

**Mr Peter Dawson
Group Manager, Planning Policy & Transport
B&NES Council**

23 August 2011

Dear Peter,

BATH TRANSPORT PACKAGE

We met today to discuss the Bath Transport Package, where the Council is seeking funding from the Department for Transport, and other related issues.

As you know, the Federation of Bath Residents' Associations (FOBRA) is the umbrella organisation of residents' associations in Bath, which between them have some 4000 members in the city. As well as 25 traditional residents' associations, our members include the student unions at the two universities, the Bath Independent Guest House Association and the Bath Bus Users Group. We are the only organisation that can speak on behalf of residents across the city.

Transport issues, including congestion and air pollution from traffic, are the top concern of residents. Much of Bath is clogged with traffic and there are high levels of air pollution throughout the city's main road network, extending even to the world famous architectural icons of Queen Square and the Circus. The whole of the main road network in the city has had to be declared an Air Quality Management Area. Far from matters improving, the draft Bath Air Quality Action Plan has had to propose enlarging the AQMA to the Circus and surrounding streets.

The high volumes of traffic have a major impact on the appearance and amenity of the city. These problems affect residents, businesses and visitors, on whom our prosperity depends. Pollution and vibration from vehicles is taking its toll on the fabric of historic buildings, and the city's heritage is being inexorably degraded. This situation is not worthy of a world-class visitor destination and World Heritage Site.

Action is urgently needed to bring about a substantial reduction in the level of traffic in Bath. We have supported the Bath Transport Package since it was first proposed, and I'm happy to confirm that FoBRA supports the measures it now covers. We very much hope that the Government will provide the funding that the Council is seeking.

Having said this, I must add that we have always said the BTP is the first step towards a comprehensive transport strategy for Bath. We believe that it is essential to develop other measures to reduce the overall level of traffic, to cut down on through traffic and to restrain parking which draws cars into the city. Alternatives to the private car, public transport, walking and cycling all need a major boost. We hope that the Council will now develop such a strategy, and that the Government will provide further funding where that is needed.

With best wishes,

Henry Brown, Chairman

PROMOTING RESIDENTS' INTERESTS IN BATH

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