



Bath and North East Somerset Council

CONSULTATION REPORT

Bath Transport Delivery Action Plan





Bath and North East Somerset Council

CONSULTATION REPORT

Bath Transport Delivery Action Plan

TYPE OF DOCUMENT (VERSION) CONFIDENTIAL

PROJECT NO. 70070136

DATE: MAY 2021

WSP

Kings Orchard
1 Queen Street
Bristol
BS2 0HQ

Phone: +44 117 930 6200

WSP.com

QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Issue/revision	First issue for client review	Final issue following client comment		
Date	16 April 2021	30 April 2021		
Prepared by	JP	JP		
Checked by	WS GF	WS GF		
Authorised by	GF	GF		
Project number	70070136	70070136		
Report number	v1.00	v2.00		

CONTENTS

1	INTRODUCTION	1
1.1	BACKGROUND	1
1.2	THE OBJECTIVES OF THE CONSULTATION	2
2	CONSULTATION APPROACH	3
2.1	INTRODUCTION	3
2.2	ONLINE QUESTIONNAIRE	3
2.3	PUBLIC WEBINAR	11
2.4	INTEREST SPECIFIC WEBINARS	12
3	CONSULTATION OUTCOMES	13
3.1	INTRODUCTION	13
3.2	BETTER BUS SERVICES	15
3.3	IMPROVE PUBLIC TRANSPORT OPTIONS	17
3.4	SUPPORTING CYCLISTS	18
3.5	IMPROVE PEDESTRIAN AND BLUE BADGE HOLDER ACCESS	20
3.6	CLEANER, GREENER SCHOOL TRAVEL	21
3.7	FEWER HEAVY GOODS MOVEMENTS	23
3.8	CREATE IMPROVED PLACES TO LIVE AND WORK	24
3.9	SUPPORT RESILIENT MOBILITY	25
3.10	CONNECTING BATH TO RURAL COMMUNITIES AND MARKET TOWNS	27
3.11	OTHER	30
3.12	SUMMARY	30
4	NEXT STEPS	37

TABLES

Table 3-1 – Most / Least Important Concepts	31
---	----

FIGURES

Figure 2-1 - Response Rate	4
Figure 2-2 – How Would You Describe Your Gender?	5
Figure 2-3 - Do You Consider Yourself To Have A Disability	6
Figure 2-4 - What Was Your Age At Your Last Birthday?	7
Figure 2-5 - Do You Have Any Dependent Children?	7
Figure 2-6 - Which of The Following Options Best Describes How You Are Responding To This Questionnaire?	8
Figure 2-7 - Where Do You Live (Or Where Is Your Business Located)?	9
Figure 2-8 - Location of Respondents (City of Bath)	10
Figure 2-9 - Location of Respondents (wider area)	11
Figure 3-1 - Which of These Transport Themes Are Most Important To You?	13
Figure 3-2 - Online Questionnaire Responses Word Cloud	14
Figure 3-3 – Online Questionnaire Detailed Responses	15
Figure 3-4 - Better Bus Services Concepts	16
Figure 3-5 - Improve Public Transport Options Concepts	17
Figure 3-6 - Supporting Cyclists Concepts	19
Figure 3-7 - Improve Pedestrian and Blue Badge Holder Access Concepts	20
Figure 3-8 - Cleaner, Greener School Travel Concepts	22
Figure 3-9 - Fewer Heavy Goods Movements Concepts	23
Figure 3-10 - Create Improved Places to Live and Work Concepts	24
Figure 3-11 - Support Resilient Mobility Concepts	26
Figure 3-12 - Connecting Bath to Rural Communities and Market Towns Concepts	27
Figure 3-13 – How Important to you are Transport Hubs on Express Routes? (by location)	28
Figure 3-14 - How Important to you are Safe Cycle Routes (by location)	29
Figure 3-15 - How Important to you is Reducing Commuter Travel from Rural Areas? (by location)	29
Figure 3-16 - Overall Concept Importance	36
Figure 4-1 - Next Steps	37

APPENDICES

APPENDIX A

APPENDIX B

APPENDIX C

1 INTRODUCTION

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 region¹. 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.

¹ 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&NES², 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.

² <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.

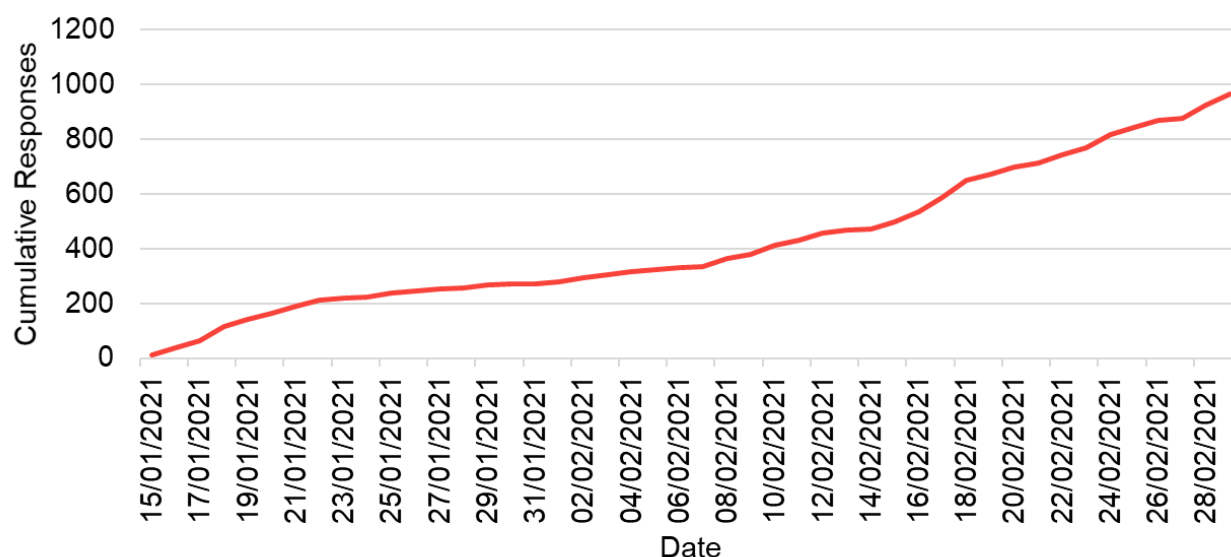
2.2.3. The online questionnaire asked stakeholders questions related to the following themes:

- 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

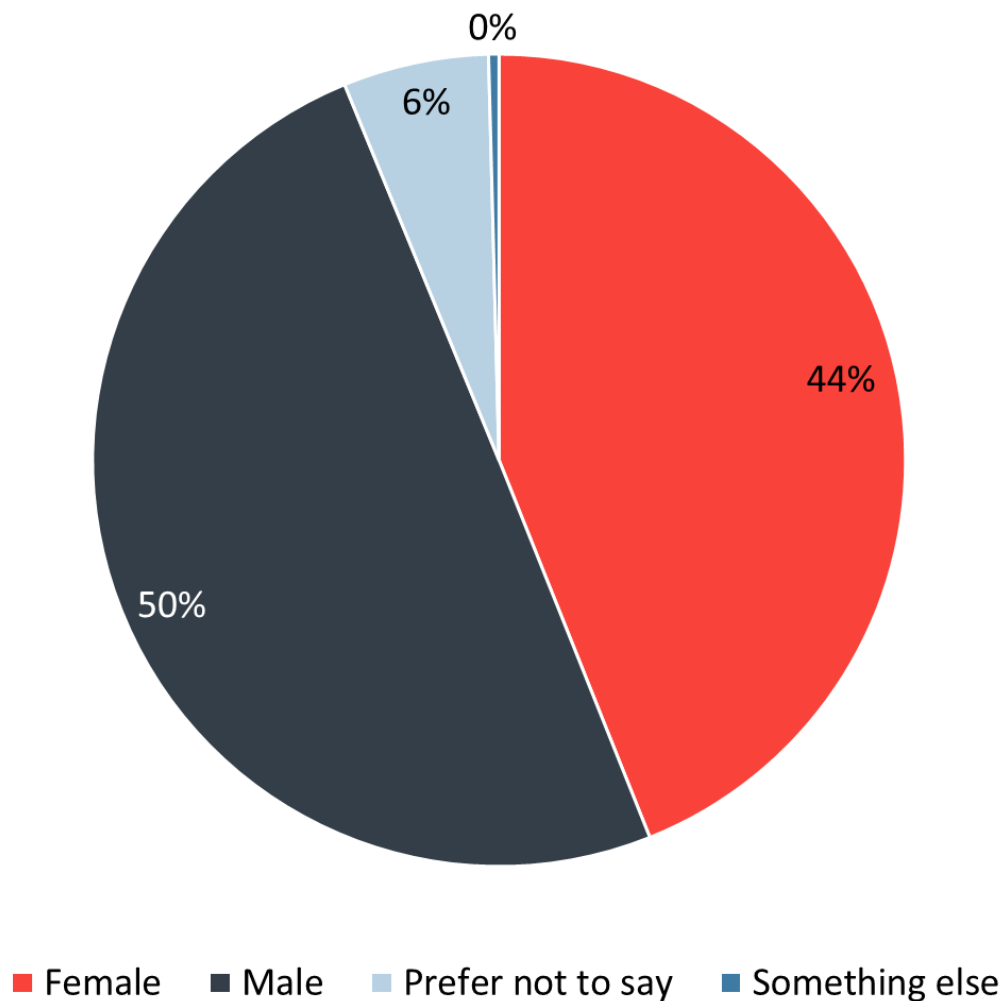
- 2.2.8. The following section outlines the demographics of respondents to the online questionnaire, including the split by gender, disability, age, whether they have dependent children, remit within which they are responding (commuter, resident, etc) and location. Considering the demographic of respondents 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% male³.

³ 2019 ONS Population Estimates: Local Authority Based on Single Year of Age

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



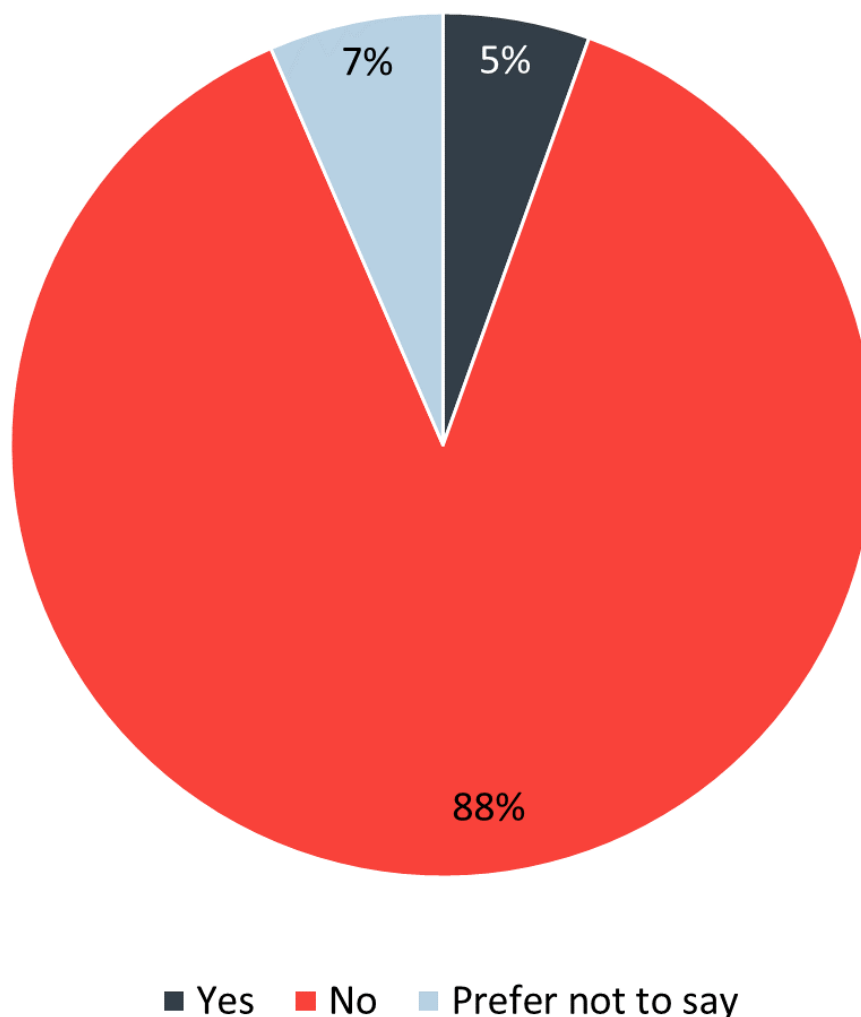
Disability

- 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 little⁴.

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.

⁴ 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 years⁵.
- 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 area⁶. 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)⁷. 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.

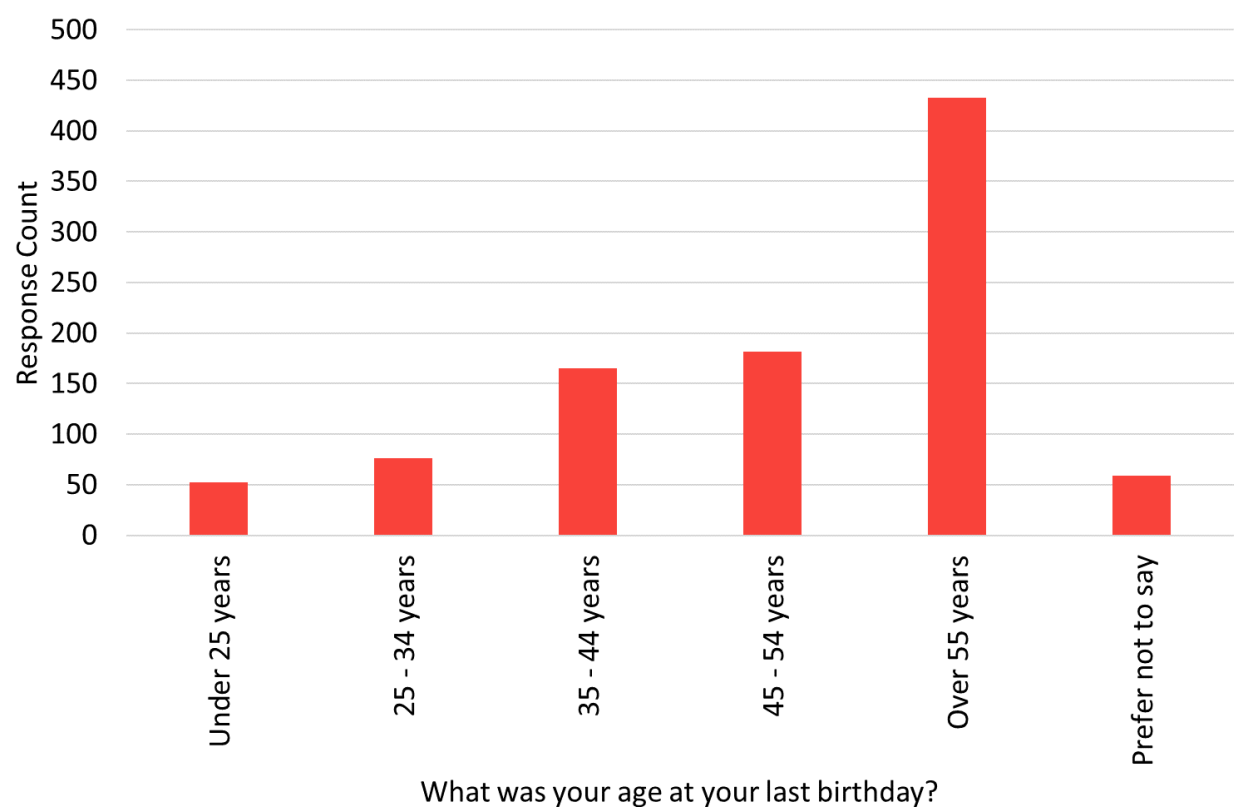
⁵ 2019 ONS Population Estimates: Local Authority Based by Five-Year Age Range

⁶ 2019 ONS Population Estimates: Local Authority Based by Five-Year Age Range

⁷ 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.

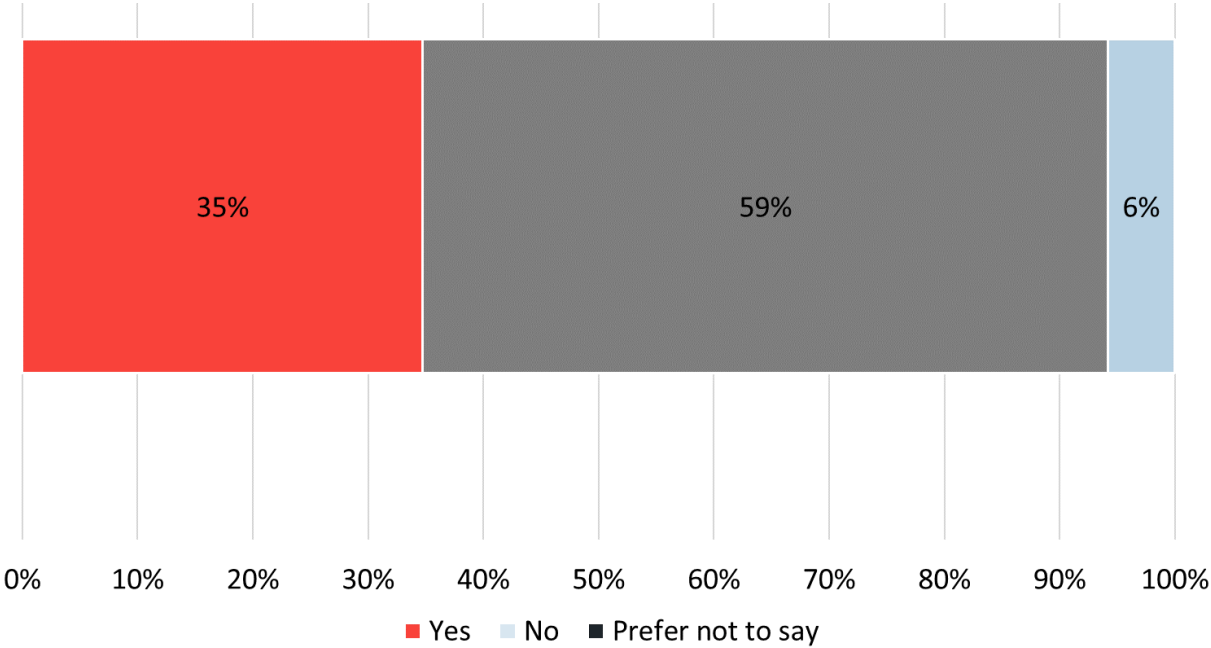
Figure 2-4 - What Was Your Age At Your Last Birthday?



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.

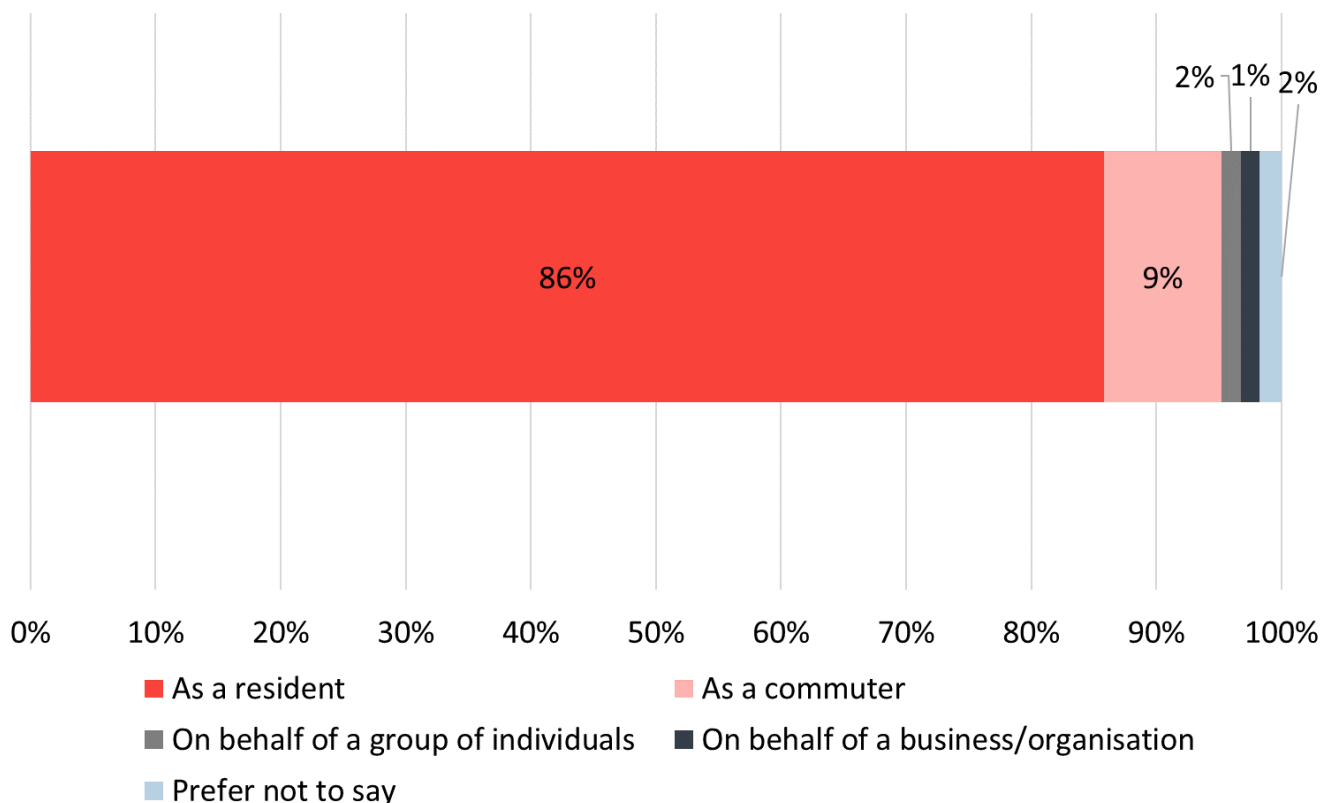
Figure 2-5 - Do You Have Any Dependent Children?



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.

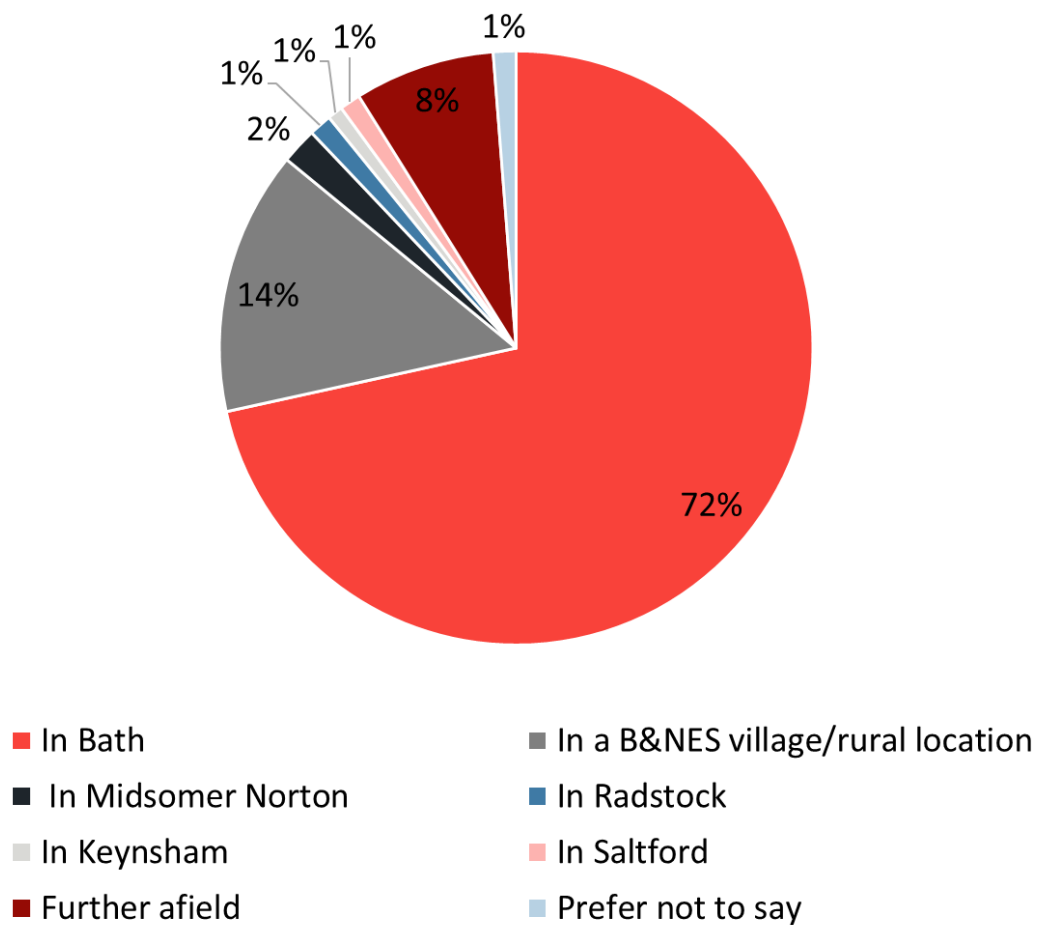
Figure 2-6 - Which of The Following Options Best Describes How You Are Responding To This Questionnaire?



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)?

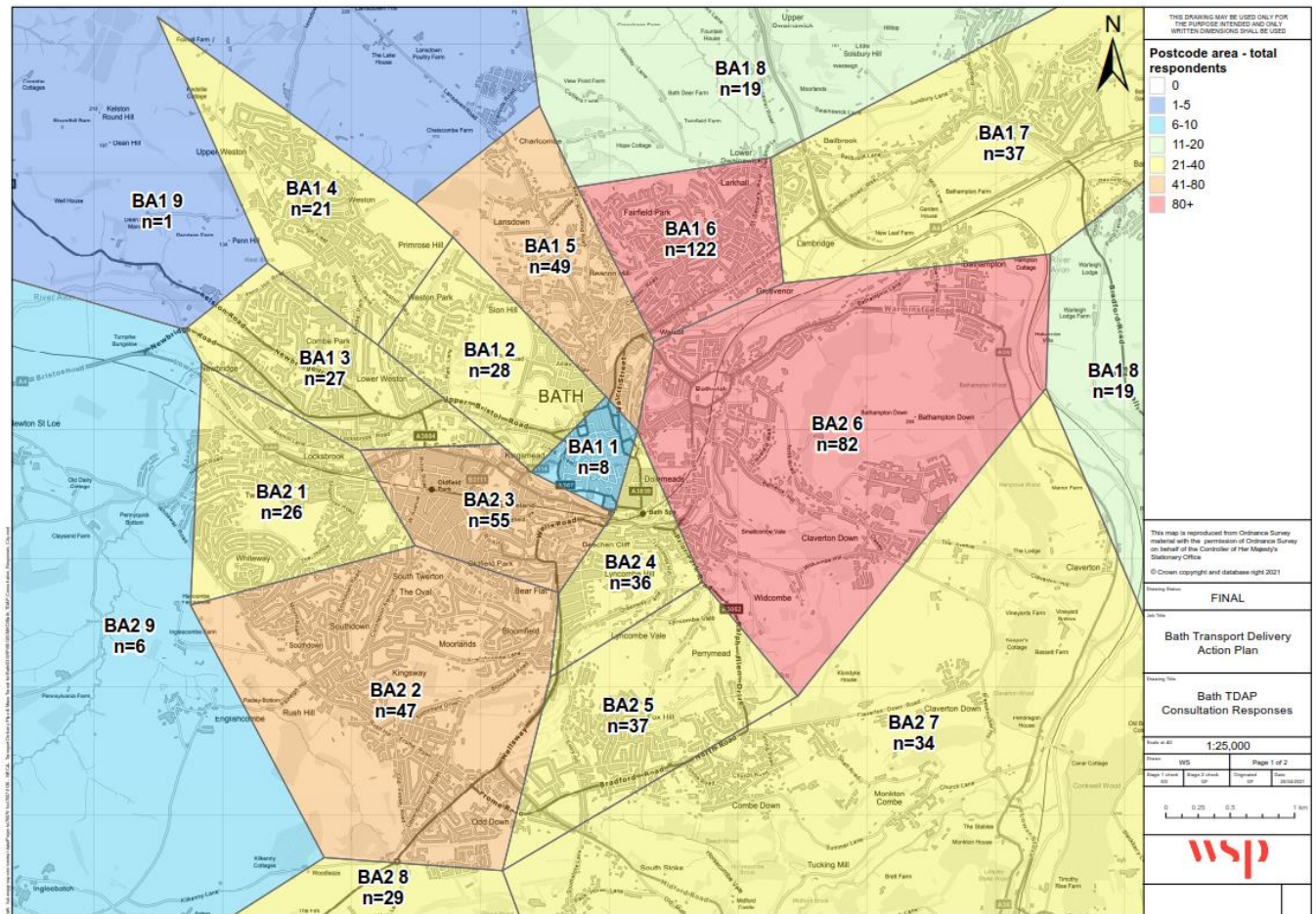


2.2.19. There was also an option to select 'Further Afield' for those respondents who are based away from the B&NES area itself, but for whom transport in the region has an impact. 8% of respondents selected this as their location. Analysis of postcode data provided shows that, for those who provided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

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

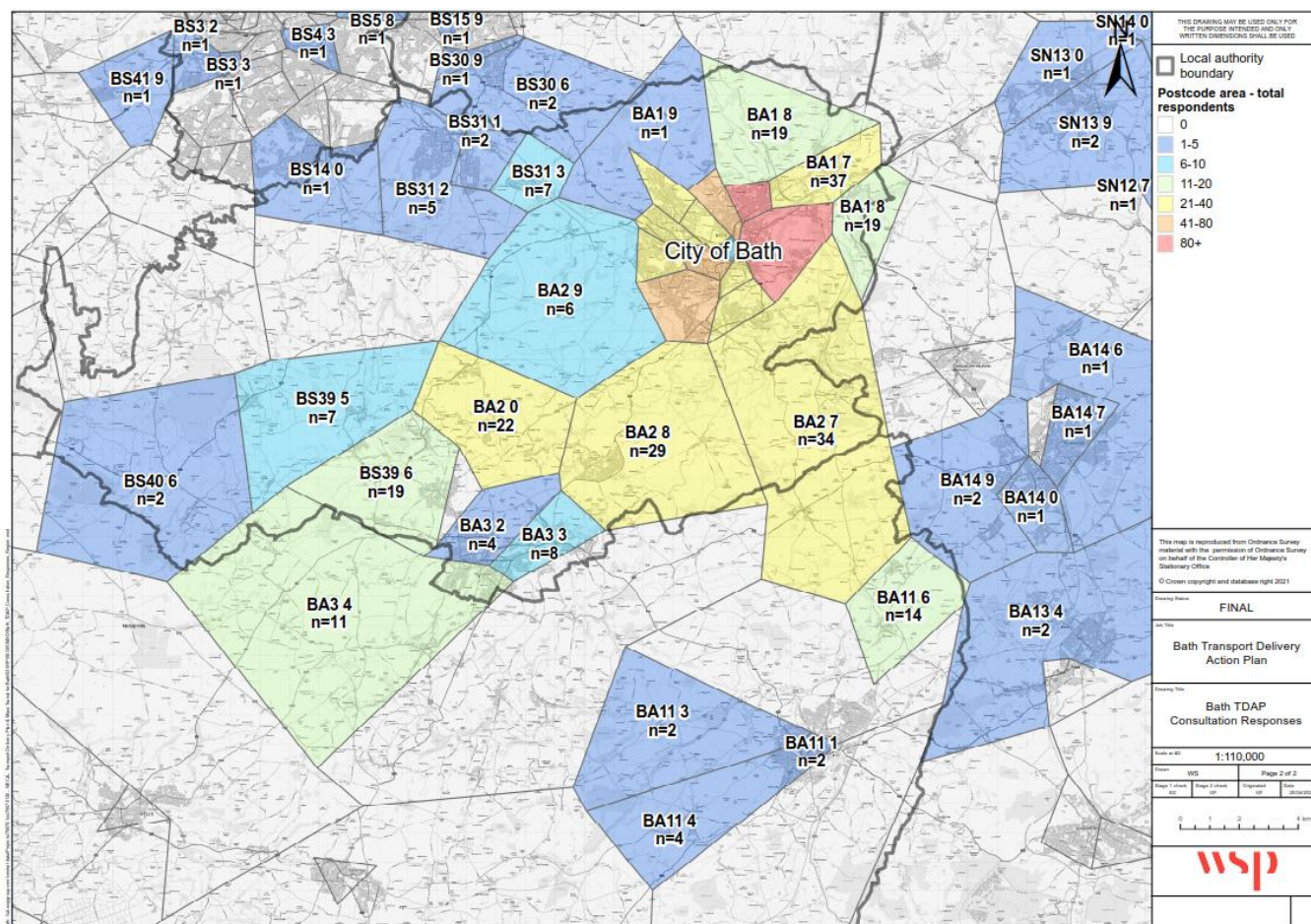
2.2.20. Of the 967 respondents, 610 (63%) provided a postcode that could be mapped (e.g. BA1 5), with an additional 141 respondents providing a higher level postcode (e.g. BA1). Figure 2-8 and Figure 2-9 show the distribution of respondents (where postcodes could be mapped) both within the City of Bath 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 channel⁸. 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.

⁸ 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

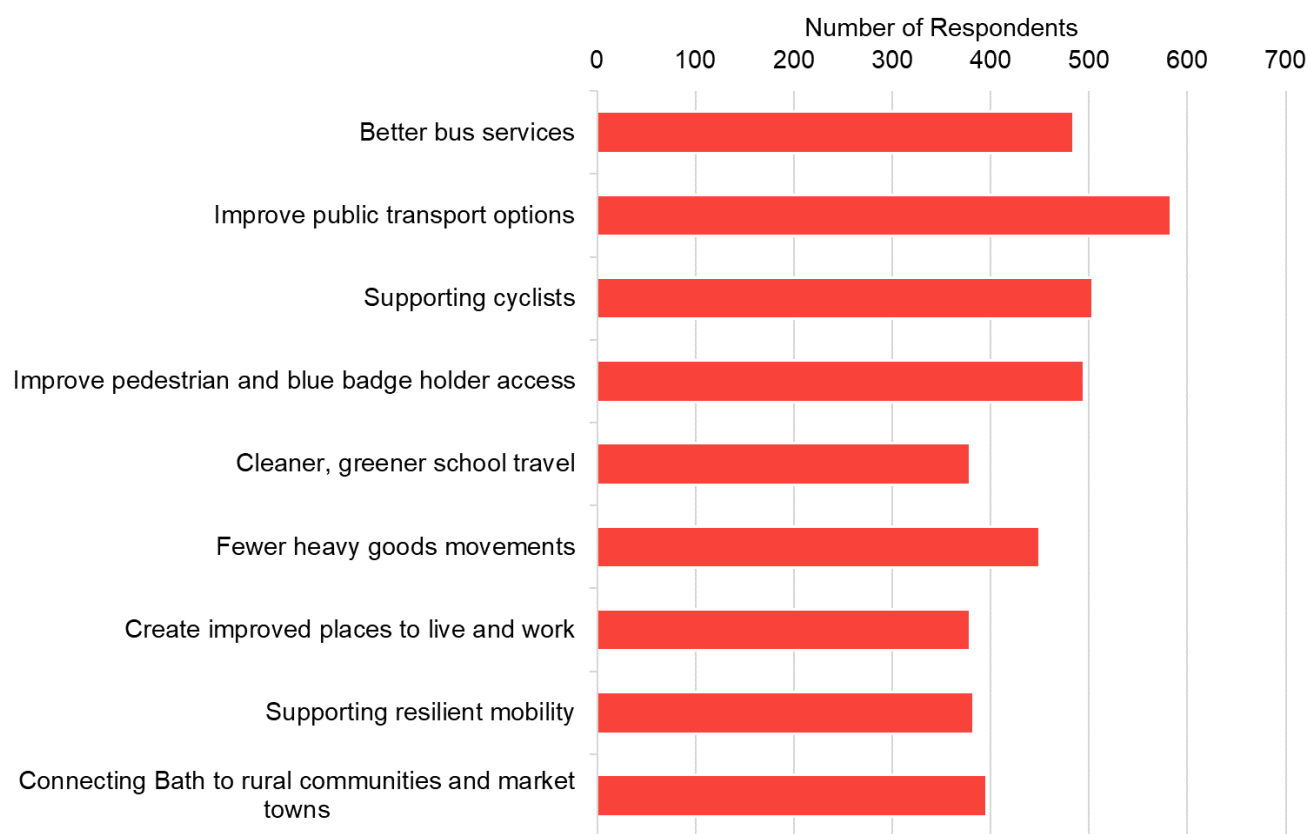
2.4.2. The objective of these webinars was to engage with key stakeholders early in the development of the TDAP to ensure they are part of the journey, and also to raise awareness of the consultation. As part of the webinars, attendees were provided with a Stakeholder Pack of materials to promote the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

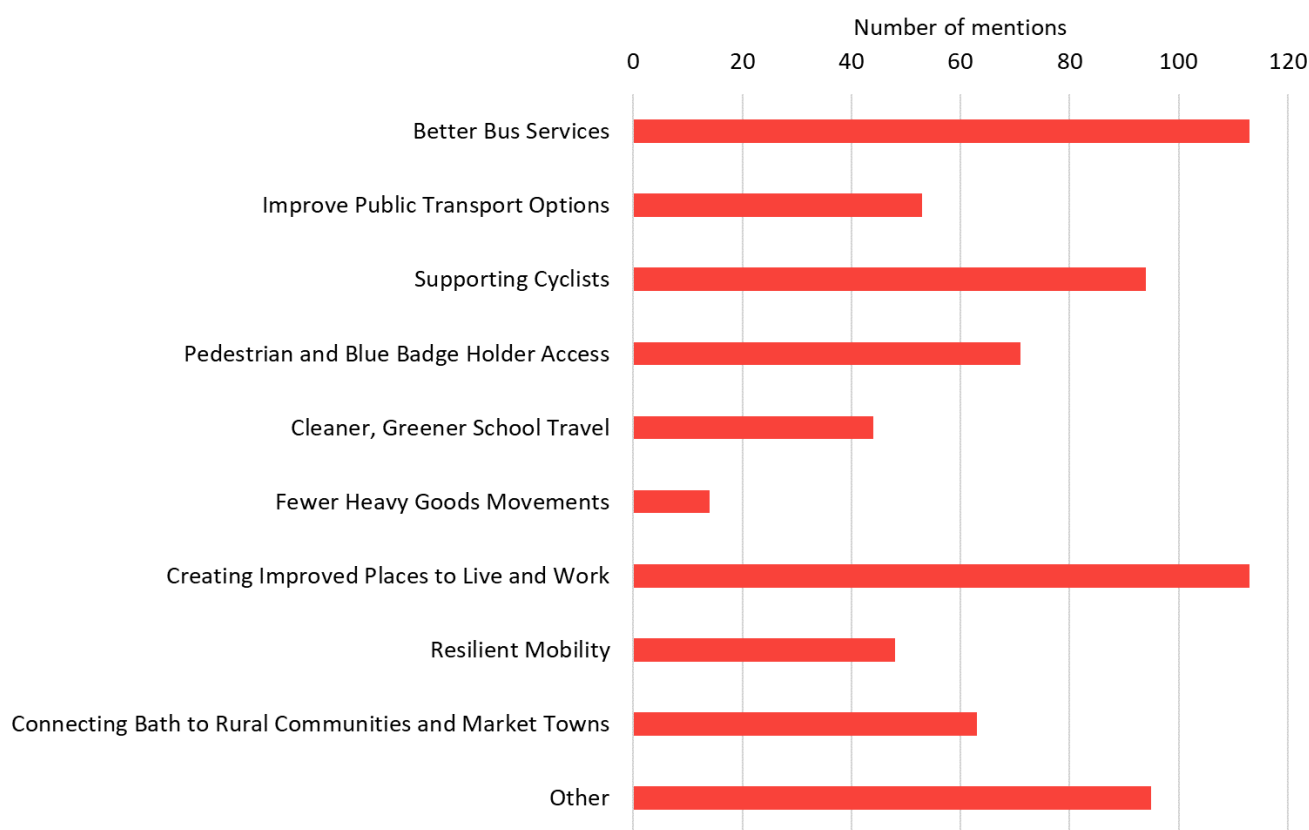


3.1.6. The most common topics raised include:

- 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

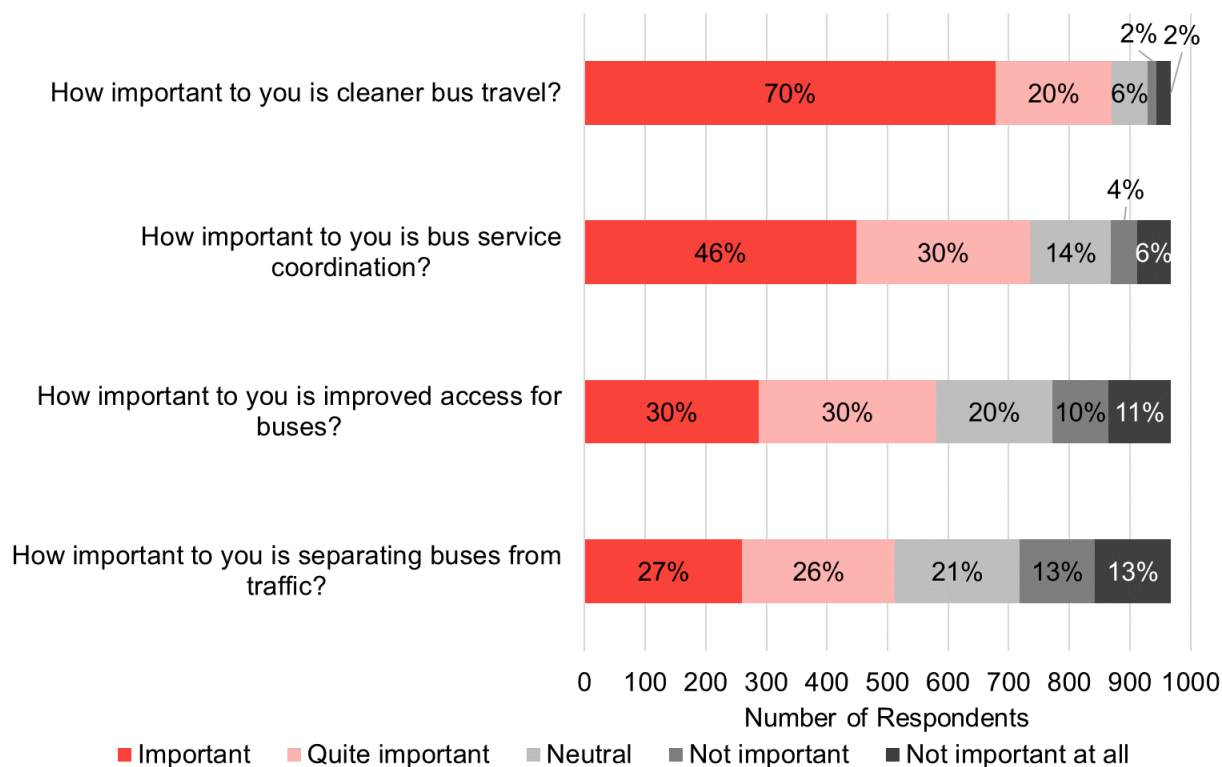
Create an improved network for quicker and more reliable bus journeys

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

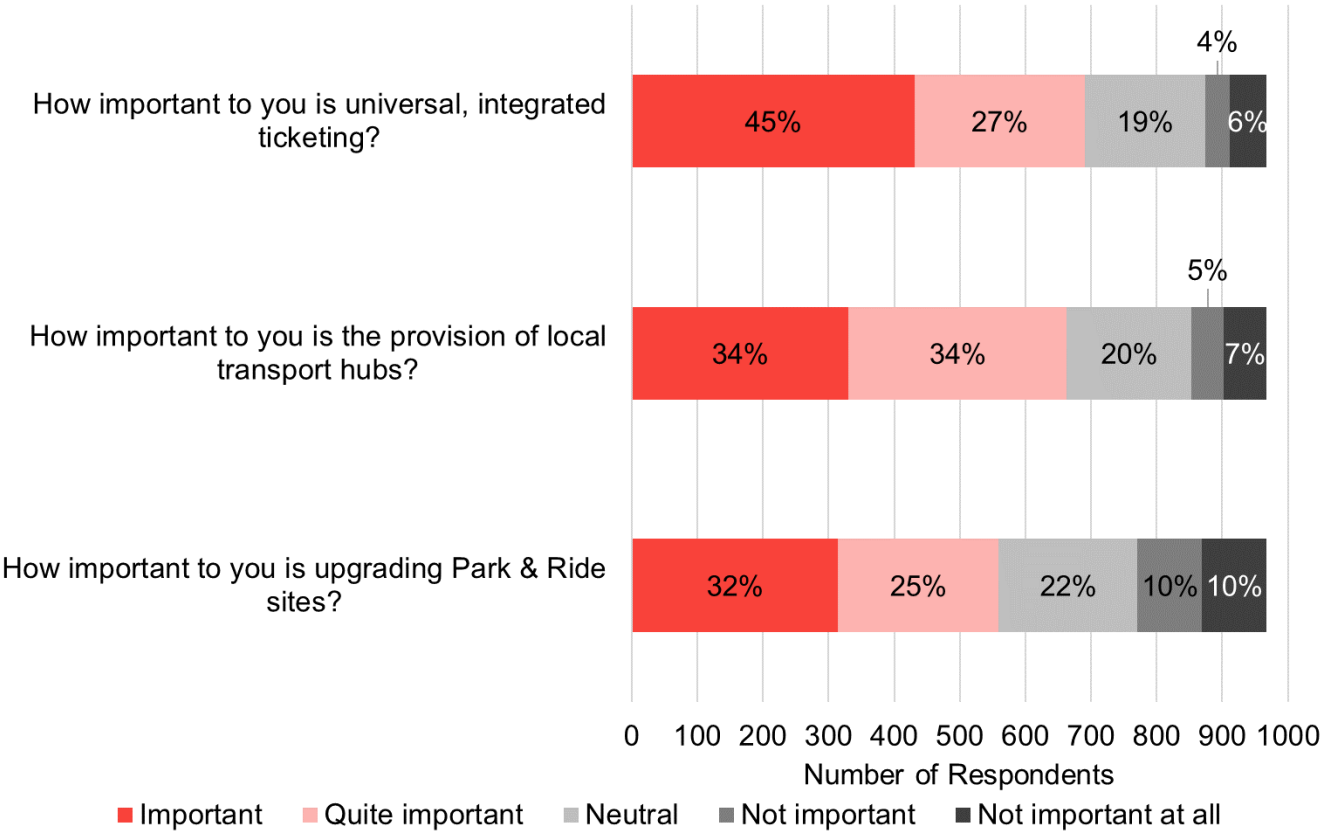
Deliver a range of public transport options to improve accessibility for all

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.

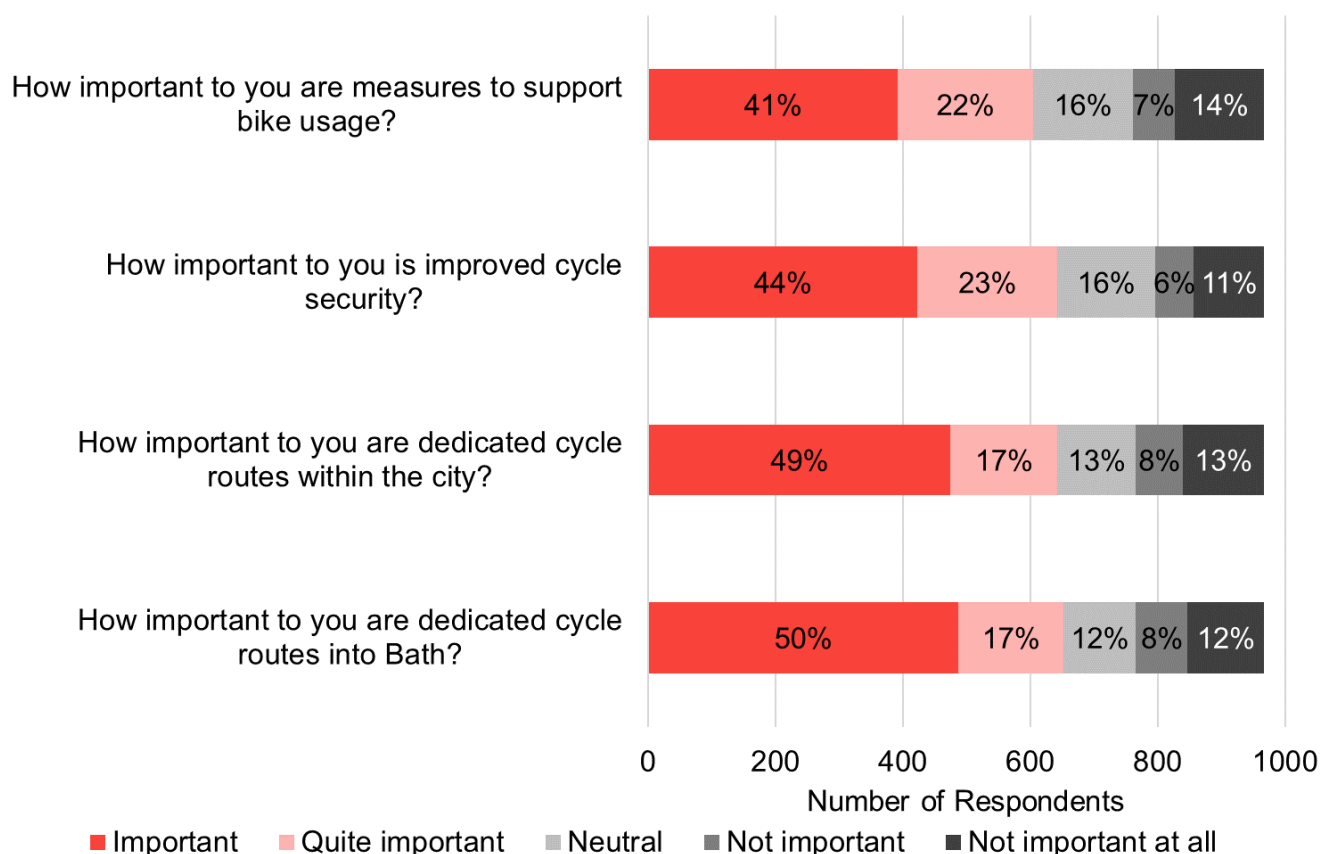
- 3.3.5. Local transport hubs were scored as quite important by 34% (330) of respondents, compared to 25% (245) for upgraded P&R sites. Finally, 20% (196) of respondents felt that upgrading P&R sites was not important, compared to 12% (114) for provision of local transport hubs. P&R sites and local transport 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

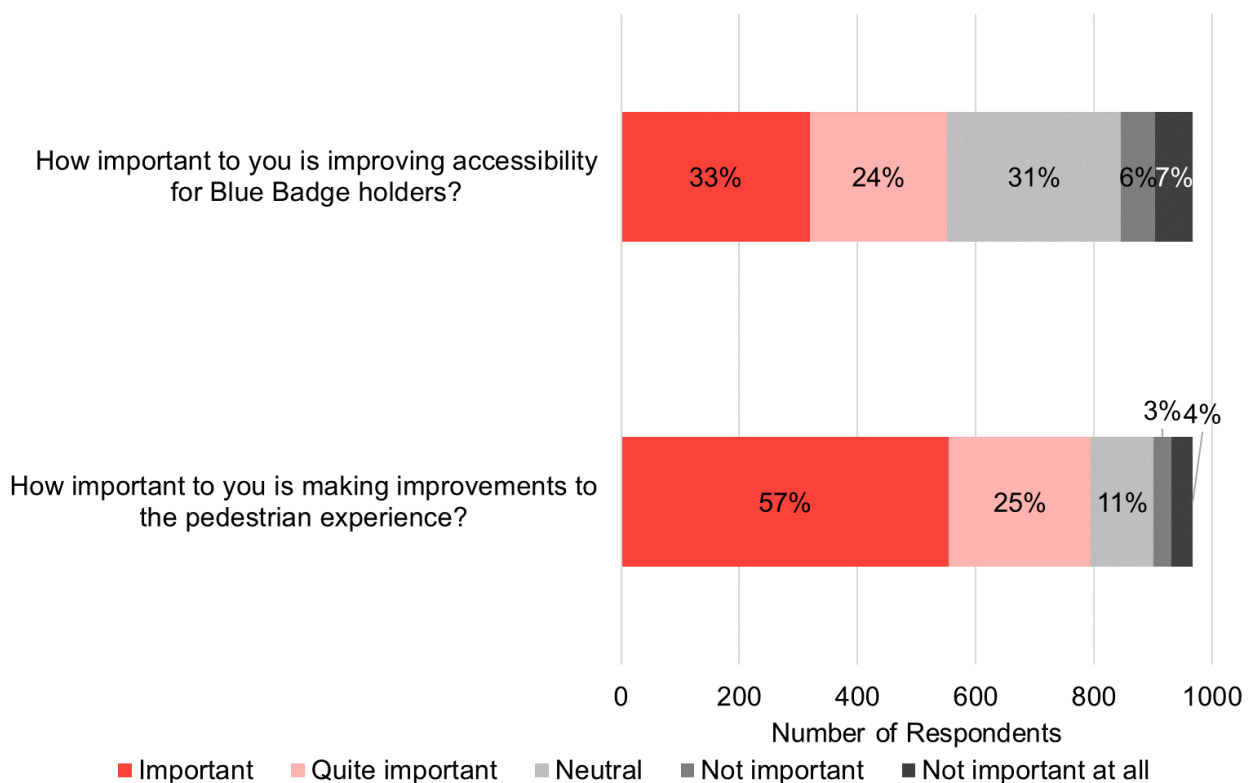
Delivering a safer, cleaner and more accessible environment for pedestrians, blue badge holders and student

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.

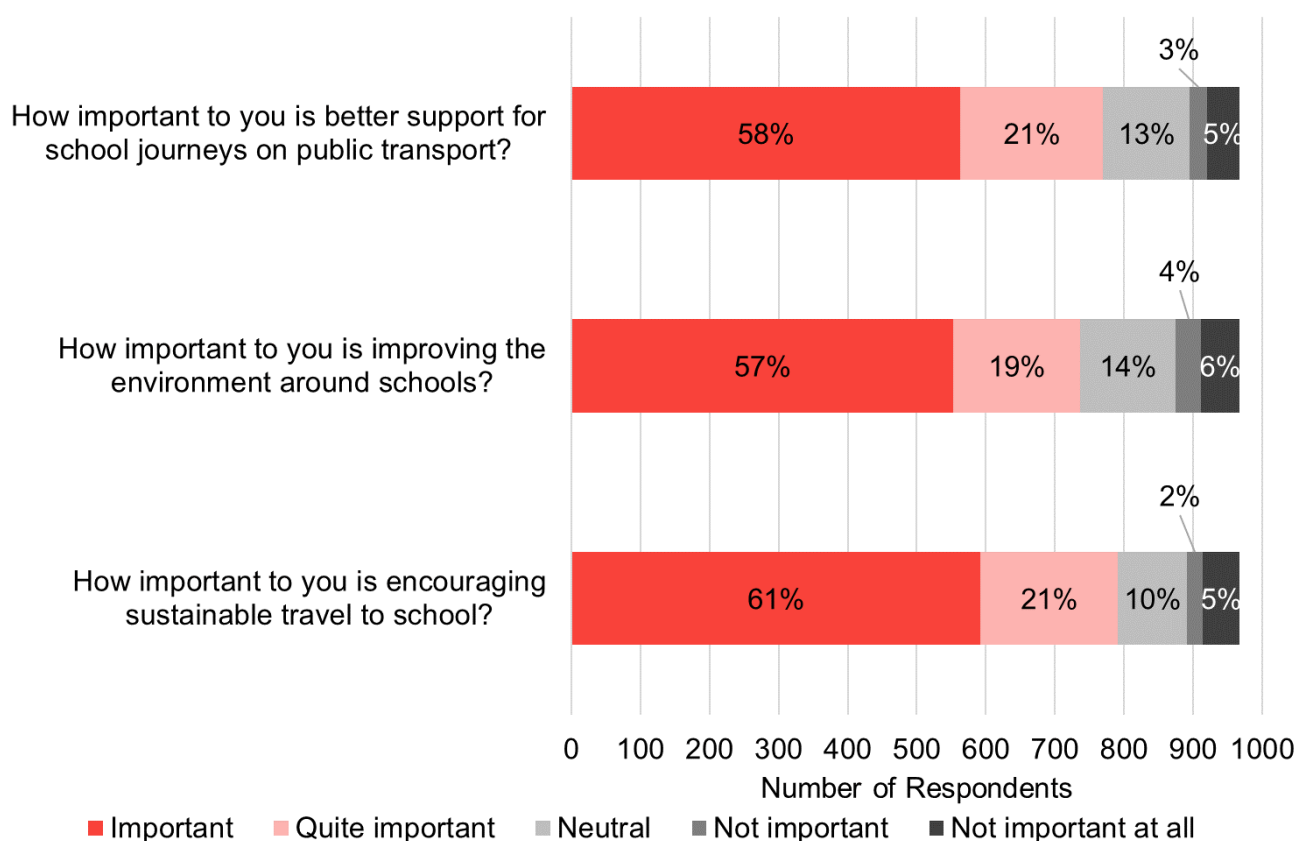
- 3.5.4. Improving accessibility for Blue Badge holders was considered important for 33% (319) across all respondents, and quite important for 24% (232). This concept was scored neutral by 31% (295) of respondents, and the remaining 13% (121) felt it was not important. When considering the responses 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

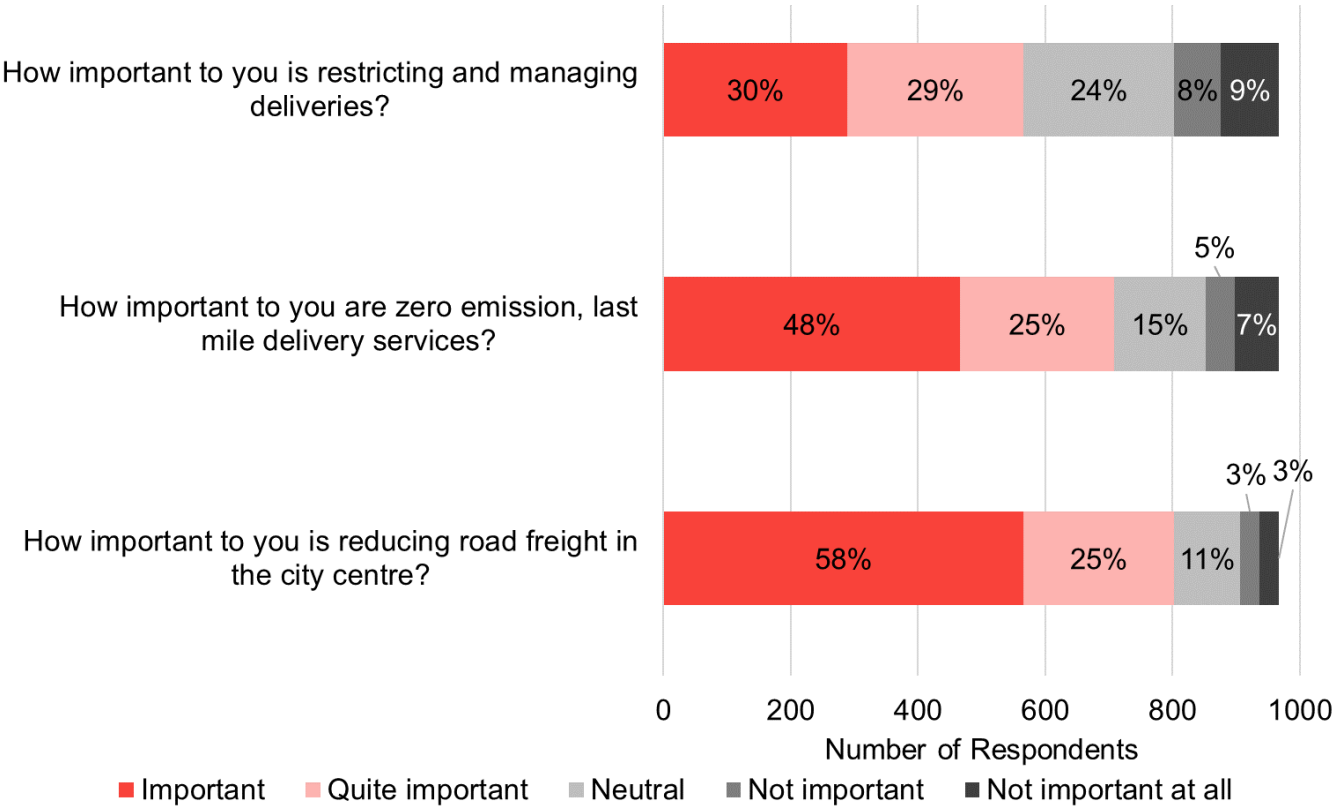
Separating and consolidating the transport of goods from public spaces

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

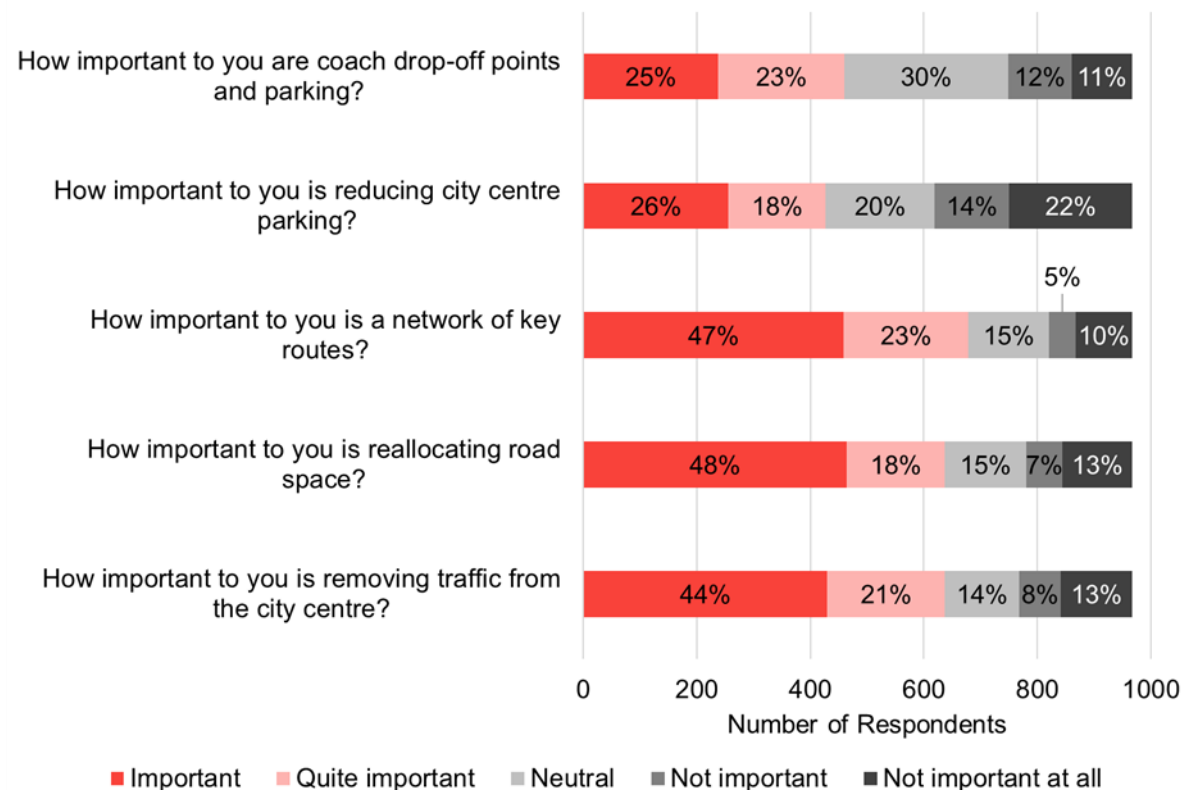
Creating better connected, healthier and more sustainable communities through the more efficient use of road space and integration of parking

- 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



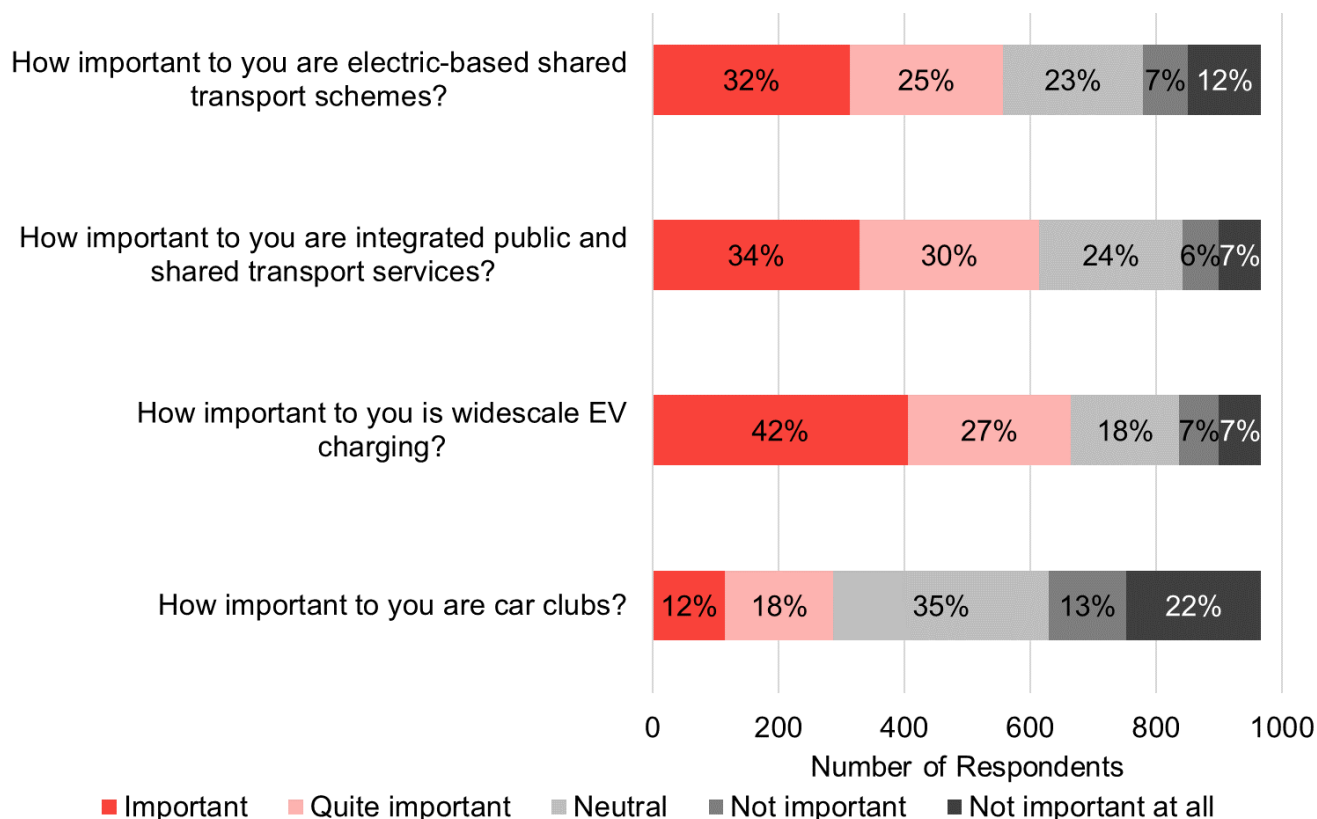
- 3.8.3. The online questionnaire included an explanation that the reallocation of road space for public transport, pedestrians and cyclists would result in changes to vehicle movements including potential restrictions and one-way systems. Almost 50% (464) of respondents felt that reallocation of road 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)

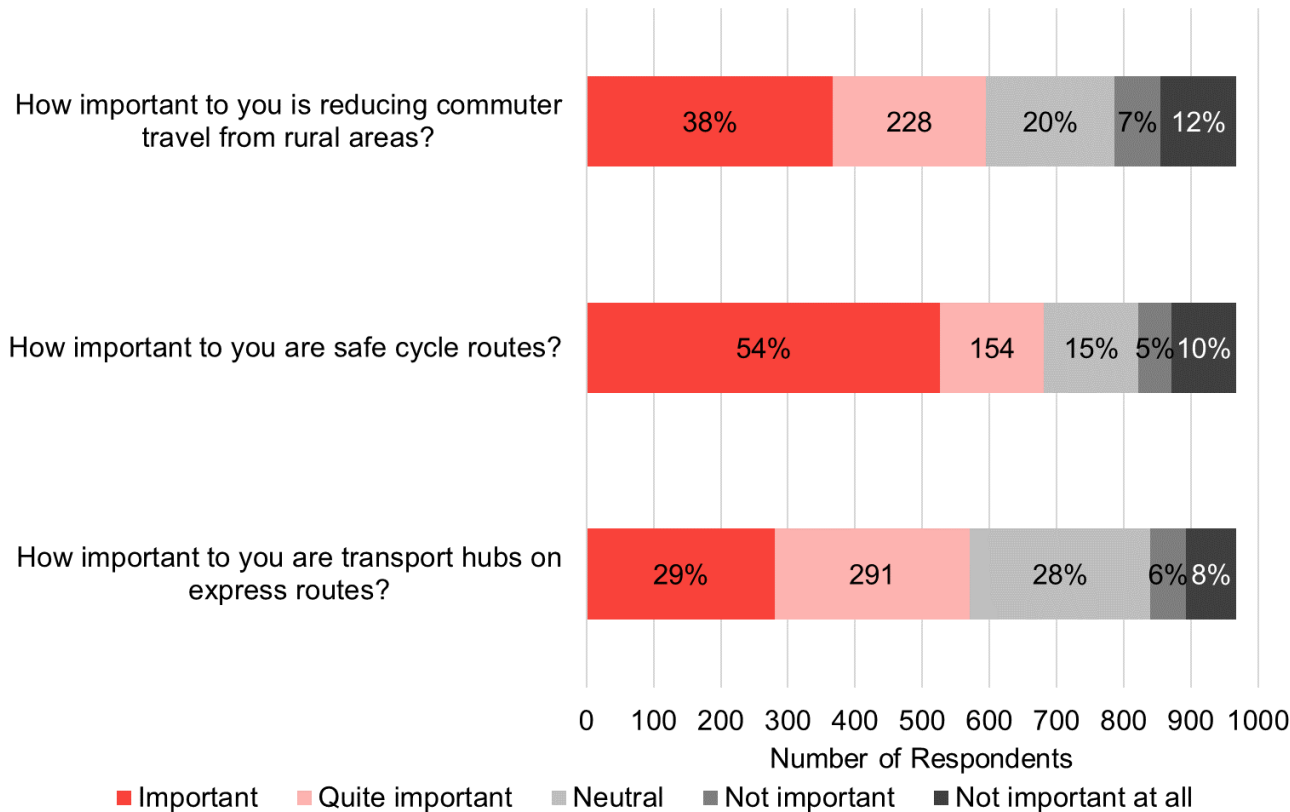
3.10 CONNECTING BATH TO RURAL COMMUNITIES AND MARKET TOWNS

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.

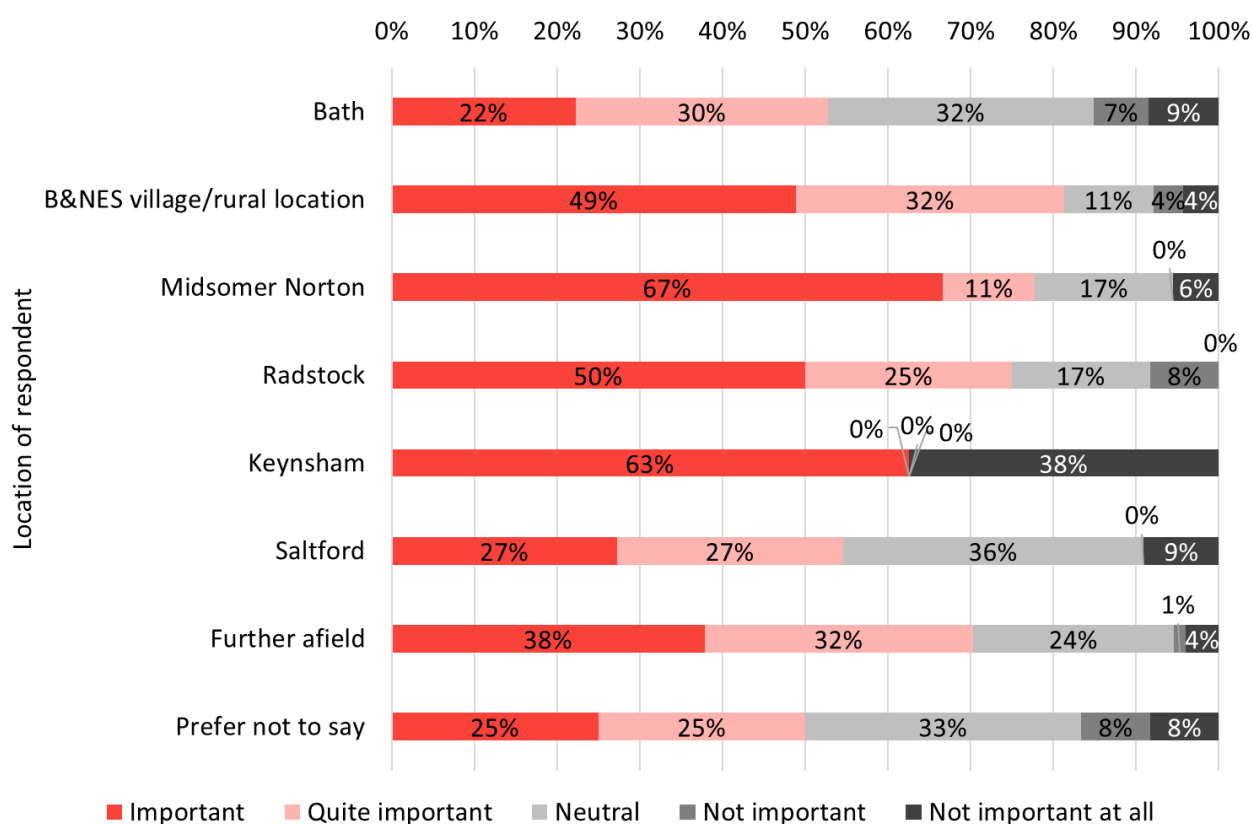
Figure 3-12 - Connecting Bath to Rural Communities and Market Towns Concepts



- 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 important⁹.
- 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)



⁹ 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)

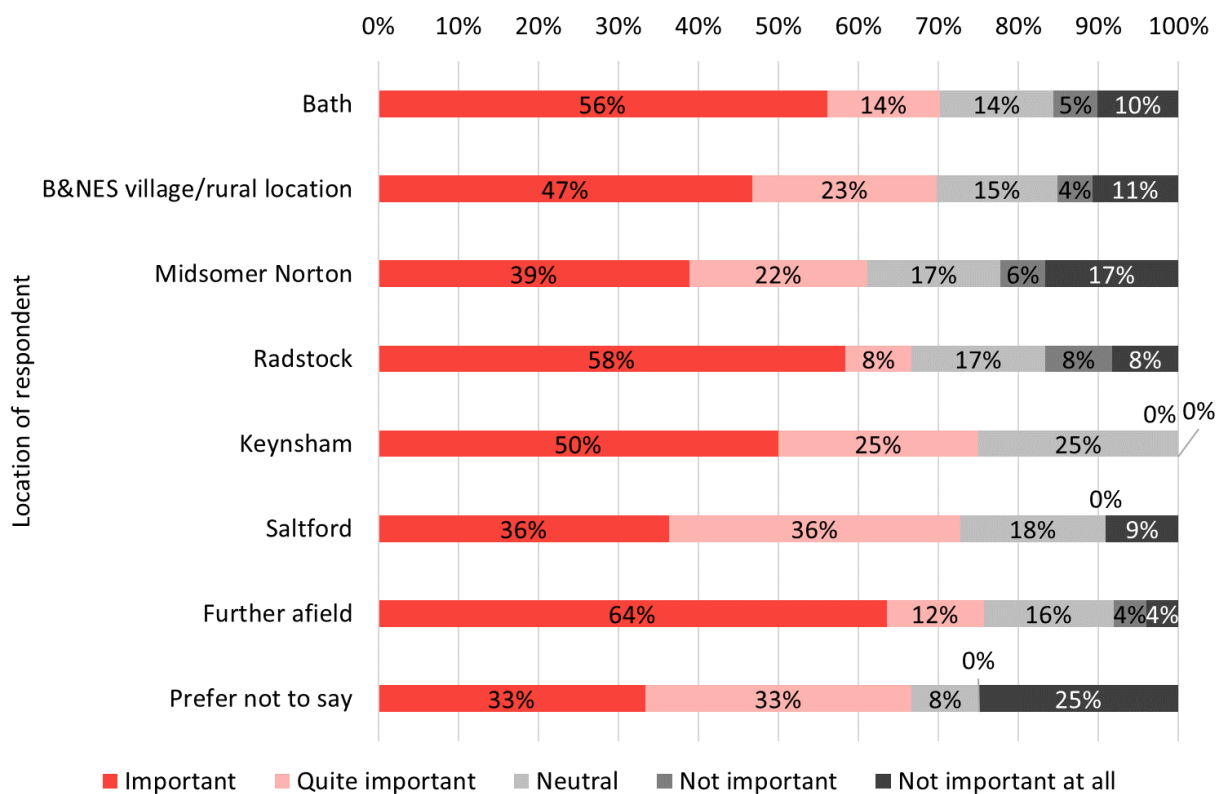
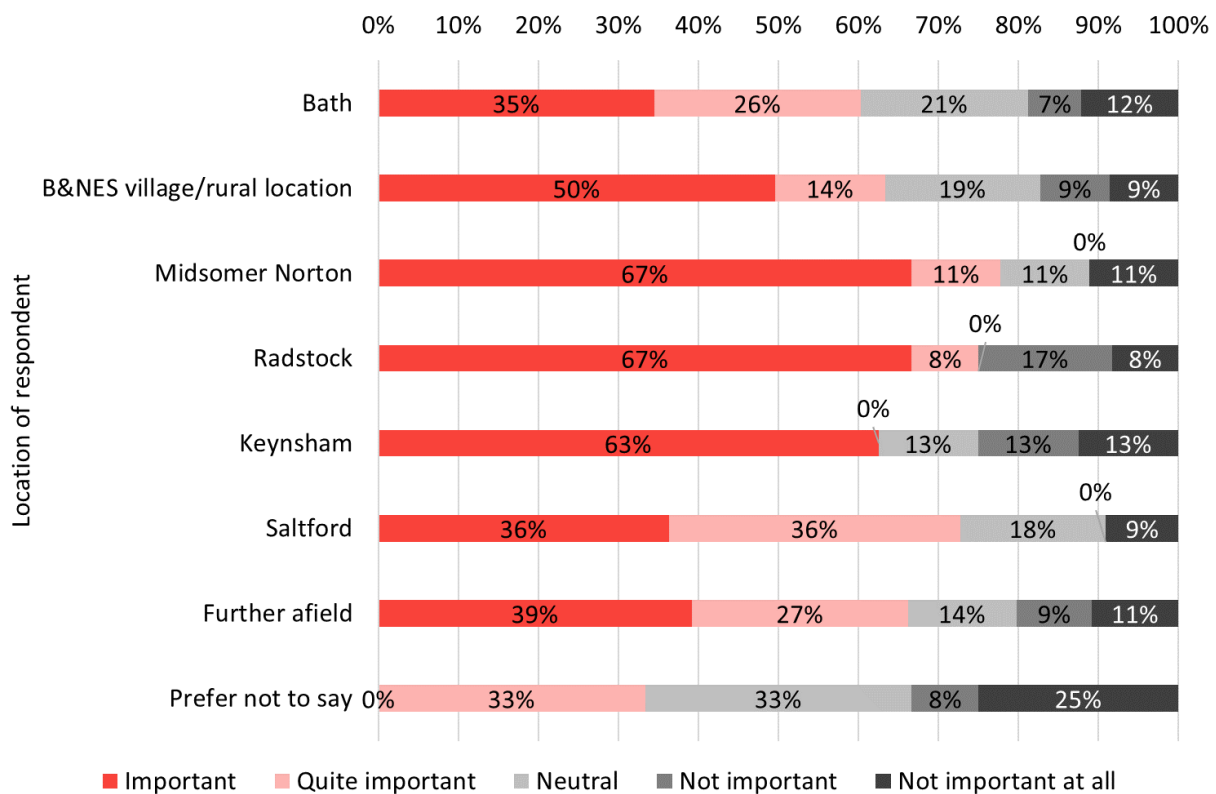


Figure 3-15 - How Important to you is Reducing Commuter Travel from Rural Areas? (by location)



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)

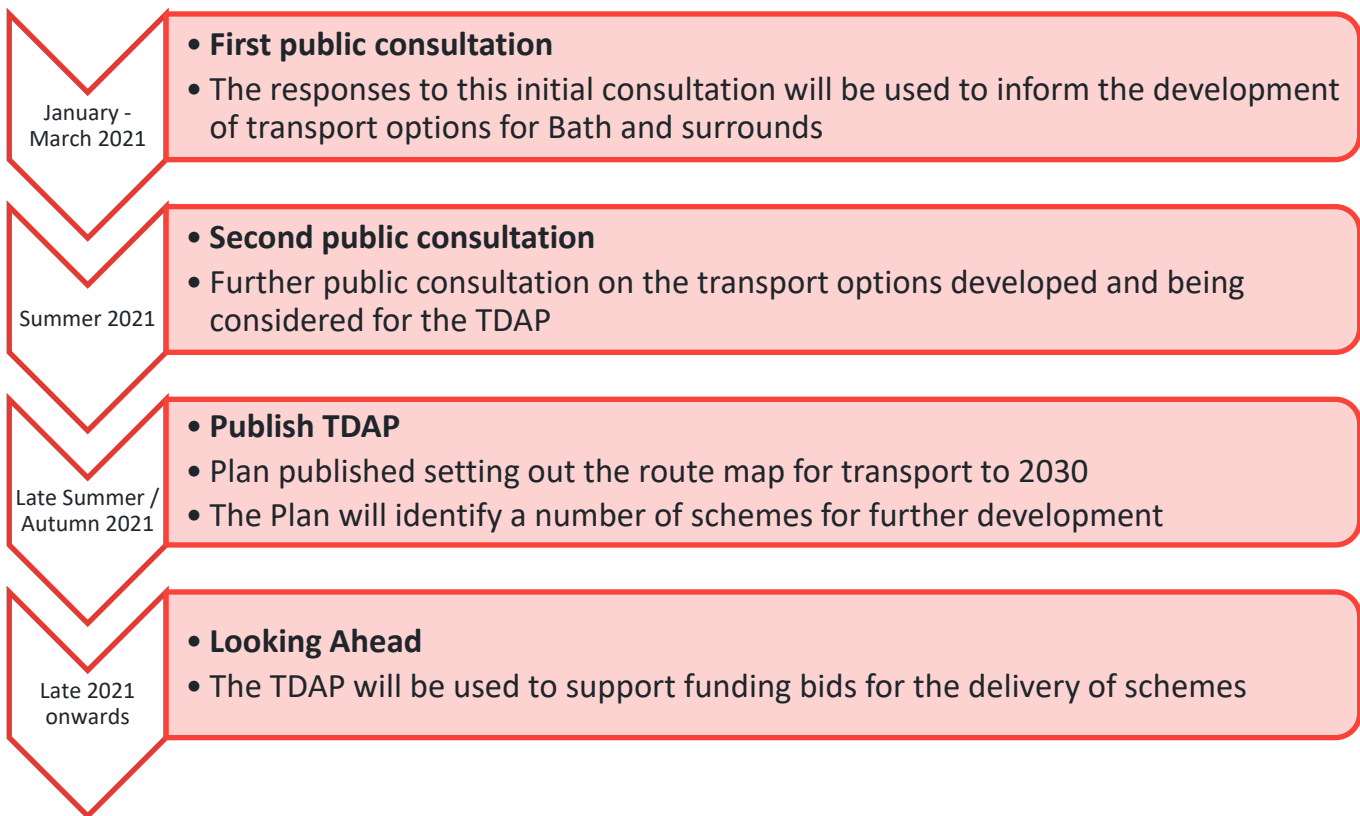
Figure 3-16 - Overall Concept Importance



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

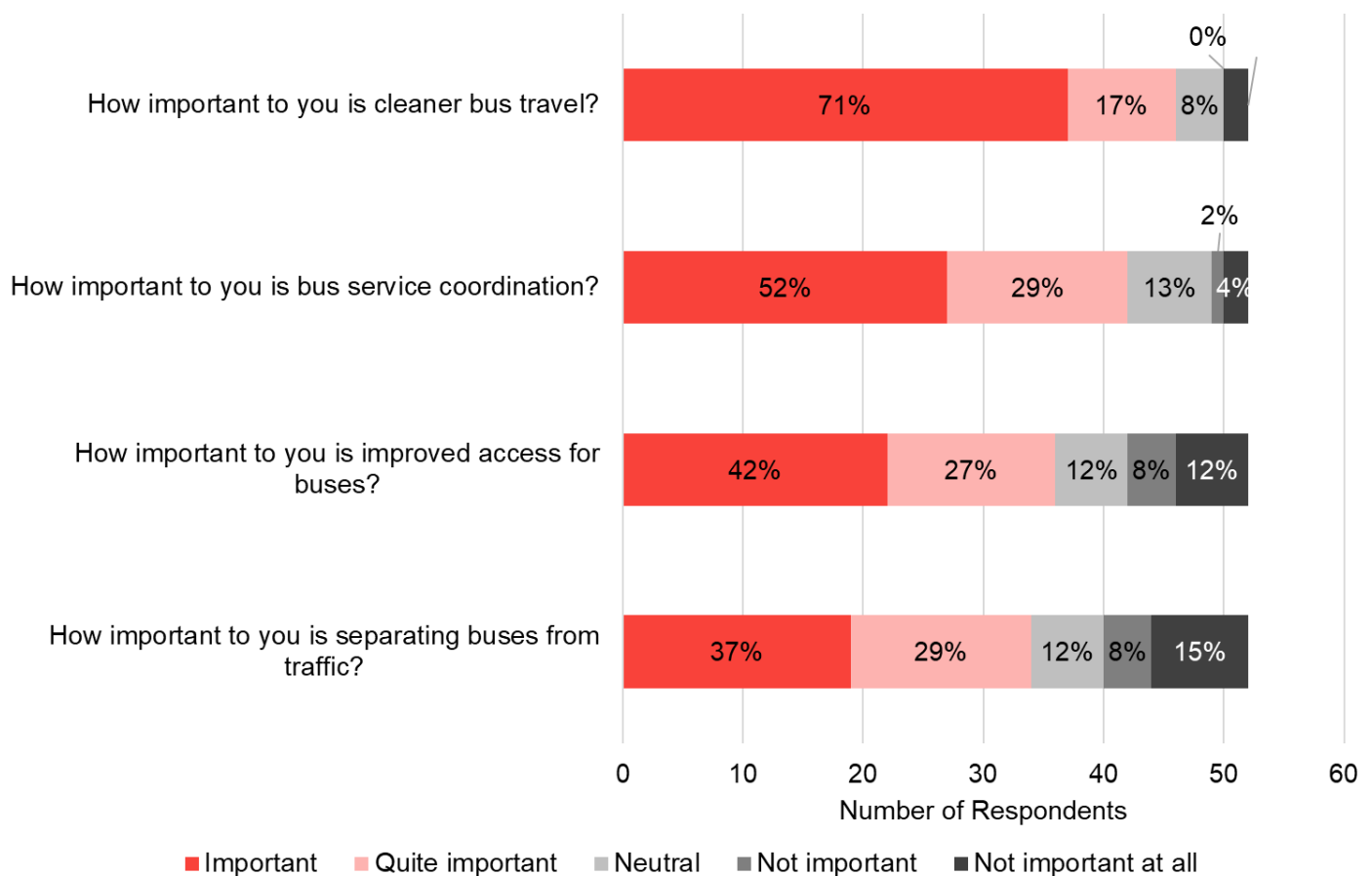


APPENDIX A – CONSULTATION OUTCOMES SEGMENTED BY DISABILITY

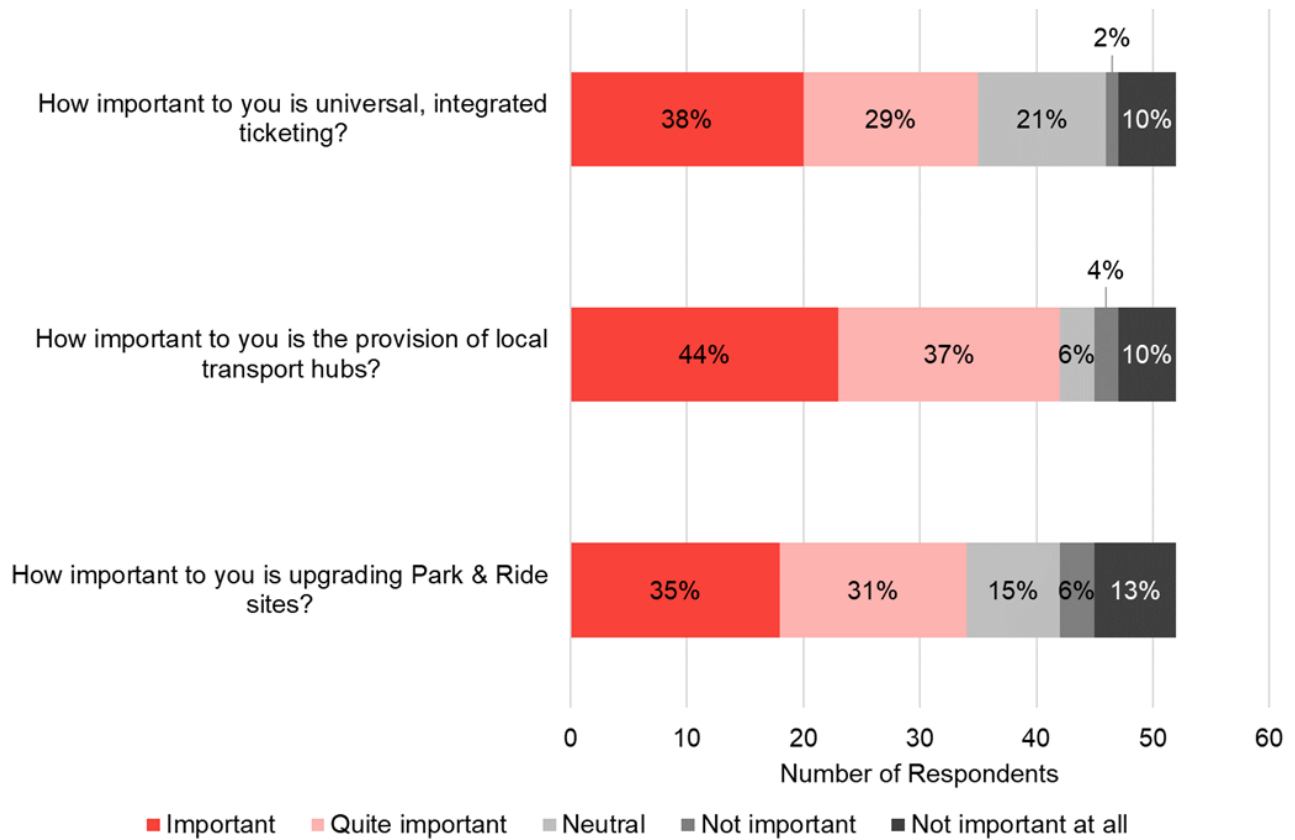
This appendix shows the responses to the online questionnaire for respondents who considered themselves to have a disability when asked within the personal information section. Of the 967 responses to the online questionnaire 53 (5%) considered themselves to have a disability.

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.

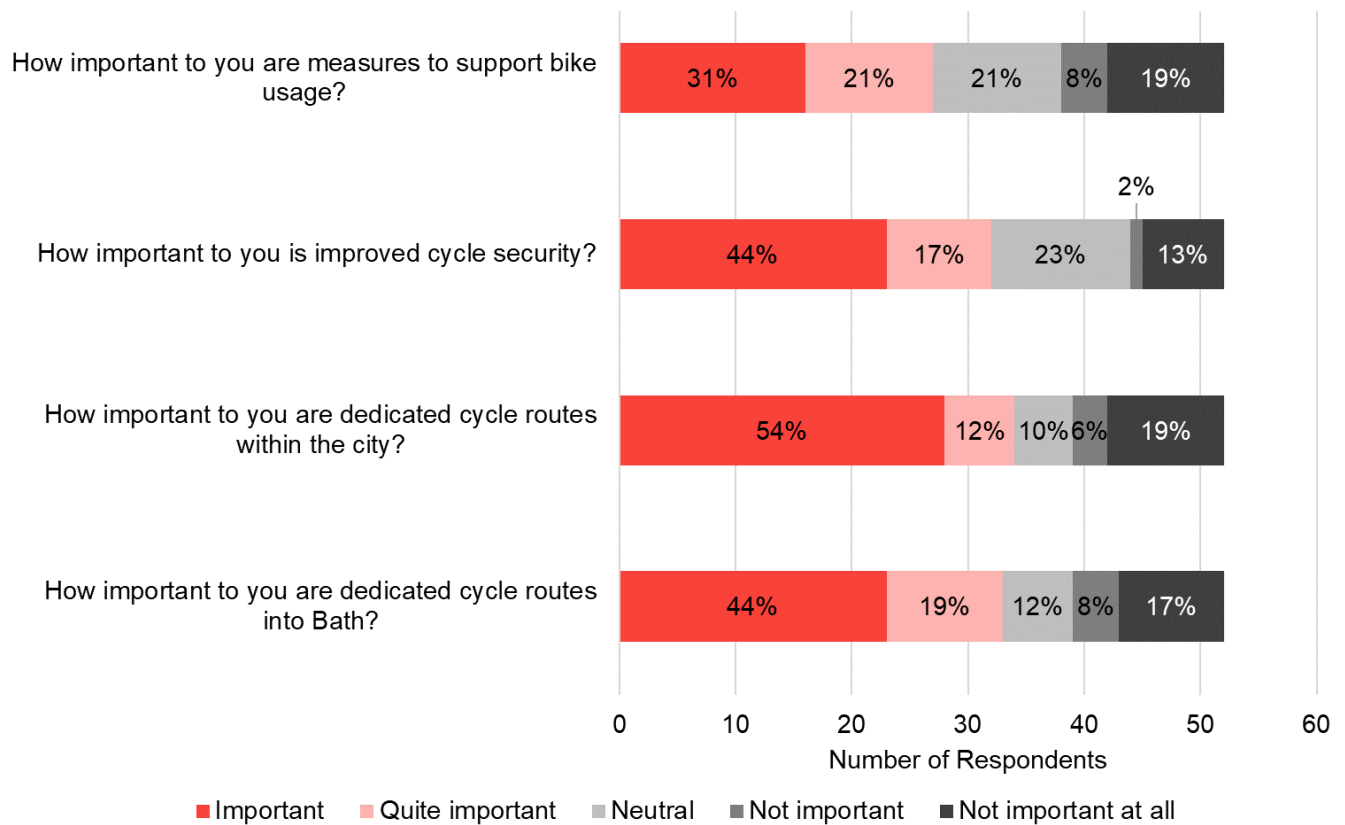
Better Bus Services



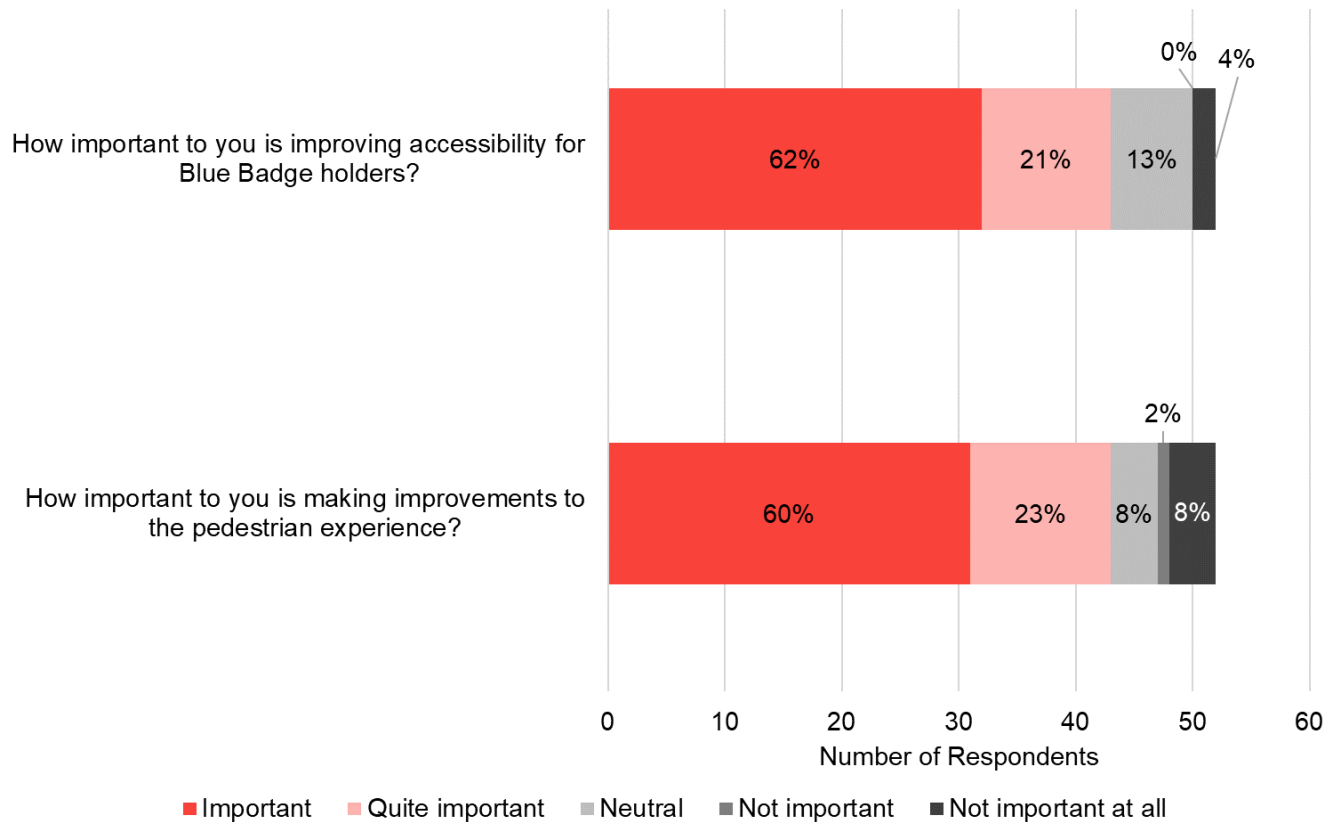
Improved Public Transport Options



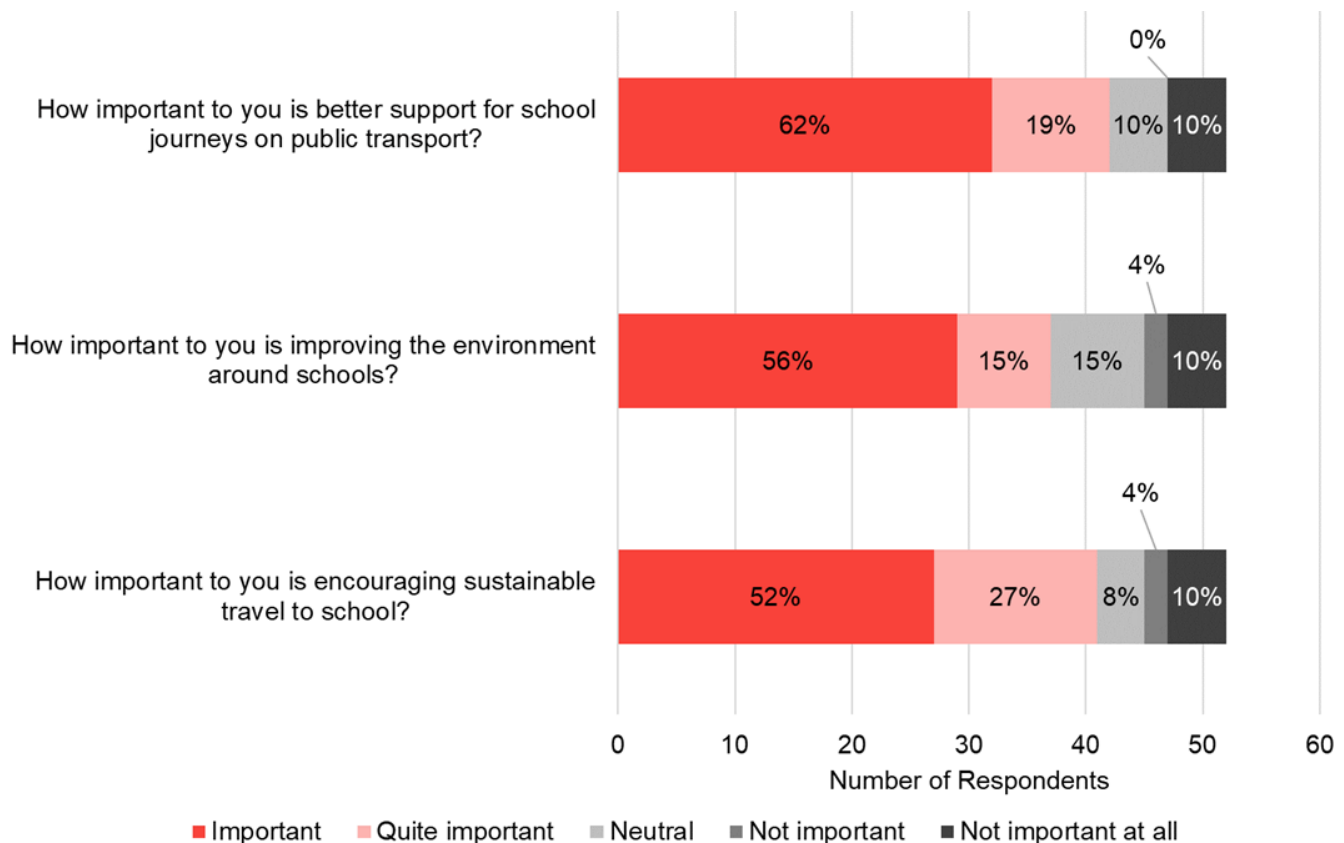
Supporting Cyclists



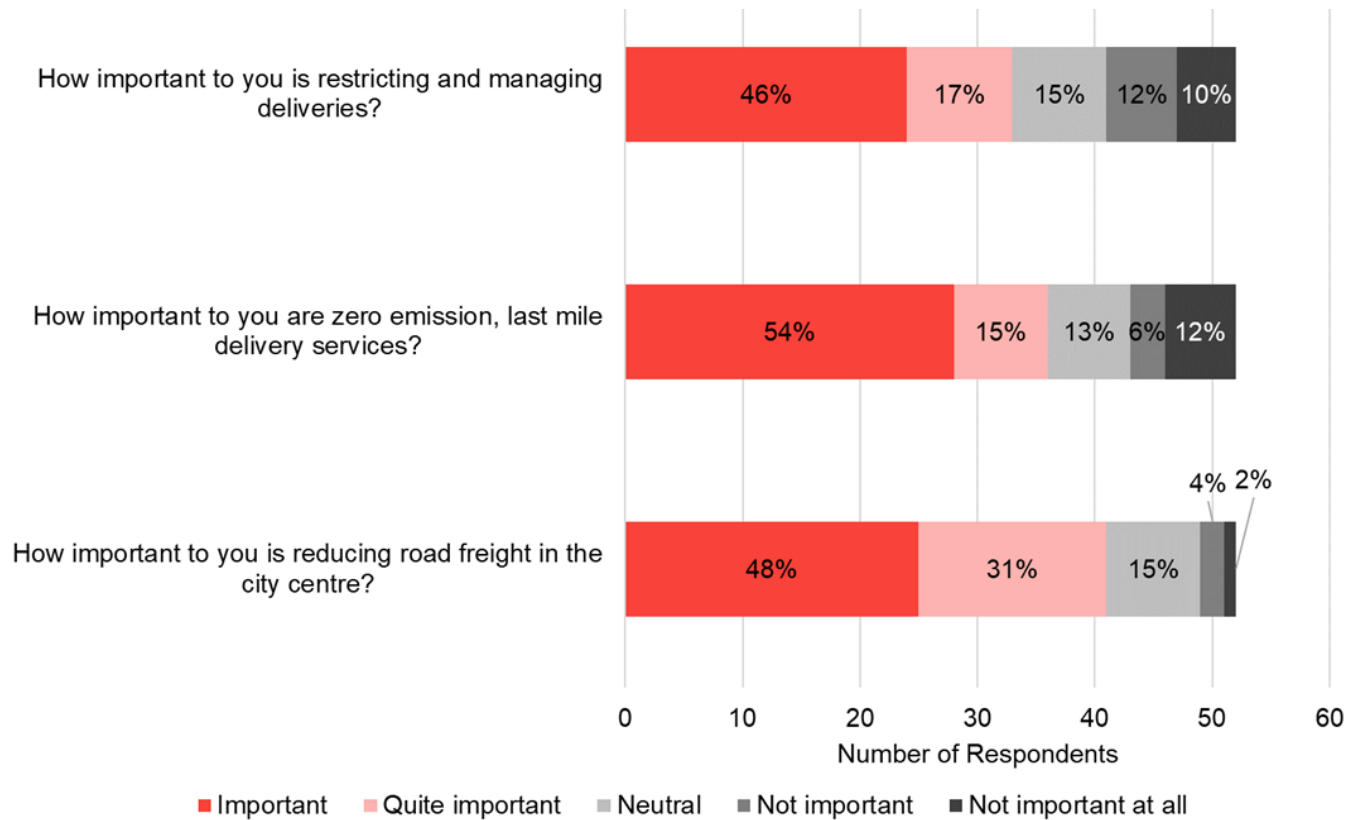
Improve Pedestrian and Blue Badge Holder Access



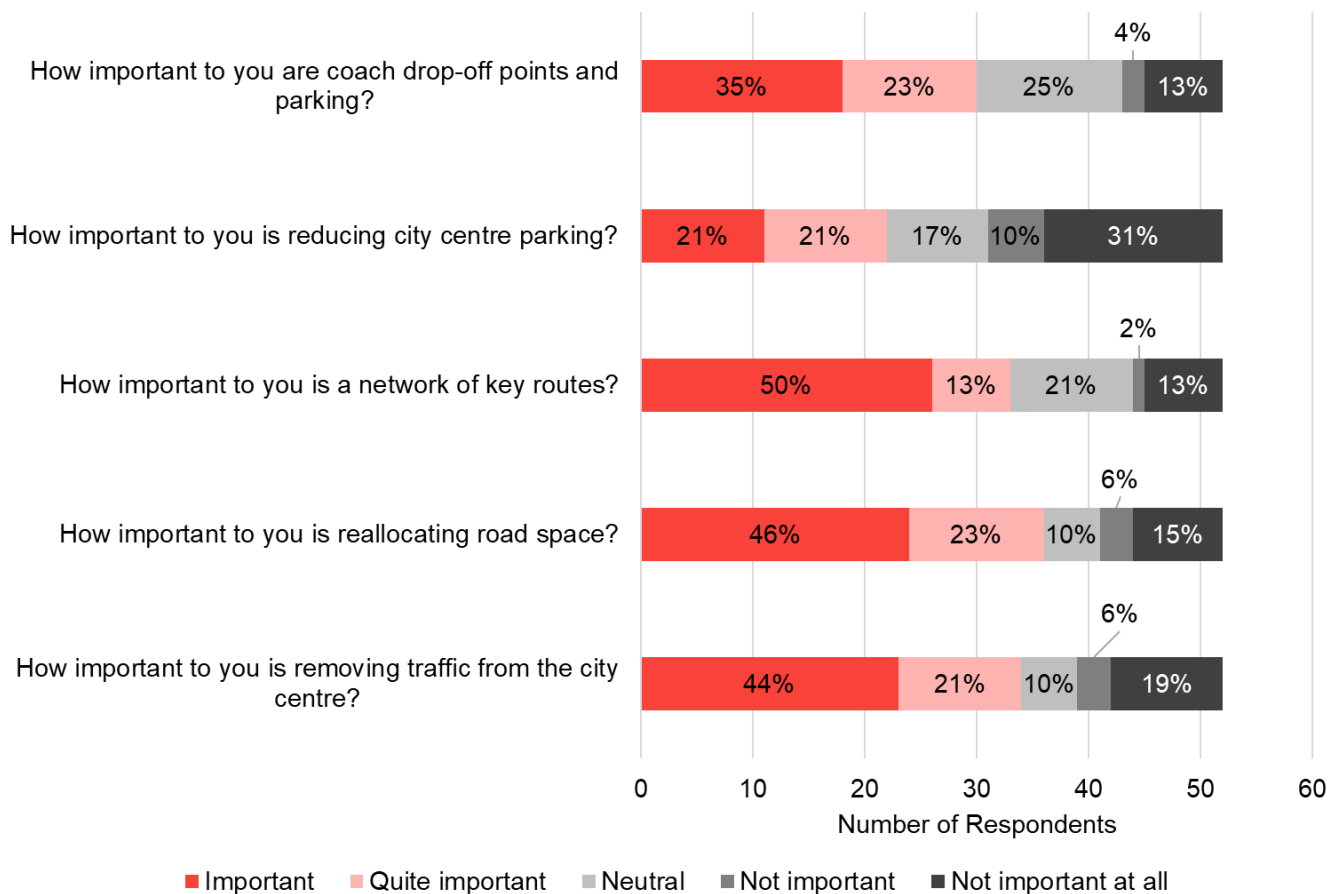
Cleaner, Greener School Travel



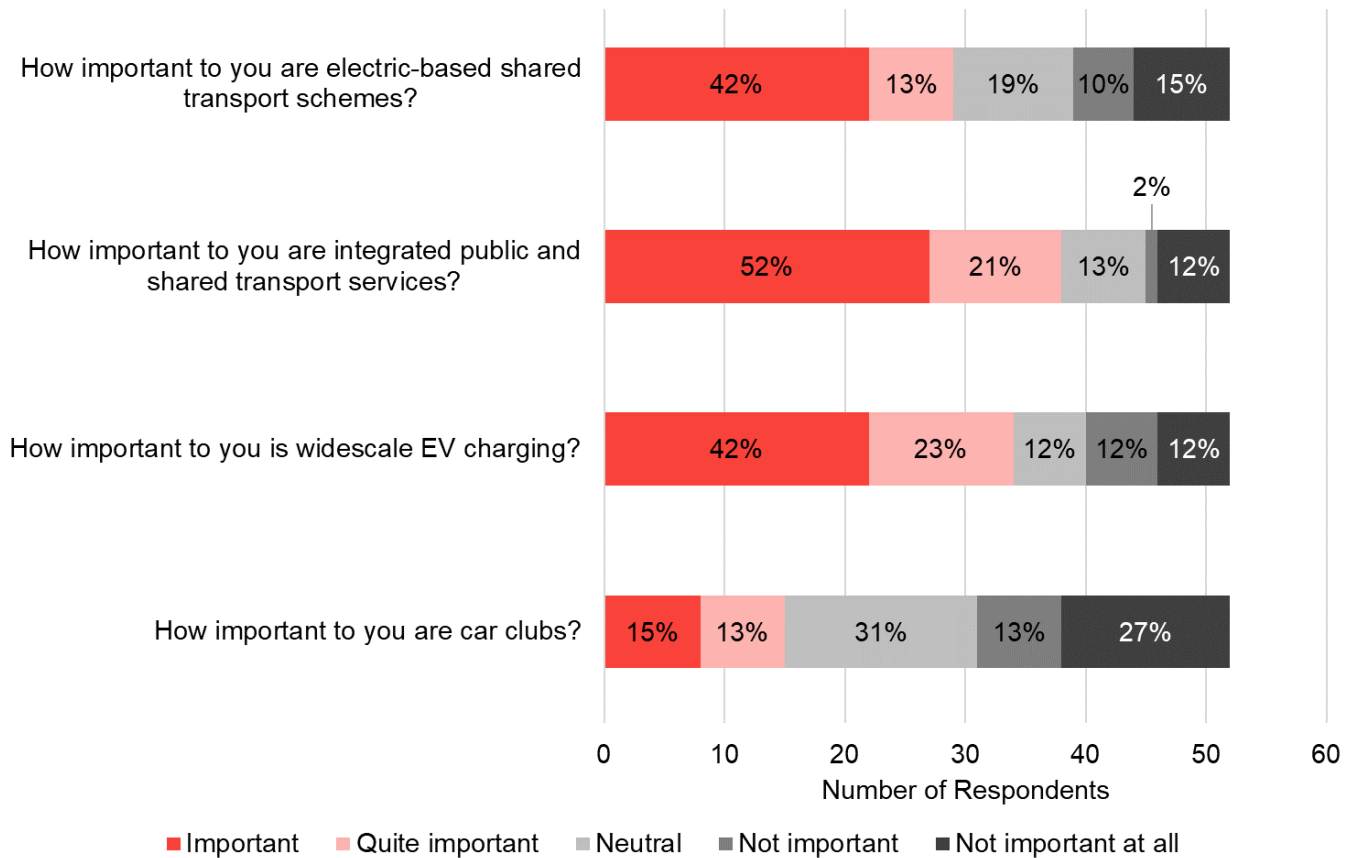
Fewer Heavy Goods Movements



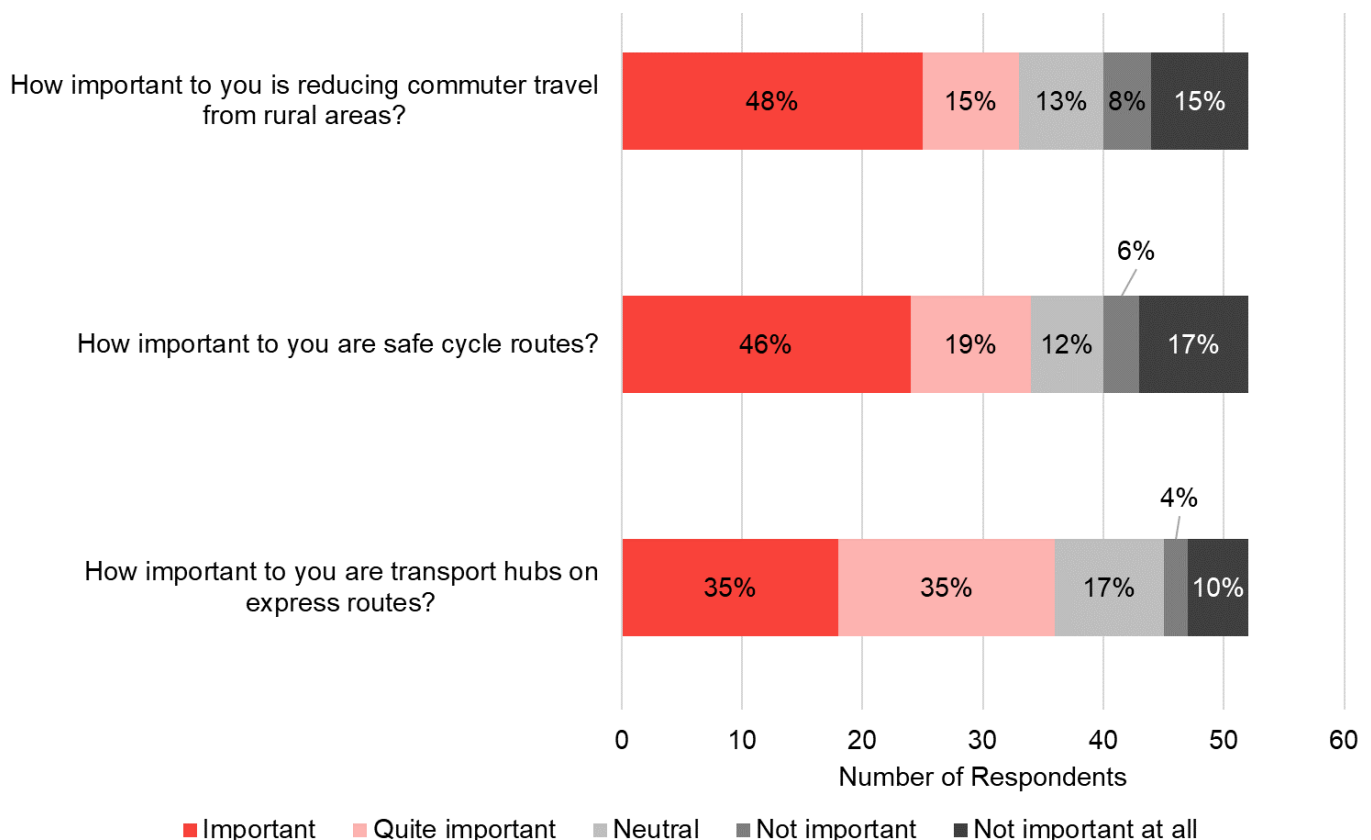
Create Improved Places to Live and Work



Supporting Resilient Mobility



Connecting Bath to Rural Communities and Market Towns



Appendix B

PUBLIC WEBINAR PRESENTATION



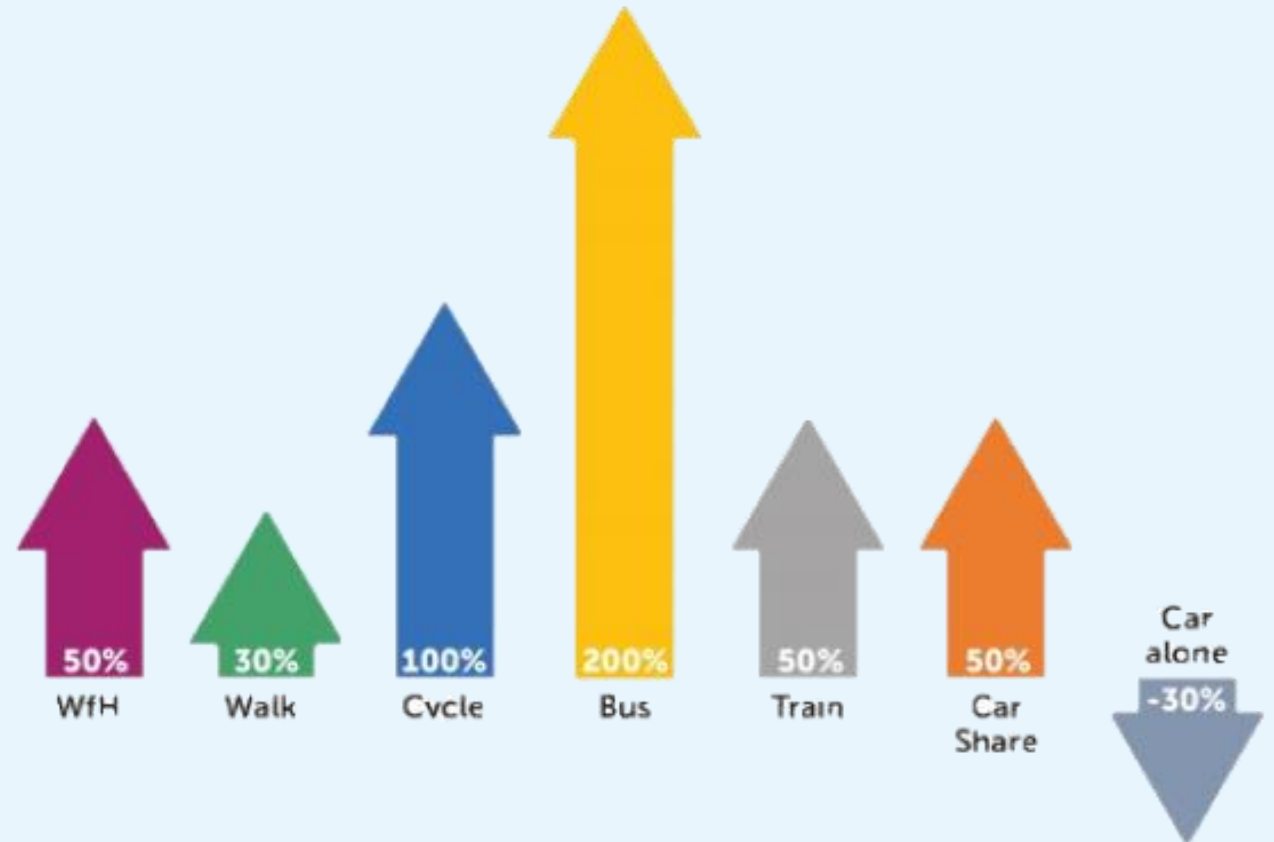
Bath & North East Somerset Council

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
- 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.

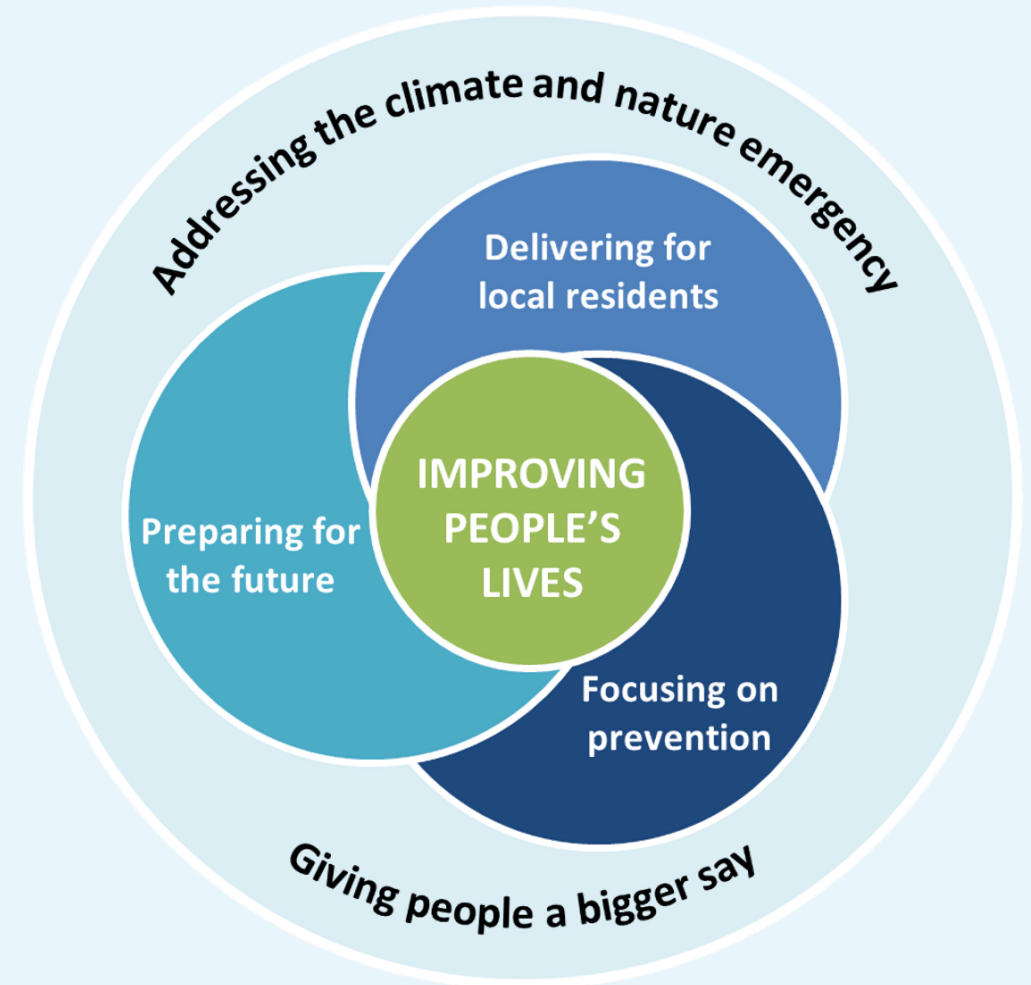
TWO:

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?

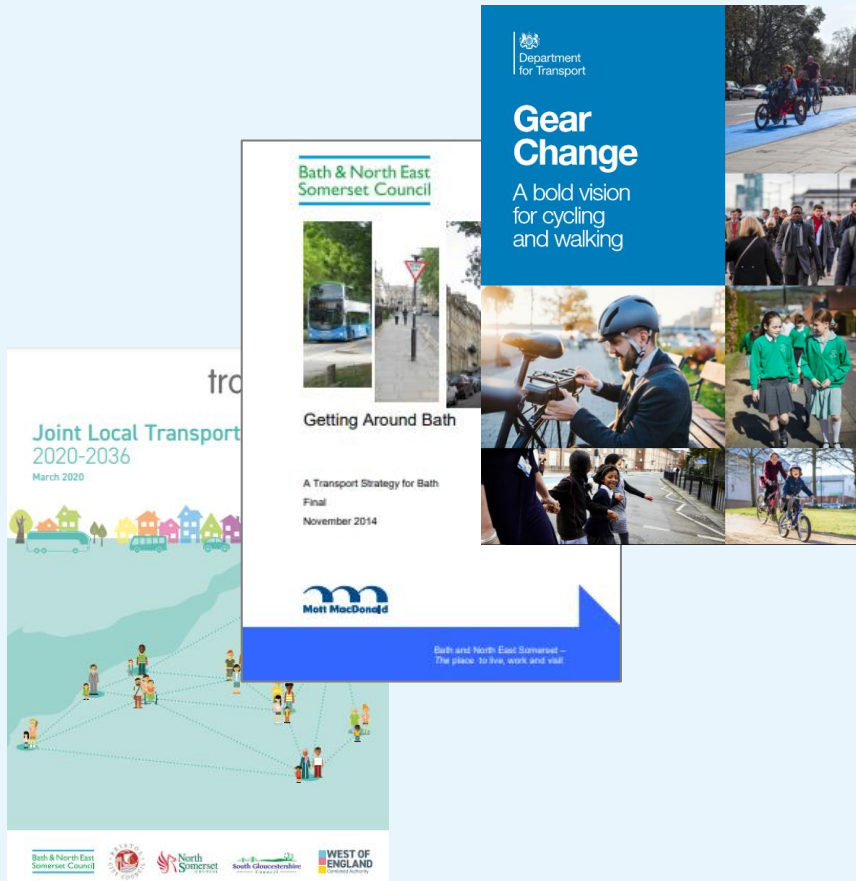
We need to look at new ways of getting around the area if we are to reach our target of being carbon neutral by 2030, in order to tackle the current climate and ecological emergency.

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?

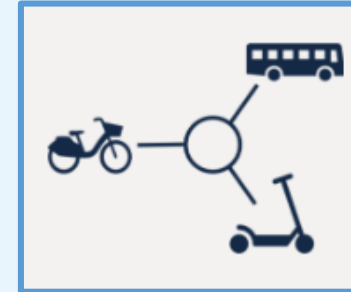


Improve Public Transport Options

- 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



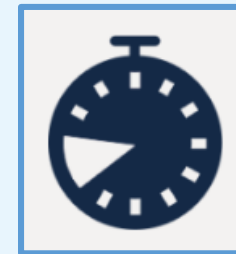
Cleaner Greener School Travel

- Encouraging sustainable travel to school
- Improving the environment around schools
- Better support for school journeys on public transport



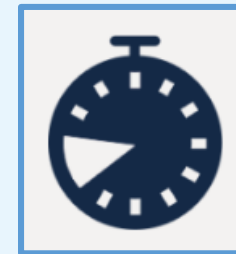
Fewer Heavy Good Movements

- 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



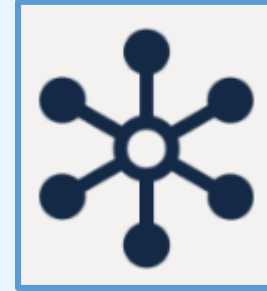
Create Improved Places to Live and Work

- 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

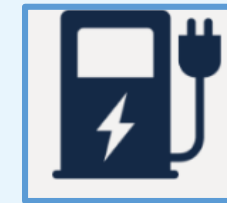


- Reducing commuter travel from rural areas



Supporting Resilient Mobility

- More car clubs
- Widescale EV charging
- Integrated public and shared transport services
- Electric based shared transport schemes



Mass Transit

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

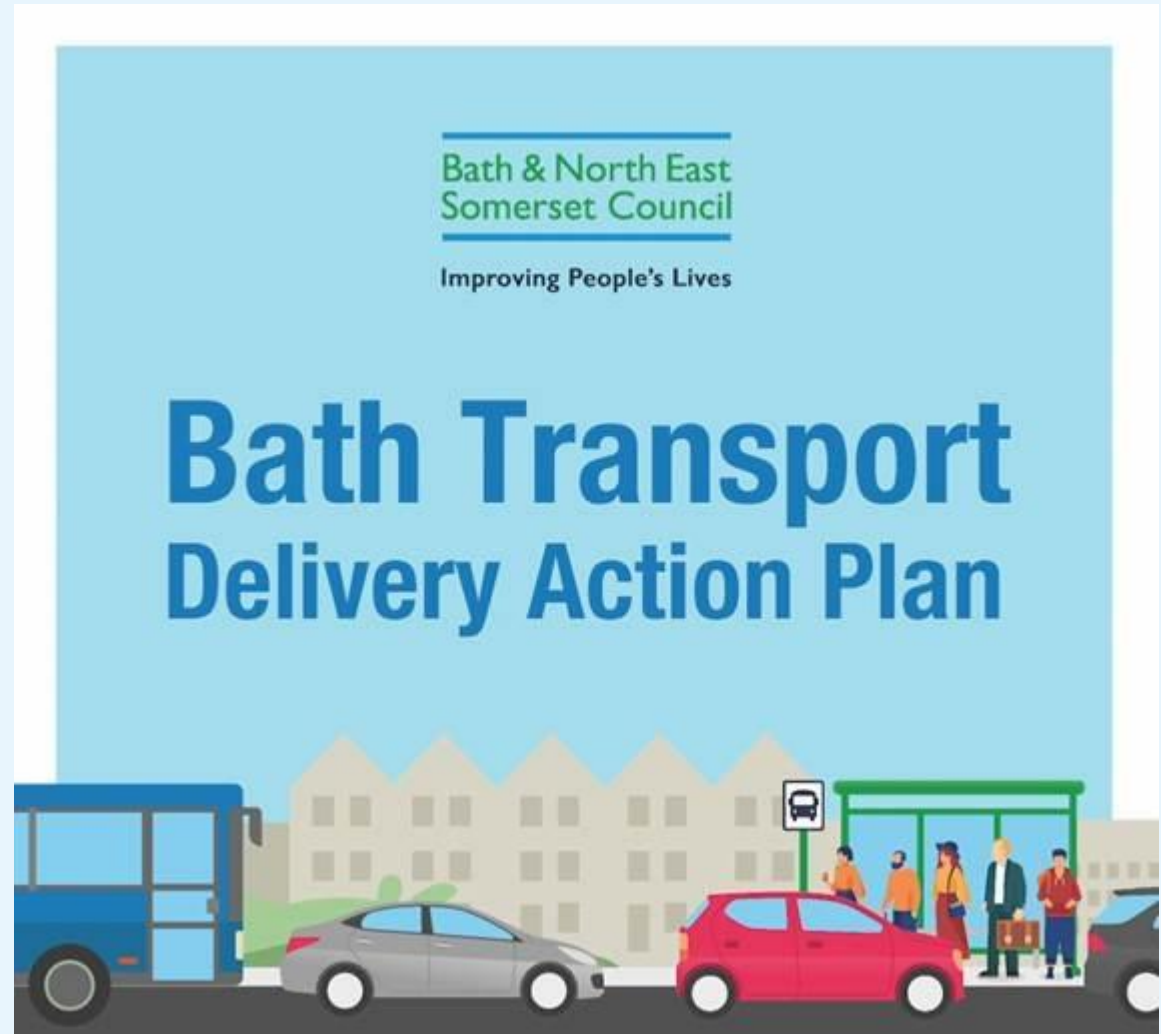


Stakeholder Packs

Help us to share information about the Transport Delivery Action Plan for Bath

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

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?	<p>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.</p> <p>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</p>
Where does this plan fit in with the JLTP4 update?	<p>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.</p> <p>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.</p> <p>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.</p>
Are you also reviewing plans from other authorities from which BANES might learn, including especially those with a heritage core?	<p>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.</p> <p>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.</p> <p>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.</p>

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
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	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 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>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>
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>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>
Are you looking at gas and electric buses?	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.

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
<p>The JLTP 4 mainly wants to build more roads, and it has been proven many times that building more roads simply creates more journeys.</p>	<p>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.</p> <p>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.</p> <p>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.</p>
<p>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?</p>	<p>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.</p> <p>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.</p>
<p>Needs to fit in with the Western Gateway Transport Plan.</p>	<p>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.</p>
<p>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 .</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
<p>Buses are not an acceptable method of getting children to school because they are unreliable, and infrequent.</p>	<p>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.</p> <p>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.</p>
<p>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?</p>	<p>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.</p>
<p>When is the deadline for submission to the first consultation?</p>	<p>The deadline to submit a response to this first public consultation is 1st March.</p>



Kings Orchard
1 Queen Street
Bristol
BS2 0HQ

wsp.com