

PARISH LIAISON MEETING

Minutes of the Meeting held

Wednesday 15th October 2025, 6.30 pm

In attendance:

Cllr Karen Walker – former Chair of B&NES Council (Chair)
George Ardrey – Bathampton PC
Tara Bailey – Midsomer Norton PC Clerk
Paul Carroll – Timsbury PC
Bruce Clarke – Priston PC
Heather Clewett – Stowey Sutton PC
George Clutton – Radstock Town Council (Clerk)
Cllr Chris Dando – Radstock Town Council and B&NES Councillor (Radstock)
Geoff Davis – Clerk to South Stoke Parish Council and Monkton Combe Parish Council
Robert Davies – Priston Parish Council
Dawn Drury - Compton Dando PC and Keynsham TC Clerk
Lynne Easton – Chew Magna Parish Council
Jean Fossaceco – Clerk of Shoscombe Parish Council
Cllr Fiona Gourley – B&NES Council (Bathavon South)
Sue Grimes – Publow with Pensford Parish Council
Cllr Duncan Hounsell – B&NES Councillor (Saltford)
Liz Kingston – Stowey Sutton PC
Tracey Long – Stowey Sutton PC
Cllr Matt McCabe – B&NES Councillor (Bathavon South)
Richard Maccabee – Batheaston Parish Council and Chair of B&NES Avon Local Councils Association (ALCA)
Tim Marchant – Shoscombe PC
Sam Nash – Peasedown PC
David Orme – Dunkerton and Tunley PC
Steven Read – Chew Stoke PC
Cllr Sam Ross – Farmborough Town Council and B&NES Councillor (Clutton and Farmborough)
Kathy Thomas – Peasedown PC
Debbie Tutchell – Farmborough PC
Andy Walker - South Stoke Parish Council and Monkton Combe Parish Council
Mike Wareham – Monkton Combe Parish Council
Tricia Wastvedt – Shoscombe PC

Local Residents

Matthew Ford
Susan Halls
David Halls
Helen Smith

B&NES Officers:

George Blanchard – Senior Planning Officer
Jackie Clayton – Head of Place Shaping
Richard Daone - Deputy Head of Planning Policy

Dave Dixon – Community Engagement Manager
Sara Dixon – Locality Manager
Corrina Haskins – Democratic Services
Chris Major – B&NES Director of Place Management
Lindsay Margerison – Transport Policy Manager
Sam Taylor – Senior Engineer
Carli Van Nielken – Strategic Transport Projects Manager
Alison Wells – Community Engagement Officer (B&NES)

WECA Officers
Alex Cobb - Head of Place Strategy
Sarah Ellwood – WECA
Paul Vry – WECA

Apologies:
Lottie Smith-Collins – Clerk of Saltford Parish Council
Cllr Liz Hardman – Chair of Council
Cllr Shaun Stephenson-McGall – Vice-Chair of Council

6 WELCOME AND INTRODUCTIONS

The previous Chair of Council, Cllr Karen Walker welcomed everyone to the meeting.

7 UPDATES FROM THE COUNCIL

Chris Major, Director of Place Management welcomed everyone to the meeting and thanked Parish/Town Council representatives for attending and contributing to the meeting.

Alison Wells, Community Engagement Officer gave an update on the Parish Charter:

1. There had been some feedback from Parish/Town Councils, and an updated charter would be circulated.
2. The refreshed charter would go to ALCA for ratification and then to B&NES Council meeting in May.
3. The charter had been streamlined, and a lot of the information had been transferred to the Parish Information pack which was available on the Councils website. A Word copy of the pack would also be circulated to clerks.

Richard Maccabee, Chair of BANES ALCA gave an update to advise that the Annual General Meeting would be taking place online on Saturday 25 October. He undertook to circulate the agenda and encouraged Parish representatives to attend.

8 WORLD CAFÉ SESSION

A 'World Café' style session was held to give Parish/Town Councils the opportunity to meet officers from B&NES and the West of England Combined Authority (WECA) and discuss the following topics:

1. The Growth Strategy, including the two regional Growth Zones in Bath and North East Somerset:
 - Central Bristol and Bath (including the river corridor connecting them)

- Somer Valley
- 2. The A4 Bath to Bristol Project.
- 3. The Local Plan and the options document which was currently being consulted upon with a closing date of 14 November.
- 4. The Movement Strategy and consultation. While this Strategy related to Bath, it was relevant to anyone traveling to the city for education; work and leisure and the consultation would run from 14 October until 28 November.

Topic 1 - WECA's Growth Strategy

Name	Role
Alex Cobb	Head of Place Strategy, WECA

Introduction

Alex Cobb gave a brief introduction to each group as follows:

1. The Government had set a framework for Combined Authorities to develop growth strategies for their regions.
2. WECA had been working closely with the 4 local authorities in the region as well as other key sectors to develop the strategy.
3. WECA's Growth Strategy was focused on 3 areas:
 - a. Horizontal priorities around growth – transport, housing, skills, green jobs and green growth and child poverty.
 - b. Five key geographical areas for growth, Somer Valley, central Bristol and Bath including the connecting corridor, Severn Estuary, North Somerset Growth Gateway and the West Innovation Arc (north fringe of Bristol). These growth zones were the focus areas to unlock investment, but investment would not be limited to these areas.
 - c. Identifying the USP sectors in the west of England region – what were the drivers of economic growth e.g., high tech businesses, creative industries and advanced manufacturing.
4. The Growth Strategy would be a tool to leverage future investment.
5. The Growth Strategy would be “the guiding star” to provide strategic direction for other relevant plans and strategies and the wider work of Mayoral Strategic Authorities, their constituent Local Authorities, and local partners.
6. Sitting below the Growth Strategy would be a Spatial Development Strategy, a high-level spatial framework.

Table 1

1. What about the areas not in the growth zones? 15-20% of the B&NES population live in rural areas that are outside of these areas.

Response: We need a clear strategy and an area of focus, but this is not at the expense of other areas. There are also the horizontal priorities as well as the growth zones.

2. There are examples of funding being promised for road improvements and then subsequently withdrawn, e.g., in Peasedown St John. When this happens, it is important for ward councillors to be given honest answers to why schemes are not progressing so they can share information with Parish Councils/local residents.

Response: Whilst not able to comment on specific cases, it is likely that there wasn't enough funding. The WECA area has not secured as much funding as other regional areas in the past due to the lack of a Growth Strategy.

3. There are various strategies and other initiatives – how do they all fit together?

Response: A criticism of WECA has been that we have not been able to articulate a strategy and as a result, funding has been scattergun. The Mayor is committed to the development of the growth strategy and other strategies will flow from this e.g., the Spatial Development Strategy.

4. Are universities, tech companies involved in the development of the strategy?

Response, yes, all universities in the region and involved and a business board has also been set up.

Table 2

1. There are conflicts and challenges with developing the Growth Strategy/Local Plan e.g., B&NES housing targets vs the restrictions to building houses in the city of Bath due to its world heritage status; Preserving the green belt to prevent cities growing into each other vs the development of the Bristol to Bath corridor. There is very little opportunity for building homes in Bath and North East Somerset in taking the brunt in terms of meeting targets.

Response: Acknowledge the challenges in Bath but the Growth Strategy is a high-level document and doesn't get into details such as world heritage considerations. Further details will be in the Spatial Development Strategy and the Local Plans of the four local authorities in the region.

2. The student accommodation in the centre of Bath should have been affordable family housing. It would have been better to locate student accommodation closer to the University of Bath campus.

Response: there were ongoing discussions with the university about accommodating students nearer the campus.

3. The Growth Strategy should have been produced before the Local Plan update.

Response: Acknowledge that this would have been the ideal situation, but local authorities need to act now to refresh Local Plans to plan for housing and associated infrastructure and avoid speculative development which will arise as a result of the increased housing targets.

4. Keynsham Town Council has expressed the view that there is a need for creative and high-tech industries – is this message getting to you?

Response: WECA officers works closely with B&NES officers and are aware of this view. The Spatial Development Strategy will look at more detail.

5. Small and medium sized businesses often play a role in growth, what support is there for them?

Response: There is a team at WECA focussed on skills etc, as Head of Place Strategy my focus is spatial.

6. Why do we need to get engaged in the Growth Strategy if our area sits outside the growth zones?

Response: The growth zones are just one part of the strategy, and these are the geographical areas we are prioritising in the first instance. There are also the horizontal priorities and the sector USP for the region.

7. If there is a focus on sustainable developments, why build any extra housing in rural area locations as these areas are reliant on car use and outside of the growth zones?

Response: This is a Local Plan issue, but the challenge of the new housing targets is the need for homes is greater than the availability of places to meet this demand. The house building market is in a difficult place and rural locations are often more viable for than central areas although rural locations have different challenges.

Table 3

1. Has there been any wider consultation on the Growth Strategy?

Response: No, this is a politically led document, but the strategies under will have significant consultation, i.e., the Spatial Development Strategy and Local Plans.

2. How does the Local Plan relate to the Growth Strategy? Is there a disconnect between the two documents?

Response: The two documents were being developed alongside each other and not in isolation. The Growth Strategy is a framework to drive investment at the strategic level. The Local Plans look at detail and it was important for Parish/Town Councils to engaged in conversations about housing, infrastructure and commercial space at the local level.

3. There is a challenge for villages managing growth.

Response: acknowledge that there is an issue, particularly around transport but this is an issue for the Local Plan rather than Growth Strategy.

Table 4

1. How can WECA develop a Growth Strategy for the region when North Somerset are not part of the Combined Authority?

Response: North Somerset Council has been involved in the Growth Strategy, and the Council is also considering joining the Combined Authority.

2. B&NES has its own Growth Strategy through the Local Plan. It seems as if the two documents are developing alongside each other rather than the Growth Strategy guiding other documents?

Response: acknowledge that it would be better for the Growth Strategy to have been developed first but local authorities need to refresh Local Plans to avoid speculative development as there needs to be an updated plan in place to secure infrastructure. As Local Plans get reviewed in future years they will be guided by the Growth Strategy.

3. The Growth Strategy is a top-down approach, and it is important to get a collective approach. Communities will have a view on what they want and where they want it.

Topic 3 – The A4 Bath to Bristol Project

Name	Role
Sarah Ellwood	Senior Project Manager, WECA
Paul Vry	Programme Manager, WECA

1. Is there an idea in mind about how these plans will come together?
2. Will there be a holistic plan to bring it all together?
3. What is the status of the transport plan and strategic plans?
4. There needs to be connectivity with our rural areas and the criteria for the funding needs to be expanded.
5. Keynsham Town Council is delivering a local bus service funded by WECA and a second bus will link people to the A4. There could be opportunities to link with rural areas and join up.
6. The Parish Council can support the consultation by sharing the information on their social media and Facebook pages. Please could the materials be made available?
7. Does the plan involve the Keynsham Bypass?
8. WECA hasn't contacted any of the Parishes and the website isn't up to date. Councillors received a briefing yesterday and were very impressed regarding the changes.
9. To reach local residents, Keynsham have a Farmers' Market on the second Saturday of each month. Contact the Town Clerk to have a stall. Parish Councils also have noticeboards. Also, use the local library and local cafes and shops to communicate.
10. Upgrading bus stops doesn't take a lot of work.
11. How will you work out what ones to do first?
12. What is the programme?
13. Sometimes bus stops are owned by the Parish Councils. This causes problems.
14. Good to have the infrastructure but the service needs to be good also. Buses are often full, or they don't turn up. How are you engaging with the bus providers?
15. Do you survey the schools? The buses on the A4 are often full with school children.
16. Have you got the data on the passenger figures to back up your proposals?
17. Have we not already got a good cycle infrastructure route from Bath to Bristol?
18. Lighting is needed on the route as it is not safe.

19. Can you get CCTV along the route to make it safer?
20. You do have a lot of housing along part of the route so it shouldn't be a problem.
21. How about the section from Norman Road to Bristol – how is it connecting and making improvements?
22. Cycle path along the A4 - is that proposed?
23. I wouldn't want to cycle on the route as it is dangerous.
24. The main aim seems to be to get from the centre of Bath to central Bristol. My grandson wanted to ride his bike from Peasedown St John to Bath but the connections to the rural communities by bike are really difficult.
25. Two tunnels opened up the cycle route to rural communities to Bath.
26. Please send the consultation links to the Parish Councils to share.
27. Dual carriage way Saltford - Norman Road - where do you go from there? How will you get around the roundabout?
28. Bath Road improvements are quite good; will the proposals go into the centre of Bath?
29. It would only be useful if you live close to the cycle path. People in rural areas would have to put their bikes in the car to get on the cycle path, especially with a family.
30. There are a lot of cycleways around Midsomer Norton/Radstock and outlying villages. They are now opening a new route to Frome.
31. I used to cycle from Farmborough to Bath before the cycle path was there. As a cyclist you don't want to change route to get on a dedicated cycle to go back on yourself, the connections need to be easy.
32. Cyclists should be considered as important as a car.
33. Is it on the old railway line to Bath linking at Brassmill Lane? There is a missing link.
34. The developer doesn't want to put the path in by the Brassmill.
35. The pavement by Somerdale to Brassmill is very narrow. The cycle path goes to Bitton.
36. What are the dates for the consultation?
37. The majority of our residents want to travel into Bath. Why should the Parish Council respond to the consultation?

38. Does it include the area by Waitrose?
39. Is the proposal for a bus lane on the by-pass included in the consultation?
40. Does it include a bus lane in Saltford?
41. In the Local Plan, there is a possible link road to Avon Mill lane to by-pass Keynsham and relocate Avon Valley Country Park for new housing. Does this take account of these future developments?
42. Saltford Broadmead to Saltford to Newton St Loe - every day there is queuing traffic at commuter time.
43. As soon as you get to the garage the road gets very tight.
44. You can't get a bus from Keynsham to Bath. It only runs at commuter times during the day and it's only one way.
45. Waitrose and Broadmead, Saltford - do you know how many people use the route and how they access it. It seems difficult. The roundabouts create problems.
46. The children use the path to get from Saltford to Wellsway School - it is very popular.
47. Some bus stops are owned by the Parish Council and we don't have any timetables on these bus stops.
48. Do you have an economic figure for the benefit of the scheme or disbenefit.
49. Where do they start and where do they end?
50. Will it be well lit along the route?
51. Bus stops - where are you with dedicated bus lanes from Bath to Bristol?
52. Cycle path going through Hartwells - what is the plan at Hartwells?
53. You need to be linking up with developers along the route to ensure the programmes are linked.
54. What is the timeline?
55. Where are the dates published for the consultation?
56. Where will the public find out about the consultation?
57. Bristol to Bath cycle route – what is going to happen along the main A4 route? Is the A4 wide enough for all the extra traffic and buses for all the development planned as part of the local plan?

58. If you create a bus stop, will you get the bus off the carriage way to enable the flow of traffic to keep the flow moving.
59. The roads aren't just for buses there are a lot of commercial traffic too.
60. Is it down to the local authority to make the decision?
61. We have been so used to roads with cars, we need to think about other users.
62. Building houses on agricultural land, the food is going to come by freight.
63. Do you have a 10-year plan?

Topic 3 – Local Plan

Name	Role
George Blanchard	Senior Planning Officer
Richard Daone	Deputy Head of Planning Policy

1. This is an options part of the plan and looks at where development may take place, not if it takes place.
2. This is an opportunity to comment on any of the identified areas throughout the plan.
3. There needs to be a five-year supply of land identified by the council for the build of housing, how do we speed up the prepared sites?
4. If there is not five-year supply in the plan then the council is open to speculative applications from developers, however these can be counted towards our numbers if they end up being included. These are coming in slower than first thought, some pre apps have come forward and green belt sites have been identified.
5. The B&NES Council process for responding to this consultation is too clunky. Parishes can attach a document when responding on the portal.
6. Villages are feeling vulnerable with the quantity of need and the green belt policy, they are watching what will be coming out of any appeals.
7. Infrastructure needs to come at the same time as new homes, schools, roads, and food growing all need to be considered. Include all this detail in your responses.
8. The whole place needs to be considered; an infrastructure delivery plan is needed alongside housing plans.
9. Liaison with service providers is needed for utilities, health, and transport.

10. Once all the sites are agreed is there a cumulative response that will be made to cover all the infrastructure needs?
11. All the options that are included in this consultation document then this will more than cover the numbers that are needed, in fact the overall is 3,000 over.
12. Emerging options on residential sites, south west of the park and ride, Derrymans, Combe Down and Monkton Combe Parish – Sulis Club
13. Radstock is concerned about the housing needs that are being met across the border in Somerset. The demands on infrastructure within B&NES comes without any contribution being made.
14. The Bath Business Park on Peasedown St John needs to consider what we are looking for from links to the hospital and other employers. There must be better dialogue so the impacts on areas such as parking and loading are thought out. Bus links to drop off at the hospital and better parking are needed, the 522 service is only funded until the end of the year.
15. Who determines what type of housing is included?
Response: Any evidence that can be included in your responses at this stage will be able to be used in our overall evidence.
16. Developers are not always keen to deliver what is needed.
Response: Again, where there is evidence of this happening it can be included in responses.
17. A template for housing needs survey would be helpful for Parish Councils.
Response: Housing is not keen to do a template but speak to them if you need help in planning your survey.
18. Community led housing options to collaborate with developers, can the Parish Councils have a steer on this?
Response: Aequus Group Holding Ltd (AGHL) is wholly owned by Bath and North East Somerset Council and will be attending Parish Liaison in March 2026.
19. The B&NES housing needs assessment shows a strong need for two- and three-bedroom houses, this is backed up through the list on the Homeseach register.
20. In the Chew Valley there are people who would like to move on into more appropriately sized homes but there is a lack of these types of homes available.
Response: We know that adaptable and accessible homes are going to be needed, and it would be good to hear any evidence that supports these needs.
21. Could paper copies of the documents be made available at Bishop Sutton Community Library and other community libraries?

22. There is great concern from residents on the route of the Somerset Coal Canal about the restore to water project – This is an option that is included currently.
23. WECA see the Somer Valley as an investable site. This is despite the transport links being poor (but rated as C). There are three buses that are not guaranteed in the long term as financial support is uncertain.
24. There are housing sites in Timsbury that are not supported by adequate facilities.
25. Keynsham has already taken development and there are already several issues such as power outages, solar power unable to connect in a water main unable to cope.
Response: Evidence of this needs to be submitted in your responses.
26. Are there sites included that are non-deliverable, for example, Queens Chorton (Whitchurch land option)?
Response: It appears some further conversations with land owners are needed, if the land is unavailable then it will not be included in the draft plan as the evidence must be good.
27. If seems that infrastructure is holistically taken on, in Chew Stoke we support certain development but want to be assured that our facilities grow with the housing that is built.
Response: Include in your responses – Surveys; traffic counts; walking times; supporting arguments and community housing led needs, the right homes in the right place.
28. The Section 106 agreements between Town/Parish/B&NES Councils and the developers need to be met. We see roads not being adopted quickly enough.
29. The leaflets and the visibility on this consultation have been better than previously.
Response: The aim for engagement of residents with B&NES is 10% which equates to 20,000 responses. 20,000 hits on social media have been achieved.
30. B&NES are looking at the process for reviewing S106 and CIL
31. Parish Councils are to be included in the S106 / CIL conditions.
32. Neighbourhood Plans that are adopted set out local priorities and attract a higher portion of CIL for Parishes.
33. There appears to be some conflict between what land owners, land promoters and developers are saying about land at Peasedown St John.
34. Larger sites for homes attract section 106 and CIL which benefits existing communities.
35. Land owners and developers have relationships for certain land parcels.

36. B&NES are in the middle of the government ask and what the community feels is right, the list of asks include, transport, agricultural, heritage, water
37. Where sites are separated from existing communities, roads need to be rethought, school places see pupils scattered around the area, there needs to be needs assessment as soon as decisions are being taken on where houses are being built.
38. The history of Peasedown St John from when it was a minor's village to now shows there have been issues that have been tricky to deal with and connections have taken a long time to be forged, when people are without a car they have felt cut off.
39. The environmental impact needs to be assessed and concerns about protected habitats and species need to be considered as well as things such as the airport development and protection of an area of outstanding natural beauty.
40. Are we going to drive away sections of our community by meeting the quotas that are put on us? If we want to achieve the housing that is needed, then we need to provide evidence at this stage.
41. The council has taken action to relieve the needs for student accommodation by telling the universities that they need to provide accommodation on the campuses.

Topic 4 - The Movement Strategy

Name	Role
Sam Taylor	Senior Engineer
Carli Van Nielken	Strategic Transport Projects Manager

Group 1

1. Our Parish has regular bus routes to Bath, but we wonder what the strategy is to stop traffic coming through it? Could the Odd Down Park & Ride move out to Peasedown to cut down on the traffic to Bath via the A367? The Bath Park & Rides are all very close to the City.
2. The A39 is not a strategic bus route. A number of parishes in and around this road do not have a regular bus service. It's a bit of a missed opportunity.
3. Our Parish only gets one bus a week and we can't get to Bath without going to Bristol first.
4. Our Parish had no bus service before the Chew Valley Sprint.
5. Buses go around the communities in the centre of the Somer Valley rather than through them. It would be good to see the A39 be used by buses.

People like going to Wells as well as Bath but can't do it by bus from a number of our villages.

6. Bus services have recently been cut, so it seems odd that we are being asked about this.
7. It does seem difficult to make bus services commercially viable.
8. We have been using the Park & Ride in the evenings which is welcome. It will help with the Christmas Market and must be useful for hospitality workers too.
9. How does this fit with the Somer Valley Links project and the proposed hubs?
10. I am struggling to see the relevance of this project and consultation to the rural areas of Bath and North East Somerset. There seem to be no options for residents living outside Bath to do anything other than what they are doing at present - which is driving and using the Park & Ride when they can. It is really disappointing as the rural communities are a large part of the area. Many of these residents work in Bath and restricting movement in the City may force them to seek employment elsewhere.

Table 2

1. How does this fit with the Local Plan? Is it statutory too, or separate?
2. We are served by a number of buses in the town centre but residents living just outside have a very poor bus service. There is nothing here that will help them access Bath. We also have people from outside Bath and North East Somerset parking in our town and getting the bus to Bath. Our residents feel the pinch, but many have no benefit.
3. We want to help promote this but fear that a Movement Strategy for Bath will lead residents outside the City to think it is not relevant to them.
4. How is this linked to any strategies or plans for the Somer Valley? It doesn't seem to be joined up with these, or the Somer Valley Links project.
5. Funding will be stopping soon for the Somer Valley Reconnected projects – what is going to happen to them?
6. Have you got a strategic link to WECA?
7. Is the Hub at the University only for students or can residents use it?
8. There do not seem to be any proposals relating to the east of Bath.
9. How long is the timescale for this – is it ongoing, or will it be superseded?
10. Is the University of Bath the biggest employer in Bath and North East Somerset?

11. It would be helpful if more bus services took in the Park & Ride sites so that we could go to places other than Bath City Centre.
12. I don't think you will get much comment from our community as there doesn't seem to be anything we can comment on.
13. My community is well served by buses, but it would take me twice as long to get to Bath by bus as it goes all around the houses. If I get off it in a community where I can pick up another bus that will get me to Bath more quickly, I have to pay another fare, so it will cost me more. There should be a flat rate for fares so you can hop on and off buses to get to your destination.
14. Can we use your consultation to comment on buses? We have one that comes from Wiltshire and is only funded for a year.
15. This is not a strategy – just a one-way solution. Cycling and walking is difficult when there are so many hills. It is hard to walk if you are carrying heavy shopping. There are limited bus services.
16. It is difficult to identify the roads marked in green on the map as secondary routes and close to Newton St Loe. One seems to be Pennyquick and the other the road into Bath Spa University.

Table 3

1. Brassknocker Hill is shown as a primary route but there is a weight limit on it. There should be no lorries on it, but they do use it. Can you do anything to enforce this?
2. I have witnessed cyclists with many cars and trucks revving their engines behind them as they cannot get past. The pollution this causes outweighs the benefit of the person cycling.
3. On Dunkerton Hill, there is a footpath that is barely used. This could be used by cyclists who cause the same issue here.
4. Can we think at this stage about where we put cyclists. Can we say that certain routes should not be used by them?
5. We had a session on the Active Travel Masterplan as a Parish and put forward a number of suggestions. Did anything come of this?
6. There are good cycle routes, such as the Colliers Way but can we do more?
7. How does this fit with the Somer Valley Links project? I can't see the join up between the two strategies.
8. There was a Journey to Net Zero Transport Forum led by B&NES. It was really welcome and very much needed. It had got to the point of identifying a programme of work but then fizzled out. It needs to be replaced so that there can be some collective thinking. *(There was discussion around a meeting scheduled for 3 November 2025).* Can I urge you to make this a real, live,

face to face meeting held in person. Half the value of meetings is the networking and you can't do that online.

9. The Area Forum for Bathavon hasn't gelled very well.
10. How did you determine that 36% of trips are within Bath?
11. There are no Park & Rides on your map.

Table 4

1. Please let the Clerks have some leaflets so that we can help to promote it. We have also shared information on this via social media.
2. I fear that this consultation will get lost due to the Local Plan consultation running at the same time.
3. I participate in a recreational activity in Bath but not the centre. I also need to carry equipment. I cannot do this by means of active travel – I need to use my car. The proposed increase in housing in the rural areas of Bath and North East Somerset will also see an increase in travel.
4. Why would I use the bus to get to Bath? It would take me 90 minutes but it's 20 minutes by car.
5. It might be possible to have an informal Park and Ride at Burnett. There is a bus depot there, but the buses are all out during the day.
6. A Park and Ride near Marksbury would be helpful.
7. Why doesn't the X39 pull into the Park & Ride at Newbridge so that people can also get to Bristol?
8. People can't easily get from Newbridge Park & Ride to the RUH. If you are older and/or unwell, it is not that close and also uphill. Could there be a shuttle service from the Park & Ride to and from the hospital? (It was noted that Dial a Ride in Keynsham have suggested this previously but would need some funding).
9. Are you using information from the Dial a Ride services to help inform your plan? We help fund them as a Parish and get regular updates from them on passenger usage.
10. Someone needs to let WECA know that community bus services are not the same as commercial. They do not have access to the same computerised systems so cannot provide data in the same way, or as quickly.

9 CHAIR'S CLOSING REMARKS

The Chair closed the meeting and thanked everyone for attending.

10 DATES OF FUTURE MEETINGS

The dates of future meetings were noted as follows:

Wednesday 18 March 2026 – at the Recycling Hub, Keynsham

Wednesday 22 July 2026 – Community Space, Keynsham

Wednesday 21 October 2026 – Community Space, Keynsham

The meeting ended at 8.30 pm

Chair(person)

Date Confirmed and Signed

Prepared by Democratic Services