



Bath and North East Somerset Council

**Journey to Net Zero: reducing the
environmental impact of transport in Bath**
Consultation Report





Bath and North East Somerset Council

**Journey to Net Zero: reducing the
environmental impact of transport in Bath**
Consultation Report

Type of document (version) Confidential

Project no. 70070136

Date: May 2022

WSP
Kings Orchard
1 Queen Street
Bristol
BS2 0HQ
Phone: +44 117 930 6200
WSP.com



Quality control

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	Draft issue	Final issue		
Date	13/04/2022	May 2022		
Prepared by	AE GG	AE GG		
Checked by	SF	SF		
Authorised by	GG	GG		
Project number	70070136	70070136		
Report number	v1.00	v2.00		
File reference				



Contents

1	Introduction	1
<hr/>		
1.1	Background	1
	Vision	1
	Objectives	1
1.2	The objectives of the consultation	3
	Current projects	3
	Developing projects	3
	Future projects	3
2	Consultation Approach	5
<hr/>		
2.1	Introduction	5
2.2	Online Questionnaire	5
	Demographic of Respondents	8
	Gender	8
	Disability	9
	Age	10
	Dependent children	10
	Professional or working status	11
	Respondents relation to Bath as a place	12
	Location	12
2.3	Public Webinar	15
2.4	Stakeholder Webinar	15
3	Consultation Outcomes	17
<hr/>		
3.2	Bath mass transit	17
3.3	Providing for travel by bike and on foot	19

3.4	Improvements to the pedestrian experience	22
3.5	Improvements for disabled access	25
3.6	Traffic cells	27
3.7	Liveable neighbourhoods – next generation	30
3.8	Bath Clean Air Zone (CAZ) and Air Quality Management Area (AQMA) reviews	32
3.9	Demand management	35
3.10	Coach strategy	38
3.11	Rail freight distribution site	41
3.12	Road freight package	43
3.13	Independent travel to school	46
3.14	Inter-urban sustainable transport links	48
3.15	Rural connectivity	53
3.16	Overall Journey to Net Zero Plan	58
3.17	Summary	61
3.18	Changes to Journey to Net Zero Plan	65
4	Next Steps	67

Tables

Table 3-1 – Changes to Journey to Net Zero Plan following consultation	65
--	----

Figures

Figure 2-1 - Response rate	8
Figure 2-2 - How would you describe your sex?	9
Figure 2-3 - Do you consider yourself to be a disabled person?	9
Figure 2-4 - What was your age at your last birthday?	10
Figure 2-5 - Do you have any dependent children?	11
Figure 2-6 - What would best describe your professional or working status?	11



Figure 2-7 - Which of the following options best describes how you are responding to this questionnaire?	12
Figure 2-8 - Where do you live (or where is your business located)?	13
Figure 2-9 - Location of respondents (B&NES)	14
Figure 2-10 - Location of respondents (City of Bath)	15
Figure 3-1 - To what extent do you agree or disagree with our future plans for mass transit in Bath?	17
Figure 3-2 - To what extent do you agree or disagree with the following statement: 'A mass transit system in Bath would help reduce my carbon footprint'?	18
Figure 3-3 - In which of the following ways do you think mass transit in Bath would improve your life?	19
Figure 3-4 - To what extent do you agree or disagree with our future plans around promotion and investment in travel by bike?	20
Figure 3-5 - To what extent do you agree or disagree with the following statement: Promotion and investment in travel by bike would allow me to reduce my carbon footprint?	20
Figure 3-6 - In which of the following ways do you think promotion and investment in travel by bike would improve your life?	22
Figure 3-7 - To what extent do you agree or disagree with our future plans to improve the pedestrian experience?	23
Figure 3-8 - To what extent do you agree or disagree with the following statement: Improving the pedestrian experience would allow me to reduce my carbon footprint?	23
Figure 3-9 - In which of the following ways do you think improving the pedestrian experience would improve your life?	24
Figure 3-10 - To what extent do you agree or disagree with our future plans to improve disabled access?	25
Figure 3-11 - To what extent do you agree or disagree with the following statement: 'Improving disabled access would allow me to reduce my carbon footprint'?	26
Figure 3-12 - In which of the following ways do you think improving disabled access would improve your life?	27
Figure 3-13 - To what extent do you agree or disagree with our future plans for traffic cells?	28
Figure 3-14 - To what extent do you agree or disagree with the following statement: "Traffic cells would allow me to reduce my carbon footprint"?	28

Figure 3-15 - In which of the following ways do you think traffic cells would improve your life?	29
Figure 3-16 - To what extent do you agree or disagree with our future plans for the next generation of liveable neighbourhoods?	30
Figure 3-17 - To what extent do you agree or disagree with the following statement: "The next generation of liveable neighbourhoods would allow me to reduce my carbon footprint"?	31
Figure 3-18 - In which of the following ways do you think the next generation of liveable neighbourhoods would improve your life?	32
Figure 3-19 - To what extent do you agree or disagree with our future plans for the Bath CAZ and AQMA reviews?	33
Figure 3-20 - To what extent do you agree or disagree with the following statement: "Reviewing the Bath CAZ and AQMA would allow me to reduce my carbon footprint"?	33
Figure 3-21 - In which of the following ways do you think reviewing the Bath CAZ and AQMA would improve your life?	35
Figure 3-22 - To what extent do you agree or disagree with our future plans for demand management?	36
Figure 3-23 - To what extent do you agree or disagree with the following statement: "Demand management would allow me to reduce my carbon footprint"?	36
Figure 3-24 - In which of the following ways do you think demand management would improve your life?	38
Figure 3-25 - To what extent do you agree or disagree with a future coach strategy?	39
Figure 3-26 - To what extent do you agree or disagree with the following statement: "A coach strategy would allow me to reduce my carbon footprint"?	39
Figure 3-27 - In which of the following ways do you think a coach strategy would improve your life?	40
Figure 3-28 - To what extent do you agree or disagree with a future rail freight distribution site?	41
Figure 3-29 - To what extent do you agree or disagree with the following statement: "A rail freight distribution site would help reduce overall transport emissions"?	42
Figure 3-30 - In which of the following ways do you think a rail freight distribution site would improve your life?	43
Figure 3-31 - To what extent do you agree or disagree with a future road freight package?	44
Figure 3-32 - To what extent do you agree or disagree with the following statement: "A road freight package would help reduce overall transport emissions"?	44

Figure 3-33 - In which of the following ways do you think a road freight package would improve your life?	45
Figure 3-34 - To what extent do you agree or disagree with our future plans for independent travel to school?	46
Figure 3-35 - To what extent do you agree or disagree with the following statement: "Independent travel to school would help me to reduce my carbon footprint"?	47
Figure 3-36 - In which of the following ways do you think independent travel to school would improve your life?	48
Figure 3-37 - To what extent do you agree or disagree with our future plans for inter-urban sustainable transport links?	49
Figure 3-38 - To what extent do you agree or disagree with our future plans for inter-urban sustainable transport links? (by location)	50
Figure 3-39 - To what extent do you agree or disagree with the following statement: "Inter-urban sustainable transport links would help me to reduce my carbon footprint"?	51
Figure 3-40 - To what extent do you agree or disagree with the following statement: "Inter-urban sustainable transport links would help me to reduce my carbon footprint"? (by location)	52
Figure 3-41 - In which of the following ways do you think inter-urban sustainable transport links would improve your life?	53
Figure 3-42 - To what extent do you agree or disagree with our future plans for rural connectivity?	54
Figure 3-43 - To what extent do you agree or disagree with our future plans for rural connectivity? (by location)	55
Figure 3-44 - To what extent do you agree or disagree with the following statement: "Improving rural connectivity would help me to reduce my carbon footprint"?	56
Figure 3-45 - To what extent do you agree or disagree with the following statement: "Improving rural connectivity would help me to reduce my carbon footprint"? (by location)	57
Figure 3-46 - In which of the following ways do you think improving rural connectivity would improve your life?	58
Figure 3-47 - To what extent do you agree or disagree with the following statement: "the projects identified in the Journey to Net Zero would help me to reduce my carbon footprint"?	59
Figure 3-48 - In which of the following ways do you think the projects identified in the Journey to Net Zero would improve your life?	60
Figure 3-49 - To what extent do you agree or disagree with the future projects?	62



Figure 3-50 - To what extent do you agree or disagree with the following statement: The future project will help me reduce my carbon footprint 64

Figure 4-1 - Project timeline 67

Appendices – see separate documents

Appendix A Consultation Questionnaire

Appendix B Public Webinar Presentation

1 Introduction

1.1 Background

- 1.1.1 To improve the lives of people is the overriding purpose of Bath and North East Somerset Council (B&NES). It provides the foundation of the Corporate Strategy which is the 'golden thread' and is central to everything the Council does. The Strategy has two core policy themes:
- Tackle the climate and ecological emergency
 - Give people a bigger say.
- 1.1.2 The inclusion of the climate and ecological emergency as one of the core policy themes demonstrates the Council's commitment to do what is needed to overcome this challenge.
- 1.1.3 In November 2014, B&NES approved the Getting Around Bath Transport Strategy. This Strategy set out the vision and objectives for transport in the region. In March 2019, B&NES declared a Climate and Ecological Emergency, which included a commitment to become carbon neutral by 2030. To reflect the importance of the climate emergency declaration on future ambitions, this vision and objectives have been updated as part of the development of the Journey to Net Zero Plan.

Vision

Bath will enhance its unique status by adopting measures that promote sustainable transport and decision making, whilst reducing carbon emissions and the intrusion of vehicles, particularly in the historic core. This will improve the quality of life for local people, enable more economic activity and growth, while enhancing the special character and environment of the city.

Objectives

- Reducing vehicle carbon emissions to achieve carbon neutrality by 2030
- Improving air quality and health
- Promoting sustainable mobility
- Supporting and enabling economic growth, competitiveness, and jobs
- 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.

- 1.1.4 The Journey to Net Zero builds on the 2014 Transport Strategy to support targets to reach carbon neutrality by 2030. In April 2020, the Transport Delivery Action Plan Phase 1: Current and Future Report (Transport Delivery Action Plan Phase 1: Current and Future Report, B&NES, 2020) (Current and Future Report) was published by B&NES, setting out the current and future situation for transport into, out of and around Bath, and the need for significant and focused improvements. Since this, B&NES have renamed the project to better reflect the importance and urgency that needs to be placed on the Climate Emergency declaration. Moving forward, the project is named Journey to Net Zero: Reducing the environmental impact of transport in Bath, or Journey to Net Zero Plan. This is to demonstrate the continued commitment to reducing the carbon emissions from transport and delivering sustainable travel options by 2030.
- 1.1.5 The Current and Future Report provides the evidence base that underpins the consideration of future transport measures set out in the Journey to Net Zero Plan.
- 1.1.6 The Journey to Net Zero Plan forms the second part of the Journey to Net Zero Report, identifying measures to overcome the challenges identified in the Current and Future Report. When combined, these reports will:
- Identify the problems that currently affect travel in the district
 - Identify solutions to improve and promote sustainable travel in, around and into the city.
- 1.1.7 The Council has developed the Journey to Net Zero Plan in line with the evidence gathered in the Current and Future Report, and follows on from the 2014 Getting Around Bath Transport Strategy. As a consequence, whilst the Journey to Net Zero is primarily focused on transport within Bath, work is currently underway at a regional level, to develop a detailed transport decarbonisation plan that covers all of the West of England region, including North Somerset.
- 1.1.8 The Journey to Net Zero Plan includes partnership projects which fall under the responsibility of other, larger bodies (such as National Highways and the West of England Combined Authority). Where projects are not within the Council's gift to implement, they will continue to work alongside the agencies and transport operators responsible for their delivery, to secure the outcomes and improvements needed.

- 1.1.9 Between January and March 2021, B&NES held a consultation on the outline transport policy themes to inform the then called Transport Delivery Action Plan for Bath. This gave an opportunity for residents and stakeholders to feedback on how important different aspects of transport policy were to them. The consultation feedback report (Bath Transport Delivery Action Plan Consultation Report, Bath and North East Somerset Council, May 2021) was completed in May 2021 and the results informed the initial thinking for the development of the plan and provided the foundations for future projects being explored in the Journey to Net Zero Plan.
- 1.1.10 A second consultation was held to seek views and feedback on the draft Journey to Net Zero Plan from 10 January to 7 February 2022. This report sets out the approach to consultation and the discusses the outcomes.

1.2 The objectives of the consultation

- 1.2.1 The Journey to Net Zero Plan outlines projects that will support the journey to carbon neutrality. In the Plan, the potential scale of carbon reduction that the future projects could deliver is considered at a high level. Within the Plan, projects are divided the projects into three categories:

Current projects

- 1.2.2 Projects that are already underway or have been delivered recently. These projects have been consulted on, and assuming the resource and funding is available will be delivered (if they have not already).

Developing projects

- 1.2.3 Projects which are under development and are subject to consultation and approval, currently or in the very near future.

Future projects

- 1.2.4 Emerging projects that are not currently under development, but that B&NES could pursue, to support the ambition to achieve carbon neutrality by 2030.
- 1.2.5 While the Plan provides an overarching, holistic view of transport projects, including those already implemented, or well on their way to delivery, the consultation process focused on the future projects.

- 1.2.6 Feedback received during the consultation will be used to better understand how these schemes may affect B&NES residents, and guide the Council in deciding which to follow, and how to implement the projects. The Journey to Net Zero Plan will be updated to reflect the key themes which emerged from the consultation.
- 1.2.7 Reaching carbon neutrality targets is going to be incredibly challenging. This will require a significant societal behavioural change to sustainable modes, and reducing the number of journeys taken. To implement this is going to require high impact measures, many of which may initially be negatively perceived based on the current level of provision for sustainable modes. The Journey to Net Zero Plan is an integrated package, targeting improved public transport, biking and pedestrian networks and disabled access as well as potential restrictions to car travel.

2 Consultation Approach

2.1 Introduction

2.1.1 The consultation ran over a four-week period from 10 January to 7 February 2022, and was undertaken in three forms:

- Online Questionnaire
- Public Webinar
- Stakeholder Webinar.

2.1.2 All consultation activities were set against the existing context of the coronavirus pandemic, considering the ongoing restrictions in place. Therefore, most elements of the consultation were held virtually. The consultation was publicised via regular posts on the Council's social media channels, press releases, advertised on radio stations and at bus stops.

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 in Bath, Keynsham and Midsomer Norton libraries.

2.2.2 The questionnaire consulted on the future projects included in the Plan. For each project three questions were asked regarding the support for the project, the extent to which respondents felt it would affect the carbon footprint, and improve their lives, in line with the Council's overarching purpose.

2.2.3 The following future projects were consulted on:

- **Bath mass transit** - *Mass transit is a type of public transport network that provides high-capacity, fast, frequent, and reliable services that are predominantly segregated from other traffic. This could include over or underground routes and consist of several different types of transport in an integrated system.*
- **Providing for travel by bike and on foot** - *Improving existing routes and providing new routes for travel by bike and on foot, making bike storage more widely available and supporting the use of e-bikes and e-cargo bikes.*
- **Improvements to the pedestrian experience** - *Building upon the existing and developing projects to improve pedestrian infrastructure, including continuous footways, improved crossings, and wider footways.*
- **Improvements to disabled access** - *Improving access for disabled transport users across the B&NES district, including improving the streetscape, considering the accessibility of taxis, and improving the shopping and visitor experience.*

- **Traffic cells** - *Changing the way in which the city centre is accessed by dividing it into a number of segments, with reduced access for vehicles and enhancing access for public transport, pedestrians and cyclists.*
- **Liveable neighbourhoods – Next generation** - *Increasing the number and size of Liveable Neighbourhood areas, potentially linking this into the traffic cell concept (described in the previous question).*
- **Bath Clean Air Zone (CAZ) and Air Quality Management Area (AQMA) reviews** - *Extending the Clean Air Zone to cover more streets or more types of vehicle.*
- **Demand management** - *Promoting sustainable travel and discouraging car use by reducing parking availability or increasing charges for car users.*
- **Coach strategy** - *This would balance the need to support tourism with everyday travel around Bath, including improving the management of coaches, better pedestrian routes and wayfinding between coach drop-off/pick-up areas and the city centre, and more efficient movement and parking.*
- **Rail freight distribution site** - *A rail freight distribution site to maximise the use of rail in moving goods within Bath, thereby reducing the amount of freight on the roads and the associated carbon emissions.*
- **Road freight package** - *Restricting HGV movements into Bath and provision of freight consolidation centres outside the city that collect goods for onward delivery via more e-cargo bikes. This could include the provision of dedicated corridors, as well as the potential for freight to be transported on buses.*
- **Independent travel to school** - *Independent travel to school.*
- **Inter-urban sustainable transport links** - *Building on existing corridor studies on the A4, A37 and A367 to improve connectivity between the main settlements, including Midsomer Norton, Keynsham, Chew Valley, Somer Valley and Peasedown St John.*
- **Rural connectivity** - *Improving bus services along the main routes into Bath, linking them to the city centre or multi-modal interchange sites. It could also involve improving access by bike and foot to bus corridors and the delivery of rural mobility hubs to improve connectivity between modes and with the potential to offer working hubs to reduce the need to commute.*

2.2.4 For each of the future projects above the following questions were asked:

- To what extent do you agree or disagree with the future plans for [future project]?
- To what extent do you agree or disagree with the following statement: '[future project] would allow me to reduce my carbon footprint'?
- In which of the following ways do you think [future project] would improve your life?
Select all that apply:
 - Quicker journeys

- Safer journeys
- Healthier journeys
- More enjoyable journeys
- More sustainable journeys
- More active journeys
- Cheaper journeys
- Improved access to opportunities
- Access to more options for travel
- Better connections between communities
- Other (please outline below)

2.2.5 At the end of the questionnaire respondents were then asked to comment on the Journey to Net Zero proposals as a package with the questions:

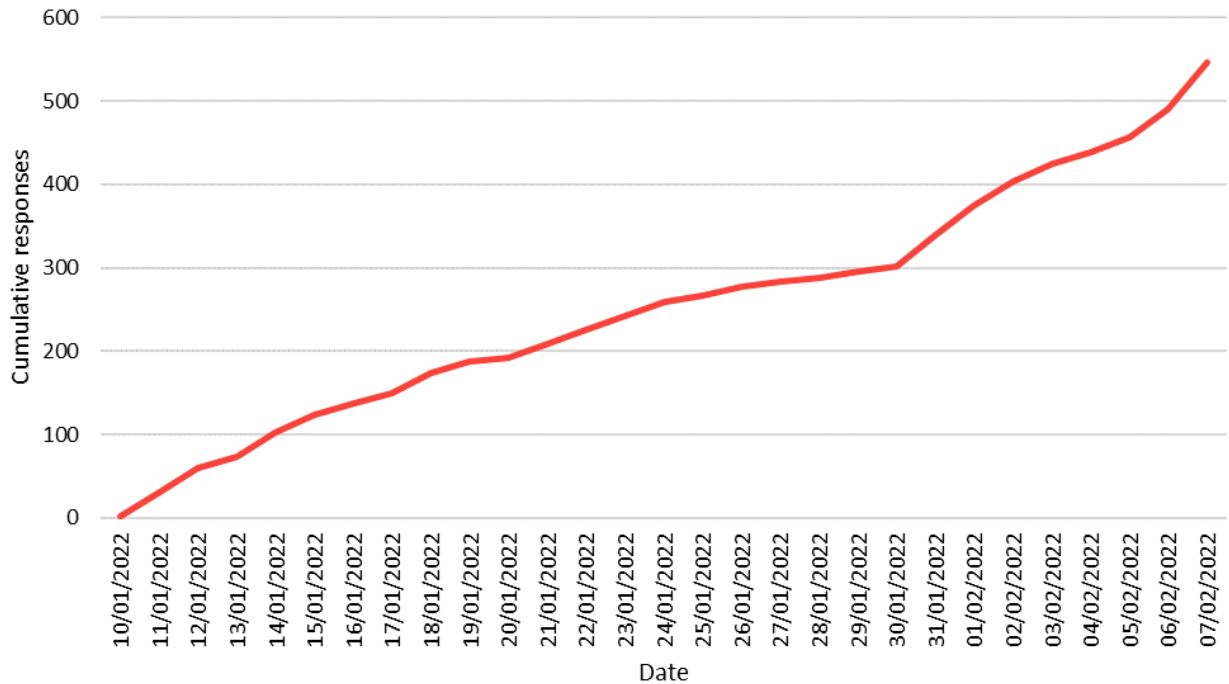
- To what extent do you agree with the following statement ‘the projects identified in the Journey to Net Zero would help me to reduce my carbon footprint’?
- In which of the following ways do you think the projects identified in the Journey to Net Zero would improve your life?
 - Quicker journeys
 - Safer journeys
 - Healthier journeys
 - More enjoyable journeys
 - More sustainable journeys
 - More active journeys
 - Cheaper journeys
 - Improved access to opportunities
 - Access to more options for travel
 - Better connections between communities
 - Other (please outline below)

2.2.6 There was also an open text box at the end of the questionnaire where respondents could give any further views or expand on any scores given for earlier questions.

2.2.7 A copy of the questionnaire is included in separate document Appendix A.

2.2.8 Over the 4-week consultation period there were 546 responses to the questionnaire, with 541 responding digitally and 5 people using the hard copy questionnaires within local libraries. Figure 2-1 below shows the profile of the number of responses received over the consultation period. The profile shows an increase in the rate of response in line with when the stakeholder and public webinars took place.

Figure 2-1 - Response rate



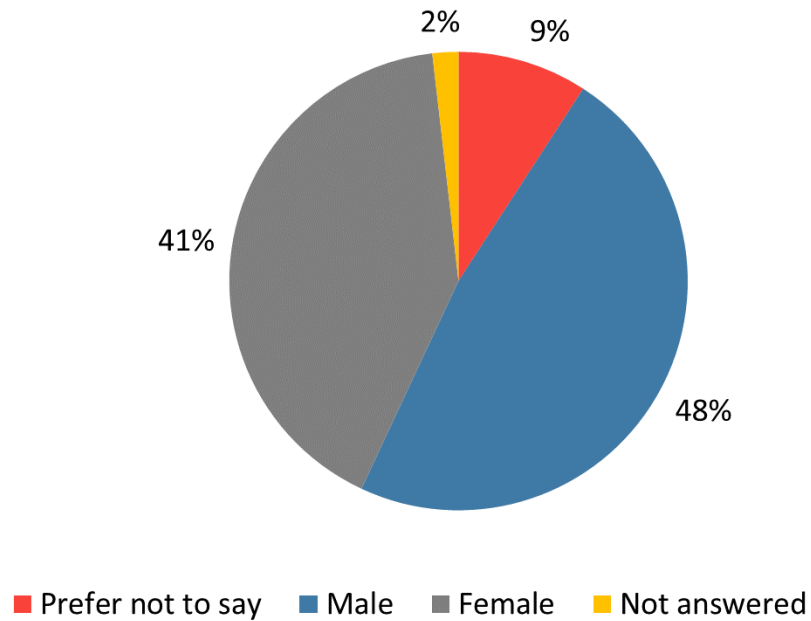
Demographic of Respondents

2.2.9 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.

Gender

2.2.10 Figure 2-2 shows that 48% (261) of respondents to the survey identified as male, and 41% (225) identified as female. 9% (50) preferred not to say and 2% (10) did not answer the question.

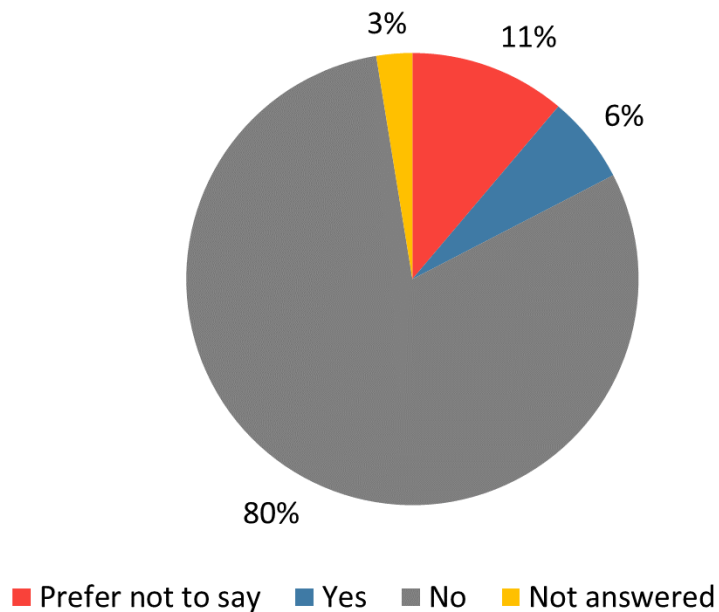
Figure 2-2 - How would you describe your sex?



Disability

2.2.11 Of the 546 respondents, 6% (34) identified as disabled, 80% (437) did not identify as disabled, 11% (61) preferred not to say and 3% (14) did not answer the question, as shown in Figure 2-3.

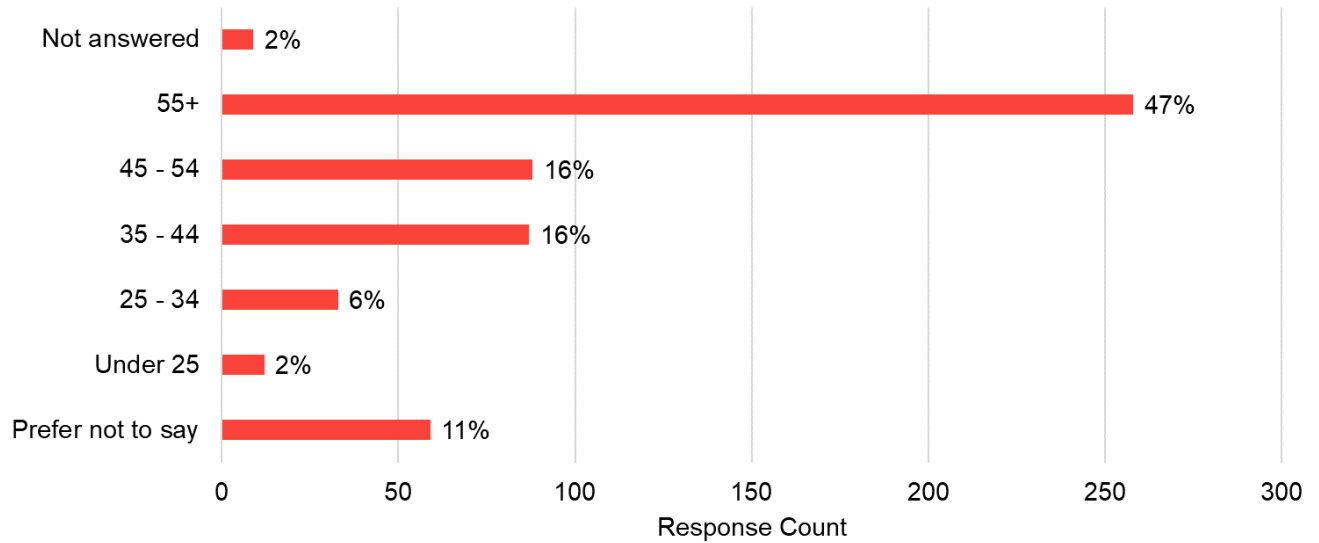
Figure 2-3 - Do you consider yourself to be a disabled person?



Age

2.2.12 Figure 2-4 shows that almost half (258) of the respondents were aged 55 years or over, 2% (12) were aged under 25 years, 6% (33) were aged 25-34 years, 16% (87) were aged 35-44 years and 16% (88) were aged 45-54 years.

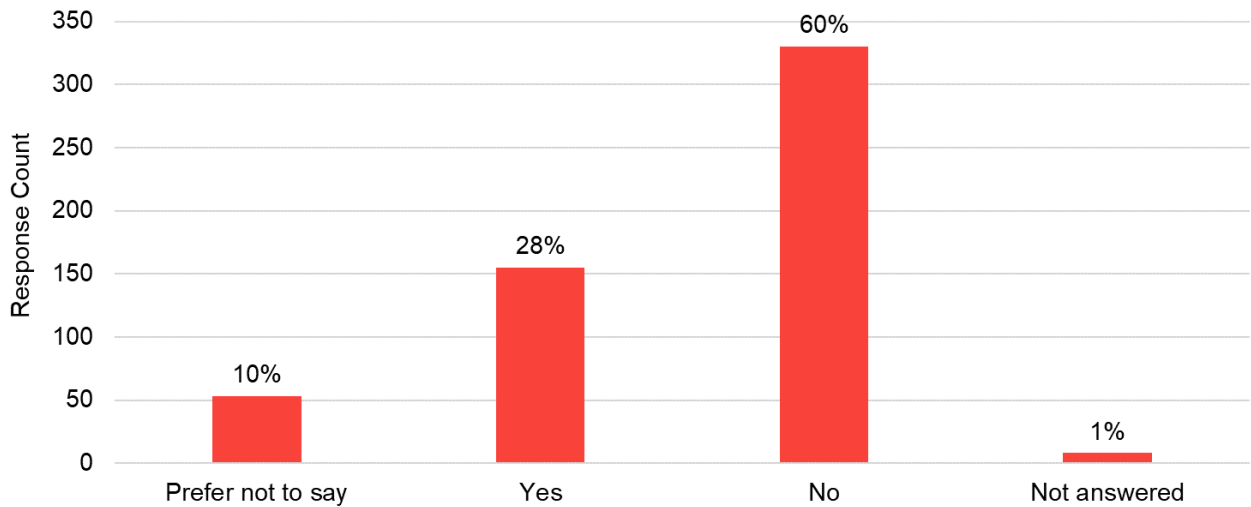
Figure 2-4 - What was your age at your last birthday?



Dependent children

2.2.13 Figure 2-5 shows that 60% of respondents did not have dependent children, whilst 28% did. 10% preferred not to say and 1% did not answer.

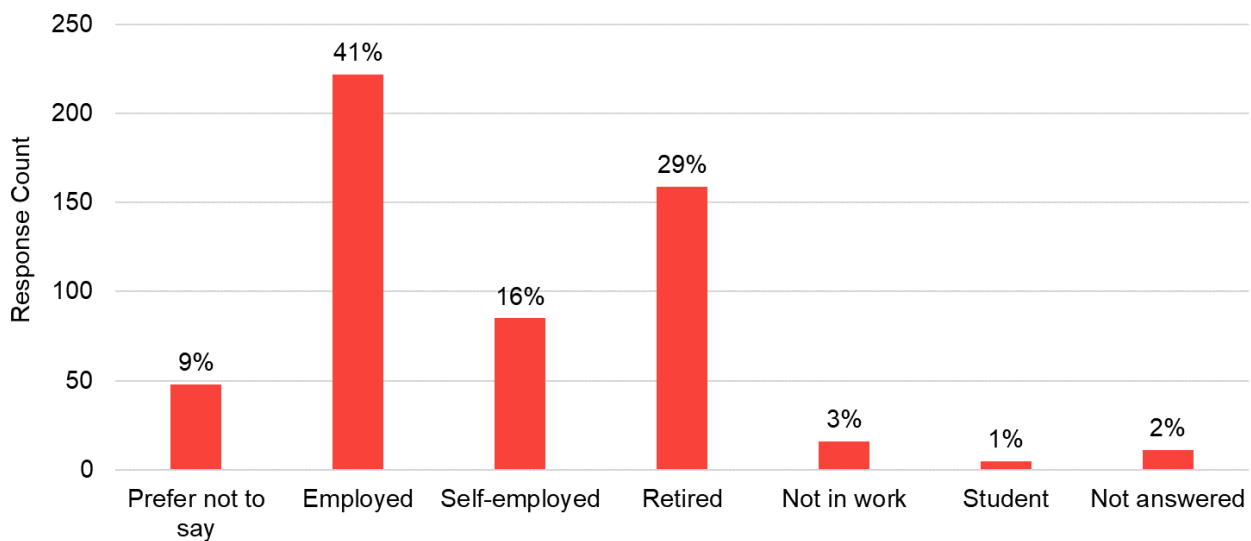
Figure 2-5 - Do you have any dependent children?



Professional or working status

2.2.14 Of the 546 respondents, 41% (222) were employed and 16% (85) were self-employed. Retired people accounted for 29% (159) of responses, and 3% (16) were not in work. A small proportion (1% (5)) of respondents were students. 9% (48) of respondents preferred not to say and 2% (11) did not answer. The breakdown of respondents by professional or working status is shown in Figure 2-6.

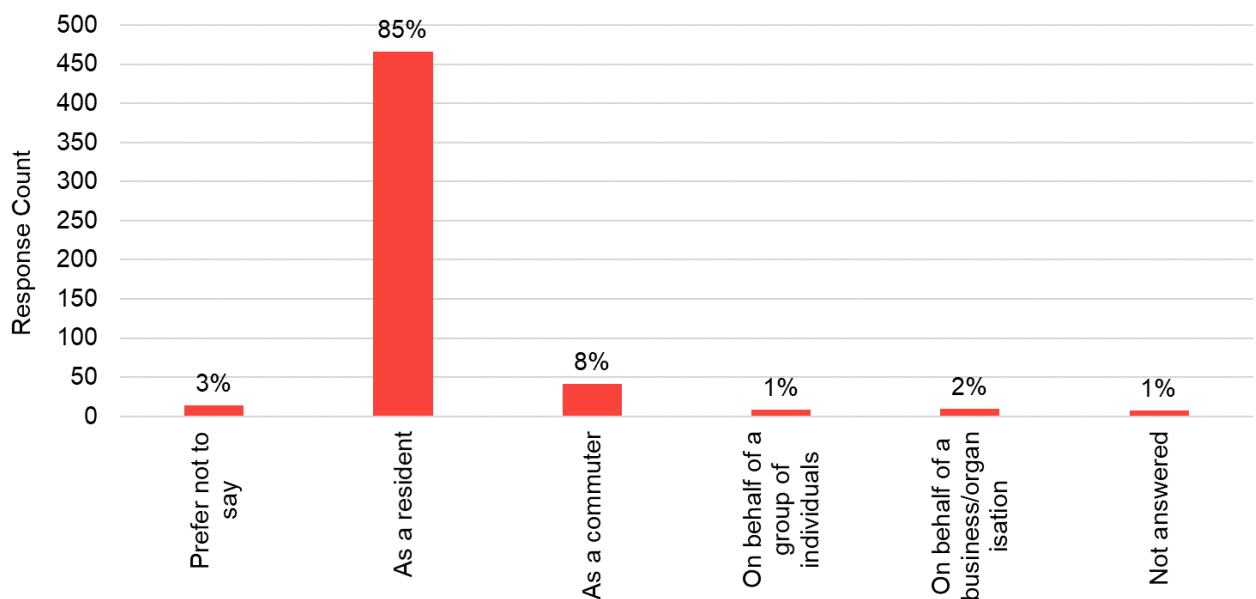
Figure 2-6 - What would best describe your professional or working status?



Respondents' relation to Bath as a place

2.2.15 Figure 2-7 shows respondents' relation to Bath as a place. The majority of respondents were residents of Bath, these people accounted for 85% (466) of respondents. 8% (41) were people who commuted to / from Bath. Some responses were on behalf of more than one individual, 1% (8) responded as part of a group of individuals and 2% (10) responded on behalf of a business or organisation. 3% (14) of respondents declined to state in which way they were responding to the consultation, and 1% (7) did not answer this question.

Figure 2-7 - Which of the following options best describes how you are responding to this questionnaire?



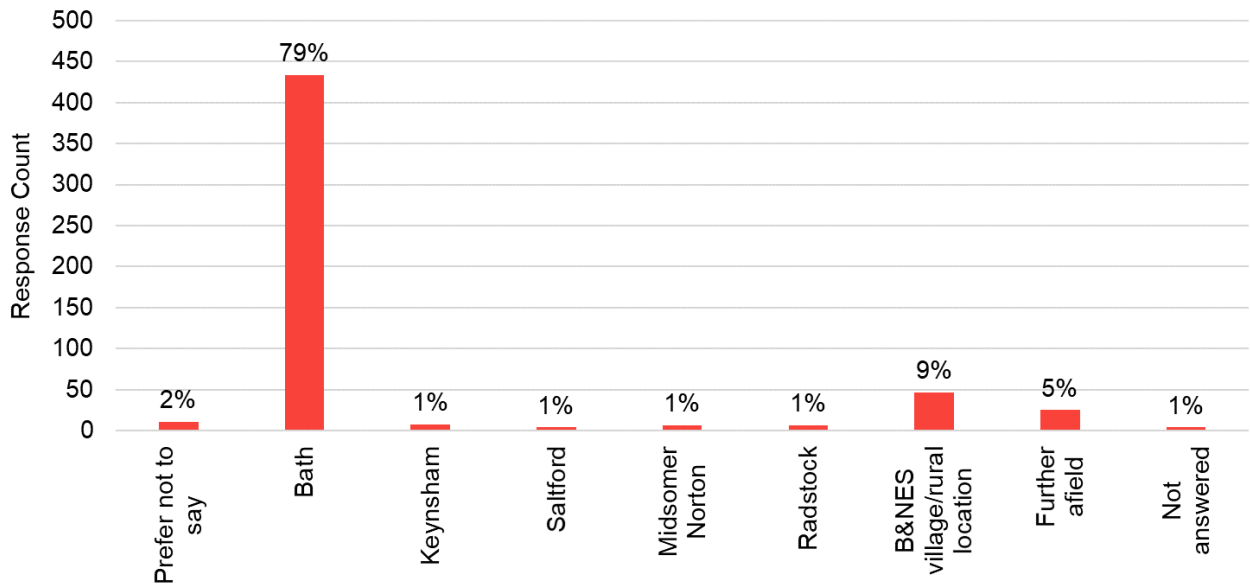
Location

2.2.16 The overwhelming majority of respondents were those who lived or worked in Bath, this accounts for 79% of respondents. 4% of respondents were located in B&NES market towns, with:

- 1% (8) from Keynsham
- 1% (4) from Saltford
- 1% (7) from Midsomer Norton
- 1% (7) from Radstock

2.2.17 Of respondents, 9% (47) were from a B&NES village/rural locations, and 5% (25) were from further afield. 2% (11) preferred not to say and 1% (4) did not answer. Figure 2-8 shows the breakdown of where respondents were located.

Figure 2-8 - Where do you live (or where is your business located)?



2.2.18 Of the 546 respondents, 470 (86%) provided a postcode that could be mapped. Figure 2-9 and Figure 2-10 show the distribution of respondents where postcodes could be mapped within B&NES and the City of Bath area. It should be noted that where a postcode ward is not shaded, this does not necessarily reflect that there were no responses within this area, but that the postcode provided could not be mapped.

Figure 2-9 - Location of respondents (B&NES)

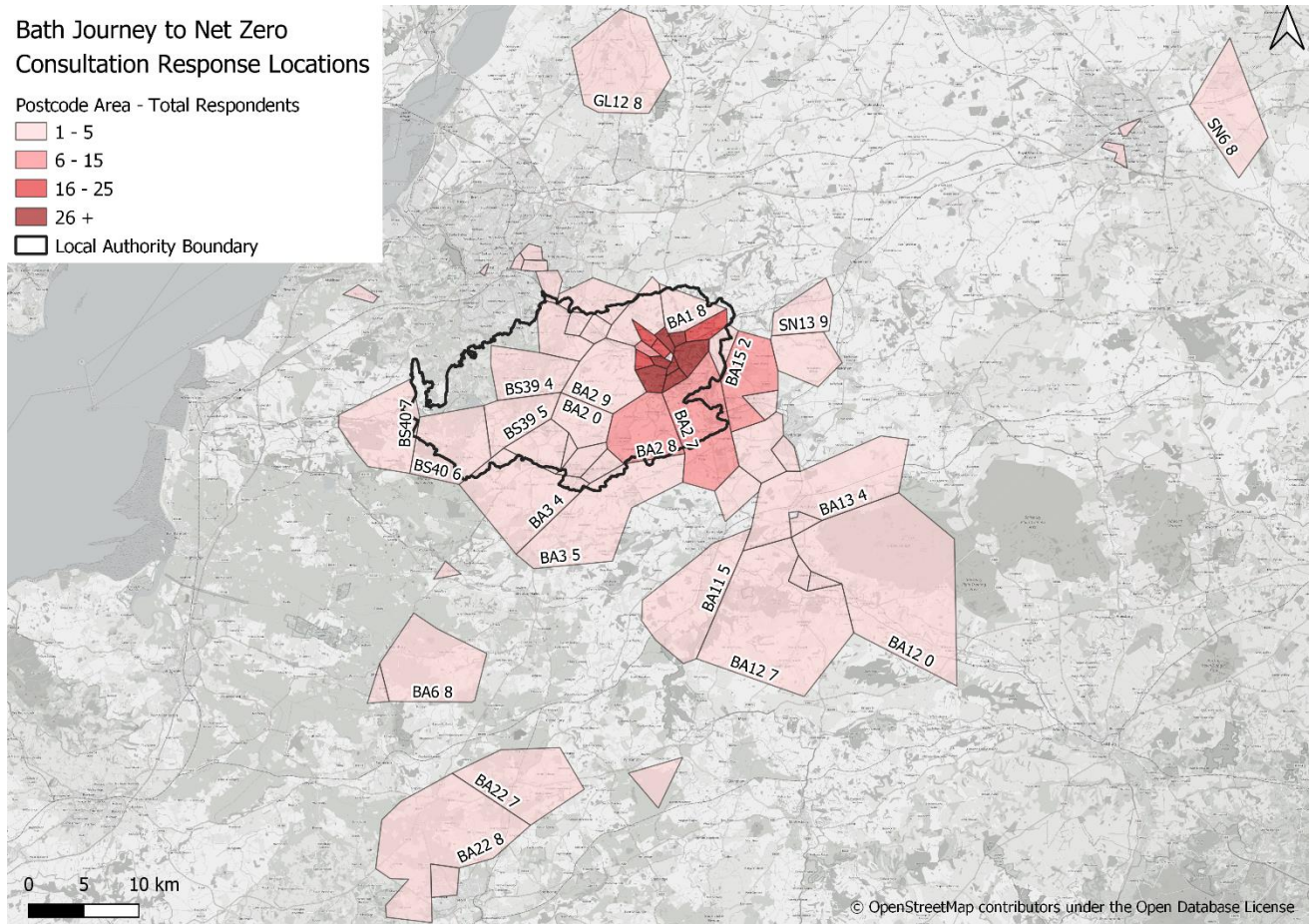
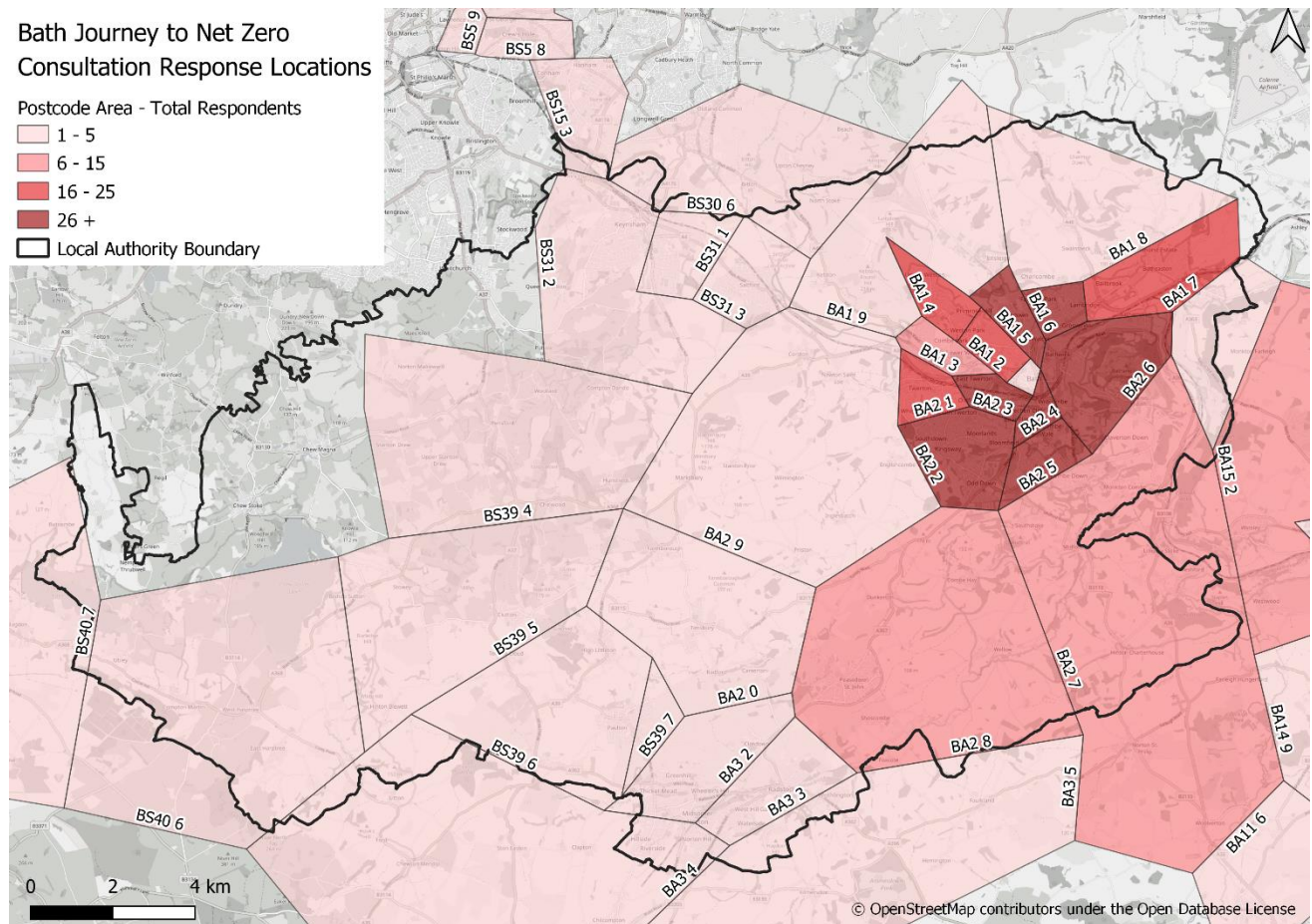


Figure 2-10 - Location of respondents (City of Bath)



2.3 Public Webinar

- 2.3.1 As part of the wider consultation exercise a public webinar was held on 27 January 2022 which 66 people attended. 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 Journey to Net Zero Plan, provided an overview of the structure of the online questionnaire, including future projects and allowed attendees to ask questions about transport in and around Bath. Separate document, 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 (https://www.youtube.com/watch?v=szNKnsbO_Zs). Since posting, the Webinar has been viewed by 213 people.

2.4 Stakeholder Webinar

- 2.4.1 A stakeholder webinar was held on the 20 January 2022 with a number of interest specific groups. Below is a list of those organisations that sent a representative to the webinar:
- Transition Bath

- The Bath Alliance
- B&NES Rural Transport Group
- Bath Rugby
- Walk Ride Bath
- Bath University
- Royal United Hospital
- Bath and Bristol Area Trams Association
- Peasedown Parish Council
- Keynsham Town Council
- Bath Bus Company
- Ralph Allen School
- Dunkerton Parish Council
- Buro Happold
- Kingswood School
- St Gregory's School
- High Littleton Parish Council
- Bath Community Transport
- Wessex Water
- Bath Spa University
- Corston Parish Council
- St John's School

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

3 Consultation Outcomes

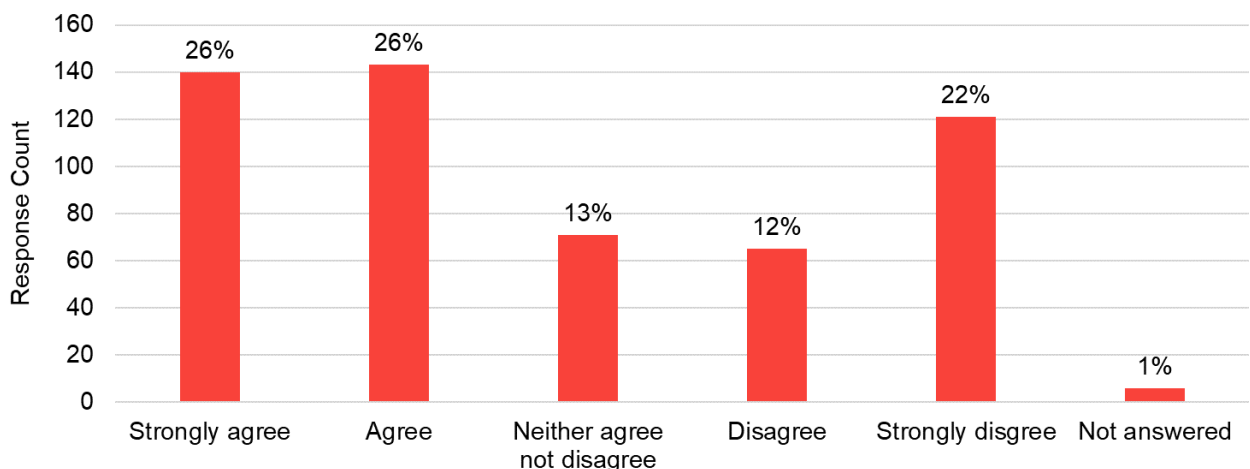
3.1.1 This section details the responses to each for the consultation questions for each of the future projects and the Journey to Net Zero Plan as a whole.

3.2 Bath mass transit

Mass transit is a type of public transport network that provides high-capacity, fast, frequent and reliable services that are predominantly segregated from other traffic. This could include over or underground routes and consist of several different types of transport in an integrated system

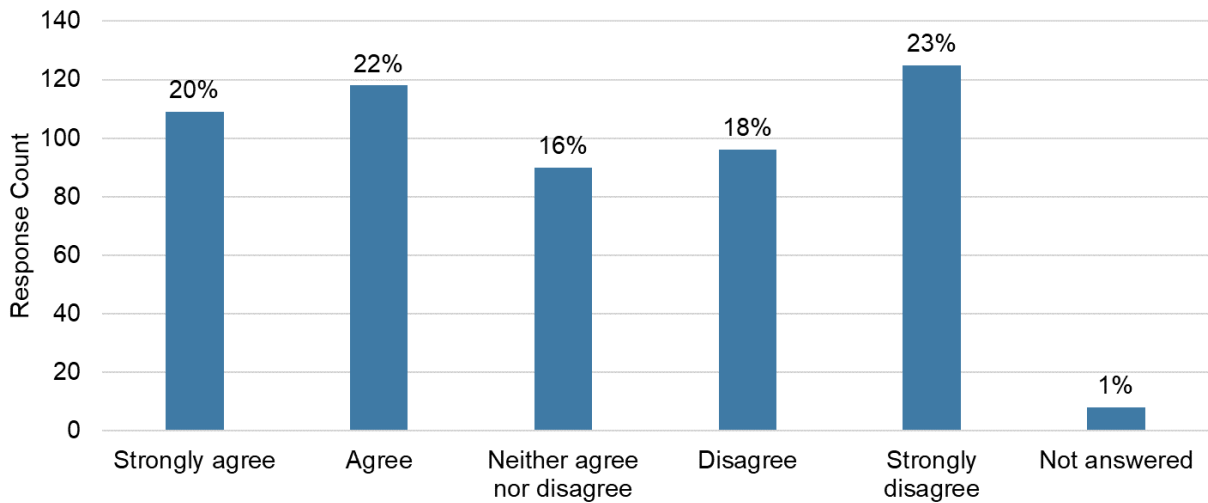
3.2.1 Figure 3-1 shows the responses to the question ‘to what extent do you agree or disagree with our future plans for mass transit in Bath?’. Of the 546 respondents, over half (283) either strongly agreed or agreed with the concept while 22% (121) strongly disagreed and 12% (65) disagreed. The remaining 13% (71) neither agreed nor disagreed and 6 respondents did not answer this question.

Figure 3-1 - To what extent do you agree or disagree with our future plans for mass transit in Bath?



3.2.2 In response to the question ‘to what extent do you agree or disagree with the following statement ‘a mass transit system in Bath would help to reduce my carbon footprint?’’, 20% (109) of respondents strongly agreed, 22% (118) agreed, 18% (96) disagreed and 23% (125) strongly disagreed. 16% (90) of respondents neither agreed nor disagreed with the statement, and 1% (8) of respondents did not answer the question. Figure 3-2 shows the responses to this question.

Figure 3-2 - To what extent do you agree or disagree with the following statement: 'A mass transit system in Bath would help reduce my carbon footprint'?



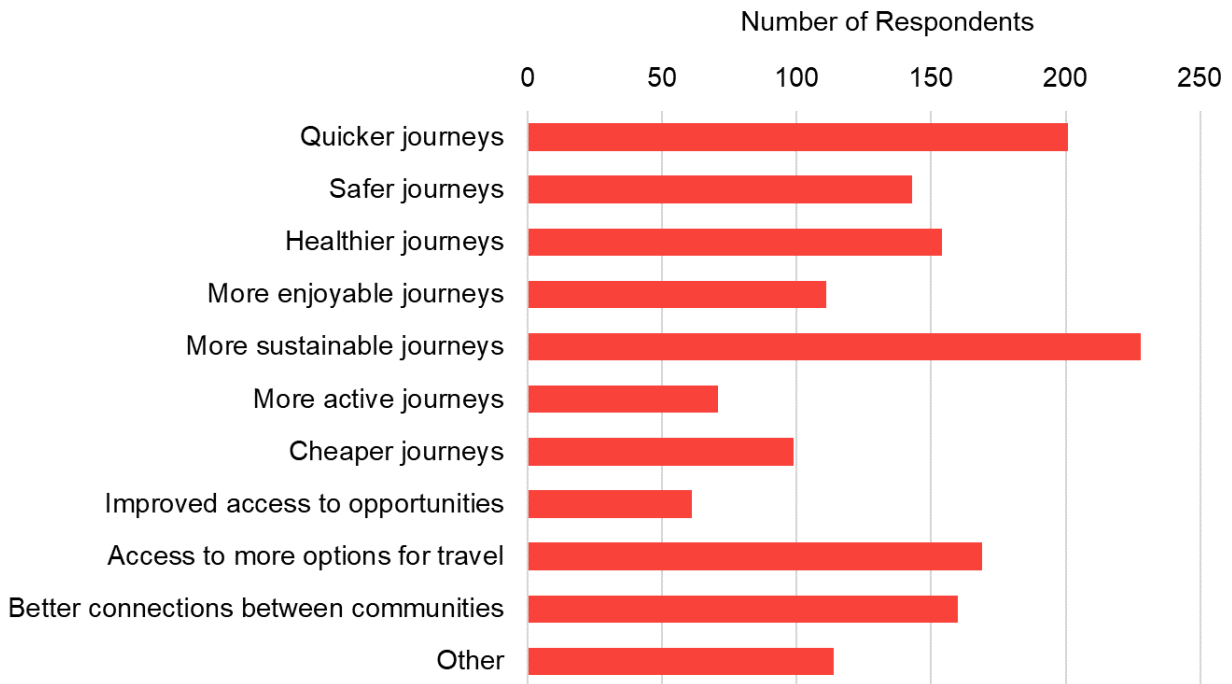
3.2.3 The most common response to how a mass transit system in Bath could improve your life was by allowing people to make more sustainable journeys, followed by quicker journeys, access to more options for travel and better connections between communities. Figure 3-3 shows the responses to this question, respondents were able to select all that apply therefore the total number of responses exceeds the number of individual respondents.

3.2.4 For this question, 'Other' was selected by 114 respondents, and a written response provided which could include a number of points made within the comments.

3.2.5 The most common points raised related to:

- The project could result in less traffic / congestion and less pollution
- Mass transit could result in shorter journey times
- Mass transit having no significant impact on respondents' quality of life
- Respondents did not want to use public transport
- Respondents not confident this would be a viable scheme given Bath's population size
- A number of suggestions were made through this response, including:
 - more reliable public transport services
 - improvements of current bus arrangement systems
 - more frequent bus services
 - better quality buses
 - infrastructure improvement for electric bus
 - make mass transit/bus travel more affordable

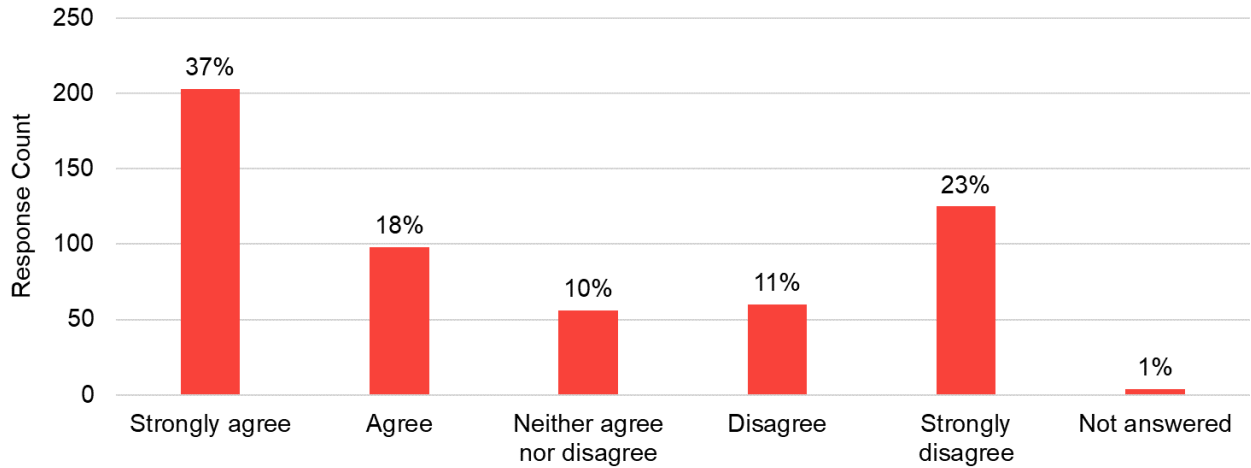
Figure 3-3 - In which of the following ways do you think mass transit in Bath would improve your life?



3.3 Providing for travel by bike and on foot

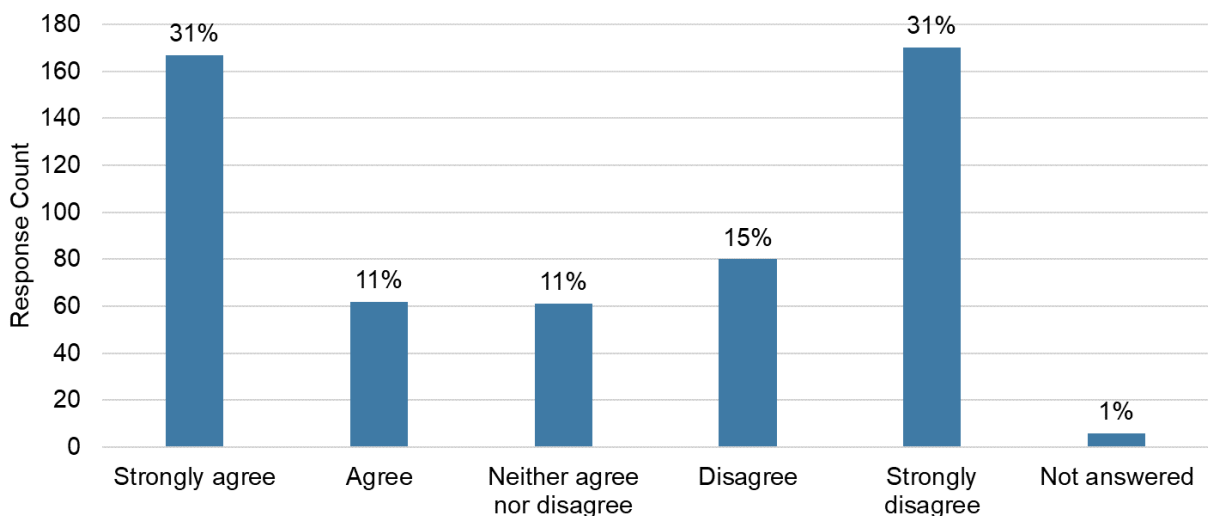
3.3.1 Figure 3-4 shows the responses to the question ‘to what extent do you agree or disagree with our future plans around promotion and investment in travel by bike?’. Of the 546 responses, over half (301) respondents either agreed or strongly agreed while around a third (185) disagreed or strongly disagreed. The remaining 10% (56) neither agreed or disagreed, and 1% (4) did not answer.

Figure 3-4 - To what extent do you agree or disagree with our future plans around promotion and investment in travel by bike?



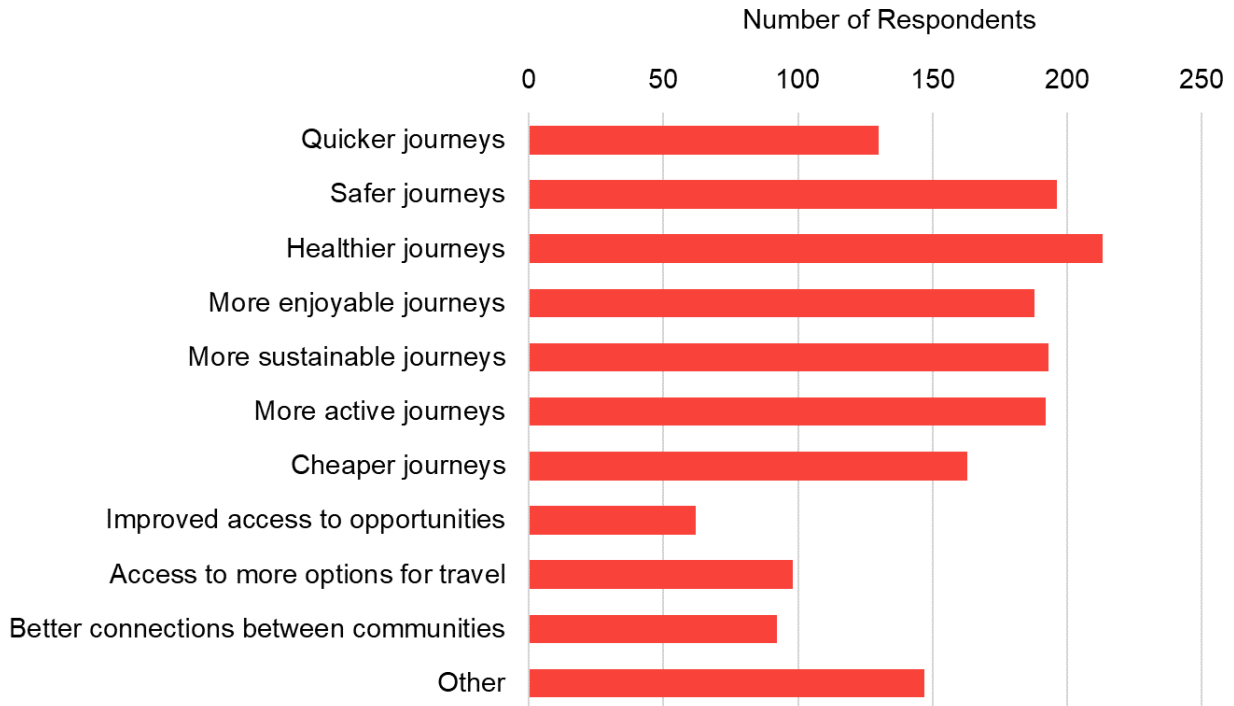
3.3.2 In response to the question ‘to what extent do you agree or disagree with the following statement: Promotion and investment in travel by bike would allow me to reduce my carbon footprint?’, Figure 3-5 shows that the responses were fairly balanced between agreeing and disagreeing with this statement. Almost a third (167) of respondents strongly agreed and a third (170) strongly disagreed with the statement. 11% (62) agreed, 11% (61) neither agreed or disagreed, and 15% (80) disagreed. 1% (6) did not answer the question.

Figure 3-5 - To what extent do you agree or disagree with the following statement: Promotion and investment in travel by bike would allow me to reduce my carbon footprint?



- 3.3.3 Figure 3-6 shows the most common response to how investment into travel by bike could improve their life was allowing healthier journeys, followed by safer journeys, more sustainable journeys and more active journeys. Respondents were able to select all answers that applied to them. The least selected was improved access to opportunities.
- 3.3.4 'Other' was selected by 147 respondents, and a written response provided including several points. The most common points raised related to:
- Project could result in less traffic / congestion
 - A more convenient and less stressful experience for pedestrians
 - Project could result in improved air quality
 - The terrain of Bath makes cycling difficult
 - Many residents being unable to use a bike due to health, age or children
 - A number of suggestions were made through this response, including
 - Provide more safe parking /storage for bikes
 - Make more safe routes for bike users and pedestrians
 - Make safe pedestrian paths separating people from bikes
 - Enforcement and education of traffic laws at junctions and on roads
 - Provide electric bike loans
 - Provide better public transport facilities
 - Provide safer facilities for older people

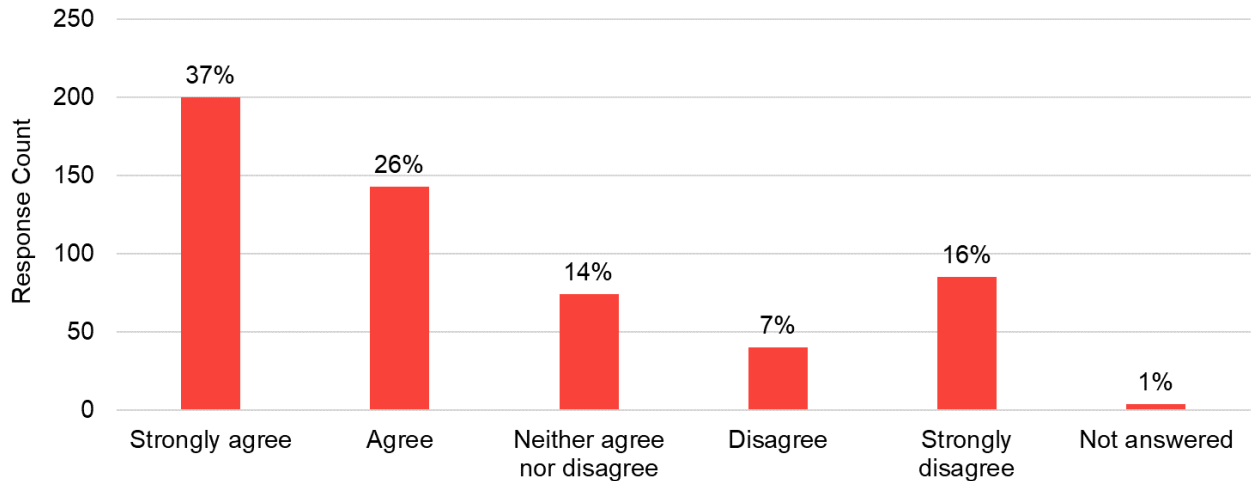
Figure 3-6 - In which of the following ways do you think promotion and investment in travel by bike would improve your life?



3.4 Improvements to the pedestrian experience

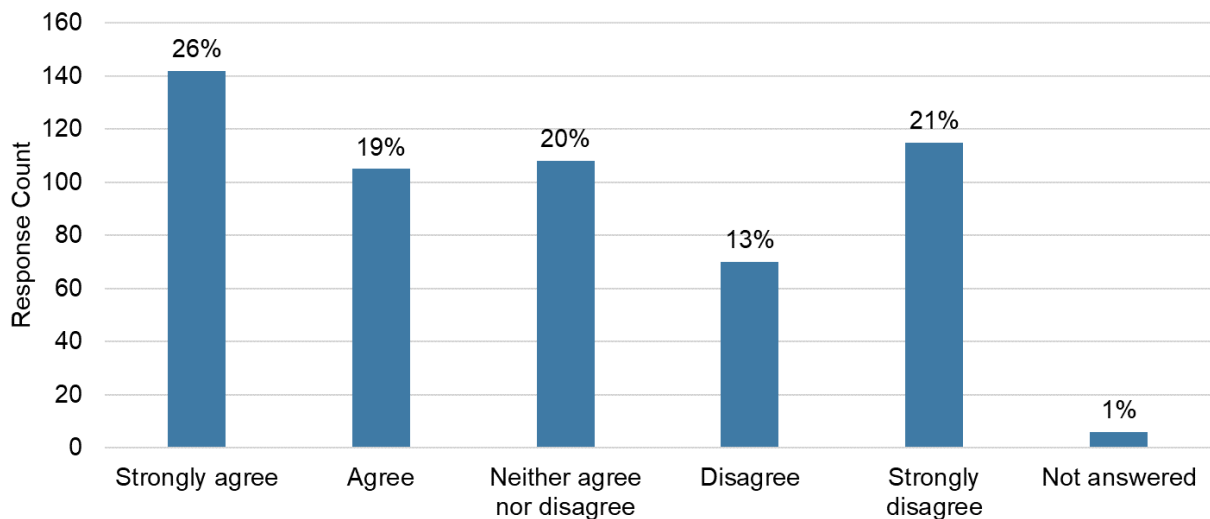
3.4.1 Figure 3-7 shows the response to the question ‘to what extent do you agree or disagree with our future plans to improve the pedestrian experience?’. Over half (343) of the 546 respondents agreed or strongly agreed with the plans, while 14% (74) neither agreed nor disagreed. Under 25% (125) of respondents disagreed or strongly disagreed. 1% (4) of respondents did not answer the question.

Figure 3-7 - To what extent do you agree or disagree with our future plans to improve the pedestrian experience?



3.4.2 As shown in Figure 3-8, 26% (142) of respondents answered strongly agree to whether improving the pedestrian experience would reduce their carbon footprint. 19% (105) answered agree, 20% (108) neither agreed nor disagreed, 13% (70) disagreed and 21% (115) strongly disagreed. 1% (6) of respondents did not answer the question

Figure 3-8 - To what extent do you agree or disagree with the following statement: Improving the pedestrian experience would allow me to reduce my carbon footprint?



3.4.3 Safer journeys, healthier journeys and more enjoyable journeys were the most selected answers when respondents were asked about how improving the pedestrian experience would improve their life (Figure 3-9). Respondents were able to select all answered that applied to them.

3.4.4 'Other' was selected by 124 respondents, and a written response provided containing a range of positive and negative points and suggestions. The most common points raised related to:

- Project could result in less traffic and pollution
- Project would provide no benefits or have a negative impact
- The scheme will only assist the older, younger and disabled
- Suggestion were made in response to this question and included:
 - Provide paved safe, continuous walking paths including facilities for the disabled
 - Provide improved crossings / pedestrian priority lights
 - Integrate improved pedestrian experience with Liveable Neighbourhoods
 - Maintain the road infrastructure i.e. drainage, potholes, slippery roads
 - Improve traffic management
 - Provide recreational centres

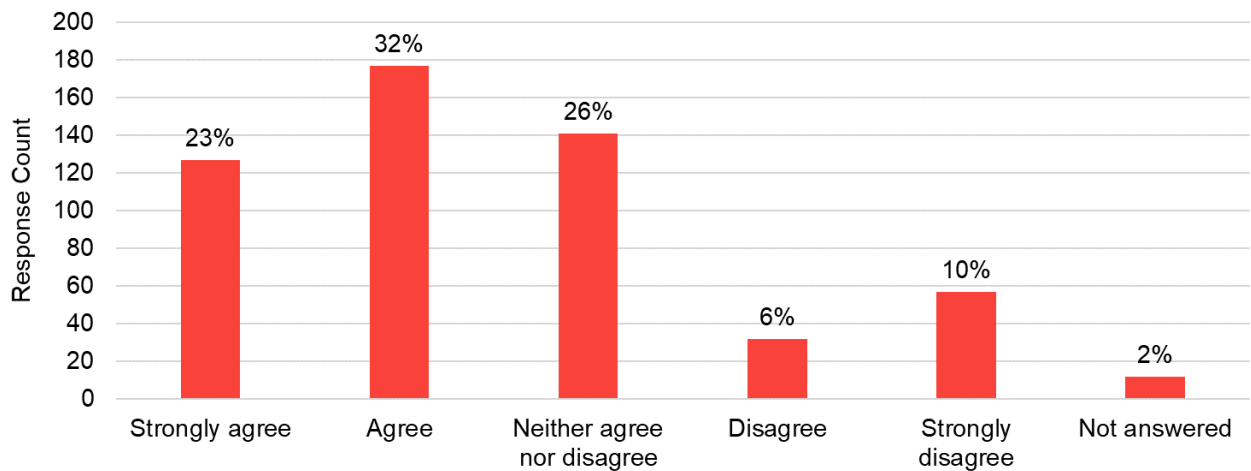
Figure 3-9 - In which of the following ways do you think improving the pedestrian experience would improve your life?



3.5 Improvements for disabled access

3.5.1 Figure 3-10 shows that over half (304) of respondents agreed or strongly agreed with future plans to improve disabled access. 26% (141) neither agreed nor disagreed and 16% (89) of respondents disagreed or strongly disagreed. 2% (12) did not answer.

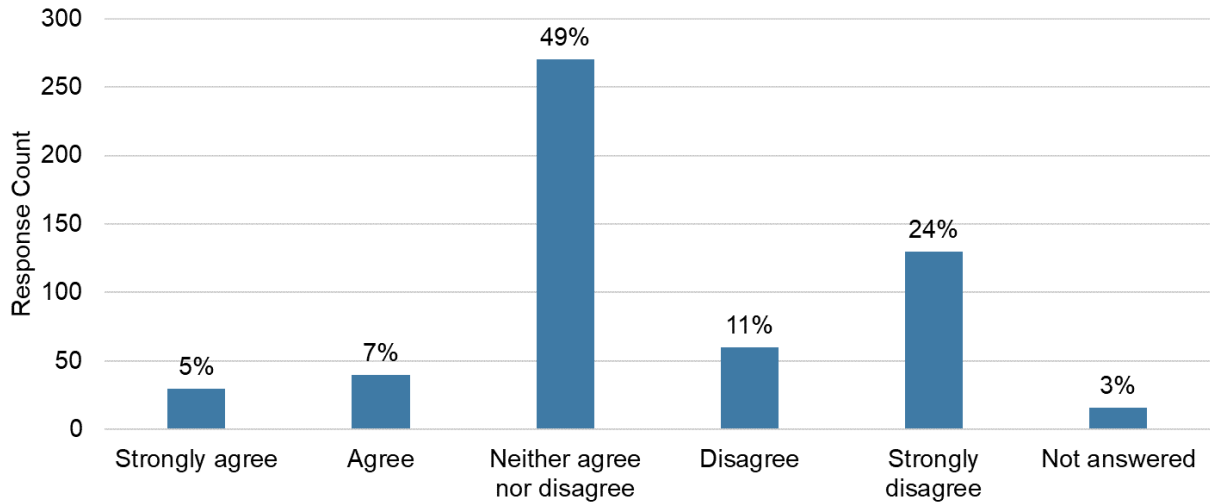
Figure 3-10 - To what extent do you agree or disagree with our future plans to improve disabled access?



3.5.2 When considering responses to this question from only those who considered themselves to be disabled, there was more support for future plans for disabled access. 29% (10) of respondents strongly agreed and 38% (13) agreed. Surprisingly, a higher proportion (24% (8)) of respondents strongly disagreed with the future plans.

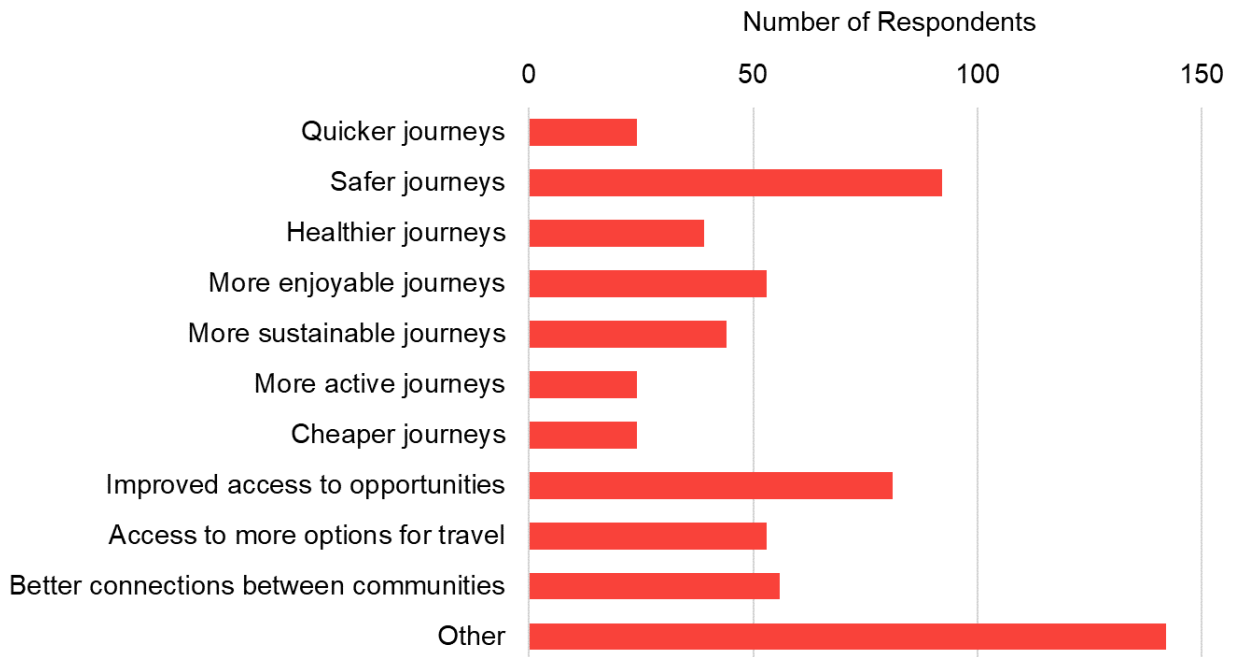
3.5.3 Figure 3-11 shows the responses to the question ‘to what extent do you agree or disagree with the following statement: *‘Improving disabled access would allow me to reduce my carbon footprint’*’. Approximately half (270) of the 546 respondents neither agreed nor disagreed, whilst 12% (70) agreed and strongly agreed, and 35% (190) disagreed or strongly disagreed. 3% did not answer (16).

Figure 3-11 - To what extent do you agree or disagree with the following statement: 'Improving disabled access would allow me to reduce my carbon footprint'?



- 3.5.4 When considering responses from those who considered themselves disabled, a higher proportion felt that the measures would reduce their carbon footprint with 15% (5) and 18% (6) strongly agreeing and agreeing respectively. A smaller proportion neither disagreed nor agreed, and 24% (8) strongly disagreed that their carbon footprint would improve.
- 3.5.5 Figure 3-12 shows that safer journeys and improved access to opportunities were common responses to how improving disabled access would improve the respondent's life.
- 3.5.6 For this question, 'other' was selected by 142 respondents and a written response provided. The most common points raised related to:
- The scheme would have a positive impact
 - The scheme would have no benefits towards net zero
 - Awareness that the difficulty banning cars would have for people who are disabled including restricted access and removing parking
 - Other points raised were suggestions, including:
 - Consult with disabled people for their needs, including the needs of carers
 - Provide more stable and wider pavements
 - Improve disabled vehicle access on road / parking lots, including near shops
 - Provide minibuses for better access
 - Provide paths for disabled people segregated from cyclists and vehicular traffic

Figure 3-12 - In which of the following ways do you think improving disabled access would improve your life?

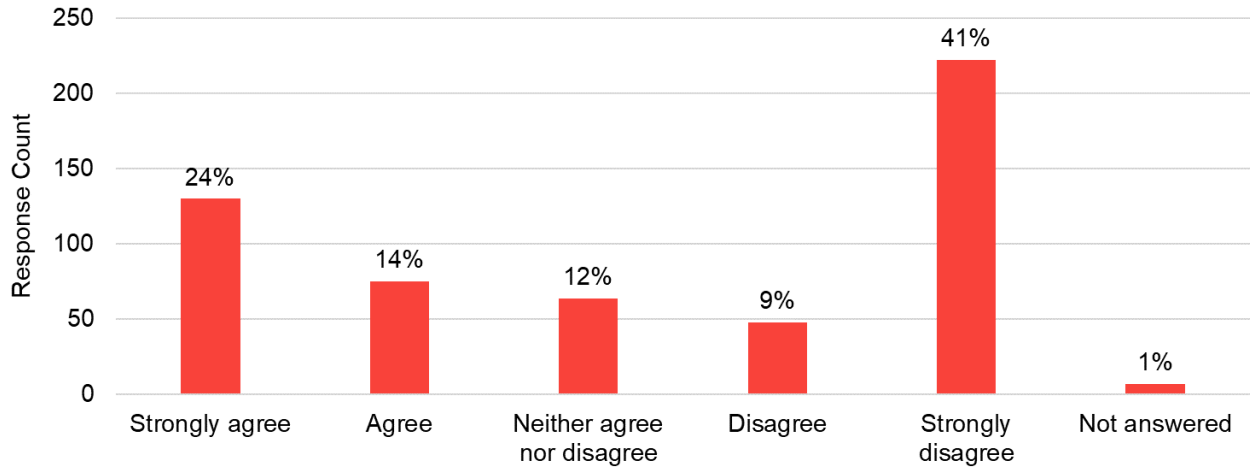


3.5.7 A similar pattern is seen when only considering responses from those who identified as disabled, although a higher proportion of these responses included improved access to opportunities and cheaper journeys.

3.6 Traffic cells

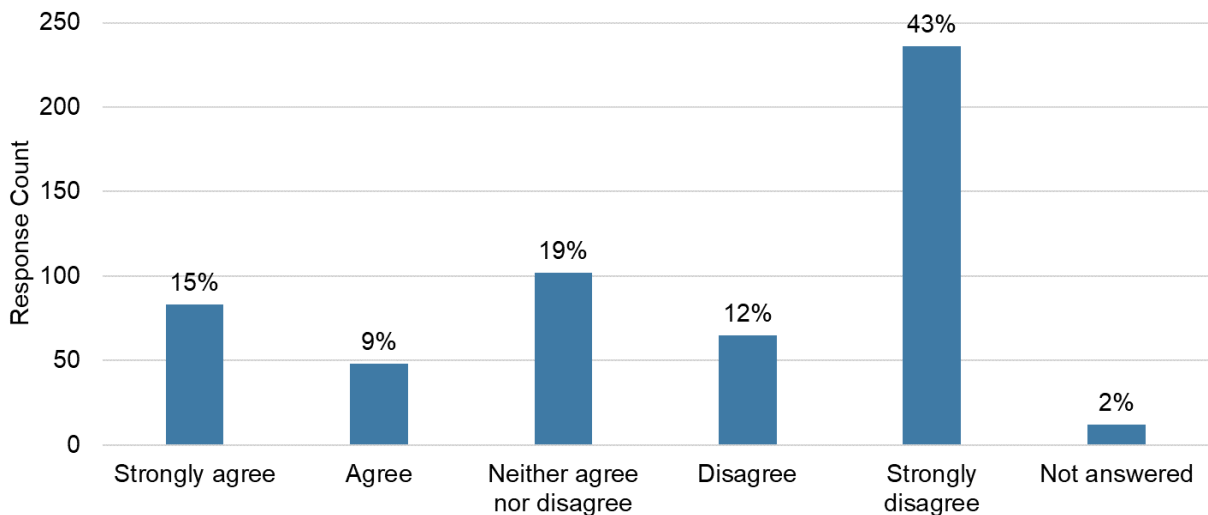
3.6.1 Figure 3-13 shows the responses to the question ‘to what extent do you agree or disagree with our future plans for traffic cells?’. Half (270) of respondents disagreed or strongly disagreed with the future plans whilst 36% (205) of respondents either agreed or strongly agreed. 12% (64) neither agreed nor disagreed and 1% (7) did not respond to the question.

Figure 3-13 - To what extent do you agree or disagree with our future plans for traffic cells?



3.6.2 Almost half (236) of the 546 respondents strongly disagreed that traffic cells would allow them to reduce their carbon footprint (Figure 3-14). A further 12% (65) disagreed. 24% (131) of respondents neither agreed nor disagreed, and 2% (12) did not answer the question.

Figure 3-14 - To what extent do you agree or disagree with the following statement: "Traffic cells would allow me to reduce my carbon footprint"?

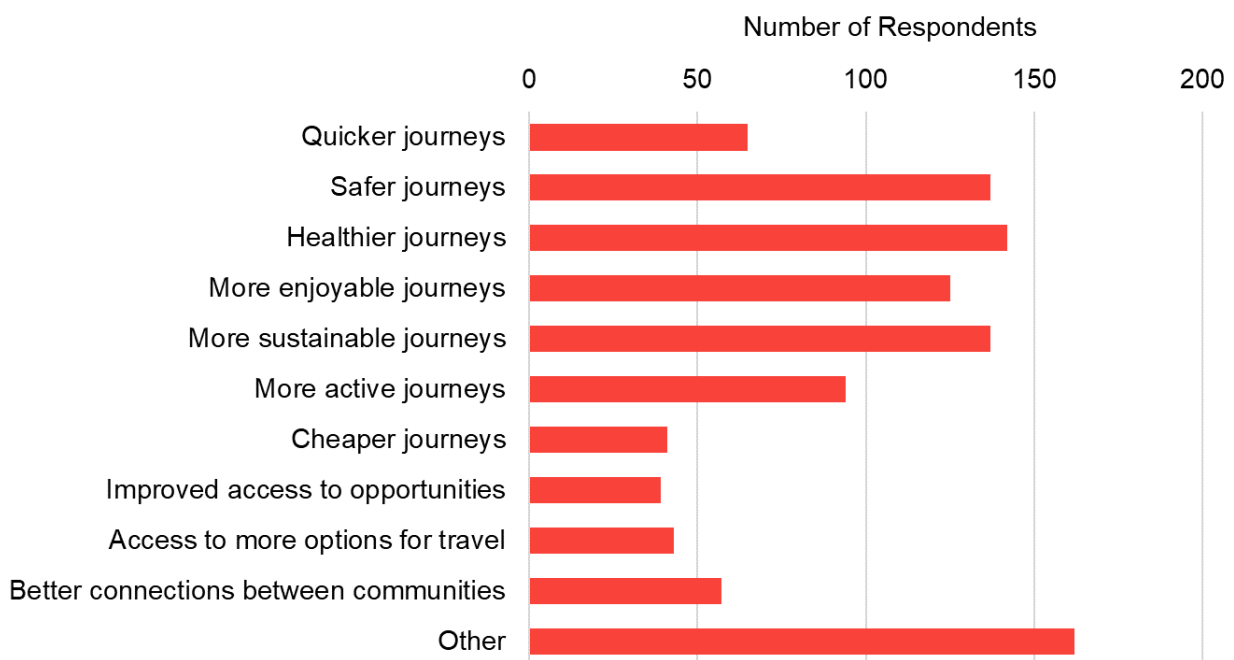


3.6.3 Figure 3-15 shows responses to the question 'in which of the following ways do you think traffic cells would improve your life?'. The most frequent answer was 'other', followed by safer journeys healthier journeys, and more sustainable journeys.

3.6.4 'Other' was selected by 162 respondents, and a written response provided. The most common points raised related to:

- Providing better health / safety in the city centre
- The project resulting in longer travel times, more difficult journeys, increased congestion and pollution
- A general lack of benefits of the scheme
- Many other points included suggestions, such as:
 - Providing a ring road
 - Implementing Liveable Neighbourhoods
 - Restricting cars inside city centre
 - Restricting access for cyclists around the city centre
 - Providing parking for cyclists outside city centre
 - Better walking facilities around city centre
 - Providing a park and ride facility
 - Improving reliability and affordability of public transport / improve bus routes
 - Ensuring rural communities are consulted and involved
 - Reducing buses through the city
 - Maintaining access for deliveries

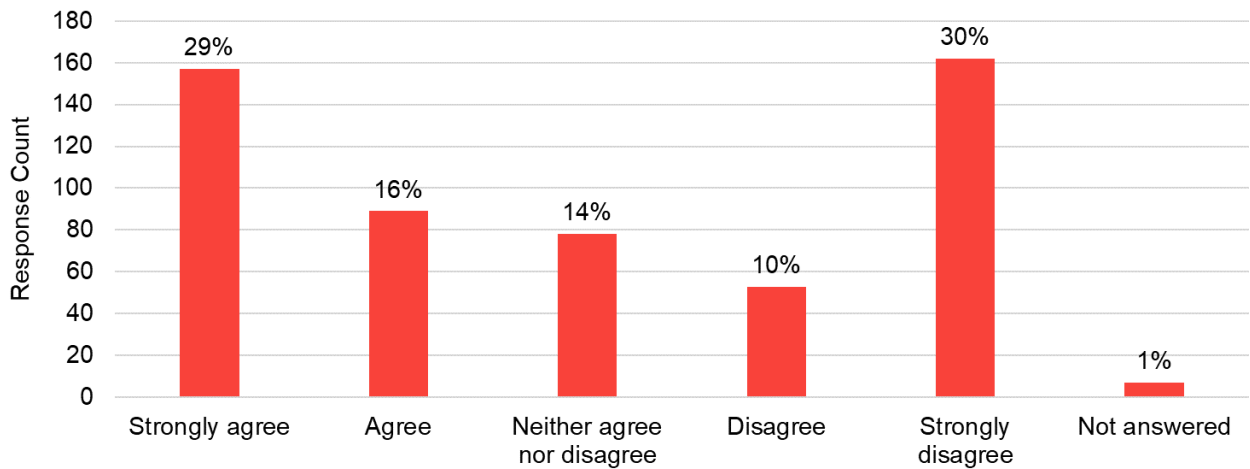
Figure 3-15 - In which of the following ways do you think traffic cells would improve your life?



3.7 Liveable neighbourhoods – next generation

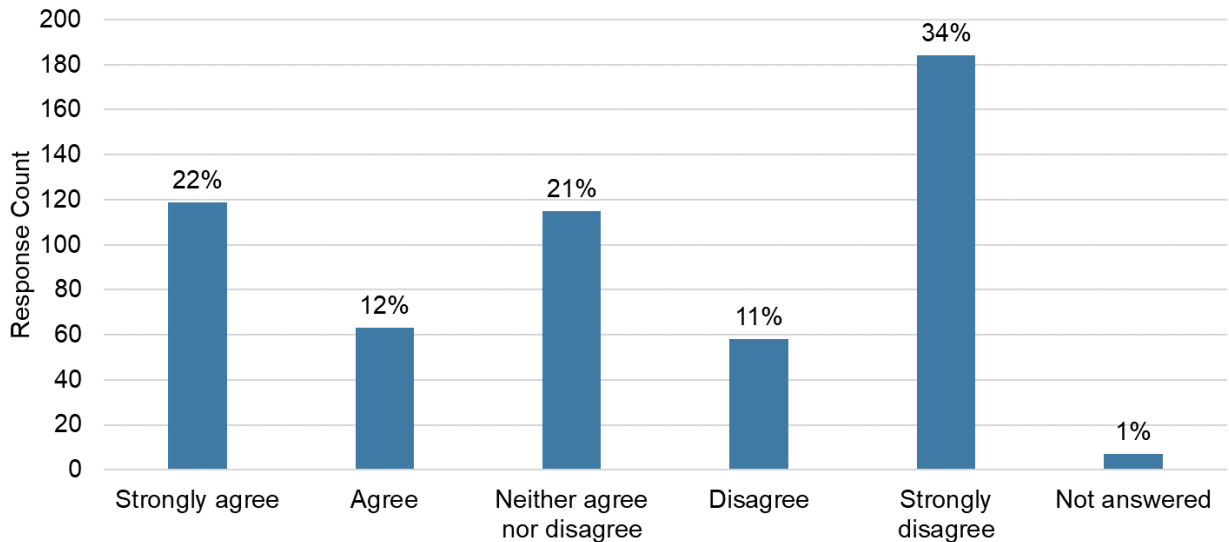
3.7.1 Figure 3-16 show the responses to the extent to which respondents agree with the future plans for the next generation of liveable neighbourhoods. 45% (246) of respondents agree or strongly agree, 40% (215) disagree and strongly disagree whilst 14% (78) neither agree nor disagree. 1% (7) did not answer the question.

Figure 3-16 - To what extent do you agree or disagree with our future plans for the next generation of liveable neighbourhoods?



3.7.2 Figure 3-17 shows the responses to the question ‘to what extent do you agree or disagree with the following statement: “The next generation of liveable neighbourhoods would allow me to reduce my carbon footprint”?’. Nearly half (242) of respondents answered disagree or strongly disagree, while 34% (182) of respondents agreed or strongly agreed. 21% (115) respondents neither agreed nor disagreed, and 1% (7) did not respond.

Figure 3-17 - To what extent do you agree or disagree with the following statement: "The next generation of liveable neighbourhoods would allow me to reduce my carbon footprint"?

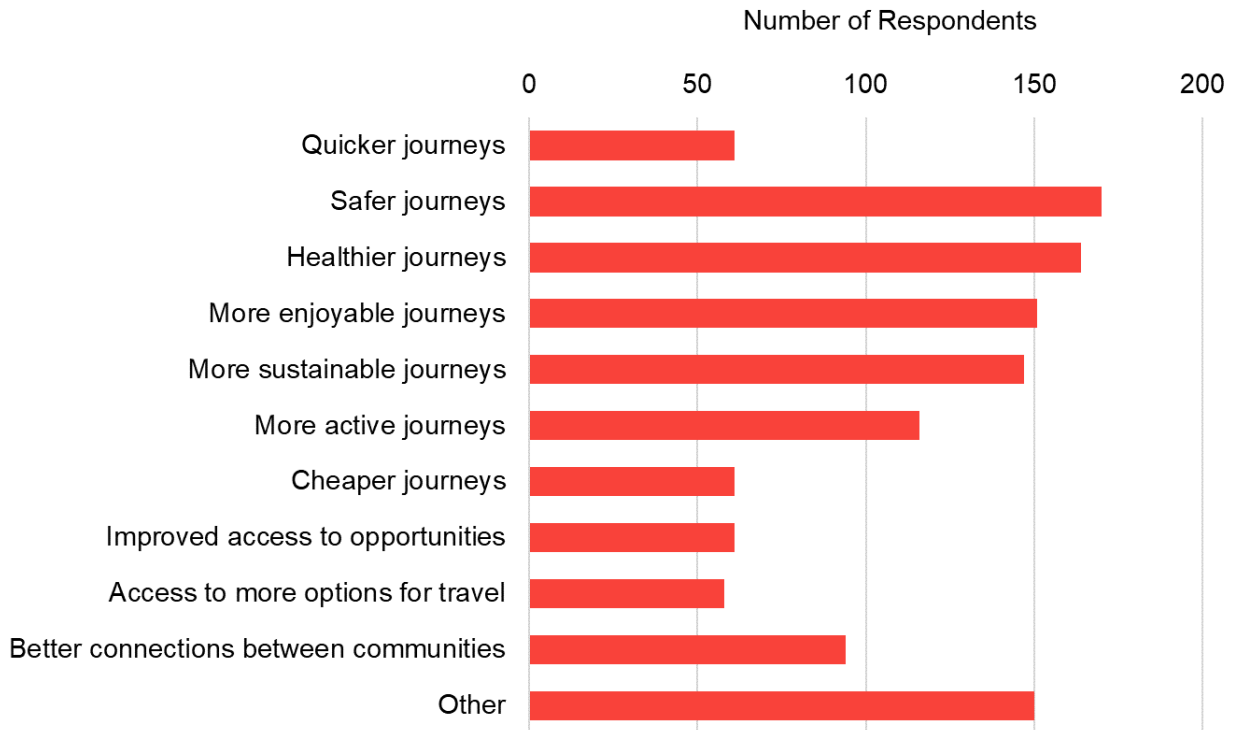


3.7.3 In response to the question ‘*In which of the following ways do you think the next generation of liveable neighbourhoods would improve your life?*’, the most common answers were safer journeys, healthier journeys, and then more enjoyable journeys. ‘Other’ was selected by 150 respondents, and a written response provided. The most common points raised related to:

- Better air quality and improved living inside city
- Better neighbourhood and heritage conservation
- Less rat running and safer roads
- Diversion of traffic onto alternative routes and possible impact on residents, pedestrian, public transport users
- Negative impact on life including longer delays, and increased pollution and traffic
- Other points included suggestions such as:
 - More pedestrian crossings
 - More public interaction in the development of the scheme
 - Providing bypass / ring road
 - Provision of cheap and reliable public transport
 - Extending Liveable Neighbourhoods to rural communities

3.7.4 Figure 3-18 shows the responses to this question.

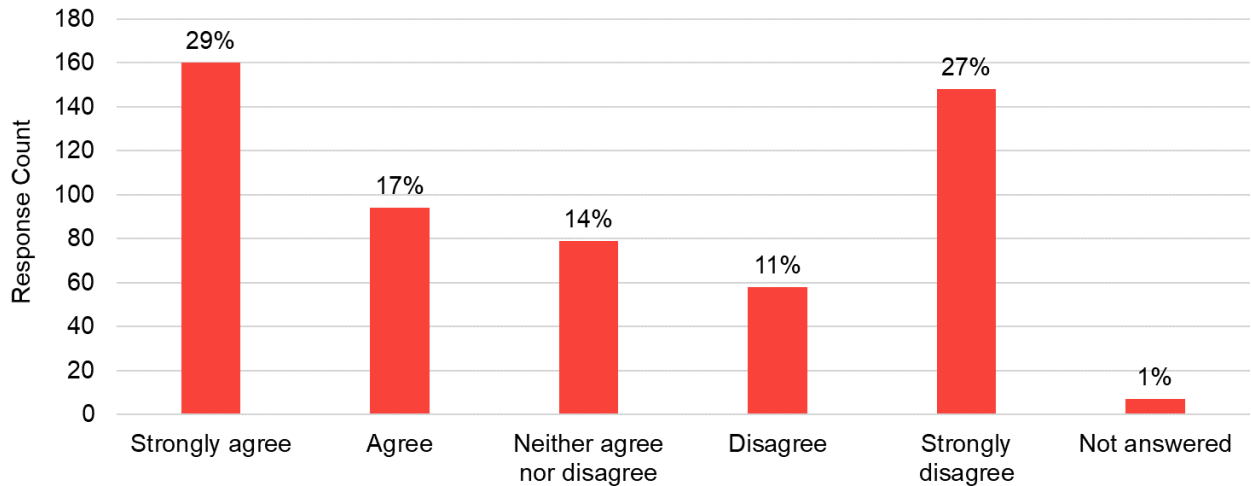
Figure 3-18 - In which of the following ways do you think the next generation of liveable neighbourhoods would improve your life?



3.8 Bath Clean Air Zone (CAZ) and Air Quality Management Area (AQMA) reviews

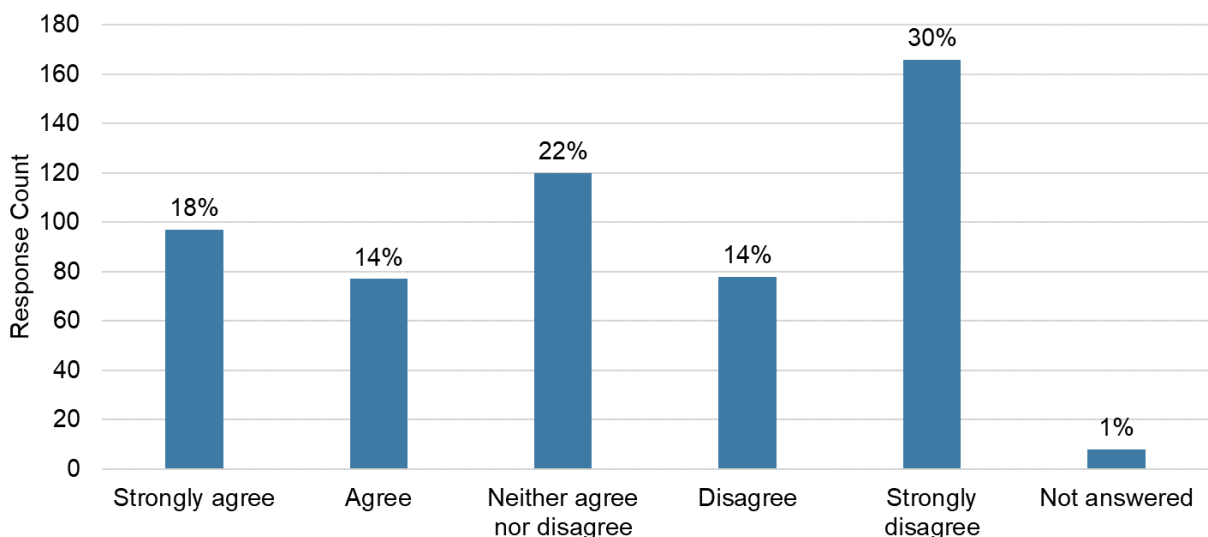
3.8.1 Figure 3-19 shows the responses to the question ‘to what extent do you agree or disagree with our future plans for the Bath CAZ and AQMA reviews?’. Most respondents selected strongly agree with 29% (160) respondents choosing this. 17% (94) agreed, 14% (79) neither agreed nor disagreed, 11% (58) disagreed and 27% (148) strongly disagreed. 1% (7) did not answer.

Figure 3-19 - To what extent do you agree or disagree with our future plans for the Bath CAZ and AQMA reviews?



3.8.2 30% (166) out of the 546 respondents strongly disagreed that the future plans for the Bath CAZ and AQMA would reduce their carbon footprint, and an additional 14% (78) disagreed. 18% (97) strongly agreed, 14% (77) agreed and 22% (120) neither agreed nor disagreed. Shown in Figure 3-20.

Figure 3-20 - To what extent do you agree or disagree with the following statement: "Reviewing the Bath CAZ and AQMA would allow me to reduce my carbon footprint"?

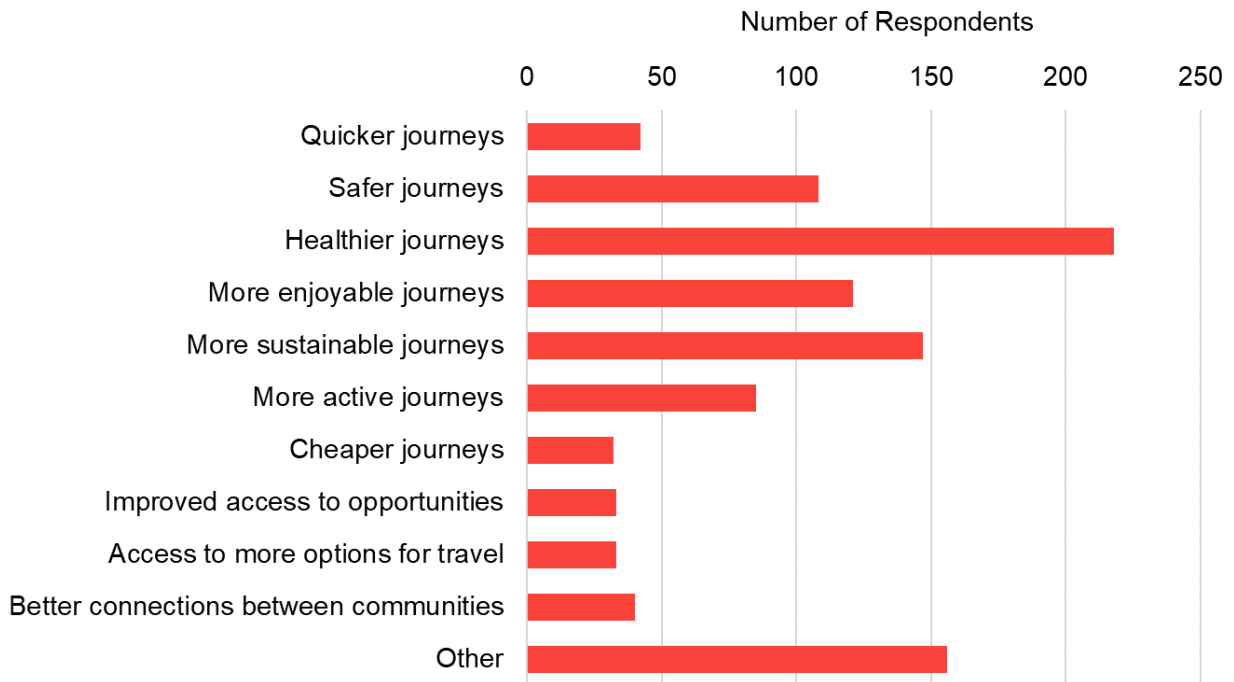


3.8.3 Healthier journeys was the most selected way that respondents believed the CAZ and AQMA would improve their life, followed by more sustainable journeys and 'other'.

3.8.4 'Other' was selected by 156 respondents and a written response provided. The most common points raised related to:

- Cleaner air, less air pollution and improved health and safety
- Reduced traffic
- Diversion of traffic to alternative routes and the impact of this on residents, pedestrians, public transport users
- Negative impact on life and stopping people visiting the city
- Extra expense
- General comments around the lack of benefits it would bring
- Other comments included suggestions, such as:
 - CAZ charge could be higher
 - Free park and ride schemes
 - Provide better, more frequent and cheaper public transport
 - Help switching to cleaner vehicles / provide charging infrastructure
 - Restricting car access and charging those using petrol cars
 - Closure of car parks
 - Providing a bypass of the city

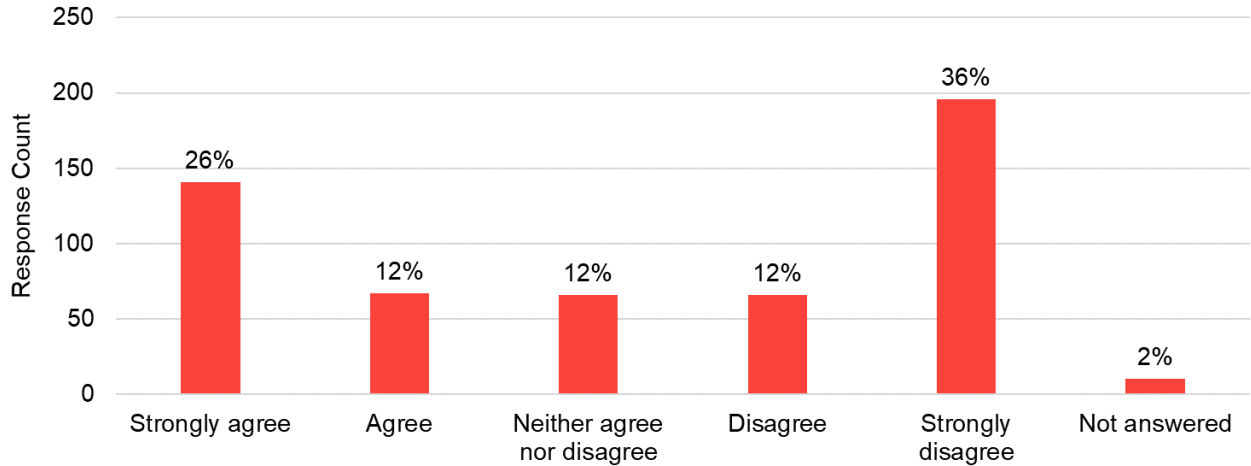
Figure 3-21 - In which of the following ways do you think reviewing the Bath CAZ and AQMA would improve your life?



3.9 Demand management

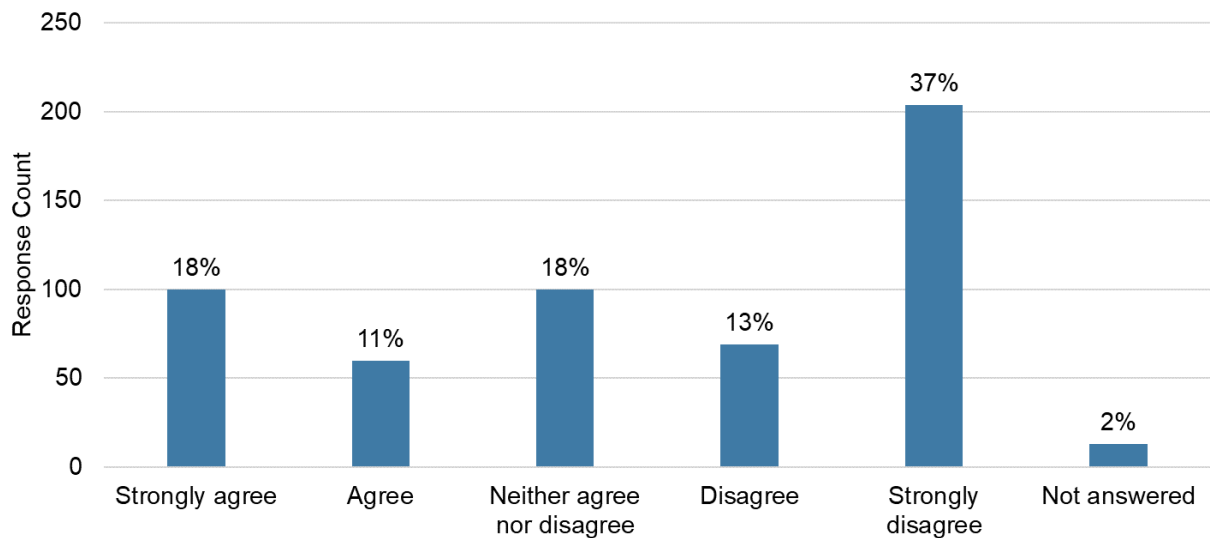
3.9.1 Figure 3-22 shows the responses to the question ‘to what extent do you agree or disagree with our future plans for demand management?’. Of the 546 respondents, almost half (272) either strongly disagreed or disagreed with the concept while 26% (141) strongly agreed and 12% (67) agreed. The remaining 12% (66) neither agreed nor disagreed and 10 respondents did not answer this question.

Figure 3-22 - To what extent do you agree or disagree with our future plans for demand management?



3.9.2 In response to the question *“to what extent do you agree or disagree with the following statement “Demand management would allow me to reduce my carbon footprint”?*, 18% (100) of respondents strongly agreed, 11% (60) agreed, 13% (69) disagreed and 37% (204) strongly disagreed. 18% (100) of respondents neither agreed nor disagreed with the statement, and 2% (13) of respondents did not answer the question. Figure 3-23 shows the responses to this question.

Figure 3-23 - To what extent do you agree or disagree with the following statement: “Demand management would allow me to reduce my carbon footprint”?



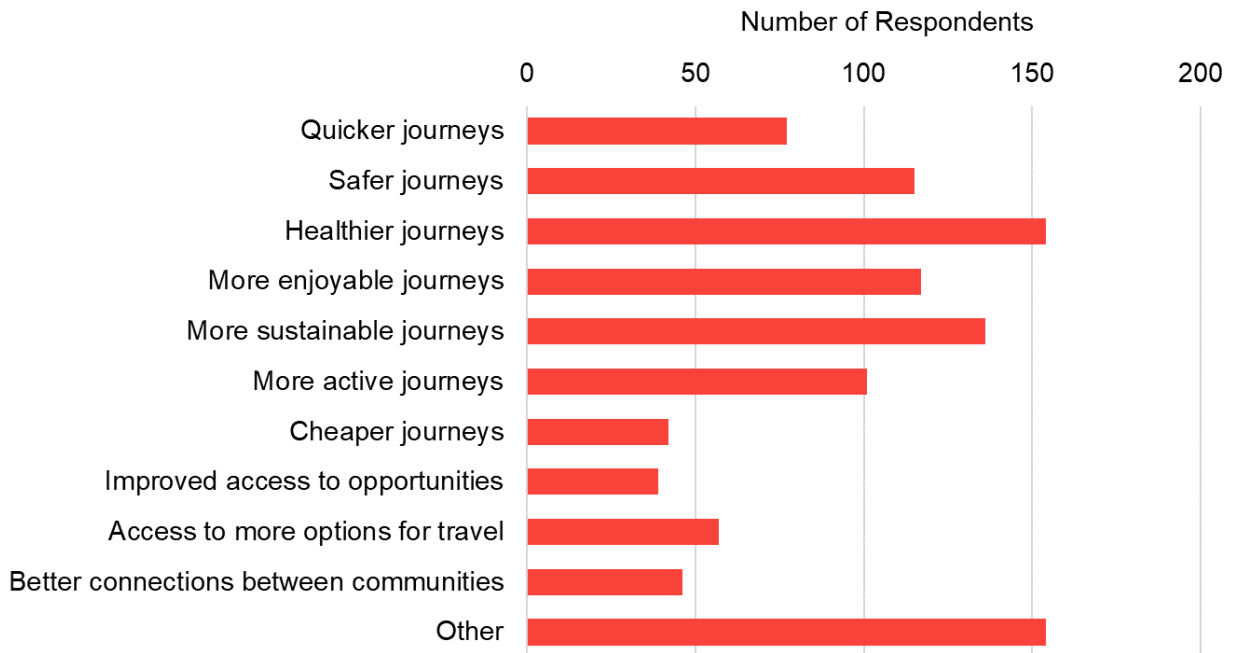
3.9.3 The most common responses to how demand management could improve your life were healthier journeys and 'other', followed by sustainable journeys.

3.9.4 'Other' was selected by 154 respondents, and a written response provided. The most common points raised related to:

- Less traffic and reduced danger from cars
- Less pollution
- Overall support for the scheme
- Implications of less parking and increased parking costs
- Negative impact on local business and tourism
- Increased cost of travel and impact on life, particularly for those on lower incomes
- General lack of benefits or improvements
- For this question, multiple suggestions were also made:
 - Provide a ring road of the city
 - Incentivising residents to leave their car at home
 - Reducing unnecessary journeys
 - Improving or providing P&R facilities
 - Increasing car parking costs / congestion charging / road user fees
 - Banning through journeys for lorries
 - Reducing number of students bringing a car to the city
 - Making public transport reliable, safe, fast and affordable
 - Providing electric charging points and improved infrastructure
 - Increasing off-road walk and cycle routes to arterial routes
 - Extending plans into rural areas

3.9.5 Figure 3-24 shows the responses to this question, respondents were able to select all that apply therefore the total number of responses exceeds the number of individual respondents.

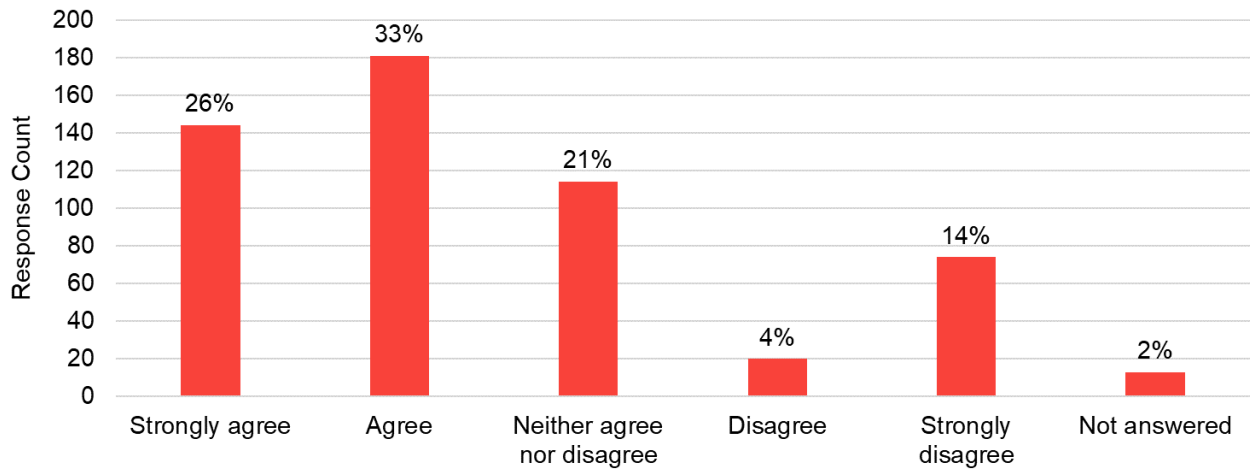
Figure 3-24 - In which of the following ways do you think demand management would improve your life?



3.10 Coach strategy

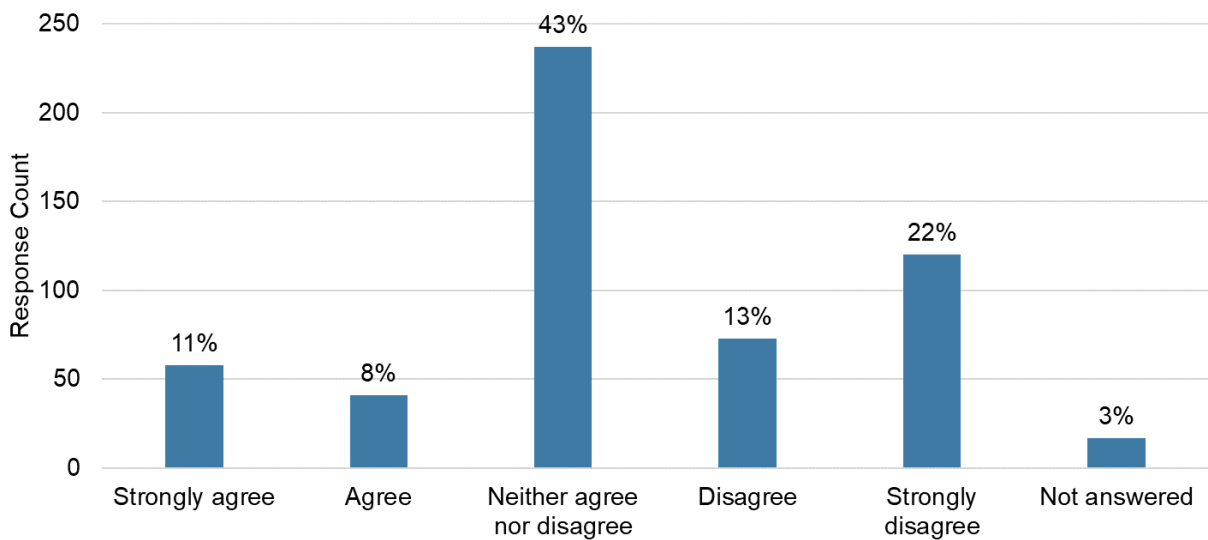
3.10.1 59% (325) of 546 respondents answered agree or strongly agree with a future coach strategy, whilst 18% disagreed or strongly disagreed. A total of 21% (114) neither agreed or disagreed and 2% (13) did not respond. The breakdown of responses is shown in Figure 3-25.

Figure 3-25 - To what extent do you agree or disagree with a future coach strategy?



3.10.2 Figure 3-26 shows the response to whether a ‘coach strategy would allow me to reduce my carbon footprint’. 43% (237) of the 546 respondent neither agreed nor disagreed. 19% (99) agreed or strongly agreed, while 35% (193) disagreed or strongly disagreed.

Figure 3-26 - To what extent do you agree or disagree with the following statement: "A coach strategy would allow me to reduce my carbon footprint"?

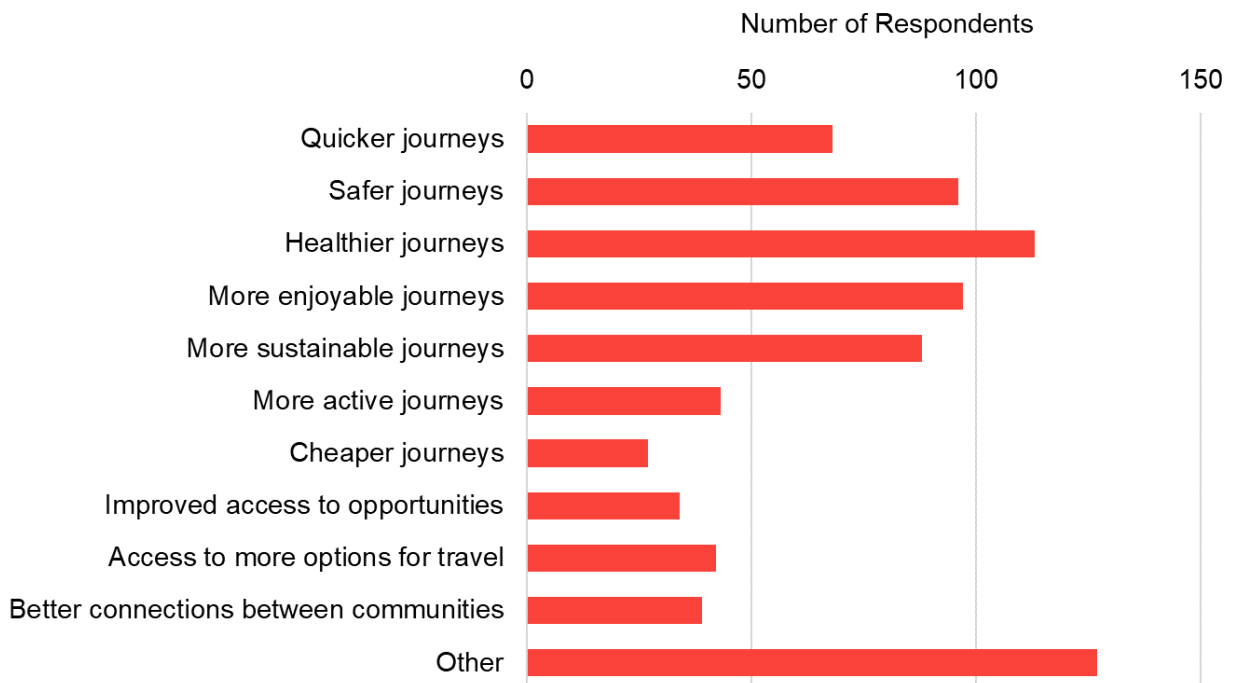


3.10.3 When asked how a coach strategy would improve their lives, the most common responses included healthier journeys, safer journeys and selecting ‘other’ as shown in Figure 3-27.

3.10.4 127 of 546 respondents chose ‘other’ as a response and left a text comment. The most common points raised related to:

- Less pollution and cleaner air
- Reduced congestion and improved connections
- Potential negative impact of businesses and tourism
- General comments about the proposal not seen to provide benefits
- Many suggestions were made in the comments, including:
 - Better parking facilities for coaches
 - Cheaper parking facilities for coaches
 - More frequent coach services / improved vehicles
 - Suggestions about the locations of coach termination points
 - Providing adequate toilets and information centres
 - Frequent buses from Park & Rides and other public transport options
 - Reduce number of students bringing a car to city
 - Ensuring rural communities also benefit
 - The need for a ring road of the city
 - Consider in more detail the impacts of double decker tour buses
 - Seek to operate only electric tourist buses

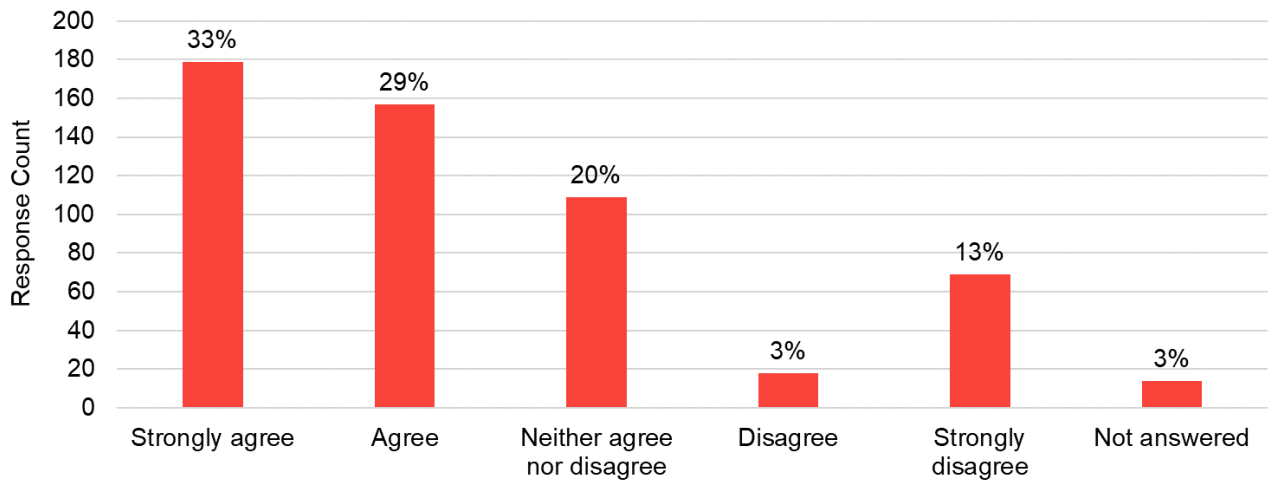
Figure 3-27 - In which of the following ways do you think a coach strategy would improve your life?



3.11 Rail freight distribution site

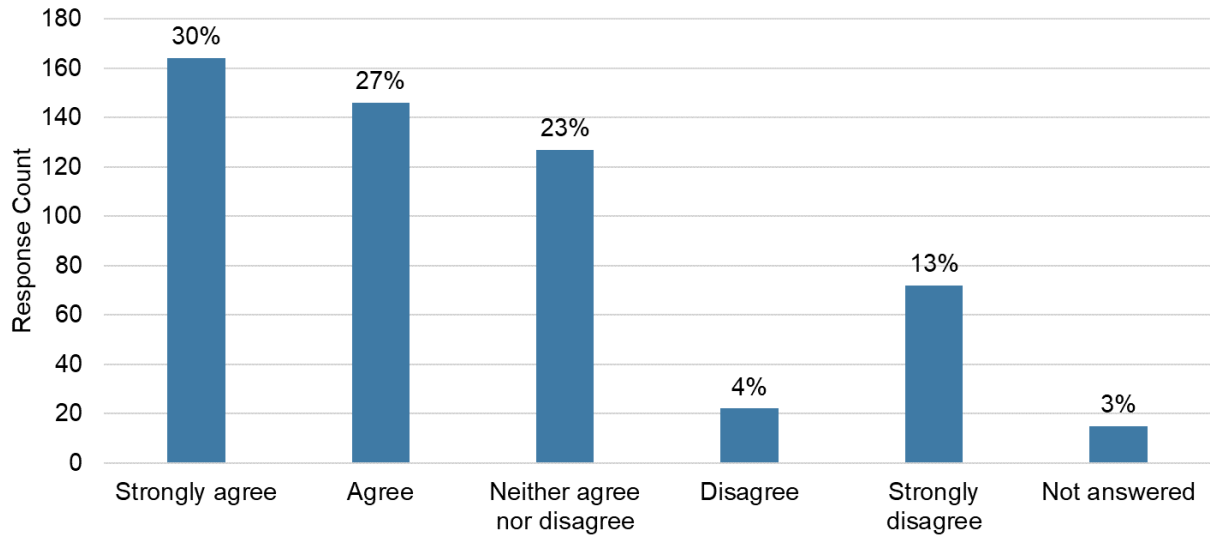
3.11.1 Figure 3-28 shows the responses to the question ‘to what extent do you agree or disagree with a future rail freight distribution site?’. Over 60% (336) of respondents answered agree or strongly agree, whilst 16% (87) respondents answered disagree or strongly disagree. 20% (109) answered neither agree nor disagree. 3% (14) did not answer.

Figure 3-28 - To what extent do you agree or disagree with a future rail freight distribution site?



3.11.2 Almost 60% (210) of 546 respondents agreed or strongly agreed that rail freight distribution site would help reduce overall transport emissions. Figure 3-29 shows that 17% (94) respondents disagreed, whilst 23% 127 neither agree not disagree and 3% (5) did not respond.

Figure 3-29 - To what extent do you agree or disagree with the following statement: "A rail freight distribution site would help reduce overall transport emissions"?

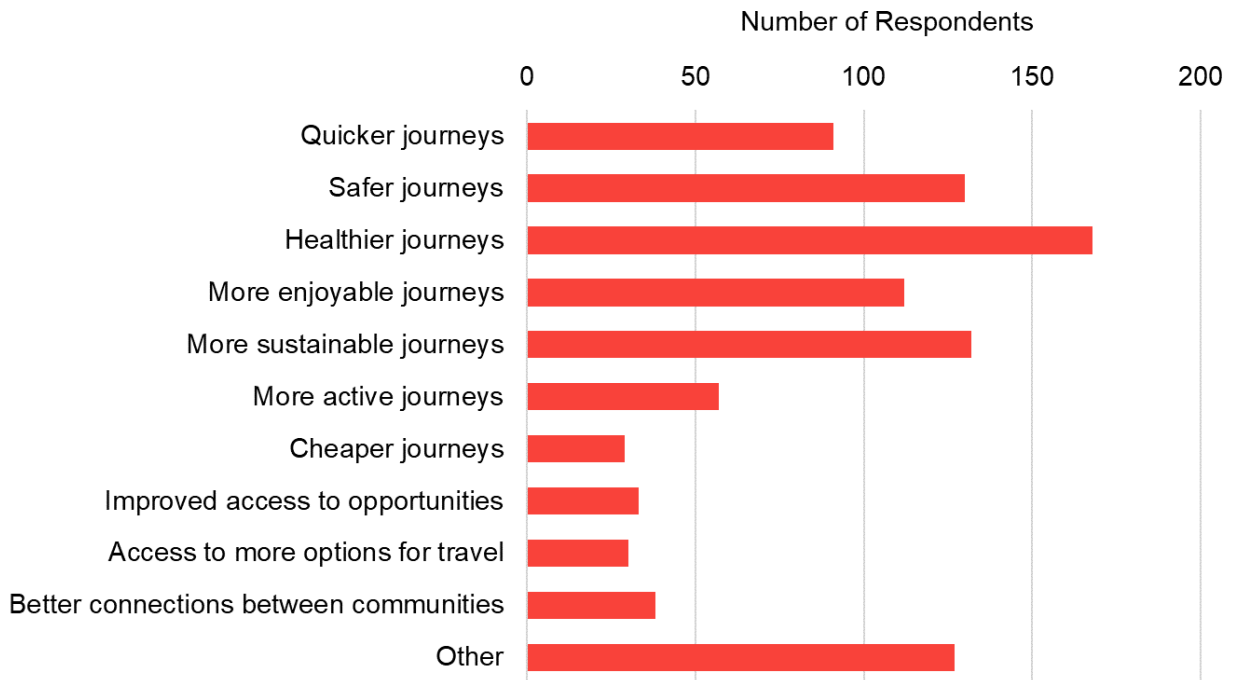


3.11.3 The most common response to how 'rail freight would improve your life' was that it would allow for healthier journeys as shown in Figure 3-30. This was closely followed by safer journeys, more sustainable journeys and 'other'. Respondents were able to select all that apply therefore the total number of responses exceeds the number of individual respondents.

3.11.4 127 out of 546 respondents chose 'other' as a response, and written responses provided. The most common points raised related to:

- The proposal being unrealistic, expensive and negative impact on residents lives
- Suggestions were also received in response to this question, including:
 - Incentives for businesses to transport freight by rail
 - Restrict HGV freight access in the city to nighttime only
 - Resurrect canals as freight arteries
 - Rail freight services to run on renewable energy
 - Closer liaison with the railways
 - Through traffic is the issue, small vans and lorries need to be able to deliver to the city centre
 - Complete electrification of the rail line to Bristol

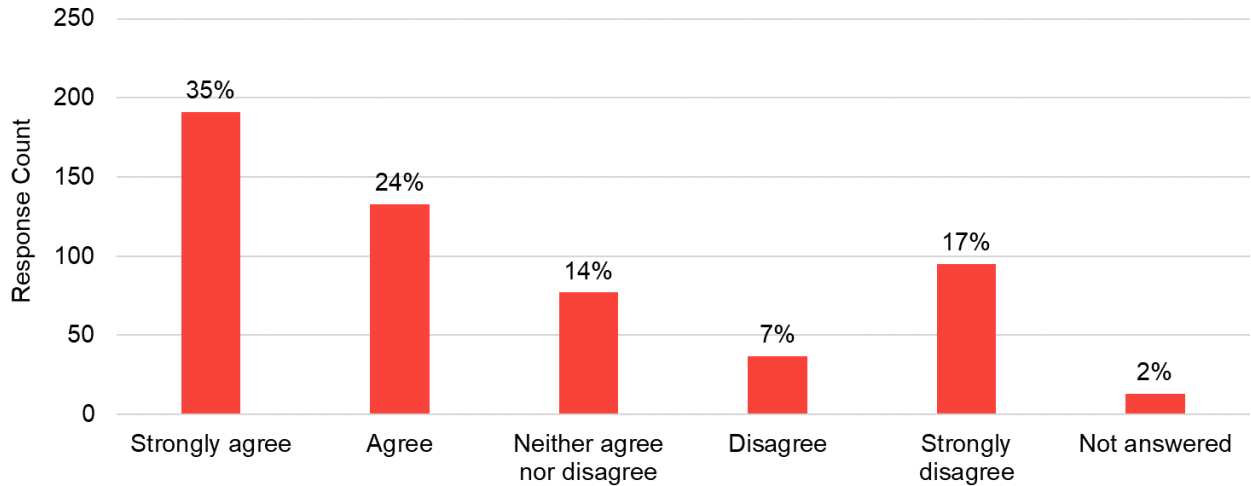
Figure 3-30 - In which of the following ways do you think a rail freight distribution site would improve your life?



3.12 Road freight package

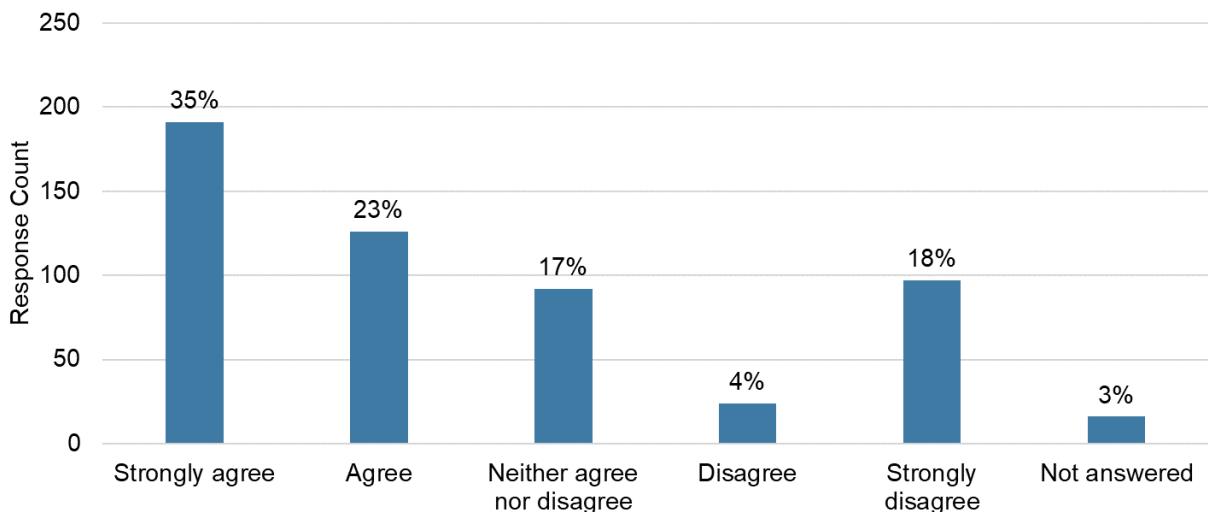
3.12.1 Figure 3-31 shows the responses to the question ‘to what extent do you agree or disagree with a future road freight package?’. Over half (324) of the 546 respondents answered agree or strongly agree, whilst under a quarter (132) answered disagree and strongly disagree. 14% (77) of respondents neither agreed nor disagreed, and 2% (13) did not answer the question.

Figure 3-31 - To what extent do you agree or disagree with a future road freight package?



3.12.2 Figure 3-32 shows that 35% (191) of respondents strongly agreed and 23% (126) agreed with the statement ‘a road freight package would help reduce my overall transport emissions’. 4% (24) of respondents disagreed with this statement, and 18% (97) strongly disagreed. 17% (92) neither agreed nor disagreed and 3% (16) did not respond.

Figure 3-32 - To what extent do you agree or disagree with the following statement: "A road freight package would help reduce overall transport emissions"?

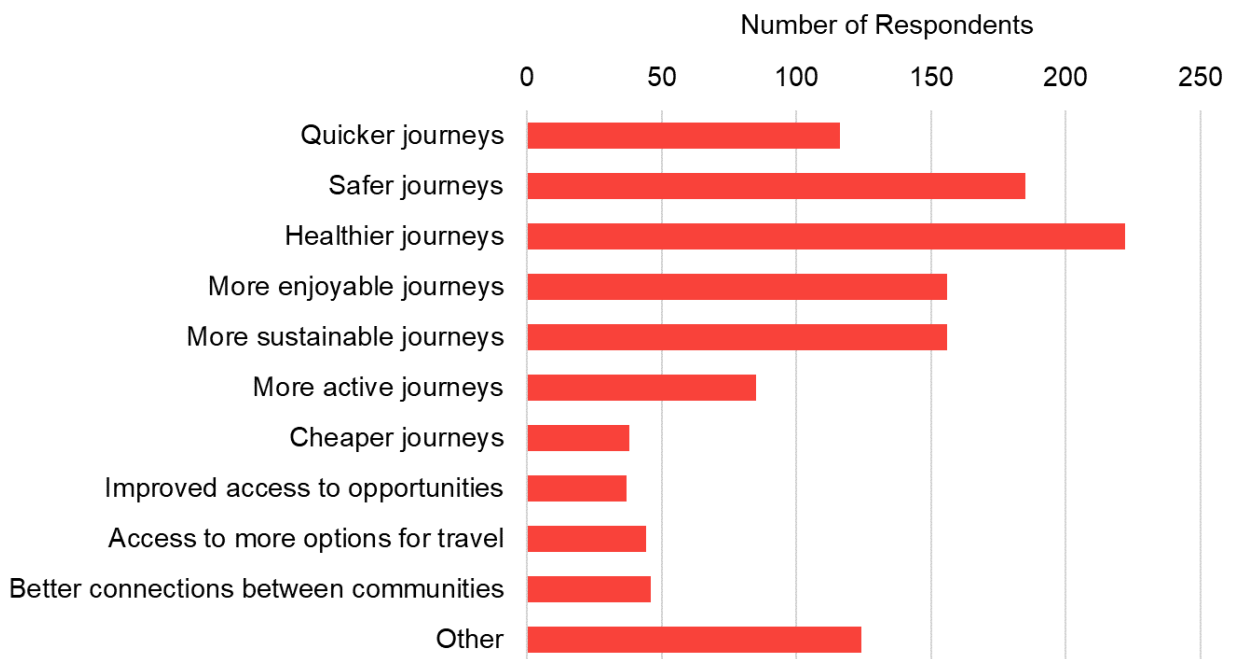


3.12.3 The most common response to ‘in which of the following ways do you think a road freight package would improve your life?’ was healthier journeys, followed by safer journeys as shown in Figure 3-33.

3.12.4 124 respondents answered ‘other’ and a written response provided. The most common points raised related to:

- Benefits of less heavy vehicles on the road
- Could result in cleaner air and less congestion
- How the scheme would work in reality, and the practicalities of this
- Cargo bikes cannot deliver larger freight items
- Potential for negative impact on local small businesses, tourists and residents
- Many other suggestions were received such as:
 - Providing a transport mode that can transport larger goods / deliveries
 - Restrict HGV freight access to nighttime only
 - Build a bypass or ring road for freight or restrict through trips for freight vehicles
 - Implementing a CAZ for all vehicles
 - Hydrogen or electric freight vehicles

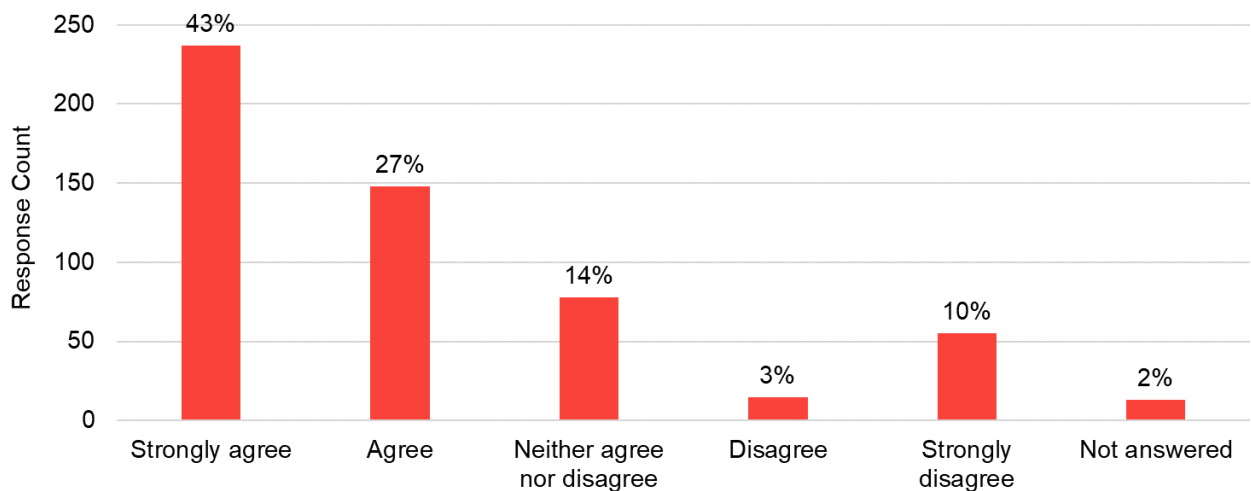
Figure 3-33 - In which of the following ways do you think a road freight package would improve your life?



3.13 Independent travel to school

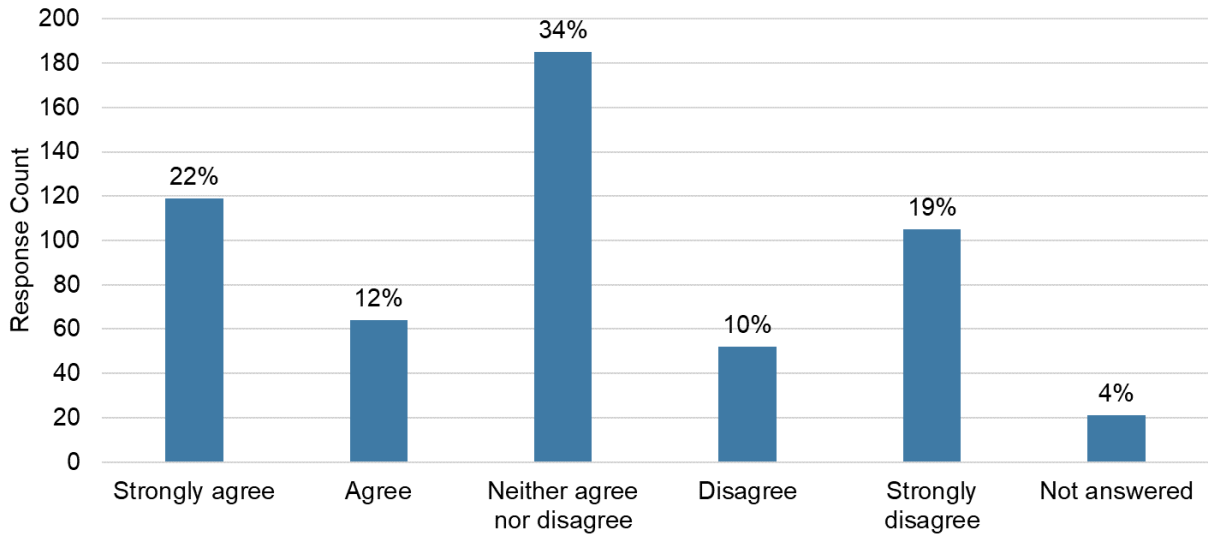
- 3.13.1 Figure 3-34 shows the responses to the question ‘to what extent do you agree or disagree with our future plans for independent travel to school?’. Of the 546 respondents, 70% (385) agreed or strongly agreed whilst 13% (170) disagreed or strongly disagreed. 14% (78) neither agreed nor disagreed and 2% (13) didn’t answer.
- 3.13.2 28% (155) respondents said they had dependent children. Of these, 80% (124) agreed or strongly agreed with these plans, 16% (24) disagreed or strongly disagreed, and 4% (6) neither agreed or disagreed and 1% (1) did not answer.

Figure 3-34 - To what extent do you agree or disagree with our future plans for independent travel to school?



- 3.13.3 34% of respondents to the question ‘to what extent do you agree or disagree with the following statement: “Independent travel to school would help me to reduce my carbon footprint”?’ answered neither agree nor disagree, whilst 22% (119) strongly agreed and 12% (64) agreed. 10% (52) of respondents disagreed and 19% (105) strongly disagreed. 4% (21) did not answer the question. Figure 3-35 shows the responses to this question.
- 3.13.4 57% (89) of the respondents who stated they had dependent children agreed or strongly agreed that independent travel to school would help them reduce their carbon footprint, while 27% (38) disagreed or strongly disagreed. 17% (27) neither agreed nor disagreed.

Figure 3-35 - To what extent do you agree or disagree with the following statement: "Independent travel to school would help me to reduce my carbon footprint"?

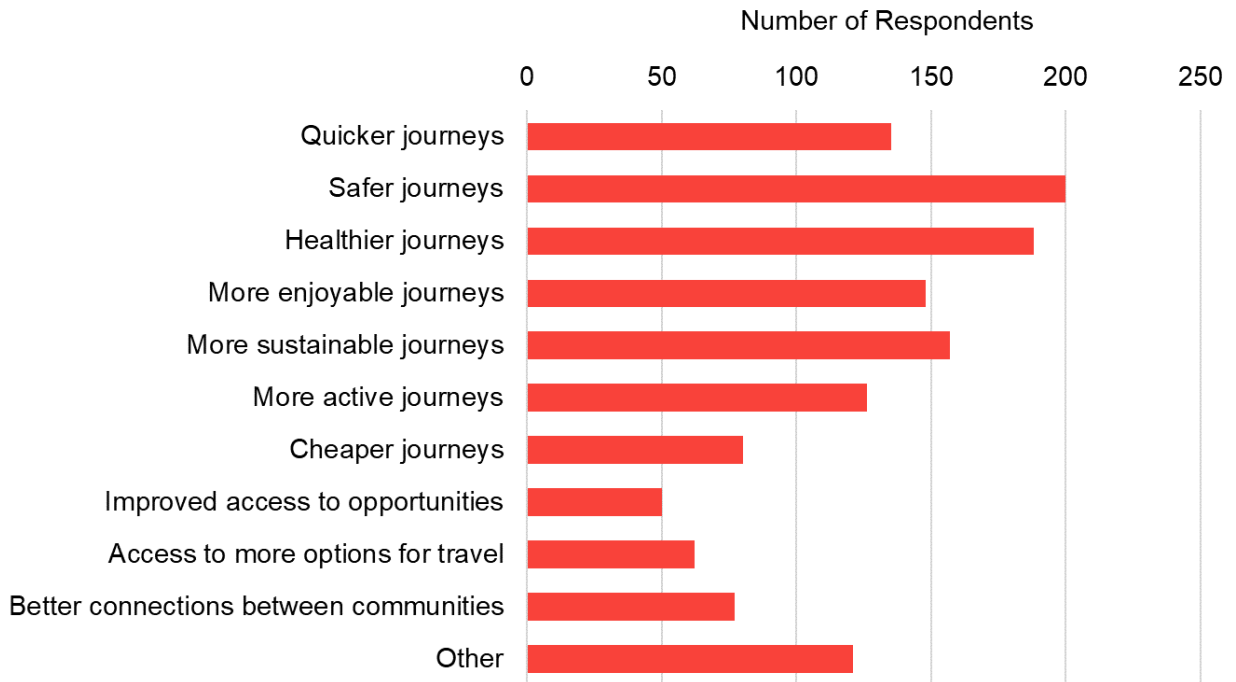


3.13.5 Safer journeys was the most common answer to whether ‘independent school travel would improve your life’. This was followed by healthier journeys and more sustainable journeys. Figure 3-36 shows the responses to this question.

3.13.6 ‘Other’ was selected by 121 respondents, and a written response provided. The most common points raised related to:

- Reduction in traffic on roads
- Improved road safety
- More active travel infrastructure and facilities for trips to school
- Safety concerns for journeys to / from schools
- A number of suggestions were received, as seen below:
 - Improving crossing on roads
 - Provide safe infrastructure
 - Provide coaches / more buses including dedicated buses to transport children to school
 - Cheaper or free school travel for those on lower incomes
 - Public transport connectivity to be improved
 - Reducing the distance travelled by children to school, promoting local facilities where possible
 - Schools to be more accountable of the travel needs of students
 - Impose speed regulations and stop rat runs
 - Less parking near schools

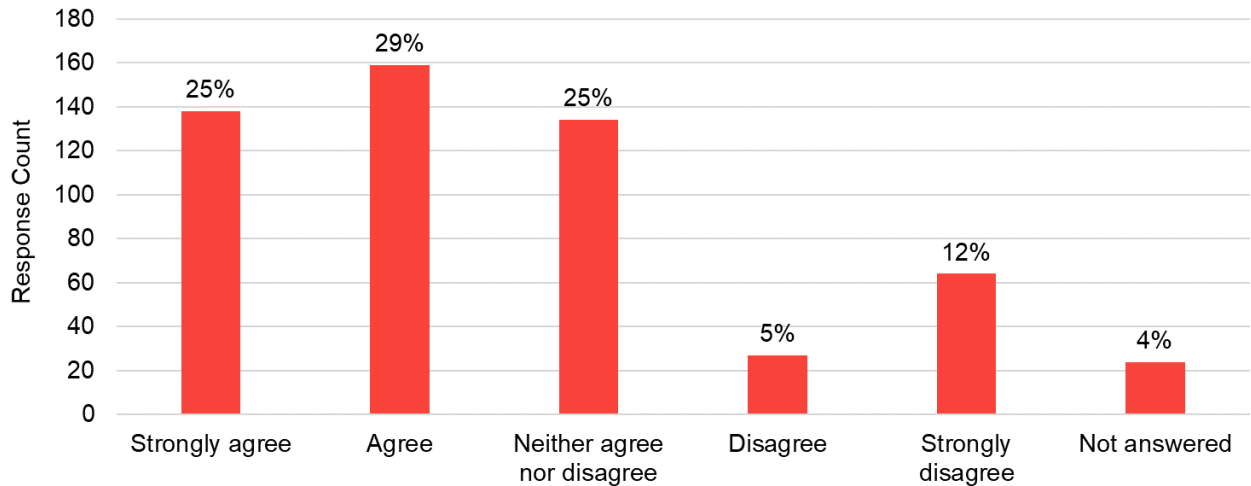
Figure 3-36 - In which of the following ways do you think independent travel to school would improve your life?



3.14 Inter-urban sustainable transport links

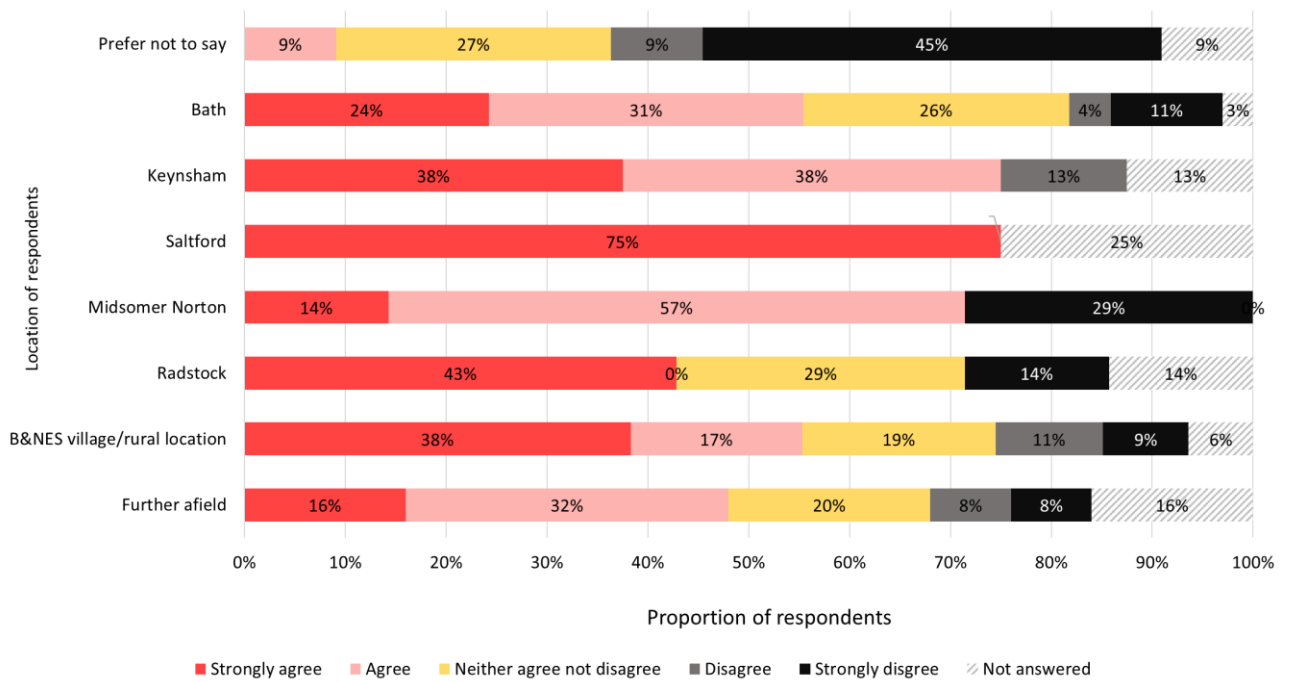
3.14.1 Over half of respondents (297) agreed or strongly agreed with the future plans for inter-urban sustainable transport links, shown in Figure 3-37. 17% (91) disagree or strongly disagree. 25% neither agreed or disagreed and 4% (24) did not respond.

Figure 3-37 - To what extent do you agree or disagree with our future plans for inter-urban sustainable transport links?



3.14.2 Improving inter-urban sustainable transport links are likely to be more important to those living in rural communities and market towns within B&NES. Figure 3-38 below shows the responses to this question disaggregated by where respondents stated that they lived or where their business was located. 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.

Figure 3-38 - To what extent do you agree or disagree with our future plans for inter-urban sustainable transport links? (by location)

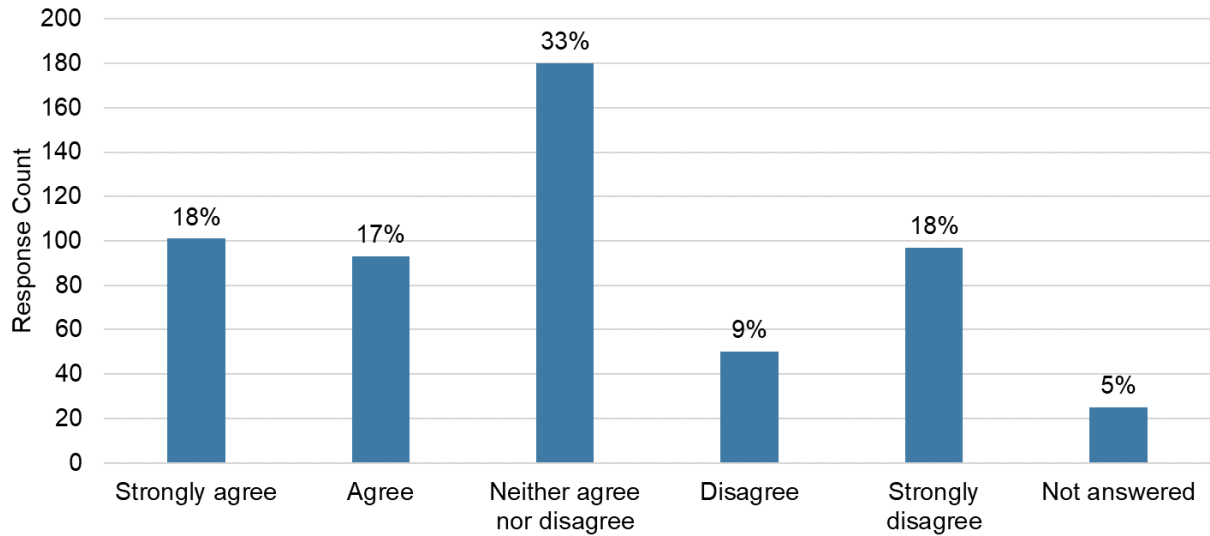


3.14.3 Generally respondents who were located in areas outside of Bath felt more positive regarding inter-urban sustainable transport links than those who lived within the city itself. The following proportions of respondents either agreed or strongly agreed with the project:

- Keynsham: 76% (6)
- Saltford: 75% (3)
- Midsomer Norton: 71% (5)
- Radstock: 43% (3)
- B&NES villages and rural locations: 55% (26)
- Further afield: 48% (12)

3.14.4 Figure 3-39 shows that a third (180) of respondents neither agreed nor disagreed with the statement *'inter-urban sustainable transport links would help me to reduce my carbon footprint'*. 18% (101) strongly agreed. 17% (93) agreed, 9% (50) disagreed, and 18% (97) strongly disagreed. 5% (25) of respondents did not answer the question.

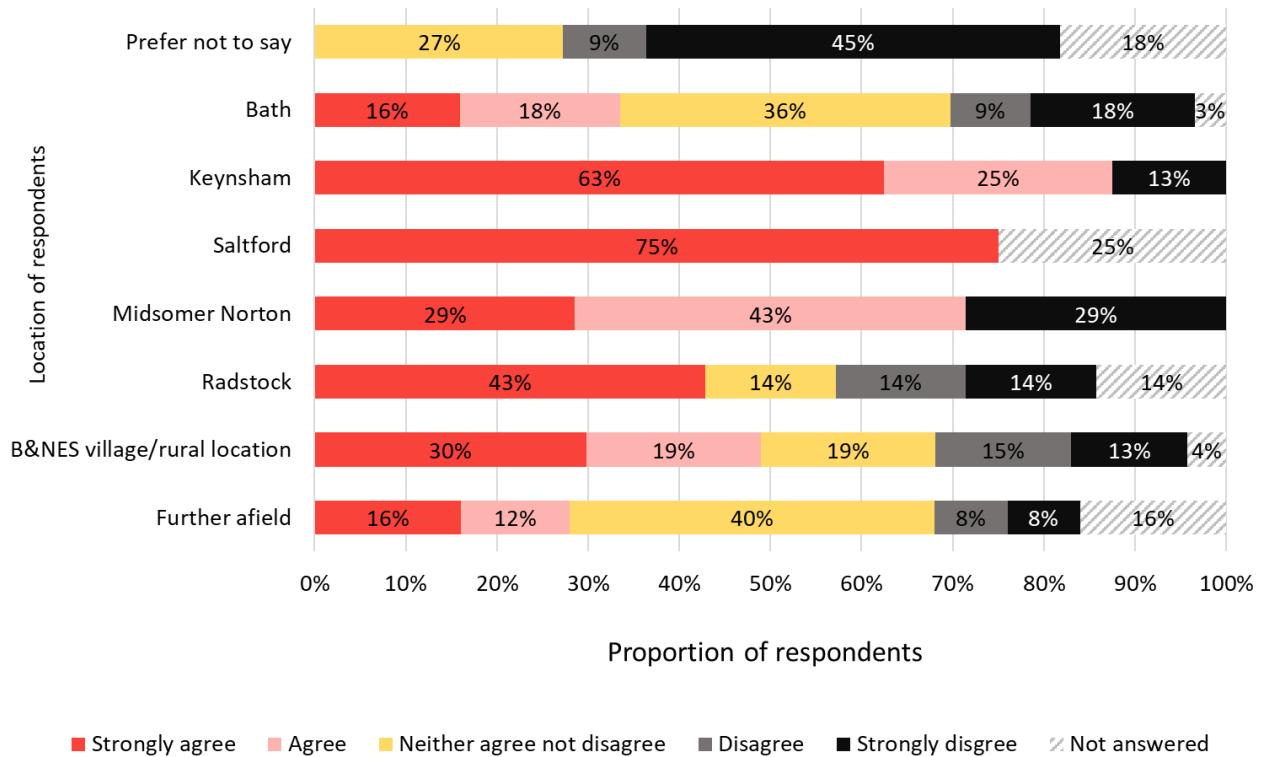
Figure 3-39 - To what extent do you agree or disagree with the following statement: "Inter-urban sustainable transport links would help me to reduce my carbon footprint"?



3.14.5 When considering responses to this question by the location of respondent it is clear that those who were located outside Bath felt that these measures would enable them to reduce their carbon footprint to a greater extent than those from Bath itself. The following proportions of respondents either agreed or strongly agreed that the project would allow them to reduce their carbon footprint:

- Keynsham: 88% (7)
- Saltford: 75% (3)
- Midsomer Norton: 71% (5)
- Radstock: 43% (3)
- B&NES villages and rural locations: 49% (23)
- Further afield: 28% (7)

Figure 3-40 - To what extent do you agree or disagree with the following statement: "Inter-urban sustainable transport links would help me to reduce my carbon footprint"? (by location)



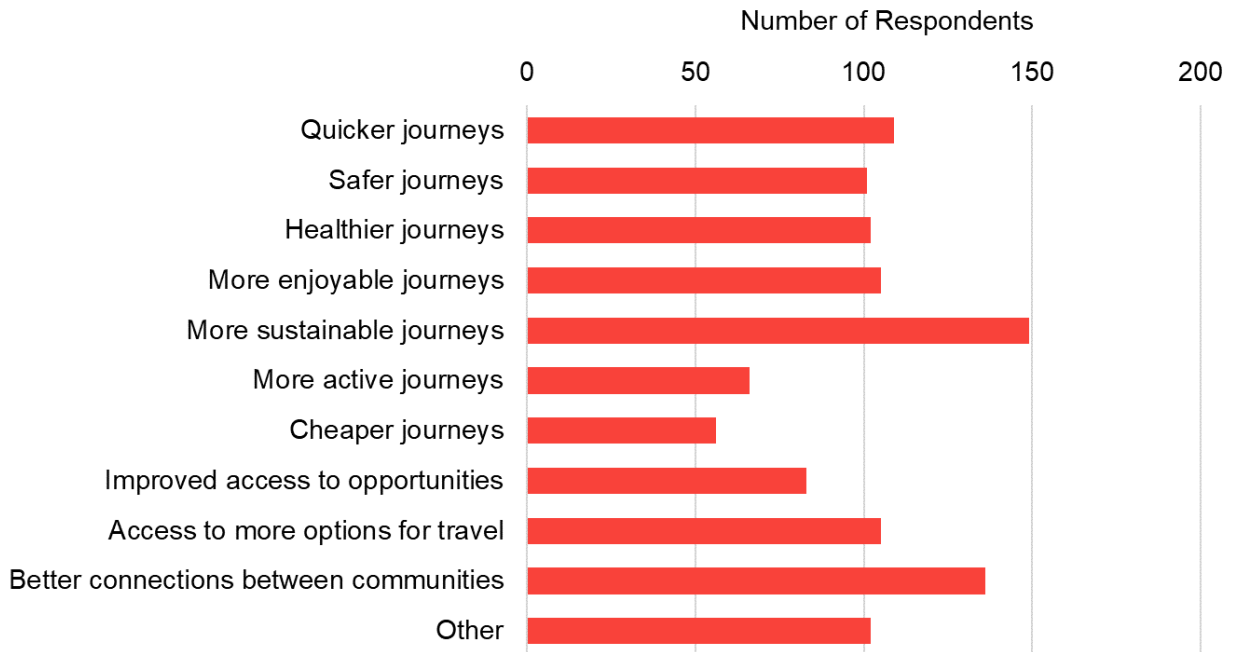
3.14.6 More sustainable journeys and better connections between communities were the most selected ways that inter-urban sustainable transport links would improve respondents' lives, shown in Figure 3-41.

3.14.7 102 respondents chose 'other' and written responses provided. The most common points raised related to:

- Improved and easier access to areas outside of Bath
- Reduction in congestion and air pollution
- Other comments received gave suggestions such as:
 - New, free park and ride facilities
 - Affordable, reliable and more frequent public transport
 - More cycle routes
 - Consideration of smaller satellite communities in rural areas and access from these places to the market towns
 - Need more connections to/from rural areas
 - Allow bikes to be taken on buses
 - A reliable app that gives information of travel options

- A faster way to reach Bristol Airport

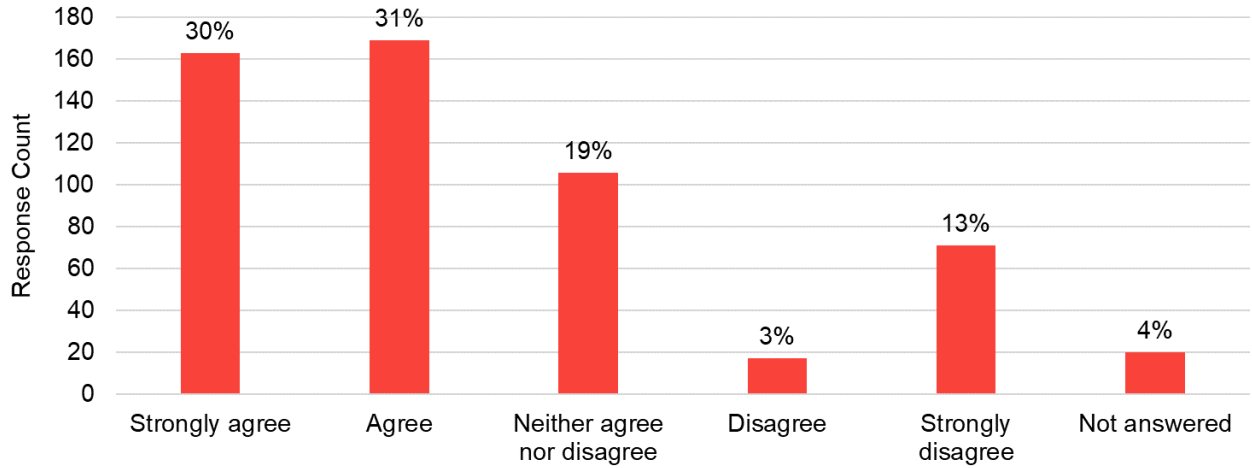
Figure 3-41 - In which of the following ways do you think inter-urban sustainable transport links would improve your life?



3.15 Rural connectivity

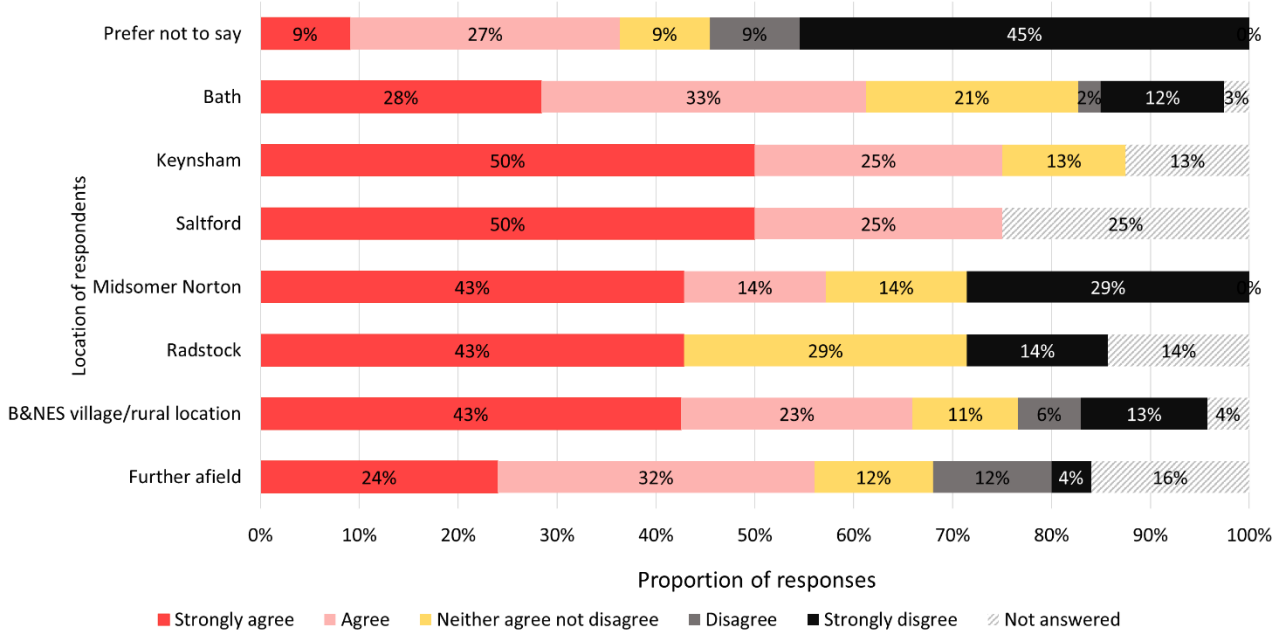
3.15.1 Over 60% (332) of respondents agreed or strongly agreed with the future plans for rural connectivity. Figure 3-42 also shows that 13% (71) strongly disagreed, 3% (17) disagreed, and 19% (106) neither agree nor disagree. 4% (20) of respondents did not answer the question.

Figure 3-42 - To what extent do you agree or disagree with our future plans for rural connectivity?



3.15.2 Of respondents the consultation, 18% were not based in Bath itself. Concepts such as rural connectivity are likely to be more important to these people. Figure 3-43 below shows the responses to this question disaggregated by location of respondents.

Figure 3-43 - To what extent do you agree or disagree with our future plans for rural connectivity? (by location)

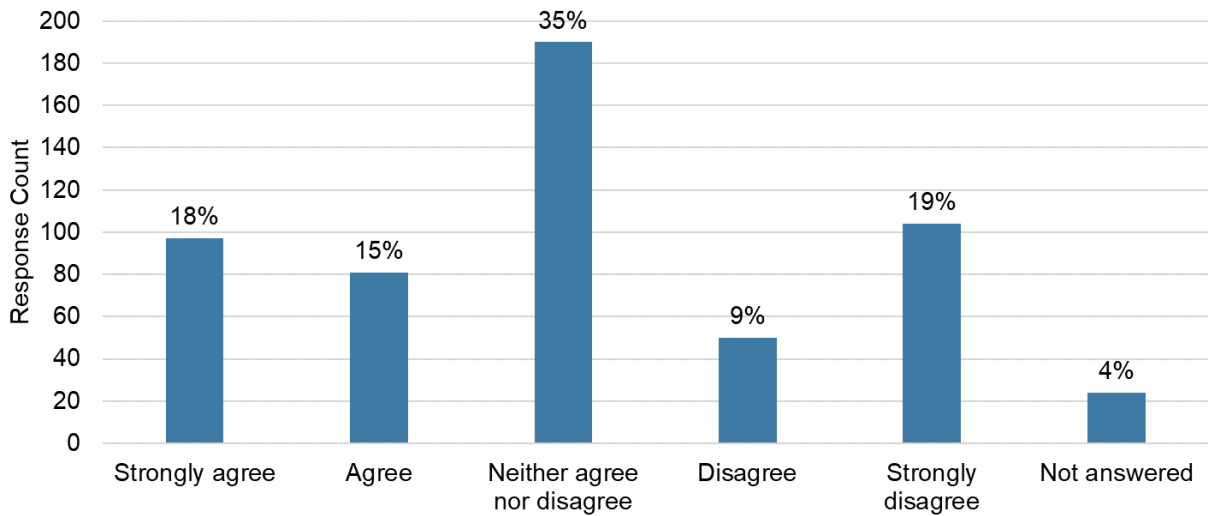


3.15.3 Rural connectivity was more strongly supported by respondents who were located in areas outside of Bath than those who lived within the city itself. The following proportions of respondents either agreed or strongly agreed with the project:

- Keynsham: 75% (6)
- Saltford: 75% (3)
- Midsomer Norton: 57% (4)
- Radstock: 43% (3)
- B&NES villages and rural locations: 66% (31)
- Further afield: 56% (14)

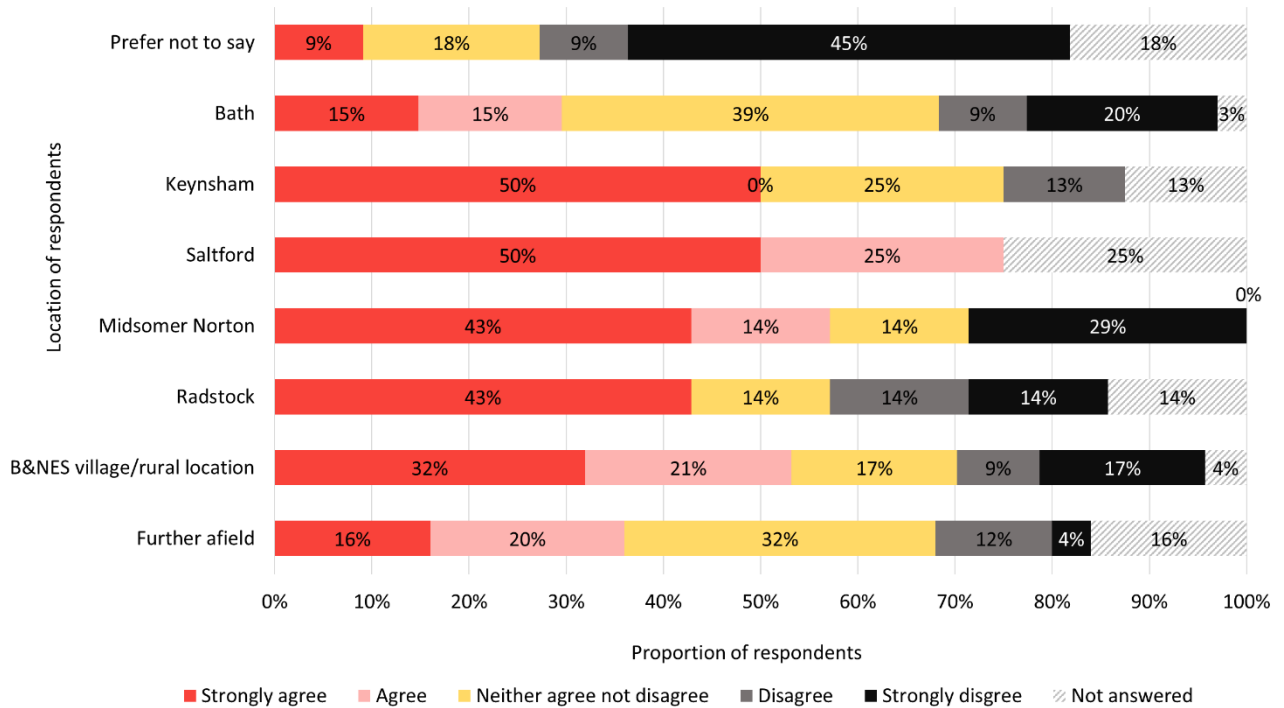
3.15.4 Figure 3-44 shows the answer to ‘to what extent do you agree or disagree with the following statement: *“Improving rural connectivity would help me to reduce my carbon footprint?”*’. 18% (97) of respondents strongly agreed, 15% (81) agreed, 9% (50) disagreed and 19% (104) strongly disagreed. The most common answer (35% (190)) was neither agree nor disagree. 4% (24) of respondents did not answer the question.

Figure 3-44 - To what extent do you agree or disagree with the following statement: "Improving rural connectivity would help me to reduce my carbon footprint"?



3.15.5 Considering the responses based on location of respondent, those located outside of Bath itself felt that improved rural connectivity would allow them to reduce their carbon footprint to a greater extent than those who lived in the city itself. Figure 3-45 shows the responses disaggregated by location of respondent.

Figure 3-45 - To what extent do you agree or disagree with the following statement: "Improving rural connectivity would help me to reduce my carbon footprint"? (by location)

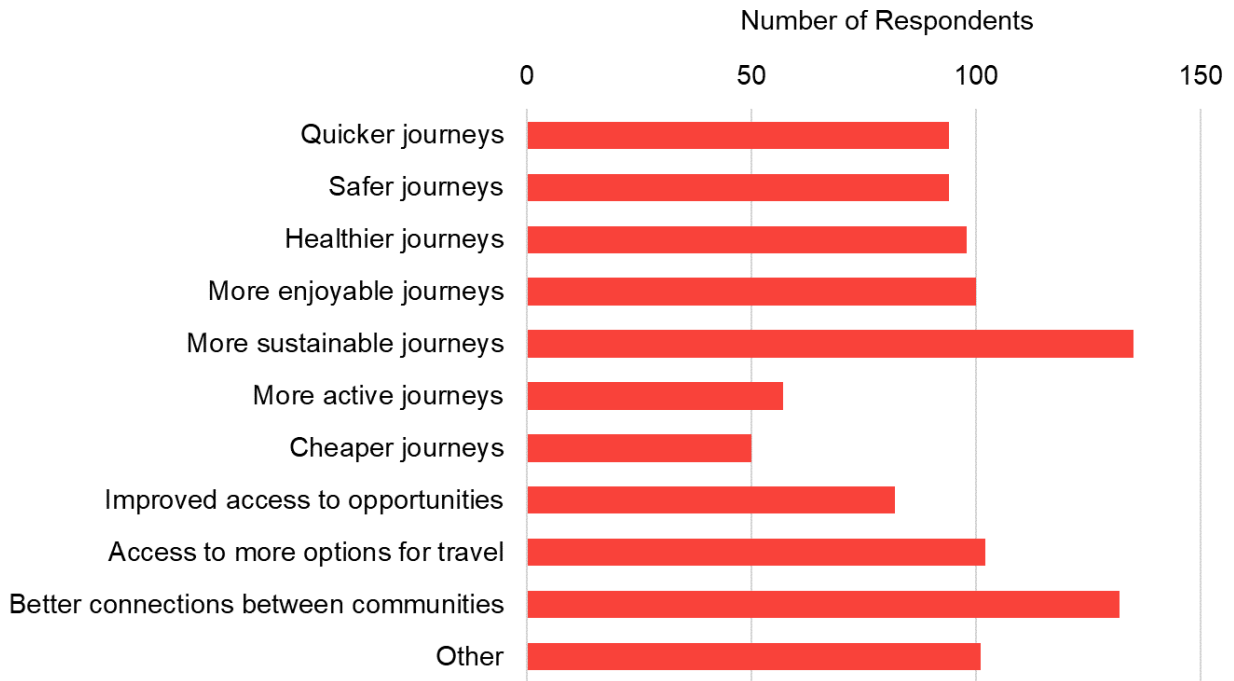


3.15.6 More sustainable journeys and better connections between communities were the highest selected answer to whether improving rural connectivity would improve your life. This was followed by access to more options for travel and ‘other’ (101), and a written response provided.

3.15.7 For those who selected ‘other’, the most common points raised related to:

- The need for better public transport
- Reduction in congestion and air pollution
- The scheme will have little impact and there is a need to focus on more important things
- Other suggestions were made in response to this question which included:
 - Reviewing bus routes and timetables
 - Bikes to be allowed on buses
 - Improving connectivity to rural areas including by demand responsive transport
 - Reduce bus fares
 - Improving connectivity to Bristol / Keynsham / Midsomer Norton

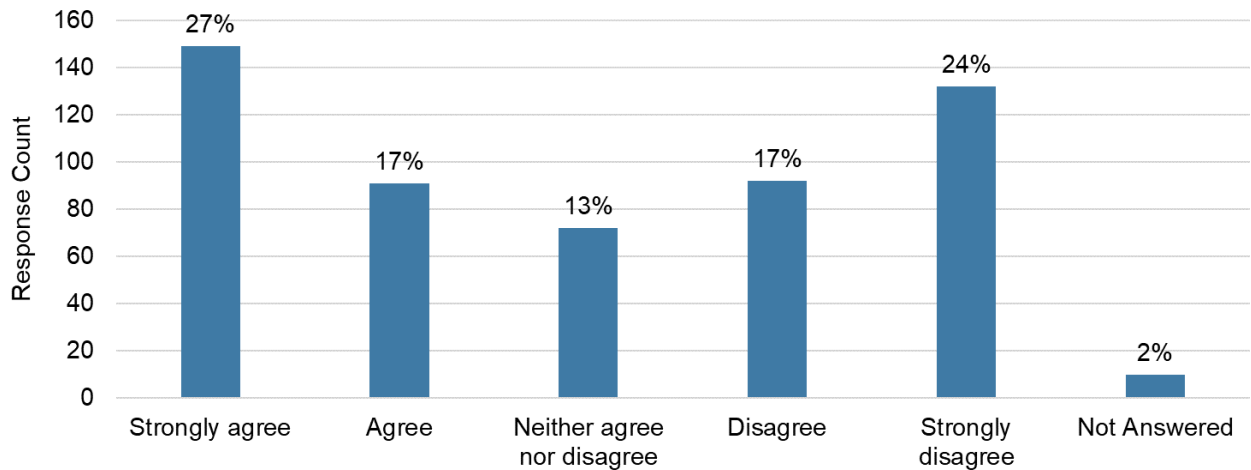
Figure 3-46 - In which of the following ways do you think improving rural connectivity would improve your life?



3.16 Overall Journey to Net Zero Plan

3.16.1 Figure 3-47 shows that over a quarter (149) of respondents strongly agreed that *‘the projects identified in the Journey to Net Zero would help me to reduce my carbon footprint’*, a further 17% (91) agreed with the statement whilst 17% (92) disagreed and 24% (132) strongly disagreed. 13% (72) neither agreed nor disagreed and 2% (10) did not answer the question.

Figure 3-47 - To what extent do you agree or disagree with the following statement: "the projects identified in the Journey to Net Zero would help me to reduce my carbon footprint"?

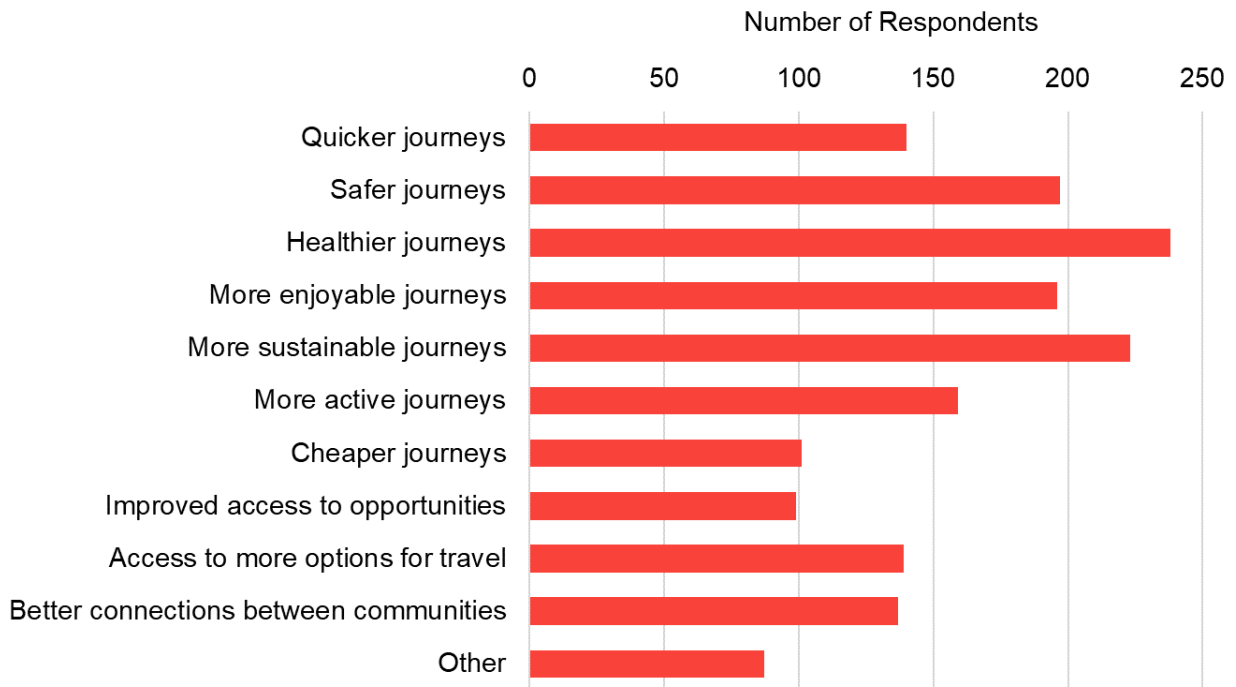


3.16.2 The most common response to how the projects identified in the Journey to Net Zero will improve respondents' lives were healthier journeys and more sustainable journeys. This was followed by safer journeys and more enjoyable journeys, as shown in Figure 3-48.

3.16.3 87 respondents answered 'other' and a written response provided. The most common points raised related to:

- The plan supports improved air quality and health and reduced noise
- More opportunities for businesses and social interactions
- Proposals are expensive
- Proposals will not benefit individuals

Figure 3-48 - In which of the following ways do you think the projects identified in the Journey to Net Zero would improve your life?



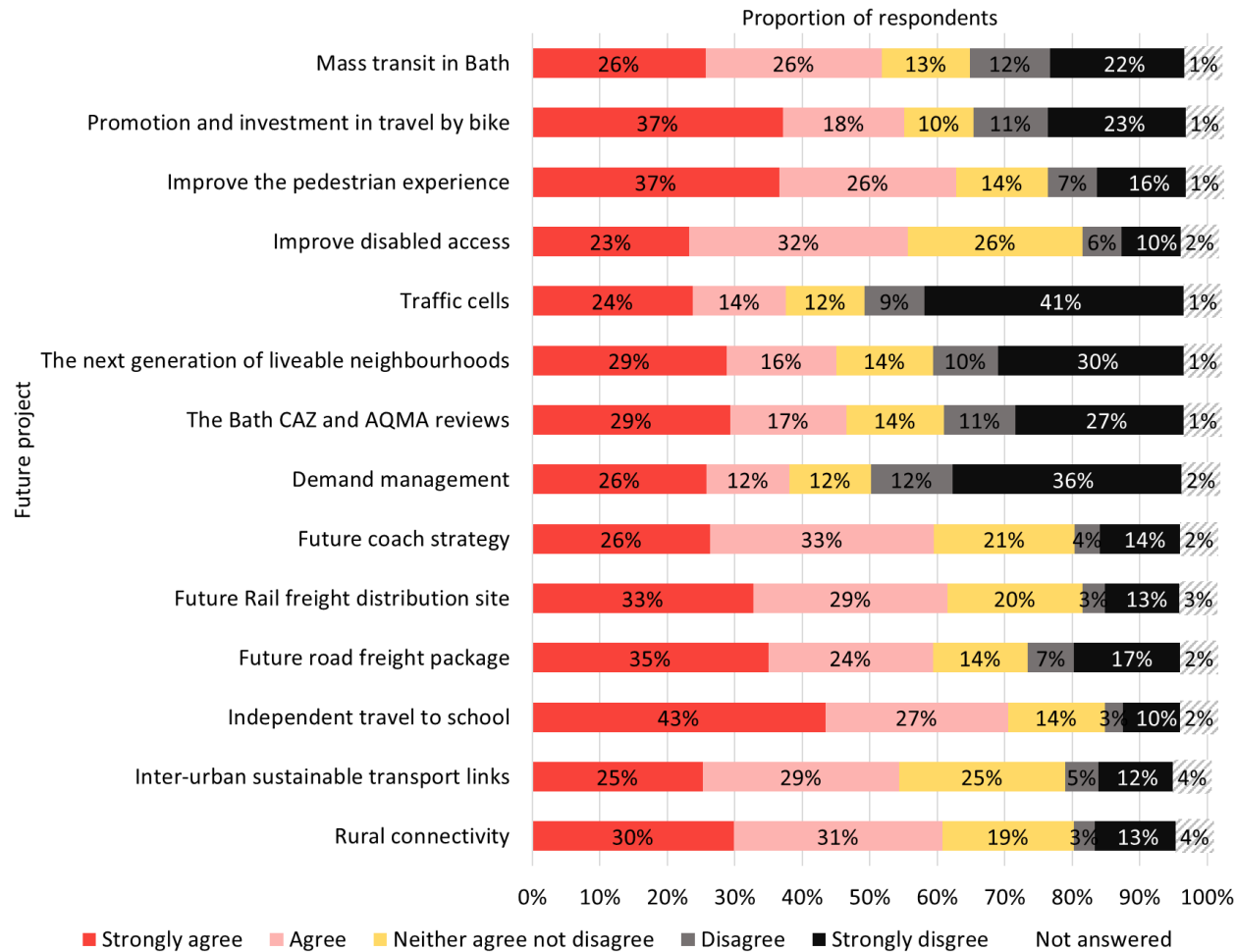
3.16.4 At the end of the consultation questionnaire respondents were asked whether there were any further comments they wished to add regarding the Journey to Net Zero Plan, this was an open text response box with a 2,000 character limit. Of the 546 respondents, 70% (384) provided a response. The main themes of the comments made included:

- General support for the plan
- Support if improved public transport (cost, reliability, levels of service)
- Support if cycling / walking facilities are made safe
- Support if Liveable Neighbourhoods are implemented first
- General lack of support for proposals
- Plan is overly ambitious and unrealistic
- The existing transport network does not provide viable alternatives to car
- Lack of recognition of the challenging local topography
- General feeling proposals are ‘anti-car’
- Lack of support for traffic cells and Liveable Neighbourhoods concepts

3.17 Summary

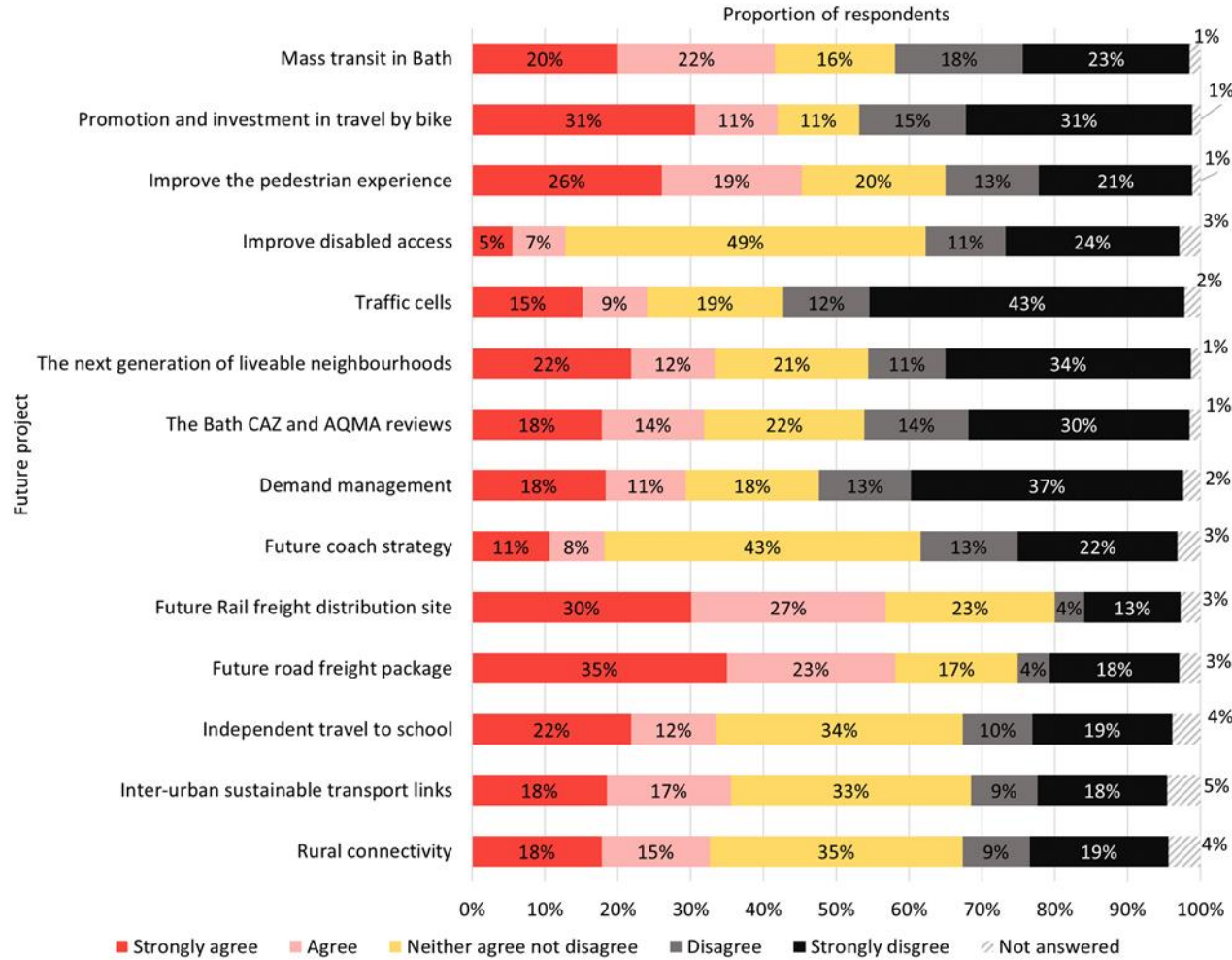
- 3.17.1 Figure 3-49 shows the summarised responses across all projects for the extent to which respondents agreed with the future proposals. This shows that 10 out of 14 projects received support (agree or strongly agree) from over 50% of respondents. The most supported projects were improve the pedestrian experience, future coach strategy, future rail freight distribution site, future road freight package, and rural connectivity. All these options had over 60% support (agree or strongly agree).
- 3.17.2 The least supported options were traffic cells with 50% (270) of respondents selecting they either disagree or strongly disagree with these proposals, and demand management with 49% (262).

Figure 3-49 - To what extent do you agree or disagree with the future projects?



- 3.17.3 Figure 3-50 shows the summarised responses for the extent to which respondents agree or disagree that each option will help them reduce their carbon footprint. Respondents scored a road freight package as the most likely to help them reduce their carbon footprint, with 60% (317) answering agree or strongly agree. This was followed by a rail freight distribution site and improving the pedestrian experience where 58% (310) and 46% (247) said they agreed or strongly agreed respectively.
- 3.17.4 Traffic cells was considered to be the project least likely to allow respondents to reduce their carbon footprint with 56% (301) disagreeing or strongly disagreeing, followed by demand management and the next generation of liveable neighbourhoods with 51% (273) and 45% (242) disagreeing or strongly disagreeing respectively.
- 3.17.5 The responses to both mass transit and investment in travel by bike were relatively divided with mass transit receiving 42% (227) support and 41% (221) disagree or strongly disagree, and investment in travel by bike receiving 42% (229) support and 46% (25) disagree or strongly disagree.

Figure 3-50 - To what extent do you agree or disagree with the following statement: The future project will help me reduce my carbon footprint



3.18 Changes to Journey to Net Zero Plan

3.18.1 The key objective of the consultation was to seek views on the Plan and the future projects prior to adoption. Following consideration of the responses to the consultation, a number of amendments will be made to the Plan to reflect the key points raised. Table 3-1 below shows the main changes that will be made to the plan.

Table 3-1 – Changes to Journey to Net Zero Plan following consultation

What you said	Changes to the Journey to Net Zero
Bath is very hilly, which makes trips by bike and walking difficult	The Plan will be updated to give more acknowledgement of the challenges posed by the topography of Bath. Further recognition of the benefits of e-bikes and e-scooters in overcoming this will be added to the Plan.
There are some journeys for which I need my car i.e. transporting heavy goods disabled access, tradespeople, carers	The Plan will be updated to reflect that the Council are not advocating zero journeys by car and fully acknowledge that some journeys will still need to be undertaken by car in the future. However, there are a significant number of trips for which there are sustainable alternatives. The Plan will include a transport hierarchy that aligns with the Council’s net zero ambitions and acts as a useful guide to help people think about how they could improve the environmental impact of their journeys.
The current public transport network does not allow me to leave my car at home	The Plan will be updated to include further detail of the measures included within the West of England Bus Service Improvement Plan (BSIP) to allow better understanding of the far-reaching improvements we are planning to make to the public transport network.
The future projects will negatively impact on businesses in the city centre	The Plan will include a number of case studies both in the UK and internationally where restricting car access and improving the public realm has had a positive impact on businesses
I have nowhere to charge and electric vehicle and they are too expensive	The Plan will be updated to include more detail on the potential future models for car ownership and electric vehicles. The use of car clubs will make electric vehicles accessible to more people whilst also reducing the space taken up by private parking.
Ghent is used as an example of restrictions for car in the city centre, but	It was not the intention to draw a direct comparison between Ghent and Bath but rather to show what is possible and has been achieved elsewhere when such

<p>there are a lot of differences between Bath and Ghent</p>	<p>measures are introduced. Given this is a relatively new approach there are limited examples where cross-city traffic restrictions have been implemented, therefore Ghent has been used to provide an illustration of where it has been done. Other UK cities are currently considering these measures also, and the Council will continue to monitor these.</p>
<p>What will happen to general traffic as a result of these measures? Where is the traffic circulation map of the city?</p>	<p>We will include a commitment to produce a traffic circulation map as one of the future projects within the Plan. This will identify the main roads where arterial bus routes are prioritised and car traffic is expected to remain, and the residential streets that we want to be quieter, with future projects aiming to deliver this plan incrementally.</p>
<p>How will all this be paid for?</p>	<p>Information regarding potential future funding streams for the projects will be added to the Plan</p>

4 Next Steps

4.1.1 Figure 4-1 below shows the project timeline, identifying the tasks which have been completed to date and the next steps towards the adoption of the Journey to Net Zero Plan and beyond.

Figure 4-1 - Project timeline



4.1.2 The Journey to Net Zero Plan will be updated in line with the changes identified in Table 3-1 prior to seeking Council Cabinet approval for the final report in May 2022.

4.1.3 From May 2021 onwards, the Council will begin to develop the business cases needed to deliver the projects which are identified.

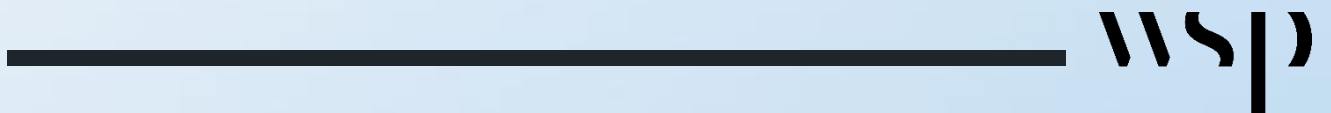
4.1.4 The committed and developing projects are already being developed by B&NES and are at various stages of the project development lifecycle as detailed in the Journey to Net Zero Plan.



4.1.5 Where the developing projects demonstrate they are feasible and have the appropriate outcomes to meet the objectives the Council will seek to deliver them. The future projects are earlier in this lifecycle, and require more detailed consideration of their scope and feasibility within the B&NES area. As part of this further development, you will be consulted further to understand what you would like to see, and what would encourage you to travel more sustainably.

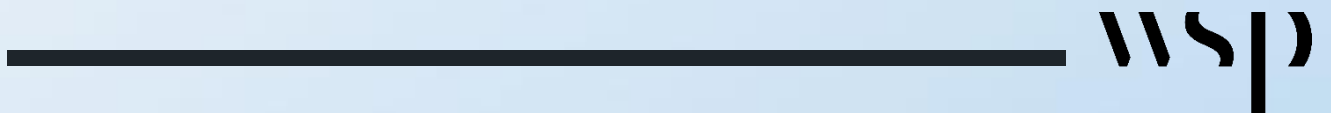
Appendix A

Consultation questionnaire (see separate document)



Appendix B

Public webinar presentation (see separate document)





WSP House
70 Chancery Lane
London
WC2A 1AF

wsp.com

WSP UK Limited makes no warranties or guarantees, actual or implied, in relation to this report, or the ultimate commercial, technical, economic, or financial effect on the project to which it relates, and bears no responsibility or liability related to its use other than as set out in the contract under which it was supplied.