

## **Transport Group Report**

### **Parking/RPZs**

The new parking permit arrangements (consulted on last year) were introduced on 6 January 2022. Residents who are electronically registered for a RPZ permit are likely to have received an email with details. The new RPZ in Lyncombe is to be implemented with effect from 20 January 2022. For residents in existing RPZs, there are significant changes around permit operation hours (now including Sunday), visitor/trader/carer permits, and there will be the introduction of emissions-based charging. These changes will normally take effect for existing Permit holders from next renewal. The [On-Street Parking Terms & Conditions](#) on the B&NES website are currently in the process of being updated, so you are advised to check this if you live in a RPZ area and need a permit for a visitor, tradesman, carer etc.

### **Consultations on Active Travel routes and Liveable Neighbourhoods**

The consultation on Liveable Neighbourhoods (LN) and the TRO consultation on Active Travel routes (see Justin Draeger's email of 2 December 2021) were extended but have now closed. It was encouraging that the Council seemed to have taken on board some of the criticism around the accessibility of consultations on Active Travel routes last year, with the LN consultations having been accompanied by drop-in sessions, posters around the relevant areas, and letters to residents in relevant areas. It is understood that responses on the LN consultation are to be reviewed, with a view to proceeding to the next step of co-design in the areas that seem most promising.

### **On the horizon**

- Local Plan Partial Update Examination (LPPU document was submitted in mid-December)
- Journey to Net Zero (Transport Delivery Action Plan) – next consultation phase imminent
- Citizens' Jury for City-Uni cycle route – previously trailed as “early in the new year”
- Cleveland Bridge – timeline for completion uncertain

### **Recommendation to Full Committee to change FoBRA's relationship with Bath Alliance for Transport and Public Realm (BATPR)**

FoBRA is a member of BATPR which presents itself as “a coalition of Bath influence”, and names amongst its members various stakeholders in Bath. These include various local organisations, including the University, the RUH, various commercial organisations/developers/landowners, Bath City FC, Bath Rugby, and various transport lobby groups. FoBRA is the only member whose main objective is to speak for ordinary residents of Bath.

The Alliance published a manifesto in 2019, around the time of the last elections. Its position at that time was one solely of top level strategy.

In the last twelve months or so, the Alliance has adopted a new approach. Instead of dealing solely with “top level strategy”, the Alliance leadership adopted a new much more granular approach of involvement in specific matters of policy. To date almost all of this activity has been in the area of transport with very little on public realm.

The new approach has presented a difficulty for FoBRA and in particular the FoBRA Transport Group. Transport is a very busy portfolio for FoBRA, with many substantial proposals and policies being consulted on in the last two years, often with the potential for significant impacts on residents and their communities. The Transport Group needs to be able to direct its finite resources to representing our quite diverse resident base to the best of our abilities. Instead, we found we were

spending time on trying to get modification or attenuation of proposals that were put forward by the Alliance, which were not always well aligned with FoBRA views or policies. Not only did this hamper us in doing the best we could for our membership, it was also starting to muddy the waters in terms of FoBRA's own messaging, due to BATPR ostensibly speaking for FoBRA in its responses and dealings with B&NES.

We are therefore recommending that FoBRA changes its relationship with BATPR, withdrawing from membership of BATPR, whilst seeking to maintain contact and in future work with them on an ad hoc basis. This would allow a much more effective approach on matters of mutual interest and consensus, whilst maintaining the clarity of messaging that we need to have for FoBRA and which has been difficult to achieve with the wider remit BATPR have now adopted. Working with BATPR on such matters can be done without being a member, and in fact in those circumstances the mutual endorsement of each other's messages may well carry more weight. In summary, relinquishing membership of BATPR enables us to be clearer about what FoBRA's message is (both when FoBRA has a position on a particular topic and when it has decided not to), and to dedicate our finite resources to presenting it in the way that is most effective for our resident-focussed membership. We are seeking Committee endorsement of our recommendation.

Transport Group  
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