

Bath & North East Somerset Council

MEETING	Planning, Transport & Environment Scrutiny Panel	
MEETING	10th September 2013	AGENDA ITEM NUMBER
TITLE:	Bath Transport Strategy	
WARD:	All wards in Bath	
AN OPEN PUBLIC ITEM		
List of attachments to this report: None		

1 THE ISSUE

- 1.1 The Cabinet agreed at its meeting in April that a new Transport Strategy be prepared for the City of Bath. This report provides an update for the Panel on the work undertaken to take this decision forward.

2 RECOMMENDATION

- 2.1 The Panel are asked to note the work proposed for the Strategy and comment on the work programme outlined below.

3 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

- 3.1 Cabinet have approved a budget for the work to produce the Bath Transport Strategy.

4 THE REPORT

- 4.1 The Council's Core Strategy is proposing significant housing and employment growth in the City with 7,000 new dwellings and nearly the same number of new jobs, focused on the Bath City Riverside Enterprise Area (EA), by 2029. A Masterplan is being prepared for co-ordinated growth within the EA, and will be informed partly by the Bath Transport Strategy. Key to supporting this growth agenda is the need for a new, clear, innovative transport strategy to ensure that the City can compete in the 21st Century whilst respecting its World Heritage Status.
- 4.2 While the majority of existing transport policies have been very successful, there are a number of areas where implementation has faltered and others where appropriate solutions have yet to be identified.
- 4.3 In order to help develop a new transport strategy for Bath a tender is currently underway asking for the following work to be undertaken.

- i. Assess the cumulative impact of developments with the Enterprise Area on the City's transport network to 2029. This should include:
 - an indication of the likely effect on the highway network;
 - an assessment of the suitability of existing public transport capacity (both rail and bus) together with any improvements needed;
 - an assessment of the potential role for cycling;
 - an assessment of the role for other transport solutions including Travel Plans, Car Sharing, Car Club and Home Working;
 - the effect of any transport solutions on the Council's AQMA;
 - the potential for removing the northern side of 'Pinesway Gyratory' without compromising the capacity of the A36 Lower Bristol Road, and;
 - consideration of parking standards for the different types and scale of development given proximity to public transport.
- ii. In the light of the cumulative impact of the Council's emerging Core Strategy to consider the impact of increased traffic on the City's road and public transport network in the light of the developments at Odd Down, Fox Hill and Warminster Road MoD sites, proposed urban extensions at Weston, Odd Down and Lansdown and the assessment requested in i) above.
- iii. Identify key priority cycling routes and other aspects that will benefit the cyclist
- iv. Identify key priorities for those on foot and any constraints for those who with mobility difficulties using the shop mobility services.
- v. Undertake a review of Council's current arrangements for Coach drop-off locations (currently focus in the vicinity of Guildhall) and consider proposals to reduce the effect of coaches on the network by recommending alternative locations whilst also identifying the importance of the tourism industry to the local economy.
- vi. Review of the parking provision for Coaches/Lorries at Avon Street Coach Park including identifying proposals for a new facility or facilities.
- vii. Review the Council's emerging Parking Strategy and confirming whether or not the principles are sound within the context of the existing transport provision in the city and of the growth now promoted by the Core Strategy. In particular advice on the size of any public car parking that might be retained in Avon Street following its redevelopment.
- viii. Review the previous work which assessed the demand for an east of Bath Park & Ride and review the conclusions of that work in the light of the proposed new development sites referred to above and the current commercial bus network. This work should assess what capacity is required for current and future demand including the need for further expansion of existing P&R sites.
- ix. In the light of the reduction in off-street car parking provided by the Council's emerging parking strategy assess the opportunities to introduce further areas of pedestrian priority in the city centre.
- x. Assess the implications and opportunities that may arise from the electrification of GWR mainline.

4.4 The timetable for this commission is set out below and should allow the conclusions of this work to emerge alongside the Council's Placemaking work and the Masterplan for the Enterprise Area about to be commissioned. This should allow public consultation to be undertaken in conjunction with these other work streams.

4.5 Timetable:

Appointment of consultants	End of September
Preparation of draft strategy	End of December
Public consultation with Placemaking Plan/MasterPlan for Enterprise Area	Spring 2014

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Background papers	
Please contact the report author if you need to access this report in an alternative format	