

Motion to the Council  
Re Dorchester Street Bus Gate Trial

**Officer Briefing Notes**

Cabinet may not prefer to commit to specific dates for a suspension or evaluation of the trial. This will enable Cabinet and Officers to retain the freedom to take actions in the best interest of the public. For example, some unplanned major road works such as a collapsed sewer repair on an alternative road may require the temporary suspension of the restriction.

The physical works to sign and construct the restriction are due to begin on 13<sup>th</sup> January with some overnight work.

**The scheme is being introduced with the following objectives:**

- a) improving the environment in particular for pedestrians and cyclists in Dorchester Street;
- b) improving bus service reliability in Dorchester Street and in the vicinity of the bus and rail station interchange; and
- c) reducing the amount of extraneous car traffic circulating in this city centre location.

The scheme is being introduced prior to the completion of an overall Transport Strategy for Bath. The objectives of the scheme however align entirely with the objectives of the current Joint Local Transport Plan 2011 to 2016 and the objectives for the emerging Bath Transportation Strategy.

It also complies Composite Version Core Strategy(2013) objective 'B2 1h' (page 35) of making the central area "a place to, and in which people increasingly travel by walking, cycling or by using public transport"

The trial will run for approximately 6 months but will be stopped prior to commencement of the implementation of the Rossiter Road improvement scheme which is programmed for July 2014.

**The scheme will be monitored by:**

- a) measuring traffic volumes;
- b) assessing journey time changes through the STRAT-e-GIS journey time database. This database contains information gained by following a sample of vehicles travelling throughout the network and is a reliable basis for assessing journey time changes by time period;
- c) assessing changes in monthly average mean Nitrogen Dioxide levels through existing diffusion tube sites located around the affected network; and
- d) measuring the number of buses able to depart from the bus station during the peak hour (as monitoring shows that current conditions limit the number of departures possible).