

BATH TRANSPORT DELIVERY ACTION PLAN – WEBINAR QUESTIONS & ANSWERS

QUESTION	RESPONSE FROM B&NES COUNCIL
<p>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?</p>	<p>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.</p>
<p>what plans for metro west station at Salford and a station in Corsham?</p>	<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>
<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</p>	<p>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.</p>
<p>Does this plan fit into the WECA mayoral plan and the Banes local plans?</p>	<p>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.</p>

QUESTION**RESPONSE FROM B&NES COUNCIL**

<p>How can we provoke greater electric vehicle take up?</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>
<p>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?</p>	<p>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.</p>
<p>Is there any plan to expand the electric scooter rollout?</p>	<p>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.</p> <p>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.</p> <p>To service the new expanded areas the numbers of scooters will gradually increase to 100 in Bath.</p>
<p>Please include the needs for rural villages, where there are few alternatives to use of the car.</p>	<p>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.</p>

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
<p>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?</p>	<p>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.</p>
<p>How much money will be available?</p>	<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>
<p>Where does this plan fit in with the JLTP4 update?</p>	<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>
<p>Are you also reviewing plans from other authorities from which BANES might learn, including especially those with a heritage core?</p>	<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
<p>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</p>	<p>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.</p>
<p>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>	<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>
<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>	<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>
<p>Are you looking at gas and electric buses?</p>	<p>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.</p>

QUESTION	RESPONSE FROM B&NES COUNCIL
<p>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?</p>	<p>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.</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>Disabled people use buses taxis and trains not just cars</p>	<p>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.</p>
<p>Are E-Scooters road legal? Can people get insurance if they want to use E-scooters as their main mode of transport?</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>To service the new expanded areas the numbers of scooters will gradually increase to 100 in Bath</p>

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**

The JLTP 4 mainly wants to build more roads, and it has been proven many times that building more roads simply creates more journeys.

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.

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.

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.

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?

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.

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.

Needs to fit in with the Western Gateway Transport Plan.

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.

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 .

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.

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>