

## Schedule of Significant Proposed Changes to the Draft Core Strategy, Sept 11

### Comments by FoBRA

**PC51, as amended** *This comment and the following one have justification on both legal and soundness grounds: legal because of the requirement to reduce the measured pollution below the legal limit as soon as possible (see FPC31) ) (in fact the Council had been under legal obligation to do this by 2010) and soundness because the only known way to do this is by reducing the volume of traffic in the city powered by internal combustion engines (and more robust methods to ensure this are needed). It is notable that the Council's Cabinet Member for Transport declared his support for the three additional bullet points below in a letter to the Bath Chronicle dated 13<sup>th</sup> Oct 11.*

The Council's Transport Strategy for Bath is ~~one-of~~ [reducing traffic congestion and air pollution by reducing the number use of cars and goods vehicles for that travelling into, through and within around the city, by to](#) progressing improvements to public transport and ~~to make~~ [ing](#) walking or cycling within the city the preferred option for short trips. This will be achieved through a variety of measures including:

- Bath Transport Package – comprising a range of measures including three extended Park & Ride sites; upgrading nine bus routes to showcase standard including upgrades to bus stop infrastructure and variable message signs on key routes into the city displaying information about car parking availability
- Improvements to the bus network through the Greater Bristol Bus Network major scheme including key routes from Bristol and Midsomer Norton,
- Rail improvements, such as the electrification of Great Western Railway mainline by 2016; the new 15 year GWR franchise (including the Greater Bristol Metro Project); and increasing the capacity of local rail services travelling through Bath Spa rail station, improving ease of access to and attractiveness of rail travel to and from Bath
- The West of England authorities (including B&NES) have been awarded Local Sustainable Transport Fund key component funding for a number of measures and also been invited by the Department for Transport to submit a major bid to the Local Sustainable Transport Fund for £25.5 million
- Creating a more pedestrian and cyclist-friendly city centre through the introduction of access changes on a number of streets and expansion and enhancement of pedestrian areas.
- Other improvements to walking and cycling infrastructure through the Councils Integrated Transport annual settlement and the implementation of 'Smarter Choices' for transport e.g. through the development of travel plans for new and existing sites and the expansion of car clubs
- [Reduction of heavy vehicle traffic across Cleveland Bridge by imposition of a weight limit on vehicles turning from Bathwick Street to Beckford Road and vice versa.](#)
- [Development of a freight delivery facility, with an out-of-city consolidation depot.](#)

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- Creation of one or more Park & Ride sites on the eastern side of the city to reduce commuter traffic from that direction.

#### FPC1

To complement these public transport and cycling/walking improvements the Council will update its Parking Strategy for Bath which will broadly maintain central area car parking at existing levels in the short term and continue to prioritise management of that parking for residents, short and medium stay users. This is necessary in order to discourage car use for commuting and provide sufficient parking to help maintain the vitality and viability of the city centre as a shopping and visitor destination. It will also result in a relative reduction in the amount of central area parking that is available as the economy grows, jobs are created and demand increases.

#### PC84 – para 6.41 *Simply typographical comments*

Proposals for the reuse of redundant and underused historic buildings and areas will be encouraged where the proposed use does not compromise or threaten the historic asset or the integrity of a European wildlife site and or species. ~~Important too is the ability of historic built environments to absorb change particularly tackling fuel poverty and climate change~~ of Bath stone and other local traditional ~~building~~ materials should whenever possible be re-used ~~either~~ on site or ~~re-used~~ elsewhere in ~~favour of~~ preference to newly won mineral products.

Robin Kerr – Secretary  
Final – 14<sup>th</sup> Oct 11