

Bath & North East Somerset Council			
MEETING/ DECISION MAKER:	Cabinet		
MEETING/ DECISION DATE:	11 July 2024	EXECUTIVE FORWARD PLAN REFERENCE:	
		E	3537
TITLE:	Transport Action Plan Map		
WARD:	All		
AN OPEN PUBLIC ITEM			
List of attachments to this report: None			

1 THE ISSUE

- 1.1 Over the next three years, we are delivering over 175 transport schemes to take us a significant step forward in meeting our strategic aims.
- 1.2 Our transport network affects all aspects of our life: from the air we breathe, to the jobs we can access, to the quality of our place, unlocking the potential of our transport network to better deliver for our prosperity, our place, our people and the planet.
- 1.3 Looking at individual transport schemes in isolation makes it difficult to see the 'big picture' and understand how the overall transport programme is working in concert to address the areas of need within Bath and North East Somerset.
- 1.4 The Transport Action Plan Map (TAP) identifies programmes, policies, measures and schemes which will contribute to the overall objectives of the Council. The TAP provides greater transparency on the proposed interventions, enabling residents to have a bigger say on our plans to achieve our net zero goals, provide more travel choices and improve accessibility to jobs and services, create clean safe and vibrant neighbourhoods, support the vulnerable members of our community, and support healthy lives and places.

2 RECOMMENDATION

The Cabinet is asked to;

- 2.1 Approve the Transport Action Plan interactive digital map for publication in Summer 2024.**

3 THE REPORT

- 3.1 In transport, perhaps more than any other field, the whole is much greater than the sum of its individual parts, but when faced with the multitude of individual measures it can be difficult to see the bigger picture.
- 3.2 Transport Action Plan Map brings together all proposed activity currently likely to complete over the next three years. This will provide greater transparency and awareness of transport interventions over the next three years.
- 3.3 The TAP interactive map has been developed as the main tool for residents to see transport proposals in their area and be signposted to find more information on schemes, such as consultation dates and scheme details. The map will be updated as schemes change and progress to provide access to the most relevant and up to date information.

4 STATUTORY CONSIDERATIONS

- 4.1 Each of the interventions within the TAP will adhere to the appropriate statutory considerations. There are no specific statutory considerations associated with the TAP itself.

5 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

- 5.1 The TAP highlights our existing and planned transport interventions for the next three years and reflects schemes within the current capital programme approval and where funding is still being confirmed.

6 RISK MANAGEMENT

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

7 EQUALITIES

- 7.1 An EIA has not currently been undertaken as the TAP assesses all transport related interventions which have considered equality issues throughout their development, however the report addresses the need for equality within our transport network.

8 CLIMATE CHANGE

- 8.1 The TAP prioritises meeting the needs of all our residents and places whilst reducing impacts on our natural resources and environment. Our approach, which directly aligns with our Corporate Strategy, draws on the principles of Doughnut Economics to deliver balanced action that ensures the future BANES is one which operates in the safe space between the social foundation (whereby the needs of all our residents are met) and the ecological ceiling to ensure we do not exceed our planetary boundaries.

9 OTHER OPTIONS CONSIDERED

9.1 None.

10 CONSULTATION

10.1 Consultation has been undertaken across B&NES to incorporate all interventions.

10.2 The TAP brings together schemes which have previously been agreed in principle. However the individual schemes are at different stages of development, and therefore some will be subject to further project specific consultation, for example, the City Region Sustainable Transport Settlement schemes (CRSTS), whereas others, have already completed consultation. The different stages of schemes, and whether or not they will be subject to further consultation, is made clear for each scheme.

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Background papers	None
Please contact the report author if you need to access this report in an alternative format	