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As well as cost reduction, any revised Transport Package should have three goals –

- a) The reduction of congestion
- b) Improvement of air quality
- c) Protection of the World Heritage Site including its setting within the Green Belt.

We support B&NES Low Cost Options. In addition there are two matters hitherto excluded from the BTP.

Firstly, congestion is significantly reduced during school holidays. Accordingly urgent discussions should be held with bus contractors, First and others, for a much improved school bus service. Through ticketing and prior purchasing reduce delay at bus stops and associated traffic hold ups.

Secondly, mindful of the carbon footprint, B&NES should make a major effort to consult with Wiltshire Council and jointly press for the reopening of Corsham railway station and increased rail capacity for commuters between Chippenham and Bristol. This would contribute towards reduction of congestion and pollution and, after all, rail is an existing form of Rapid Transit.

With regard to elements of the BTP :-

- A) The expansion of the Odd Down Park and Ride site is relatively cheap and non-contentious. There is no alternative rail route from the south west.
- B) The scrapping of the Regional Spatial Strategy housing targets questions any need to expand Newbridge Park and Ride. Enhanced rail investment could render this unnecessary but if increased P&R capacity on the west is justified, the original proposal on Duchy land south of the river would be cheaper and less contentious.
- C) The Bus Rapid Transit scheme was limited in scope and always difficult to justify. It is too expensive and should be dropped. CPOs should be rescinded. The current Western Riverside development being built, does

not include provision for any Bus Rapid Transport route, let alone a dedicated one ! On the eastern side, anyone who has walked the route will know that Rapid Transit along London Road and through Walcot Street is impossible – let alone the chaos of Dorchester Street ! Any hoped for (but never demonstrated) improvements in travel times cannot be realised nor affordable! Bus Rapid Transit could easily be replaced by a circular route for Park and Ride buses using Newbridge Road and the Lower Bristol Road – especially if the western Park and Ride expansion is located south of the river. Future Western Riverside residents could be served by shuttle buses which would avoid Windsor Bridge traffic disruption.

In conclusion, we ask the Council to revise the Bath Transport Package. Viz.

- i) Keep the low cost elements and Odd Down Park & Ride**
- ii) Design and institute school bus services for ALL schools**
- iii) Abandon the BRT and replace by traditional P&R buses on existing roads**
- iv) Expand Newbridge P&R on its original proposed site**
- v) Lobby for improved rail services between Chippenham and Bristol and stations in between**
- vi) Consider the comments of Dorian Baker (M.Sc, M.C.I.T, M.C.I.O.B), a bath based Transport consultant in his paper on the subject**