. The 2004 Act does not provide for the list of traffic signs on a selective basis, so all the contraventions will be available to local authorities taking on moving traffic enforcement. However, in line with the general principles of good regulation, any enforcement should be carried out in a way which is transparent, accountable, proportionate and consistent; and should be targeted **only where action is needed**. Moreover, it should be noted that Ministers have only agreed to implement the Part 6 powers in respect of this existing list of traffic signs, with the exception of the additional diagram 1027.1, to create parity with London.

Description	TSRGD diagram number & location	
Vehicular traffic must proceed in the direction indicated by the arrow	606 (Schedule 3, Part 2, item 1 and Schedule 14, Part 2, item 42)	
Vehicular traffic must turn ahead in the direction indicated by the arrow	609 (Schedule 3, Part 2, item 2)	
Vehicular traffic must keep to the left/right of the sign indicated by the arrow	610 (Schedule 3, Part 2, item 3)	
No right turn for vehicular traffic	612 (Schedule 3, Part 2, item 7 and Schedule 14, Part 2, item 43)	
No left turn for vehicular traffic	613 (Schedule 3, Part 2, item 8 and Schedule 14, Part 2, item 43)	
No U-turns for vehicular traffic	614 (Schedule 3, Part 2, item 6 and Schedule 14, Part 2, item 43)	
Priority must be given to vehicles from the opposite direction	615 (Schedule 3, Part 2, item 9)	
No entry for vehicular traffic (when the restriction or prohibition is one that may be indicated by another traffic sign subject to civil enforcement)	616 (Schedule 3, Part 2, item 10 and Schedule 14, Part 2, item 44)	
All vehicles prohibited except non-mechanically propelled vehicles being pushed by pedestrians	617 (Schedule 3, Part 2, item 11)	



Description	TSRGD diagram number & location	
Entry to and waiting in a pedestrian zone restricted	618.3B (Schedule 8, Part 2, item 1)	
Entry to and waiting in a pedestrian and cycle zone restricted	618.3C (Schedule 8, Part 2, item 2)	
Motor vehicles prohibited	619 (Schedule 3, Part 2, item 12)	
Motor vehicles except solo motor cycles prohibited	619.1 (Schedule 3, Part 2, item 18)	
Solo motorcycles prohibited	619.2 (Schedule 3, Part 2, item 20)	
Goods vehicles exceeding the maximum gross weight indicated on the goods vehicle symbol prohibited	622.1A (Schedule 3, Part 2, item 13)	
One-way traffic	652 (Schedule 9, Part 4, item 5)	

Description	TSRGD diagram number & location	
Buses prohibited	952 (Schedule 3, Part 2, item 17)	
Route for use by buses, pedal cycles and taxis only	953 (Schedule 3, Part 2, item 33)	
Route for use by tramcars only	953.1 (Schedule 3, Part 2, item 36)	
Route for use by pedal cycles only	955 (Schedule 3, Part 2, item 28)	
Route for use by pedal cycles and by pedestrians only	956 (Schedule 3, Part 2, item 29)	
Route comprising two ways, for use by pedal cycles only and by pedestrians only	957 (Schedule 3, Part 2, item 32)	
With-flow cycle lane	959.1 (Schedule 9, Part 4, item 9)	
Contra-flow cycle lane	960.1 (Schedule 9, Part 4, item 6)	
Part of the carriageway outside an entrance where vehicles must not stop when the marking is placed in conjunction with the prescribed upright sign which includes the symbol at Schedule 4, Part 3, item 10	1027.1 (Schedule 7, Part 4, item 10)	
		
Box junction markings	1043 (Schedule 9, Part 6, item 25)	

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Appendix 2 - Equalities Impact Assessment – Moving Traffic Enforcement

# Equality Impact Assessment / Equality Analysis

(updated May 2021)

<b>Title of service or policy</b>	Decriminalisation and Enforcement of Moving Traffic Offences
<b>Name of directorate and service</b>	Place Management, Parking Services
<b>Name and role of officers completing the EIA</b>	Andy Dunn
<b>Date of assessment</b>	11 <sup>th</sup> April 2022

Equality Impact Assessment (or 'Equality Analysis') is a process of systematically analysing a new or existing policy or service to identify what impact or likely impact it will have on different groups within the community. The main aim is to identify any discriminatory or negative consequences for a particular group or sector of the community, and also to identify areas where equality can be better promoted. Equality impact Assessments (EIAs) can be carried out in relation to services provided to customers and residents as well as employment policies/strategies that relate to staffing matters.

This toolkit has been developed to use as a framework when carrying out an Equality Impact Assessment (EIA) or Equality Analysis. **Not all sections will be relevant – so leave blank any that are not applicable.** It is intended that this is used as a working document throughout the process, and a final version will be published on the Council's website.

1.	<b>Identify the aims of the policy or service and how it is implemented.</b>	
	<b>Key questions</b>	<b>Answers / Notes</b>
1.1	Briefly describe purpose of the service/policy e.g. <ul style="list-style-type: none"> <li>• How the service/policy is delivered and by whom</li> <li>• If responsibility for its implementation is shared with other departments or organisations</li> <li>• Intended outcomes</li> </ul>	Local Authorities in England can now apply to the Department of Transport (DfT) for powers to enforce moving traffic offences such as banned turns; box junctions; and driving in formal cycle lanes, offenses currently only enforceable by the Police. Speeding will remain solely the responsibility of the Police.  The enforcement of these traffic restrictions is not a core priority for the Police, and the use of these powers within civil enforcement processes by the Council will help us meet our statutory traffic management needs, make our roads safer and reduce congestion at proposed locations which may also help to reduce carbon emissions from transport.



1.2	<p>Provide brief details of the scope of the policy or service being reviewed, for example:</p> <ul style="list-style-type: none"> <li>• Is it a new service/policy or review of an existing one?</li> <li>• Is it a national requirement?).</li> <li>• How much room for review is there?</li> </ul>	<p>This is a new policy as local authorities in England (outside London) have not previously had the powers to enforce moving traffic restrictions.</p> <p>It is not a national requirement for local authorities to adopt these powers, and the police will still be able to take enforcement action where they consider it appropriate to do so.</p> <p>The restrictions which are to be included within these powers are set out in Schedule 7 of the Traffic Management Act 2004.</p> <p>Locations where these powers can be applied are at the Council's discretion and the use of camera enforcement is to achieve greater compliance with the restriction and not intended for the purpose of raising revenue. Whilst most restrictions will be in place for safety reasons, it is not expected that all existing or future restrictions will have cameras installed.</p>
1.3	<p>Do the aims of this policy link to or conflict with any other policies of the Council?</p>	<p>This policy meets the Councils core policies of</p> <ul style="list-style-type: none"> <li>• tackling the climate and ecological emergencies and</li> <li>• giving people a bigger say.</li> </ul> <p>Its in line with Transport Policies, the Parking Strategy, and is consistent with the objectives of the Clean Air Zone and the prioritisation of active travel.</p>
<p><b>2. Consideration of available data, research and information</b></p>		

Monitoring data and other information should be used to help you analyse whether you are delivering a fair and equal service. Please consider the availability of the following as potential sources:

- **Demographic** data and other statistics, including census findings
- Recent **research** findings (local and national)
- Results from **consultation or engagement** you have undertaken
- Service user **monitoring data** (including ethnicity, sex, disability, religion/belief, sexual orientation and age)
- Information from **relevant groups** or agencies, for example trade unions and voluntary/community organisations
- Analysis of records of enquiries about your service, or **complaints** or **compliments** about them
- Recommendations of **external inspections** or audit reports

	Key questions	Data, research and information that you can refer to
2.1	What equalities training have staff received to enable them to understand the needs of our diverse community?	All staff within Parking Services have completed Equalities training during their induction to ensure compliance with corporate standards. A structured training plan is in place for all new staff to ensure they do receive equalities training in a timely manner after commencing employment and this also received regular refresh using the corporate programme.
2.2	What is the equalities profile of service users?	The service users are all road users and pedestrians that travel into or near to the locations where moving traffic restrictions are proposed to be enforced by the Council and are therefore likely to be representative of the national population.
2.4	Are there any recent customer satisfaction surveys to refer to? What were the results? Are there any gaps? Or differences in experience/outcomes?	Parking Services also uses the Voicebox survey to measure customer satisfaction. The results of the Voicebox 28 survey (2019) record 57% of respondents rating the provision and operation of on street parking areas as acceptable to good.

2.5	<p>What engagement or consultation has been undertaken as part of this EIA and with whom? What were the results?</p>	<p>A public consultation on the use of moving traffic enforcement powers at the proposed locations was undertaken for a period of six weeks between 28 February and 11 April 2022 to seek the views from all stakeholders.</p> <p>This consultation is available online at <a href="https://beta.bathnes.gov.uk/moving-traffic-enforcement-powers-consultation">https://beta.bathnes.gov.uk/moving-traffic-enforcement-powers-consultation</a></p> <p>142 responses were received, with 65% indicating support for the proposals. Of the 35% who objected, 62% (31 in total) of these were objecting to the broader principle of the Council having MTE powers, rather than their use at the locations proposed.</p> <p>No specific feedback regarding adverse impacts on individuals or groups with received from those that participated within the consultation.</p>
2.6	<p>If you are planning to undertake any consultation in the future regarding this service or policy, how will you include equalities considerations within this?</p>	<p>Consultation for a minimum period of six weeks will be undertaken for all future additional locations where the enforcement of a moving traffic restrictions is proposed.</p> <p>Any feedback received from those with disabilities or where an adverse impact is raised will be assessed as part of the outcomes from the consultation and this impact assessment will be updated accordingly.</p> <p>It's important to note that this policy relates to the civil enforcement by the Council of traffic restrictions that are already in place on the highway and that all drivers are therefore expected to comply with. Each restriction has been progressed through the statutory consultation process previously for the restriction to be included within a Traffic Regulation Order.</p> <p>Where a driver fails to comply with a correctly signed traffic restriction on the highway the impact will potentially be felt by all road users, but this impact may be more greatly experienced by more vulnerable road users or those that have a disability.</p> <p>The adoption of these powers will benefit road users most affected when drivers contravene traffic restrictions that are implemented to improve road safety.</p>

### 3. Assessment of impact: 'Equality analysis'

	Based upon any data you have considered, or the results of consultation or research, use the spaces below to demonstrate you have analysed how the service or policy:		
	<ul style="list-style-type: none"> <li>Meets any particular needs of equalities groups or could help promote equality in some way.</li> <li>Could have a negative or adverse impact for any of the equalities groups</li> </ul>		
		<b>Examples of what the service has done to promote equality</b>	<b>Examples of actual or potential negative or adverse impact and what steps have been or could be taken to address this</b>
<b>3.1</b>	<b>Issues relating to all groups and protected characteristics</b>		No impact
<b>3.2</b>	<b>Sex</b> – identify the impact/potential impact of the policy on women and men.		No impact
<b>3.3</b>	<b>Pregnancy and maternity</b>		No impact
<b>3.4</b>	<b>Gender reassignment</b> – identify the impact/potential impact of the policy on transgender people		No impact

<b>3.5</b>	<b>Disability</b> – identify the impact/potential impact of the policy on disabled people (ensure consideration both physical, sensory and mental impairments and mental health)	<p>Where a driver fails to comply with a correctly signed traffic restriction on the highway the impact will potentially be felt by all road users, but this impact may be more greatly experienced by more vulnerable road users or those that have a disability.</p> <p>The adoption of these powers will benefit road users most affected when drivers contravene traffic restrictions that are implemented to improve road safety.</p>	
<b>3.6</b>	<b>Age</b> – identify the impact/potential impact of the policy on different age groups	<p>Where a driver fails to comply with a correctly signed traffic restriction on the highway the impact will potentially be felt by all road users, but this impact may be more greatly experienced by more vulnerable road users.</p> <p>The adoption of these powers will benefit road users most affected when drivers contravene traffic restrictions that are implemented to improve road safety.</p>	
<b>3.7</b>	<b>Race</b> – identify the impact/potential impact on across different ethnic groups		No impact
<b>3.8</b>	<b>Sexual orientation</b> – identify the impact/potential impact of the policy on lesbian, gay, bisexual, heterosexual people		No impact
<b>3.9</b>	<b>Marriage and civil partnership</b> – does the policy/strategy treat married and civil partnered people equally?		No impact



<b>3.10</b>	<b>Religion/belief</b> – identify the impact/potential impact of the policy on people of different religious/faith groups and also upon those with no religion.		No impact
<b>3.11</b>	<b>Socio-economically disadvantaged*</b> – identify the impact on people who are disadvantaged due to factors like family background, educational attainment, neighbourhood, employment status can influence life chances <b>(this is not a legal requirement, but is a local priority)</b> .		No impact
<b>3.12</b>	<b>Rural communities*</b> identify the impact / potential impact on people living in rural communities		No impact

<b>3.13</b>	<b>Armed Forces Community **</b> serving members; reservists; veterans and their families, including the bereaved. Public services will soon be required by law to pay due regard to the Armed Forces Community when developing policy, procedures and making decisions, particularly in the areas of public housing, education and healthcare (to remove disadvantage and consider special provision).		No impact
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\*There is no requirement within the public sector duty of the Equality Act to consider groups who may be disadvantaged due to socio economic status, or because of living in a rural area. However, these are significant issues within B&NES and have therefore been included here.

\*\* The Equality Act does not cover armed forces community. However, when the Armed Forces Bill becomes law there will be a requirement to pay 'due regard' to make sure the Armed Forces Community are not disadvantaged when accessing public services.

## 4. Bath and North East Somerset Council & NHS B&NES Equality Impact Assessment Improvement Plan

Please list actions that you plan to take as a result of this assessment/analysis. These actions should be based upon the analysis of data and engagement, any gaps in the data you have identified, and any steps you will be taking to address any negative impacts or remove barriers. The actions need to be built into your service planning framework. Actions/targets should be measurable, achievable, realistic and time framed.

Issues identified	Actions required	Progress milestones	Officer	By when
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			<b>responsible</b>	
EIA to be reviewed annually or if significant changes happen within the service provision	To review the EIA,	completion of annual review	Team Manager – Parking Services	April 2023
EIA to be reviewed following consultation for the implementation of moving traffic enforcement at new locations.	Staff to review feedback and identify equalities issues and actions required as necessary.	Completion of review of any feedback received.	Project Lead	within one month after a consultation ends

## 5. Sign off and publishing

Once you have completed this form, it needs to be ‘approved’ by your Divisional Director or their nominated officer. Following this sign off, send a copy to the Equalities Team ([equality@bathnes.gov.uk](mailto:equality@bathnes.gov.uk)), who will publish it on the Council’s and/or NHS B&NES’ website. Keep a copy for your own records.

**Signed off by:** Chris Major – Director of Place Management      **Date:** 12<sup>th</sup> April 2022

# **Moving Traffic Enforcement Consultation Consultation Outcome Summary**

21 April 2022

Revision 01

00

Revision	Description	Issued by	Date
00	Draft	AD	11/04/2022
01	Final	AD	21/04/2022

Bath & North East Somerset Council Parking Services

Authors            **Andy Dunn**

Approved           **Gary Peacock**

Date                **21/04/2022**

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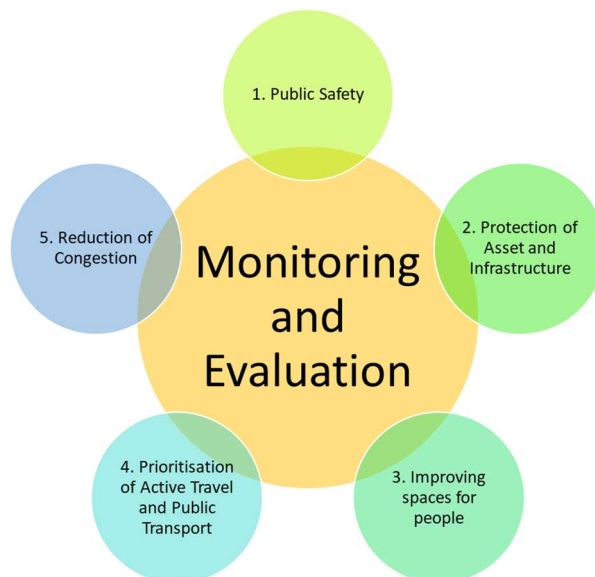
# **1 Introduction**

## **1.1 Background**

- 1.1.1. Currently outside of London and Wales moving traffic enforcement (MTE) of restrictions such as banned turns; one-way streets; yellow box junctions; and some access restrictions is carried out only by the Police.
- 1.1.2. The enforcement of moving traffic restrictions is not a core priority for the Police. MTE will help us meet our statutory traffic management needs, make our roads safer and reduce congestion at proposed locations which may also help to reduce carbon emissions from transport.
- 1.1.3. The Government has confirmed its intention through the introduction of new regulations, that come into force on 31<sup>st</sup> May 2022, that MTE powers are to be made available to all local authorities in England (outside London where they are already available) allowing civil enforcement to be undertaken using the TMA2004. A full list of the restrictions that are included within these powers is included within Appendix MTE1 to this report.
- 1.1.4. Once the Council has obtained the powers from the Department of Transport (DfT) it will not need to reapply to implement MTE at other locations; however, future locations where it is proposed will need to be subject to a public consultation of at least six weeks.
- 1.1.5. The use of existing civil enforcement processes already in place for parking and bus lane enforcement will allow the Council to undertake a more proactive approach to help motorists comply with these restrictions and ensure our approach remains transparent; accountable; proportionate; and consistent.
- 1.1.6. Civil enforcement action by the Council will be in line with our approach to bus lanes using Automatic Number Plate Recognition cameras. Each recorded contravention will be subject to further human review to ensure that action taken is proportionate and not automatically generated.

## 1.2 Purpose of the consultation

- 1.2.1 This consultation is about the use of these new civil enforcement powers at specific locations where existing moving traffic restrictions are in place, with all stakeholders invited to indicate whether they support, or objected to, the use of these powers at the proposed locations.
- 1.2.2 This consultation is not about the principle of the Council using these powers for the reasons set out in section 1.1.
- 1.2.3 The consultation set out our approach to ensure that we can achieve the objective of improved compliance by evaluating locations identified for enforcement against a hierarchy of principles as shown in figure 1. Ongoing monitoring and evaluation where these powers are used is key to ensuring that enforcement action is, or continues to be, the most appropriate way for us to achieve the compliance with the restriction.



**Figure 1 - Proposed approach to Moving Traffic Enforcement**

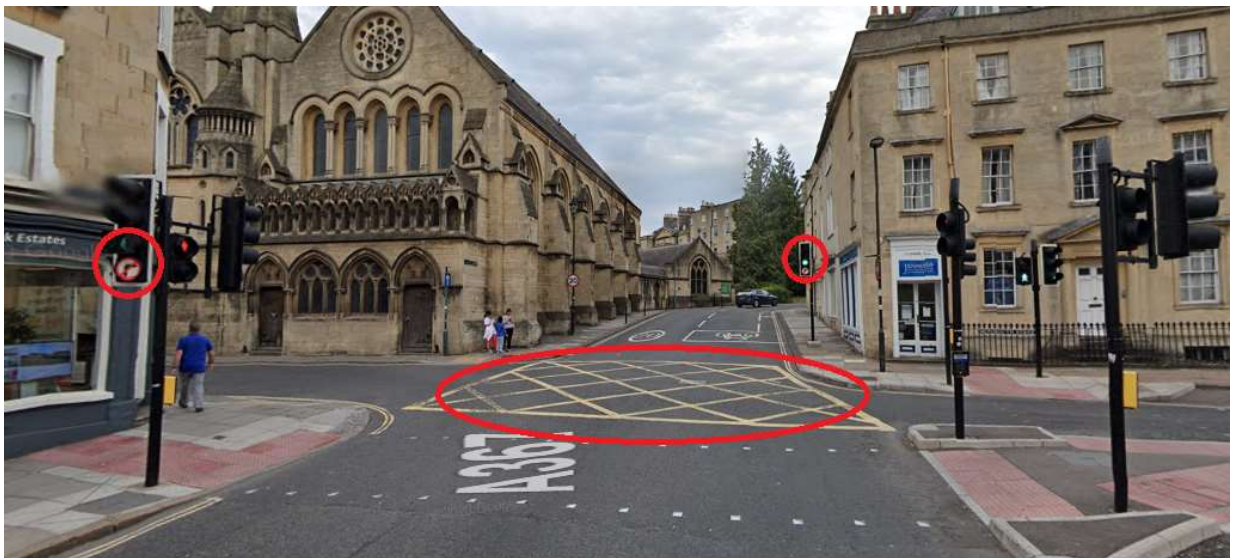
- 1.2.4 Monitoring the frequency; severity; and impact of moving traffic contraventions at locations proposed for enforcement action will help evaluate an appropriate solution to achieve compliance according to a second hierarchy based on the Council's strategy of 'focus on prevention':
- 1) **Engineering** - physical measures to prevent or deter contraventions where practicable
  - 2) **Education** - promotion of restrictions; consultation and additional signs to increase awareness of the restriction
  - 3) **Enforcement** - where no further practicable solution under 1) and 2) remains. This will include warning notices issues (paragraph 1.2.5).

- 1.2.5 For all new locations where these powers are implemented it is proposed that a warning notice (with no penalty charge) will be issued for the first contravention during the initial six-month period of enforcement to serve as a further educational measure to improve compliance and embed driver behaviour change.
- 1.2.6 The monitoring of contraventions once camera enforcement is in place is proposed to determine the success of MTE at a given location as follows:
- 1) **Sustained compliance** - Where driver behaviour is improved it may be appropriate to pause enforcement action or relocate the camera temporarily.
  - 2) **High non-compliance** - Where evidence shows that driver behaviour has not improved its proposed the solutions at the locations should be re-evaluated in line with our hierarchy in paragraph 1.2.4.

### 1.3 Locations Proposed for Enforcement

- 1.3.1 To ensure that the introduction of these new enforcement powers could be closely monitored and ensure the Government deadline of 20 May to apply for them could be met, it is proposed that the locations where these powers are deployed is limited to a small number of sites as outlined below, with existing signs and lines showing the restriction highlighted red:

#### A. A367 Charles Street and Monmouth Street junction



This is a busy signalled junction in Bath where vehicles may travel in multiple directions. The site has a banned turn and yellow box.



## B. George Street and Gay Street junction.



Contravention of the banned turn places pedestrian safety at risk. It is not proposed that the yellow box is enforced as its exit on George Street cannot be clearly seen from its start

## C. Brook Road



The commercial weight restriction of 7.5 tonnes protects the railway bridge and prevents large vehicles entering narrow residential roads beyond.

#### D. Newbridge Road and Newbridge Hill.



This is a signalled junction with a banned turn to deter drivers making a manoeuvre that is dangerous due to oncoming traffic and which may lead to conflict with pedestrians.

#### E. High Street, Bath Hill and Temple Street, Keynsham



The banned turn from the High Street into Temple Street deters drivers from making a dangerous traffic movement across a lane of traffic where Cyclists may be emerging from Bath Hill into the High Street.

## 2 Public consultation

- 2.1.1 A public consultation was held over a period of six weeks between 28 February and 11 April 2022 and publicised digitally via the Council's website; twitter account; press release; the Council's Interagency Network; direct email contact to all statutory consultees, Residents Associations, and all Town and Parish Councils. All properties that fell within 50m of each of the proposed locations, a total of 378 addresses, were contacted by letter and invited to participate in the consultation.
- 2.1.2 A web-based questionnaire was developed to seek the views from all stakeholders on the use of MTE powers at each location and whether the supported or objected to the proposals. A copy of the survey questionnaire is provided as Appendix MTE2.
- 2.1.3 The consultation did not seek views about the broader principles of MTE as new regulations have already set out the Government's intention to make these powers available to local authorities in England (see paragraph 1.1.3).
- 2.1.4 Respondents were directed to the online consultation form to provide their feedback or could be provided with a paper copy to complete and send in upon request.
- 2.1.5 A dedicated mailbox was made available for stakeholders to use where they required clarification on any element of the proposals.
- 2.1.6 Council officers staffed three separate drop-in sessions, operating from 10.00 through to 16.30, at each of the Council's One Stop Shops in Midsomer Norton; Bath; and Keynsham on consecutive weeks during the consultation period.
- 2.1.7 A webinar was held on 5 April at 18.30 to provide further opportunities for stakeholders to engage with the Council, ask any questions, or seek further clarification prior to submitting their consultation response. This webinar is available online on the Council's YouTube channel at <https://youtu.be/0hisgxV8iEU>.

## **3 Consultation Response**

### **3.1 Feedback generated**

- 3.1.1 The online survey generated a total of 142 individual online responses. No postal responses were received.
- 3.1.2 The consultation analysis has involved both quantitative and qualitative data. Quantitative data was gathered through single answer questions producing numerical results. Qualitative data was gathered through additional comments to further outline the respondent's choice.
- 3.1.3 The consultation question was focussed on whether a respondent supported or objected to enforcement of the restriction at the proposed locations.
- 3.1.4 Respondents could also provide potential locations where they felt existing moving traffic restrictions would benefit from future enforcement action. These will be collated and evaluated separately according to the proposed approach, if adopted.
- 3.1.5 As the proposals were about the civil enforcement of existing restrictions already in place the highway, and which all drivers are therefore expected to comply with, no profile analysis was undertaken to establish general characteristics of respondents.
- 3.1.6 No feedback was received that identified or highlighted that these proposals could have a negative or adverse impact on an individual or group in accordance with the Equalities Act 2010.
- 3.1.7 It should be noted that a statutory consultation on the restrictions at the proposed locations for enforcement will have been undertaken historically to progress the Traffic Regulation Order for their implementation.



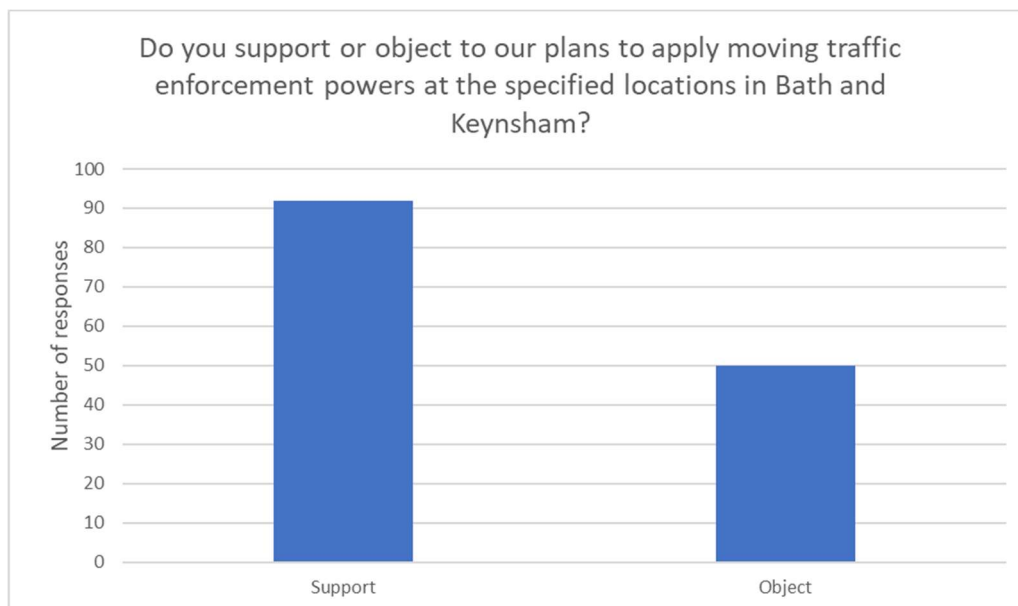
## 4 Consultation Responses

### 4.1 Response distribution

- 4.1.1 An overwhelming number of responses were from individuals that lived within the Bath & North East Somerset area (95%).

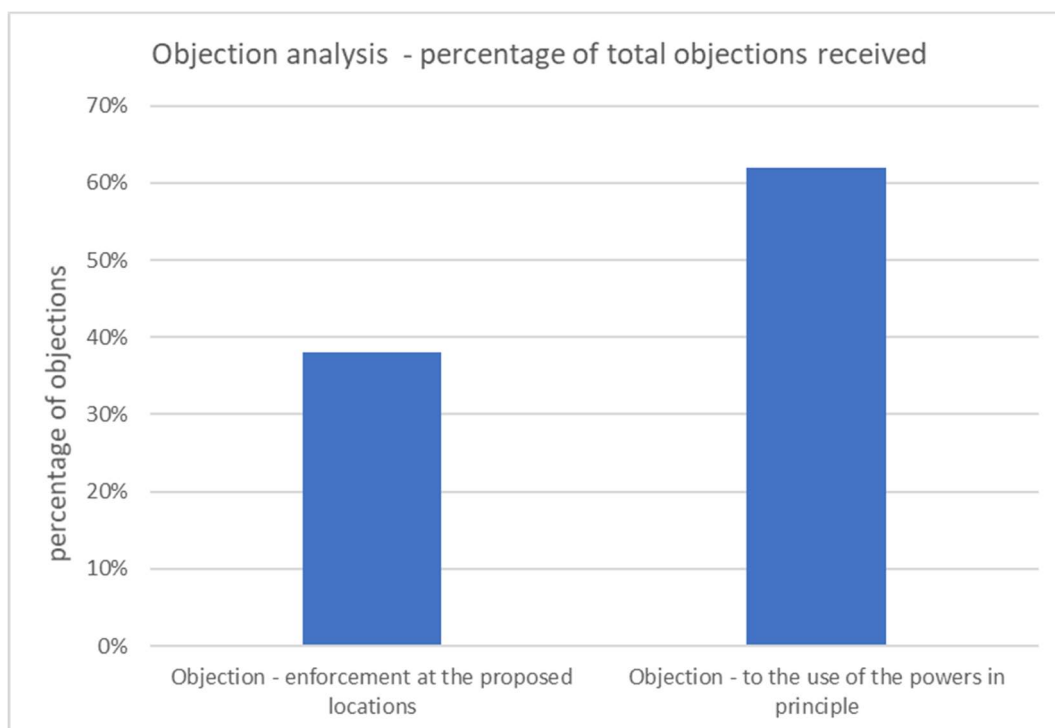
### 4.2 Presentation of results

- 4.2.1 Figure 2 shows the breakdown of the 142 responses received. 65% (91 responses) were supportive of the Council using moving traffic enforcement powers at the proposed locations, compared to 35% (50 responses) who objected.
- 4.2.2 Figure 3 shows the outcome of further analysis of the 35% that objected. This analysis identified that 62% of the objections (31 responses) objected to the principle of the Council undertaking civil enforcement of moving traffic contraventions. This is an important point to note as the Government has indicated that these powers are being made available to local authorities and the consultation question was therefore focused on their use at specified locations only (see paragraph 1.1.3).



**Figure 2 - Respondents results to the consultation question**





**Figure 3 - Further break down of all objections received**

### 4.3 Additional comments

- 4.3.1 Free-text comment boxes were provided to all respondents allowing them to provide further details for their support or objection to the proposals.
- 4.3.2 100% of respondents provided further information to support their views.
- 4.3.3 Respondents that gave views that indicated an objection in principle to the Council obtaining and using moving traffic civil enforcement powers, whilst not answering the question asked by the consultation, have been included within the overall analysis within this report.

### 4.4 Themes identified from the feedback.

- 4.4.1 A number of themes were identified within the additional comments from respondents, and these have been included (in no particular order) in this report alongside a B&NES officer response to the issue raised.

#### 4.4.2 Theme: ***Speeding & pavement parking***

A number of respondents identified the benefits of the Council monitoring specific areas where it's felt that vehicles regularly exceed the speed limit.

#### *Officer Response*

- a. The restrictions that are included within these powers are already set out in schedule 7 of the Traffic Management Act 2004. The Government is making these powers available local authorities in England; however, they don't include speeding. They also don't include other well-known restrictions such as width and length restrictions and structural weight restrictions that are put in for environmental reasons (which restrict all vehicles above a certain weight, including buses). Enforcement of these restrictions remains the responsibility of the Police.
- b. Parking on the pavement, or footway, can already be enforced by the Council where there are parking restrictions on the adjacent highway. Where there are no restrictions on the carriageway this can only be enforced by the Police using their powers of obstruction and this will not be impacted by the civil enforcement of MTE.
- c. The Government recognises the national problems caused by pavement parking and their impact on pedestrians and vulnerable persons. A national consultation on this issue closed in November 2020 and this Council provided a response supporting the view that strong action is required to address it. We are hopeful that this will see us provided with the necessary powers to take direct action where there are no restrictions. You can find out more information on this online at <https://www.gov.uk/government/consultations/managing-pavement-parking/pavement-parking-options-for-change>. No response to this consultation has been made available at the time this report was written (April 2022).
- d. A full list of the restrictions included within these moving traffic enforcement powers is included within the consultation documentation, which was available online and is included within Appendix MTE1 to this report.

#### 4.4.3 Theme: ***Accident data***

Several respondents challenged the lack of published accident data within the consultation to evidence that there was a danger to the public at these locations.

##### *Officer Response*

- a. Following a review of personal injury collision data held by the Council the following number of incidents (all recorded as slight collisions) were identified in the last 5 years:

Location	Number of incidents
A367 Charles Street and Monmouth Street junction.	1
George Street and Gay Street junction	2
Brook Road	0
Newbridge Road and Newbridge Hill.	1
High Street, Bath Hill and Temple Street, Keynsham	0

A slight collision: One in which at least one person is slightly injured but no person is killed or seriously injured. Slight injury: An injury of a minor character such as a sprain (including neck whiplash injury), bruise or cut which are not judged to be severe, or slight shock requiring roadside attention.

- b. In all incidents recorded it is the view of the Council that it is unlikely that camera enforcement of the moving traffic restriction at these locations would have prevented this incident.
- c. However, the absence of any serious injury at any of these locations cannot be taken as an indicator of the degree of potential risk that a motorist contravening the restriction may place on themselves and on other road users.
- d. The Council only holds personal injury collision data that has been reported to the Police. This data does not include damage only collisions or reports of conflict on the network.

#### 4.4.4 Theme: **Revenue raising exercise**

Some respondents indicated they felt that the use of cameras to enforce MTE was just a way for the Council to raise revenue by penalising motorists through the issue of Penalty Charge Notices (PCNs).

##### *Officer Response*

- a. The Council believes that its approach, as outlined in section 1.2 of this report, emphasises its priority in ensuring compliance with the restrictions and encouraging driver behaviour change through engineering or educational means. Enforcement through the issue of PCNs is only proposed where drivers refuse to comply with valid restrictions.

- b. The Council acknowledges that all drivers can make mistakes, and this is reflected within our approach. This ensures that a first contravention within the first 6 months of MTE being implemented at a location will receive a warning notice, with no penalty charge, to help educate and encourage behaviour change.
- c. Where ongoing monitoring of contraventions once camera enforcement is implemented shows no improvement in driver behaviour, for example by a reduction in contravention numbers, our approach proposes that the solution implemented at the location should be revaluated in line with our hierarchy set out in paragraph 1.2.4.
- d. Any additional locations identified for future enforcement will be subject to a minimum of six weeks public consultation. Our approach allows for equipment to be relocated to these new locations, reducing the future requirement to purchase new equipment.
- e. The new regulations introduced by the Government to allow Councils in England (outside of London) to enforce moving traffic restrictions combine parking; bus lane; and moving traffic enforcement together within the same legislative framework and the general rules for PCN income does not change. The income for traffic related contraventions is required by the regulations to be used to cover the costs of the scheme and any surplus must be used according to reasons prescribed by the regulations set out in section 31 of *The Civil Enforcement of Road Traffic Contraventions (Approved Devices, Charging Guidelines and General provisions) (England) Regulations 2022*.

#### 4.4.5 Theme: ***changes to Queens Square traffic flow***

A small number of those respondents objecting to the proposals felt that recent changes made to traffic flow around Queen Square as part of the Council's implementation of the Bath Clean Air Zone (CAZ) are detrimental to the flow of vehicles and causing increased congestion. It was felt this is having a significant impact on the yellow box located at the junction of Charles Street and Monmouth Street.

#### ***Officer Response***

- a. The changes made to regulate traffic flows through Queen Square on a temporary basis is the only way we can reduce air pollution to acceptable levels in the timeframe set for us by the government. Without this initiative, the Council would have to charge all higher emission private cars to travel in Bath's CAZ, which we know would hit local businesses and lower income and disadvantaged families the hardest. The improvement in air quality that will be brought by the CAZ, not just in the zone but across the whole city, is good news for all those suffering from lung and heart problems, particularly asthma.

- b. The Council has reviewed all the locations proposed for MTE in line with the current guidance published by the Department of Transport and no changes are required as the restriction at Charles Street and Monmouth Street meets current standards.
- c. The Council acknowledges that all drivers can make mistakes, and this is reflected within our approach. This ensures that a first contravention within the first 6 months of MTE being implemented at a location will receive a warning notice, with no penalty charge, to help educate and encourage behaviour change.

#### 4.4.6 Theme: ***implementing and enforcing restrictions/Police enforcement***

A small number of comments were received from respondents who highlighted a concern that the Council would be both the authority introducing the restriction onto the highway [in its role as Highways Authority] and the authority that enforces these restrictions [in its role as Enforcement Authority]. These comments also include the views that the Police should continue to be the enforcing authority for moving traffic contraventions.

##### *Officer Response*

- a. The Council as a wider corporate body already undertakes these functions for the purpose of parking and bus lane enforcement. Both functions are managed by separate services; however, they do work closely together to ensure efficient and effective delivery of services and Council priorities.
- b. Restrictions on the highway are implemented with a Traffic Regulation Order (TRO) in accordance with the Road Traffic Regulation Act 1984. These require a public consultation lasting a minimum of 21 days to consider objections from all stakeholders.
- c. In addition to the statutory consultation process required for introducing restrictions, the enforcement of a moving traffic restriction at a given location must first undergo further public consultation for at least six weeks so that all views can be considered before camera enforcement may be implemented.
- d. The Council believes that its approach, as outlined in section 1.2 of this report, emphasises its priority in ensuring compliance with the restrictions and encouraging embedded driver behaviour change through engineering or educational means. Enforcement through the issue of PCNs is only proposed where drivers refuse to comply with valid restrictions.
- e. The Council acknowledges that all drivers can make mistakes, and this is reflected within our approach. This ensures that a first contravention within the first 6 months of MTE being implemented at a location will receive a warning notice, with no penalty charge, to help educate and encourage behaviour change.



- f. Where ongoing monitoring of contraventions once camera enforcement is implemented shows no improvement in driver behaviour, for example by a reduction in contravention numbers, our approach proposes that the solution implemented at the location should be reevaluated in line with our hierarchy set out in paragraph 1.2.4.
- g. The Police will continue to be able to enforce moving traffic restrictions using their existing powers. However, the enforcement of moving traffic contraventions is not a priority for the police and the introduction of civil enforcement by the Council will help us be proactive in working with communities to address the small number of drivers that either don't understand these restrictions or choose to ignore them. This will help us to meet our legal duty to manage traffic on the highway and improve safety for all road users.
- h. The Government has indicated that these powers are being made available to local authorities and this consultation therefore focused on their use at specified locations only (see paragraph 1.1.3).

#### 4.4.7 Theme: ***use of cameras/detecting of slow-moving vehicles***

Some respondents felt it was unfair to use cameras to automatically record drivers contravening a moving traffic restriction and to issue a fine by post after the event.

##### *Officer Response*

- a. The Council believes that its approach, as outlined in section 1.2 of this report, emphasises its priority in ensuring compliance with the restrictions and encouraging driver behaviour change through engineering or educational means. Enforcement through the issue of PCNs is only proposed where drivers refuse to comply with valid restrictions.
- b. *The Civil Enforcement of Road Traffic Contraventions (Approved Devices, Charging Guidelines and General provisions) (England) Regulations 2022* which provide the Council with the powers for the civil enforcement of moving traffic restrictions only allow this to be undertaken using an approved device, which is an ANPR traffic enforcement camera.
- c. The ANPR traffic enforcement cameras are the same technology used by the Council to enforce bus lanes. Colour video evidence is captured for review by the system when a potential contravention is detected, and this is later reviewed in full by a qualified Council officer. This helps to ensure that a contravention can be clearly demonstrated, and the context considered before a PCN is issued to ensure that enforcement action is proportionate. The PCN is then issued by post to the registered owner/keeper of the vehicle according to DVLA records.

- d. The Council believes that its approach, as outlined in section 1.2 of this report, emphasises its priority in ensuring compliance with the restrictions and encouraging driver behaviour change through engineering or educational means. Enforcement through the issue of PCNs is only proposed where drivers refuse to comply with valid restrictions
- e. The Council acknowledges that all drivers can make mistakes, and this is reflected within our approach. This ensures that a first contravention within the first 6 months of MTE being implemented at a location will receive a warning notice, with no penalty charge, to help educate and encourage behaviour change.

#### 4.4.8 Theme: ***Other locations for enforcement***

A few respondents included other locations alongside their comments. This included the view that these other locations should be a priority over those proposed within this consultation, for example Lansdown Lane.

##### *Officer Response*

- a. To ensure that the introduction of these new enforcement powers could be closely monitored and ensure the Government deadline of 20 May to apply for them could be met, the locations included within this consultation was limited to the five sites as outlined in section 1.3.
- b. As these are new enforcement powers to the Council and their use is expected to be unfamiliar with many local drivers, the experiences from enforcement at these initial sites is key to the continued development of operational policies to support national policy and Statutory Guidance, which is expected this Spring, which can then be applied to other locations.
- c. All future locations for MTE that have been proposed by respondents will be evaluated by the Council in line with our proposed approach (see section 1.2).
- d. Additional locations that are identified as suitable for enforcement action will be subject to further public consultation (paragraph 1.1.4) before enforcement with cameras can be implemented.

## 5 Summary

- 5.1.1 From 31<sup>st</sup> May 2022 new regulations introduced by the Government are making available civil enforcement powers for moving traffic restrictions to local authorities in England (outside London where they are already available). This will allow the Council to enforce moving traffic restrictions and bus lanes, alongside parking restrictions, using the TMA2004.
- 5.1.2 Moving traffic restrictions include band turns, one-way streets and yellow box junctions. The full list of restrictions included within these regulations are shown in Appendix MTE1
- 5.1.3 Locations where these powers can be applied are at the Council's discretion and the use of camera enforcement is to achieve greater compliance with the restriction and not intended for the purpose of raising revenue. Whilst most restrictions will be in place for safety reasons, it is not expected that all existing or future restrictions will have cameras installed. Any locations where MTE is proposed will undergo a public consultation of at least six weeks before camera enforcement is implemented.
- 5.1.4 Acquiring the powers to enforce moving traffic offences will enhance local decision making and allow the Council and partners to more effectively use collective resources to tackle persistent areas of contravention. The safety of all road users and specifically vulnerable people should always be a priority. In consultation with local communities moving traffic powers may provide further opportunities to achieve this aim in different ways to meet a community needs.
- 5.1.5 The Police will retain the power to take enforcement action where they consider it appropriate to do so and their action takes primacy against any action the Council may also take.
- 5.1.6 The consultation set out the Councils proposed approach to the consideration and ongoing monitoring of locations for moving traffic enforcement to help it meets its objective of improved compliance and driver behaviour change.
- 5.1.7 Five proposed locations were included within this consultation and public views were sought on the details of the location and the restriction to be enforced and not on the use of these powers, which the Government have confirmed are being made available to local authorities. An online survey generated 142 individual responses.
- 5.1.8 There was strong support for the use of these powers to undertaken enforcement action with cameras at these locations, with 65% of respondents showing their support.








- 5.1.9 Most of those respondents that objected to the consultation (62% of the 50 that objected) indicated in their response that their objection was to the principle of the Council obtaining and using these new powers, rather than on their application at the proposed locations.
- 5.1.10 Comments were received from all 142 respondents, and these raised a range of themes and issues which have been responded to.
- 5.1.11 All future locations for MTE that have been proposed by respondents will be evaluated by the Council in line with our proposed approach. Additional locations that are identified as suitable for enforcement action will be subject to further public consultation before enforcement with cameras can be implemented.

## Appendix MTE1 - List of Traffic Signs Subject to Moving Traffic Enforcement







Under Schedule 7 to the Traffic Management Act 2004 ("the 2004 Act"), restrictions indicated by the traffic signs in the table below, as prescribed in the Traffic Signs Regulations and General Directions 2016 (as amended: 'TSRGD') are civilly enforceable as moving traffic contraventions. This applies to any permitted variant under TSRGD; for example, diagram 606 when varied to point ahead or to the right.

The 2004 Act does not provide for the list of traffic signs on a selective basis, so all the contraventions will be available to local authorities taking on moving traffic enforcement. However, in line with the general principles of good regulation, any enforcement should be carried out in a way which is transparent, accountable, proportionate and consistent; and should be targeted **only where action is needed**.


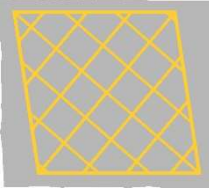
Moreover, it should be noted that Ministers have only agreed to implement the Part 6 powers in respect of this existing list of traffic signs, with the exception of the additional diagram 1027.1, to create parity with London.

Description	TSRGD diagram number & location	
Vehicular traffic must proceed in the direction indicated by the arrow	606 (Schedule 3, Part 2, item 1 and Schedule 14, Part 2, item 42)	
Vehicular traffic must turn ahead in the direction indicated by the arrow	609 (Schedule 3, Part 2, item 2)	
Vehicular traffic must keep to the left/right of the sign indicated by the arrow	610 (Schedule 3, Part 2, item 3)	
No right turn for vehicular traffic	612 (Schedule 3, Part 2, item 7 and Schedule 14, Part 2, item 43)	
No left turn for vehicular traffic	613 (Schedule 3, Part 2, item 8 and Schedule 14, Part 2, item 43)	
No U-turns for vehicular traffic	614 (Schedule 3, Part 2, item 6 and Schedule 14, Part 2, item 43)	
Priority must be given to vehicles from the opposite direction	615 (Schedule 3, Part 2, item 9)	



Description	TSRGD diagram number & location	
No entry for vehicular traffic (when the restriction or prohibition is one that may be indicated by another traffic sign subject to civil enforcement)	616 (Schedule 3, Part 2, item 10 and Schedule 14, Part 2, item 44)	
All vehicles prohibited except non-mechanically propelled vehicles being pushed by pedestrians	617 (Schedule 3, Part 2, item 11)	
Entry to and waiting in a pedestrian zone restricted	618.3B (Schedule 8, Part 2, item 1)	
Entry to and waiting in a pedestrian and cycle zone restricted	618.3C (Schedule 8, Part 2, item 2)	
Motor vehicles prohibited	619 (Schedule 3, Part 2, item 12)	
Motor vehicles except solo motor cycles prohibited	619.1 (Schedule 3, Part 2, item 18)	

Description	TSRGD diagram number & location	
Solo motorcycles prohibited	619.2 (Schedule 3, Part 2, item 20)	
Goods vehicles exceeding the maximum gross weight indicated on the goods vehicle symbol prohibited	622.1A (Schedule 3, Part 2, item 13)	
One-way traffic	652 (Schedule 9, Part 4, item 5)	
Buses prohibited	952 (Schedule 3, Part 2, item 17)	
Route for use by buses, pedal cycles and taxis only	953 (Schedule 3, Part 2, item 33)	
Route for use by tramcars only	953.1 (Schedule 3, Part 2, item 36)	
Route for use by pedal cycles only	955 (Schedule 3, Part 2, item 28)	
Route for use by pedal cycles and by pedestrians only	956 (Schedule 3, Part 2, item 29)	
Route comprising two ways, for use by pedal cycles only and by pedestrians only	957 (Schedule 3, Part 2, item 32)	
With-flow cycle lane	959.1 (Schedule 9, Part 4, item 9)	
Contra-flow cycle lane	960.1 (Schedule 9, Part 4, item 6)	
	1027.1 (Schedule 7, Part 4, item 10)	

Description	TSRGD diagram number & location	
Part of the carriageway outside an entrance where vehicles must not stop when the marking is placed in conjunction with the prescribed upright sign which includes the		
Box junction markings	1043 (Schedule 9, Part 6, item 25)	

**Appendix MTE2 - Online Survey Questionnaire**

## Thank you for responding to our moving traffic enforcement powers consultation

**We strongly recommend that you read our consultation support material above before answering the survey.**

This questionnaire will give you an opportunity to state your support or objection to our plans to apply moving traffic enforcement powers at 4 locations in Bath and 1 location in Keynsham.

We'll publish a feedback report after the consultation closes, and will use your responses to decide whether to apply these powers at the specified locations.

Completing the questionnaire should take no more than **5 minutes**.

Please return your completed survey form to  
parking\_consultation@bathnes.gov.uk  
or to the address below by **11 April 2022**.

Parking Services  
Lewis House  
Manvers Street  
BATH  
BA1 1JG

### **Do you support or object to our plans to apply moving traffic enforcement powers at the specified locations in Bath and Keynsham?**

☐ **Support**

What are your main reasons for supporting the proposals?

Are there other locations we should consider for enforcement in the future?

---



☐ **Object**

What are your main reasons for objecting to the proposals?

Are there other locations we should consider for enforcement in the future?

**Do you live in Bath and North East Somerset?**

☐ **Yes**

☐ **No**

## **Tell us about you**

**Full name**

**Contact email address**

**Contact telephone number**

**Your address**

Address

Address 2

City or town

Postcode

## Declaration

You must read the privacy notice below and agree to this statement.

I understand that the information I have provided will be considered as part of the decision making process.

☐

I have read the Privacy Notice

☐

I confirm that I agree

# Moving traffic enforcement powers consultation Privacy Notice

## The purpose of processing

The information below will help you to understand what we will do with the personal information that you have provided as part of the consultation process.

Please take a moment to read this and if you have any questions raise them with the team at Bathnes using the address at the bottom.

The Council is considering the introduction of new measures to improve people's lives in Bath and North East Somerset. This consultation form has been provided to allow you to engage in that consultation, though you may prefer to contact us by different means in relation to this consultation.

We seek your specific comments and feedback on the measures, how they will directly affect you. We will engage with you, or raise your comments and potentially your details, within the Council, to the extent that it is required to meet the purposes of the consultation or survey.

## Data subjects

Members of the public participating in the public consultation process

## Personal data

We may ask you for details that include:

Name

Address

Contact telephone number

Email address

## How is it used?

Any personal data that has been submitted will be received by Parking Services, who may engage directly with you to explore your comments, concerns or queries. The information may be shared with other services within the Council, who may carry out actions to support you in dealing with the proposed changes, this may include such services that the Council provides, including; highways services, financial support services, community wellbeing or legal services.

If you are raising a specific point that and the team considers it requires further investigation that may or may not be related to the consultation, such as a complaint or security matter, then it will be transferred to the relevant department for further investigation.

## Profiling and automated decision making

Not applicable

## **Legal basis for using your data**

### **GDPR condition relied upon for processing personal data:**

Article 6.1 e - Exercise of official authority

Traffic Management Act 2004

### **GDPR condition relied upon for processing special category data**

Not applicable

## **Sharing of personal data with external recipients**

In some cases we may share your personal data and feedback with those listed below who may need to help us respond to you.

We may share your personal data with:

Services within the council who may contact you regarding specific concerns beyond the scope of this consultation

Law enforcement or other authorities if required by applicable law

## **How long is the personal data retained by the Council?**

Personal data will only be retained for as long as it is needed for the purpose specified above, for as long as the duration of the project requires it, or as required by applicable law or regulatory requirements.

# **Questions or concerns?**

Please email [data\\_protection@bathnes.gov.uk](mailto:data_protection@bathnes.gov.uk)

# **Appeals to the Information Commissioner's Office**

If you are unhappy about the way we have treated your personal data, or feel we have not properly respected your data subject rights, you have the right to contact the **Information Commissioner's Office (ICO)** (<https://ico.org.uk/make-a-complaint/>) and tell them about this.

You can also contact the ICO by phone on **0303 1231113**.



Andy Dunn  
Parking Services  
Highways & Transport  
Bath & North East Somerset Council

Email: [Parking@bathnes.gov.uk](mailto:Parking@bathnes.gov.uk)

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Bath & North East Somerset Council		
MEETING/ DECISION MAKER:	Cabinet	
MEETING/ DECISION DATE:	5 <sup>th</sup> May 2022	EXECUTIVE FORWARD PLAN REFERENCE:
		E3360
TITLE:	Update on progress on delivering the Corporate Strategy 2020-2024 and our COVID-19 Response	
WARD:	All	
AN OPEN PUBLIC ITEM		
List of attachments to this report:		
Annex 1 Corporate Strategy 2020-2024 - End of Year Review		

## 1 THE ISSUE

- 1.1 This report updates the Cabinet on progress made in delivering our Corporate Strategy 2020-24 and on our response to the pandemic in 2020-21.

## 2 RECOMMENDATION

The Cabinet is asked to:

- 2.1 Note the progress in delivering the Corporate Strategy in 2021/22 and also the Council's response to the pandemic during that period.

## 3 THE REPORT

- 3.1 Full Council adopted a new four-year Corporate Strategy at its meeting on 25<sup>th</sup> February 2020. The document set a new direction for the Council, reflecting the aims of the administration elected in May 2019 and providing a clear approach to the Council's activities and priorities. It was updated in the light of the pandemic, as set out in a report to Cabinet in July 2020.
- 3.2 The Corporate Strategy is the Council's overarching strategic plan. It sets out what we plan to do, how we plan to do it, and how we will measure performance over the next four years. The Corporate Strategy framework is set out below:

- 1) We have one overriding purpose - **to improve people's lives**. This brings together everything we do, from cleaning the streets to caring for our older people. It is the foundation for our strategy, and we will ensure that it drives our commitments, spending and service delivery.
- 2) We have two core policies - **tackling the climate and ecological emergency** and **giving people a bigger say**. These will shape our work.
- 3) To translate our purpose into commitments, we have identified three principles. We want to **prepare for the future, deliver for residents** and **focus on prevention**. These, in turn, help us to identify specific delivery commitments across our services.

3.3 This report brings together the work undertaken to deliver the Corporate Strategy in 2021/22, as well as the key elements of our pandemic response in that period. It follows reports to Council on 16th June 2020 (COVID – update report and position statement) and to Cabinet on 22nd July 2020 (Update on Corporate Strategy Progress and issues) as well as the report to Cabinet on 20<sup>th</sup> May 2021 (Corporate Strategy and COVID Response update) which included the Corporate Strategy End of Year Review for 2020/21.

3.4 Despite the challenges presented by the Covid-19 pandemic, which placed significant pressures on the council, our communities, local businesses and partner organisation, good progress was made in delivering the Corporate Strategy in 2020-21. More details are set out in Annex 1, but a “snapshot” of progress is set out below:

Consulted with residents about new liveable neighbourhoods' schemes	Over 35,000 trees planted on Council and private land since 2020	Investing in 58 new council homes to help ease the housing crisis
Allocated more than £38m over the next 5 years to drive down carbon emissions	3,100 new homes, including 700 affordable homes, built in our area in the last 3 years	Recruiting more foster carers to give our children and young people the best start in life
Investing over £900k in cleaner, greener neighbourhoods	66% reduction in carbon emissions from Council buildings since 2010	Developing 6 new Residents' Parking Zones
17,894 calls received by the Community Wellbeing Hub from residents requiring support	Investing £14m to maintain and improve our highways	Building a new state of the art recycling hub to help boost our 60% recycling rate

3.5 The Council's key pandemic response is also outlined in Annex 1. The council- including staff volunteers- played an important role in supporting the NHS's roll-out of the vaccine, as well as providing a comprehensive local pandemic response through the delivery of its Local Outbreak Management Plan. The Community Wellbeing Hub, a collaboration between Bath & North East Somerset Council, HCRG Care Group (formerly Virgin Care) and wide range of partner and third sector organisations, continued to provide support for local people. 3SG (Third Sector Group) also played a crucial role in mobilising volunteer support for the Hub and for the vaccine roll-out.

The following is a summary of the outcomes achieved to 31<sup>st</sup> March 2022 by the Community Wellbeing Hub, since it opened on 23<sup>rd</sup> March 2020,

<b>17,894 calls</b> received to date from residents requiring support	Over <b>2,000</b> volunteers* supported the Hub's Covid-19 response by providing shopping and medication support
<b>830</b> emergency food parcels delivered between March 2020 and March 2022, providing support to <b>1,166</b> individuals	<b>35,000</b> two course meals distributed to local charities and organisations to support food insecurity (donated by Masonic Hall Trust)
<b>16,424</b> referrals to partner organisations during 2020 and 2021	<b>400</b> HELP packs to patients discharged from hospital to ease their transition back home

\*The volunteer service stood down in June 2021.

3.6 The Council has also delivered Covid-related Business Support Grants to support our local economy during this extremely challenging period. We processed and administered 12 different grant schemes, and provided more than £90m of grants to over 4,200 businesses and individuals with over 21,000 separate payments made.

3.7 A full breakdown of key activity is shown in Annex 1 to this report

## 4 STATUTORY CONSIDERATIONS

The Council has a wide range of powers which allow it to deliver the Corporate Strategy adopted in February 2020. It should be noted however that the government has introduced an extensive range of new legislation, regulations and guidance during the last 3 years, which may influence how certain aspects of the Strategy are delivered. It was subject to a full Equalities Impact Assessment, and it is important that equalities are actively pursued as we implement the strategy.



## **5 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)**

- 5.1 A full report on the Council's approach to financial recovery from the pandemic was presented to Cabinet on 2nd July 2020.
- 5.2 The Council's financial planning and budget setting process is the key resource mechanism for delivering the Corporate Strategy, Council agreed the resourcing requirements for the 2021/22 at its Budget meeting in February 2021.

## **6 RISK MANAGEMENT**

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

## **7 CLIMATE CHANGE**

- 7.1 The Climate Emergency Annual Report was presented to Council in March 2022 on our progress in tackling the climate and ecological emergency. The current report provides an opportunity to re-emphasise how these commitments are reflected as "core policies" in delivering the Corporate Strategy.
- 7.2 Monitoring the effectiveness of delivering on Climate Change is one of the key components of the strategic report. Indicators are being developed to allow further monitoring against the Council target.

## **8 OTHER OPTIONS CONSIDERED**

- 8.1 None

## **9 CONSULTATION**

- 9.1 This report has been cleared by the S151 Officer and Monitoring Officer.

<b>Contact person</b>	Steve Harman, Head of Corporate Governance & Business Insight Andy Thomas, Head of Strategy, Engagement and Marketing
<b>Background papers</b>	<ul style="list-style-type: none"><li>• Corporate Strategy 2020 – 2024</li><li>• Update on Progress against the Corporate Strategy 2020-2024 and COVID-19 Response (May 2021)</li><li>•</li></ul>
<b>Please contact the report author if you need to access this report in an alternative format</b>	

**Corporate Strategy - End of Year Review 2021/22**

This document provides an end of year review of the Council's progress against the Corporate Strategy and its ongoing response to the COVID-19 pandemic, in particular capturing the successes and achievements in what has been another challenging year for local government.

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## Executive Summary

**2021/22 has been a challenging year, with the ongoing response to and recovery from the COVID-19 pandemic taking centre stage again for most of the year. This review sets out the progress we have made in delivering the commitments set out in our Corporate Strategy, while continuing to provide a comprehensive and compassionate response to the pandemic. It contains many examples of Council staff rising to the challenge and adapting their skills to serve the residents and businesses of Bath and North East Somerset. Above all, the review demonstrates how the Council has mobilised over the past 12 months to deliver its core purpose of improving people's lives in this most challenging of circumstances.**

In common with all local authorities the council has spent the last year delivering an effective response to the Covid-19 pandemic. This has meant responding quickly to new circumstances to protect life, contain and mitigate the impact of the emergency, and to build the conditions for an effective and sustainable recovery, particularly for our local economy. Staff from services that have had to temporarily cease or reduce operations have been reallocated to areas with the highest need for resources, with many staff also volunteering for Covid-19 response duties in advance of this

Despite this challenging operating environment, essential council services and the Covid response have sat alongside, wherever possible, new schemes and projects which the Council's Corporate Strategy agreed in February 2020, as highlighted by the following key facts and figures:

Preparing for the Future	Delivering for Local Residents	Focusing on Prevention
Tackling the Climate & Ecological Emergency	Giving People a Bigger Say	
Consulted with residents about new liveable neighbourhoods schemes	Over 35,000 trees planted on Council and private land since 2020	Investing in 58 new council homes to help ease the housing crisis
Allocated more than £38m over the next 5 years to drive down carbon emissions	3,100 new homes, including 700 affordable homes, built in our area in the last 3 years	Recruiting more foster carers to give our children and young people the best start in life
Investing over £900k in cleaner, greener neighbourhoods	66% reduction in carbon emissions from Council buildings since 2010	Developing 6 new Residents' Parking Zones
17,894 calls received by the Community Wellbeing Hub from residents requiring support	Investing £14m to maintain and improve our highways	Building a new state of the art recycling hub to help boost our 60% recycling rate

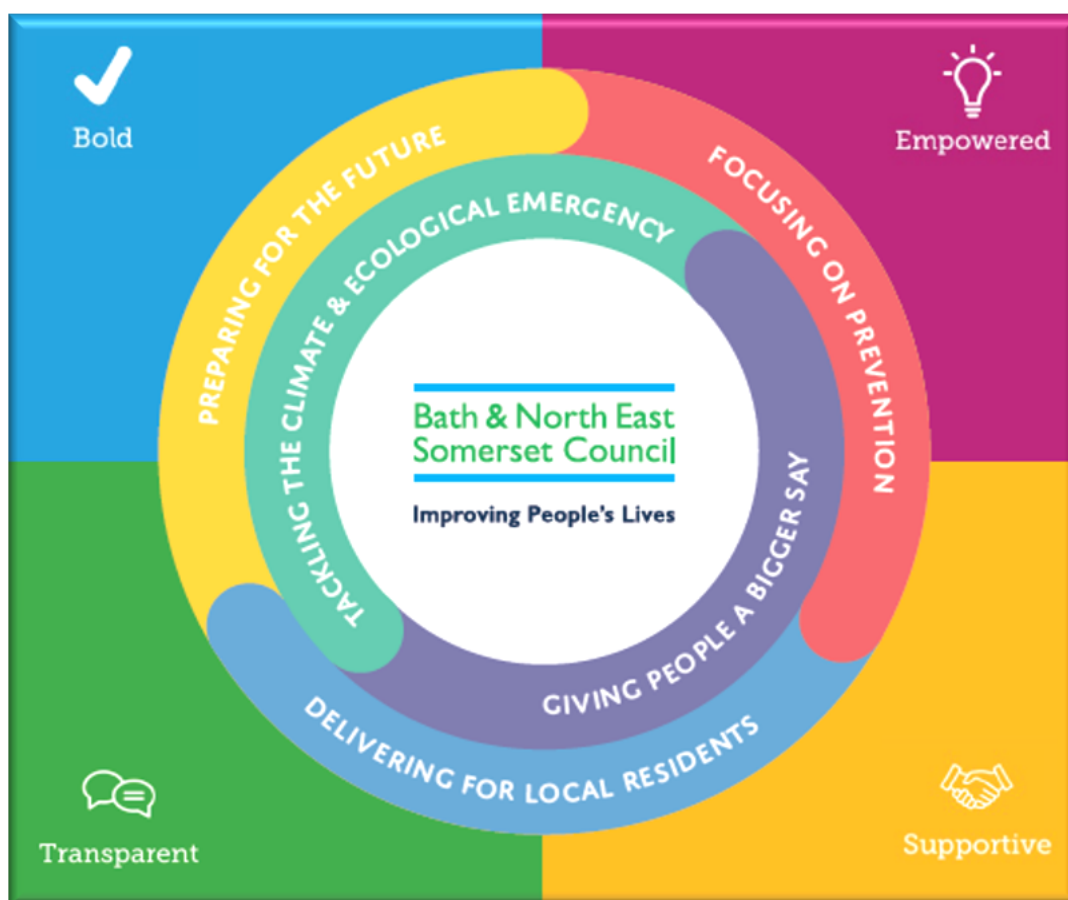
## 1. Introduction and Context

This section provides a brief overview of the Corporate Strategy, setting out the priority areas for delivery, together with a summary of the approach taken to address the pandemic.

### Corporate Strategy 2020-2024

The Council strives to ensure everyone who delivers services for the benefit of Bath and North East Somerset's residents - whether that's in social care, refuse collection or highways - works together to **improve people's lives**.

The [Corporate Strategy 2020-2024](#) is all about achieving this. It forms the overarching strategic guide for future changes and sets out, in partnership with other local public sector agencies, what we plan to do, how we plan to do it, and how we will measure our performance. To translate our purpose into commitments, we have identified **two core policies** - **tackling the climate and ecological emergency** and **giving people a bigger say**, and **three principles** - **preparing for the future**, **delivering for local residents** and **focusing on prevention**. These will shape everything we do.



The Strategy was originally adopted by Full Council in February 2020 and subsequently updated in July to incorporate the Council's response to the impacts of COVID-19 through its core policies and commitments. An additional commitment was added, to support the delivery of the Local Outbreak

Management Plan. This sets out the Council's public health response to the pandemic, including support for schools and Universities, the introduction of new testing facilities and support for care homes. A new "Proud to Care" campaign was launched to boost recruitment in the care sector. The Council and its partners including HCRG (formerly Virgin Care) and 3SG have also provided support to the local roll-out of the vaccine. We also worked closely with our partners across the health and social care system to highlight and address key pressures on public services over the winter period, including holding a series of online forums and undertaking the "Be Winter Wise" campaign.

### **Links to the Council's Financial Strategy and Priorities**

Full Council agreed the Medium Term Financial Strategy and Budget for 2022/23 at its meeting on 16th February 2022. The budget focusses on delivery of the Corporate Strategy. This means that our commitments are realistic and achievable, with areas of strategic priority and focus over the next two years to include:

- ➔ Greater emphasis on social housing and neighbourhood services including:
  - Investment of £950k into neighbourhood services to improve the Council's ability to clean streets, gullies and road signs more frequently in more areas, and carry out more litter picks, graffiti removal, and regularly maintain road markings and pavements to improve the environment across our communities
  - £340m capital investment over the next five years to meet Council priorities with new additions in the 2022/23 budget including £11.7m to deliver new council homes alongside £5m for new affordable housing and £4m to provide a SEND residential college at Bath College, Radstock
- ➔ Further investment to deliver more effective transport schemes across the council area, with a particular focus on creating liveable neighbourhoods
- ➔ Prioritising active travel and reducing reliance on cars for commuting and short journeys
- ➔ Continued investment to support the most vulnerable people in our communities
- ➔ Continued commitment to address the climate and ecological emergency, with significant investment planned to help the district reach net zero by 2030
- ➔ Focus on supporting the local economy to recover from the impact of the pandemic, regenerate local high streets, and increase the diversification of the economy away from dependence on retail, hospitality and tourism
- ➔ Support the "Preparing for the Future" programme to modernise the Council with a focus on improved asset management and blended working.



## Community Contribution Fund

The Community Contribution Fund was launched in March 2021 as a pilot scheme offering residents the chance to pay into a good causes fund to help local charity, community and voluntary groups reduce inequalities in the area. To date, over 300 people have donated to the fund with several individuals donating more than once. 73% of the donations received were valued between £5 and £50, with the largest donations being £1,000 and £2,000 respectively.

By October 2021, the fund had reached over £20,000 enabling it to be opened for grant applications from charitable, voluntary and community organisations. In February 2022, donors, applicants and the wider community were given opportunity to provide feedback to help inform decisions on the future of the scheme. Some feedback has already been received by donors relating to gift aid / tax relief, making regular payments, and alternative payment methods. The Council agreed to an extension to the pilot of 12 months (financial year 2022/23) to assess continued donor interest and enable a fuller evaluation to take place. This will include options for longer term delivery models, incorporating feedback from the PDS Panel on getting the gift aid tax benefit from the contributions.

## 2. Delivering our Commitments

The Corporate Strategy contains 24 commitments under the three corporate principles. A selection of success stories against each principle is set out below, **while Appendix 1 provides a more detailed summary of progress against each commitment based on the press releases over the year.**

### Preparing for the Future

#### Cabinet to consider multi-million-pound investment plans to 'revolutionise' local transport

- Multi-million pound investment plans to revolutionise the way people get around Bath and North East Somerset are to be considered by Cabinet

#### Flagship development boasts Bath's biggest array of solar panels

- Bath & North East Somerset Council's flagship office development at Bath Quays South now boasts the biggest array of solar panels in the city

#### E-cycle funding boost to get more residents on their bikes

- More residents will be able to experience the benefits of electric bikes thanks to a funding boost secured by Bath & North East Somerset Council

#### New sustainable homes acquired for shared ownership in Bath

- New residents of two energy-efficient, affordable houses in Bath are set to move in after the properties were formally acquired by the Council for shared ownership. The three-bed semis are within the exemplar development of nine properties being carried out by ACL, the Council's construction and development company

**Work gets under way to improve walking and cycling at Chew Valley Lake** - Work on a £1.5m scheme to build a new section of 2.7km walking and cycling trail around Chew Valley Lake kicks off on Monday 23 August

**New funding for green community projects** - Greater biodiversity and new habitats across the district are set to be encouraged by three green community projects in Clutton, Freshford and Corston that have won new funding

## Delivering for Local Residents

**Works advance on first new social rent properties for nearly 30 years** - Works to provide the first new socially rented properties built for Bath and North East Somerset Council in nearly three decades is advancing at Newbridge Hill in Bath

**Changes to planning rules for HMOs adopted** - Updated planning rules designed to avoid high concentrations of Houses in Multiple Occupation (HMOs) have been adopted by Bath & North East Somerset Council.

**Council excels in delivering new homes for residents** - New figures show Bath & North East Somerset Council is exceeding the targets set in its Local Plan to deliver new homes for residents

**Major investment plans for cleaner streets and highways maintenance** - Plans for even more investment in neighbourhood services to improve streets, parks and highways will be discussed by local Councillors

**Support available for home energy improvements** - Residents are being offered an easy way to make their home more energy efficient and support the council's net zero carbon ambitions

**More than £43,000 funding for community projects in Weston** - Residents of Weston Village in Bath are set to enjoy improved outdoor spaces following new community funding awarded by the Council

## Focusing on Prevention

**New B&NES home care support service launched** - An exciting initiative, to increase home care packages and offer support to more people in Bath and North East Somerset when they leave hospital, has launched this week with a recruitment campaign aiming to attract people into the care industry via the NHS

**Council welcomes share of £796k funding to help reduce violence in B&NES** - New Government funding for targeted support to help children at risk of becoming involved in violent crime has been welcomed by Bath & North East Somerset Council following its successful joint bid with partner authorities

**Applications open for energy support grants** - Families on low incomes struggling to pay their energy bills can now apply for a £250 grant from the Council

**New online directory for families, parents and carers** - A new Live Well B&NES website has been launched to provide information, support and signposting for parents, families and carers in Bath and North East Somerset

**Council noted for increased recycling performance in new national figures** - New annual statistics for household waste and recycling show the Council is 4th out of 92 unitary local authorities and ranked 15th out of all 338 local authorities in England for its household recycling rates up to March 2021.

**Keynsham and Midsomer Norton High Streets awarded £165,000 for cultural programmes** - New community-led cultural activities and events are set to be enjoyed in Keynsham and Midsomer Norton from this summer following an award of £165,000

### 3. **Our Core Policies**

Our core policies are embedded in everything we do and as we have responded to the pandemic and prepared for our recovery, we have ensured our work on the climate and ecological emergency and giving people more say has been embedded in our response.

#### **Tackling the Climate and Ecological Emergency**

**Join Bath & North East Somerset's Journey to Net Zero** - Bold new ideas to tackle the impact of travel on our climate – including removing through-traffic from Bath city centre and a new mass transit system for Bath - are set out in a ground-breaking transport document published by the Council on 10<sup>th</sup> January

**Clean Air Zone update shows air quality continues to improve in Bath** - New figures published today show Bath's Clean Air Zone (CAZ) is continuing to improve air quality in the city and that the number of chargeable vehicles is decreasing. The data shows an average 14% decrease in nitrogen dioxide (NO<sub>2</sub>) levels within the CAZ in the last quarter compared with the same period in 2019.

**Council leader welcomes new WECA focus on tackling the climate emergency** - After calling on the WECA to show "much more ambition" in its plans to tackle the climate emergency and deliver net zero, Council leaders have welcomed the publication of a report on their refreshed principles for a refreshed climate emergency ambition

**Don't miss out on Green Business Grants** - Businesses wanting to reduce their environmental impact and help meet the district-wide zero carbon target by cutting their carbon emissions, are being reminded that the deadline to apply for West of England Green Business Grants is fast approaching, with the grant funding window closing on 25<sup>th</sup> June

**Council leads the way in sustainable food procurement** - A procurement system for providing sustainable fresh meat, vegetables and fruit to schools which was designed, developed and piloted by the Council has been hailed as best practice by a Commons Select Committee.

**Community-led initiative to help homeowners switch to clean energy and cut carbon emissions** - Residents are being offered an easy way to invest in solar panels and battery storage to power their homes with clean energy and support the council's net zero carbon ambitions

### **Progress report on action to tackle the**

**Climate Emergency** - A report on the actions taken to tackle the Climate Emergency reveals carbon emissions from council buildings and operations have been cut by two thirds compared to the baseline year of 2009, achieved through a range of measures including technology upgrades, greater efficiency and renewable energy installation

### **Council commits tens of millions to help**

**district reach net zero** - The council has allocated more than £38m over the next five years to projects designed to drive down carbon emissions

## **Giving People a Bigger Say**

### **Council asks for views on detailed spending**

**plans** - New investment to address the housing crisis and deliver the first new council houses for a generation, improve sustainable transport infrastructure and tackle the Climate Emergency are among draft proposals being considered by the Council as part of its budget-setting process

### **Plans for independent B&NES citizens' panel**

**on active travel move forward** - Plans for an independent citizens' voice on how best to boost walking and cycling in B&NES have taken a step forward with the appointment of a national organisation to recruit, establish and support an independent panel of local residents

### **Next steps for Liveable Neighbourhoods -**

Plans to improve neighbourhoods and create healthier communities are taking shape following the first stage of public engagement on 15 priority schemes

### **Upcoming area forums to focus on local**

**preparations for winter** - Organisations, groups and residents are being invited to attend a series of local meetings to find out how the Council and its partners are planning for winter

### **Help shape mental health services in B&NES**

- Residents and professionals who use or work in specialist mental health services, now or in the past, are being invited to have their say in a consultation on the provision of community-based mental health care and support

### **Keynsham Area Forum to hear about**

**planning, transport and regeneration plans** - Residents in the Keynsham area are being invited to hear more about local planning, transport and regeneration plans at the AGM of their Connecting Communities Forum

## **4. Monitoring Council Performance**

The Council has developed an **Integrated Reporting Framework (IRF)** enabling more effective monitoring of the Council's delivery and performance. The framework is a dashboard-based online tool that allows the collection and monitoring of performance data directly from the Council's main business systems in many instances and is now used as the primary tool to measure progress.

The IRF has over 200 performance indicators to measure Council performance. Many of these are of a statutory nature and need to be reported to central Government. There are also some local indicators developed by services to allow them to measure the delivery of Council services. This is too many to meaningfully report progress effectively, so we have also report performance against a set of

key **Strategic Performance Indicators (SPIs)** ..The SPIs have been themed to follow the three key principles in the Corporate Strategy and are set out in Appendix 2.

The IRF collects and monitors information on the following:

- ➡ Service performance through the SPIs
- ➡ Finance Overview
- ➡ Risk Management
- ➡ Contracts and Commissioning Intentions
- ➡ Corporate Data and Intelligence

The first Strategic Performance report was reported at the September 2021 Cabinet meeting with the 2nd report published in January 2022. The Council are now committed to reviewing the indicators for 2022/23 and reporting regularly on a quarterly basis to Cabinet. The year-end qtr. 4 report will be reported to Cabinet in June 2022

## **5. Response to COVID-19**

Throughout the lockdown, the Council has strived to support and protect the residents and businesses of Bath and North East Somerset in every way possible in accordance with its core purpose - to **improve people's lives**.

The Coronavirus pandemic has without doubt been the largest and most enduring emergency that the UK has faced since World War 2. It has challenged and disrupted all aspects of our society in ways that few of us could have accurately predicted. Emotionally, practically, financially and mentally, the impacts of the pandemic have for many been all encompassing and lasted far longer than many of us had anticipated. Since January 2020 there have been over 11 million confirmed cases of coronavirus in the UK (over 56,000 confirmed cases in B&NES). Families have been separated, businesses have gone under, education has been disrupted, opportunities forgone and most tragically of all, over 160,000 people in the UK have died including 294 in B&NES. The pandemic has exposed and magnified inequalities that we already knew existed, resulting in even worse outcomes for some of the worst off in our society.

Conversely, the challenge of the situation has brought about rapid change and innovation of a scale that would have been unimaginable just two years ago. New ways of working have been adopted overnight, solutions to problems not previously experienced have been found, and communities and agencies have pulled together with unity and determination.

The pandemic has led to strong collaborative working within the Council and with partner organisations. Teams have come together and supported one another in many ways, and including out of the scope of normal roles, unified by a strong sense of working towards a common goal. Relationships with and between external partners such as voluntary and community sector



organisations, schools, the Universities, care homes and adult social care settings, UKHSA (SOUTH West Health Protection Team), the NHS, HCRG (formerly Virgin Care), businesses, parishes and volunteers have all been strengthened. The Community Wellbeing Hub, (see page 11) the local authority asymptomatic testing programme, and multi-disciplinary teams to support Care Homes provide excellent examples of this.

Our services have needed to respond flexibly and quickly to the changing nature of the pandemic. Examples include the B&NES contact tracing service, local authority asymptomatic testing, pop-up vaccination clinics, PPE store and logistics hub, business grants and all at a time when the Council and partners have needed to maintain essential services. Targeted communications and outreach to support vulnerable people has worked well e.g., mobile testing offer; taking vaccination to boating community, homeless populations, pop-ups clinics at universities; and employment of community engagement officers and the work of environmental health officers to engage with businesses to support them in operating in a covid-secure way,

Utilising local knowledge, skills and innovation across the Council and organisations has led to new approaches and processes that have been developed or adapted over the course of the pandemic. Examples include new IT software and equipment to enable home working, online webinars and exercises with various settings, the regular COVID-19 briefings and use of a whole range of communications channels, learning from the RUH to expand mortuary capacity, recruitment of individuals with transferable skills rather than specific skills and experience. Many of the above were developed with little national guidance available, and hence councils needed to take the initiative.

A 'can do' attitude coupled with the ability and willingness to adapt, cooperate and be flexible has been demonstrated by staff from across the council, partners and the community throughout the pandemic and enabled decisions and actions to be taken at pace. Staff and residents have been presented with and risen to many new challenges often requiring individuals to put themselves forward for roles beyond business as usual, or learn new skills, be that via redeployment or volunteering or by taking on additional responsibilities.

Examples of how specific Council teams have responded are shown below:

- ➡ Officers in the **Public Health team** who in implemented major parts of the Local Outbreak Management Plan; working on making covid vaccinations more available to targeted populations; helping education, early years and social care settings manage cases and identify contacts and reduce the risk of further transmission in those settings; arrange for much of the symptomatic and asymptomatic testing provision; providing training, advice and guidance across the council to other teams;
- ➡ Those working in **Welfare Support** for people self-isolating
- ➡ The **Communications team** have engaged with local communities to promote and encourage adherence to national guidance, and focused on key local messages to get tested and vaccinated, as well as support for self isolation etc. A BE Winter Wise campaign, publicised online and through on-street advertising, reinforced these messages.

- ➡ The work of the Council's **Business Intelligence team** in providing the essential surveillance needed to help us monitor how the pandemic is playing out in B&NES and amongst which populations
- ➡ The work of the Council's **Contact Tracing team** who play a key role in contacting people who have test positive and their close contacts to ask and encourage them too self-isolate
- ➡ The **Emergency Planning team** who has both led on finding sites in B&NES for much of the testing, and led on the writing of the outbreak surge plan
- ➡ Staff in **Adult Social Care** who worked tirelessly to support care homes.

The [Community Wellbeing Hub](#) is a collaboration between Bath & North East Somerset Council, HCRG Care Group (formerly Virgin Care) and various third sector organisations under the umbrella of the 3SG (Third Sector Group). It is an excellent example of a strong working partnership across different organisational and sector boundaries, making a real difference on the ground. To demonstrate the crucial role played by the Hub, the following is a summary of the outcomes achieved since it opened on 23<sup>rd</sup> March 2020:

17,894 calls received to date from residents requiring support	Over 2,000 volunteers* supported the Hub's Covid-19 response by providing shopping and medication support
830 emergency food parcels delivered between March 2020 and March 2022, providing support to 1,166 individuals	35,000 two course meals distributed to local charities and organisations to support food insecurity (donated by Masonic Hall Trust)
16,424 referrals to partner organisations during 2020 and 2021	400 HELP packs to patients discharged from hospital to ease their transition back home

\*The volunteer service stood down in June 2021.

## Local Economy

*Bath was named one of the top places in the country to live and do business in 2021. The annual [Vitality Index](#) carried out by property company Lambert Smith Hampton highlights Bath as the third best performing location in the county when assessed against a range of factors including the local economy, health outcomes and the environment. It follows two separate reports published last year which named Bath as the most progressive city in the UK and the second-best location in the country to work from home.*

In June 2020, the Council created a new [Economic Renewal Partnership](#), now called the Future Ambition Board, to support a renewed Bath and North East Somerset economy post-lockdown. The group, which includes representation from tech, culture, manufacturing, services, tourism and education sectors, is focusing on rebuilding confidence in the area as a safe, sustainable and green place to visit.

At the same time, the Council's Economic Renewal and Recovery Board sponsored the creation of [One Shared Vision](#), which builds on the commitments in the Corporate Strategy, but also looks further ahead and more broadly to the kind of place we want to be by 2030 and what we need to be doing now to achieve this.

As well as the strategic focus on the area, several on the ground initiatives took place throughout 2021/22 to drive the regeneration of the local economy including:

- ➡ **Promoting and repurposing vacant commercial properties** - former empty shop in Bath was transformed into the new home of commercial property letting on weekdays and a festive pop-up shopping experience at weekends. 15 New Bond Street has been dedicated to the Council's property hub from Mondays to Thursdays, providing a way for the council to directly promote its property portfolio to businesses in Bath, and for seven consecutive weekends, it was used by local craft traders to share their products with shoppers in Bath, with every weekend booked within two days of bookings opening.
- ➡ **Additional city parking for Christmas shoppers** - Bath's Green Park car park opened early November to provide additional short stay car parking to help support the economic recovery in the run up to Christmas. The temporary car park provided 104 spaces, including five disabled spaces, which visitors could pay for via the cashless MIPERMIT system. The Saturday farmers market is being provided with free parking on Saturdays within Green Park Road until further notice.
- ➡ **Midsomer Norton Market Square** - approval of £895,000 funding from WECA as part of the 'Love Our High Streets' programme for a new multi-use Market Square at the Island. This will enhance the western end of the High Street by creating an attractive, flexible outdoor space for community events, cultural activities and markets, and support local businesses by encouraging footfall within the town centre.

## **Economic Strategy Development**

The Council's Economic Strategy is developing well. We have received the first tranche of data from our consultants. This includes the Employment Floorspace Losses, Economic Forecast and Scenarios and Economic Carbon Emissions. The Business Demography work is slightly delayed due to delays in ONS allowing access to the raw data in Newport. Analysis of the ONS employment and economic activity data has been reviewed and the summary will be formulated over the coming weeks.

## Business Sectors

There are currently 8,640 enterprises recorded in B&NES. The number of enterprises in B&NES has increased by 22% over the period 2010 to 2021. This growth continued through the Covid-19 pandemic, however, it is below the level of growth recorded across the West of England Local Enterprise Partnership and UK (both 32%).

## Key Sectors

The sector with the greatest number of businesses is professional, scientific and technical activities. There are 1,830 businesses within this sector in B&NES, accounting for 21% of all enterprises, with 500 additional businesses in this sector since 2010. Other large sectors, as measured by the number of enterprises, include Construction with 1,120 enterprises, and Wholesale and Retail trade at 975 enterprises. Both account for more than 10% of enterprises in B&NES.

The accommodation and food services sector, along with the arts, entertainment and recreation sector combine to form the tourism and leisure sector across B&NES. Both sectors have experienced growth in the number of enterprises over the period 2010–21 and both show strong concentrations relative to both the West of England and UK averages. In combination they account for around 900 businesses, 10% of the total. In combination these make tourism and leisure a second key sector for B&NES.

## Pay and Employment

There has been a decline in average resident full-time pay in B&NES over the past three years. In 2019, the average resident full-time pay was above the average for the UK, (£32,255 vs. £30,378), however in 2021, it is slightly below (£30,906 vs. £31,285).

Similarly, B&NES had higher than the UK average workplace wages in 2019 (£31,863 vs. £30,378), but the situation changed in 2021 with B&NES falling below the UK average (£30,296 vs. £31,285). The increase in average workplace wages in 2020 might have been due to a reduction in lower paying jobs due to Covid-19.



When looking at the number of unemployment claimants in B&NES, the level stayed largely consistent between 2019 (2,080) and 2020 (2,140), followed by a significant increase in 2021 (4,740). This could be due to several factors including the impact of Brexit coming into effect and the end of the furlough scheme, which many saw as artificially suppressing the number of claimants. There has been a significant reduction between 2021 and 2022 (3,090), however the number of claimants has not returned to the 2019 level.

## Business Support

The Council has been responsible for the administration and processing of Covid-19 Business Grants to support local businesses on behalf of the Government. Since March 2020, we have delivered **12** different grant schemes, resulting in a total of **£90.25m** of grants provided to **4,320** businesses and individuals via **21,645** payments over 24 months:

Business Grant Scheme	Total Paid
Retail, Hospitality & Leisure Support Grant	£19,345,000
Small Business Support Grant	£21,376,500
Discretionary Grant Fund	£2,110,000
Local Restrictions Support Grant (Closed) Addendum: November	£3,051,058
Local Restrictions Support Grant (Closed)	£432,680
Local Restrictions Support Grant (Open)	£1,094,275
Christmas Support Payment for 'wet-led pubs'	£130,000
Local Restrictions Support Grant (Closed) Addendum: 05/01 onwards	£9,353,894
Closed Business Lockdown Payment	£9,095,000
Restart Grant	£14,370,752
Omicron Hospitality and Leisure Grant	£2,492,142
Additional Restrictions Grant (topped up twice)	£7,404,883
<b>Total</b>	<b>£90,256,184</b>



## Annual Resident's Survey (Voice box)

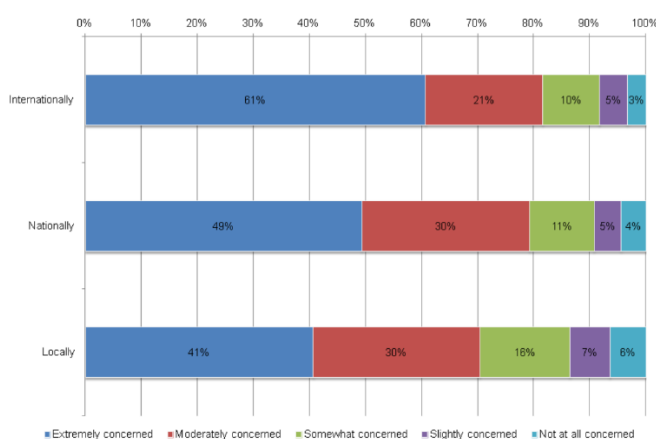
The Councils annual residents survey (Voice box) of 3750 households took place in November 2021.

### Headline Results

- Residents' satisfaction with local area as a place to live remains high
- There has been a 13% reduction in satisfaction from 2020 with how the council runs things. (64% to 51%)
- There has been a 3% increase in the proportion of people using the internet in the last 3 months between 2018 and 2021.
- A 3% increase in people indicating they would use a single user account for Council services between 2018 and 2021.
- A 4% increase in support for the Council going paperless between 2018 and 2021.

### Climate and Ecological Emergency

- 41% of residents are extremely concerned about climate change and its impact locally and a further 30% are moderately concerned, only 6% are not at all concerned.



- 68% of respondents would like to carry out energy efficiency improvements to their home:

The main barriers to adaptations are:

Lack of funds (45%)

Lack of Knowledge (35%)

## Ofsted Inspection of Children's Services

An Ofsted inspection of Children's Services in Bath & North East Somerset in March 2022 judged the service as "good".

The Ofsted report said children's young people and families receive a good service and that despite the challenges of Covid-19, and increasing demand, services have been strengthened since the last inspection in 2017.

The Ofsted report says substantial investment by political and senior leaders and an effective model of social work practice have played a key part in strengthening services for children

The table below outlines the ratings under the Ofsted framework

Judgement	Grade
The impact of leaders on social work practice with children and families	Good
The experiences and progress of children who need help and protection	Good
The experiences and progress of children in care and care leavers	Good
Overall effectiveness	Good

## Fit for the Future

The impact of the coronavirus on how the Council operates has been significant and accelerated plans to change how we work. Over the last two years, staff have adapted very well to working in a blended way, with the majority of desk-based staff working successfully from home either all or most of the time. 85% of staff who responded to our staff survey feel confident about working flexibly in the future, with a similar percentage highlighting the importance of being able to collaborate with their team and other teams, as well as having team meetings. This is demonstrated by the following Microsoft Teams data, which shows activity for a 90 day period during 2021.

2,442 active users	677,518 chat messages	3.5 million audio minutes on calls	3.2 million video minutes on calls	23,019 meetings organised
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We are giving staff individual choice around *where* and *when* they work on a day-to-day basis, providing them with the tools they need to continue doing their jobs effectively and efficiently. For instance:

- ★ 1,300 laptops have been issued to staff, together with any auxiliary equipment they may need such as headphones and keyboards
- ★ New equipment has been installed in our office buildings hybrid meetings
- ★ New booking systems and a visitor management system is in place.

We are also redesigning Council offices and workspaces to accommodate our new working practices. With the closure of Lewis House and St Martins, the majority of staff are now formally 'based' at the Civic Centre in Keynsham. This is currently being remodelled to support our new ways of working, including improving utilisation, creating greater flexibility, and enabling more effective collaboration:

The Council also completed its senior management restructure in September 2021 aligning the new Director portfolios to enable more effectively delivery against corporate plan.



The Hollies and Guildhall are undergoing a similar exercise although on a much smaller scale. The impacts from the changes to Council offices and working practices are already very encouraging, both in terms of the Council itself, and also for one of our key priorities, tackling the climate and ecological emergency:

Council and Workforce	Climate Change
<ul style="list-style-type: none"> <li>➔ Work related travel has significantly reduced saving around £200,000 per annum</li> <li>➔ Reduced operating costs through a reduction of office buildings / rationalisation of office space along with the opportunity to create revenue through the commercial letting of Lewis House</li> </ul>	<p>Modelling principles have been followed to minimise any carbon emission impact:</p> <ul style="list-style-type: none"> <li>➔ Increase the capacity of the Civic Centre building across the working week</li> <li>➔ Encourage sustainable travel to Keynsham Civic Centre</li> <li>➔ Encourage practice of blended working,</li> </ul>

➔ No negative impact on staff retention, with staff turnover decreasing from 11.1% in 2019/20 to 7.5% in 2020/21	➔ reducing travel to and from the office
➔ An Equality Impact Assessment was carried out in August 2020 and an improvement plan is in place to solve some of the current issues with the building (Civic Centre)	➔ Encouraging take up of tax-free bicycles for work, the green car scheme and the pool car scheme
	➔ Hot desk facilities and meeting rooms available in the Guildhall and Hollies so staff have a choice about where they work

## Health and Wellbeing

The Council undertook a Staff Survey in November 2021 to find how staff felt about working for the organisation, as well as their feelings on the Council as an employer given the difficult situation staff found themselves in during the pandemic. The tables below highlight some of the key responses:

Working for the Council Questions	2022	Change from 2019
My manager enables me to work flexibly to maintain my work life balance	82%	+5%
My work gives me a sense of personal accomplishment	75%	No Change
Recommend Council as a place to work	74%	No Change
Council keeps me informed about matters that affect me	69%	+5%
When changes are made in B&NES they are usually for the better	34%	+13%

Covid-19 Questions	2022
If you work at home, do you have a safe and comfortable place to work	85%
Staff Information provided contained enough detail	82%
Confident in Council policy and guidance	76%
Right measures were put in place by the Council	73%

## **Support for the Refugees**

Following the terrible Russian invasion of Ukraine in February 2021 the council provided a swift, co-ordinated response to welcoming Ukrainian refugees in our area. This has involved working with a wide range of services and partners, including schools, local health services and groups such as Julian House and Bath Welcomes Refugees.

The Homes for Ukraine scheme has seen a generous response from local residents who have offered their homes to support people in need, with 187 people matched under the Homes for Ukraine scheme across Bath and North East Somerset at time of writing, and 19 people having been welcomed into our communities. This has built on the success of the council's previous work with our partners on Syrian and Afghan refugee resettlement.

In August 2021 we learned that five refugee families from Syria who settled in Bath five years ago under the Syrian refugee resettlement programme have chosen to remain living in the city after having been granted indefinite leave to remain. So far, 101 people have been welcomed into our area under the Syrian and Afghan resettlement programmes



## Appendix 1 - Additional Successes and Outcomes from 2021/22

The following tables provide a summary of the press releases that collectively demonstrate how the Council is contributing towards its priorities, commitments and core policies set out in the [Corporate Strategy 2020-2024](#).

### PRIORITY - Preparing for the Future

Priority Commitments	Relevant Press Releases from 1 <sup>st</sup> April 2021 to 31 March 2022	Date of Release
<b>Local renewable energy</b>  <b>Enable a step change in local renewable energy schemes including solar and wind power</b>	<a href="#">Flagship development boasts Bath's biggest array of solar panels</a> - Bath & North East Somerset Council's flagship office development at Bath Quays South now boasts the biggest array of solar panels in the city	02/09/2021
<b>High-skill economy</b>  <b>Promote a High-Skill economy</b>	<a href="#">Find your new opportunity at B&amp;NES recruitment event</a> - Residents wanting to make progress with their careers, improve their skills and access training or business support were invited to a New Opportunities event in Bath on 17 <sup>th</sup> February.	01/02/2022
	<a href="#">Boost for business as full-fibre broadband set to be installed in Midsomer Norton</a> - The Council has welcomed the news that Openreach plans to install ultrafast, full fibre broadband in Midsomer Norton as a major boost for business.	02/06/2021
<b>New technologies</b>  <b>Maximise opportunities from new technologies to improve and deliver efficient, modern services</b>		

Priority Commitments	Relevant Press Releases from 1 <sup>st</sup> April 2021 to 31 March 2022	Date of Release
<b>Green local economy</b>  <b>Support the transition to a green, local economy</b>	<a href="#"><u>E-cycle funding boost to get more residents on their bikes</u></a> - More residents will be able to experience the benefits of electric bikes thanks to a funding boost secured by Bath & North East Somerset Council	<b>23/08/2021</b>
<b>Walking micro mobility (cycling) car-sharing buses and rail</b>  <b>Enable a major shift to walking, micro mobility (cycling), car-sharing, buses, and rail</b>	<a href="#"><u>Cabinet to consider multi-million-pound investment plans to 'revolutionise' local transport</u></a> - Multi-million pound investment plans to revolutionise the way people get around Bath and North East Somerset are to be considered by Cabinet	<b>19/01/2022</b>
	<a href="#"><u>Council bids for £890,000 for improved active travel routes in Bath</u></a> - A new bid for £890,000 in Government funding to improve a 1.5km walking and cycling route between Combe Down and the University of Bath is set for a decision this autumn	<b>13/10/2021</b>
	<a href="#"><u>Work underway on new Chew Valley Lake walking and cycling trail</u></a> - More people will soon be able to enjoy the beauty of Chew Valley Lake with work on a new 2.7km walking and cycling trail now underway	<b>28/09/2021</b>
	<a href="#"><u>Work gets under way to improve walking and cycling at Chew Valley Lake</u></a> - Work on a £1.5m scheme to build a new section of 2.7km walking and cycling trail around Chew Valley Lake kicks off on Monday 23 August	<b>13/08/2021</b>
	<a href="#"><u>Council to consider next step for active travel schemes</u></a> - A decision on whether three schemes to improve walking and cycling routes in Bath to enable more active ways of travelling should go ahead to the next stage will be made by Cabinet next week on 23 <sup>rd</sup> June	<b>15/06/2021</b>
	<a href="#"><u>Council updates residents on Bath River Line proposals in online event</u></a> - A chance to hear new details about the proposals for a linear riverside park connecting Bath's green spaces with the city via a new walking and cycling route is on offer at a webinar on Friday 21 <sup>st</sup> May	<b>18/05/2021</b>
	<a href="#"><u>Council encourages more schools to help create healthy streets in Walk to School Week</u></a> - More schools in Bath and North East Somerset are being asked to celebrate this year's Walk to School	<b>14/05/2021</b>

Priority Commitments	Relevant Press Releases from 1 <sup>st</sup> April 2021 to 31 March 2022	Date of Release
	Week by encouraging long-term sustainable travel to and from the school gates	
<b>Carbon neutral development and energy efficiency retrofitting</b>  Encourage a large and rapid improvement in the energy efficiency of our area's buildings through carbon neutral development and energy efficiency retrofitting of the majority of existing building stock	<a href="#">Council shortlisted for prestigious award</a> - Bath & North East Somerset Council's property company Aequus Construction Ltd (ADL) has been shortlisted for a prestigious award for its exemplary redevelopment of the council's former offices in Keynsham	29/07/2021
<b>Natural environment carbon stores and biodiversity</b>  Increase natural stores and biodiversity - for example through planting more trees – and improve our biodiversity, habitat and land management	<a href="#">Get involved with tree planting in B&amp;NES for National Tree Week</a> - A range of tree-planting events have been running across Bath and North East Somerset to celebrate National Tree Week	29/11/2021
	<a href="#">Work starts on improvements to the Workhouse Burial Ground</a> - Residents and volunteers have been working together to improve the site of the Bath Union Workhouse Burial Ground in Odd Down with the aim of acknowledging its past and making it more wildlife friendly for the future	16/11/2021
	<a href="#">Five Bath parks scoop coveted Green Flag Awards</a> - For the third year running five of Bath & North East Somerset Council's parks have been officially recognised as being among the best green spaces in the country	14/10/2021
	<a href="#">New neighbourhood planting havens to get B&amp;NES buzzing</a> - A call for residents to help increase biodiversity by creating new wildflower meadows and planted green spaces in their neighbourhoods has been made by Bath & North East Somerset Council	14/09/2021

Priority Commitments	Relevant Press Releases from 1 <sup>st</sup> April 2021 to 31 March 2022	Date of Release
	<a href="#"><u>New funding for green community projects</u></a> - Greater biodiversity and new habitats in Bath and North East Somerset are set to be encouraged by three green community projects in Clutton, Freshford and Corston that have won new funding	27/05/2021
	<a href="#"><u>Tree planting helps grow community spirit</u></a> - The planting of dozens of new trees on the Bathwick estate earlier this year is helping to foster community spirit	14/05/2021
	<a href="#"><u>Free tree giveaways to increase Bath and North East Somerset's green canopy</u></a>	19/04/2021

## PRIORITY - Delivering for Local Residents

Commitments	Relevant Press Releases from 1 <sup>st</sup> April 2021 to 31 March 2022	Date of Release
<b>Carbon-neutral social and affordable housing</b>  <b>Deliver more carbon neutral, social and affordable housing and ensure that our Houses of Multiple Occupancy (HMO) policies put communities first</b>	<a href="#"><u>Works advance on first new social rent properties for nearly 30 years</u></a> - Works to provide the first new socially rented properties built for Bath and North East Somerset Council in nearly three decades is advancing at Newbridge Hill in Bath	17/02/2022
	<a href="#"><u>Cabinet will consider major investment in social housing, improved transport, recycling and cleaner streets</u></a> - New investment to deliver new council homes, improved transport, better recycling facilities and cleaner streets are to be considered by Bath & North East Somerset Council's cabinet as part of its budget-setting process	02/02/2022
	<a href="#"><u>Changes to planning rules for HMOs adopted</u></a> - Updated planning rules designed to avoid high concentrations of Houses in Multiple Occupation (HMOs) have been adopted by Bath & North East Somerset Council.	21/01/2022
	<a href="#"><u>Meeting the demand for affordable homes - cabinet to consider building new council houses</u></a> - The first new general needs council houses to be built in a generation in Bath and North East Somerset could be given the go-ahead next week.	03/11/2021

Commitments	Relevant Press Releases from 1 <sup>st</sup> April 2021 to 31 March 2022	Date of Release
	<a href="#">Sustainable and affordable new homes in Bath now on the market</a> - The first low-energy properties in Bath that are part of the Council's commitment to build more affordable and sustainable housing are now on sale	14/09/2021
	<a href="#">Delivering on our commitment to provide more affordable, sustainable homes</a> - Bath & North East Somerset Council is delivering on its commitment to build more affordable and sustainable housing with two properties nearing completion.	30/06/2021
<b>Energy efficient homes</b>  Ensure the council is an exemplar for low carbon, including the delivery of carbon neutral and energy efficient homes through our housing company	<a href="#">Homeowners offered low-cost loans for energy-related home improvements</a> - Residents looking to make essential repairs or home improvements to decarbonise their homes may be able to access affordable finance through a council-backed loan scheme	04/02/2022
	<a href="#">Council excels in delivering new homes for residents</a> - New figures show Bath & North East Somerset Council is exceeding the targets set in its Local Plan to deliver new homes for residents	27/01/2022
	<a href="#">Landlords urged to ensure property meets energy efficiency standards</a> - Private sector landlords in B&NES are being warned to check that their rental property meets the legal minimum energy efficiency standard, or they could risk a fine of up to £5000 per property.	16/11/2021
	<a href="#">Support available for home energy improvements</a> - Residents across Bath and North East Somerset are being offered an easy way to make their home more energy efficient and support the council's net zero carbon ambitions.	29/10/2021
<b>Significant improvement of the transport infrastructure</b>  Facilitate significant improvement to the transport infrastructure and encourage behaviour change to forms of transport other than the	<a href="#">Consultation on locations for new moving traffic enforcement powers</a> - Along with a number of local authorities across the country, the Council is applying to the Government for powers to enforce moving traffic offences with Automatic Number Plate Recognition (ANPR) cameras	28/02/2022
	<a href="#">City Centre Security access arrangements announced</a> - Access arrangements for Blue Badge holders, and other permitted drivers, in some Bath city centre streets, which will close as part of proportionate anti-terrorism security measures to protect the public, have been announced.	15/12/2021
	<a href="#">Changes to B&amp;NES on-street parking permits, parking charges and Pay &amp; Display machines</a> - Changes to on-street parking permits and new parking charges come into effect across Bath and North	30/12/2021



Commitments	Relevant Press Releases from 1 <sup>st</sup> April 2021 to 31 March 2022	Date of Release
<b>private vehicle</b>	East Somerset on Thursday, January 6	
	<a href="#">City Centre Security plans to move ahead</a> - Proposals for anti-terrorism security measures which will restrict vehicles in some Bath city centre streets, in order to protect the public, are moving ahead – with access measures for Blue Badge holders also put in place	<b>09/12/2021</b>
	<a href="#">Major investment plans for cleaner streets and highways maintenance</a> - Plans for even more investment in neighbourhood services to improve streets, parks and highways will be discussed by Bath & North East Somerset councillors.	<b>12/07/2021</b>
	<a href="#">Cleveland Bridge essential repairs scheme set to begin</a> - Preparatory works for major structural repairs to Bath's historic Cleveland Bridge will begin on May 4 with scaffolding erected ahead of the start of the £3.8 million scheme.	<b>15/04/2021</b>
<b>Low traffic neighbourhoods</b>  <b>Introduce 'low traffic neighbourhoods' working with schools and local communities</b>	<a href="#">Next steps for Liveable Neighbourhoods</a> - Plans to improve neighbourhoods and create healthier communities in Bath and North East Somerset are taking shape following the first stage of public engagement on 15 priority schemes.	<b>25/02/2022</b>
	<a href="#">New parking restrictions proposed for Oldfield Park and Westmoreland</a> - Residents in Oldfield Park and Westmoreland in Bath are being asked what they think of proposed changes to on-street parking in the area.	<b>21/10/2021</b>
<b>Effective approach to fly-tipping and litter enforcement</b>  <b>Have an effective approach to fly-tipping and litter enforcement as well as to city centre cleansing and trade waste</b>	<a href="#">Become a litter hero and get involved in the Great British Spring Clean</a> - Residents, community groups and businesses across Bath and North East Somerset are being encouraged to support the country's biggest mass-action environmental campaign and become #litterheroes by getting involved in this year's Great British Spring Clean	<b>25/05/2021</b>

Commitments	Relevant Press Releases from 1 <sup>st</sup> April 2021 to 31 March 2022	Date of Release
<p><b>Citizens' Juries to improve decision making</b></p> <p>Use new initiatives such as Citizen's Juries to involve residents in decision making</p>		
<p><b>Tailor our approach to community engagement in Bath</b></p> <p><b>Tailor our approach to community engagement in Bath to reflect the needs of the City's residents</b></p>	<p><a href="#"><b>New modern £54k multi-use play area opens in Whiteway</b></a> - A new multi-use games area in Bath that will benefit the whole community has opened with a new name of Whiteway Green</p>	<p><b>30/11/2021</b></p>
	<p><a href="#"><b>Community funding for new permanent memorial at Odd Down</b></a> - The creation of a permanent memorial for more than 3,100 people lying in unmarked graves at the Workhouse Burial Ground at Odd Down in Bath has been awarded £6,800 in community funding by Bath &amp; North East Somerset Council.</p>	<p><b>17/09/2021</b></p>
	<p><a href="#"><b>More than £43,000 funding for community projects in Weston</b></a> - Residents of Weston Village in Bath are set to enjoy improved outdoor spaces following new community funding awarded by Bath &amp; North East Somerset Council.</p>	<p><b>15/09/2021</b></p>
	<p><a href="#"><b>Community support for students 'moving out' in Volunteers Week 2021</b></a> - Volunteers are joining the Community Wardens in Bath to offer the student community practical help and advice as they move away from the area to pastures new.</p>	<p><b>03/06/2021</b></p>
<p><b>Community Engagement Charter</b></p> <p>Build on our Parish Charter with a new Community Engagement Charter which outlines our commitments</p>	<p><a href="#"><b>See 'Core Policy - Giving People a Bigger Say' on page 36</b></a></p>	<p>-</p>

Commitments	Relevant Press Releases from 1 <sup>st</sup> April 2021 to 31 March 2022	Date of Release
and framework for engaging with local residents across the whole of the B&NES area		

#### PRIORITY - Focusing on Prevention

Commitments	Relevant Press Releases from 1 <sup>st</sup> April 2021 to 31 March 2022	Date of Release
Local Outbreak Management Plan	See the 'Covid-19 Press Release' table at on page 32	-
Statutory health and care services  Deliver statutory health and care services for children and adults as effectively as possible	<a href="#">Celebrating young people in B&amp;NES in Care Leavers Week 2021</a> - A celebration of the achievements of young people who have been in care and recognition of the challenges they face is being highlighted by Bath & North East Somerset Council as part of an annual national event.	25/10/2021
	<a href="#">New online directory for families, parents and carers</a> - A new Live Well B&NES website has been launched to provide information, support and signposting for parents, families and carers in Bath and North East Somerset	24/09/2021
	<a href="#">New foster care campaign launched to boost numbers of carers in Bath and North East Somerset</a> - A new campaign to inspire more people to open their homes to support children and young people is being launched by Bath and North East Somerset Council.	09/09/2021
	<a href="#">Care workers share their experiences in recruitment campaign</a> - A campaign to recruit care workers across Bath and North East Somerset has been boosted by a series of films which reveal the	29/06/2021

Commitments	Relevant Press Releases from 1 <sup>st</sup> April 2021 to 31 March 2022	Date of Release
	real-life experiences of people working in the sector	
<b>Preventative approaches</b>  <b>Prioritise preventative approaches so that people can stay healthy, we can tackle issues at the earliest stage and ensure a better quality of life for our local residents</b>	<a href="#">New data analysis shows more than 3,500 smoking households in B&amp;NES are living in poverty</a> - Each year in Bath and North East Somerset, 3,566 smoking households are living in poverty when spending on tobacco is taken into account	09/02/2022
	<a href="#">Give HIV The Finger: how to get a quick and easy test</a> - The Council is raising awareness of how people can get tested for HIV as part of HIV Testing Week 2022	07/02/2022
	<a href="#">New B&amp;NES home care support service launched</a> - An exciting initiative, to increase home care packages and offer support to more people in Bath and North East Somerset when they leave hospital, has launched this week with a recruitment campaign aiming to attract people into the care industry via the NHS	20/01/2022
	<a href="#">Applications open for energy support grants</a> - Families on low incomes struggling to pay their energy bills can now apply for a £250 grant from the Council	01/12/2021
	<a href="#">Supporting low-income families with food vouchers and grants to help pay rising energy bills</a> - Vulnerable low-income families struggling to feed their children or pay spiralling energy bills are set to receive financial help from the Council	25/11/2021
	<a href="#">Raising awareness of the impact that alcohol can have on our health, wellbeing and relationships</a> - People across Bath and North East Somerset are being urged to talk about the impact alcohol can have on their relationships and consider changing their drinking habits for a happier, healthier life	15/11/2021
	<a href="#">Sign up for our Teen Brain Matters workshop</a> - An online workshop for parents and carers to help them better understand the teenage brain is being held in November.	30/09/2021
	<a href="#">Applications open for community funding to prevent and reduce violence</a> - Grants for projects which make communities safer are now available for the second year running from the Bath and North East Somerset Community Safety & Safeguarding Partnership.	28/09/2021

Commitments	Relevant Press Releases from 1 <sup>st</sup> April 2021 to 31 March 2022	Date of Release
	<a href="#">Can you help homeless young people?</a> - A scheme which helps homeless young people in Bath and North East Somerset is appealing for new host households to get involved.	02/09/2021
	<a href="#">Council welcomes share of £796k funding to help reduce violence in B&amp;NES</a> - New Government funding for targeted support to help children at risk of becoming involved in violent crime has been welcomed by Bath & North East Somerset Council following its successful joint bid with partner authorities.	30/07/2021
	<a href="#">Cabinet to consider city centre security proposals</a> - Proportionate preventative measures aimed at reducing the risk of terrorist attacks using vehicles in Bath while maintaining access to the city centre for residents, businesses and blue badge holders are to be considered by cabinet on 20 July.	12/07/2021
	<a href="#">Council provides welfare support for residents on low income this summer</a> - Bath and North East Somerset residents who are struggling with living costs are being reminded that emergency help is available this summer from the Welfare Support Scheme.	13/07/2021
	<a href="#">Council updates on City Centre Security proposals</a> - An independent Accessibility Study on the impact of proposals to restrict vehicles in Bath city centre to reduce the risk of terrorist attacks has been made publicly available by Bath & North East Somerset Council.	19/05/2021
	<a href="#">Free school meal vouchers for half-term holiday</a> - Families whose children are eligible for benefit related free school meals will be provided with supermarket vouchers worth £20 to cover the upcoming half-term school holiday by Bath & North East Somerset Council.	18/05/2021
	<a href="#">New online support site for adults who need care</a> - A new online resource providing information and signposting to adults who need care or support to live independently has been launched by Bath & North East Somerset Council.	10/05/2021
<b>Reduce health inequalities</b>  <b>Promote good health and</b>	<a href="#">Free school meals vouchers for February half term</a> - Families whose children are eligible for income related free school meals will be provided with supermarket vouchers by the Council worth £20 to cover the upcoming February half term	17/02/2022

Commitments	Relevant Press Releases from 1 <sup>st</sup> April 2021 to 31 March 2022	Date of Release
reduce health inequalities	<a href="#">Reopening public toilet facilities in B&amp;NES</a> - Work has been completed on reopening a disability-compliant toilet at Charlotte Street in Bath this week following a £12,000 investment	10/02/2022
	<a href="#">Changes to the way you receive free school meal vouchers in B&amp;NES this Christmas</a> - Families whose children are eligible for benefit related free school meals will have more choice over where to spend their vouchers this Christmas thanks to a new way the scheme will be administered	17/12/2021
	<a href="#">New Changing Places facility at Sydney Gardens in Bath</a> - A new Changing Places toilet and disability-compliant unisex toilet has opened at the new community pavilion in Sydney Gardens this week	02/12/2021
	<a href="#">Local business offers new mobility equipment daily hire service in Bath</a> - Residents and visitors in Bath needing the use of mobility equipment when out and about can now hire items by the day from a local business	05/11/2021
	<a href="#">Free school meal vouchers for autumn and winter holidays</a> - Families whose children are eligible for benefit related free school meals will be provided with supermarket vouchers worth £20 for the October and Christmas holiday periods by the Council	19/10/2021
	<a href="#">Council provides further funding to help prevent 'holiday hunger' this summer</a> - The Council is supporting the most vulnerable children in our area by 'topping-up' the summer free school meals voucher scheme	06/08/2021
	<a href="#">Free summer holiday programme for vulnerable young people in B&amp;NES</a> - Children and young people can take part in a free summer holiday activity scheme thanks to more than £400,000 of funding secured by the Council	27/07/2021
	<a href="#">£600k investment for tennis in Bath and North East Somerset</a> - Residents in Bath and North East Somerset are set to benefit from improved tennis facilities across the district thanks to a £600,000 investment	28/05/2021
Reduce waste, increase recycling and support local	<a href="#">Next step for state-of-the-art waste modernisation plans</a> - Ambitious plans to build modern and environmentally friendly recycling facilities at the site of the current Keynsham waste site are taking a	03/02/2022



Commitments	Relevant Press Releases from 1 <sup>st</sup> April 2021 to 31 March 2022	Date of Release
<b>litter picking schemes</b>  <b>Help our residents to reduce waste, increase recycling and support local litter picking schemes</b>	step forward.	
	<a href="#">Council noted for increased recycling performance in new national figures</a> - New annual statistics for household waste and recycling show the Council is 4th out of 92 unitary local authorities and ranked 15th out of all 338 local authorities in England for its household recycling rates	17/12/2021
	<a href="#">Huge drop in the amount of waste being sent to landfill</a> - New figures show there has been a big drop in the amount of waste from across Bath and North East Somerset being sent to landfill.	26/11/2021
	<a href="#">New figures show record breaking recycling for B&amp;NES</a> - The amount of waste recycled across Bath and North East Somerset last year has reached its highest level since records began.	05/11/2021
	<a href="#">Council to consider additional funding for brand new Keynsham Recycling Hub</a> - Dedication of £13.6m funding to create a proposed state-of-the-art waste and recycling hub in Keynsham that will meet the needs of our growing population will be decided on by cabinet next week.	13/07/2021
<b>Mental health services that build resilience promote mental health and wellbeing and deliver the best outcomes</b>	<a href="#">Supporting residents to financial wellbeing</a> - It can be a taboo subject, but residents across Bath and North East Somerset are being urged to talk about money and personal finances to help improve their mental health and wellbeing	10/11/2021
<b>Ensure we have mental health services that build resilience, promote mental health and wellbeing and deliver the best outcomes for our residents</b>	<a href="#">Raising awareness of the importance of good mental health</a> - Residents across Bath and North East Somerset are being encouraged to connect with the natural world to support good mental health during this year's Mental Health Awareness Week 10-16 May	10/05/2021
<b>Build on local strengths</b>  <b>Support communities who</b>	<a href="#">£15k donated to children's bereavement support group</a> - The Council has donated £15,000, raised from the recycling of metals reclaimed from Bath's Haycombe Crematorium, to a local charity which offers bereavement support to children and young people	21/02/2022

Commitments	Relevant Press Releases from 1 <sup>st</sup> April 2021 to 31 March 2022	Date of Release
want to address issues of concern by listening to residents and build on local strengths and resources	<a href="#">The Guildhall's new Jane Austen room proves popular for wedding venues</a> - Literary lovers planning a marriage or a civil partnership in Bath can now choose to take their vows in a new Jane Austen-themed ceremony room	24/12/2021
	<a href="#">Kensington Meadows play area reopens after major revamp</a> - Children can once again enjoy the play area at Kensington Meadows in Bath with work now complete on its £60,000 make-over	07/12/2021
	<a href="#">How to help those in need in your community to have a happy Christmas</a> - Organisations across Bath and North East Somerset helping people who are struggling to make ends meet are sharing details about the best way to donate and volunteer this Christmas for anyone who wishes to spread some festive cheer	18/11/2021
	<a href="#">Seasonal Gift a Book campaign calls for donations</a> - Libraries in Bath and North East Somerset are inviting book donations, to be gifted to people in the community who may not otherwise receive a Christmas present	11/11/2021
	<a href="#">Free parking in Keynsham on Saturdays this Christmas</a> - Free parking on Saturdays in council-owned car parks during December is being offered to encourage people to 'shop local' in Keynsham High Street	29/10/2021
	<a href="#">Great Bath Feast serves up extra footfall for Milsom Street</a> - A free food and drink festival enlivening the Milsom Quarter area of Bath during the final weekend of September attracted the highest footfall to Milsom Street since records began in 2018	11/10/2021
	<a href="#">Community Contribution Fund is open for grant applications</a> - Local charity, voluntary or community organisations are now able to apply for grants from a £25,000 Bath & North East Somerset Council Community Contribution Fund – thanks to the generosity of residents	06/10/2021
	<a href="#">Celebrating Black History Month</a> - The accomplishments, experiences and challenges faced by black people will come under the spotlight throughout October in a series of events across Bath and North East Somerset to mark Black History Month	21/09/2021

Commitments	Relevant Press Releases from 1 <sup>st</sup> April 2021 to 31 March 2022	Date of Release
	<a href="#"><u>£10,000 donated to Bath bereavement support group</u></a> - The Council has donated £10,000, raised from the recycling of metals reclaimed from Bath's Haycombe Crematorium, to a Bath charity which offers a support group for adults who have been affected by a suicide loss	21/09/2021
	<a href="#"><u>Community Contribution Fund set to open for applications</u></a> - Charities, community and voluntary groups will soon be able to apply for grants from the Council's pilot Community Contribution Fund.	14/09/2021
	<a href="#"><u>Council set to welcome first Afghan families after incredible community response</u></a> - Families who have had to flee Afghanistan are expected to arrive soon in Bath and North East Somerset after a fantastic community response for suitable properties	02/09/2021
	<a href="#"><u>Council "stands ready" to support government Afghan resettlement scheme</u></a> - The Council has said it "stands ready" to work with central government to help plans to resettle vulnerable Afghan refugees into our local area	18/08/2021
	<a href="#"><u>Pilot 'good causes' fund for B&amp;NES set to reach £23,000</u></a> - Residents are being thanked for their generous donations to the pilot Community Contribution Fund which has generated almost £23,000 since its launch in March	27/05/2021
	<a href="#"><u>Keynsham and Midsomer Norton High Streets awarded £165,000 for cultural programmes</u></a> - New community-led cultural activities and events are set to be enjoyed in Keynsham and Midsomer Norton from this summer following an award of £165,000	19/05/2021
	<a href="#"><u>School offer day for reception places</u></a> - Almost every family in Bath and North East Somerset has been offered one of their overall preferences for primary school places in 2021/22	16/04/2021
	<a href="#"><u>Safely welcoming people back to Bath and North East Somerset</u></a> - The Council has welcomed residents and visitors back to its city and town centres by supporting local businesses to reopen safely from 12 <sup>th</sup> April	12/04/2021
	<a href="#"><u>Alice Park skatepark to open ahead of summer</u></a> - Skaters are set to benefit from a new skatepark which is nearing completion at Alice Park in Bath.	08/04/2021

## Local Outbreak Management Plan - Council Response to COVID-19:

Workstreams	Relevant Press Releases from 1 <sup>st</sup> April 2021 to 31 March 2022	Date of Release
Public Health and Outbreak Management	Let's stay vigilant and continue to look out for each other as national restrictions lift	24/02/2022
	Support for patients discharged from hospital	12/01/2022
	Help for rough sleepers this winter in B&NES	21/12/2021
	Helping people get their jab - new free bus service to Bath Racecourse	17/12/2021
	Get boosted - Omicron confirmed in B&NES	14/12/2021
	Good progress made in latest performance health check	08/12/2021
	Mobile van tours district providing Covid-19 tests and test kits	18/08/2021
	New mobile testing van set to tour Bath and North East Somerset	05/08/2021
	Walk-in Covid-19 vaccination clinic this weekend	29/07/2021
	Marshals will continue to be out and about in Bath and North East Somerset	23/07/2021
	Community Wellbeing Hub – changes to the volunteer shopping and medication offer	28/06/2021
	Vaccine bus returns to Bath and North East Somerset	24/06/2021
	Covid-19 Emergency Parking Pass Scheme draws to a close	08/06/2021
	New rapid test and collect sites in Keynsham and Midsomer Norton	20/05/2021
	'Shining Lights' of Bath and North East Somerset announced	13/05/2021
	'Corona Captured' a year on	16/04/2021
Economy and Business Support	Applications open for Discretionary Business Grants	02/02/2022
	Time to renew outdoor pavement licences	07/09/2021
	Hospitality venues across B&NES urged to follow the guidance	01/07/2021
	Bath Christmas market dates extended for an extra week	30/06/2021

Workstreams	Relevant Press Releases from 1 <sup>st</sup> April 2021 to 31 March 2022	Date of Release
	<b>Businesses welcome council support as they emerge from lockdown restrictions</b>	18/06/2021
	<b>High street support hub for businesses opens in Bath</b>	15/06/2021
	<b>Council provides £400k of extra support to people in financial hardship</b>	20/05/2021
	<b>Covid-19 lockdown breach costs Paulton trader £7,500</b>	27/04/2021

## CORE POLICY - Tacking the Climate and Ecological Emergency

	Relevant Press Releases from 1 <sup>st</sup> April 2021 to 31 March 2022	Date of Release
	<b><u>Progress report on action to tackle the Climate Emergency</u></b> - A draft report on the extensive and wide-ranging action taken the Council to tackle the Climate Emergency reveals that carbon emissions are reducing	18/01/2022
	<b><u>Join Bath &amp; North East Somerset's Journey to Net Zero</u></b> - Bold new ideas to tackle the impact of travel on our climate – including removing through-traffic from Bath city centre and a new mass transit system for Bath - are set out in a ground-breaking transport document published by the Council on 10 <sup>th</sup> January	10/01/2022
	<b><u>Council asks for views on detailed spending plans</u></b> - New investment to address the housing crisis and deliver the first new council houses for a generation, improve sustainable transport infrastructure and tackle the Climate Emergency are among the draft proposals being considered by the Council as part of its budget-setting process	10/01/2022
	<b><u>New network aims to help B&amp;NES to become carbon neutral</u></b> - Environmentally conscious individuals, groups and organisations from across B&NES can now join the Zero Carbon Nature Positive Network to add their voices to climate action	10/01/2022
	<b><u>New Residents' Parking Zone launches in Lyncombe to tackle commuter parking and improve air quality</u></b> - Commuter traffic and carbon emissions are set to reduce in Lyncombe Vale, Perrymead and Greenway Lane in Bath when a new Residents' Parking Zone comes into force on 20 <sup>th</sup> January	06/01/2022
	<b><u>Changes to B&amp;NES on-street parking permits, parking charges and Pay &amp; Display machines</u></b> - Changes to on-street parking permits and new parking charges come into effect across Bath and North East Somerset on 6 <sup>th</sup> January	30/12/2021

Relevant Press Releases from 1 <sup>st</sup> April 2021 to 31 March 2022		Date of Release
<b><u>Clean Air Zone update shows air quality continues to improve in Bath</u></b> - New figures published today show Bath's Clean Air Zone (CAZ) is continuing to improve air quality in the city and that the number of chargeable vehicles is decreasing		08/12/2021
<b><u>Cabinet to consider new measures to further improve Bath's air quality</u></b> - New measures to further improve air quality and protect Bath city centre and the wider World Heritage Site, including Cleveland Bridge, are to be considered by Cabinet		08/12/2021
<b><u>Bath &amp; North East Somerset Council welcomes 'game changing' WECA Prospectus for sustainable transport</u></b> - Funding proposals to revolutionise the way people get around Bath and North East Somerset by creating a sustainable transport network are being hailed by the council's cabinet member as potentially 'game changing' in achieving net zero and tackling the climate emergency		04/10/2021
<b><u>Celebrating the success of the inaugural Climate &amp; Biodiversity Festival</u></b> - Bath and North East Somerset Council's first ever Climate & Biodiversity Festival saw hundreds of residents taking the opportunity to learn from and inspire each other on ways to reduce carbon emissions and restore nature.		28/09/2021
<b><u>Council leader welcomes new WECA focus on tackling the climate emergency</u></b> - After calling on the West of England Combined Authority to show "much more ambition" in its plans to tackle the climate emergency and deliver net zero, Bath & North East Somerset council leaders have welcomed the publication of a report on WECA's refreshed principles for a refreshed climate emergency ambition.		20/09/2021
<b><u>Community organisers gather to mark the opening of Climate &amp; Biodiversity Festival</u></b> - The first Climate & Biodiversity Festival opened today with a gathering at the Guildhall for all the Community organisers who have helped to shape the two-week programme of events.		13/09/2021
<b><u>Community-led initiative to help homeowners switch to clean energy and cut carbon emissions</u></b> - Residents are being offered an easy way to invest in solar panels and battery storage to power their homes with clean energy and support the council's net zero carbon ambitions.		09/09/2021
<b><u>Cabinet to consider new procurement strategy to tackle climate emergency</u></b> - The Council is to consider a fundamental review of its buying practices as part of its commitment to tackle the climate emergency.		01/09/2021
<b><u>Breathing easier as pollution reduces in Bath</u></b> - New data shows air quality is improving both in Bath city centre and outside the Clean Air Zone (CAZ) following the introduction of the scheme.		01/09/2021
<b><u>Get involved and showcase your project as part of the B&amp;NES Climate &amp; Biodiversity Festival</u></b> - Planning for the first Climate &		17/08/2021



Relevant Press Releases from 1 <sup>st</sup> April 2021 to 31 March 2022		Date of Release
Biodiversity Festival is ongoing and the programme of events is slowly taking shape.		
<b><u>"Further, faster" - cabinet member responds to 'code red' climate report</u></b> - Further and faster action at local, national and international levels is needed following the 'code red' report from the UN's Intergovernmental Panel on Climate Change, says Bath & North East Somerset's leading councillor on climate change.		13/08/2021
<b><u>Bathavon Area Forum to focus on climate emergency</u></b> - Residents in the Bathavon area are being invited to learn more about the action being taken by the council's planning team to tackle the climate emergency at their area Connecting Communities Forum.		05/08/2021
<b><u>Council leaders press Government for more local powers on reaching net zero</u></b> - The leader and deputy leader of the Council have joined other local and regional leaders to call on the Government for more devolved powers and the resources needed to deliver net zero for our area.		16/07/2021
<b><u>Decision time on proposed local plan partial update</u></b> - Councillors are being asked to consider proposed changes to the current Bath and North East Somerset Local Plan to ensure that planning policies better reflect the council's Declaration of Climate and Ecological Emergencies and commitment to securing net zero by 2030.		14/07/2021
<b><u>Fairer, Greener, More Creative, More Connected - long-term vision for Bath with North East Somerset</u></b>		09/07/2021
<b><u>Midsomer Norton battery storage scheme proposed to replace gas generator plans</u></b> - Plans by Conrad Energy to build a gas generation plant in Midsomer Norton have now been replaced by proposals for a battery storage scheme following discussions between the company and Bath & North East Somerset Council		07/07/2021
<b><u>Zero in on carbon reduction and nature and join the B&amp;NES Climate and Biodiversity Festival</u></b> - A new festival for Bath and North East Somerset is taking place in September to showcase individuals, organisations and businesses that have taken action to tackle the climate and ecological emergencies		05/07/2021
<b><u>Council success in urging "much more ambition" from WECA approach to climate emergency</u></b> - Bath & North East Somerset Council has secured a radical rethink of WECA's approach to tackling the climate emergency, calling for "much more ambition" in its plans for delivering net zero		29/06/2021
<b><u>Support for businesses to fast track their sustainability journey</u></b> - Businesses in Bath and North East Somerset who want to make faster progress with their carbon neutrality are invited to join a series of events beginning in July		28/06/2021

Relevant Press Releases from 1 <sup>st</sup> April 2021 to 31 March 2022		Date of Release
<b><u>Signs of change after 100 days of Bath's Clean Air Zone</u></b> - After 100 days of operation, the Council has revealed that the number of polluting, chargeable vehicles seen driving in Bath's Clean Air Zone is gradually falling, as vehicles are replaced with cleaner, compliant ones not subject to charges		22/06/2021
<b><u>Get ready for the Big Walk and Cycle Event on Clean Air Day</u></b> - The Council is urging everyone to give their car a day off on national Clean Air Day and pledge to walk or cycle to their destination instead		11/06/2021
<b><u>Don't miss out on Green Business Grants</u></b> - Businesses across Bath and North East Somerset wanting to reduce their environmental impact and help meet the district-wide zero carbon target by cutting their carbon emissions, are being reminded that the deadline to apply for West of England Green Business Grants is fast approaching, with the grant funding window closing on 25 <sup>th</sup> June		09/06/2021
<b><u>Get involved with Festival of Nature 2021</u></b> - Residents from across Bath and North East Somerset are being urged to get involved in this month's Festival of Nature, the UK's largest free celebration of the natural world		01/06/2021
<b><u>Council leads the way in sustainable food procurement</u></b> - A procurement system for providing sustainable fresh meat, vegetables and fruit to schools which was designed, developed and piloted by the Council has been hailed as best practice by a Commons Select Committee and may now be rolled out nationwide		28/04/2021
<b><u>Dumped items retrieved from recycling centre receive new lease of life on TV</u></b> - Items due to be dumped by residents at Keynsham's Pixash Recycling Centre are given a new lease of life on BBC One's 'Money for Nothing' programme next month		26/04/2021

## CORE POLICY - Giving People a Bigger Say

Relevant Press Releases from 1 <sup>st</sup> April 2021 to 31 March 2022		Date of Release
<b><u>Next steps for Liveable Neighbourhoods</u></b> - Plans to improve neighbourhoods and create healthier communities in Bath and North East Somerset are taking shape following the first stage of public engagement on 15 priority schemes		25/02/2022
<b><u>Residents invited to join the discussion at Somer Valley Area Forum</u></b> - Residents in the Somer Valley will be able to find out more about a major local project to improve access to green spaces and habitat diversity at their next Area Forum		21/02/2022

Relevant Press Releases from 1 <sup>st</sup> April 2021 to 31 March 2022		Date of Release
<a href="#"><u>Have your say on updated Bath Bike Park design</u></a> - An updated design for the new mountain bike and activity park at the former Entry Hill Golf Course site in Bath has been unveiled today		15/02/2022
<a href="#"><u>Bathavon Area Forum to establish priorities for 2022 and beyond</u></a> - Residents in Bathavon are being asked to help draw up the Area Forum's priorities for the coming year and beyond at its next meeting on 8 <sup>th</sup> February		07/02/2022
<a href="#"><u>Struggling with the rising cost of living? Join the Keynsham Area Forum to find out about available support.</u></a> - Residents in the Keynsham area struggling with the rising cost of living can find out about local support and advice services at the next meeting of the Keynsham Area Forum		07/02/2022
<a href="#"><u>Bath Area Forum to showcase Youth Services</u></a> - Some of the fantastic services available to young people in Bath will be showcased at this week's meeting of the Bath Area Forum		31/01/2022
<a href="#"><u>Kingsmead Square scheme consultation – have your say</u></a> - An extension of vehicle access restrictions in place to enhance Kingsmead Square in Bath and encourage trade is being consulted on by the Council		27/01/2022
<a href="#"><u>Plans for independent B&amp;NES citizens' panel on active travel move forward</u></a> - Plans for an independent citizens' voice on how best to boost walking and cycling in Bath and North East Somerset have taken a step forward with the appointment of a national organisation to recruit, establish and support an independent panel of local residents		21/01/2022
<a href="#"><u>Council asks for views on detailed spending plans</u></a> - New investment to address the housing crisis and deliver the first new council houses for a generation, improve sustainable transport infrastructure and tackle the Climate Emergency are among the draft proposals being considered by the Council as part of its budget-setting process		10/01/2022
<a href="#"><u>Active Travel consultation extended</u></a> - A consultation on two schemes to improve walking and cycling routes in Bath to encourage more active ways of travelling has been extended		24/12/2021
<a href="#"><u>Liveable Neighbourhoods - still time to have your say</u></a> - Residents who want to have their say on Bath & North East Somerset Council's Liveable Neighbourhoods project have extra time to get involved following an extension to the engagement survey closing date.		20/12/2021
<a href="#"><u>Have your say on council's spending plans</u></a> - Residents are being invited to have their say on Bath & North East Somerset Council's spending plans for the coming year following a special online Budget Forum held on 14 December		15/12/2021
<a href="#"><u>Meeting our budget challenge – join our virtual Forum and have your say</u></a> - Residents are being invited to have their say on Bath &		08/12/2021

Relevant Press Releases from 1 <sup>st</sup> April 2021 to 31 March 2022		Date of Release
North East Somerset Council's spending plans for the coming year at a special online Budget Forum		
<a href="#"><u>Your chance to have a final say on active travel schemes</u></a> - People are being given the chance to have a final say on two schemes to improve walking and cycling routes in Bath to encourage more active ways of travelling		03/12/2021
<a href="#"><u>Liveable Neighbourhoods move a step closer</u></a> - The Council launched the next stage of its Liveable Neighbourhoods project to help make communities healthier - and it wants to hear people's views		29/11/2021
<a href="#"><u>Upcoming area forums to focus on local preparations for winter</u></a> - Organisations, groups and residents are being invited to attend a series of local meetings to find out how the Council and its partners are planning for winter		18/11/2021
<a href="#"><u>Help shape mental health services in B&amp;NES</u></a> - Residents and professionals who use or work in specialist mental health services, now or in the past, are being invited to have their say in a consultation on the provision of community-based mental health care and support		17/11/2021
<a href="#"><u>Changes to on-street parking permits – have your say</u></a> - People can have their say on proposed changes to on-street parking that include new on-street parking permits based on vehicle emissions, in a Bath and North East Somerset Council consultation		21/10/2021
<a href="#"><u>Bathavon Area Forum to hear about work to improve health and wellbeing</u></a> - Residents in Bathavon are being invited to find out more about the work being carried out to improve people's health and wellbeing in their area at the next meeting of their Connecting Communities Forum which will be held on Wednesday 20 October on Zoom		13/10/2021
<a href="#"><u>Improving Temple Street in Keynsham – have your say</u></a> - Residents in Keynsham are being asked how they would like Temple Street to look in the future		12/10/2021
<a href="#"><u>Consultation on Supplementary Planning Documents (SPDs) extended</u></a> - Residents and businesses are being given more time to give their views on three draft Supplementary Planning Documents (SPDs) that are part of a series of proposed changes to the Bath and North East Somerset planning framework		11/10/2021
<a href="#"><u>Health &amp; Wellbeing focus of Somer Valley and Chew Valley Area Forum</u></a> - Residents in the Somer and Chew Valleys are being invited to find out more about the work being carried out to improve people's health and wellbeing in their area at the next meeting of their Connecting Communities Forum		01/10/2021
<a href="#"><u>Have your say on Bath city centre security traffic regulation orders</u></a> - A consultation on the Traffic Regulation Orders needed to progress a scheme in Bath as a preventative anti-terrorism measure has launched		23/09/2021

Relevant Press Releases from 1 <sup>st</sup> April 2021 to 31 March 2022		Date of Release
<a href="#">Somer Valley Forum AGM to hear about planning, transport and regeneration plans</a> - Residents in the Somer Valley area are being invited to hear more about local planning, transport and regeneration plans at the AGM of their Connecting Communities Forum		01/09/2021
<a href="#">Transport improvements and planning policy focus of next Bath Area Forum</a> - Residents in Bath are being invited to hear more about local transport improvements and proposed planning policy changes at the next meeting of their Connecting Communities Forum		01/09/2021
<a href="#">Consultation begins on proposed Local Plan Partial Update and Supplementary Planning Documents</a> - Residents and businesses are being asked to give their views on a series of proposed changes to the Bath and North East Somerset planning framework to help address the council's declaration of a Climate Emergency and Ecological Emergency		27/08/2021
<a href="#">Have your say at the new Bath Area Forum</a> - Residents are being invited to have their say on issues that matter to them with the launch of a new Area Forum for Bath		25/08/2021
<a href="#">Keynsham Area Forum to hear about planning, transport and regeneration plans</a> - Residents in the Keynsham area are being invited to hear more about local planning, transport and regeneration plans at the AGM of their Connecting Communities Forum		16/08/2021
<a href="#">Practical planning guidance to help people save energy to go out for consultation</a> - Updated planning guidance to help residents and businesses in Bath and North East Somerset improve energy efficiency in their homes and buildings to play their part in tackling the climate and ecological emergency is going out for consultation		13/08/2021
<a href="#">Draft transport and developments plans set for late summer consultation</a> - Proposals that would help reduce car use and the impacts of car travel in Bath and North East Somerset, will go out to public consultation alongside the Local Plan Partial Update		12/08/2021
<a href="#">HMO Supplementary Planning Document to go for consultation in late summer</a> - Proposals to better manage the impacts of Houses of Multiple Occupation will go out for public consultation alongside the Local Plan Partial Update later this summer		03/08/2021
<a href="#">Have your say on how to improve green spaces in Foxhill</a> - Residents are being invited to have their say on how to improve council owned green spaces in the Foxhill area of Bath		27/07/2021
<a href="#">Chew Valley Area Forum AGM to focus on tackling the Climate Emergency</a> - Residents in the Chew Valley are being invited to learn more about the action being taken locally to tackle the Climate Emergency at the AGM of their area Connecting Communities Forum		20/07/2021
<a href="#">Help shape the design of Bath's new family cycle centre and activity park</a> - Residents in Bath and North East Somerset are being invited to have their say on the next step in the development of a multi-use activity park at the former Entry Hill golf course site		12/07/2021

Relevant Press Releases from 1 <sup>st</sup> April 2021 to 31 March 2022		Date of Release
<a href="#">Residents invited to give their views on proposed new boundaries for parliamentary constituencies</a> - Bath and North East Somerset residents are being invited by the Boundary Commission for England to give feedback on its proposals for new constituency boundaries		28/06/2021
<a href="#">Consultation begins on changes to on-street parking</a> - Residents and businesses are being asked for their views on a series of proposed changes to on-street parking across Bath and North East Somerset		27/04/2021



## Appendix 2 – IRF Strategic Performance Indicators

Strategic Performance Indicator	Description of Indicator
Children looked after per 10k	Rate: Children Looked After
Children on Child Protection plan per 10k	Rate: Children on Child Protection Plans
Adult Safeguarding: % enquiries where risk removed / reduced	Adult safeguarding: % of S42(2) safeguarding enquiries where outcome substantiated and risk removed or reduced
Adult Social Care: Care Home admissions per 100k	Care homes: new admissions per 100,000 population (65+) (ASCOF 2A(2))
% Adults at home 91 days after reablement service	Reablement: proportion of people (65+) still at home 91 days after discharge into service (ASCOF 2B(1))
Mental Health: Adult service users in employment	Mental Health: proportion of service users in employment (ASCOF 1F)
Adult social care reviews - % people with a review	Annual reviews: proportion of people with an up-to-date review
Housing Delivery Targets - Net new homes	Housing Delivery Targets - Net new homes
Children on Education Health & Care Plans (EHCP)	Number of EHCPs - current
Key Stage 4 Average Attainment for all pupils	Average Attainment 8 score of all pupils
EPC Score A-C for B&NES residential	EPC (Energy Performance certificate) rating A-C BANES residential premises
Number of contacts to Energy at Home Info Centre	Number of contacts to the Energy at Home Information Centre.
% of household waste recycled/composted	% of household waste recycled/composted
Number of fly tips reported	Number of fly tips reported
Number of trees planted on Council land	Net trees planted annually on B&NES Council land
Department for Transport average speed on roads - mph	Congestion measures (Average speed (mph))

Strategic Performance Indicator	Description of Indicator
% Environmental issues reported online	% of issues reported online using Fix My Street (online reporting vs. mediated reporting)
% residents satisfied with local area as place to live	% Satisfaction with local area as a place to live
% residents satisfied with the council	% Satisfaction with how the local authority runs things overall
Installed renewable energy capacity (MW)	Installed renewable energy capacity

Bath & North East Somerset Council		
MEETING/ DECISION MAKER:	Cabinet	
MEETING/ DECISION DATE:	5 <sup>th</sup> May 2022	EXECUTIVE FORWARD PLAN REFERENCE:
		E 3357
TITLE:	Park & Ride Contract Renewal	
WARD:	All	
AN OPEN PUBLIC ITEM		
List of attachments to this report:		
Exempt Appendix 1 – Park and Ride Option Assessment		
Appendix 2 – Equalities Impact Assessment		

## 1 THE ISSUE

- 1.1 This report sets out the options available to the council to renew the contract to run the bus services between the Park & Ride sites and the city centre of Bath. This is due to the expiry of the existing contract in August 2022 that commenced in 2012.
- 1.2 The new contract was tendered to the market with a number of potential options presented for pricing to allow the Council to understand and develop the best fit solution for the service for the duration of the contract term.

## 2 RECOMMENDATION

The Cabinet is asked to;

- 2.1 Note the assessment of the tender returns as set out within Exempt Appendix 1
- 2.2 Consider fully the charging options as part of the contract award process and give delegation to the Director of Place Management to agree with the West of England Combined Authority (WECA) to;
  - (1) Award the contract to the preferred bidder on a gross cost basis with the following contract specification but with a clear understanding of sustained service improvements as patronage increases:

- a) At commencement of the contract fares to be set at £3.60 per return adult fare on all days (rather than £3.60 Monday-Friday and £3.00 weekends as set currently);
  - b) All group ticket options currently available to be maintained and;
  - c) At commencement of the contract that the hours of operation to match the current service provision
- 2.3 Agree that the service financial model will be reviewed at 6 monthly intervals to compare the actual income against the model and, subject to income levels reaching necessary gateway levels;
- a) Invest the additional income in increased service provision such as extended hours of operation and/or;
  - b) Reduce the fares charged for the Park & Ride service and/or;
  - c) Invest in improvements on the Park & Ride sites to improve the customer experience
- 2.4 Note the additional costs for the service against the agreed Council budget for the service and the mitigation plan as set out within 5.10 and approve the establishment of a P&R smoothing reserve to manage the income risk whilst patronage returns to pre-Covid levels.
- 2.5 To delegate the authority to the Director of Place Management in consultation with the Cabinet Member for Transport to implement a parking charge on the Park & Ride site for any users as agreed to offset the increased costs of the operation of the sites and the bus service and ensure that the service remains viable in the long term.

### **3 THE REPORT**

- 3.1 The current Park and Ride contract was signed by Bath and North East Somerset Council in 2012. The terms of the contract were advantageous to the Council in providing both a guaranteed, index linked net income and allowed all concessionary fares income reimbursement to be retained by the Council.
- 3.2 Demand for the Park and Ride Service is seasonal, variable and affected by a number of issues. For example, significant periods of inclement weather and heavy snow leads to a reduction of the number of passengers and the number of buses being able to operate the services whereas Seasonal events such as the Bath Christmas Market and Bath Half Marathon increase patronage.
- 3.3 Historic use of the Park and Ride service has been strong although overall numbers of trips have reduced slightly, mainly linked to the national increase in age qualification for a concessionary fare pass:

2,074,638 total passengers in 2015-16  
 2,047,112 total passengers in 2016-17  
 2,057,604 total passengers in 2017-18  
 1,831,185 total passengers in 2018-19  
 1,801,344 total passengers in 2019-20 (note Covid impact in March 2020)

- 3.4 However, due to the Covid 19 Pandemic and the changes to the working and leisure patterns as a result, passenger numbers on the services are currently at 78% of 2019-20 levels. This change in usage has had a significant operational impact on the service and the income generated from fares, although noting that service levels (or numbers of buses running) also dropped during the pandemic reducing costs for the operator.
- 3.5 The pandemic has also had a significant effect on the national bus market, reducing patronage and resulting in the need for Central Government grants to ensure service continuity, with around £2 billion made available to over 160 operators nationally. This has affected the levels of risk that operators are willing to accept on contracts and has clearly influenced the prices received for the tender.
- 3.6 Despite the current usage being below the historical trends the overall long-term forecast for the service is considered to be positive. Demand is likely to grow because of a number of local, regional and national policy interventions and practical changes to the operation of the city from a sustainable transport perspective, some of which are reflected below:

*Policy*

- (1) Department for Transport Decarbonisation Plan*
- (2) WECA's Transport Decarbonisation Study*
- (3) The Councils Climate Emergency Declaration (March 2019)*
- (4) (Proposed) Adoption of the Councils Journey to Net Zero Policy including demand management measures such as Traffic Cells, Workplace Parking Levy and road user charging*
- (5) Significant Regeneration plans generating increased employment opportunities including Bath Quay South, Bath Quays North, Milsom Quarter masterplan.*

*Operational*

- (6) Introduction of Clean Air Zone in November 2020*
- (7) Rises in city centre parking charges – On street increases implemented in January 2022 on a three year rolling programme and Off street increases due to be implemented by September 2022 (as agreed within budget setting in February 2022) on a three year rolling programme*
- (8) Redevelopment of Avon Street carpark in summer 2022 as part of the Bath Quays North regeneration project*
- (9) Proposed implementation of an additional 7 Residents Parking Zones which may lead to a reduction of "park & stride" behaviour within the areas affected, subject to public consultation and approval*

- 3.7 A Member Working Group was commissioned to consider the current operating model of the Park & Ride. This allowed consideration of the current position and to develop a range of options to be discussed and be used to define the specification for the retendering process. The agreed specification was then passed to WECA to be included within the tender process. The final specification offered 4 charging models with 60 separate running options. It was noted that the final tender was complex and as such may have had an impact on the number of tenders received. The Member Working Group has also considered the tender return and in light of the outcomes supported the outcome as set out above.

## Concessionary Fares

- 3.8 The English National Concessionary Travel Scheme (ENCTS) currently consists of guaranteed free travel for people over state pension age and people with an eligible disability on all eligible local bus services anywhere in England from 0930 until 2300 on weekdays and all day at weekends and on Bank Holidays.
- 3.9 Approximately 33% of journeys made on the Park and Ride service are made by holders of concessionary travel passes (i.e. elderly and disabled). All passengers who use a concessionary travel pass do not make payment. However, the Council is able to recover the cost
- 3.10 The average annual decline in concessionary fare journeys consumed over the period 2014-15 to 2019-20 (excluding March 2020) was 2.1% for the WECA area. This trend was forecast to continue over time due to the age of eligibility increasing from 60 to 65. However, the Covid pandemic has made like for like comparisons for 2020-21 and 2021-22 impossible.
- 3.11 One of the fundamental principles of ENCTS is that it should be cost-neutral for bus operators (or in the case of the Park and Ride Service for the Council). The general principle is that operators should be “no better and no worse off”. In practice, this means:

### *Travel Concession Authorities should<sup>1</sup>*

- (1) Compensate operators for the revenue forgone – i.e. the revenue they would have received from those concessionary passengers who would otherwise have travelled and paid for a (full fare or discounted) ticket in the absence of a scheme; and*
- (2) pay operators any net additional costs they have incurred as a result of the scheme – this could for instance include the cost of carrying additional generated passengers (i.e. concessionary passholders that would not have travelled in the absence of the scheme) or other costs that would not have been incurred in the absence of the concession such as scheme administration costs. Those costs are net of additional revenue.*

*Calculating concessionary travel reimbursement is therefore predicated on determining what would have happened in the absence of the scheme. This requires local authorities to estimate the various components of reimbursement (scheme administration costs, marginal operating costs, marginal capacity costs and peak revenue requirement costs).*

<sup>1</sup><https://researchbriefings.files.parliament.uk/documents/SN01499/SN01499.pdf>

- 3.12 To offset the costs of the service it is proposed to further examine the options to implement parking charges for some site users who do not use the bus service or alternatively all bus users as is currently in place in Oxford Park & Ride service. Whilst this model is significantly different to the current model, it does ensure that all users of the service contribute to the running costs of the sites. As the use for each space, particularly at peak times such as the summer period and the Christmas Market period, is a potential fare income under the gross cost contract offer the use of the spaces should be considered fully.



- 3.13 All contracts issued for bus services by the West of England Combined Authority include all standard clauses including for termination if deemed necessary. However, this option would only be considered in light of significant variation to the usage of the service or other unforeseen circumstances.

## **4 STATUTORY CONSIDERATIONS**

- 4.1 The WECA Order 2017 transferred to the Combined Authority responsibility for certain transport functions, primarily related to public transport operations but also including responsibility to develop transport policies for its area and to carry out its functions so as to implement those policies.
- 4.2 This provides an overall summary, but in general terms WECA is the Transport Authority for the transport functions set out in Parts 4 and 5 of the Transport Act 1985 and Part 2 of the Transport Act 2000, including overall responsibility for delivery of English National Concessionary Travel Scheme.
- 4.3 The ability of WECA to carry out the direct delivery of its Transport Authority functions for the region is expected to work on the principle of "greater than the sum of the parts" - meaning we can achieve more by combining resources through WECA than as councils working individually.
- 4.4 As a result of this transfer of responsibility, all Public Transport staff within BANES transferred to WECA. As WECA is now staffed to act as Transport Authority for the region, WECA have procured the contract on behalf of BANES.
- 4.5 However, the responsibility for the development of the contract type, service design and specification and contractual terms for the Park & Ride service remains with BANES.

## **5 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)**

- 5.1 To fully assess the market the tender requested prices for a number of charging options and mechanisms as set out below. This included a net cost contract approach (where the Operator retains all fare income) and a gross cost contract approach (where the operator charges for providing the service and BANES retains all fare income):

- 5.2 Net contract options in the tender response were expressed in two forms:

- (1) Provider retains concessionary fare income
- (2) B&NES retains concessionary fare income

Each net contract option was tendered at 3 price points:

- (1) £4 charge per car
- (2) £3 adult return fare
- (3) £2.50 adult return fare

- 5.3 The Gross cost contract option is more straightforward and simply requests a cost to be paid to the Bus Operator for operating the service in line with the specification. Under a gross cost contract option, all income would be retained by B&NES. Consequently, the Council has the ability to change prices, operating

hours, charging mechanisms and overall service offer in a much more flexible way (with relevant negotiation with the service provision) and link the changes to increases to the income generated by increased patronage of the bus services or alternatively to income being generated by a parking charge on site for all or some of the users (see 3.12)

- 5.4 However, the Council also retains all of the operating cost risk for the contract if patronage drops or the income levels are lower as a result of the charging approach taken the funding gap between the cost of the contract and the income would need to be identified from within current council resources.
- 5.5 Several start and finish times were quoted within the tender. All options create a significant on-going budget pressure and, for this reason, any option to lengthen the timetable has unfortunately been dismissed at this time. However, as set out in 5.3 this could be revisited based on the income levels generated within the gross cost contract if supported.
- 5.6 The analysis of financial model options is therefore based on the default or current, option (Monday-Saturday 06:15-20:30, Sunday and Public Holidays 09:30-18:00).
- 5.7 The option to charge per car was considered based on the occupancy data available. However, it was noted that the confidence in the data was lower than the data for patronage for the bus use and as such the overall confidence for this approach was lower. Additionally, no data is available to identify which cars on the site are bus users and which may be using the site purely for parking (for leisure or other purposes). It is also recognised that management of this charging mechanism is more complex to determine what passengers arrived within what vehicle. Therefore, it is difficult to recommend this option at this time.
- 5.8 In recognition that the new contract would not be as financially favourable as the existing contract agreed in 2012, growth of £750k has already been applied to the service budget. The net cost option at £3 per adult return fare would result in a further budget pressure of £852k per annum. However, costs will be known and risk of the financial position worsening over the life of the contract would be removed. All net cost contracts do offer the ability to increase running time for a cost but fares cannot be varied in the same flexible way.
- 5.9 A gross contract option leaves the council with both the risk and reward of fare income fluctuations. Modelling fare income on current patronage levels, whilst maintaining a £3.60 adult return fare price estimates a budget pressure of £764k. Confidence that patronage will increase over the 5 years of the contract due to measures described in 3.6, in addition to the availability commercial levers such as those described in sections 3.12 and 3.13 means that it is estimated the aforementioned budget pressure would reduce year on year over the life of the contract and by year 5 the contract would once again be income generating to the council. It is estimated that the upside of a gross contract option outweighs the risks of a downside and as such the gross contract option is recommended.
- 5.10 To manage the budget pressure over the life of the contract a P&R smoothing reserve has been identified as per recommendation 2.4, using a combination of above budget income income generated in financial year 2021/22

and Covid Contingency Reserve funding. This will mitigate the pressure and avoid the need to find funding from elsewhere in the organisation.

- 5.11 It is noted that to manage the contract on a commercial basis additional dedicated staff will be required. This role will be responsible for the development of the business model for the service, driving patronage and liaising closely with residents, businesses, visitors and other potential revenue streams. To provide the staff and back office support it is estimated that an additional £80k per annum should be budgeted for within the model.

## **6 RISK MANAGEMENT**

- 6.1 A risk assessment related to the issue and recommendations has been undertaken, in compliance with the Council's decision-making risk management guidance.
- 6.2 It is noted that awarding the tender on a gross cost basis does place the Council at risk if the patronage levels on the service drops. This risk has been thoroughly considered as part of the development of the report and recommendations as set out above.

## **7 EQUALITIES**

- 7.1 The Equalities Impact Assessment (Appendix 2) did not identify any adverse impacts as a result of these proposals. The proposed service operation will mirror the current arrangements and any changes to the prices are deemed to be low when compared to the overall costs of travel by either public transport or private car.
- 7.2 The Equality Act requires bus companies to take steps to ensure Disabled people can get the same service as everybody else by making reasonable adjustments for Disabled people. All vehicles used on the Park & Ride service will continue be compliant with these regulations

## **8 CLIMATE CHANGE**

- 8.1 Current national policy levers are unlikely offer a significant enough contribution to reducing national transport emissions by 2030 in line with the Councils climate emergency declaration. This means that a large proportion of the vehicles operating on roads in the West of England in 2030 will remain powered by internal combustion engines (including the sale of new hybrids up to 2035) and the demand for private car use will likely have risen, in line with business as usual.
- 8.2 The Park & Ride service helps to address this by helping to facilitate the outcomes of the wider local transport policies and address the climate emergency to improve air quality by helping to achieving a 2030 headline target of a 25% reduction in car trips.
- 8.3 By intercepting and reducing congestion and vehicle intrusion into the city centre and potentially residential neighbourhoods, the service helps towards air quality improvement by ensuring NO2 targets are met and CO2 emissions reduced in the shortest possible time.

## 9 OTHER OPTIONS CONSIDERED

- 9.1 To not award the contract - This option was dismissed as the provision on the Park & Ride service is considered an important part of the overall transport strategy of the Council, whilst recognising that the provision of services may act as an attractor to cars thus abstracting some passengers from scheduled bus services. However, this is deemed to be low numbers overall as many car users would simply drive into the city centre to park.

## 10 CONSULTATION

- 10.1 The Joint Local Transport Plan 4 that was consulted widely upon in in 2019 and received over 4500 responses supported increasing travel options on arterial routes and reducing private car travel by using interventions such as Park & Ride services.
- 10.2 The West of England Combined Authority consulted with the public regarding their views all supported bus services including Park and Ride services. The survey received a total of 1565 responses, of which 316 were paper and 1249 were online. The Supported Bus Service Survey was open from 18th October 2021 until 28th November 2021 and was conducted online and in paper format. Paper surveys along with collection boxes were provided on all Combined Authority supported bus services including Park & Ride services. A dedicated survey webpage was set up to host the online version of the survey.
- 10.3 Survey information was sent to Town and Parish Councils, councillors from B&NES, Bristol & South Gloucestershire council and local voluntary and community organisations. Notifications were also sent to a range of other stakeholders and interested parties. Documents were available in other formats (Another Language, Braille, Audio Tape, Large Print, Plain Text, easy English, BSL Video or CD Rom) by contact to the Comms team.
- 10.4 Additionally, some of the responses to the consultation on the Journey to Net Zero identified that due to both the operating hours and the costs of the Park & Ride, in some circumstances it can be cheaper and more convenient to park in the city centre than to use our P&R services. We have considered the comments received as part of the development of both the long and short term operating model of our P&R sites. Specifically, the comments have been included within the development of the specification for the retender of the current contract that allowed an opportunity to review our current charges and operating hours in a bid to make the P&R sites more attractive to users.
- 10.5 The S151 Officer and Monitoring Officer have been consulted in the drafting of this report.

<b>Contact person</b>	Chris Major x4231
<b>Background papers</b>	None
<b>Please contact the report author if you need to access this report in an alternative format</b>	

## **Access to Information Arrangements**

### **Exclusion of access by the public to Council meetings**

Information Compliance Ref: LGA-825366
Meeting / Decision: Cabinet
Date: Thursday 5 <sup>th</sup> May 2022
Author: Chris Major
<b>Report Title:</b> Park & Ride Contract Renewal  <b>Exempt Appendix 1</b> – Park and Ride Tender Options and Financial Overview Appendix 2 - Equalities Impact Assessment – Contract for Park & Ride bus service

The Report contains exempt information, according to the categories set out in the Local Government Act 1972 (amended Schedule 12A). The relevant exemption is set out below.

Stating the exemption:

3. Information relating to the financial or business affairs of any particular person (including the authority holding that information)

The public interest test has been applied, and it is concluded that the public interest in maintaining the exemption outweighs the public interest in disclosure at this time. It is therefore recommended that the exempt appendix be withheld from publication on the Council website. The paragraphs below set out the relevant public interest issues in this case.

#### **PUBLIC INTEREST TEST**

If the Cabinet wishes to consider a matter with press and public excluded, it must be satisfied on two matters.

Firstly, it must be satisfied that the information likely to be disclosed falls within one of the accepted categories of exempt information under the Local Government Act 1972.

The Officer responsible for this item believes that this information falls within the following exemptions and this has been confirmed by the Council's Information Compliance Manager.

The following exemptions are engaged in respect to this report:

3. Information relating to the financial or business affairs of any particular person (including the authority holding that information)

It is necessary to weigh up the arguments for and against disclosure on public interest grounds. It is considered that there is a public interest in information about property disposal being disclosed into the public domain. Other factors in favour of disclosure include:

- furthering public understanding of the issues involved;
- furthering public participation in the public debate of issues, in that disclosure would allow a more informed debate;
- promoting accountability and transparency by the Council for the decisions it takes;

Weighed against this is the fact that the exempt appendix contains strategic and financial information which could prejudice the commercial interests of the parties if disclosed at this time. The exempt appendix also includes the observations and opinions regarding the proposal. It would not be in the public interest if advisors and officers could not express in confidence opinions which are in good faith and on the basis of the best information available. It is important for public authorities to have some measure of 'private thinking space', and that they are able to share important information with Elected Members tasked with representing the local community.

It is in the public interest that the Council is able to deliver cost-effective solutions. This depends partly on the Council being able to protect its commercial position while the detailed terms of relevant schemes are agreed.

The Council considers that the public interest has been served by the fact that a significant amount of information regarding the report has been made available – by way of the main report. Therefore it is recommended that exemptions set out above apply. The Council considers that the public interest is in favour of not holding this matter in open session at this time and that any reporting on the meeting is prevented in accordance with Section 100A(5A).



By virtue of paragraph(s) 3 of Part 1 of Schedule 12A  
of the Local Government Act 1972.

Document is Restricted

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Appendix 2 – Equalities Impact Assessment – Contract for Park & Ride bus service

# Equality Impact Assessment / Equality Analysis

(updated May 2021)

<b>Title of service or policy</b>	Park & Ride – Contract for bus service
<b>Name of directorate and service</b>	Place Management, Parking Services
<b>Name and role of officers completing the EIA</b>	Andy Dunn
<b>Date of assessment</b>	21 April 2022

Equality Impact Assessment (or 'Equality Analysis') is a process of systematically analysing a new or existing policy or service to identify what impact or likely impact it will have on different groups within the community. The main aim is to identify any discriminatory or negative consequences for a particular group or sector of the community, and also to identify areas where equality can be better promoted. Equality impact Assessments (EIAs) can be carried out in relation to services provided to customers and residents as well as employment policies/strategies that relate to staffing matters.

This toolkit has been developed to use as a framework when carrying out an Equality Impact Assessment (EIA) or Equality Analysis. **Not all sections will be relevant – so leave blank any that are not applicable.** It is intended that this is used as a working document throughout the process, and a final version will be published on the Council's website.

1.	Identify the aims of the policy or service and how it is implemented.	
	Key questions	Answers / Notes
1.1	<p>Briefly describe purpose of the service/policy e.g.</p> <ul style="list-style-type: none"> <li>How the service/policy is delivered and by whom</li> <li>If responsibility for its implementation is shared with other departments or organisations</li> <li>Intended outcomes</li> </ul>	<p>Bath has three long established park and ride sites managed by the council to the North, South, and East of the city. Whilst the council remains committed to provision on the East of the city, no suitable site has been identified.</p> <p>A wide distribution of park and ride sites that are accessible and attractive for motorists to use compliments other transport policies that help encourage drivers to switch to sustainable public transport for at least part of their journey ensuring vehicle intrusion into the historic city centre (also covered by a clean air zone) is minimised thus reducing congestion and improving air quality. The provision of a park and ride service therefore helps the council achieve its core purpose of improving people lives and supports key policies including tackling the climate and ecological emergency.</p> <p>The sites are managed operationally by the council's Parking Services and the bus service is operated under contract, administered by the West of England Combined Authority (WECA) on the council's behalf. The current contract, with First Plc, expires in the Autumn of 2022 and without a replacement contract in place the council is at risk of significant reputational damage through the failure to achieve transport and air quality objectives.</p>

1.2	<p>Provide brief details of the scope of the policy or service being reviewed, for example:</p> <ul style="list-style-type: none"> <li>• Is it a new service/policy or review of an existing one?</li> <li>• Is it a national requirement?).</li> <li>• How much room for review is there?</li> </ul>	<p>This is a review of an existing service. Whilst there is no national requirement to provide a park and ride service, they are a key component of the infrastructure necessary to ensure delivery of the council transport and parking policies and ensure the economic vitality of the city of Bath, and additionally in tackling the climate and ecological emergency.</p> <p>As a wholly discretionary service the council has the freedom to consider all options available to delivering and managing the service, subject to funding or commercial viability, in accordance with its policies and objectives.</p>
1.3	<p>Do the aims of this policy link to or conflict with any other policies of the Council?</p>	<p>This policy meets the Councils core policies of tackling the climate and ecological emergencies.</p> <p>It is also in line with Transport Policies, the Parking Strategy, and is consistent with the objectives of the Clean Air Zone and the prioritisation of active travel.</p> <p>Redevelopment within the historic core has also seen changes to the availability of parking and the provision of parking out of the city centre ensures that the city, as a popular visitor destination and double UNESCO world Heritage site remains accessible.</p>
<p><b>2. Consideration of available data, research and information</b></p>		

Monitoring data and other information should be used to help you analyse whether you are delivering a fair and equal service. Please consider the availability of the following as potential sources:

- **Demographic** data and other statistics, including census findings
- Recent **research** findings (local and national)
- Results from **consultation or engagement** you have undertaken
- Service user **monitoring data** (including ethnicity, sex, disability, religion/belief, sexual orientation and age)
- Information from **relevant groups** or agencies, for example trade unions and voluntary/community organisations
- Analysis of records of enquiries about your service, or **complaints** or **compliments** about them
- Recommendations of **external inspections** or audit reports

	<b>Key questions</b>	<b>Data, research and information that you can refer to</b>
<b>2.1</b>	What equalities training have staff received to enable them to understand the needs of our diverse community?	All staff within Parking Services have completed Equalities training during their induction to ensure compliance with corporate standards. A structured training plan is in place for all new staff to ensure they do receive equalities training in a timely manner after commencing employment and this also received regular refresh using the corporate programme.
<b>2.2</b>	What is the equalities profile of service users?	The service users are all road users and pedestrians that typically live outside the city but travel into Bath by private vehicle.
<b>2.4</b>	Are there any recent customer satisfaction surveys to refer to? What were the results? Are there any gaps? Or differences in experience/outcomes?	Parking Services also uses the Voicebox survey to measure customer satisfaction. The results of the Voicebox 28 survey (2019) record 57% of respondents rating the provision and operation of on street parking areas as acceptable to good.



2.5	What engagement or consultation has been undertaken as part of this EIA and with whom? What were the results?	The “Balancing your Needs” parking strategy was consulted on in 2017 and adopted in 2018. The parking strategy set out the key policy direction and objectives for the service until 2028. It is due for review in 2022.  No specific consultation has been undertaken as part of this EIA as it is a review of existing services that are coming to the end of their contract period and therefore must be procured.	
2.6	If you are planning to undertake any consultation in the future regarding this service or policy, how will you include equalities considerations within this?	No consultation is planned as part of the replacement of this existing service. The evaluation of tenders must as a matter of course consider the impact on users of the service as any negative or adverse impact could discourage motorists from use of the park and ride service, placing its viability and the achievement of council policies at risk.	
3. Assessment of impact: ‘Equality analysis’			
	Based upon any data you have considered, or the results of consultation or research, use the spaces below to demonstrate you have analysed how the service or policy: <ul style="list-style-type: none"><li>• Meets any particular needs of equalities groups or could help promote equality in some way.</li><li>• Could have a negative or adverse impact for any of the equalities groups</li></ul>		
		Examples of what the service has done to promote equality	Examples of actual or potential negative or adverse impact and what steps have been or could be taken to address this
3.1	Issues relating to all groups and protected characteristics		No impact

3.2	<b>Sex</b> – identify the impact/potential impact of the policy on women and men.		Sites are more remote and outside the city which may have an adverse impact on more vulnerable users. The service has a proactive inspection programme to ensure regular review of the site is undertaken. This will ensure that lighting and CCTV are well maintained and operational.
3.3	<b>Pregnancy and maternity</b>		No impact
3.4	<b>Gender reassignment</b> – identify the impact/potential impact of the policy on transgender people		No impact
3.5	<b>Disability</b> – identify the impact/potential impact of the policy on disabled people (ensure consideration both physical, sensory and mental impairments and mental health)	Dedicated parking for Blue Badge holders is available adjacent to the bus stop at all three sites and enforcement is undertaken to prevent abuse by those who are not Blue Badge holders. All vehicles used on the Park & Ride contract are compliant with the relevant Equalities legislation to ensure access for those with disabilities.	Abuse of Blue Badge Bays prevents access by genuine users. Parking Services are committed to ensuring that any motorists identified to be misuse of Blue Badges are prosecuted as appropriate and a new contract for this will be procured in 2022.
3.6	<b>Age</b> – identify the impact/potential impact of the policy on different age groups	All concessionary pass holders can use the Park & Ride service free of charge upon use of their pass after 09.00.	
3.7	<b>Race</b> – identify the impact/potential impact on across different ethnic groups		No impact

<b>3.8</b>	<b>Sexual orientation</b> – identify the impact/potential impact of the policy on lesbian, gay, bisexual, heterosexual people		No impact
<b>3.9</b>	<b>Marriage and civil partnership</b> – does the policy/strategy treat married and civil partnered people equally?		No impact
<b>3.10</b>	<b>Religion/belief</b> – identify the impact/potential impact of the policy on people of different religious/faith groups and also upon those with no religion.		No impact
<b>3.11</b>	<b>Socio-economically disadvantaged*</b> – identify the impact on people who are disadvantaged due to factors like family background, educational attainment, neighbourhood, employment status can influence life chances <b>(this is not a legal requirement, but is a local priority).</b>	The Park and Ride service is of benefit to those the socio-economically disadvantaged as the service allows these motorists to travel by private vehicle to the edge of the city and benefit from the use of convenient and sustainable transport directly into the city centre that is typically cheaper than the cost of parking in the city.	Discounts are available from the operator, including: <ul style="list-style-type: none"> <li>English National Concessionary Pass holders can travel for free after 09.00 Monday to Friday.</li> <li>A group of two adults may purchase a discounted fare after 09.30 Monday to Friday.</li> <li>Regular service users can benefit from discounts when purchasing 10 single journeys one transaction (for use anytime).</li> <li>up to 5 children (under 16) can travel for free with each fare paying adult.</li> </ul>

3.12	<b>Rural communities*</b> identify the impact / potential impact on people living in rural communities	The Park and Ride service is of benefit to those living in rural communities without access to a suitable service that need to visit the city. The Park and Ride service allows these motorists to travel by private vehicle to the edge of the city and benefit from the use of convenient and sustainable transport directly into the city centre that is typically cheaper than the cost of parking in the city.	No impact
3.13	<b>Armed Forces Community **</b> serving members; reservists; veterans and their families, including the bereaved. Public services will soon be required by law to pay due regard to the Armed Forces Community when developing policy, procedures and making decisions, particularly in the areas of public housing, education and healthcare (to remove disadvantage and consider special provision).		No impact

\*There is no requirement within the public sector duty of the Equality Act to consider groups who may be disadvantaged due to socio economic status, or because of living in a rural area. However, these are significant issues within B&NES and have therefore been included here.

\*\* The Equality Act does not cover armed forces community. However, when the Armed Forces Bill becomes law there will be a requirement to pay 'due regard' to make sure the Armed Forces Community are not disadvantaged when accessing public services.

## 4. Bath and North East Somerset Council & NHS B&NES

## Equality Impact Assessment Improvement Plan

Please list actions that you plan to take as a result of this assessment/analysis. These actions should be based upon the analysis of data and engagement, any gaps in the data you have identified, and any steps you will be taking to address any negative impacts or remove barriers. The actions need to be built into your service planning framework. Actions/targets should be measurable, achievable, realistic and time framed.

Issues identified	Actions required	Progress milestones	Officer responsible	By when
EIA to be reviewed annually or if significant changes happen within the service provision	To review the EIA,	completion of annual review	Team Manager – Parking Services	May 2023
EIA to be reviewed following the implementation of the new contract.	To review the EIA to ensure any changes agreed with the operator and implemented are evaluated.	Completion of review upon the start of the new contract	Project Lead	within one month after contract start

## 5. Sign off and publishing

Once you have completed this form, it needs to be 'approved' by your Divisional Director or their nominated officer. Following this sign off, send a copy to the Equalities Team ([equality@bathnes.gov.uk](mailto:equality@bathnes.gov.uk)), who will publish it on the Council's and/or NHS B&NES' website. Keep a copy for your own records.

**Signed off by:** Chris Major – Director of Place Management      **Date:** 21 April 2022

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