

From: Bleadon BOB Community Website <bleadon@live.co.uk>
Sent: 20 February 2023 09:45
To: Transport.policy@n-somerset.gov.uk <Transport.policy@n-somerset.gov.uk>
Subject: Active Travel Action Plans Consultation Response

It is stated that one of North Somerset's main aims is to "Create liveable neighbourhoods with our communities and through the planning system", *reducing car dependency" and encouraging " bus, rail, walking, wheeling, cycling, micro-mobility (e-bikes, e-cargo and eventually e-scooters)"*. This sounds like a move towards the global and national government trend of 15 minute neighbourhoods and cities, and removal of all independent transport, especially for long distances.

Each NSC action plan in the consultation states, "*we encourage you to discuss issues local to you with your Town or Parish Council and your Elected North Somerset Councillor for your ward area.*". However, Bleadon Parish Council decided not to inform residents nor to address this consultation, leaving it to some time in the future after the consultation date has passed, without Full Council or public awareness or discussion??? Very reminiscent of the lack of Local Plan consultation at parish level. At their 13 Feb 23 meeting I asked full council why this hadn't raised been on any agenda, but BPC seemed disinterested in responding as Bleadon's [Statutory Consultee](#)? What is BPC's role in these consultations, as I don't believe it is being effective in consulting and representing residents? On asking the District Councillor present at the meeting whether NSC would go the same way as Oxford, with restricted travel passes between neighbourhoods (see below), it was indicated that this would be for the new council to decide, after the upcoming elections.

Are these NSC Active Travel Plans a future Oxford 15 Minute Neighbourhood approach – see [article OCT22](#), Oxford Council [Recommendations and Documentation](#), also, [Zones](#). Oxfordshire Council seem to want less than 100 passes per year - see sections 10 and 11 recommendations, "*...clear that to effect modal shift it is necessary to rely more on 'sticks' to change behaviour than 'carrots'...Recommendation 1: That the Council reviews the number of residential passes made available, with a view to pursuing greater traffic reduction through giving out fewer residential per-person traffic filter passes during the trial period than is currently proposed.*" *SOUTHEND Council has ruled out ever signing up to a 15-minute city scheme which restricts residents' ability to travel freely across the city*". **Like many residents in Oxford, we are asking that NSC do not sign up to restricted travel movements, including those requiring ludicrous 'permission' slips to move around North Somerset.** How do NSC's plans fit with the global [C40 Cities](#) e.g. [C40 vlog](#) and [Paris 15min City](#)?

Our broad concerns can be summed up by the [GB News Mark Dolan 15 Minute City Madness](#) (11 Feb 23), stated to be hurting communities, hurting small businesses, restricting personal freedom of movement and accusation of State overreach. With reference to parliamentary questions. Who defines what travel is 'inappropriate', 'necessary' or 'needed'? Will these plans be optional or enforced?

These ideas are being 'sold' as a North Somerset Council Active Travel Action Plan but in essence this is a global top-down initiative. This is indicated by NSC's recognised challenges such as funding for any of these 'suggestions'. The consultation states, "*We will continue to seek out funding opportunities to boost our limited capability for planning, delivering and monitoring our active travel improvements and behaviour change initiatives with our communities*" How will all these plans eventually be funded and maintained, more millions/billions of public taxes? Who is influencing these 'necessary' activities, 'needs', and 'behaviour changes'?

The plans state other challenges, such as Liveable Neighbourhoods need "... *Community buy-in – some residents and businesses may be opposed to change initially*", surely any changes should be community led in the first place, and should be developed in relation to other communities? The Active Travel Network plan has, "*Competing demands for Highway space, and public acceptance that changes to how we use this are necessary. Changes to political priorities, both locally and nationally.*", again implying that these plans are politically not community driven. More private sector engagement "*Ensuring correct level of resource, early engagement with procurement, and ongoing effective work with private sector – to deliver our First and Last Mile programme*", how many more billions of public money will be needed to be raised? *The Rural Lanes plan needs, "... Community buy-in – the suggested quiet lanes will rely on community support*", yet it was clear that this was not welcome when NSC tried to do this in [Yatton](#) and surrounding area in April 2021. Safer Active Routes to School "*Schools and the school community have to be onboard with proposals for them to be fully effective*", how does this fit with dropping children at the school gate to ensure they are safely inside? Without proper public consultation and understanding of the proposed outcomes by residents, none of these plans should be enacted.

How do these plans fit with the current government "[Consultation on draft legislation to support identity verification](#)" due to end 01 Mar 2023, and [National Planning Policy Framework \(NPPF\) Consultation](#) (and [noted changes](#)) due to end 02 Mar 2023?

The 20mph Action Plan states, "*20mph along Purn Way, Coronation Road, Shiplate Road and adjacent residential roads... Concept only at present*" Who has submitted these 'concept' ideas, as they do not appear to have gone through any Bleadon Parish Council proposal, discussion, resolution or resident consultation? It's not speed that kills, it's poor driving, how will these speed limits be enforced? Permanent electronic surveillance?

The Active Travel Network Action Plan states, "*Worle High Street - Reduce or remove through traffic to improve walking/ wheeling and cycling safety. This will encourage active travel to the High Street and to nearby schools. Improving the public realm will encourage people to spend time and money in a more attractive, cleaner and safer Worle High Street. Outline proposal*" This is just as likely to force businesses to close down due to lack of through traffic and parking, as has been seen in Weston Town High Street.

The First and Last Mile (to public transport) Action Plan states, NSC "*approach to achieving a seamless network of inter-connected transport options within and between our towns and*

villages – joining the dots between transport choices such as bus, rail, walking, wheeling, cycling, micro-mobility (e-bikes, e-cargo and eventually e-scooters) to help increase bus and rail usage" How will this fit with people with reduced mobility issues, and those that don't use or can't afford mobility scooters, how do they get near enough to the transport, shops and services to use them?

The Rural Lanes Action Plan states it needs, "... *Community buy-in – the suggested quiet lanes will rely on community support*", yet it was clear that this was not welcome when NSC tried to do this in [Yatton](#) and surrounding area in April 2021.

The Safer Active Routes to School Action Plan states, "*support and enable children and families to walk, scoot, wheel and cycle to school more often*" and "*Continue to develop a programme of work to reduce the requirement for Home to School Transport for mainstream education,*" Will these plans be optional or enforced?

The Transport Behaviour Change Action Plan states, "*Active travel interventions and incentives support behaviour change*", What types of interventions? Who is asking for this 'change' of public behaviour and for what tangible purposes?

The Executive Summary states, "*We will continue to seek out funding opportunities to boost our limited capability for planning, delivering and monitoring our active travel improvements and behaviour change initiatives with our communities*" How will all this be eventually funded and maintained, e.g. via more public taxes? Who is influencing these 'necessary' activities, 'needs', and 'behaviour changes'.

Other comments received by Bleadon BOB:

Apologies for an unstructured email reply but time was limited to a consultation with limited notification in our community. As the Executive summary states "We will continue to seek out funding opportunities to boost our limited capability for planning, delivering and monitoring our active travel improvements and behaviour change initiatives with our communities". Clearly there is no public money to do this so why bother, just how many people have asked for these changes, who is really leading this? Does the public not elect government and should civil servants not serve us?

How about population migration/immigration control so we don't need to build more houses on green fields destroying agricultural land and improve future food security by paying our farmers more for their work.

How will all of this be enforced and monitored, more police or more office administrators using CCTV digital big brother law enforcement through online fines?

It seems to me that this 'blue sky' green agenda thinking is just going to syphon out even more public money to private sector business. More 'following the science' like covid when

trillions of pounds were magically created to fight but just lined the pockets of the pharmaceutical industry and yet left NHS even more broken with a lack of care workers but yet more highly paid administrators. Are these climate change experts more of the same....There are plenty of alternative scientists yet like covid these are ignored for being outside the global world economic forum agenda, wake up!

Why does this need to be done? The privatisation of public services in the 80s and 90s has led to increased council taxes yet with reduced levels of public service due to contracts not being managed effectively and thus private sector being paid for not fulfilling specifications and then cease trading. Streets not swept, pavements overgrown with weeds, pot holes in roads, litter everywhere, public toilets closed, parking charges everywhere, shops closed, rubbish collections irregular. Gas and Electric energy prices, public transport inadequate, health waiting lists out of control.

Will rural railway stations cut by Beeching now be re-opened and rural bus services be run every 15 minutes regardless how many passengers to compensate those who can no longer afford to buy 'green' cars (just how are all the electric car batteries being produced and disposed of? What is the impact on the planet? At least fossil fuels are sustainable). Will all communities have health centres, schools, and local shops.... or will they all be small chain stores with no room for independent small businesses?

Why should taxed vehicles and where you live restrict where you are allowed to drive when elite and nobility will not be restricted.

Will world leaders and superstar celebrities and sports players also abide and scrap their luxury classic cars or is this just for the poor masses to obey, walk, cycle...World travel flying will no longer be for you!!

Small businesses are being forced to close and yet big corporate business is being supported, Microsoft, Amazon now seem to lead governments and world health.

Use council taxes to fix existing public services not to fund private sector driven agendas.

We hope that you take the above comments into consideration. Please confirm receipt of this emailed consultation

Kind regards,

Chris and Jo

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latest news: <http://www.bleadon.org.uk/news.html>

From: Transport Policy <transport.policy@n-somerset.gov.uk>

Sent: 20 February 2023 09:45

To: Bleadon BOB Community Website <bleadon@live.co.uk>

Subject: Automatic reply: Active Travel Action Plans Consultation Response

Thank you for contacting the Strategic Transport Policy and Development Team. We will deal with your email as soon as possible and aim to provide a full response within 10 working days.

For more information about transport policies and schemes, please see the transport planning section of our website at:

<http://www.n-somerset.gov.uk/my-services/parking-travel-roads/>