

Appendix 2

Bristol / Bath to South Coast Study - Summary responses and comments received from stakeholders.

Abbreviation	Full name
SEERA	South of England Regional Assembly
CC	County Council
CCI	Chamber of Commerce and Industry
FoE	Friends of the Earth
A	Agency
CPRE	Campaign for the Protection of Rural England
CC	City Council / County Council
T2000	Transport 2000
SD3M	Sustainable Development for a third millennium
BC	Borough Council
CoC	Chamber of Commerce

	Reference Number	Organisation	Summary of comments and unique points
Function of Route	2	SEERA	Support in principle emphasis on management and de-trunking of the A36 / A46.
	3	Hampshire CC	Agree that the route should not be a 'trunk route' . But is a very important for local and medium distance travel.
	7	A36 A350 Corridor Alliance	Are happy to see that the route is not strategic and should be de-trunked based on the evidence given. Most points are covered in Salisbury Transport 2000's Comments (16).
	8	Dorset CCI	Disagreement with de-trunking. Believe this would leave medium sized but significant trading routes in the hands of LAs with insufficient funds to maintain the present condition without any opportunity to make significant investments to improve journey times and average speeds.
	11	English Nature	Support de-trunking as a way of reducing pressure for Salisbury bypass and other offline improvements in Avon Valley area.
	12	National Trust	Support for de-trunking - so as not to decrease journey times but improve reliability.
	17	Devon & Cornwall Business Council	Very clear opposition to de-trunking, believe the A36 - A303 link will be the essential strategic route between Devon / Cornwall and the Dibden area.
	19	English Heritage	Support the proposals for the de-trunking of the A36 / A46 route based on the evidence presented in the report.
	24	SW FoE	See 19
	25	Countryside A	See 19
	27	Bath Preservation Trust	Fully support de-trunking of the route. See 19.

Function of Route	28	Dorset CC	No objections to de-trunking the A36 / A46. Dorset CC is concerned that too much emphasis was placed on traffic levels rather than origin and nature of traffic on the A350 / C13. Cites example that routes in Scotland may be trunk despite low flows because of a strategic function yet very busy roads in Bristol only function as local routes. Dorset CC has carried out its own surveys and found that despite traffic levels the nature of traffic on the A350 / C13 was long distance. At the same points as the BB2SCS on the A350 at Blandford Bypass 39% of HGV's were travelling from SE Dorset and 83% had destinations outside of Dorset. Nearly 20% were going to Bristol. The BB2SCS finds that nearly 2/3 of HGV's were travelling in excess of 100kms, and more than 17% of HGV were going outside the region. Conclude that they believe the route performs a clear strategic and long distance function.
	29	Dorset Road Group	Have carried out their own surveys on A350 and C13 and believe that 22% of HGV's are travelling 60 miles plus and therefore strategic traffic.
	31	Mr C Gillham	See 19
	33	Devon CC	Although evidence suggests that the route does not carry large volumes of long distance traffic there is no doubt that the route plays an important role for Southampton and an important regional function.
	34	CPRE SW	See 19 and signing strategy to encourage east - west traffic to use the M27 and A34
	39	Claverton & Limpley Stoke Parishes	See 19

	Reference Number	Organisation	Summary of comments and unique points
Co-ordinating arrangements	1	Bristol CC	Support generic measures for encouraging modal shift and cross boundary working. Specific support for improved Bristol - Southampton rail improvements.
	2	SEERA	Cross boundary working ideas will have to be discussed before SEERA can support such a proposal.
	3	Hampshire CC	Agrees that cross boundary working is paramount. Will work closely with Dorset and Wiltshire. Believes that two groups, one north and one south would be most appropriate.
	14	Wiltshire CC	Support the establishment of the Transport Planning and Operations partnership with the county council as Chair. Should call on GOSW for further guidance and remit.
	15	Westbury Bypass Alliance	Support for co-ordinating body to ensure environmental protection. Believe that environmental groups 'such as CPRE' are included.
	16	Salisbury T2000	Consistent route management would be sensible. Would like representatives of environmental and other public interest groups on committee.
	18	Mrs L M Fish	Future management of the route should use rounded packages of measures rather than provide authorities with opportunities to increase their 'wish lists of roads schemes'.
	20	Ms H Drinkwater	See 16
	23	SD3M	The 'danger' given political funding processes is an overemphasis on 'improvements' and pet schemes that would have a cumulative effect.
	24	SW Foe	Need for a consistent approach welcomed. But concur with 23.
	25	Countryside A	Support groups establishment, wish to be kept informed about projects that will effect landscape designations.
	34	CPRE SW	See 16

	Reference Number	Organisation	Summary of comments and unique points
	1	Bristol CC	Support for some highways measures to improve safety and traffic flow including further appraisal of the A36 - A46 link road and development of park and ride strategy around Bath and east of Bristol.
	2	SEERA	Support, in principle the emphasis on managing the highways network as opposed to seeking improvements to journey times and speeds. Although initial indications are that the implications on the A34 are not significant, this is an issue that may need further consideration in light of the A34 Scoping study.
	3	Hampshire CC	Does not envisage major infrastructure improvements; safety and pedestrian only.
	4	Wiltshire CPRE	Does not support the offline improvements and highlights Wiltshire's 'shopping list' as inappropriate. Strong objection to the offline and major road schemes discussed in the study.
	7	A36 A350 Corridor Alliance	View that very few improvements should take place to the highway apart from those needed for improved public transport or safety reasons.
	8	Dorset CCI	Strong views that significant improvements are required on the A350 and C13 including Westbury bypass. See a strong business case for a continuous standard with an average 60mph speed and 15-20k AADT capacity between SE Dorset Conurbation and M4 / Bristol - additional 15.3.04 - re-enforce endorsement of Dorset CC views.
	10	Weymouth & Portland BC	If de-trunked it is essential the A37 section Yetminster junction and Red House roundabout where the road crosses the railway line 'is in dire need improvement' in terms of safety and journey time reliability.
	11	English Nature	Not opposed to Westbury bypass or Codford / Heytesbury improvements but advise caution on others.
	12	National Trust	Supports A34 as signing to the West and Bristol to make best use of the existing network. Strong opposition to any C13 improvement as it goes through land of national nature and landscape importance. Believes dualling the A350 to Bath would be counter productive attracting more traffic onto the route. Cannot take a view on the A36 / A46 link road until more detail is published.
	14	Wiltshire CC	Welcome the recommendations for Codford to Heytesbury improvements and the need for A350 Westbury bypass. Broadly agree in principle with management of the route as opposed to improvement in journey times.

Managing the Route	15	Westbury Bypass Alliance	Strong views against an Eastern bypass in Westbury on environmental grounds.
	16	Salisbury T2000	Strong views against the Wyle valley relief road and Codford to Heytesbury on environmental and sustainability grounds with reference to PPG7. Agrees with 4 about Wiltshire CC. Strongly support emphasis on making the best use of the existing network and improving safety and flow rather than reducing journey times.
	19	English Heritage	Support emphasis on making the best use of the existing network and improving safety and flow rather than reducing journey times.
	20	Ms H Drinkwater	Does not support any major road improvements believes this would only increase traffic and damage high quality landscape especially around Bath.
	22	SW T2000	Conclude that many of the road proposals contradict national guidance. See road schemes as too expensive. 'Amazed' at proposals for many schemes which go through AONBs, landscape near SSSIs, Green Belt land and recreation grounds near towns.
	24	SD3M	View that the highways improvements contradict guidance and policy and have been based on 'outdated' cost benefit, trip time and economic Cost Benefit Analysis rather than the new approach to transport appraisal.
	25	Countryside A	See 19
	26	Somerset CoC	Businesses in Dorset and Somerset very keen to see improvements to North-South links. 'In their eyes, improving safety without improving speed ... does not make best sense'. In particular would like to see A350 / A36 to M4 improved.
28	Dorset CC	Considers that it did not go far enough in recommending a course of action for improving the A350/C13 corridor. Considers the A350 an important route for access to Dorset and the SE Dorset conurbation from the trunk road network to the north and that the condition, alignment and route of the road is 'torturous'. Community severance, noise and vibration effects 11 villages along the route with a high proportion of HGV's using it. Would broadly agree that emphasis of investment should be on environmental and safety improvements, but that even this will require significant external funding. Disappointed that the concerns of the Dorset business community are 'largely ignored'. Believes that journey time improvements are needed to improve the economy and vitality of the area. Interprets that RPG10 supports the routes regional importance and improvements to it would help Dorset's PUA.	

29	Dorset Road Group	Strong view that the A350 should be bypassed by upgrading the C13 and bypassing villages linking it to the projected Shaftsbury spine road. Fully support Dorset CC and reject environmentalists claims that a new road would be damaging to the local environment as local residents themselves.
31	Mr C Gillham	The study contradicts central government policy in proposing roads as a 'first resort' instead of 'last resort'. Believes that the balance between road building and public transport is heavily weighted towards road building which would be 'expensive, damaging construction' and against aims for social justice and equality. Very detailed and constructive criticism of the road proposals.
32	North Dorset DC	Supports the view of 28
33	Devon CC	Although the BB2SCS concentrates on North-South links, the study area also has many East - West links of long distance nature that are important. Devon CC recognises it as appropriate to sign HGV's to use the A30 / A303 rather than the A35 / A31. The County Council is of the view that the preferred route is A36, A303, A30 for Southampton west - east traffic.
34	CPRE SW	Strongly supports making best use of existing network.
36	Stourpane Parish	Support Dorset CC's views as a local parish along the A350 / C13
39	Claverton & Limpley Stoke Parishes	Encouraged by low cost short term benefits of signing strategy. A signing strategy for the region is encouraged. Reject modelling, significant A350 improvements could provide relief for Bath and improve HGV flows avoiding bottlenecks and settlements. The West Wiltshire towns and intra-regional connectivity would also receive significant improvements.

	Reference Number	Organisation	Summary of comments and unique points
Public Transport	1	Bristol CC	Particular support for rail improvements Bristol – Southampton.
	2	SEERA	Support SRA on Southampton to Reading improvements for freight and SWRA position to removal of Reading bottleneck. Must be viewed in context of South Hampshire Rapid Transport System and Airport link. Strong support for regular scheduled bus and coach services along the corridor including using hubs and interchanges. Want to work closely with the SWRA to develop this.
	3	Hampshire CC	Feels the evaluation of demand took too short a view. Strong support for rail improvements including longer distance services.
	4	Wiltshire CPRE	Agrees with broad proposals, believes the study has taken a too short term view. CPRE also believes that the 'half hearted' approach to bus and rail is contrasted starkly to the road proposals. Supports Hub and interchange approach to bus services.
	6	Sustrans	The Study did not mention cycle routes. The SWRA should support cycle routes in any proposal.
	8	Dorset CCI	Disagree with the need for improved rail services based upon evidence in the report. Highlight the fact that the vast majority of travel is done by private car. View that rail improvements may distract from the primary aim of improving the roads. Bus services simply distract from the main need - highways improvements.
	9	Strategic Rail Authority	Concerns about the modelling and data, the growth was based on a model looking to 2023 without analysis of the years in between and with the lack of business case determination . Two trains per hour and longer trains on all services, as recommended by the consultants, would have considerable implications for the operational viability and financial costs of the Wessex trains franchise. In the short term better timetabling and use of existing resources may help the situation. The Great Western Route Utilisation Strategy, currently underway, will examine the issues and assess an optimal timetable for the route. The SRA concur with parking, waiting and passenger facilities recommendations, and are happy to work with LA through LTPs for funding.
	14	Wiltshire CC	The CC already has several services using the route and strongly supports the development of more through Quality Bus Partnerships.

Public Transport	16	Salisbury T2000	Agree with consultants. Definite need to increase frequencies and train lengths. Would like to see freight being taken into account along the route. Want to see Westbury and Bath renewal and re-signalling. Highlight that in the report shows £5.7m for rail compared to over £100m for road improvements.
	17	Devon & Cornwall Business Council	See 8
	22	SW T2000	Found the section to be limited. Not enough emphasis on local busses. Specifically disappointed with bus proposals for Bath. Concerned at the level of 'pessimism' and that the report did not consider changes in policy up to 2023. Would like to see more in the way of station improvements and money for rail. See 16 and make detailed comments concerning individual lines and railway stations.
	24	SW FoE	Worried at short term 'defeatist' funding approach, think report needs to be more aspirational in the long term.
	25	Countryside A	Although the proposals are 'small scale' when set against the low funding regime that currently exists they are welcomed. See 4 and support co-ordinated approach along the route.
	29	Dorset Road Group	Believe that there is no way that public transport will ever be a solution to the problems of the C13 / A350 and B3081. Local people they represent rely on their cars for travel and are 'happy to do so'. Are disappointed at bus proposals for the remaining 18% who do not have a car.
	34	CPRE SW	Same spirit as 4
	39	Claverton & Limpley Stoke Parishes	The recommended improvements to rail are welcomed. Modal shift of 400 cars per 12 hrs encouraging.

	Reference Number	Organisation	Summary of comments and unique points
Bath	4	Wiltshire CPRE	Support a HGV ban or road charging to reduce HGV movements through Bath. Strong objection to A36 - A46 link road.
	5	Confederation of Passenger Transport	Raise legitimate doubts over the effectiveness of park and ride. It can often encourage people to use their cars <i>more</i> and can cause peak time over loading and off peak over capacity for bus services.
	14	Wiltshire CC	Supports A36 / A46 link road with demand management measures as only realistic option for Bath to relieve congestion and improve longer distance access.
	16	Salisbury T2000	Strong opposition to A36 / A46 link road on environmental grounds and 'induced' traffic (generated demand). Want an emphasis on demand management.
	19	English Heritage	The issues for Bath must be looked at more closely as the Historic city would benefit from the A36 / A46 link road but significant damage would be done by its construction
	23	SD3M	See 16. Concur with 5 about negative effects of Park and Ride. Question traffic modelling. Believes that the North - South HGV traffic only really effects one short route in Bath. Any link road would only encourage longer distance HGV trips.
	25	Countryside A	Serious concerns about adverse landscape effect of A36 / A46 link road.
	27	Bath Preservation Trust	Unsatisfied with view that A36 / A46 link road only option. Would like to see use of the A350 and HGV Charging. But do recognise the huge environmental benefits to the city if the road is built. Support congestion charging with better public transport links to Bristol. The Trust does not believe that the Lambridge site is suitable for Park and Ride, Bathampton is worse. Support an underground P&R site at Lambridge. Priority must be public transport, better value for money and better scheduling.
	31	Mr C Gillham	Believes that Bath's problems are not very different from many other cities and the A36 - A46 link road would be environmentally unacceptable.
	34	CPRE	Similar to 4
38	Batheaston Parish	The east of Bath to Beckington route should have been re-examined in the study. Relief for Bath is essential. Other link road proposals should have been looked at such as the limited movement, cut and cover junction under the railway.	

	39	Claverton & Limpley Stoke Parishes	<p>The Park and Ride strategy accepted but support recommendation to not continue with the Bathampton Meadows scheme. Congestion charging appears attractive but there are considerable problems associated with it, accomodation of dispersed traffic, increasing public transport provision and technology. A36 - A46 Link Road. "it is not worth devastating the Limpley Stoke Valley by constructing a road which has as one of its main objectives the diversion of just 2% of the total traffic flow on the Clevedon Bridge". 2002 data indicated 6% of traffic was HGVs, 5% on bridge is through HGVs and only 4% on Warminster Rd. "The study clearly demonstrates that the vast majority of of traffic in Bath ... [are] undertaking trips over very short distances, with origins or destinations within the Bath urban area. It is essentially a local problem". Strong objections to any link road in Limpley Stoke Valley on environmental and public amenity grounds. Models in the report show an increase in traffic if link road is built on Limpley Stoke Hill, not a reduction! Improvement of the A350 would be the best solution for relieving Bath.</p>
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Other Comments	Reference Number	Organisation	Summary of comments and unique points
	7	A36 A350 Corridor Alliance	Serious issues regarding overall process of consultation leading to insufficient time to reply, their specific comments based on the outcomes of the study are covered in Wiltshire Trans2K letter.
	8	Dorset CCI	Disappointment and annoyance at study and process
	12	National Trust	Concerns with process and time taken for study
	14	Wiltshire CC	See 12
	16	Salisbury T2000	See 7
	17	Devon & Cornwall Business Council	Object to not being involved or consulted. Believe that the A36 is a vital link to Southern England fro Devon and Cornwall.
	22	SW T2000	Object to process and difficulties downloading report. Suggest a Passenger Transport Executive for Bristol would be prudent.
	24	SW FoE	See 12
	28	Dorset CC	Disappointment to the study in general.
31	Mr C Gillham	Detailed and criticism of the methodology. 'Surprised' at 'just how bad BB2SCS turned out to be'.	