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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

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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		

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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 region[1]. 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.

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[1] Climate Emergency Outline Plan (2019), Bath and North East Somerset Council

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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&NES[2], 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.

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[2] https://beta.bathnes.gov.uk/sites/default/files/Bath%20Report%20Aug%202020%20-%20Final%20edited.pdf

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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.

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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
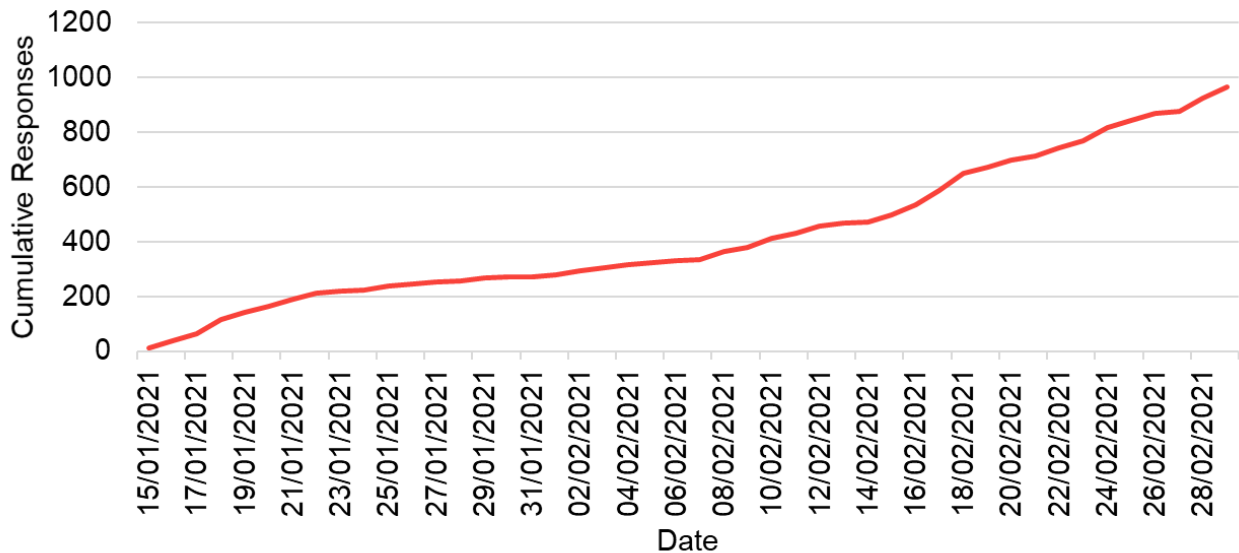
2.2.7. As Figure 2-1 demonstrates, the response rate significantly increased from early February onwards. This increase correlates with the dates of the public and interest specific webinars which raised awareness of the consultation. During the interest specific webinars stakeholders were provided with 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% male[3].

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

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

0%

6%

44%

50%

■ Female   ■ Male   ■ Prefer not to say   ■ Something else
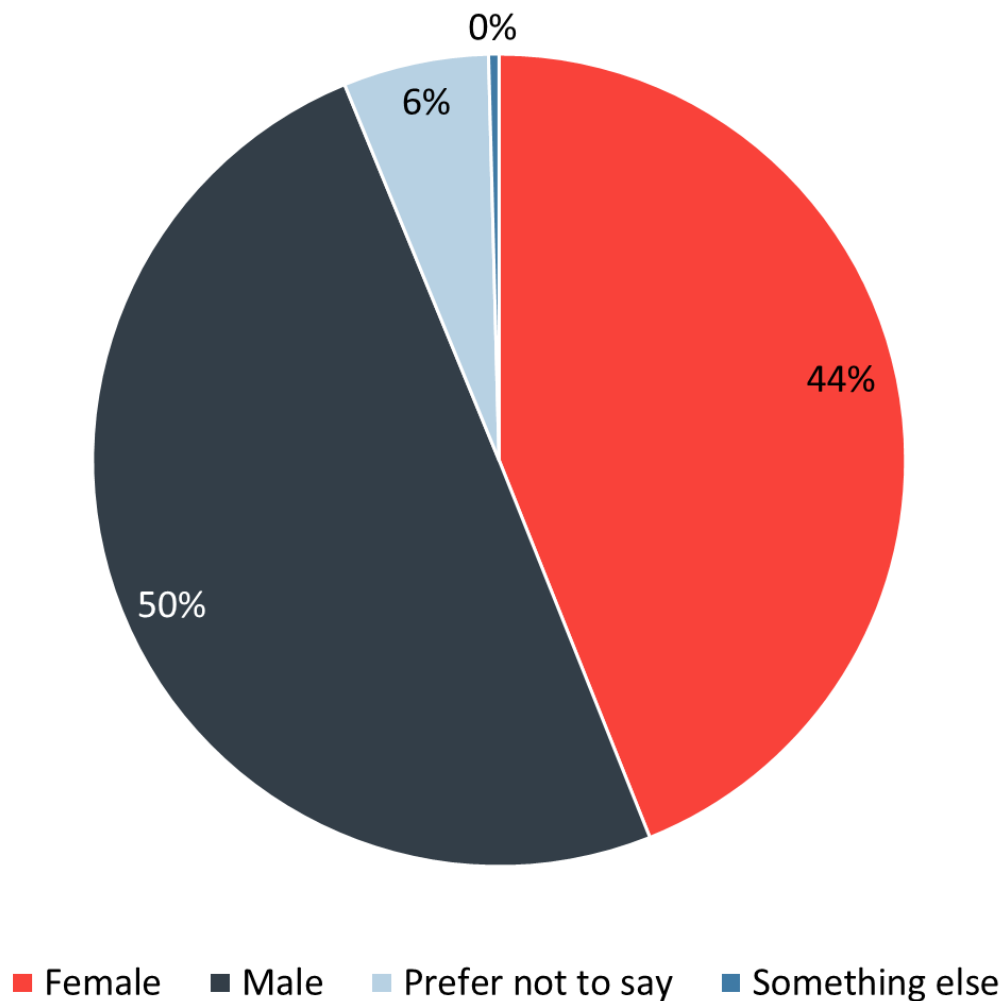
Disability

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 little[4].

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.

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[4] 2011 ONS Population Estimates: Long-Term Health Problems or Disability

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Figure 2-3 - Do You Consider Yourself To Have A Disability

Legend: ■ Yes ■ No ■ Prefer not to say

Slices: 5% (Yes), 88% (No), 7% (Prefer not to say)
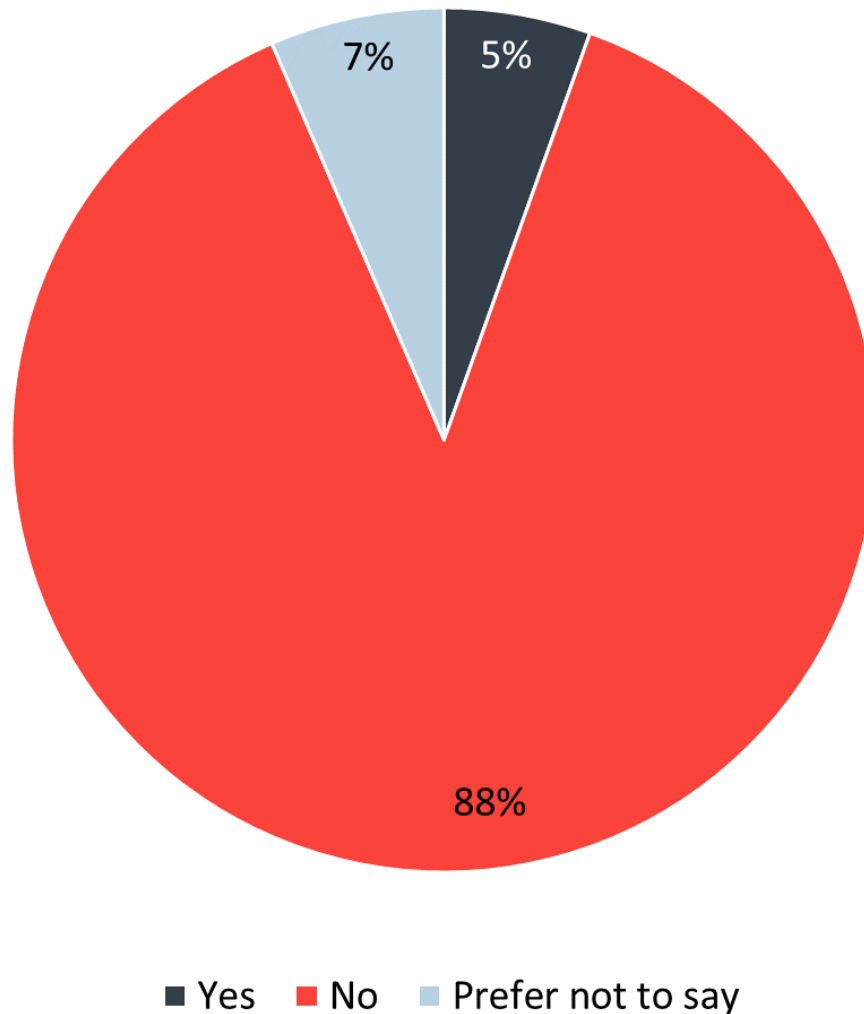
Age

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 years[5].

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 area[6]. 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.

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[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

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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?

What was your age at your last birthday?
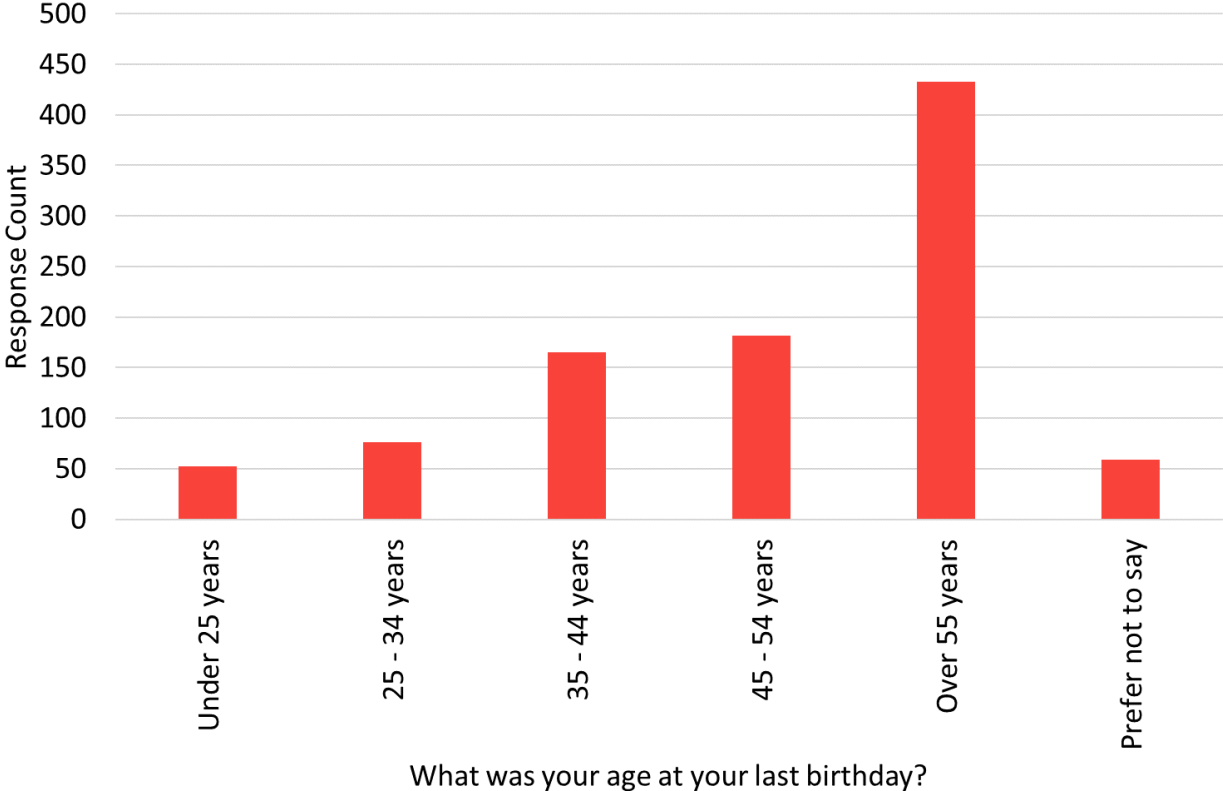
Dependent Children

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?

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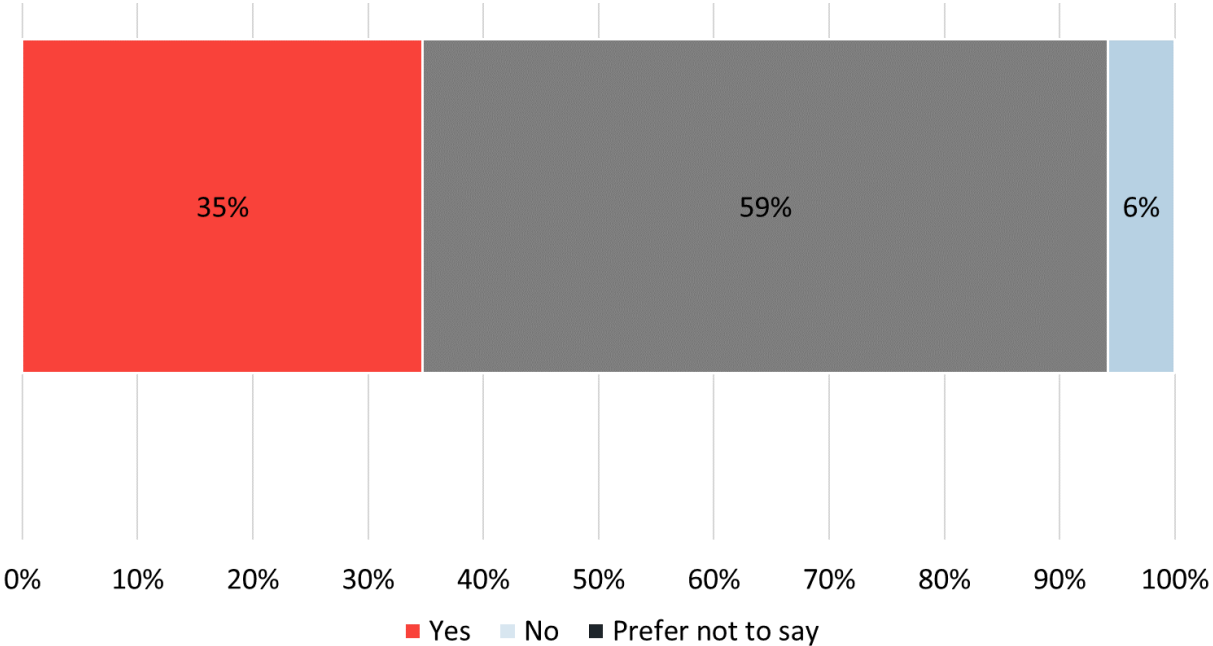
Respondents Relation to Bath as a Place

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?
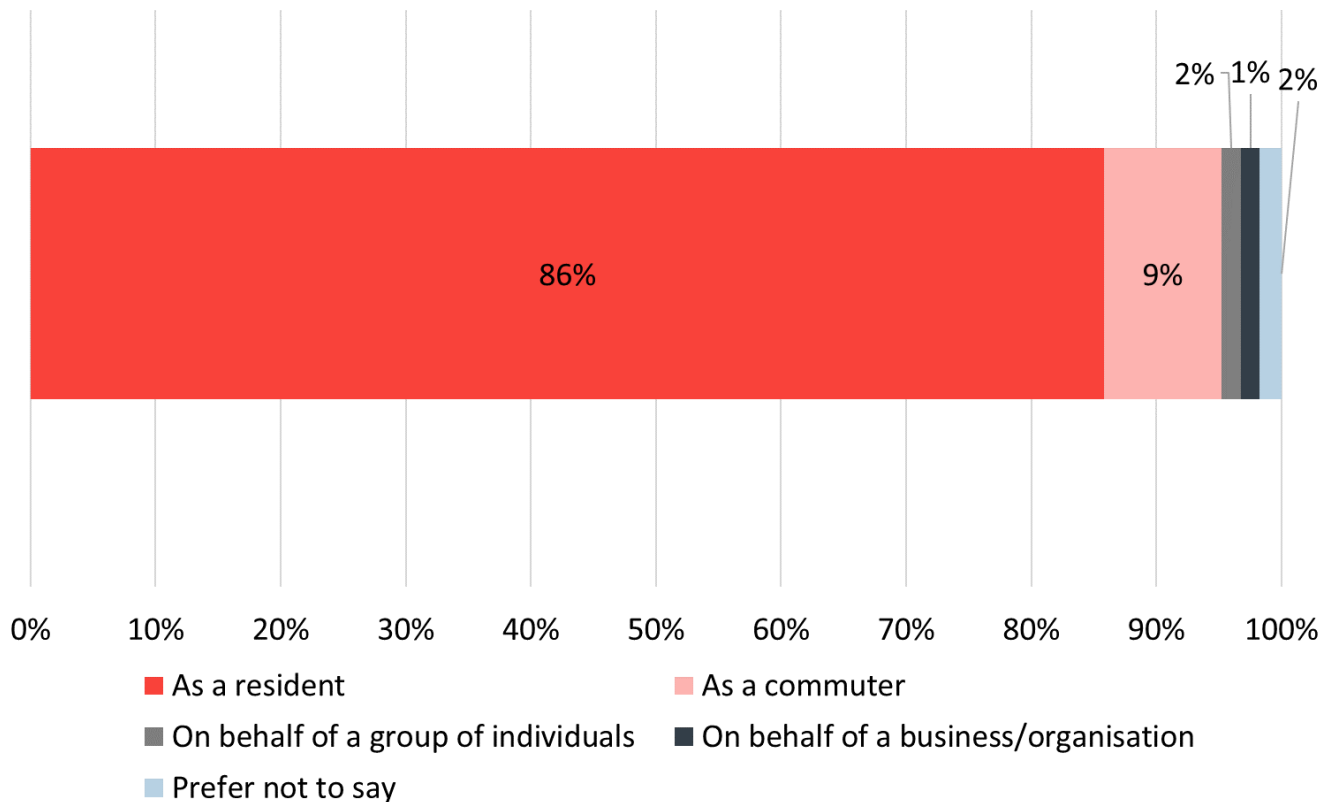
Location

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.

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Figure 2-7 - Where Do You Live (Or Where Is Your Business Located)?

Legend:
- In Bath
- In a B&NES village/rural location
- In Midsomer Norton
- In Radstock
- In Keynsham
- In Saltford
- Further afield
- Prefer not to say
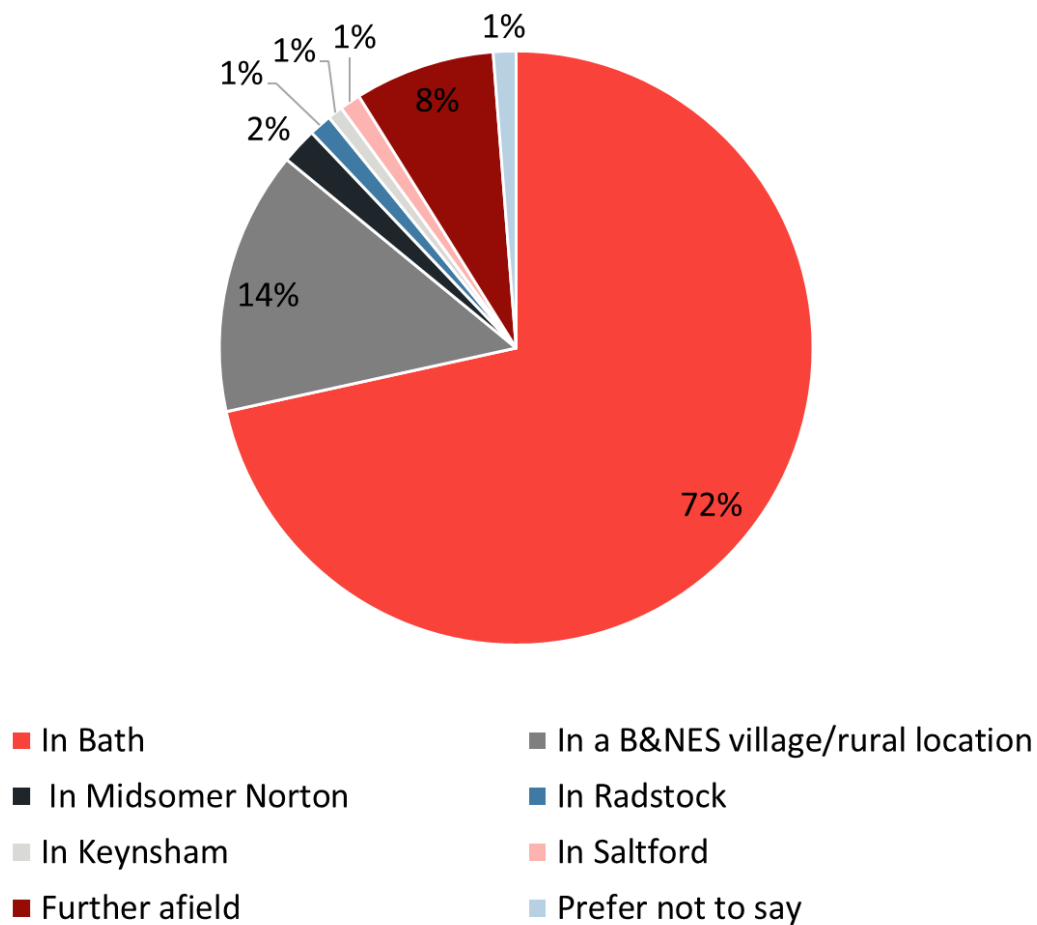
2.2.19. There was also an option to select 'Further Afield' for those respondents who are based away from the B&NES area itself, but for whom transport in the region has an impact. 8% of respondents selected this as their location. Analysis of postcode data provided shows that, for those who provided 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.

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Figure 2-8 - Location of Respondents (City of Bath)
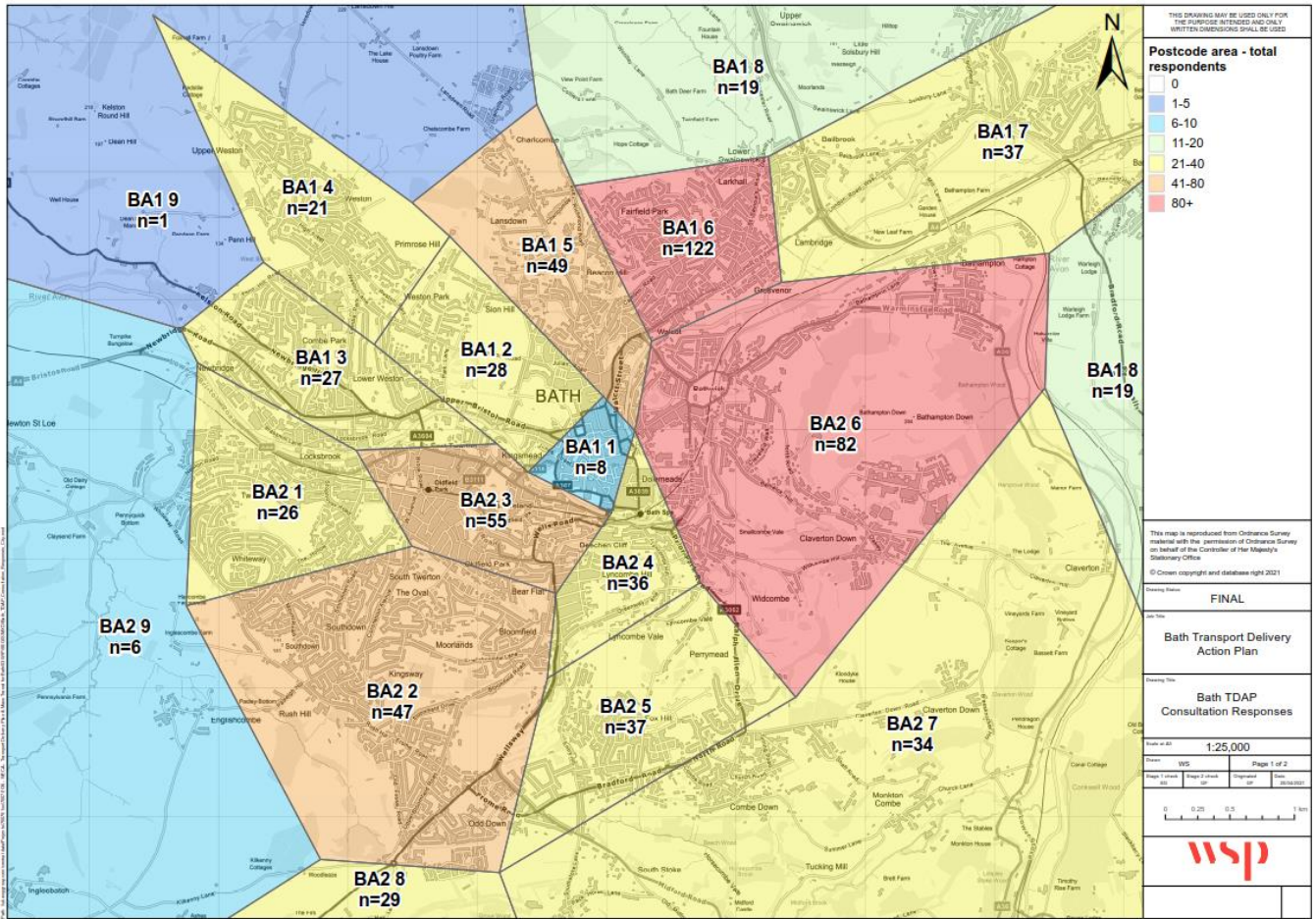
2.2.21. Within the City of Bath area, the highest number of responses were within the Larkhall / Fairfield Park area, Claverton Down / University of Bath and Oldfield Park. There was a relatively consistent number of responses, between 20-30, across the remaining central Bath postcodes, with a general reduction in the number of responses as the distance increased from the city centre.

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Figure 2-9 - Location of Respondents (wider area)
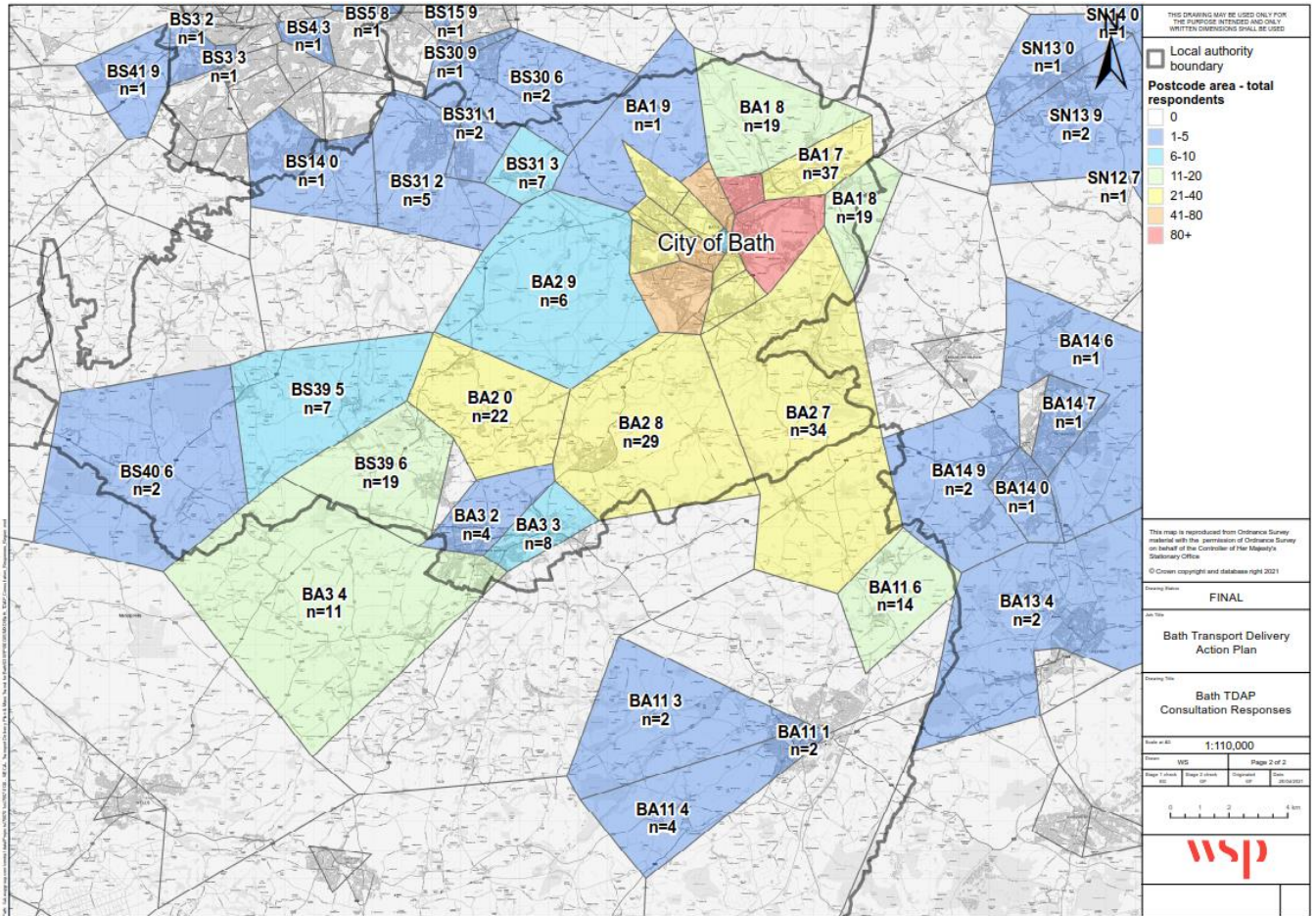
2.2.22. Figure 2-9 shows that, of the postcodes that could be mapped, there were high response levels to the south / south west of the central Bath area. The figure shows a number of responses were received from outside the B&NES boundary (shown in black on the map), with some respondents located around 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 channel[8]. 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.

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[8] https://www.youtube.com/watch?v=u30_FVnmono

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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.

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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?
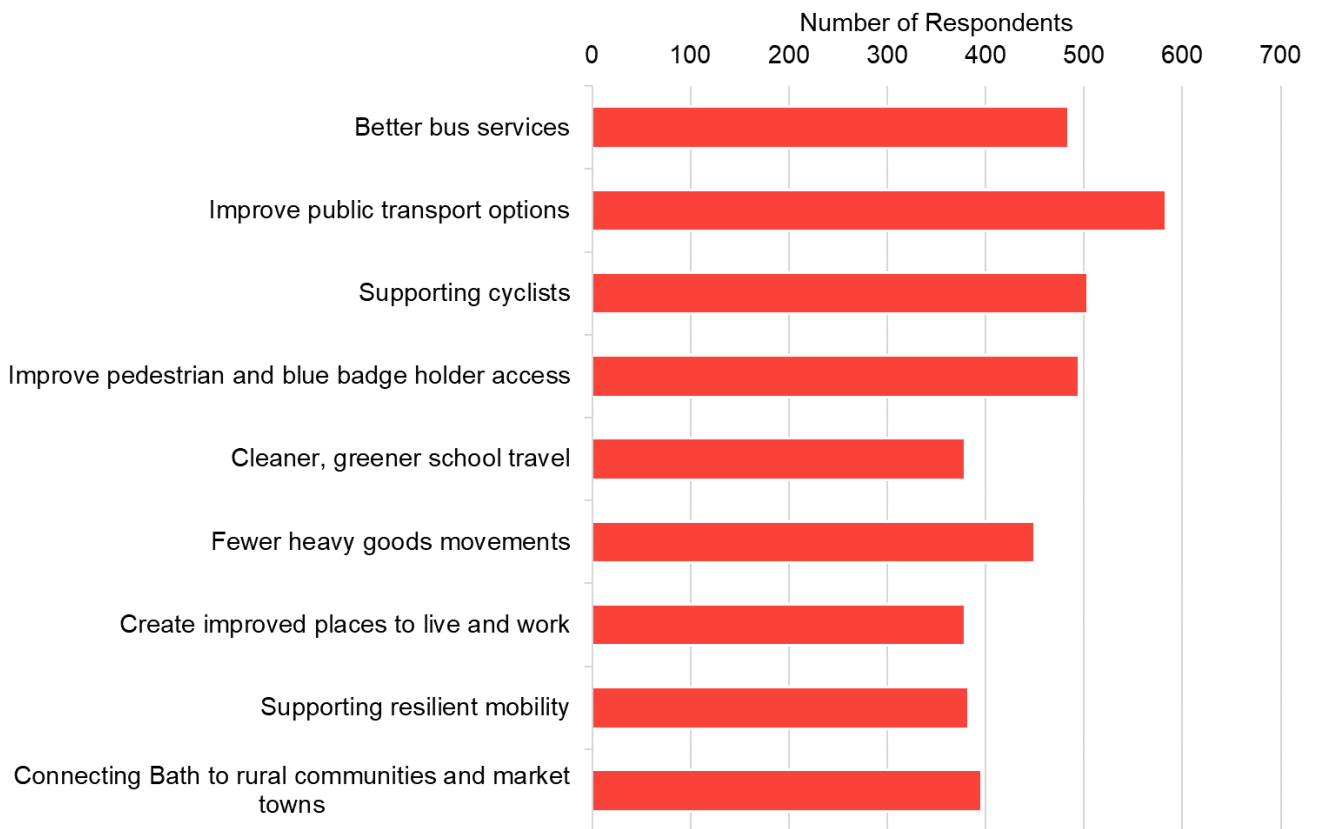
3.1.3. The most common theme to be selected as most important to respondents was Improve public transport options which was selected almost 600 times across the 967 responses (60%). Better bus services, supporting cyclists, improving pedestrian and blue badge access and fewer heavy goods movements scored 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.

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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

3.1.7. 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.

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Figure 3-3 – Online Questionnaire Detailed Responses

Number of mentions

Category	
Better Bus Services	~112
Improve Public Transport Options	~52
Supporting Cyclists	~93
Pedestrian and Blue Badge Holder Access	~71
Cleaner, Greener School Travel	~44
Fewer Heavy Goods Movements	~14
Creating Improved Places to Live and Work	~113
Resilient Mobility	~48
Connecting Bath to Rural Communities and Market Towns	~63
Other	~95
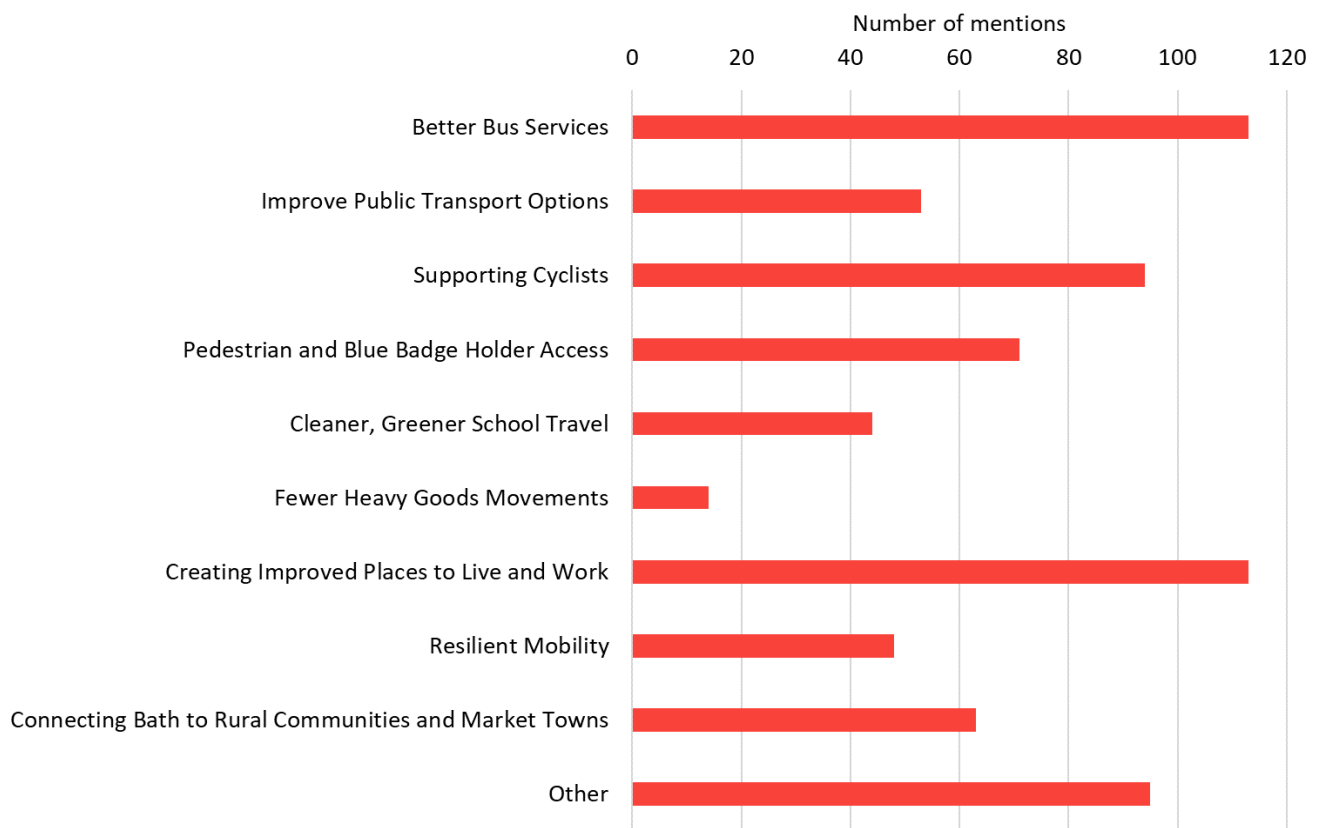
3.1.8.   The remainder of this chapter is structured under the themes of the consultation. Within each section it details the responses to the online consultation and any specific points raised during the public and interest specific webinars.

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.

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Figure 3-4 - Better Bus Services Concepts
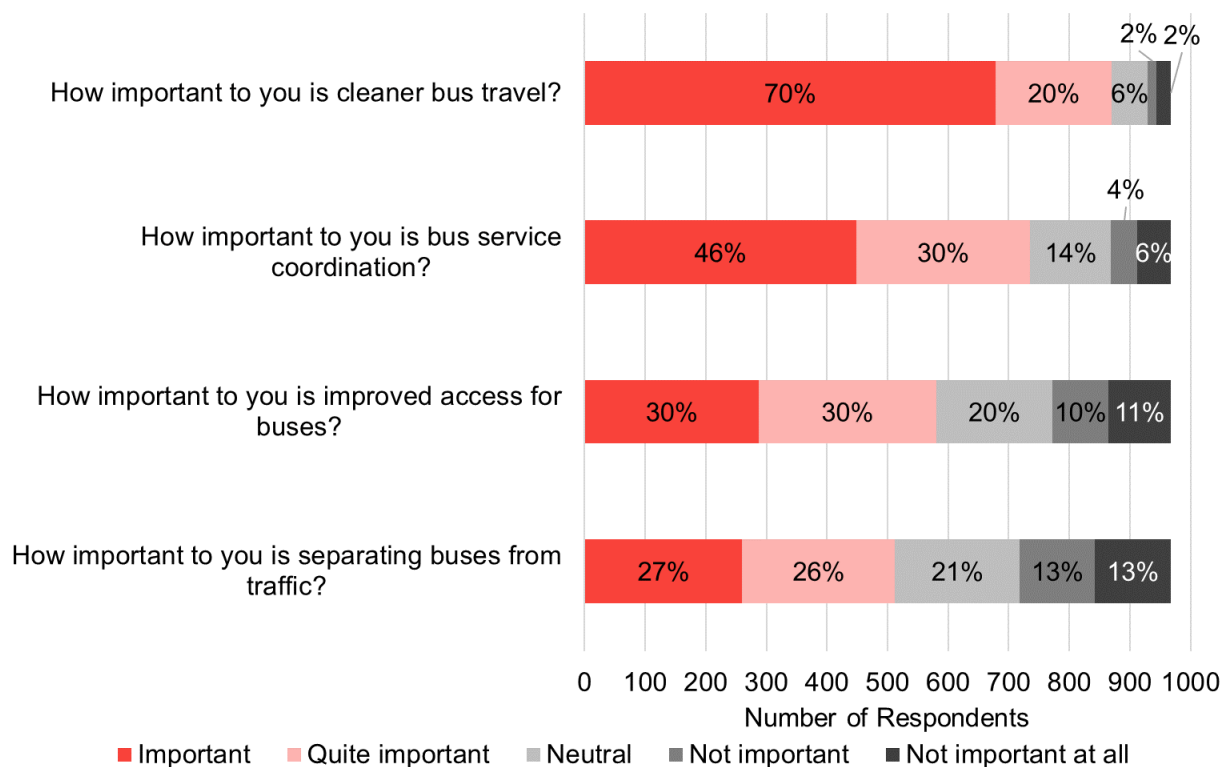
3.2.3. The most important concept to respondents regarding better bus services was cleaner bus travel, which 70% (678) of respondents scored as important and an additional 20% (192) as quite important. Only 4% (38) of respondents thought this concept was not important or not important at all. This was 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

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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
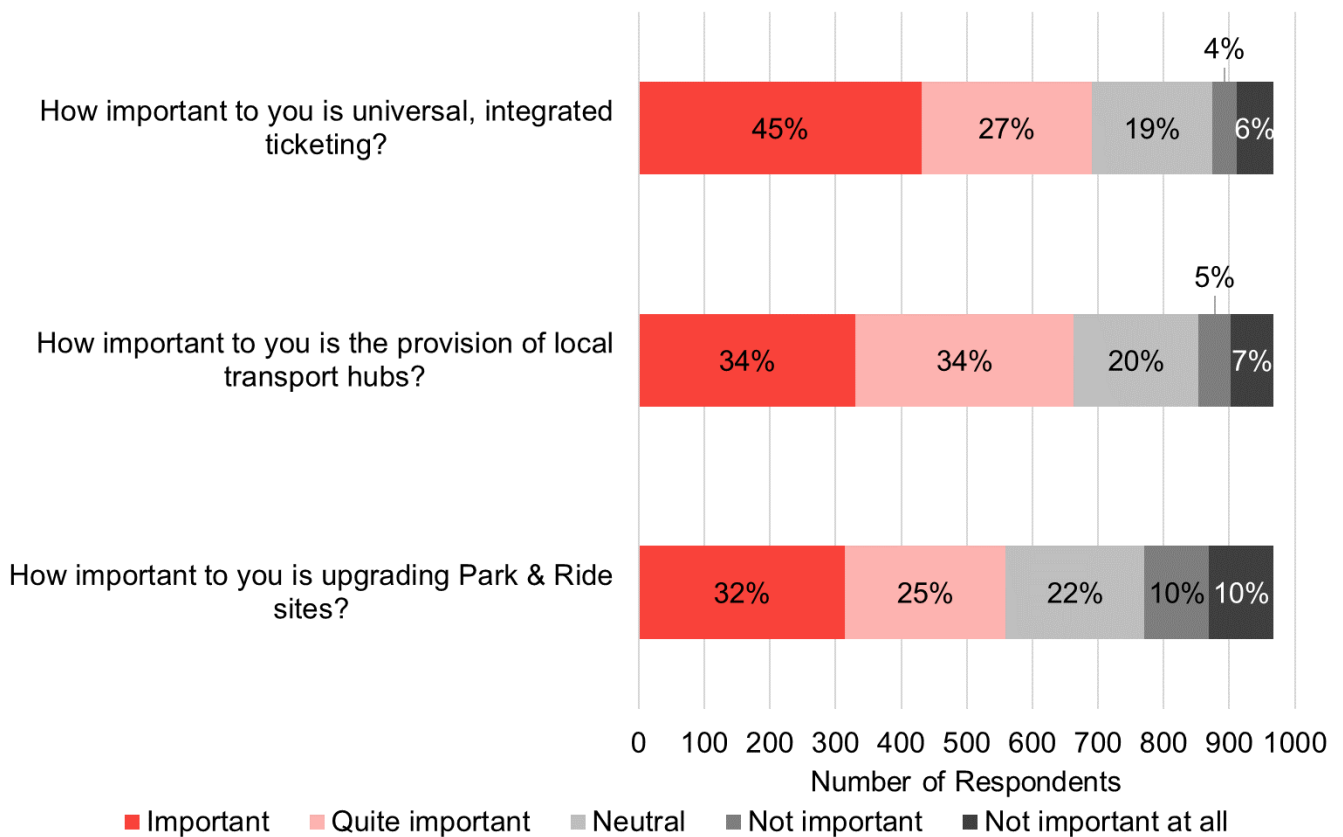
3.3.3.   Integrated, universal ticketing was considered to be the most important concept amongst respondents in relation to improving public transport options. This was identified as important by 45% (431) of respondents and as quite important by an additional 27% (259). The remaining 10% (93) of respondent 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.

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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.

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Figure 3-6 - Supporting Cyclists Concepts
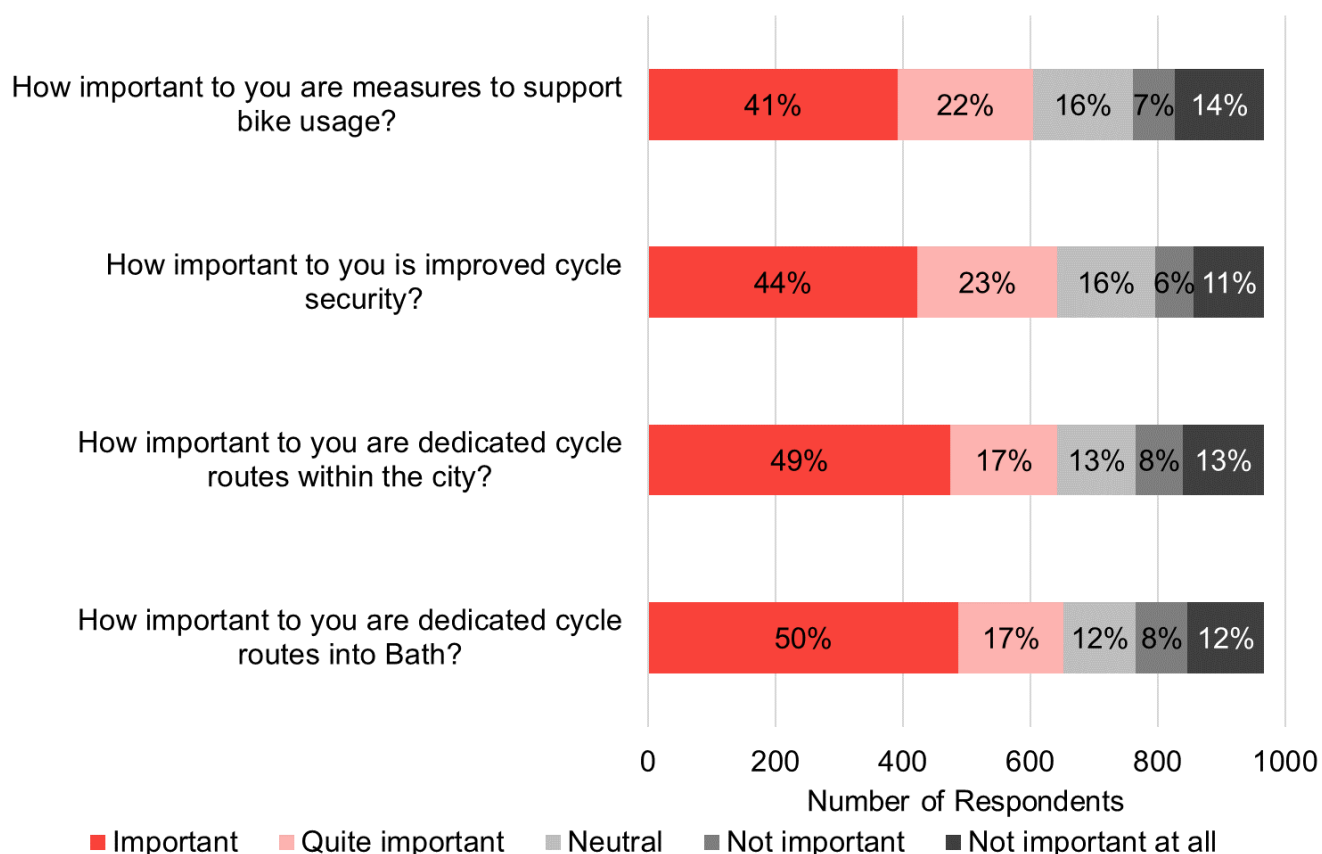
3.4.3. All concepts regarding supporting cyclists were scored highly in terms of importance. For all concepts between 60-70% of respondents considered them to be important or quite important. The most supported concept was dedicated cycle routes into Bath, with 50% (487) of respondents considering this 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.

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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
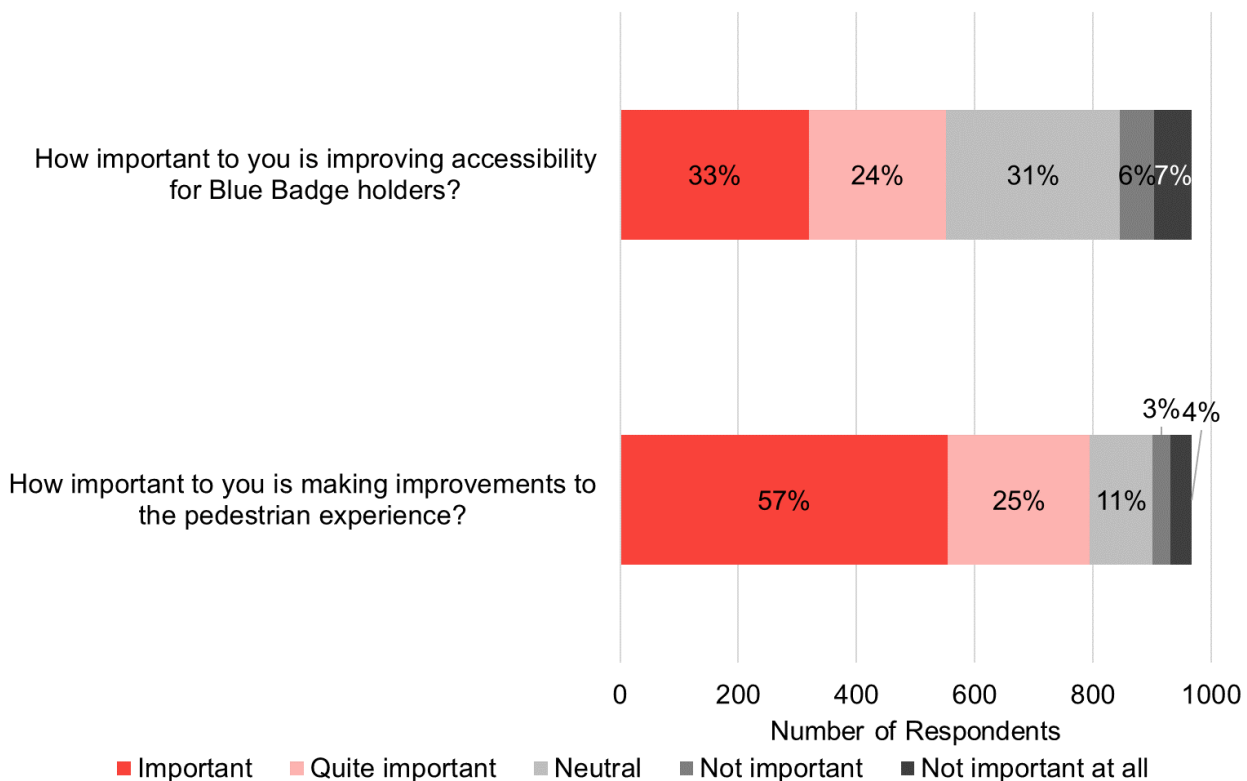
3.5.3. Improving pedestrian spaces was well supported by all respondents, with 82% (795) saying this was important or quite important and only 7% (67) scoring that this was not important or not important at all.

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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.
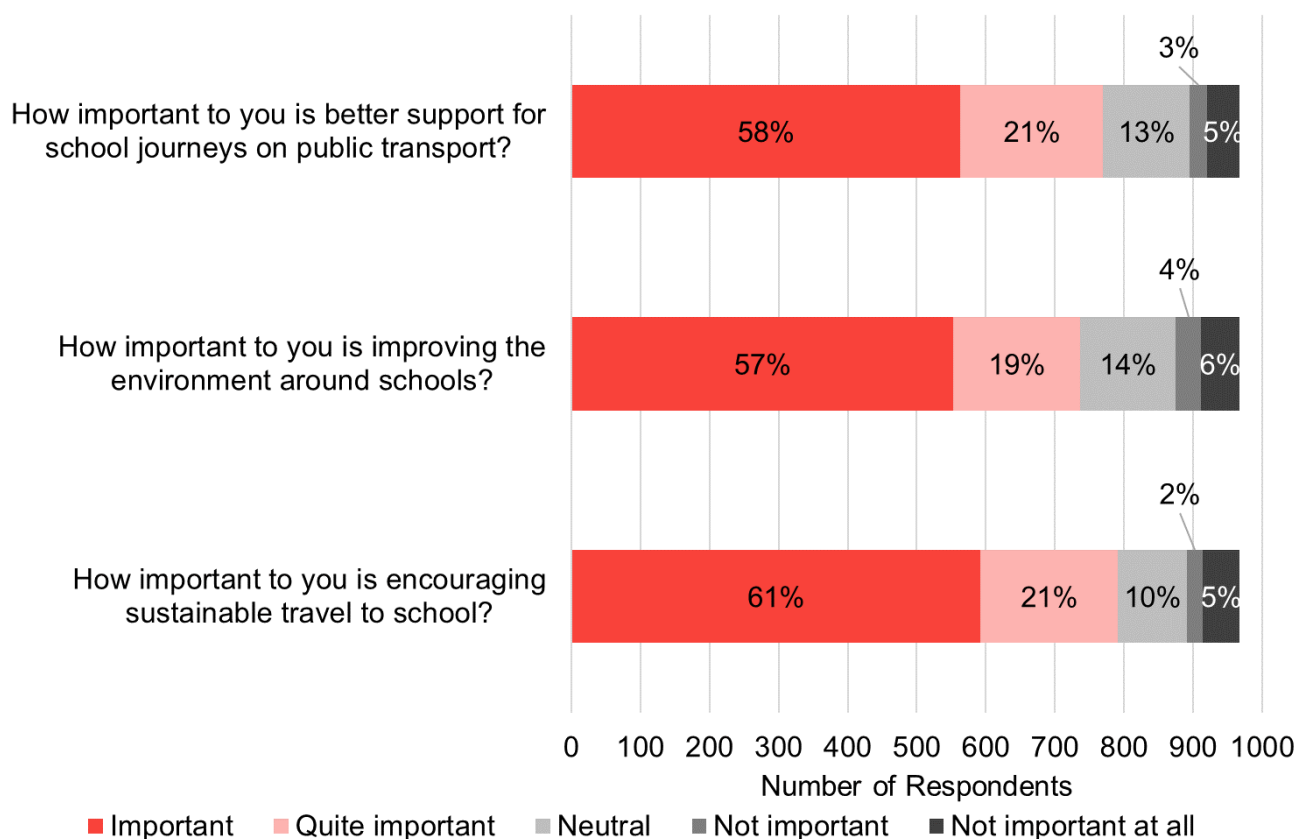
3.5.6.   As part of the online consultation, Blue Badge holders were asked to provide further detailed responses regarding improvements to create a more accessible environment in Bath. The responses received have been grouped, with the most common including:

- 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.

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Figure 3-8 - Cleaner, Greener School Travel Concepts

How important to you is better support for school journeys on public transport?
58% | 21% | 13% | 5% | 3%

How important to you is improving the environment around schools?
57% | 19% | 14% | 6% | 4%

How important to you is encouraging sustainable travel to school?
61% | 21% | 10% | 5% | 2%

Number of Respondents

■ Important ■ Quite important ■ Neutral ■ Not important ■ Not important at all

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

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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
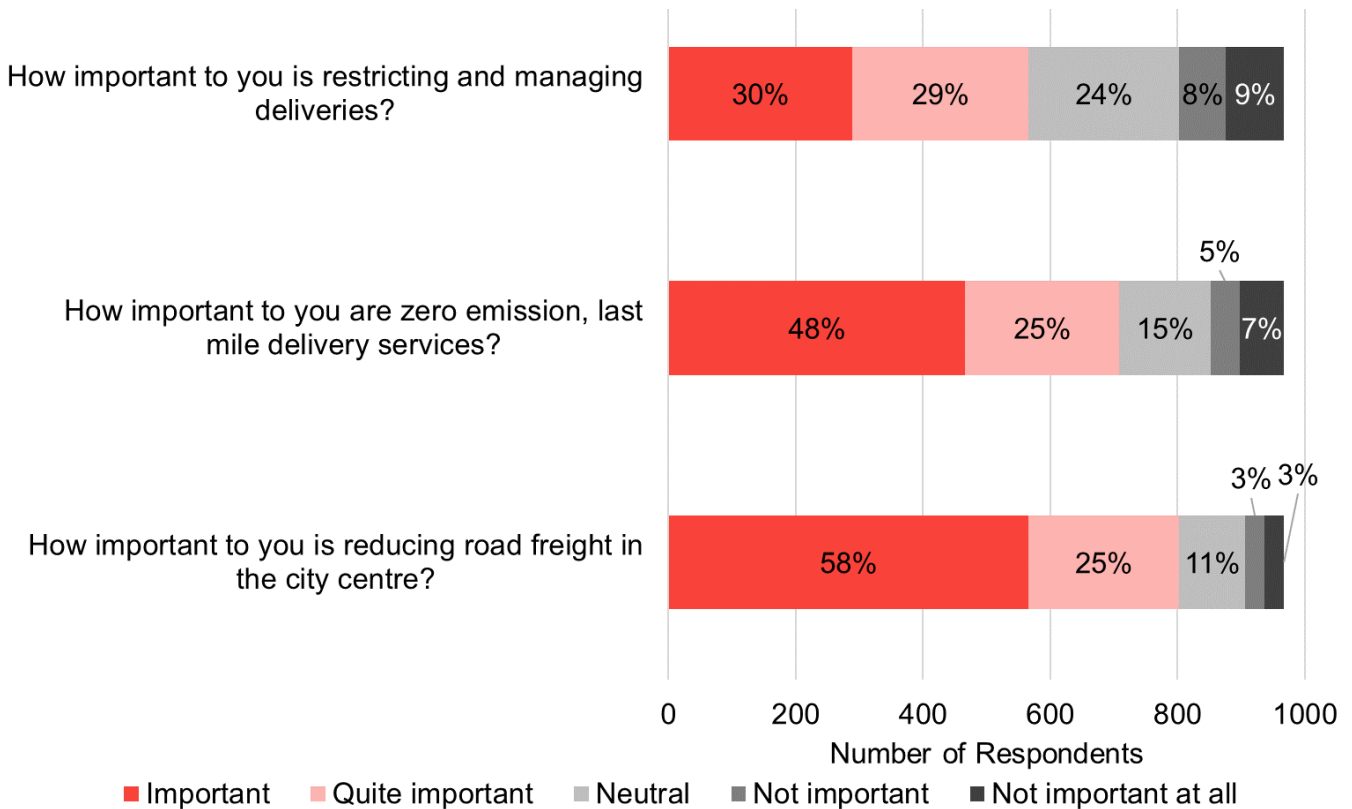
3.7.3. Reducing road freight in the city centre was the most supported concept within this theme, with 58% (565) of respondents seeing this to be important and an additional 25% (237) considering it quite important. This concept was considered less important for respondents located in a B&NES village / 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.

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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

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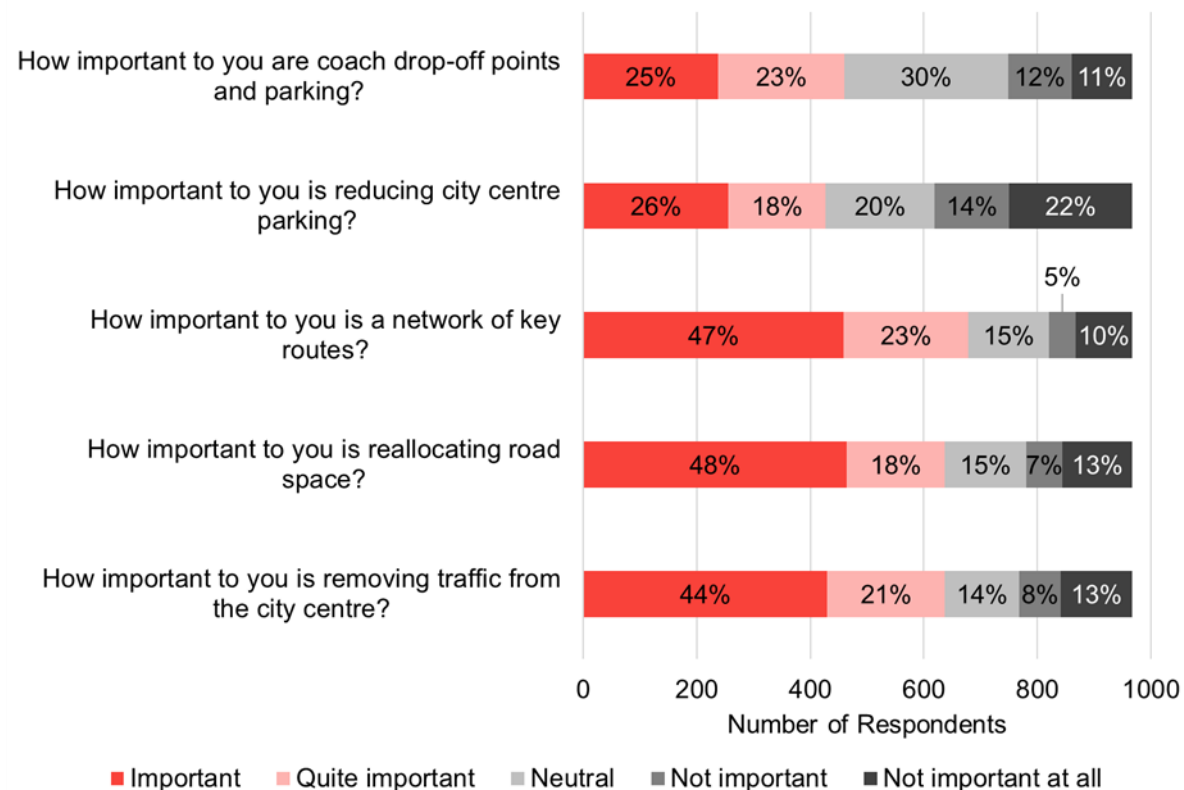
3.8.3.   The online questionnaire included an explanation that the reallocation of road space for public transport, pedestrians and cyclists would result in changes to vehicle movements including potential restrictions and one-way systems. Almost 50% (464) of respondents felt that reallocation of road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

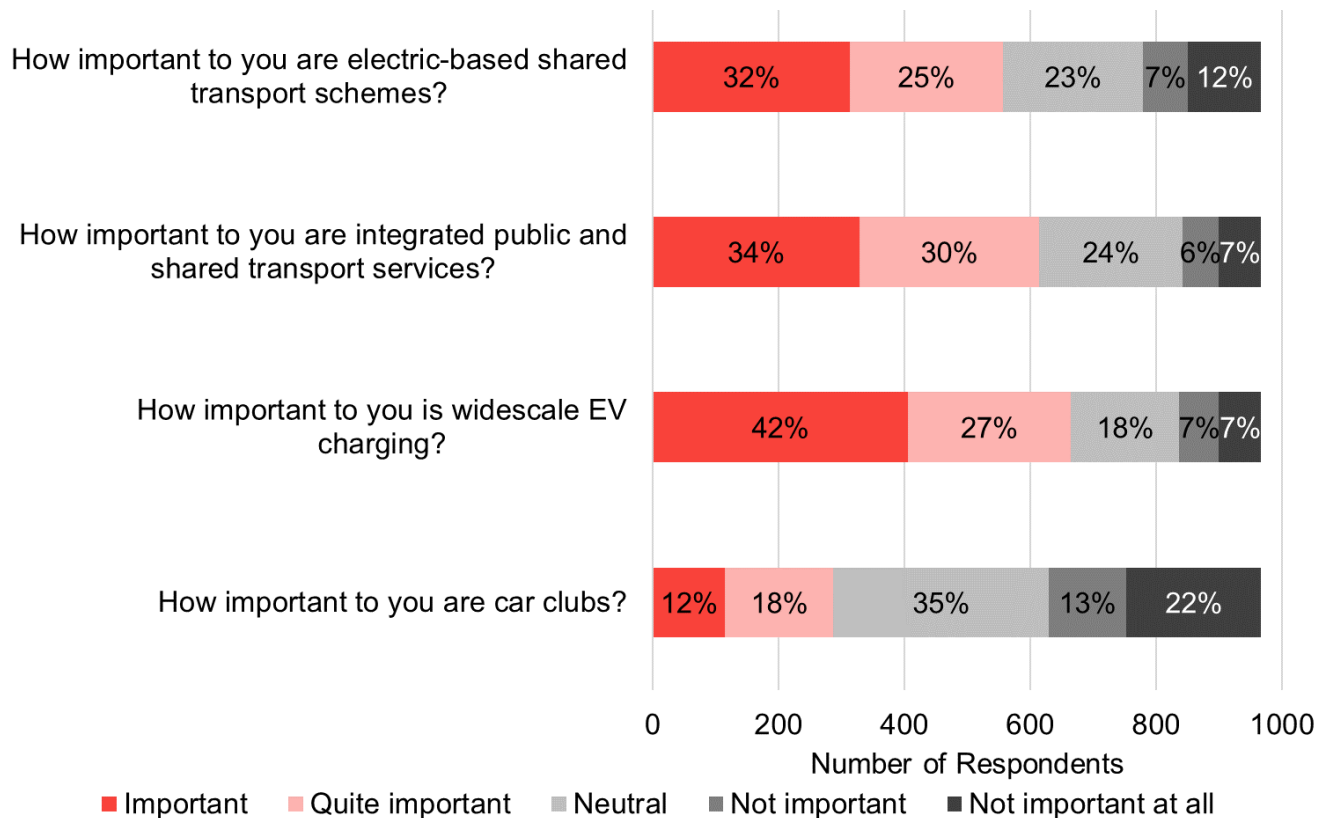3.8.4.   Identifying a network of key routes that support journeys into, out of, and around Bath, including bus prioritisation and cycle route separation was considered important by 47% (459) of respondents, and quite important by an additional 23% (219). Combined this concept was deemed important or 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.

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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.

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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
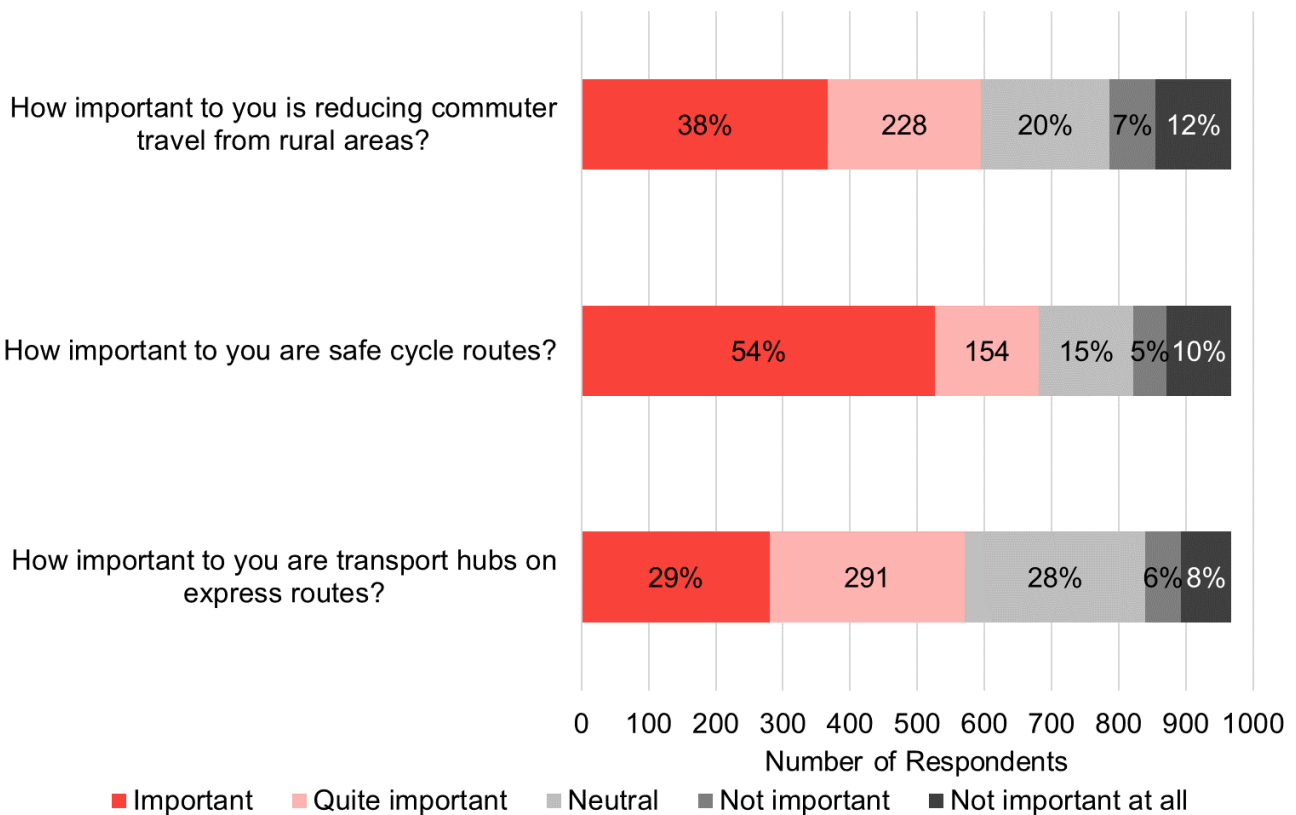
3.10.3. For this theme it is useful to consider the responses to the consultation by the location of the respondent. It should be noted that for some locations the actual number of respondents was relatively low, meaning the percentages are calculated on a small sample size.

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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 r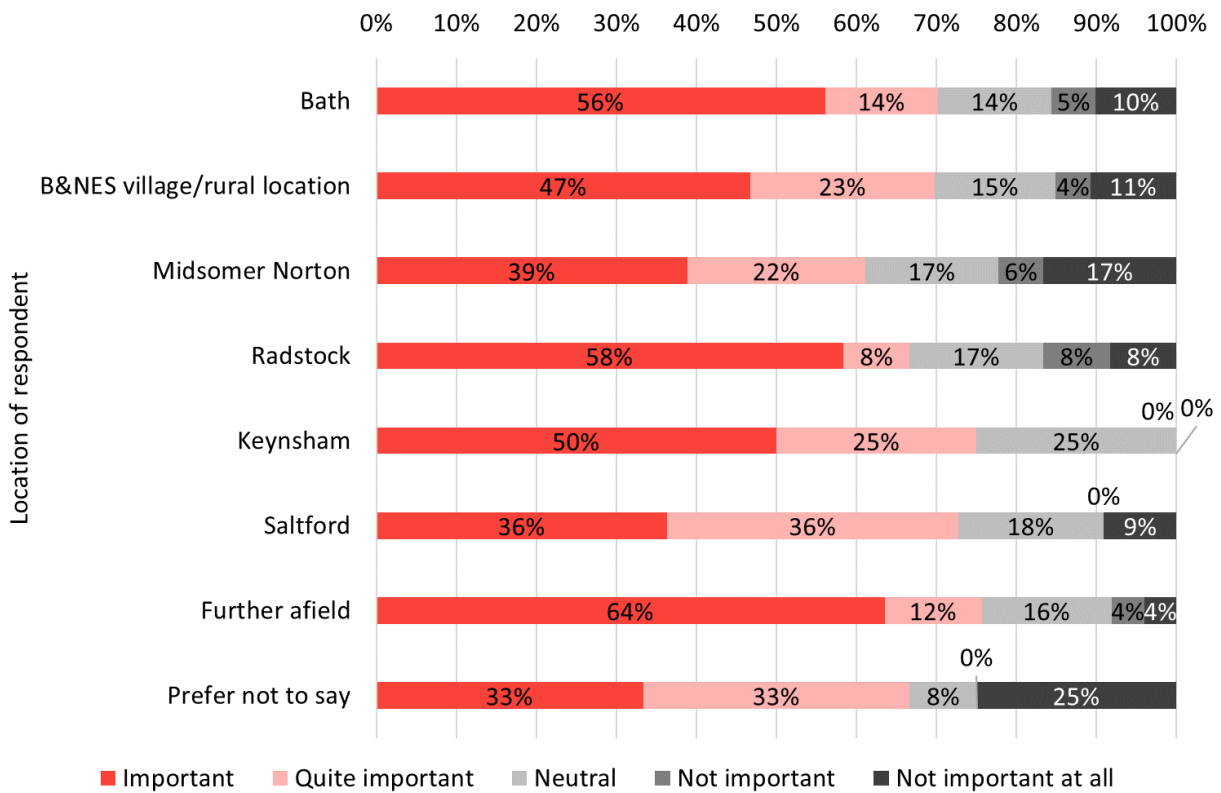outes to be important. Compared to respondents from other rural areas and market towns, respondents from Saltford didn't generally consider these concepts as important, with between 27% (3) and 36% (4) considering the concepts within this theme as important[9].

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)

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Figure 3-14 - How Important to you are Safe Cycle Routes (by location)

Bar chart showing importance of safe cycle routes by location of respondent:

Location	Important	Quite important	Neutral	Not important	Not important at all
Bath	56%	14%	14%	5%	10%
B&NES village/rural location	47%	23%	15%	4%	11%
Midsomer Norton	39%	22%	17%	6%	17%
Radstock	58%	8%	17%	8%	8%
Keynsham	50%	25%	25%	0%	0%
Saltford	36%	36%	18%	0%	9%
Further afield	64%	12%	16%	4%	4%
Prefer not to say	33%	33%	8%	0%	25%

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

Bar chart showing importance of reducing commuter travel from rural areas by location of respondent:

Location	Important	Quite important	Neutral	Not important	Not important at all
Bath	35%	26%	21%	7%	12%
B&NES village/rural location	50%	14%	19%	9%	9%
Midsomer Norton	67%	11%	0%	11%	11%
Radstock	67%	8%	0%	17%	8%
Keynsham	63%	13%	0%	13%	13%
Saltford	36%	36%	18%	0%	9%
Further afield	39%	27%	14%	9%	11%
Prefer not to say	0%	33%	33%	8%	25%

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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.

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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)

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Figure 3-16 - Overall Concept Importance

No. of 'Important' scores

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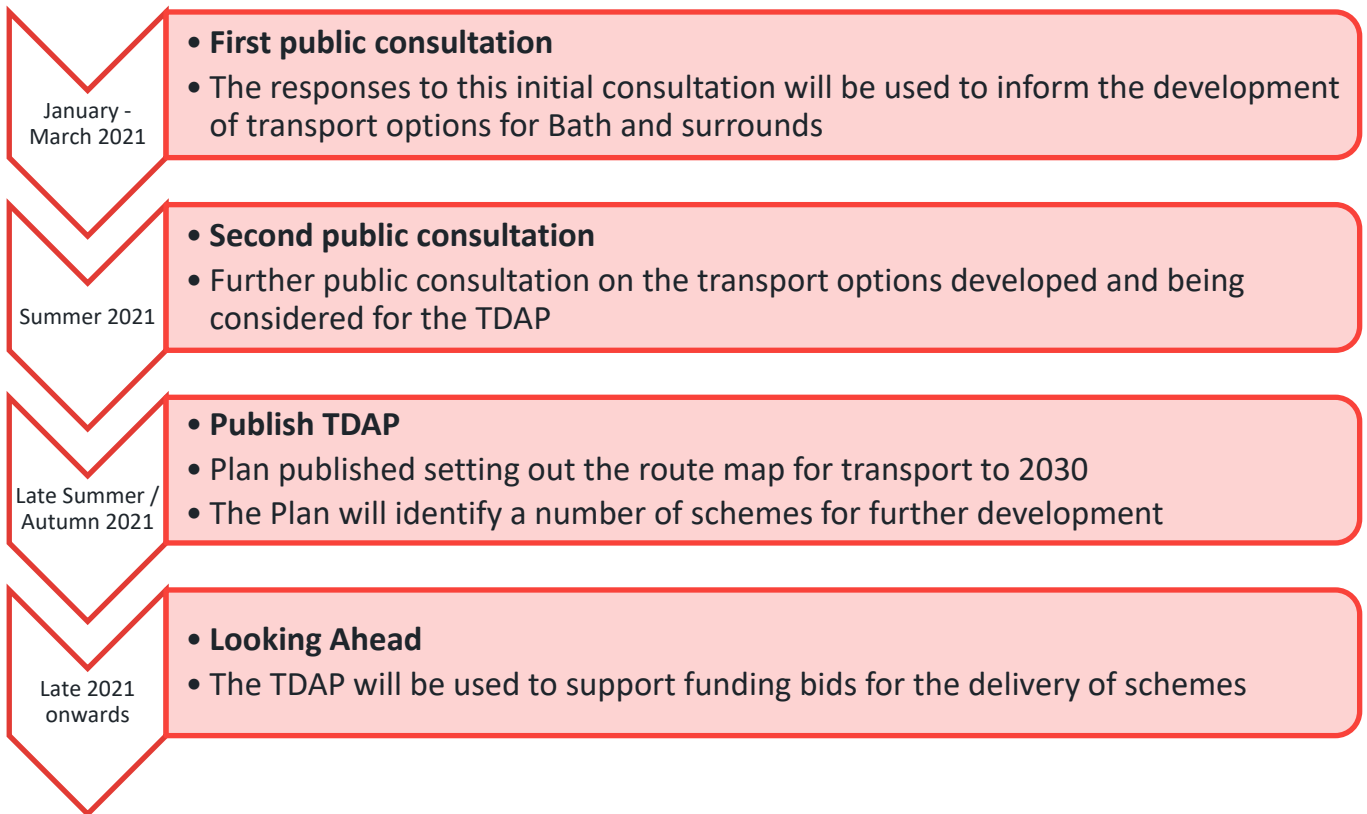
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4   NEXT STEPS

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

January - March 2021	• **First public consultation** • The responses to this initial consultation will be used to inform the development of transport options for Bath and surrounds
Summer 2021	• **Second public consultation** • Further public consultation on the transport options developed and being considered for the TDAP
Late Summer / Autumn 2021	• **Publish TDAP** • Plan published setting out the route map for transport to 2030 • The Plan will identify a number of schemes for further development
Late 2021 onwards	• **Looking Ahead** • The TDAP will be used to support funding bids for the delivery of schemes

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Appendix A

CONSULTATION OUTCOMES SEGMENTED BY DISABILITY

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Appendix B

PUBLIC WEBINAR PRESENTATION

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Appendix C

QUESTIONS AND RESPONSES FROM PUBLIC WEBINAR

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Bristol
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