

# Climate Emergency and Sustainability Policy Development and Scrutiny Panel

**Date:** Monday, 14th March, 2022

**Time:** 4.00 pm

**Venue:** Council Chamber - Guildhall, Bath

**Councillors:** Karen Walker, Joel Hirst, Shelley Bromley, Paul Crossley, Grant Johnson, Ruth Malloy, Ryan Wills, Dr Kumar and Karen Warrington (for Lisa O'Brien)



**Michaela Gay**

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## NOTES:

1. **Inspection of Papers:** Papers are available for inspection as follows:

Council's website: <https://democracy.bathnes.gov.uk/ieDocHome.aspx?bcr=1>

2. **Details of decisions taken at this meeting** can be found in the minutes which will be circulated with the agenda for the next meeting. In the meantime, details can be obtained by contacting as above.

## 3. **Recording at Meetings:-**

The Openness of Local Government Bodies Regulations 2014 now allows filming and recording by anyone attending a meeting. This is not within the Council's control.

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Further details of the scheme can be found at:

<https://democracy.bathnes.gov.uk/ecCatDisplay.aspx?sch=doc&cat=12942>

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**Climate Emergency and Sustainability Policy Development and Scrutiny Panel - Monday,  
14th March, 2022**

**at 4.00 pm in the Council Chamber - Guildhall, Bath**

**A G E N D A**

1. WELCOME AND INTRODUCTIONS
2. EMERGENCY EVACUATION PROCEDURE

The Chair will draw attention to the emergency evacuation procedure as set out under Note 6.

3. APOLOGIES FOR ABSENCE AND SUBSTITUTIONS
4. DECLARATIONS OF INTEREST

At this point in the meeting declarations of interest are received from Members in any of the agenda items under consideration at the meeting. Members are asked to indicate:

(a) The agenda item number in which they have an interest to declare.

(b) The nature of their interest.

(c) Whether their interest is **a disclosable pecuniary interest** or an **other interest**,  
(as defined in Part 2, A and B of the Code of Conduct and Rules for Registration of Interests)

Any Member who needs to clarify any matters relating to the declaration of interests is recommended to seek advice from the Council's Monitoring Officer or a member of his staff before the meeting to expedite dealing with the item during the meeting.

5. TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIRMAN
6. ITEMS FROM THE PUBLIC OR COUNCILLORS - TO RECEIVE DEPUTATIONS, STATEMENTS, PETITIONS OR QUESTIONS RELATING TO THE BUSINESS OF THIS MEETING

David Redgewell, Transport South West.

7. MINUTES (Pages 7 - 12)
8. NEIGHBOURHOOD CLEANSING (Pages 13 - 18)
9. CITY REGION SUSTAINABLE TRANSPORT SETTLEMENT (Pages 19 - 28)
10. JOURNEY TO NET ZERO: REDUCING THE ENVIRONMENTAL IMPACT OF TRANSPORT IN BATH (Pages 29 - 116)
11. PANEL WORKPLAN (Pages 117 - 122)

This report presents the latest workplan for the Panel. Any suggestions for further items or amendments to the current programme will be logged and scheduled in consultation with the Panel's Chair and supporting senior officers.

The Committee Administrator for this meeting is Michaela Gay who can be contacted on 01225 394411.



**BATH AND NORTH EAST SOMERSET**

**MINUTES OF CLIMATE EMERGENCY AND SUSTAINABILITY POLICY DEVELOPMENT  
AND SCRUTINY PANEL MEETING**

Monday, 24th January, 2022

Present:- **Councillors** Joel Hirst, Shelley Bromley, Paul Crossley, Grant Johnson,  
Ruth Malloy, Lisa O'Brien and Ryan Wills

Apologies for absence: Councillors: Karen Walker

**42 WELCOME AND INTRODUCTIONS**

The Chair, Councillor Joel Hirst (Vice chair of the Panel) welcomed everyone to the meeting and made the following statement:

*"Due to the ongoing Covid situation and a desire to retain a level of social distancing at Council meetings at this time, we are holding this meeting virtually. We will review this approach for any future meetings, in line with government and health guidance at that time."*

**43 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS**

Councillor Karen Walker sent her apologies.

**44 DECLARATIONS OF INTEREST**

There were none.

**45 TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIRMAN**

There was none.

**46 ITEMS FROM THE PUBLIC OR COUNCILLORS - TO RECEIVE DEPUTATIONS,  
STATEMENTS, PETITIONS OR QUESTIONS RELATING TO THE BUSINESS OF  
THIS MEETING**

The Panel noted the Question and Answer document that was circulated (and is attached to the minutes).

**47 MINUTES**

The Panel confirmed the minutes of the previous meeting as a true record.

**48 AIR QUALITY UPDATE**

Councillor Sarah Warren, Cabinet Member for Climate and Sustainable Travel, and Cathryn Brown, Clean Air Zone Team Manager, introduced the report and gave a presentation which covered the following:

(Councillor Dave Wood, Cabinet Member for Neighbourhood Services was also present to answer questions from the Panel).

- Background
- Pollutants monitored in BANES
- How we monitor pollutants
- How we present the data
- Average trends in BANES
- CAZ Assessment
- CAZ compliance and other
- Temple Cloud Air Quality Management Area
- Farrington Gurney Air Quality Management Area
- Temple Cloud and Farrington Gurney Air Quality Action Plan
- Keynsham Air Quality Management Area
- Salford Air Quality Management Area
- Environment Act 2021. World Health Organisation Air Quality Guidelines
- AQ data – published on Forward Plan

Panel members asked the following questions and made the following points:

Councillor Lisa O'Brien asked why there was tree cutting in Temple Cloud when we are trying to plant trees. Councillor Dave Wood, Cabinet Member for Neighbourhood Services, explained there was a canopy of tree coverage over one road which was trapping pollution, they have been pruned back. Also, some vegetation by the road was cut back as it was narrowing the road.

Councillor Grant Johnson commented that it was difficult to draw meaningful conclusions due to the effect of lockdown but he would be interested to see the long term trends. He asked the following questions (*Officer or Cabinet Member response shown in italics*):

- He asked about the Enterprise Zone at Farrington Gurney with regard to Air Quality Assessment. *The officer explained that there would be a traffic assessment as part of the planning application, and this would feed into the Air Quality Assessment – that is how the AQ impact would be shown.*
- There are differences between the levels in Temple Cloud and other areas such as Pensford and Whitchurch. Why are there such differences when all are situated along the A37. *The officer explained that there is more open space along the road at Farrington Gurney whereas Temple Cloud has high hedges and housing along the road, it is more constrained.*

Councillor Andy Wait asked what information or data is supplied by the laboratory from the NO<sub>2</sub> tubes. *The officer explained that the tubes contain a material that absorbs the NO<sub>2</sub> and the laboratory reports back monthly levels – the yearly average is worked out from this.*

Councillor Ryan Wills asked the following questions (*Officer or Cabinet Member response shown in italics*):

- The report stated that the World Health Organisation wants a more ambitious limit – what is it? *The officer explained that the WHO guideline value is hugely ambitious and there are interim targets for cities to move towards achieving them. Consultation is taking place now with results expected in the Autumn. We will bring this back to the Panel when we have the consultation results.*
- Temple Cloud is still over the limit in some areas, will there be additional action? *Councillor Dave Wood explained that there had been a significant drop in levels in Temple Cloud but further interventions are planned around HGV light up signage. There will also be the impact on the A37 of the Bristol Clean Air Zone.*

Councillor Joel Hirst asked if there was a simple way for Panel members to get information on vehicle displacement (eg. Rush Hill) as the data on this is impenetrable. *The officer acknowledged that the information is quite technical and would work to enable simpler reporting.*

Councillor Ruth Malloy asked what other routes were being looked at that had been flagged up by members of the public. *The officer stated that there were 18 locations (in the appendix to the recent quarterly report) that were at various stages of investigation. She explained that identification was being affected by the current work at Cleveland Bridge.*

Councillor Malloy stated that the bar charts in the report were helpful.

Councillor Hirst explained that it was helpful for Panel members to receive slides earlier to enable them to fully read through before the meeting.

The officer thanked Panel member for their feedback.

## **49 DRAFT ANNUAL REPORT - CLIMATE EMERGENCY**

Councillor Sarah Warren, Cabinet Member for Climate and Sustainable Travel, and Jane Wildblood, Corporate and Community Sustainability Manager (along with officers Nick Plumley and Christopher May), introduced the report and gave presentations which covered the following:

- 2021 Context
- The Panel is asked to note and review
- Climate Emergency Highlight Report
- Carbon Emissions Progress Update
- Achievements and delivery
- Case Studies
- Community Engagement
- Climate and Biodiversity Festival
- Action Plan 2022

- Draft Route Map
- Council House Building Programme – Approach to Energy Efficiency/Carbon reduction
- AECB Standard – New build and Retrofit
- Outcomes so Far – examples
- Key messages
- Keynsham Recycling Hub – Pixash Lane

Panel members asked the following questions and made the following points:

Councillor Shelly Bromley stated that she found the route map helpful. She asked if incentives for retro fitting private homes came from Government or the Council. *Councillor Sarah Warren, Cabinet Member for Climate and Sustainable Travel, explained that there is a section on the website called 'Energy at Home' with details of grants. It is hard for the authority to do this on its own, we are working with WECA and lobbying. Jane Wildblood added that this is being looked at currently, WECA have an idea to set up a hub for the whole of the West of England. We also need to look at how to tackle the supply chain. Councillor Hirst asked that in future updates, progress with retro fitting is highlighted.*

Councillor Lisa O'Brien asked the following questions (*Officers or Cabinet Members responses are shown in italics*):

- There are a lot of new initiatives regarding Climate Emergency. In point 10 on area wide emissions, information from 2005 and 2009 is used so the information on reduction covers a long period. *Councillor Sarah Warren, Cabinet Member for Climate and Sustainable Travel, explained that there were problems with the newer data and we can get a better view over a longer period. Regarding reduction over the last 2 years – developments such as Keynsham Civic Centre had already been built so better to look over a longer period.*
- Grosvenor Place – it is great that the Grade 1 challenges have been tackled but this must have come at a high cost. *The officer explained that with a complete refit, the cost was not as high as a retro fit.*
- Pixash Lane – the plan shows vehicles in parking lots, at the moment it is circular which is easier for residents so that they don't have to carry so much – will the changes make it less easy? Also, the access roads for HGVs will need to be considered to prevent clogging. *The officer explained that there would be a one-way rotary system, the idea is to keep the flow moving. The parking on the road is not ideal in terms of clogging, also HGV driving in and out has been transport modelled. Vehicle flow will be outside peak hours and will be controlled and monitored accordingly.*

Councillor Grant Johnson commented that there was a lot to scrutinize and there needs to be more ambition in the substance and actions. He stated that plans for a Citizens Jury were being used to deflect from the administrations difficult and

unpopular projects. He asked the following questions (*Officers or Cabinet Members responses are shown in italics*):

- There is celebration on the reduction of waste send to landfill but that is because more is being incinerated. Recycling is lower than previous years. *Councillor Dave Wood, Cabinet Member for Neighbourhood Services, explained that in the hierarchy, landfill was worst option and 'Energy from Waste' is next. He stated that percentage rates for recycling are the highest they have ever been, that is why less waste is going to landfill.*
- *In response to a question about tree planting, Councillor Dave Wood explained that the figures presented are direct BANES planting but a lot of planting will be in partnership with others.*
- *In response to the comments made above, Councillor Sarah Warren, Cabinet Member for Climate and Sustainable Travel, stated that Citizens Juries gather public opinion and are appropriate to use.*

Councillor Andy Wait asked about Keynsham Memorial Park in relation to recycling points in the area. *The officer explained that this is usual practice, points are awarded for a wider land area. Further details can be explained outside of the meeting.*

Councillor Joel Hirst asked if there is a target around renewable energy production in BANES. *Councillor Sarah Warren explained that there are some particular challenges in being a World Heritage Area and Cotswald Area of Outstanding Natural Beauty. She explained that Covid had delayed the work of the team, but they are now recruiting.* Councillor Hirst asked that the strategic thinking around this be brought back to the Panel.

Councillor Malloy stated that some impressive work had been done. She stated that it would be good to include sustainable farming if possible and to encourage schools and Council buildings to use more plant-based food. *The officer explained that there was a partnership around improving local food for consumption coupled with tackling food poverty but these teams have been busy during Covid – we will have capacity for this again further down the line.*

Councillor Grant Johnson explained that in terms of agriculture in the area, there are a lot of ways the private sector is trying to change animals' diets to reduce methane. We could report methane levels on a joint of beef.

Councillor Joel Hirst thanked the officers for their work and noted that there would be an annual update.

## **50 PANEL WORKPLAN**

The Panel noted the future workplan.

The meeting ended at 5.48 pm

Chair(person) .....

Date Confirmed and Signed .....

**Prepared by Democratic Services**

<b>Bath &amp; North East Somerset Council</b>	
MEETING	<b>Climate Emergency and Sustainability Policy Development &amp; Scrutiny Panel</b>
MEETING	<b>14<sup>th</sup> March 2022</b>
TITLE:	<b>Investment in Neighbourhood Services – Priority proposals</b>
WARD:	<b>All</b>
<b>AN OPEN PUBLIC ITEM</b>	

## **1 THE ISSUE**

- 1.1 The Climate Emergency and Sustainability PDS panel considered a presentation by the Director of Place management at their meeting on 21<sup>st</sup> June 2021 detailing proposals for investing further in Neighbourhood Services.
- 1.2 £950K one off funding for 2022/23 financial year, was subsequently agreed at the Council budget setting meeting on 16<sup>th</sup> February 2022 (see background papers) and 11 priority areas for this spend are now presented to the 14<sup>th</sup> March CES panel for consideration.

## **2 RECOMMENDATION**

- 2.1 The Panel review the 11 priority activities listed in section 3 below.
- 2.2 The Panel consider how we can communicate and engage with communities further on our Clean and Green activities.

## **3 THE REPORT**

The Council made clear it's intention to invest one-off funding to priority areas within Neighbourhood Services at its Cabinet meeting in July 2021 (see background papers). After consulting with local ward members, the following have been agreed as priority areas for action by the Cabinet member within the one off £950K allocation agreed in the Council budget for 22/23.

### **3.1 Mechanical Weed Removal - £101K**

- As we no longer use weed killing spray (glyphosate) on our pavements a dedicated resource of a further 4 staff will be put in place for a 6-month period April to September.
- An additional compact sweeper will be hired in, dedicated to weed removal and sweeping
- An additional 3 x mechanical push along weed rippers will be purchased for existing cleansing crews to use
- The dedicated crew will work in one specified ward each day. They will be supported by existing cleansing teams and response crew, to tackle other requests submitted through the Council's website.

### **3.2 Community weed ripping equipment to loan - £9K**

- Working with #NoPlaceforLitter (the volunteer network for litter clearance) a range of equipment will be purchased and tested to establish which will be most effective for volunteers to use. hoes, brushes, weed grabbers/pullers.
- Volunteers will be provided with garden waste sacks or wheeled bins so weeds can be composted
- Areas of demand for equipment will be reviewed new volunteer hubs set up in areas of high demand, with local councillors

### **3.3 Additional Graffiti Removal - £100K**

- One additional Graffiti removal officer, with specialist equipment will be employed for 12 months.
- Graffiti removal will be provided free of charge to domestic properties. A new service for commercial buildings will be launched, chargeable at cost rates, but priority will be given to domestic properties.
- Removal will include painting over, if more cost effective and appropriate.
- The impact of removal on any heritage properties will be considered before any removal is confirmed.
- We will work with other 3<sup>rd</sup> party companies where removal is outside our ability, due to specialist equipment requirements.
- To ensure fairness, expenditure for a single domestic properties will not exceed **£1.5K**.
- New on-line forms will be developed for residents to apply, and complete disclaimers upfront.

### **3.4 New Response Team to work across Parks, Cleansing & Highways for 12 months - £100K**

- The team will consist of two multi skilled operatives, a response vehicle and specialist equipment
- The team will be trained and qualified to work on the highway, and will hire in additional traffic management as required to complete tasks
- They will respond to reports of overhanging vegetation and sign removal/washing in the first instance, but also other needs as they arise.



- The team will respond to member priorities and requests from the public through the Council's website.

### **3.5 Additional Enforcement Resource – To give further focus to Dog Fouling, flytipping and littering offences - £40K**

- An additional Education and Enforcement officer will be employed for a 12-month period to supplement the existing team of 3 officers on the ground.
- The team will carry out education and enforcement activity in areas where dog fouling is a high prevalence, responding to information from the Dog Warden, Ward & parish Councillors, residents and Volunteer litter picking groups.
- We will provide additional information to businesses such as vets & puppy training classes to provide educational information to attendees at early stages of owning a dog.
- We will continue with at least the same level of activity investigating fly-tipping and littering offences as in 2021/22.
- Additional covert cameras with appropriate signage will also be installed in heavily littered laybys on main roads. This additional enforcement resource will assist with investigating the camera footage.
- We will also investigate the technical ability for members of the public to upload dashcam footage of littering for us to take enforcement action with littering offences when good camera footage is available.

### **3.6 Increased routine street cleansing in wards and on our highways network, with additional Clean and Green community Action days - £300K**

- Main road litter picking continuing at twice per year (winter & spring), with more regular cleaning of priority stretches of the A37, A39 and A4 dual carriageways (4 times per year)
- Continuing with an additional cleansing crew of 3 operatives and a vehicle for another year (to supplement the baseline of two crews).
- Offer "Clean and Green" action days across all of our wards, with an additional team of 3 cleaners (with van) to spend time in each ward throughout the year focussing on issues identified by ward councillors.
- To give maximum impact the intention is to cluster wards, so that we aim for 18 clusters to be visited twice per year. The crew will concentrate in these clusters for a week (a clean and green week) twice per year culminating with the Clean and Green action day, working with local community volunteer groups, parish, Town and ward councillors.
- 2 x Clean and Green coordinators will be employed to carry out all administrative organisation including customer liaison, promotion, supervising, co-ordinating and carrying out activities at the action days and coordinating the weed removal community scheme with #noplacelitter, volunteers, community groups, residents and ward councillors.
- The existing Highways Media and Communications officer will prioritise communications with members about works being undertaken in their wards.

### **3.7 Additional gulley emptying - £100K**

- To carry out a further 11000 gulley emptyings in priority locations (we currently empty 22,000 per year). The priority is to move the majority of rural gullies that are emptied every 2 years to once per year, and to prioritise main roads in rural areas where gullies get blocked with run off from fields ( plus other high risk urban gullies

### **3.8 Replacement of worn-out highway signs and street name plates - £30K**

### **3.9 Increased investment in repairing roads and pavements - £85K**

- To supplement the base budget of funding that exists for repairs.

### **3.10 Increased line painting on the highway - £80K**

- This doubles the existing budget so allows much more work to be done, improving the visual appearance of our highway network.

### **3.11 Additional filling of grit bins - £5K**

## **4 STATUTORY CONSIDERATIONS**

- 4.1 The Council has statutory duties as a Principal Litter Authority, and the Highway Authority.
- 4.2 The Council has statutory duties under the Health & Safety at Work Act.
- 4.3 There is specific guidance involved with working on the highway from within the Traffic Signs manual (chapter 8) and New Roads and Street Works Act.

## **5 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)**

- 5.1 There will be the requirement to recruit 13 staff across the Neighbourhoods operational teams. Due to the timescales involved this will be a combination of agency and fixed term contracted staff.
- 5.2 Additional gulley emptying and highway works will be commissioned through our highways maintenance contractor, Volker Highways.

## **6 RISK MANAGEMENT**

- 6.1 The ability to employ sufficient suitably skilled staff including drivers, within the current labour market comes with risk. We will work with recruitment agencies to ensure we are as successful as possible in attracting appropriately skilled staff.
- 6.2 Risk assessments will be completed for all individual elements of work in accordance with our statutory obligations.

## **7 CLIMATE CHANGE**

- 7.1 All the proposals will be carried out using the most efficient vehicles available to us, to reduce our impact with fossil fuels.
- 7.2 Cleansing waste will be recycled as far as possible.

## 8 OTHER OPTIONS CONSIDERED

- 8.1 The items detailed in section 3 were drawn up by members in consultation with officers. The PDS panel is invited to put forward other options for consideration if deemed a higher priority than those listed.

## 9 CONSULTATION

- 9.1 The funding has been consulted on and agreed through the Council's budget process.

<b>Contact person</b>	Carol Maclellan 01225 394106
<b>Background papers</b>	<p><a href="https://democracy.bathnes.gov.uk/ieListDocuments.aspx?CId=636&amp;MId=5980&amp;Ver=4">https://democracy.bathnes.gov.uk/ieListDocuments.aspx?CId=636&amp;MId=5980&amp;Ver=4</a> CES PDS 21<sup>st</sup> June 2021 Item 21 Development of Neighbourhood services</p> <p><a href="https://democracy.bathnes.gov.uk/ieListDocuments.aspx?CId=122&amp;MId=5524&amp;Ver=4">https://democracy.bathnes.gov.uk/ieListDocuments.aspx?CId=122&amp;MId=5524&amp;Ver=4</a> Cabinet 20/07/21 Item 49 minutes. Investment proposal noted</p> <p><a href="https://democracy.bathnes.gov.uk/ieListDocuments.aspx?CId=272&amp;MId=5490&amp;Ver=4">https://democracy.bathnes.gov.uk/ieListDocuments.aspx?CId=272&amp;MId=5490&amp;Ver=4</a> 16/02/22 Council meeting. Budget and Council Tax</p> <p><a href="https://newsroom.bathnes.gov.uk/news/cabinet-will-consider-major-investment-social-housing-improved-transport-recycling-and-cleaner">https://newsroom.bathnes.gov.uk/news/cabinet-will-consider-major-investment-social-housing-improved-transport-recycling-and-cleaner</a> 02/02/22 News article on budget including £950K investment in Neighbourhoods</p>
<b>Please contact the report author if you need to access this report in an alternative format</b>	

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Bath & North East Somerset Council		
MEETING:	Climate Emergency and Sustainability Policy Development and Scrutiny Panel	
MEETING	14 <sup>th</sup> March 2022	EXECUTIVE FORWARD PLAN REFERENCE:
		E
TITLE:	City Region Sustainable Transport Settlement	
WARD:	All	
AN OPEN PUBLIC ITEM		
List of attachments to this report:		
West of England Combined Authority Committee meeting papers, available on the WECA website		

## 1 THE ISSUE

1.1 On 27th January 2022 Cabinet resolved:

- (1) To approve the elements of the West of England City Region Sustainable Transport Settlement that relate to activity in Bath and North East Somerset for inclusion in the submission to the Department for Transport; and
- (2) To support the recommendations made in the WECA Committee paper.

1.2 This report is an updated version of the 27<sup>th</sup> January 2022 Cabinet report, including details of progress with the Liveable Neighbourhoods programme, plans to consult on additional residents' parking zones (RPZs) in Bath and details on the proposed timetable for implementation.

## 2 RECOMMENDATION

2.1 The Panel is asked to note the elements of the West of England CRSTS that relate to activity in Bath and North East Somerset for inclusion in the submission to DfT and review progress with the Liveable Neighbourhoods/RPZ proposals.

## 3 THE REPORT

- 3.1 WECA led the City Region Sustainable Transport Settlement bid into the Department for Transport in August 2021. A settlement of £540m was made as part of the Spending Review in 2021. This is an increase on historic levels of funding and more per capita than other city regions.
- 3.2 DfT have asked that WECA submit a final Strategic Outline Case for the funding setting out clearly which schemes will be funded. This will be public and the Combined Authority will be held to account quarterly against delivery. This Strategic Outline Case and full list of schemes were approved by the WECA Joint Committee on 28<sup>th</sup> January 2022.
- 3.3 The final allocation to schemes in the Bath and North East Somerset area is proposed to be £129.39m for 2022-27. Matched by a £17.2m local contribution funded by the authority, this will fund:
- (1) Bristol to Bath Strategic Corridor improvements along the A4 – the shortlist of potential improvements was approved at Cabinet on 16 December. It includes public transport improvements and walking and cycling connections that facilitate the delivery of current and future growth ambition in the area.
  - (2) Somer Valley to Bristol and Bath improvements along the A37 and A367. To include public transport improvements and walking and cycling connections. – a public consultation to identify priority areas for investment closed on 9 January 2022.
  - (3) Bath City Centre improvements to public transport, walking and cycling. This will support successful delivery of the Council's Bath Quays and Milsom Quarter improvement plans, as well as improve bus prioritisation and therefore journey speed.
  - (4) Further walking and cycling improvements in Bath and Midsomer Norton, identified through the Local Cycling and Walking Investment Plan, separately identified in addition to improvements funded through the (1)-(3) above:

<i>Bath - Scholars Way connecting secondary schools across the south of the city and University links</i>	<i>Scheme being developed between the city centre, Bath University, Combe Down, Mulberry Park and Midford Road.</i>
<i>Bath - Lower Weston cycle/pedestrian routes between city centre and Oldfield School</i>	<i>Segregated cycleways, upgraded &amp; new controlled crossings, continuous footways, widen footways and reduce junction widths between London Street, George Street, Queens Square, Charlotte Street and section between Midland Road and Newbridge Hill</i>
<i>Bristol Bath Railway path</i>	<i>The Bristol Bath Railway Path forms part of the National Cycle Route 4. It is the busiest traffic free corridor in the country. Over recent years the high number of users has led to conflicts due to sections of the route being less than 3 metres wide. Parallel routes will be delivered using part of the old railway path that has become available to improve safety for pedestrians (particularly disabled people and children). This will form part of a whole route upgrade including providing a more attractive connection to Bristol Temple Meads and Bristol City Centre.</i>
<i>Bath - Fielding's Bridge</i>	<i>Replacement of existing bridge or adjacent new bridge and improve cycle/pedestrian links in vicinity of bridge</i>
<i>Midsomer Norton - Silver Street/Fosseway walking route</i>	<i>Improvement to pedestrian routes between Midsomer Norton High Street, Norton Hill School and Fosseway via Charlton Road. This also includes a missing section of pedestrian/cycle off road route between the proposed Silver Street housing development and Charlton Road. These improvements will improve safety for pedestrians (particularly disabled people and children) moving around the area.</i>

(5) Further liveable neighbourhoods investment, to be developed in line with the Council's [strategy](#) – Cabinet approved the first 15 areas in June 2021 and initial consultation on those areas ran from 29<sup>th</sup> November 2021 through to 3 January 2022. Any future expansion of the liveable neighbourhoods programme will be decided by Cabinet.

(6) Highways maintenance requirements and transport improvement programme for the period 2022-27, replacing existing grants. The programmes of works are included in the Council Budget Report. The Council intends to bid into the Maintenance Challenge Fund for a project to repair Manvers Street which has underlying vaults.

3.4 WECA will lead work across the region to bring in integrated smart ticketing across the transport network and introduce uniform regional transport branding.

3.5 DfT have confirmed that there will continue to be separate funding available for liveable neighbourhoods and active travel. City regions are able to apply for these. We can also expect a further 5-year CRSTS to follow this one (if delivery is a success in this period) to further decarbonise travel and support growth. Schemes that are not programmed for delivery now therefore will have future opportunities to seek funding. Specifically, further

investment in A37/A367 corridor, Bath city centre, cycling and walking schemes and liveable neighbourhoods are already identified in the WECA papers for priority for 'Phase 2' (these future funding pots).

### ***Liveable Neighbourhoods***

3.6 To gain further feedback on the 15 refined proposals, a public engagement exercise was held between 29 November 2021 and 3rd January 2022. The engagement period used a hybrid approach of both in-person and online events, considering Covid-19 restrictions. Feedback was received via an online mapping tool and hard-copy feedback forms. A total of 1,684 individual responses were received.

3.7 The response to the 15 priority schemes was generally positive, with 51% supporting Liveable Neighbourhoods schemes, 36% expressing neutral views, and 13% against their implementation. The engagement found many areas expressing a wish for changes to improve pedestrian safety, more traffic calming measures, and improved cycling infrastructure. Additionally, a desire for general improvement of the public realm was expressed.

3.8 The feedback is set out in a [public engagement report](#) and the council is now moving to the next stage of consultation. This will see Liveable Neighbourhood schemes either:

- being trialled, following consultation; or
- going forward for co-design with communities

3.9 Following the recent public engagement, four trial areas were selected and recommended for fast tracking. The process for recommending a scheme to be fast tracked involved reviewing the engagement report – in particular the responses to question three 'What do you think are the transport related problems and wider issues in this area?' plus the additional comments which gave the percentage supportive of liveable neighbourhoods measures and assessing the potential for simple modal filters allowing for early implementation via experimental traffic regulation order (ETRO).

3.10 The four trial areas were selected where a high percentage of respondents highlighted through traffic; speeding; school run; HGVs and/or additional comments supportive of LNs plus potential for ETRO. These areas are listed below:

- Whitchurch & Queen Charlton: trialling vehicle access restrictions on Queen Charlton Lane to prevent through traffic, alongside design work for a pedestrian crossing on the A37 to the Parish play area. Co-design for other measures in Whitchurch.



- Southlands, Weston, Bath: trialling vehicle access restrictions on Southlands and design work on pedestrian crossing on Penn Hill Road.
- Church St & Prior Park Rd, Bath: design work to investigate vehicle access restrictions on Church Rd and design work on pedestrian crossing on Prior Park Road.
- Royal Victoria Park & Cork Street/Tennyson Road, Bath: trialling vehicle access restrictions for some entrances to Royal Victoria Park to eliminate through traffic from the park, and a trial vehicle access restriction for Cork Street/Tennyson Road .

3.11 In these areas above, the design work will be undertaken prior to public consultation.

3.12 Co-design will commence for the remaining areas in March 2022:

- Mount Road, Southdown, Bath;
- Area bounded by Sydney Place, Great Pulteney Street, St Johns Road and Bathwick Street, Bath;
- Circus/Lower Lansdown/Marlborough Buildings/ area;
- Oldfield Lane & First/Second/Third Avenues, Bath;
- Walcot Phase 1: London Road, Snow Hill, Kensington Gardens and adjacent roads, Bath;
- Chelsea Road, Bath;
- Entry Hill, Bath;
- Morris Lane/Bannerdown, Batheaston;
- (New) Sydney Place/Sydney Rd, Bath;
- Edgerton Road/Cotswold Road, Moorlands, Bath;
- Temple Cloud; and
- Lyme Road/Charmouth Road, Newbridge, Bath.

3.13 Details of the next phase of co-design will be made available on the council's [website](#).

3.14 For clarification, the next steps and project timetable are as follows: -

- **Co design workshops** held with members of the communities to develop preferred concept designs for each area. - **March 2022**
- **Concept design public consultation** to allow communities the opportunity to comment on the concept designs created through the co-design workshops - **April 2022** (for fast-track schemes and those which are progressing through the full co design process)
- **Preliminary technical designs** using the feedback gained through the concept design public consultation. – **May 2022** for fast track schemes and **May/June 2022** for schemes progressing through full co-design.
- **Installation – July /August 2022** for fast track schemes
- **Public consultation** to allow comments on the **proposed preliminary designs – July / August 2022** for schemes progressing through full co-design.

3.15 A number of concerns were also raised during the recent engagement work. These included the perceived negative impact that implementation of Residents Parking Zones (RPZs) could have on communities and the potential impact of the closure of roads to through traffic. Concerns were raised that the implementation of such measures would simply move an existing problem from one area to another.

3.16 There will also be consultation on six RPZ where there has been local support, to restrict out-of- area parking. It is expected that consultation on RPZ will take place in May.

3.17 Six areas have been selected for the development of Residents' Parking Zones

- Walcot (including Snow Hill)\*
- Beacon Road, Mount Beacon, Richmond Place
- Sion Hill / Summerhill Road
- St John's Road, Edward Street, Audley Grove, St Michael's Road, Audley Avenue, Cork Street, Hungerford Road
- Entry Hill\*

- Chelsea Road, Kennington Road, Warwick Road, Foxcombe Road, Park Road, Lyme Road, Charmouth Road, Lyme Gardens\*

(\* indicates that part of all of this area is also part of the liveable neighbourhoods programme)

## 4 STATUTORY CONSIDERATIONS

- 4.1 Liveable Neighbourhood access restriction trials can be implemented using Experimental Traffic Regulation Orders, which allow schemes to be tested and assessed, before being either made permanent or cancelled (within 18 months). Residents' Parking Zones are created using standard Traffic Regulation Orders.

## 5 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

- 5.1 The Strategic Outline case has a proposed Local Contribution of 20% for the programme of schemes included. Maintenance Funding and Integrated Transport Block does not require a Local Contribution (unless considered an Enhancement).
- 5.2 The WECA Joint Committee report sets out the key principles for managing Local Contribution and these have been reviewed by the Council's S151 Officer.
- 5.3 The Local Contribution for B&NES based on the proposed schemes is £17.2m as detailed below and was included in the 2022/23 Council Budget.

<b>Funding Source</b>	<b>Local Contribution 2022/23 - 2026/27 (£ m)</b>
Clean Air Zone	2.500
Community Infrastructure Levy	2.500
S106 Receipts	0.954
Council Approved Borrowing	1.000
Capital Financing Reserve Contribution	3.000
Development Receipts	7.265
<b>Total</b>	<b>17.219</b>

- 5.4 The total match funding element will be managed at a programme level, adopting a pooled approach, with the proportionate risks of the programme managed through the WoE Section 151 Officer Group.

5.5 In the event that specific Local Contribution elements are not realised in line with current projections, an alternative funding source will need to be identified within the Council's capital budget and resourcing plan.

5.6 Detailed schemes will be incorporated into the Council's capital programme following WECA Committee approval and full approval of the Strategic Outline Case by the DfT.

5.7 This scale of investment in transport improvement across the region is unprecedented, BANES therefore welcomes the commitments by WECA to invest in Unitary Authorities' capacity. The Council will begin recruitment to expand transport strategy and delivery teams in order to achieve good design and delivery of the schemes set out in the CRSTS Strategic Outline Case.

## **6 RISK MANAGEMENT**

6.1 Individual schemes will follow appropriate processes to design and deliver high quality transport investment.

## **7 EQUALITIES**

7.1 Each transport scheme will be subject to an individual Equalities Impact Assessment to ensure that all opportunities to promote equality are taken, and any potential negative impacts are considered and mitigated.

7.2 Liveable Neighbourhoods aim to give fairer access to residential neighbourhoods, creating healthier outdoor spaces for everyone to share, as well as vibrant local high streets where people want to spend time and money. This can be achieved through a range of measures such as improvements to the public realm, vehicle restrictions, traffic calming and electric vehicle charging, without disadvantaging people with mobility issues. Our [Equalities Impact Assessment](#) is available on the council's website.

7.3 It is emphasised that close attention will be paid to the needs of all groups in the next phase of consultation and co-design. The team very aware that schemes have the potential to impact on neighbouring areas and we want to ensure fair access for all, so we create healthier spaces for everyone to benefit from

## **8 CLIMATE CHANGE**

8.1 The CRSTS investment will be crucial to enable the reduction in car use necessary to achieve the Council's net zero by 2030 commitments.

## **9 OTHER OPTIONS CONSIDERED**

9.1 Not applicable

## **10 CONSULTATION**

10.1 The schemes identified for funding through the CRSTS were included in the Joint Local Transport Plan and/or Local Cycling and Walking Infrastructure Plan which were subject to consultation in 2020.

10.2 The detailed design of individual transport schemes funded through the CRSTS will be developed following consultation with residents, businesses and the general public.

<b>Contact person</b>	Sophie Broadfield, Director of Sustainable Communities
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Bath & North East Somerset Council		
MEETING/ DECISION MAKER:	Policy Development & Scrutiny Panel	
MEETING/ DECISION DATE:	14 <sup>th</sup> March 2022	EXECUTIVE FORWARD PLAN REFERENCE:
		E 9999
TITLE:	Journey to Net Zero: Reducing the Environmental Impact of Transport in Bath	
WARD:	All	
AN OPEN PUBLIC ITEM		
List of attachments to this report:		
Journey to Net Zero – Consultation Document		
Journey to Net Zero - Equalities Impact Assessment		

## 1 THE ISSUE

- 1.1 The Journey to Net Zero Transport Plan identifies the transport measures required in the short, medium and long term. The measures included in the plan are likely to have long term impacts and benefits to the communities we serve and as such needs to be examined before being approved.

## 2 RECOMMENDATION

**The Panel is asked to;**

- 2.1 Review and scrutinise the Journey to Net Zero Transport Plan and make any recommended alterations to the plan prior to it being taken to Cabinet for full approval in May 2022.

## 3 THE REPORT

- 3.1 The Getting Around Bath Transport Strategy (GABTS) was adopted in 2015 and covered the period up to 2029. The Strategy identifies increasing the numbers using sustainable transport as the key overarching aim whilst supporting growth. As part of the strategy a set of performance targets were agreed up to 2020. Those targets for walking, cycling and bus passengers have now been delivered.
- 3.2 In March 2019, B&NES declared a Climate Emergency, which included a commitment to become carbon neutral by 2030. Transport currently accounts for 29% of carbon emissions in the B&NES area. The B&NES Climate Emergency Outline Plan identified the scale of change required to meet t the carbon

neutrality target. There are many potential pathways to achieving this target. For example, one scenario would require:

- 7% decrease in the number of car journeys across the local authority area
- 25% reduction in kilometres travelled per person by car each year
- Electric cars: 76% pure battery, 14% petrol hybrid
- Buses: 76% electric, 24% hybrid
- Rail: 37% of freight rail is electric, 100% passenger rail is electric

- 3.3 The declaration of the climate emergency provides an unparalleled opportunity to look at Bath as a whole and to develop a coherent, long-term vision and plan for transport in the city. No single mode of transport will be dominant. Instead, people will have a choice between a range of modes of transport – each of them accessible, viable and sustainable.
- 3.4 The current ways in which we travel will not get us to carbon neutrality by 2030. This plan sets out the changes needed to our transport system to create places we want to live and work; with better connected, healthier and genuinely sustainable communities.
- 3.5 The Journey to Net Zero (formerly the Bath Transport Delivery Action Plan) report sets out a plan to tackle some of the biggest challenges our society faces: combating climate change, improving air quality, improving health and wellbeing and tackling congestion.
- 3.6 In April 2020, the Journey to Net Zero Phase 1: Current and Future Report<sup>5</sup> (Current and Future Report) was published by B&NES, setting out the current and future situation for transport into, out of and around Bath, and the need for significant and focused improvements. This report looks at the ways in which we currently travel, and provides the evidence base that underpins the consideration of future transport measures set out in this plan.
- 3.7 This plan forms the second part of our Journey to Net Zero report, identifying measures to overcome the challenges identified in the Current and Future Report. When combined, these reports:
- Identify the problems that currently affect travel in the district
  - Identify solutions to improve and promote sustainable travel in, around and into the city
- 3.8 The plan provides an holistic approach for meeting the transport needs of those living, working and visiting Bath from 2020 onwards and identifies how transport will respond to and support delivery of the targets set out in the Climate Emergency.
- 3.9 We have placed people at the centre of the Journey to Net Zero, focusing on providing transport infrastructure and environments that will encourage the use of sustainable modes by making them a genuine alternative to the car. This will involve reducing the dominance of the private car while maintaining access for those whose needs cannot easily be met by more sustainable modes.



- 3.10 This plan focuses primarily on the City of Bath, but also recognises the importance of the travel corridors between the city and the wider district. In light of this the plan includes measures to improve transport connections along the main corridors into Bath.
- 3.11 The plan sets out the steps that we have already taken and those that we are currently working on. The plan considers projects in three groupings based on level of development:
- Current projects – these are projects that are already underway and are either being developed by the Council or have been delivered. These projects have been consulted on, and assuming the resource and funding is available will be delivered (if they have not already)
  - Developing projects – these are projects which are under development and are subject to consultation and approval
  - Future projects – these are emerging projects that are not currently under development, but could be pursued by the Council in order to support the ambition to achieve carbon neutrality by 2030
- 3.12 The Plan identifies at a high-level the potential scale of carbon reduction that the future projects could deliver. As the projects identified in the plan develop, we will consider their impact on reducing carbon in more detail, and estimate the quantified impacts.

## **4 STATUTORY CONSIDERATIONS**

- 4.1 The plan will deliver the outcomes of the Joint Local Transport Plan 4, The Getting Around Bath Transport Strategy (GABTS), B&NES Corporate Plan and build on the Liveable Neighbourhoods.
- 4.2 The GABTS identifies sustainable transport as the key overarching aim whilst supporting growth. The vision and objectives contained within the Journey to Net Zero have been reviewed with Cabinet Members and updated to reflect the importance of the Climate Emergency.
- 4.3 The vision for the Journey to Net Zero Transport Plan is:
- “Bath will enhance its unique status by adopting measures that promote sustainable transport and decision making, whilst reducing carbon emissions and the intrusion of vehicles, particularly in the historic core. This will improve the quality of life for local people, enable more economic activity and growth, while enhancing the special character and environment of the city.”*
- 4.4 The objectives for the Journey to Net Zero Transport Plan are set out below:
- Improving air quality and health
  - Promoting sustainable mobility
  - Supporting and enabling economic growth, competitiveness, and jobs
  - Widening travel choice

- Widening access to opportunities: jobs/learning/training
- Safeguarding and enhancing the unique historic environment and World Heritage Site status
- Improving quality of life in the city

## **5 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)**

- 5.1 Following the approval of the Journey to Net Zero Transport Plan work will begin to develop detailed business cases for each of the transport measures being taken forward.
- 5.2 The business cases will be used to secure the necessary funding to deliver the transport measures through both the Department for Transport (DfT) and the West of England Combined Authority through the City Region Sustainable Transport Settlement (CRSTS), Investment Fund and any other potential sources of funding.

## **6 RISK MANAGEMENT**

- 6.1 A risk assessment related to the issue and recommendations has been undertaken, in compliance with the Council's decision making risk management guidance.

## **7 EQUALITIES**

- 7.1 An Equalities Impact Assessment report has been produced as part of the Journey to Net Zero Transport Plan and is provide as an appendix to this report.
- 7.2 In addition to this a full Equalities Impact Assessment will be undertaken for each of those schemes that are taken forward as part of the Journey to Net Zero Plan.

## **8 CLIMATE CHANGE**

- 8.1 One of the main objectives of the plan is to identify how to reduce carbon and meet the 2030 climate emergency targets. The Journey to Net Zero sets out the authority's route map for carbon neutrality in transport terms by 2030.

## **9 OTHER OPTIONS CONSIDERED**

- 9.1 None

## **10 CONSULTATION**

- 10.1 Initially several facilitated workshops were undertaken with B&NES Officers, Transport Exec Members and key stakeholders. From this a number of possible options were identified and put forward alongside others identified in previous consultations listed in the phase 1 report.
- 10.2 These options were used to develop a package of concepts for future transport in Bath that were of a suitable magnitude to address the climate emergency whilst also responding to the other objectives. These included reimagining our road space, connecting rural communities, resilient mobility, freight, pedestrians, cycling, bus improvements and mass transit.

- 10.3 Following this a 6-week full public consultation took place from 15<sup>th</sup> January to 1<sup>st</sup> March of last year, seeking the public's views on a range of transport themes and concepts that added a level of (non-geographic) detail to the theme.
- 10.4 Alongside the public consultation a number of Stakeholder meetings were undertaken with key groups covering transport, parish councils, education, health, the environment, business and seldom heard groups. A public webinar was also undertaken that allowed attendees to ask any questions regarding the Journey to Net Zero Plan. As part of the consultation report answers were provided to each of the questions posed at the event. The outcomes of this consultation informed the development of the 'future projects' presented within the JNZ, supplemented with additional input from the project team and wider Council
- 10.5 The results of this consultation were published on the Council's website and were used to develop the initial Journey to Net Zero Report. The Journey to Net Zero Consultation Document was then subject to a further 4 week public consultation between 10<sup>th</sup> and 7<sup>th</sup> February of this year.
- 10.6 The consultation was published on the Council's website and included an online questionnaire that asked the public to give their views on the 'future projects' that were identified. The questions sought to gauge the strength of support for the schemes put forward and the extent to which each measure would reduce an individual's transport carbon footprint. The consultation made it clear that we were seeking views on the future transport measures, not those transport schemes currently being delivered or in development.
- 10.7 In response to feedback from the first consultation, significant efforts were made to publicise the second consultation including
- A poster campaign within libraries and at bus stops across Bath
  - Emails to Parish Councils and other key stakeholders that took part in the first consultation to raise awareness
  - A social media campaign
  - Radio adverts on a number of commercial radio stations
  - Promotion on the Travelwest website
- 10.8 In addition to these the Project Team undertook a number of meetings to raise awareness and increase levels of input to the plan including:
- A specific meeting with ward Councillors
  - A public webinar event hosted by B&NES with a presentation and Q&A session
  - Two meetings with Stakeholders followed up with a Stakeholder Pack that provided Stakeholders with a suite of messaging and graphics to use in their own publications and websites to increase awareness with their members.

10.9 The Project Team are currently analysing the responses received from the second consultation and are compiling a list of recommended changes to the Journey to Net Zero Consultation Report. The list of recommended changes will be submitted for agreement to the relevant Cabinet Member before being actioned. The updated report will then be agreed through the decision pathway before being formally approved by Councillors at the Cabinet meeting in May 2022.

<b>Contact person</b>	Nick Simons
<b>Background papers</b>	Journey to Net Zero Consultation Report Journey to Net Zero – Equality Impact Assessment Report.
<b>Please contact the report author if you need to access this report in an alternative format</b>	



# JOURNEY TO NET ZERO



Reducing the  
environmental impact  
of transport in Bath



# CONTENT

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# INTRODUCTION

## 01



## TO IMPROVE PEOPLE'S LIVES

To improve the lives of people is the overriding purpose of Bath and North East Somerset Council (B&NES). It provides the foundation of our Corporate Strategy (The Strategy) which is the 'golden thread' and drives everything we do. The Strategy has two core policy themes:

- **Tackle the climate and ecological emergency**
- **Give people a bigger say**

The Strategy is underpinned by three principles that shape the delivery of the purpose and policies:

- **Prepare for the future**
- **Deliver for local residents**
- **Focus on prevention**



# CLIMATE AND ECOLOGICAL EMERGENCY

The inclusion of the climate and ecological emergency as one of our core policy themes demonstrates our commitment to do what is needed to overcome this challenge.

Climate change, caused mainly by carbon dioxide (CO<sub>2</sub>) emissions, is having a harmful effect on our planet. Whilst carbon emissions in other sectors have declined, emissions from transport have been broadly stable for the last 30 years.

There is a growing realisation across society that the climate emergency is real, is happening, and cannot be ignored. The understanding that real change is required, and that it must start now and continue into the future, has grown to span all generations.

Alongside other local authorities in the West of England region, B&NES has declared a climate emergency and committed to achieving carbon neutrality by 2030. This means that by 2030, we will need to be able to balance our carbon emissions to ensure that the level of greenhouse gas we release into the atmosphere is no greater than the amount we remove.

In March 2019, B&NES declared a Climate Emergency, which included a commitment to become carbon neutral by 2030. Transport currently accounts for 29% of carbon emissions in the B&NES area. The B&NES Climate Emergency Outline Plan identified the scale of change required to meet the carbon neutrality target. There are many potential pathways to achieving this target. For example, one scenario would require:

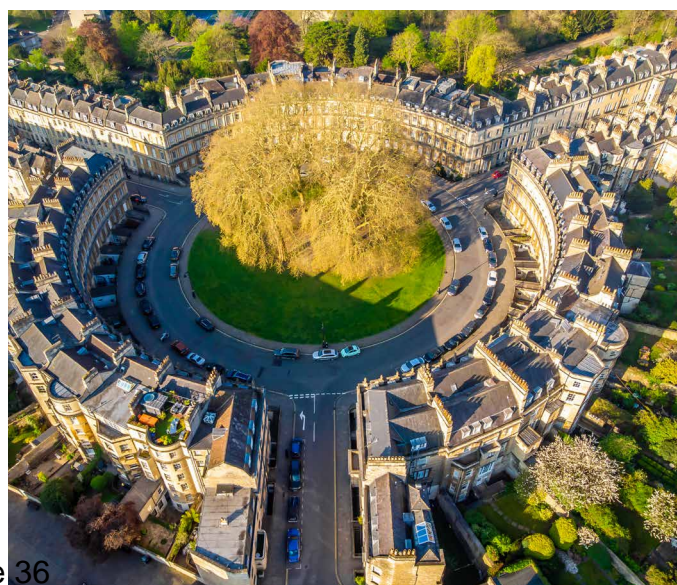
- **7% decrease in the number of car journeys across the local authority area**
- **25% reduction in kilometres travelled per person by car each year**
- **Electric cars: 76% pure battery, 14% petrol hybrid**
- **Buses: 76% electric, 24% hybrid**
- **Rail: 37% of freight rail is electric, 100% passenger rail is electric**

This is not just a local priority. At a national level, the Department for Transport (DfT) released *Decarbonising Transport: A Better, Greener Britain*<sup>1</sup> in July 2021. This details the path to net zero transport including commitments from central Government to increase cycling and walking, a green bus revolution, decarbonising

our railways, zero emission cars, vans, motorcycles, and scooters, and accelerating maritime and aviation decarbonisation. There are several national-level levers which will significantly impact on carbon emissions at a local level including advancements in technology, restrictions on sales of petrol and diesel vehicles and decarbonising bus and rail fleets.

We are equally committed to doing everything within our power to provide the necessary infrastructure and policies within Bath and the wider North East Somerset District to ensure that we achieve our target of becoming carbon neutral by 2030. As residents, we can all do our bit, supporting our ambition with every trip that we make on foot, by bike or by public transport instead of by car.

“We need to work together to play our part in making our planet a cleaner, greener place to live”



<sup>1</sup> Decarbonising Transport: A Better, Greener Britain, DfT, 2021

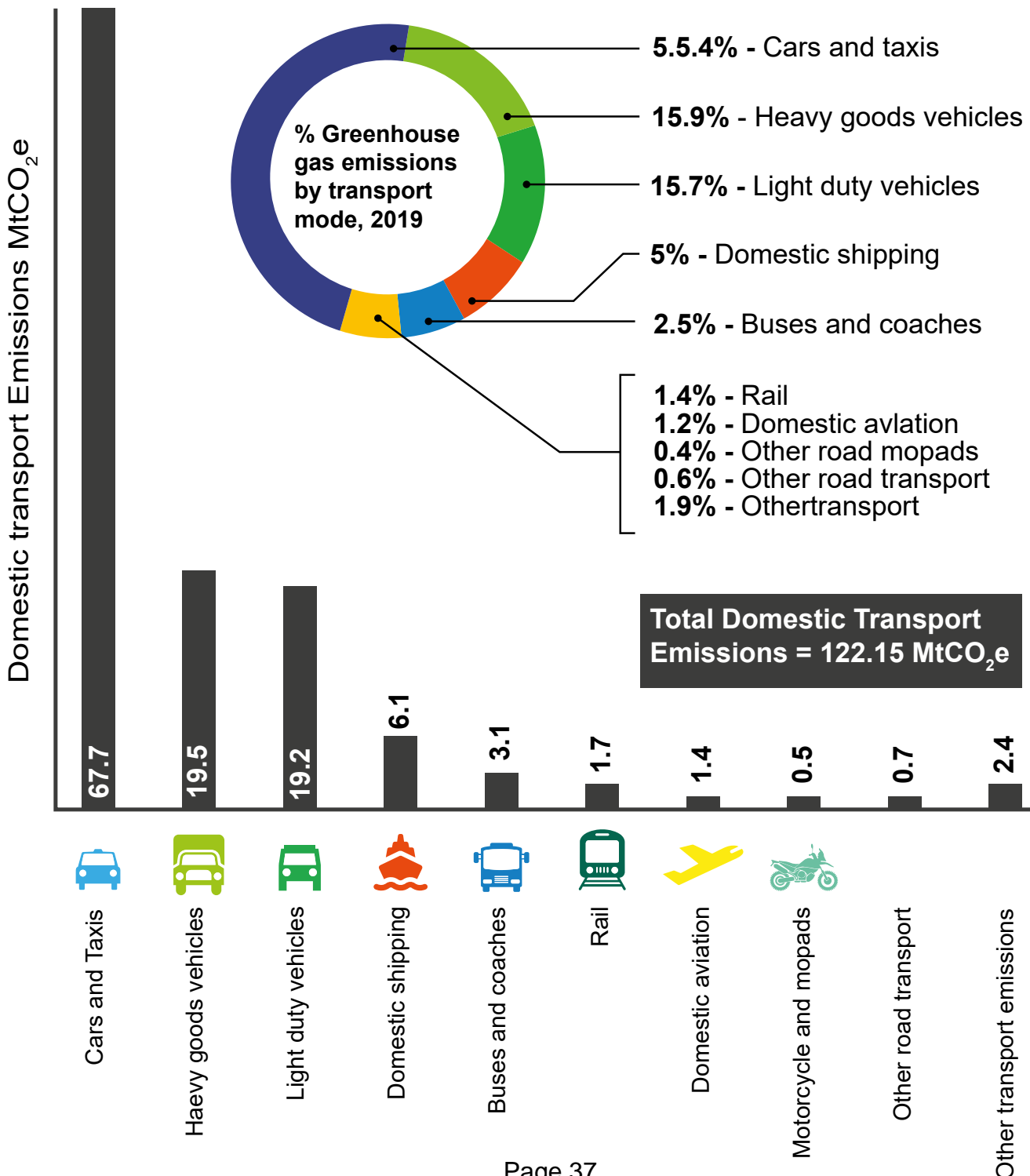


## Net Zero – what does it mean and how do you measure it?

**‘The Government target is for at least a 100% reduction in greenhouse gas emissions (compared to 1990 levels) in the UK by 2050. This can be achieved by a combination of emission reduction and emission removal.’** (Net zero and the different official measures of the UK’s greenhouse gas emissions, Office of National Statistics, 2019)

As ‘Net Zero’ is a combination of emissions and removal of greenhouse gases, the objective for 2030 is not to reach zero transport-related emissions, but to reduce emissions by an amount that allows the residual emissions to be absorbed by, or removed from, the environment.

### UK domestic transport emissions 2019<sup>2</sup>



# WHAT IS THE JOURNEY TO NET ZERO: REDUCING THE ENVIRONMENTAL IMPACT OF TRANSPORT IN BATH?

*The Journey to Net Zero: Reducing the Environmental Impact of Transport in Bath* sets out a plan to tackle some of the biggest challenges our society faces: combating climate change, improving air quality, improving health and wellbeing and tackling congestion.

The current ways in which we travel will not get us to carbon neutrality by 2030. This plan sets out the changes needed to our transport system to create places we want to live and work; with better connected, healthier and genuinely sustainable communities. We have placed people at the centre of the *Journey to Net Zero*, focusing on providing transport infrastructure and environments that will encourage the use of sustainable modes by making them a genuine alternative to the car. This will involve reducing the dominance of the private car while maintaining access for those whose needs cannot easily be met by more sustainable modes. This plan focuses primarily on the City of Bath, but also recognises the importance of the travel corridors between the city and the wider district.

“Planning for people will result in places for people; planning for cars will result in places dominated by cars”

**Chartered Institute Highways and Transportation**

**This journey has already begun.** We are already pursuing an ambitious, wide-ranging programme of projects to support travel within Bath, the wider district and the region. This plan sets out the steps that we have already taken and those that we are currently working on. But these alone are not enough to deliver carbon neutrality. The targets in the Climate Emergency Outline Plan demonstrate the scale of change required, so we have identified future projects that will support us on our journey to carbon neutrality. In this plan we have considered at a high-level the potential scale of carbon reduction that the future projects could deliver. As the projects identified in this plan develop, we will consider their impact on reducing carbon in more detail, and estimate the quantified impacts. We will continue to work with the West of England Combined Authority (the Combined Authority) to develop more advanced techniques for recording and monitoring the impacts of our transport projects, to allow us to measure performance against emission targets.

In 2020 the Combined Authority released the Joint Local Transport Plan 4<sup>2</sup> (JLTP4) to set the vision for transport in the region to 2036. JLTP4 recognises the challenges faced by the region in terms of growth in travel demand and the increased need to improve the offer of more sustainable modes of transport as well as climate challenges. JLTP4 remains the umbrella document for regional policy and is the source of the region's major scheme list. Where appropriate, schemes identified in JLTP4 have been included within this plan.



## An evidence-based approach

In November 2014, B&NES approved the Getting Around Bath Transport Strategy<sup>4</sup>. This Strategy set out the vision and objectives for transport in the region. To reflect the importance of the climate emergency declaration on our future ambitions, this vision and objectives have been updated:

### Vision

**Bath will enhance its unique status by adopting measures that promote sustainable transport and decision making, whilst reducing carbon emissions and the intrusion of vehicles, particularly in the historic core. This will improve the quality of life for local people, enable more economic activity and growth, while enhancing the special character and environment of the city.**

### Objectives



**Reducing vehicle carbon emissions to achieve carbon neutrality by 2030**



**Improving air quality and health**



**Promoting sustainable mobility**



**Supporting and enabling economic growth, competitiveness, and jobs**



**Widening travel choice**



**Widening access to opportunities: jobs/learning/training**



**Safeguarding and enhancing the unique historic environment and World Heritage Site status**



**Improving quality of life in the city**





*The Journey to Net Zero: Reducing the Environmental Impact of Transport in Bath* builds on the 2014 Transport Strategy to support targets to reach carbon neutrality by 2030. In April 2020, the Journey to Net Zero Phase 1: Current and Future Report<sup>5</sup> (Current and Future Report) was published by B&NES, setting out the current and future situation for transport into, out of and around Bath, and the need for significant and focused improvements. This report looks at the ways in which we currently travel, and provides the evidence base that underpins the consideration of future transport measures set out in this plan.

This plan forms the second part of our Journey to Net Zero report, identifying measures to overcome the challenges identified in the Current and Future Report. When combined, these reports:

- **Identify the problems that currently affect travel in the district**
- **Identify solutions to improve and promote sustainable travel in, around and into the city**

The plan considers projects in three groupings based on level of development:

- **Current projects** – these are projects that are already underway and are either being developed by the Council or have been delivered. These projects have been consulted on, and assuming the resource and funding is available will be delivered (if they have not already)
- **Developing projects** – these are projects which are under development and are subject to consultation and approval
- **Future projects** – these are emerging projects that are not currently under development, but could be pursued by the Council in order to support the ambition to achieve carbon neutrality by 2030

These projects include those being developed and consulted on by the West of England Combined Authority in conjunction with ourselves. Projects in development and future projects will be consulted on in detail in the future, ensuring that local people are able to give their views on the proposals.

**Within the Plan projects are considered in terms of their delivery timescale:**

Short-term	Medium-term	Long-term
1-2 years	3-6 years	7-10 years+

## Context of the Plan

In 1987 the City of Bath was celebrated on the United Nations' Educational, Scientific and Cultural Organisation's (UNESCO) list of World Heritage Sites in recognition of its 'outstanding universal values'. But over the past century, the increasing dominance of the motor car has damaged its character and quality of public space and life across the city.

The ancient road network within the city centre was not designed to cater for the competing demands of cars, buses, coaches, and heavy goods vehicles. Dense traffic generates high levels of dangerous air pollution, whilst causing costly delays to journeys, and making it harder to get around on foot and by bike.

The declaration of the climate emergency provides an unparalleled opportunity to look at Bath as a whole and to develop a coherent, long-term vision and plan for transport in the city.

No single mode of transport will be dominant. Instead, people will have a choice between a range of modes of transport – each of them accessible, viable and sustainable.

To plan for the change required, we first need to understand the characteristics of travel in Bath. During the development of the plan, the coronavirus pandemic has had a significant societal impact on the way we travel, live and work. The experience of the pandemic shows that in certain conditions, people's travel behaviour can change rapidly. The long-term impacts of the pandemic on travel are unknown, so the data and analysis presented and discussed within this chapter is pre-pandemic. Monitoring data that we have collected recently shows that traffic levels are nearing 90% of pre-pandemic levels<sup>6</sup>, suggesting that the need for sustainable transport remains.

## Why We Travel

On average, each person in England makes 953 trips per year with an average trip length of 10.9 kilometres and an average journey time of 23 minutes<sup>7</sup>. With a population of 193,000 in B&NES, this equates to over 2 billion kilometres travelled per year in the district.

Almost half of weekday travel within Bath is for commuting, with an additional 20% for business travel<sup>8</sup>. Shopping accounts for 12% of travel with the remainder split evenly between education, leisure, and recreational purposes. The dominance of commuting trips is even more marked at peak times, comprising around two thirds of all trips.

## How We Travel

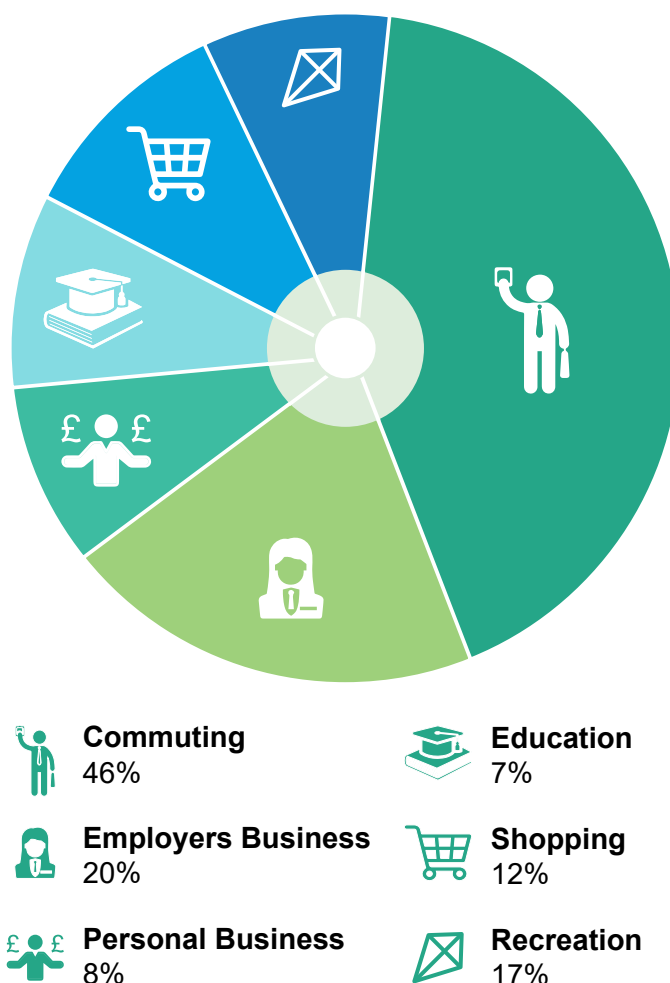
For residents of Bath, 45% of journeys to work use sustainable modes and 47% travel by car (as driver or passenger), with the remaining 8% of Bath residents working from home. However, when considering people who work in Bath but could live elsewhere, the proportion of car usage increases to 53%. Car use is highest when considering the wider B&NES area where 60% of residents commute by car<sup>9</sup>.

*The Getting Around Bath Transport Strategy*<sup>10</sup> set targets for increased use of bus, rail, walking and cycling by 2020. These targets have been exceeded for all modes but rail. There has been a rapid increase in the use of sustainable modes in the last 10 years in B&NES. However, this still accounts for only a small proportion of overall travel.

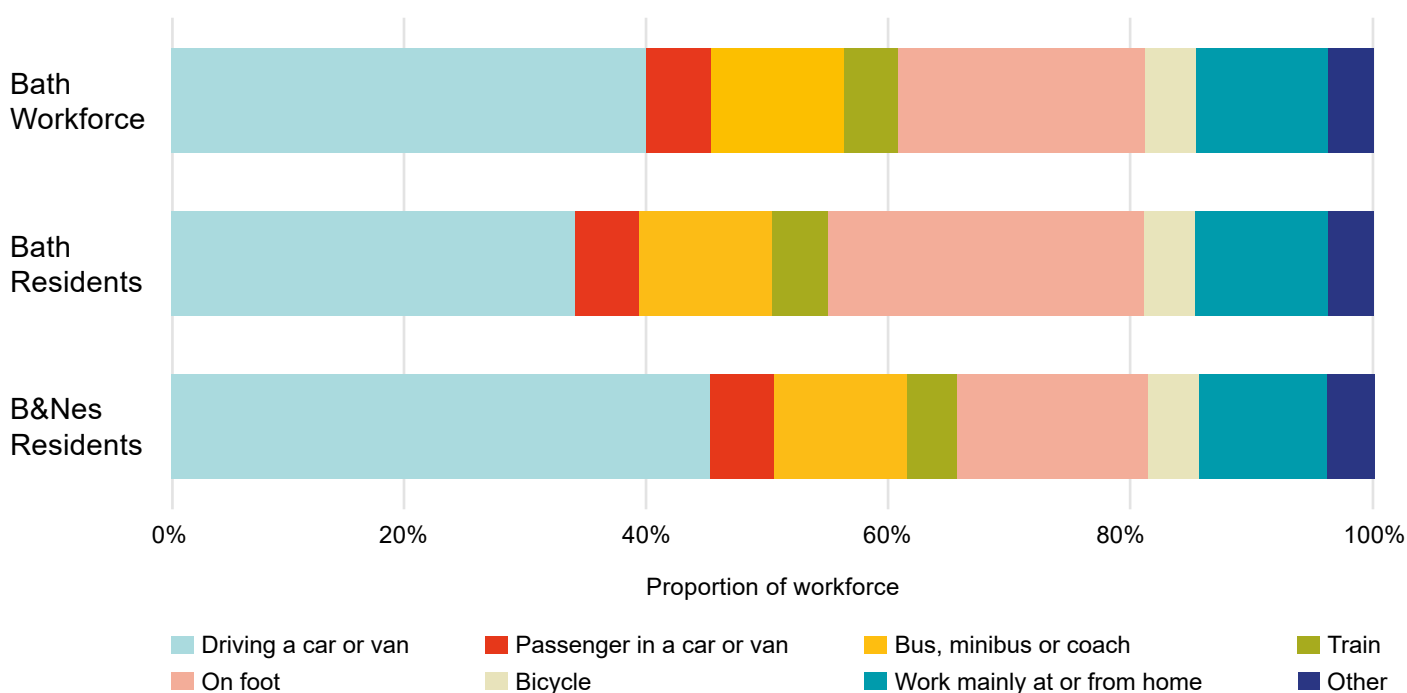
With growth in car usage during this time, and to meet the scale of change required to respond to the climate emergency targets, it is clear that further work is required to promote and support the use of sustainable modes of travel.

*The Current and Futures Report* acts as the evidence upon which the measures identified in this plan are based. It provides further detail on travel demand and issues within the B&NES area.

## Journey Purpose of travel in Bath<sup>11</sup>



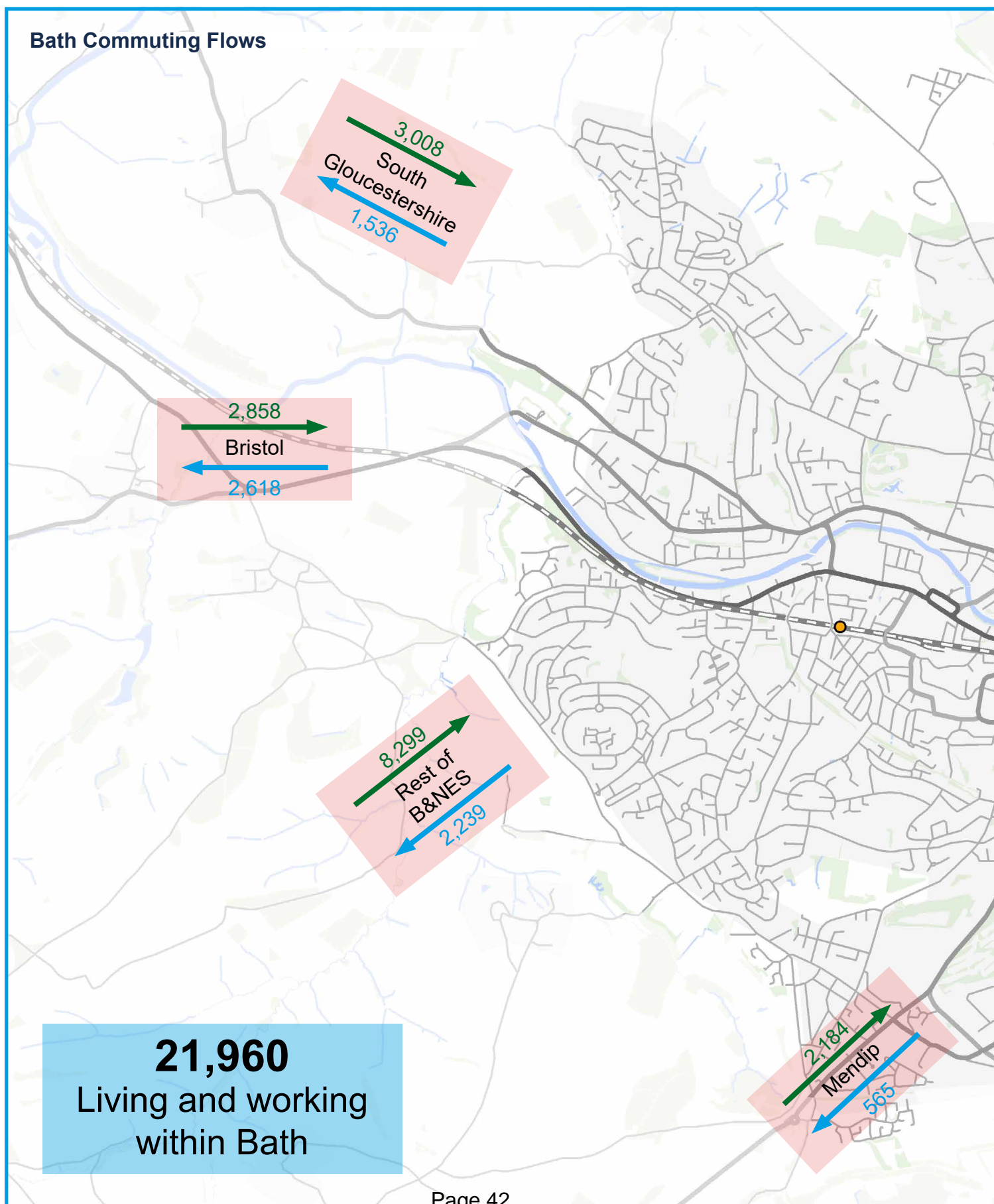
## Mode of travel to work (commuting) in Bath<sup>12</sup>



7. 2019 National Travel Survey (Table: NTS0101), 8. Transport Delivery Action Plan for Bath Phase 1: Current and Future Report, Bath and North East Somerset Council, 2020, 9. 2011 Census (Table QS701EW), 10. The Getting Around Bath: A Transport Strategy for Bath, B&NES, 2014, 11. Transport Delivery Action Plan for Bath Phase 1: Current and Future Report, Bath and North East Somerset Council, 2020, 12. 2011 Census (Table QS701EW)

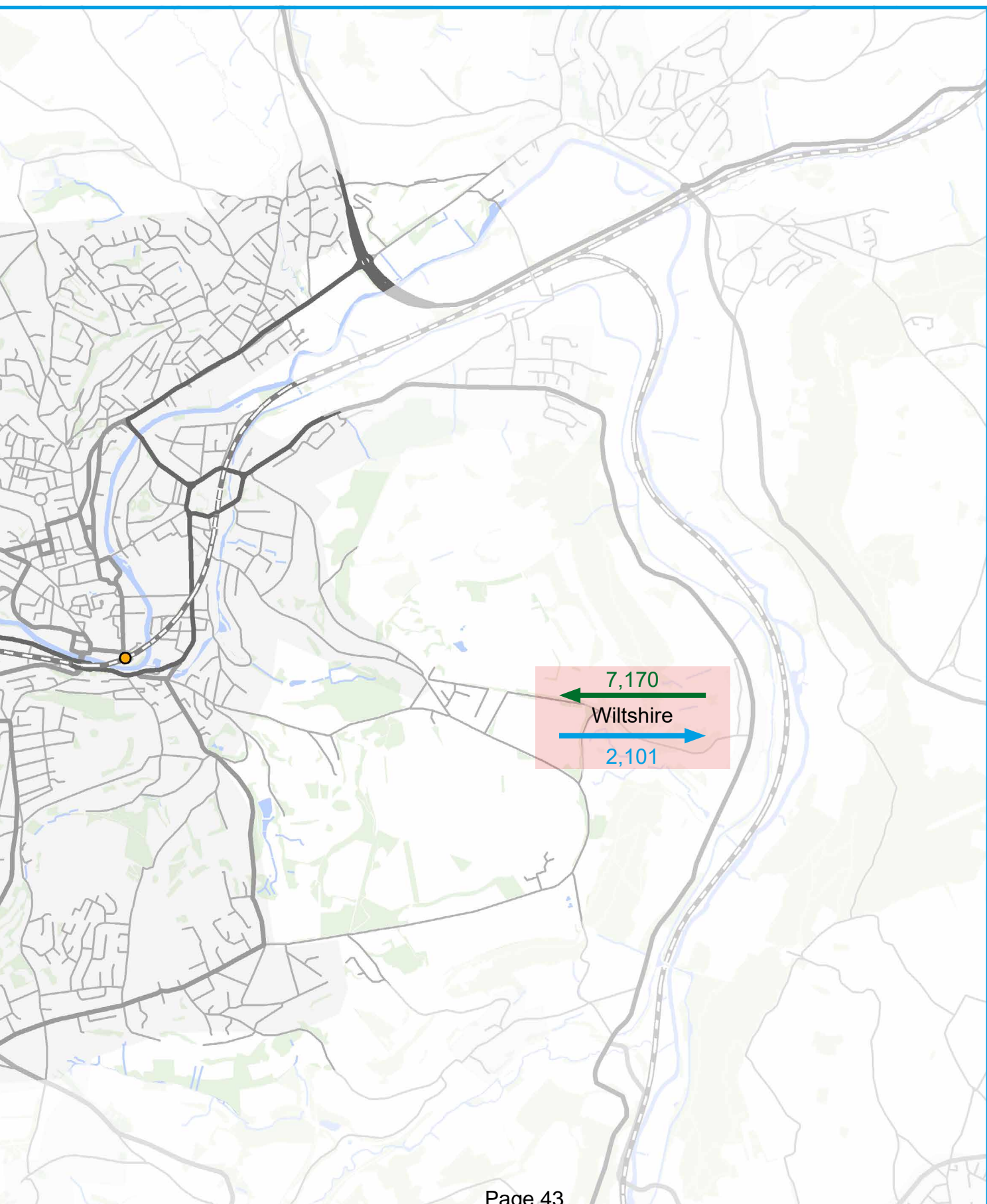
## Where We Travel

Nearly 22,000 people who live in Bath also work in the city. There are also over 28,000 commuting trips into the city each day from the wider area, with almost 12,000 outbound<sup>13</sup>. The top five inbound and outbound commuting flows to Bath are shown in the figure below. The highest demand routes are inbound from the wider B&NES area and Wiltshire.





Considering this alongside how we travel demonstrates the importance of providing sustainable transport options both within the City of Bath but also on the key corridors connecting Bath to the wider region and beyond.



# WHY DO WE NEED THE JOURNEY TO NET ZERO: REDUCING THE ENVIRONMENTAL IMPACT OF TRANSPORT IN BATH?

“Transport is not just about how you get around. It is something that fundamentally shapes our towns, our cities, our countryside, our living standards, our health and our whole quality of life. It can shape all these things for good – or for bad.”

**Decarbonising Transport,  
Department for Transport (DfT)**

The number of people living in the West of England is forecast to grow significantly by 2036. Currently transport accounts for 29% of carbon emissions in B&NES<sup>14</sup>. Without changes in the way we travel, emissions are predicted to increase by almost a quarter by 2036 across the West of England<sup>15</sup>.

With over half of journeys to work in Bath currently made by car there is a need to increase travel by less polluting, sustainable modes, and also reduce the number of overall trips we make. 1 in 3 car journeys in Bath start and end within the city, equating to 50,000 car movements a day<sup>16</sup>. These are trips that for many could be undertaken by bus, bike, walking or scooting. In addition, 75% of people driving to work in Bath are doing so from outside the city<sup>17</sup>. This demonstrates a need for more sustainable modes of travel for trips to, from and within Bath.

Over-reliance on cars is not only impacting climate change, but also our health and wellbeing through poor air quality and inactivity, and our businesses through congestion and time spent queuing which reduces productivity. Congestion leads to longer, unreliable journey times for everyone, while low speeds and time stuck in traffic queues increases emissions further.



<sup>14</sup>. Climate Emergency Outline Plan (2019), Bath and North East Somerset Council, <sup>15</sup>. JLTP4, <sup>16</sup>. Transport Delivery Action Plan for Bath Phase 1: Current and Future Report, Bath and North East Somerset Council, 2020, <sup>17</sup>. Transport Delivery Action Plan for Bath Phase 1: Current and Future Report, Bath and North East Somerset Council, 2020



**There is anticipated to be a 13% increase in the number of people living in the B&NES area by 2036** (*ONS Population Projections for Local Authorities, ONS (2036 compared to 2018)*)

**There is anticipated to be a 25% increase in the number of trips across the West of England by 2036** (*Joint Local Transport Plan 4, West of England Combined Authority, 2020*)

**There are over 300 premature deaths a year in the West of England due nitrogen dioxide emissions** (*Joint Local Transport Plan 4, West of England Combined Authority, 2020*)

**In B&NES 92% of nitrogen dioxide emissions are from road traffic** (*Transport Delivery Action Plan for Bath Phase 1: Current and Future Report, Bath and North East Somerset Council, 2020*)

**The annual cost of congestion in the West of England is £300m.** (*Joint Local Transport Plan 4, West of England Combined Authority, 2020*)

**Without changes in the way we travel, by 2036 we could see the following across the West of England<sup>18</sup>:**

**↑ 40% Increase in delays**

**↑ 9% Increase in journey times**

**↑ 74% Increase in time spent queuing in traffic**

## Key considerations

**To successfully deliver the required changes, we must consider several B&NES-specific factors:**

- 1 Protecting Bath's status as a World Heritage Site
- 2 The significant number of listed buildings
- 3 The presence of a network of historic vaults beneath the city centre, and the impact of this on delivering infrastructure at street level
- 4 The landscape and townscape, including hilly terrain and narrow streets
- 5 The River Avon which bisects the city, with relatively few crossings
- 6 The reliance of local economy on tourism
- 7 Higher levels of car ownership in B&NES than the national average



# GIVING PEOPLE A BIGGER SAY

## 02



**Giving people a bigger say is one of the two core policies within our Corporate Strategy. To inform the development of the plan, a public consultation was held in early 2021 to give the people of B&NES an opportunity to have a say on their priorities for transport in the next 10-years.**





# OUR CURRENT PROJECTS

## 03



“ It’s not about stopping people doing things; it’s about doing the same things differently. ”

*Decarbonising Transport, Department for Transport (DfT)*

This chapter sets out our current committed projects under each of the transport themes. These are projects that are already underway, have been consulted on and have committed funding.

## BETTER PUBLIC TRANSPORT OPTIONS

### Delivering a range of public transport options to improve connectivity for all.

#### Why is it important?

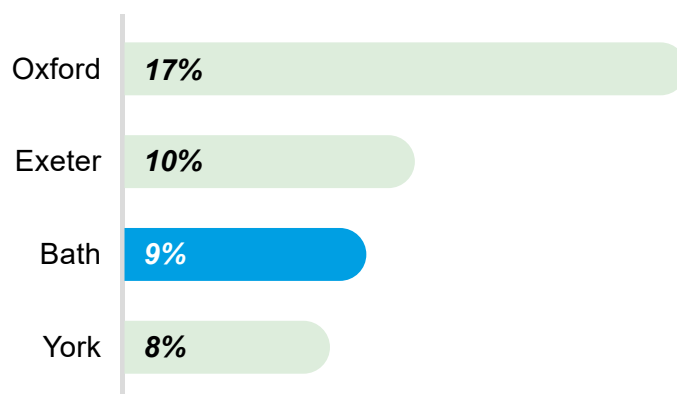
Public transport is essential for accessing employment and education, services, shopping and leisure. It should be frequent, reliable, fast, accessible, safe, comfortable, and link up the places that people live and want to go. In order to provide a realistic alternative to cars, it is essential that public transport services are punctual and have priority over general traffic to offer competitive journey times. When possible, we will seek to have the powers to enforce moving traffic offences, such as banned turns, stopping in box junctions and driving in bus and cycle lanes. These offences all impact the general operation of our network including on bus journey times.

Longer journeys can combine walking and cycling with public transport, ensuring all journeys can be made in an environmentally friendly and space-efficient way, reducing congestion and improving air quality.

Public transport can encompass a number of modes including bus, rail, e-bikes and e-scooters and mass transit, along with integrated ticketing solutions to allow users to plan, book and pay for multiple modes of transport in one go. These multiple modes can be connected via multi-modal transport interchanges, building on the concept of Park and Ride sites but with access to a wider range of services.

The proportion of residents taking the bus to work in comparison to similar cities is shown in the figure below. These cities have been identified based on similarities to Bath in terms of size and historic nature.

#### Proportion of residents taking the bus to work<sup>20</sup>.



**Only 1 in 11 commutes in the West of England are by public transport.** *(Joint Local Transport Plan 4, West of England Combined Authority, 2020)*

**Total UK emissions from cars is 22 times higher than from buses/coaches.**

*(Decarbonising Transport A Better, Greener Britain, Department for Transport, 2021)*

**75 cars are taken off the road by one full double decker bus.** *(The Future of Bus: Policy and Fiscal Interventions as Part of a National Bus Strategy, Campaign for Better Transport, 2019)*

**There were 14.7 million bus journeys in B&NES in 2018-19** (77 per person).

*(Department for Transport Bus Statistics (Table BUS0109 & BUS0110))*

**The average cost of running a car in the UK is £3,081.** *(<https://www.nimblefins.co.uk/cheap-car-insurance/average-cost-run-car-uk>)*





**As part of the consultation in early 2021, more than half of respondents considered improved public transport options to be important, with universal, integrated ticketing and provision of mobility hubs being the most supported concepts. Around half of respondents considered better bus services to be important, with use of cleaner fuels and improved coordination of bus services as the most important concepts.**

## What are we doing about it?

### 1 MetroWest Phase 1

MetroWest Phase 1 is the first of an ambitious programme of major projects to enhance the local rail network across the West of England. The overall aim is to introduce fast and frequent metro rail services across the local area. This includes making better use of existing local passenger lines and freight lines, reopening viable disused lines, and increasing both the size of the local passenger rail network and the frequency of train services. In 2019 there were significant timetable changes that saw the introduction of 43 additional high-speed, long-distance services every weekday, an increase of almost 29% from May 2019.

Phase 1 of the MetroWest project includes upgrading the Bath Spa to Bristol Temple Meads line to provide half-hourly services through the provision of an additional stopping service between Bristol Temple Meads, Keynsham, Oldfield Park, Bath Spa and Westbury. This is forecast to generate over half a million new passengers a year. Work has already taken place to increase the platform capacity at Bath Spa station to provide the required capacity for increased passenger numbers.

To date, over £26m has been invested in the West of England in developing MetroWest which remains our rail priority.

**Delivery timescales:** Short to medium-term

**Other themes supported:** Connecting Bath to rural communities and market towns

## 2 Development of the Bus Service Improvement Plan

In October 2021 the West of England Combined Authority and North Somerset Council submitted the Bus Service Improvement Plan (BSIP) to central Government. The BSIP sets out the region's plans to improve bus services, showing how we will meet requirements at a national level that are set through the National Bus Strategy and how we will develop a well-connected sustainable transport network.

The BSIP, which was developed in partnership between the Combined Authority, constituent unitary authorities, North Somerset Council and bus operators, sets several targets:

- Reduce average bus journey times on designated corridors by 2% by 2025 and 10% by 2030
- Achieve 95% of services running on time (no more than one minute early or five minutes late) by 2030
- Return to pre-pandemic patronage levels by 2025 and grow patronage by 24% by 2030
- Increase passenger satisfaction to 89% for 2025 and 95% for 2030
- By 2023 all buses operating in the BSIP area will meet the Euro VI emission standard and by 2035 all buses will be zero emission – with the ambition to bring this forward to 2030

Some of the schemes within Bath that have been included in the BSIP are set out in Our Developing and Future Projects. In addition to larger schemes targeting bus priority, we will also seek to improve communication with operators and passengers about roadworks and increase bus shelter cleaning and maintenance standards.

As part of the BSIP, the Combined Authority and North Somerset Council have committed to developing an Enhanced Partnership (EP) with local bus operators and highway authorities in 2022.

### What is an Enhanced Partnership<sup>21</sup>?

An Enhanced Partnership is a statutory partnership between one or more local transport authorities and their local bus operators that sets out how they will work together to deliver BSIP outcomes in a defined geographical area. An EP is formed by two parts:

- **An EP plan** – a clear vision of the improvements to bus services that the EP is aiming to deliver, mirroring the BSIP
- **One or more EP schemes** – an accompanying document that sets out the requirements local services must meet to achieve the BSIP outcomes

The local transport authority has the formal responsibility for making the scheme, but at set points they must seek the support of a proportion of bus operators in order to proceed with their proposals.

**Delivery timescales:** Plan submitted in 2021, covers period from 2021 to 2030

**Other themes supported:** Connecting Bath to rural communities and market towns.

## 3 West of England Combined Authority 10 Year Rail Delivery Plan

In December 2020 the Combined Authority and Network Rail released a joint Rail Delivery Plan. This Plan aims to enhance local rail services, providing people with better access to jobs and services. Within the B&NES region, the Plan includes the MetroWest initiatives as well as a commitment to bringing railway stations up to a MetroWest standard regarding accessibility. This includes full step-free access, seating, shelters, wayfinding, easy walking and bike access, disabled parking, improvements to security including CCTV and lighting.

**Delivery timescales:** Plan released in 2020, covers period from 2020 – 2030

**Other themes supported:** Providing for travel by bike and on foot

21. The National Bus Strategy Delivery Bus Service Improvement Plans using an Enhanced Partnership, Department for Transport, 2021

# PROVIDING FOR TRAVEL BY BIKE AND ON FOOT

## Reducing the intrusion of vehicles to enable a bike and pedestrian friendly city.

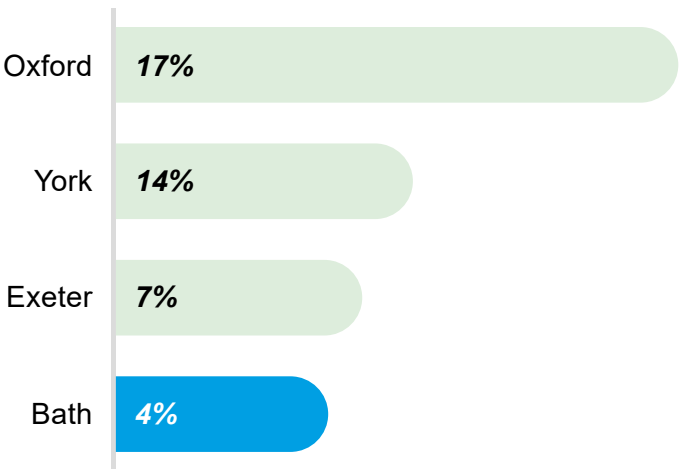
### Why is it important?

Travel by bike is an environmentally friendly and cost-effective way to move around. It contributes to both physical health and mental wellbeing whilst also encouraging the use of community destinations and local amenities. E-bikes now also provide a great solution for cycling up some of Bath's steeper hills, opening up new areas to explore.

The DfT published Gear Change: [A Bold Vision for Cycling and Walking](#)<sup>22</sup> in July 2020, which outlines the Government's commitment to improving provision for bike users and increasing cycling levels making it the natural first choice for many journeys alongside walking. Safer streets will support more residents in carrying out daily activities by bike.

The proportion of residents cycling to work in Bath in comparison to similar UK cities is shown in the figure below.

Proportion of residents cycling to work<sup>23</sup>



As part of the consultation in early 2021, more than half of respondents considered supporting and enabling bike users to be important, with segregated routes into and within the city being the most supported concepts.

Nearly all journeys start and end with walking, meaning that the needs of a pedestrian must be considered as a priority across the whole journey, starting from home. Once the car has been left at home, other car journeys become much less likely.

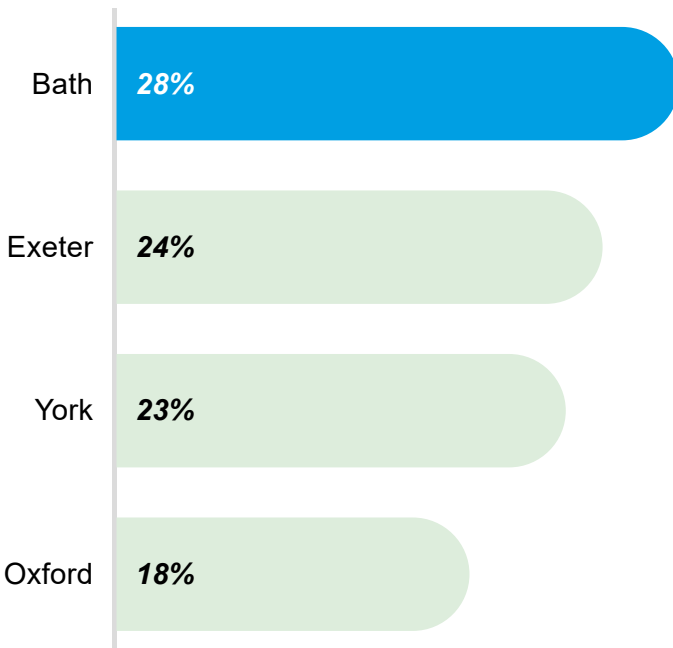
Walking has no environmental impact, is free, and takes up the least amount of road space of all modes. It also benefits the physical and mental health of the individual.

A better designed, safer, cleaner and more accessible pedestrian environment will make walking the preferred mode for short journeys around what is a relatively compact city. This will reduce pressure on public transport and the need to use a vehicle.

In the 2014 Getting Around Bath Transport Strategy<sup>24</sup>, we set out our ambition to make Bath the 'most walkable city' in the UK, with 85% of respondents to the Strategy's consultation supporting this objective.

This is demonstrated with Bath having a high proportion of residents who walk to work in comparison to similar UK cities is shown in the figure below.

Proportion of residents walking to work<sup>25</sup>



As part of the public consultation in early 2021, just over half of respondents considered improving pedestrian movement to be important, with all concepts being strongly supported.



**Cycling to work reduces risk of premature death by 41%. (Gear Change:**

*A Bold Vision for Cycling and Walking, Department for Transport, 2020)*

**One third less road space needed for bike users compared to driving. (Cycling**

*and Walking Investment Strategy, Department for Transport, 2017)*

**Improving infrastructure has been seen to increase cycling demand by up to 62%. (Outcomes of the Cycling City and Towns**

*Programme: Monitoring Project Report, 2017)*

**20-30% fewer cases of depression if people walked for 20 minutes every day.**

*(Walking Action Plan: Making London the World's Most Walkable City, Transport for London, 2018)*

**35% of journeys in B&NES that would take under 25 minutes to walk are done by car. (2011**

*Census (Table DC7701EW1a) & Journey Time Statistics: Notes and Definitions, Department for Transport, 2019)*

**In city centres, 40% more money is spent by pedestrians than car drivers. (Walking**

*Action Plan: Making London the World's Most Walkable City, Transport for London, 2018)*

## What are we doing about it?

### 1 Delivery of the Local Cycling and Walking Infrastructure Plan

The West of England Local Cycling and Walking Infrastructure Plan (LCWIP) was adopted in June 2020. It identifies walking and cycling routes which have been prioritised for future investment.

The West of England LCWIP is a significant and exciting first step towards transforming active travel in the region, proposing investment of £411 million over the next 16 years for walking and cycling routes. The aim is to provide high quality infrastructure to support our transition to a region where walking and cycling are the preferred choice for shorter trips, and support access to public transport.

Within Bath, the LCWIP proposes the creation of several new walking and cycling key routes that enable travel on foot and on bike across the city. The plan proposes the allocation of £105 million to improving 30 local high streets and £306 million for upgrades along 55 continuous cycle routes.

The LCWIP marks the start of more investment in cycling and walking facilities across B&NES and work will continue to develop these first steps into a holistic cycle network for the city. Our wider ambitions for cycling are including in the Our Developing and Future Projects chapter.

**Delivery timescales:** Plan adopted in 2020, covers period from 2020 – 2036

**Other themes supported:** Creating improved places to live and work

## 2 Bath Quays Bridge

A new pedestrian and cycle bridge over the River Avon is due to open in 2022, reconnecting the riverside area to the city and providing a direct and viable alternative to the existing routes along the A36 Lower Bristol Road.

The bridge will connect Bath Quays North and South, a new office-led mixed use development, as well as connecting communities on the south of the river to the city centre. It is the first new crossing over the River Avon in a century. The bridge spans approximately 60m and has a deck width of 4.5m.

The bridge is part funded by Cycle City Ambition Funding along with investment from the West of England Combined Authority through Local Growth Funding.

**Delivery timescales:** Short-term

**Other themes supported:** Creating improved places to live and work

## 3 Loan bike scheme

The B&NES loan bike project is funded by the Council and operated by local bikes shops. It allows B&NES residents or people who work in the area to trial a bike for two to four weeks depending on availability. The scheme is intended to encourage people to swap from car to bike, and lets residents try a bike before investing in their own.

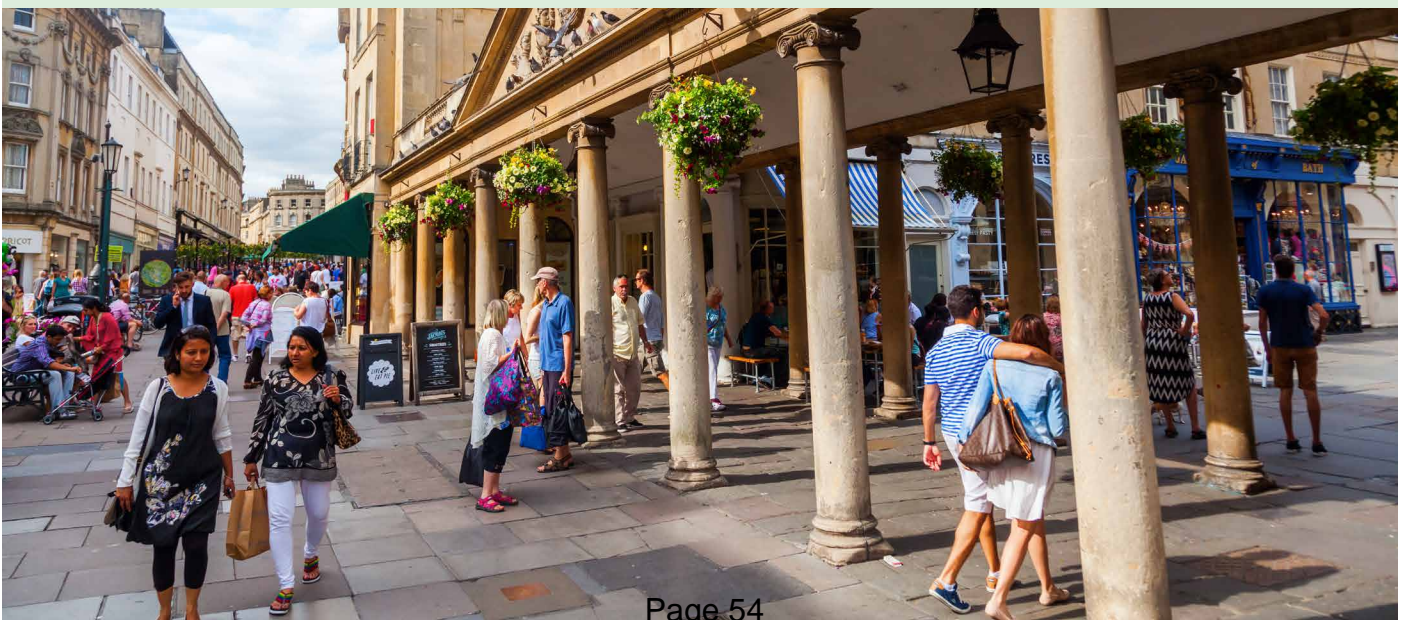
The successful scheme has been operating for six years, with post-use feedback over the last 12 months describing the project as very good (82%) or good (17%) whilst 42% of customers report that they will definitely buy a bike as a result of the loan.

The increasing popularity of this project has meant that the fleet is heavily oversubscribed during three seasons of the year (288 bookings in the six months ending October 2021) despite no active promotion for the last three years. During the winter months the bikes are lent to businesses, organisations and schools in B&NES for three months for use as staff pool or commuting bikes.

Between April and September last year the public loan bike project was suspended, and all bikes were advertised as being available for key workers whose commuting was disrupted due to coronavirus pandemic. Within seven days all bikes were booked out with notable recipients being the Royal United Hospital, Dorothy House, and Avon Fire and Rescue.

**Delivery timescales:** Implemented

**Other themes supported:** Creating improved places to live and work



# CREATING IMPROVED PLACES TO LIVE AND WORK

**Creating better connected, healthier and more sustainable communities through the more efficient use of road space.**

## Why is it important?

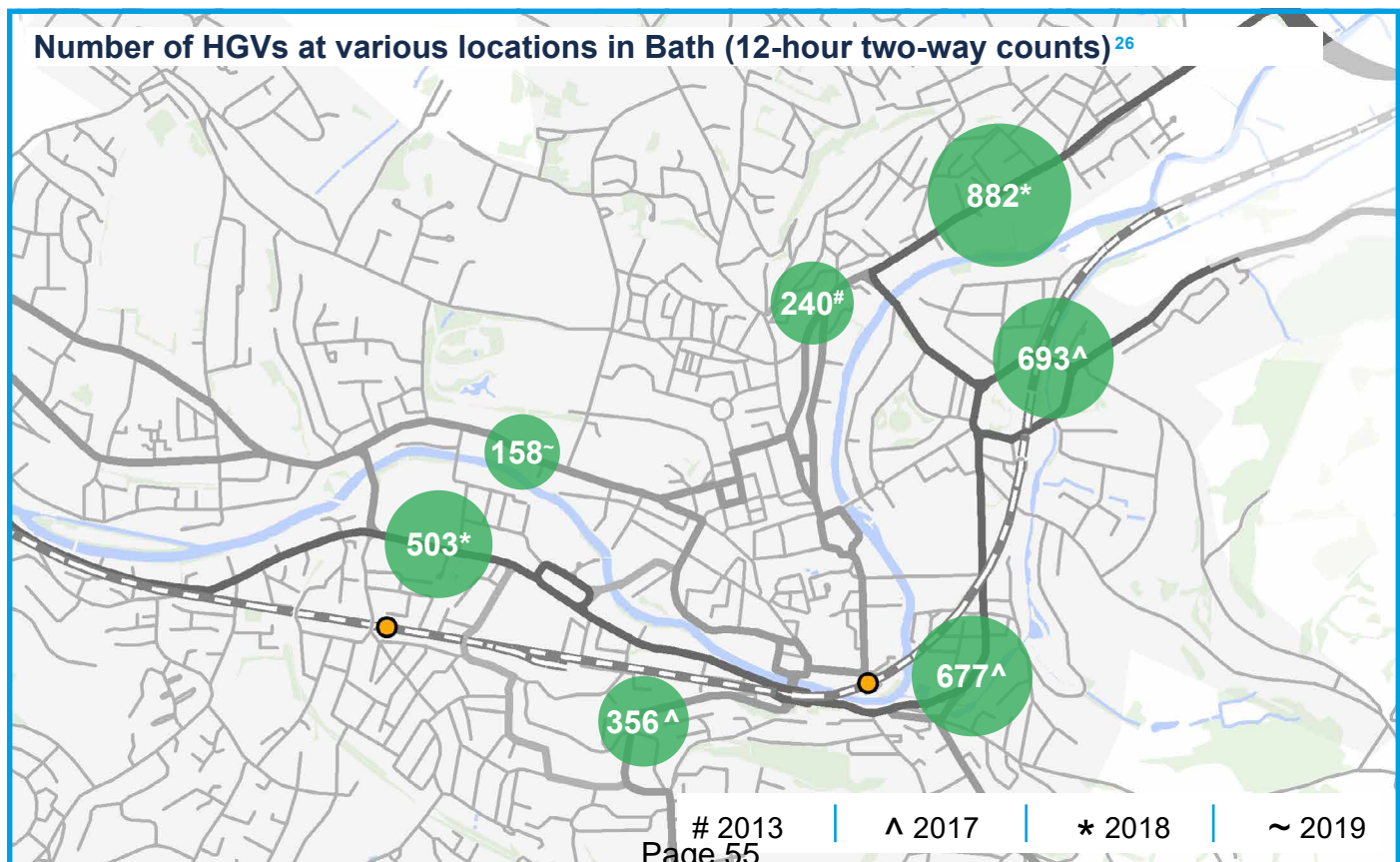
Bath's road network occupies a large proportion of the city's public space but is dominated by vehicles. Streets are places where people and communities should be able to connect and interact.

Bath City Centre is a vibrant area with significant movement activity and dynamic spaces. The city centre is considered to be accessible to residents and visitors alike, but the level of vehicle accessibility has traditionally been to the detriment of more sustainable modes. Bath's economy and residents rely on the efficient movement of goods in and out of the city. However, this must, and can, be done in a way which is not detrimental to quality of life or the urban environment. The police have asked us to improve security by reducing vehicle accessibility to public spaces and key buildings. Although the primary objective is security, these changes are in line with the Council's Liveable Neighbourhood strategy.

Through more efficient use of road space, better connected, healthier and more sustainable communities can be created. Public areas become desirable destinations, not just thoroughfares, easily accessible by sustainable modes, making more vibrant and liveable places.

As part of the consultation in early 2021, reallocation of road space, a network of key routes and removing traffic from the city centre were the most supported concepts in delivering improved places to live and work. Around half of respondents considered fewer Heavy Goods Vehicles (HGVs) to be important, with reducing road freight in the city centre and implementation of zero emission last mile delivery services being the most supported concepts.

The typical numbers of HGVs on Bath's roads are shown in the figure below.



<sup>26</sup> <https://roadtraffic.dft.gov.uk/>



## What are we doing about it?

### 1 Bath Clean Air Zone

Transport is widely acknowledged as a key contributor to poor air quality. Introduced in March 2021, the Clean Air Zone (CAZ) charges all higher emission vehicles except private cars and motorcycles which drive into or near the city centre. The scheme is primarily aimed at reducing nitrogen dioxide levels.

We monitor the scheme on a quarterly basis. The April-July 2021 Monitoring Report identified that the CAZ is having its intended effect of improving vehicle compliance, changing behaviours and improving the city's air quality in general. The average nitrogen dioxide concentrations across monitoring sites within the CAZ were found to be 12.6% lower than the same period in 2019, with similar reductions found in the Bath urban area outside the zone's boundary. Traffic flows are 9% lower in the CAZ area compared with the same period in 2018, although it is noted that the coronavirus pandemic continues to impact on travel behaviours.

**Delivery timescales:** Implemented

**Other themes supported:** Supporting future mobility

### 2 Bath City Centre Security Project

Keeping our streets and spaces safe and secure from the threat of terrorism is an important part of our role as your local council. Since 2016, we have worked closely with Avon and Somerset Police and Counter Terrorism Security Advisors on protection work designed to improve overall public safety and strengthen protection in areas of high footfall.

In 2020, we put forward a proposal to introduce permanent measures in Bath City Centre with the purpose of improving security. The aim was to achieve a viable balance between the need for security to reduce the risk of vehicle-borne terrorist attacks, and the needs of local residents, businesses and service providers for vehicle access to the inner-city core area. The measures include access restrictions to vehicles during certain times of the day, in particular on streets with the highest footfall in the city, and purpose-designed street furniture. As part of these proposals detailed consideration is being given to special vehicles or road uses (i.e., blue badge holders, Emergency Service vehicles, postal service vehicles).

**Delivery timescales:** Short-term

**Other themes supported:** Providing for travel by bike and on foot



### 3 Liveable Neighbourhoods

#### What are Liveable Neighbourhoods?

A liveable neighbourhood is a simple and cost-effective way to reduce through-traffic while maintaining vehicle access to homes and businesses. Liveable neighbourhoods promote and prioritise walking, cycling and public realm improvements, without disadvantaging people with mobility restrictions. Liveable neighbourhoods are not new. They have been successfully introduced across the world to improve residential environments and solve traffic issues. They are developed collaboratively with communities to turn streets that are noisy, polluted and dangerous into pleasant, safe places to live and work.

Liveable Neighbourhoods will breathe new life into residential areas by reducing the dominance of motor vehicles within our communities. They rebalance highway space so that vehicles have only the space they absolutely require and the remainder is used to create safer, pleasant outdoor environments in which people can relax, socialise and enjoy spending time. They are places where people can safely walk and cycle and allow local high streets to become lively and more prosperous places.

The following delivery areas have been identified for the first phase of Liveable Neighbourhoods. This includes locations in the wider North East Somerset area as improving local connections will increase connectivity to transport hubs which will impact on onward travel to Bath:

- Mount Road
- Great Pulteney Street/St Johns Road area
- Whitchurch and Queen Charlton
- Circus/Lower Lansdown/Marlborough Building/Royal Victoria Park/Cork Street area
- Oldfield Lane and First/Second/Third Avenues
- Walcot Phase 1: London Road, Snow Hill, Kensington Gardens and adjacent roads
- Church Street and Prior Road Park
- Chelsea Road
- Entry Hill
- Southlands
- Morris Lane/Bannerdown
- New Sydney Place
- Edgerton Road/Cotswold Road
- Temple Cloud
- Lyme Road/Charmouth Road

The detail of the measures in each of these locations will be informed by community engagement in collaboration with Ward members, residents' associations, businesses, other organisations and individual advocates in the areas concerned.

**Delivery timescales:** Short to medium-term

**Other themes supported:** Providing for travel by bike and on foot

## 4 Bath High Street Renewal Programme

We have secured £1.24m Love our High Streets grant funding from the Combined Authority to be spent over five years on improving Bath City Centre, including Milsom Street and Kingsmead Square. This programme aims to improve the experience for both residents and visitors, which includes pedestrian and street furniture improvements.

The Bath High Street Renewal project will support our Liveable Neighbourhoods ambitions and help transform two key areas in the city into accessible, vibrant areas to shop, eat and relax. A range of measures, including bringing vacant shops back into use for cultural and arts initiatives or as pop-up shops, adding parklets (transforming parking into community spaces including benches and planters), green wall planting and encouraging outdoor seating for cafes and restaurants, as well as a programme of public art, events and performance is proposed to improve the high street experience for residents and visitors.

We are looking to secure further funding to support a Phase 2 project to bring animation, temporary arts and commercial uses to vacant shops in Bath, Keynsham and Midsomer Norton.

**Status:** Current

**Delivery timescales:** Short to medium-term

**Other themes supported:** Providing for travel by bike and on foot

## 5 Freight consolidation, e-cargo bike and last mile delivery support

### Business e-Cargo bike loans

Since its inception in October 2020, the business e-Cargo bike loan project has seen 20 participants. Each of the four e-Cargo bikes owned by the Council may be borrowed for up to five months in a “try before you buy” free loan scheme. These bikes are managed in the same manner as the public loan bike scheme. Feedback from users of the scheme was that they saved twice the amount of car mileage as the bike mileage they used because they could use cycle paths and combine trips.

### CAZ e-Cargo bike local delivery service

From January 2022, the Council will be subsidising approved e-cargo bike operators to offer discounted parcel rates, making e-cargo bike delivery competitive with the rates offered by traditional couriers. This will help take more polluting vans off city-centre streets to improve air quality and reduce congestion. Different e-cargo bike operators will offer different services, so when the scheme launches you can talk directly to our approved operators to find out how best they can serve your needs. You will receive a discounted rate from the e-cargo operator, similar to your normal van delivery rate, and the Council will make up the difference.

The Council recently won £700,000 of funds for this initiative from central Government and this will be spent on subsidising parcel rates and on promoting the scheme. This will initially run as a trial for six months, and then a further 30 months if it's successful. From there, with growing demand, it is assumed that e-cargo bike operators will be able to continue to offer competitive rates without the Council's help.

### Last Mile Delivery

We have supported the courier company Wego since January 2020 through a Go Ultra Low grant to provide a last mile delivery service in and around Bath's Clean Air Zone. With the operation now using two micro-consolidation hubs to the east and west of the CAZ, the service typically delivers over 1,500 parcels per month to the final destination of a much longer logistics journey.

**Delivery timescales:** Implemented

**Other themes supported:** Providing for travel by bike and on foot, Supporting future mobility.



## 6 M4 to Dorset Coast Connectivity Study

As part of the Government's Road Investment Strategy (RIS2) the DfT committed to a strategic study on road connectivity between the M4 corridor and the Dorset Coast. The A36 and A46 form part of the Strategic Road Network (SRN) – comprising England's motorways and some A roads – and both serve the B&NES area. The study is currently being carried out by National Highways and stems from concerns raised by stakeholders that the volume of traffic using the A36 and A46 is leading to problems of congestion, road safety and air quality, and is impacting on the Bath World Heritage Site. The study is therefore considering whether there is a case to adopt alternative corridors as the main strategic route for the area.

To date, a number of potential different routes have been identified that could provide alternatives to the A36/A46. National Highways will then consider a range of potential options both against the objectives of the scheme and in terms of deliverability, and report the recommendations in late summer 2022.

**Delivery timescales:** Short-term

**Other themes supported:** Connecting Bath to rural communities and market towns, Better public transport options .



# CLEANER, GREENER SCHOOL TRAVEL

## Enabling healthier, safer and greener ways to travel to and from school

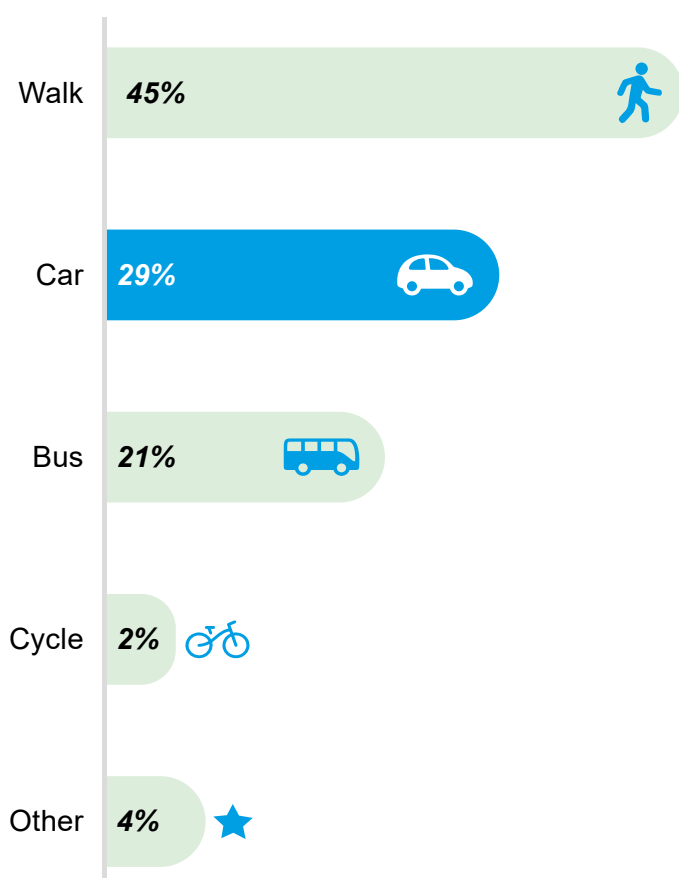
### Why is it important?

Schools are one of the most productive areas for encouraging sustainable travel, with children particularly aware of environmental challenges and eager to walk or cycle.

School pupils should have the opportunity to travel to and from their place of education in healthier, safer and greener ways by removing existing barriers and providing new opportunities for travel.

The modal split for pupils travelling to school in B&NES is shown in the figure below.

### Travel to school by pupils in B&NES<sup>27</sup>



As part of the Journey to Net Zero consultation in early 2021, respondents strongly supported all concepts presented in providing cleaner, greener school travel.

### 51% of trips between 8am and 9am are related to education

*(Reclaiming City Streets for People: Chaos or Quality of Life?, European Commission, 2004)*

### 80% of boys and 72% of girls are physically inactive

*(Reclaiming City Streets for People: Chaos or Quality of Life?, European Commission, 2004)*

### 60% of parents are worried about traffic speeds outside schools when their children walk to school

*(Reclaiming City Streets for People: Chaos or Quality of Life?, European Commission, 2004)*

### What are we doing about it?

#### 1 Providing support and guidance to schools to promote sustainable transport

This includes trialling new technology (e.g., the HomeRun app), the walking bus toolkit, grants for site and service provision and in-house 'Bikeability' cycle training for children and adults, the setting up of a district-wide co-operative for active travel to school, and additional support for year 6 pupils ahead of their transition to secondary school.

**Delivery timescales:** Implemented

**Other themes supported:** Providing for travel by bike and on foot

<sup>27</sup> Department for Education Statistics (Table SFR12/2011)



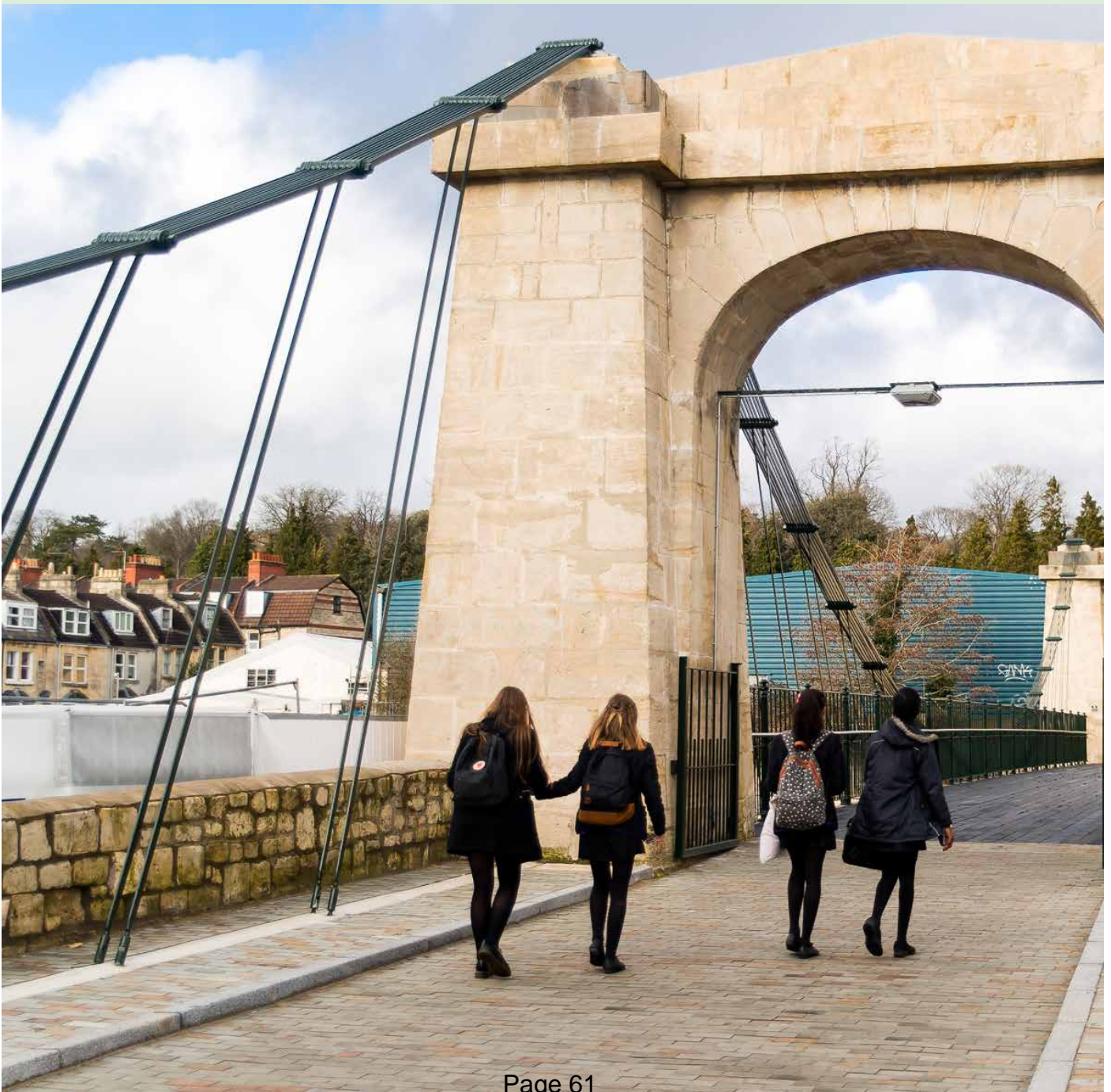
## 2 School travel plans

The Council is providing support for schools in developing and maintaining online School Travel Plans using Modeshift STARS, the national accreditation scheme that recognises schools that demonstrate excellence in supporting sustainable travel. 27 schools in B&NES have achieved the accreditation, and the two schools in the West of England to have achieved the gold accreditation are located within B&NES.

The Modeshift STARS is a continual activity in terms of the work we undertake with schools to help them educate children in travelling sustainably to school. The Council's dedicated School Travel Plan Officer is always looking at new initiatives to raise awareness and provide information to allow people to make informed choices about the way children travel to and from school.

**Delivery timescales:** Implemented

**Other themes supported:** Providing for travel by bike and on foot



## SUPPORTING FUTURE MOBILITY

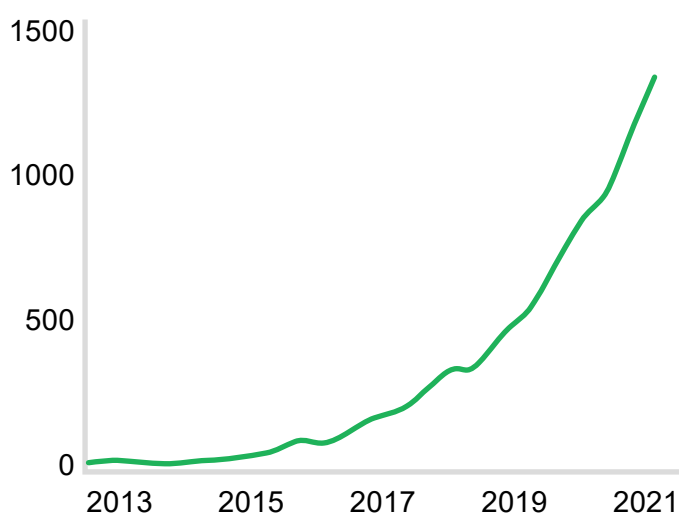
**Exploit the opportunities presented by evolving transport technology, to improve physical connectivity.**

### Why is it important?

For Bath to maintain its status as a vibrant city with a strong economic footprint, it is essential for the city to be resilient and capable of adapting to changes in transport and mobility. These changes have come about largely as a result of advances in digitisation and the emergence of new technologies and business models. Bath's transport network must be ready to exploit the opportunities presented by evolving transport technology.

Figure below shows the significant increase in ownership of ultra-low emission vehicles across the local authority area in recent years.

**Ultra-low emission vehicles licensed in B&NES<sup>28</sup>**



**2.5 million e-scooter rides undertaken across the region since launch** (*West of England Monitoring Statistics*)

**Six private cars are removed from the road with the introduction of one car club vehicle.** (<https://como.org.uk/project/west-yorkshire-and-york/>)

As part of the consultation in early 2021, widescale electric vehicle charging, integrated public and shared transport services and electric-based shared transport schemes were the most popular concepts for supporting resilient mobility.





## What are we doing about it?

### 1 Voi e-scooter trial

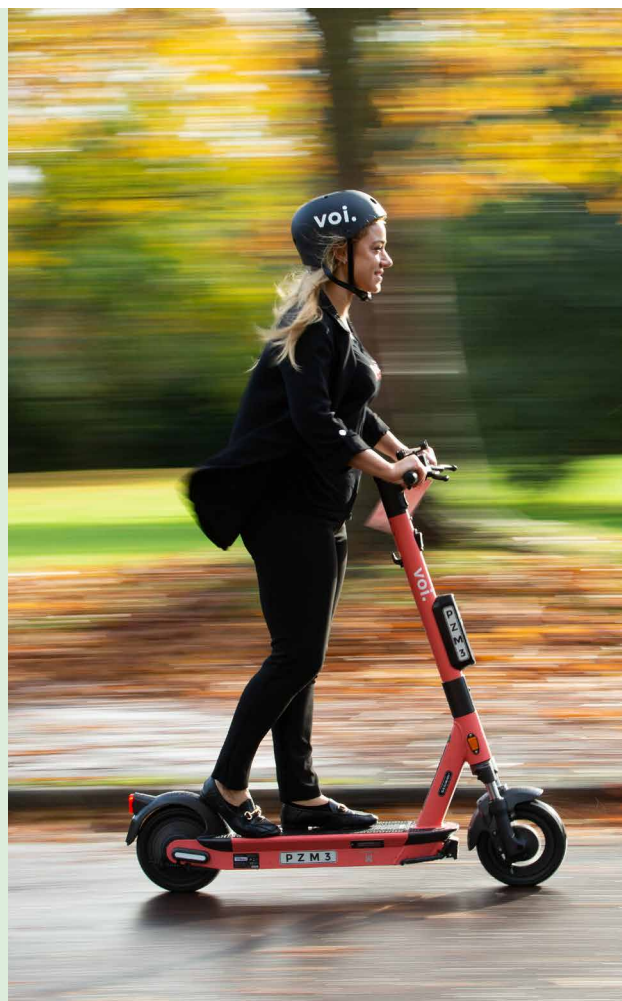
The Voi e-scooter trial forms part of the Future Transport Zone being pursued by B&NES in collaboration with the West of England Combined Authority (see Our Developing and Future Projects). The trial provides hop-on/hop-off e-scooters in Bath, enabling alternative ways of getting around the city. The trial started in October 2020 and in its first year saw 2.5 million rides across the West of England. The 12-month trial has been extended to March 2022.

Following a successful launch within Bath, the operating area was expanded to include Oldfield Park and Bathwick. When first introduced, the scheme included 50 scooters in Bath – but given the success of the trial this has now doubled to 100. In Bath there have been 104,000 rides and 262,500km travelled by scooters.

Upon completion of the trial, the DfT, Combined Authority and B&NES, in conjunction with Voi will take a view on the future of e-scooters in the region.

**Delivery timescales:** Implemented

**Other themes supported:** Better public transport options



### 2 Go Ultra Low West

This initiative seeks to encourage wide-spread use of electric cars, vans and bikes. The West of England contains more than 300 public use charge-points, and this is growing. Through Go Ultra Low West over 120 new charge point connections are being installed to significantly increase the size of the current public charging network.

Backed and owned by the three West of England local authorities and North Somerset Council, using in depth local knowledge and direct feedback from residents, the Revive network has been created to meet the public charging needs of the region. Revive offers a mix of 50kW rapid chargers, together with 7kW and 22kW fast chargers. Plans are also in place to provide a Rapid Electric Vehicle Charging hub in central Bath that will allow drivers to recharge their cars in minutes rather than hours.

We are working with West of England car club providers to install charging points for electric car club vehicles, so that those people who don't need a car all the time can still benefit from electric technology. We also provide 50% match funding for charge points to be installed in businesses as part of the Go Ultra Low West initiative.

West of England residents were offered the opportunity to try out an electric vehicle (EV) for two weeks, for only the cost of the electricity used. This gave people the full experience of using an EV, helping people to feel more confident about switching to an EV in the future. From February 2018 to April 2021 a total of 144 EV loans were completed, with drivers covering 40,680 zero emission miles. 61% of participants planned to buy an EV within two years.

**Delivery timescales:** Implemented

**Other themes supported:** Providing for travel by bike and on foot

# CONNECTING BATH TO RURAL COMMUNITIES AND MARKET TOWNS

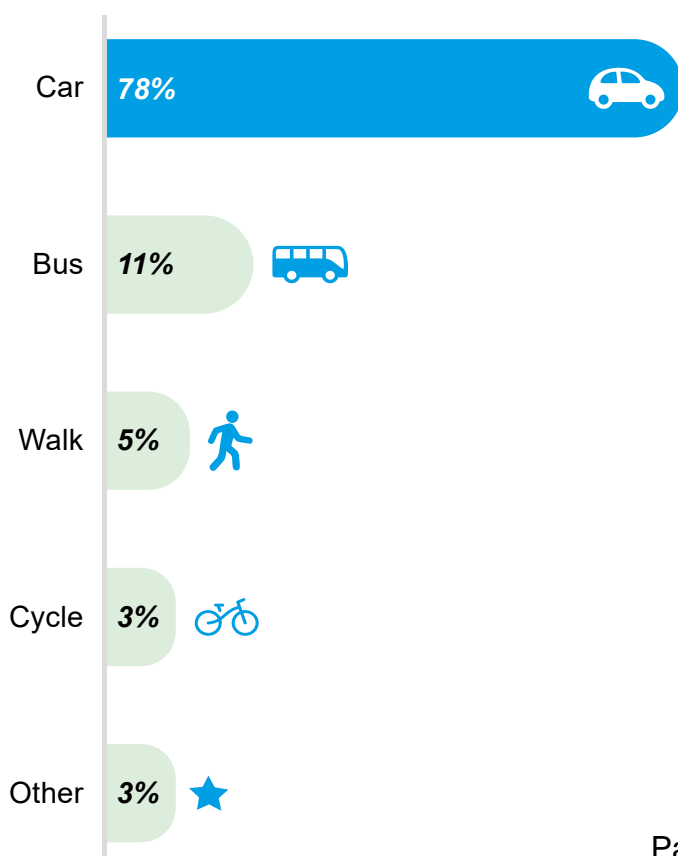
## Improving connectivity on routes between Bath and the wider district

### Why is it important?

We want to ensure that those living in rural areas are given equal consideration in terms of accessing Bath as those who live in the city itself. We are committed to improving the connectivity of isolated rural communities.

As shown in the Where we Travel section, there are more commuting journeys into/out of Bath than within the city itself. The greatest inbound and outbound flows are from the wider B&NES area. Figure below shows the modal split of journeys to work for residents of rural B&NES. It shows that the overwhelming majority commute to work by car. Twinned with the scale of inbound and outbound commuting from the wider B&NES area, this highlights the need for more sustainable travel options on these key corridors.

### Travel to school by pupils in B&NES<sup>29</sup>



As part of the consultation in early 2021, 41% of respondents considered connecting Bath to rural communities and market towns to be important, with safe cycle routes the most supported concept.

**25% of rural B&NES residents travel to the city of Bath for work** (2011 Census (Table WF01BEW))

**75% of people driving to work in Bath do so from outside the city** (Transport Delivery Action Plan for Bath Phase 1: Current and Future Report, Bath and North East Somerset Council, 2020)

**47% of UK workers worked from home during April 2020** (ONS)

### What are we doing about it?

Historically funding has been focussed on the more densely populated areas within the City of Bath area. However B&NES are embarking on a series of corridor studies which will consider what is required to improve connectivity by public transport, walking and cycling along key corridors to/from market towns and rural communities and Bath. These studies are captured within the next chapter.



# OUR DEVELOPING AND FUTURE PROJECTS

## 04



“ We must make public transport, cycling and walking the natural first choice for all who can take it. ”

*Decarbonising Transport, Department for Transport (DfT)*

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This chapter sets out our developing and future projects. The developing projects are those that are currently in motion in terms of their development and are still subject to consultation and approval.

In addition to the projects we are already pursuing, whether these are committed or in motion, we are aware that we will need to go further in order to reach our ambition of being carbon neutral by 2030. Therefore, from a transport perspective we need to consider additional, bolder ideas that will enable us to promote and facilitate modal shift and behavioural change and drive the scale of the change required.

The projects presented are based on this ambition, best practice in both the United Kingdom and the rest of the world, and our city's unique status and history. These emerging projects will need to be developed in detail, and we will work with residents of B&NES to ensure we are meeting your needs and giving you a bigger say in the future of transport in the district.

These projects take account of both regional and local policies. The local policies applied to project development include, but are not limited to:

**Corporate Strategy 2020-2024**<sup>30</sup>

**Climate Emergency Outline Plan**<sup>31</sup>

**Existing and emerging Bath and North East Somerset Local Plans**

**Getting Around Bath Transport Strategy**<sup>32</sup>

**Health and Wellbeing Strategy**<sup>33</sup>

**Balancing Your Needs – A Parking Strategy for B&NES**<sup>34</sup>

**Public Realm and Movement Strategy**<sup>35</sup>

**Bath Pattern Book**<sup>36</sup>

**World Heritage Site Management Plan**<sup>37</sup>

**Bath City Riverside Enterprise Area**

**Green Infrastructure Strategy**<sup>38/39</sup>

**Low Traffic Neighbourhood Strategy**<sup>40</sup>

We have also included projects that the Combined Authority is leading in partnership with us. Where projects are not within our gift, we will continue to work alongside the Combined Authority and transport operators to secure the outcomes and improvements we need.

We have grouped the developing and future projects by the transport themes, although there is considerable cross-over and many projects or initiatives will serve to support a number of the themes.

## BETTER PUBLIC TRANSPORT OPTIONS

### 1 Upgrading of Bath's park and rides to multi-modal interchanges

The JLTP4 supports increasing travel options on arterial routes and reducing private car travel. As part of that, we will investigate the further high-quality, sustainable travel options for the City of Bath to expand, complement and/or offer alternatives to existing sites at Lansdown, Odd Down and Newbridge. Potential improvements could include:

- Improved signage to increase visibility
- Direct buses from sites to key destinations such as the University of Bath and Royal United Hospital
- Long distance bus services to terminate at these transport interchanges
- Mobility hubs (as per the Future Transport Zone Delivery)

**Status:** Developing

**Delivery timescales:** Medium to long-term

**Other themes supported:** Providing for travel by bike and on foot, Creating improved places to live and work.

**Potential scale of carbon impact:** Medium

<sup>30</sup>. Corporate Strategy 2020 – 2024, B&NES, 2020, <sup>31</sup>. Climate Emergency Outline Plan, B&NES, 2019, <sup>32</sup>. Getting Around Bath: A Transport Strategy for Bath, B&NES, 2014, <sup>33</sup>. Bath and North East Somerset Health and Wellbeing Strategy, B&NES, 2015, <sup>34</sup>. Balancing Your Needs: A Parking Strategy for Bath & North East Somerset, B&NES, 2018, <sup>35</sup>. Creating the Canvas for Public Life in Bath: Public Realm and Movement Strategy, B&NES, 2010, <sup>36</sup>. Creating the Canvas for Public Life in Bath: Pattern Book, B&NES, 2015, <sup>37</sup>. The City of Bath World Heritage Site Management Plan 2016 – 2022, B&NES, 2016, <sup>38/39</sup>. Bath and North East Somerset Green Infrastructure Strategy for Bath and North East Somerset, B&NES, 2013, <sup>39</sup>. West of England Joint Green Infrastructure Strategy 2020 – 2030, West of England Combined Authority, 2020, <sup>40</sup>. Low Traffic Neighbourhood Strategy, B&NES, 2020

## 2 Bus shelter and stop improvements

In addition to the bus stops that are being upgraded as part of the BSIP or other major programmes, we will be upgrading bus stops within the city as well as across the districts. We will be applying the Combined Authority's Bus Stop Design Standards when developing our proposals to ensure that the upgraded bus stops are accessible to all. Our starting point for these upgrades would be bus stop assessments to determine the current state of bus stops and identify what improvements are required.

The improvements could include, but are not limited to, the following:

- **Better lighting**
- **Better security**
- **Real time passenger information**
- **High-quality waiting and seating areas**
- **WiFi**
- **Location of pedestrian crossings**
- **Location of bus stops**
- **Bike and/or e-scooter parking**

**Status:** Developing

**Delivery timescales:** Medium-term

**Other themes supported:** Connecting Bath to rural communities and market towns.

**Potential scale of carbon impact:** Medium

## 3 West of England Mass Transit

### What is mass transit?

We want to deliver an attractive, high-quality transport solution offering seamless journeys for everyone. Mass transit is a type of public transport network that provides high-capacity, fast, frequent and reliable services that are predominantly segregated from other traffic.

This could include over or underground routes and consist of several different types of transport in an integrated system.

The West of England Combined Authority is leading work to deliver a new and ambitious mass transit system. This will revolutionise the way people move around the region, dramatically improving congestion and improving air quality by encouraging modal shift. A variety of transport options are being assessed to understand which technologies might work best for the region.

Route options will be developed across B&NES, Bristol, North Somerset and South Gloucestershire that have the potential to connect the highest volumes of people, city and town centres, and employment hubs.

**Status:** Developing

**Delivery timescales:** Long-term

**Other themes supported:** Providing for travel by bike and on foot, Connecting Bath to rural communities and market towns.

**Potential scale of carbon impact:** High

## 4 Bath Mass Transit

In addition to the West of England Mass Transit programme, we are considering the potential for mass transit within the City of Bath area itself. The intention of this study is to understand whether there is a case to investigate mass transit in the city further. There are several constraints to delivering mass transit in Bath including a small population size compared to other places that have successful systems, and the constraints as a result of the historic nature of the city.

This evidence-based study is currently underway and will consider the various types of mass transit technologies and their applicability in the context of Bath, as well as whether there is the potential demand to make the system financially viable and sustainable.

**Status:** Future

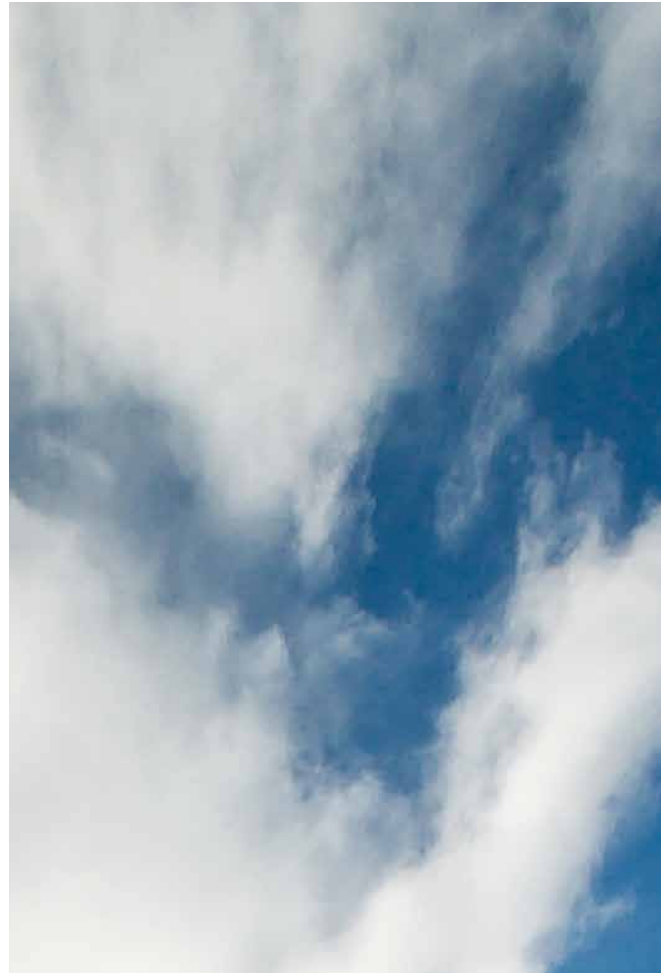
**Delivery timescales:** Long-term

**Other themes supported:** Creating improved places to live and work.

**Potential scale of carbon impact:** High

## What does this mean for me?

- If travelling to Bath by car, enhanced multi-modal interchange facilities will provide the opportunity to complete your journey quickly, more directly and conveniently by whatever type of transport suits you.
- Mobility hubs will connect you into the wider transport network, even from smaller rural settlements. This will greatly improve accessibility to services by sustainable modes of transport.
- Bus stop upgrades will provide a waiting area that is not only accessible by all modes, but it will also provide an area in which users will feel safe and have access live travel information and WiFi.
- Universal, integrated ticketing will make it easy to purchase a ticket to get from A to B, even if the journey requires use of different operators along the way.
- An enhanced public transport system will provide an excellent alternative to the car for all journeys, but especially for existing car journeys of between 10 to 20 kilometres in distance, which contribute the majority of carbon emissions.





# PROVIDING FOR TRAVEL BY BIKE AND ON FOOT

## 1 Active Travel Fund Tranches 2 and 3

In May 2020, the Government announced funding for emergency active travel schemes. The first round of funding (Tranche 1) was for temporary highway schemes to aid social distancing, and to reallocate existing road space to help enable more journeys by walking and bike. We installed several measures within a matter of weeks, including the following:

- Pavement widening at 15 locations in Bath.
- Turning Keynsham High Street and a number of roads in Bath City Centre into pedestrian and cycle zones.

Following the success of the Tranche 1 projects, we have, through the West of England Combined Authority, been allocated Tranche 2 funding by the DfT to implement active travel schemes on Upper Bristol Road and Beckford Road. Proposals include:

- New parallel crossings
- New cycle lanes separated from motor traffic
- Junction improvements providing for bikes and pedestrians
- Footway widening
- Continuous footways giving more priority to pedestrians crossing side roads

Looking ahead, we have also submitted a bid to the DfT for funding through Tranche 3 of the Active Travel Fund. If successful, this will allow for improved provision for bike users and pedestrians between Bath University and Combe Down in the form of:

- Improved road crossing facilities for pedestrians and bike users at each end of Copseland.
- Upgraded shared use path through Rainbow Wood and Claverton Down and upgrade of existing zebra crossing to a parallel crossing for pedestrians and cyclists.

**Status:** Developing

**Delivery timescales:** Short-term (Tranche 2), Medium-term (Tranche 3)

**Other themes supported:** Creating improved places to live and work.

**Potential scale of carbon impact:** Low

## 2 Bath River Line

Covering 10km, the Bath River Line seeks to provide a linear park, connecting the green spaces of Bath with a high-quality route for walking and biking. The project is centred around the River Avon, and will offer opportunities to stop, sit back and enjoy the beauty of the river, the city, and the landscape beyond. There will be places to play and places to meet, places for art and spaces to discover Bath's rich heritage. The wildlife found along the river will be celebrated and protected.

The size of the Bath River Line project means we will progress it in phases. The first phase covers the western section, from Newbridge to Bath Quays. The second phase will consider the eastern section from Pulteney Weir to Batheaston, which we will define following further consultation. A final phase will consider the central section, from Bath Quays to Pulteney Weir.

**Status:** Developing

**Delivery timescales:** Medium-term

**Other themes supported:** Creating improved places to live and work.

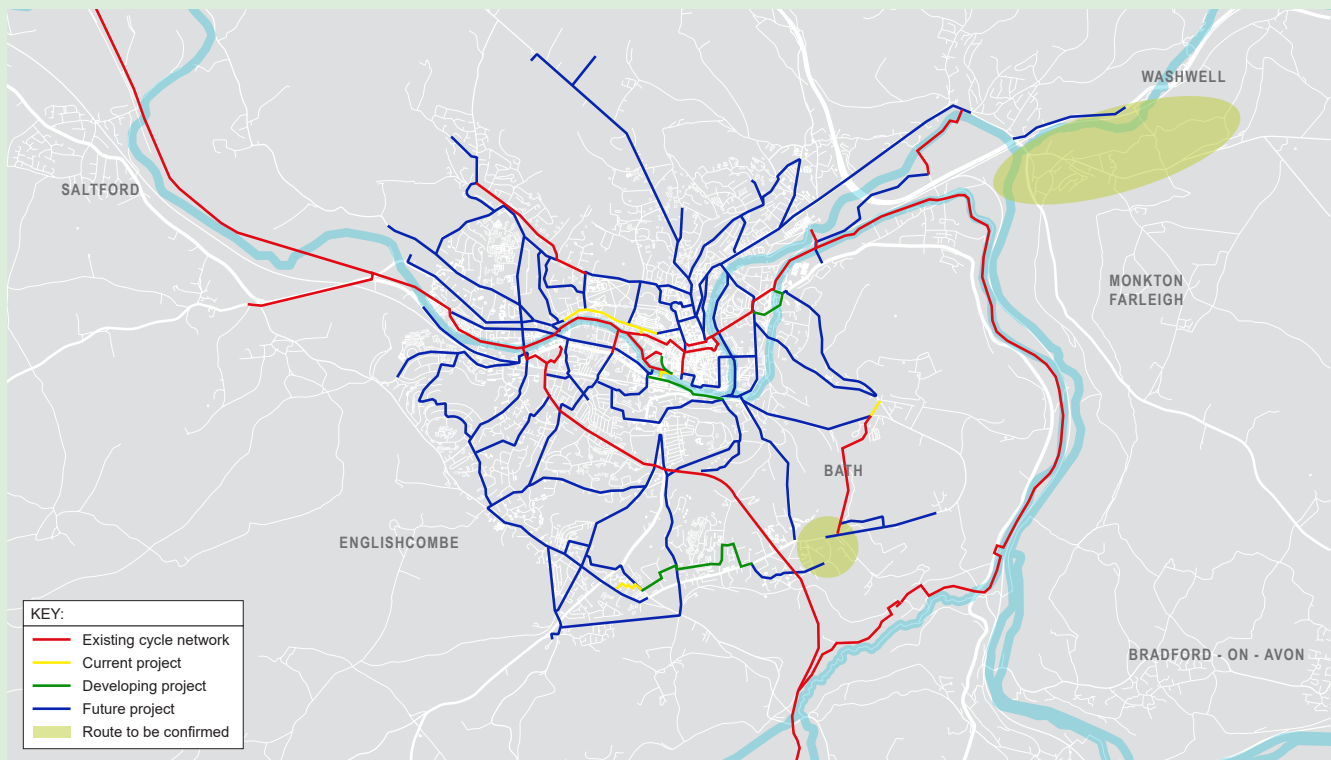
**Potential scale of carbon impact:** Low

### 3 Promotion and investment in travel by bike

#### Routes for bikes

The West of England LCWIP (discussed in Our Current Projects) provides the foundation for future cycle routes in Bath and the region. In addition to the routes currently being delivered under the LCWIP programme, we will push forward to deliver additional routes.

The map below shows the scale of our ambition to encourage travel by bike, providing the appropriate infrastructure to promote this as a realistic, and safe, means of travel. The routes are organised into our existing network, our developing schemes and our future ambitions.



#### Bike storage

Initiatives to improve bike storage include:

- On-street residential cycle hangers to provide secure bike storage for residents of flats and houses, especially conversions for multiple occupancy dwellings (conversion of one parking space can offer six bike-spaces).
- Secure bike and e-bike storage at local key destinations such as schools, transport hubs, stations, local shops.
- Ensure residents have access to secure bike and e-bike storage close to their homes.

#### E-bikes and e-cargo bikes

We will promote and support the use of e-bikes and e-cargo bikes through:

- Supporting bike hire programmes.
- Providing sufficient parking and charging facilities.
- Focusing on the use of these for first mile and last mile journeys and trips to school.

**Status:** Future

**Delivery timescales:** Medium to long-term

**Other themes supported:** Connecting Bath to rural communities and market towns.

**Potential scale of carbon impact:** Medium

#### 4 Improvements to the pedestrian experience

This would build upon the existing and developing projects within B&NES such as Top of Town Transport Study and Milsom Quarter Masterplan. It would expand this focus to cover not just the city centre but to tie in with Liveable Neighbourhood projects as well.

It could include the following:

- Pedestrian infrastructure improvements as a result of road space reallocation including continuous footways, improved crossings, improved footways, wider footways.
- Reduced junction widths to increase the prominence of pedestrians at crossings
- Further development of the City of Bath Information System.
- Localised public realm improvements to improve the environment and journey quality for pedestrians.

**Status:** Future

**Delivery timescales:** Medium to long-term

**Other themes supported:** Creating improved places to live and work.

**Potential scale of carbon impact:** Medium

#### 5 Improvements to disabled access

For disabled people getting around a town or city can be very challenging. We are seeking to improve accessibility for disabled transport users across the B&NES district. In addition to provision of blue badge parking, as part of the City Centre Security proposals we are looking to undertake works to the streetscape to improve access for disabled people.

We will apply the principles set out in DfT's Inclusive Transport Strategy<sup>41</sup>. This includes ensuring that taxis are accessible and fit for purpose when assessing licensed vehicle applications. We will seek to explore examples of best practise and technologies that other cities have successfully put in place that allow disabled people to travel seamlessly across the network and consider whether we can adopt these in Bath. We will continue to work with the DfT in developing any future trials relating to autonomous vehicles as well as the development of transport apps for disabled users (including Mobility as a Service which is covered under the Supporting Future Mobility section). We aim to work with interested parties to identify ways of improving the shopping and visitor experience within the town centre for disabled people, using new technologies where appropriate. We will be referring the 2021 City Centre Disabled Access Audit as our starting point for developing improvements.

**Status:** Future

**Delivery timescales:** Medium to long-term

**Other themes supported:** Creating improved places to live and work.



<sup>41</sup>. The Inclusive Transport Strategy: Achieving Equal Access for Disabled People, DfT, 2018



## What does this mean for me?

- Bath has the potential for a significant proportion of trips on foot and bike within the city, making journeys to key destinations safer, more convenient and more comfortable for all.
- Improved transport infrastructure will separate pedestrians, bike users and scooter users from motorised vehicles, allowing safer travel on the same routes by reducing the potential for conflict, and reduce the fear and intimidation caused by large vehicles.
- Connecting Bath into a fully signposted network of safe cycle routes across the city that are largely separated from other traffic and link the places people live with work, leisure, shopping and education destinations.
- Safe, convenient and direct cycle routes from the surrounding areas, providing access to Bath's facilities for those living outside the city.
- Secure cycle storage at key destinations across the city, allowing you to park your bike with confidence.
- Increased walking and biking will improve physical and mental health and wellbeing, with less stressful journeys without congestion or parking challenges.
- Reduced traffic in the city centre will allow the creation of safe and attractive outside space for walking, shopping and socialising, with safer and more convenient road crossings.
- Conversion of single parking spaces into cycle hangars for secure storage of up to six bikes in locations where private individual bike storage may be difficult (e.g. flats and terraced houses) will make it easier and more secure to cycle.
- Opportunities to share, buy and lease bikes and e-bikes, supported where practical by financial measures will make cycling accessible for more people.



# CREATING IMPROVED PLACES TO LIVE AND WORK

## 1 Innovative parking provision

In April 2021, we consulted on linking the new charging structure for residents' parking to a vehicles level of carbon dioxide emissions with additional surcharges for diesel vehicles. A further consultation related to the Traffic Regulation Order was undertaken in November 2021. If implemented, this scheme could be in place in January 2022.

We will be providing more car club bays in areas that need it, but also identifying future areas of potential demand for the installation of bays in partnership with car club providers, ensuring that those we partner with share our net zero ambitions.

Additionally, more on-street and off-street charging points for electric vehicles will be provided in residential areas, including charging provision for car club bays and in community and mobility hubs. This component of the project will be led by the Combined Authority as they seek to deliver on the Government's Decarbonisation Plan<sup>42</sup> to increase electric vehicle charging provision for all, while taking solutions for disabled parking into account. While the project is still in its infancy, we will seek to work in partnership with them and assess innovative charging technology that will have the least amount of impact on users and the streetscape, including issues such as trailing cables and the perception of reserved on street parking.

**Status:** Developing

**Delivery timescales:** Short to medium-term

**Other themes supported:** Supporting future mobility.

**Potential scale of carbon impact:** Medium

## 2 Sustainable transport and public realm improvements package

In the JLTP4, we set out our commitment to invest in our town centre's public realm and address the balance of transport and movement in favour of sustainable modes. We will be proposing improvements that promote regeneration and encourage walking, biking, public transport. The delivery of these improvement packages will be in:

- Keynsham: including the completion of the link from the Somerdale cycle bridge via the River Avon towpath to the Keynsham Peninsula; and strategic biking routes to and from Bath, north and east Bristol, and the Bristol-Bath strategic cycle network.
- Midsomer Norton
- Somer Valley
- Links to the Somer Valley Enterprise Zone, with the A37 to the west.

**Status:** Developing

**Delivery timescales:** Medium-term

**Other themes supported:** Better public transport options, Providing for travel by bike and on foot.

**Potential scale of carbon impact:** Low

## 3 Bath Top of Town Transport and Movement Study

Working in collaboration with the Milsom Quarter Masterplan, this project seeks to reduce and remove car access and enable public realm improvements and pedestrian/visitor accessibility along:

- Milsom Street
- Broad Street
- Walcot Street
- Trim Street

It also seeks to manage car parking and remove through traffic, possibly making cross city centre movements unachievable. The study is considering a long-term option, which is discussed in the Future Projects section of this report.

**Status:** Developing

**Delivery timescales:** Medium to long-term

**Other themes supported:** Providing for travel by bike and on foot, Better public transport options.

**Potential scale of carbon impact:** High

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<sup>42</sup>. Decarbonising Transport: A Better, Greener Britain, DfT, 2021



## 4 Milsom Quarter Masterplan

The ambition is to transform and re-imagine the future of Milsom Quarter, creating a more vibrant and diverse part of the city with a greater mix of uses, activity and residential development to redefine and increase the sense of community and local purpose. We want to invest in a better commercial offer, and increased footfall and usage of the Milsom Quarter area by both local people and visitors, promoting the area as an opportunity for regional-scale investment.

Transport will form an important element of this transformation including the provision of safe walking and cycling routes to, through and within the Milsom Quarter whilst also facilitating bus accessibility and reducing the impact of cars and service vehicles. Milsom Street as well as the roads adjacent to it are subject to an additional 'Top of Town' Transport and Movement Study which will further enhance the travelling experience for both residents and visitors to the area.

**Status:** Developing

**Delivery timescales:** Medium to long-term

**Other themes supported:** Providing for travel by bike and on foot.

**Potential scale of carbon impact:** Medium

## 5 Traffic cells

This is a long-term option to achieve the combined aspirations of the Bath 'Top of Town' Transport and Movement Study, the Milsom Quarter Masterplan, the City Centre Security and Liveable Neighbourhoods projects. Traffic cells change the way in which the city centre is accessed by dividing it into a number of segments. Vehicular access to each segment is limited to one or two locations on the outer boundary and vehicles are prevented from travelling across the inner boundaries between segments. Movements between the segments is unrestricted and enhanced for public transport, pedestrians and cyclists.

In Bath, this would involve the creation of four city centre traffic cells which would remove all through-traffic from the 'Top of Town' and the wider city centre – unlocking significant public realm benefits in the historic core of Bath, a World Heritage Site. This initiative would include the areas across the entire Top of Town area, Grand Parade and High Street, Dorchester Street, James Street West and Green Park Road. As the project develops, access for people with mobility difficulties will be fully considered.

The creation of the traffic cells could be seen as one of the final steps in transforming the city centre, with the City Centre Security project delivering the first step followed by the Bath 'Top of Town' Transport and Movement Study and Milsom Quarter Masterplan.

The combination of all these projects will enable a wider reallocation of road space with significant improvements to active travel, public transport facilities and the public realm.

**Status:** Future


**Delivery timescales:** Long-term

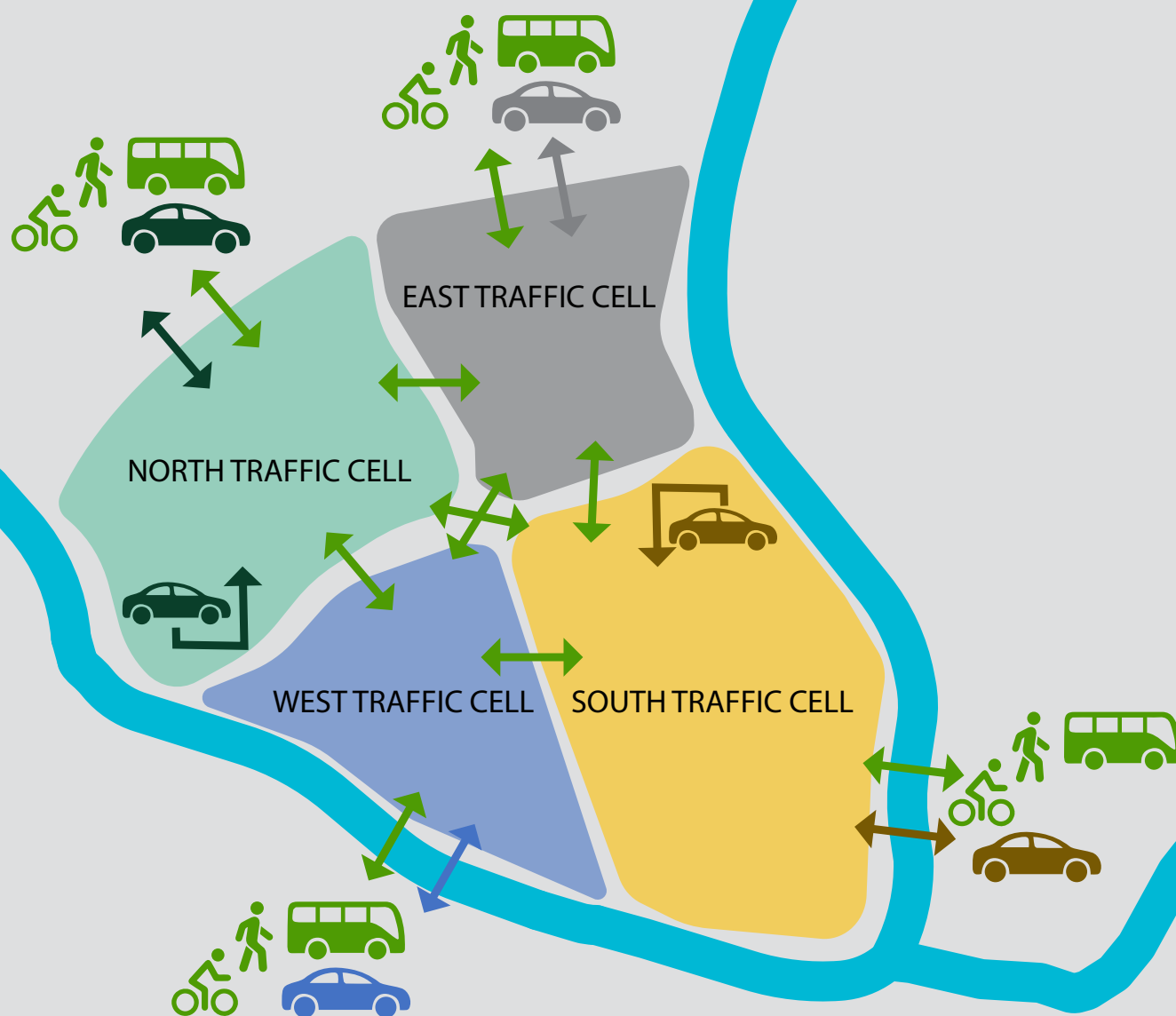
**Other themes supported:** Better public transport options, Providing for travel by bike and on foot.

**Potential scale of carbon impact:** High



   → Access: everywhere

 → Access: within each traffic cell only





## 6 Liveable Neighbourhoods - Next Generation

We are already developing the Liveable Neighbourhoods concept in B&NES with the first phase of locations identified (see Our Current Projects). The next step would provide an opportunity to increase the number and size of the initial Liveable Neighbourhood areas as a next step. As part of this, we will identify and assess key arterial routes to develop a circulation plan similar to the one developed in Ghent, which is discussed in the case study below. These would then become the key routes for traffic cells that control access for general traffic to an area through specific or single points.

On the arterial traffic routes, we will seek to provide priority for bikes, and where possible seek to separate bikes, pedestrians and public transport from general traffic. Cross and radial traffic cell/liveable neighbourhood connectivity would be retained and enhanced for active and sustainable transport options.

### Case Study: The Ghent Circulation Plan

Ghent in Belgium is an historic, vibrant and growing city. It has 260,000 residents and contains UNESCO World Heritage Sites. In 2017 the city launched the Ghent Circulation Plan, which prevents motor traffic from crossing the city centre. The small Belgian city showed it was possible to make significant changes overnight.

The Plan has led to a 12% decrease in car traffic during the rush hour, a 25% increase in bicycle users, 8% increase in public transport, with retail sales increasing by between 2% and 10%.

The total cost of the scheme was a relatively modest £3.4m. The Plan was implemented as a whole “overnight”, which was seen as the easiest way to deliver the proposed changes.

**Status:** Future

**Delivery timescales:** Long-term

**Other themes supported:** Providing for travel by bike and on foot.

**Potential scale of carbon impact:** Medium

## 7 Bath Clean Air Zone and Air Quality Management Area reviews

Through continuous monitoring of the current Clean Air Zone (CAZ), additional local measures could be introduced if necessary, to address poor air quality in the following areas as determined by legal limits or local requirements:

- Bath
- Keynsham
- Saltford
- Temple Cloud
- Farrington Gurney

The CAZ will need to be retained for a period to demonstrate it is a long-term improvement or to achieve local requirements. The CAZ is therefore being kept under continual.

**Status:** Future

**Delivery timescales:** Long-term

**Other themes supported:** Providing for travel by bike and on foot.

**Potential scale of carbon impact:** Medium



## 8 Demand management

Travel demand management is a multi-faceted approach to reducing vehicular traffic and promoting sustainable modes of travel. There are a range of measures that could be considered for demand management based on the three pillars of sustainable travel: capacity creation, network management and behavioural change in alignment with our net zero journey. We will seek to apply the DfT's Travel Demand Management Toolkit<sup>43</sup>, published in March 2021, which sets out a five-step process in the identification and implementation of possible measures.

Demand management measures could include, but are not limited to:

- Car sharing
- Public transport discounts or ticketing incentives
- Workplace Parking Levy
- Congestion charging or road user charging
- Traffic signal improvements
- Enhanced VMS to car parks (short and long stay)
- Staggered start times for business and places of education
- Review business travel planning that could reduce vehicle journeys
- Establishment of Local Hub Networks to encourage shorter journeys that could be undertaken by sustainable modes

**Status:** Future

**Delivery timescales:** Long-term

**Other themes supported:** Connecting Bath to rural communities and market towns, Better public transport options, Providing for travel by bike and on foot.

**Potential scale of carbon impact:** High

### Travel Demand Management Toolkit five-step process:

- Collect and analyse data
- Identify possible solutions
- Implement solutions
- Marketing, communications and engagement
- Monitor, evaluate and adapt

## 9 Coach strategy

The development of a coach strategy is a commitment within the JLTP4. Given its historic nature and heritage assets, Bath is a prime destination for tourists, and tourism is a key element of our local economy. However, the volume of visitors travelling into Bath impacts on our transport system and the environment in the city centre.

The high volume of coaches can have a detrimental effect, with impacts on noise, air quality and visual impact, as well as unofficial parking. There is therefore a need to improve the management of coaches, which includes embracing new technologies for better enforcement and monitoring, better pedestrian routes and wayfinding between coach drop-off/pick-up areas and the city centre, and more efficient movement and parking. It is also important that Bath continues to be attractive for coach tourism and leisure to sustain the tourist economy, so we want to provide facilities to enable visitors arriving by coach to do so in a safe, convenient and comfortable manner.

**Status:** Future

**Delivery timescales:** Medium-term

**Other themes supported:** Better public transport options.

**Potential scale of carbon impact:** Low







“ This is not taking away choice but changing the relative merits of the choices available. ”

*Decarbonising access through supply-led demand, Transport Times, Glenn Lyons*

## 10 Rail freight distribution site

The provision of a rail freight distribution site has been enshrined within the B&NES Placemaking Plan<sup>44</sup> as part of Policy ST4. The policy has safeguarded land at Westmoreland Station Road as a rail freight facility and interchange. The railhead at Westmoreland Station Road has been used to transfer and transport compacted waste and may have the potential to be used in the transportation of aggregates in the future.

**Status:** Future

**Delivery timescales:** Long-term

**Other themes supported:** Supporting future mobility

**Potential scale of carbon impact:** Medium

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<sup>44</sup>. Bath and North East Somerset Placemaking Plan, B&NES, 2020





## What does this mean for me?

- Reallocating road space to people on foot benefits the trade of adjacent shops.
- An increasingly pedestrian focused city centre will create a vibrant and liveable location for a variety of activities, from working, to shopping, to living, while maintaining bus, taxi, bike, scooter and disabled access to ensure that Bath is a destination for all.
- Travel into the city along key corridors by sustainable modes will be enhanced, making it much easier to enjoy all parts of the city regardless of where you live.
- Car clubs will provide non-car owners with access to a vehicle for when needed, at a reasonable price.
- Existing car owners may choose to switch to using a car club, removing parked cars from the road which on average are parked 96% of the time.
- Both on-street and off-street electric vehicle charging will support the transition towards electric vehicles, making it more convenient than the current trip to a petrol station.
- The provision of off-street electric vehicle charging locations at community and transport hubs could facilitate more local economic activity with people potentially going to local shops and cafes while vehicles charge.
- The significant economic benefits brought by tourists arriving on coach will still be enjoyed, but coaches will not intrude upon the city's environment or into the lives of its residents.
- A rail freight facility would have the potential to remove a significant number of heavy goods vehicles from road corridors into the city, providing space for other modes including public transport, walking and cycling.
- Consolidation centres will stop heavy goods vehicles entering the city when the delivery could be undertaken by a smaller light goods vehicles or e-cargo bikes instead, improving road conditions and air quality, and reducing the cost of deliveries.
- e-cargo bikes and other zero emission last mile delivery services will provide easy access to the city centre and other hard-to-reach areas.
- Through working with businesses, better timed and managed city centre deliveries will ensure that freight movements do not exacerbate congestion at busy times and will make for more efficient deliveries to the benefit of hauliers and delivery recipients.

### 11 Road freight package

Building on the successful delivery of the Freight Consolidation, e-Cargo Bike and Last Mile Delivery Support project discussed in Our Current Projects, we would seek to further restrict HGV movements through freight consolidation and access restrictions whilst promoting and growing the e-cargo bike offer. This could include the provision of dedicated corridors as well as the potential for freight to be transported on buses. It would also align with and support our ambition for a rail freight distribution centre as well as the Freight Strategy that the Western Gateway are developing for the wider region.

**Status:** Future

**Delivery timescales:** Medium-term

**Other themes supported:** Supporting future mobility

**Potential scale of carbon impact:** Medium

# CLEANER, GREENER SCHOOL TRAVEL

## 1 Independent travel to school

Our ambition is for all secondary school pupils to be able to travel independently to school whether by bus, on foot, or by bike, in both urban and rural areas. We would like to break the cycle of parents driving their children to school because of real or perceived threats to their safety. To do this, we will look at improvements to walking and biking facilities close to schools and develop:

- High-quality routes
- Good crossing facilities
- Reduced traffic speeds
- Good levels of security and lighting
- Secure bike storage at school sites

Public transport is the other area we aspire to address, which should enable pupils and parents to travel to school independently. We will actively lobby and work with Government, the Combined Authority, bus operators, schools and parents to ensure that:

- School pupils have the appropriate tools to use public transport (knowledge, technology).
- There is capacity on our buses to take school children.
- Bus travel is affordable, safe and better co-ordinated to ensure the pupils gets to school on time and are able to get home again.
- Waiting areas provide adequate protection for pupils in bad weather conditions and hours of darkness (especially winter).

### Case Study: Colinton Primary School, Edinburgh<sup>45</sup>

In 2015, Colinton Primary School was chosen as one of 11 schools to pilot School Streets for eight months. School Streets involve restricting pick-ups/drop-offs by car, implementing speed restrictions and traffic calming, in order to create an improved environment around the school. Colinton Primary School was selected due to its pre-existing road safety issues and high volume of pick-ups/drop-offs. The scheme was in operation during pick-up/drop-off times during term time.

The pilot was a success with positive impacts experienced not only on the street subject to measures, but also for neighbouring streets. The study found a significant decrease in traffic volume and more importantly average speed, with this falling to 15mph or below on all streets within a 1-2 block radius of the school.

Exemptions existed for local residents, minimising disruption and enabling them to enjoy the benefits of the measures too.

**Status:** Future

**Delivery timescales:** Medium to long-term

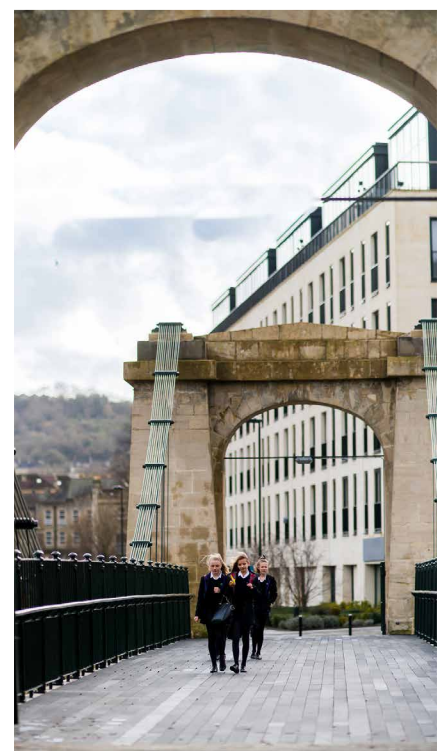
**Other themes supported:** Providing for travel by bike and on foot, Better public transport options.

**Potential scale of carbon impact:** Low

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## What does this mean for me?

- New walking and cycling facilities near schools will encourage more children to walk or cycle rather than be driven.
- Further support for public transport journeys to improve accessibility and reliability for those who live too far away to walk or cycle.
- Harmful pollution levels around schools will be reduced, protecting children's health.
- Road safety around schools will be improved by parking management, traffic calming and speed restrictions.
- A shift to walking, cycling and public transport will reduce congestion more generally across the city at peak times, as well as improving the environment for residents on streets within close proximity to schools.



# SUPPORTING FUTURE MOBILITY

## 1 West of England Future Transport Zone Trial and Delivery

The West of England Combined Authority in partnership with the unitary authorities won a funding bid from the DfT to trial various aspects of Future Transport Zones including new mobility services, modes and models. We have been selected to trial the following initiatives:

- **Micro-mobility** – which comprises e-cargo and e-scooter trials within Bath City Centre.
- **Data Hub** - a regional data warehouse to improve transport planning and management).
- **Mobility as a Service (MaaS) platform** - which allows users to plan, book and pay for multiple modes of transport in one go.
- **Mobility stations** – which comprises mobility hubs and mobility points at major transport hubs in Bath (dependent on the success of trials elsewhere in the region).

We envisage that these trials will facilitate a significant modal shift. If the trials are successful, we are already planning to undertake further trials and ultimately the more permanent delivery of these initiatives and potential expansion to wider areas.

**Status:** Developing

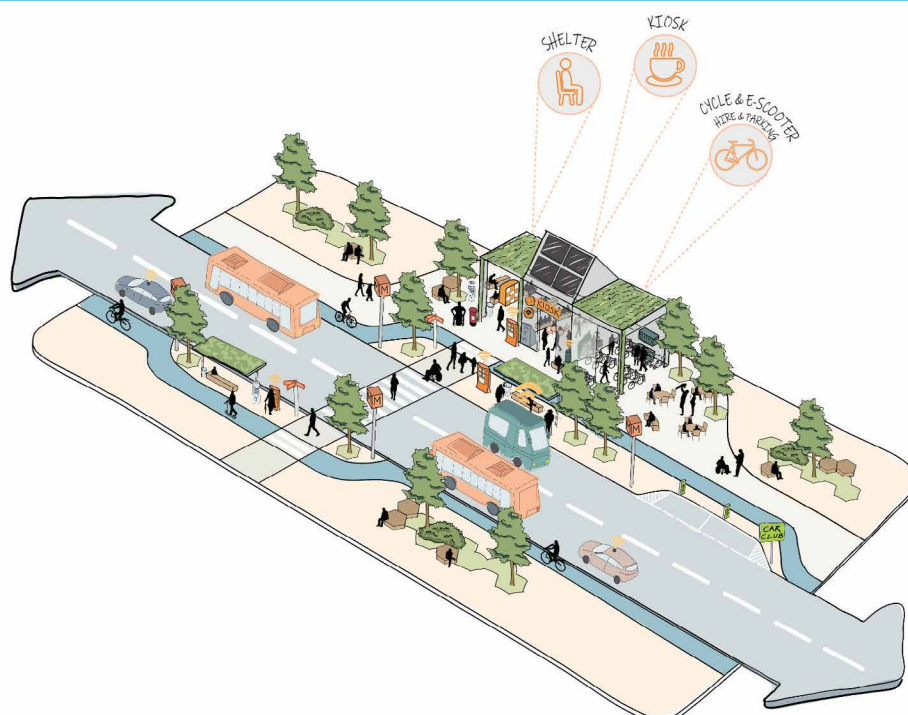
**Delivery timescales:** Short to medium-term

**Other themes supported:** Better public transport options, Providing for travel by bike and on foot.

**Potential scale of carbon impact:** High

## What does this mean for me?

- Journeys across multiple modes or operators will become seamless with new technologies to enhance the experience.
- Electric shared transport schemes will provide the opportunity to make ad-hoc journeys easily and cheaply, using the type of transport that suits you.





# CONNECTING BATH TO RURAL COMMUNITIES AND MARKET TOWNS

## 1 A4 (Bristol to Bath) Strategic Corridor Programme

The Bristol to Bath Corridor programme began in April 2021 and proposes new bus, cycling and walking improvements along the A4 corridor between Bristol and Bath. The vision for the programme is to provide “A high quality segregated and prioritised public transport and cycling corridor that will provide for reliable services to encourage people to use sustainable transport modes for short and mid-distance journeys and contribute to tackling the climate emergency through modal shift”.

The programme proposes a fast, at least five-minute frequency, reliable, high quality, zero-emission ‘turn-up and go’ bus service between Bristol Temple Meads and Bath Station along the A4 serving high quality bus stops. The programme proposes a continuous, direct, high-quality cycle route between Bristol and Bath which is separated from general traffic and buses.

The Programme also includes proactively applying the community connections concept approach, which seeks to identify improvements that would enable local people to cycle and walk to facilities, families and friends, and to access the new high frequency bus service along the A4. The latter component proactively ties into the B&NES and BCC ambition for liveable neighbourhoods.

Potential infrastructure improvements to support the community connections element could include:

- New biking and pedestrian crossings
- Upgrades to existing biking and pedestrian crossings
- New off-road bike tracks
- New on-road bike tracks
- Modal filters

**Status:** Developing

**Delivery timescales:** Medium-term

**Other themes supported:** Better public transport options, Providing for travel by bike and on foot, Creating improved places to live and work.

**Potential scale of carbon impact:** Medium

## 2 A367 (Bath to Somer Valley) and A37 (Bristol to Somer Valley) Corridor Studies

These studies have been identified as high priority investment corridors within the recent BSIP submission. Both projects are currently underway and are in the early stages of development. They seek to improve transport links from Somer Valley into both Bath (along the A367) and Bristol (along the A37), with bus priority at potentially the following key locations:

- Whitchurch
- Farrington Gurney
- Radstock
- Red Lion roundabout
- Bear Flat

There is also the opportunity to provide bike infrastructure to connect rural communities in Bath, Bristol as well as rural villages to the main corridors. Relating to this, our ambition is to provide transport hubs and/or Liveable Neighbourhoods in:

- Whitchurch
- Farrington Gurney
- Midsomer Norton
- Odd Down
- Radstock (Liveable Neighbourhood only)
- Bear Flat (Liveable Neighbourhood only)

**Status:** Developing

**Delivery timescales:** Medium-term

**Other themes supported:** Better public transport options, Providing for travel by bike and on foot, Creating improved places to live and work.

**Potential scale of carbon impact:** Medium

### 3 A4 Bath to East Access Improvements Programme

There is a longstanding and increasing need to reduce private car trips into Bath including from the east. This ambition is recognised through this corridor programme, which is included in the B&NES Local Plan and Joint Local Transport Plan 4 (JLTP4) and developed in partnership with the West of England Combined Authority.

The programme seeks to provide the foundation for a number of multi-modal improvements that would provide realistic travel options in terms of access to Bath from the East. In the past, we have assessed the option of park and ride to the east but were unable to progress it as no suitable site could be identified. Included within this programme is the East of Bath Express scheme, which is discussed below, and improvements for those travelling by bike.

#### East of Bath Express Feasibility Study

The existing X31 bus service, which currently runs between Bath and Chippenham bus stations, experiences long journey times during the peak period (in excess of one hour). The aim of this feasibility study was to understand and assess the potential for a high frequency, direct metrobus style service, providing direct links to Bath and Chippenham with bus priority, and with small transport hubs, accessible by bike, providing car and bike parking along the corridor.

The East of Bath Express was included as a scheme within the BSIP discussed previously in this report. The feasibility study is due to conclude shortly, and if demonstrates that the scheme is feasible, will be continued as part of the BSIP.

**Status:** Developing

**Delivery timescales:** Medium-term

**Other themes supported:** Better public transport options, Providing for travel by bike and on foot, Creating improved places to live and work.

**Potential scale of carbon impact:**  
Medium

### 4 Inter-urban sustainable transport links

This would build on the A4, A37 and A367 corridor studies by going one step further in terms of improving connectivity between our main settlements. Our district is predominantly rural and while the majority of the population live in Bath, there is a significant proportion of our population living across the rural areas and so we need to provide sustainable connectivity to these communities.

The project will identify, review, develop and assess proposals to potentially link:

- Midsomer Norton to Keynsham
- Chew Valley to Somer Valley to Peasedown St John

**Status:** Future

**Delivery timescales:** Long-term

**Other themes supported:** Providing for travel by bike and on foot, Creating improved places to live and work, Better public transport options.

**Potential scale of carbon impact:**  
Medium





## 5 Rural connectivity

We recognise that a significant proportion of traffic into Bath is generated from the surrounding rural areas. We will provide an affordable and realistic alternative to the car for people living or working in these areas. We will consider the following journeys:

- From the north along the A46, the A431 to Kelston and Lansdown Road
- From the south along the A367, A36 and B3110
- From the west along the A39 and A4; taking account of the other projects along the latter corridor

The primary aim would be to improve bus services along these radial corridors, linking them into the city centre or multi-modal interchange sites so that they become a viable alternative to the car. This aligns with the ambition of both B&NES and the Combined Authority as set out in the BSIP, the Combined Authority's Bus Strategy as well as the national guidance included Bus Back Better, the Governments Bus Strategy. This will be a step-change in the provision of services to and from these areas in terms of service directness, frequency and cost.

Our intention is to take it one step beyond that by making these improved radials routes more accessible through:

- Improvements to biking and walking facilities to access the bus corridors.
- Delivery of rural mobility hubs that improve connectivity between modes, and could include working hubs to reduce the need to commute into the city itself.
- On-demand responsive bus services where villages are too far to walk or bike from to access the radial corridors.
- Upgraded bus stops.
- Provision of e-bikes, e-scooters and other modes.

**Status:** Future

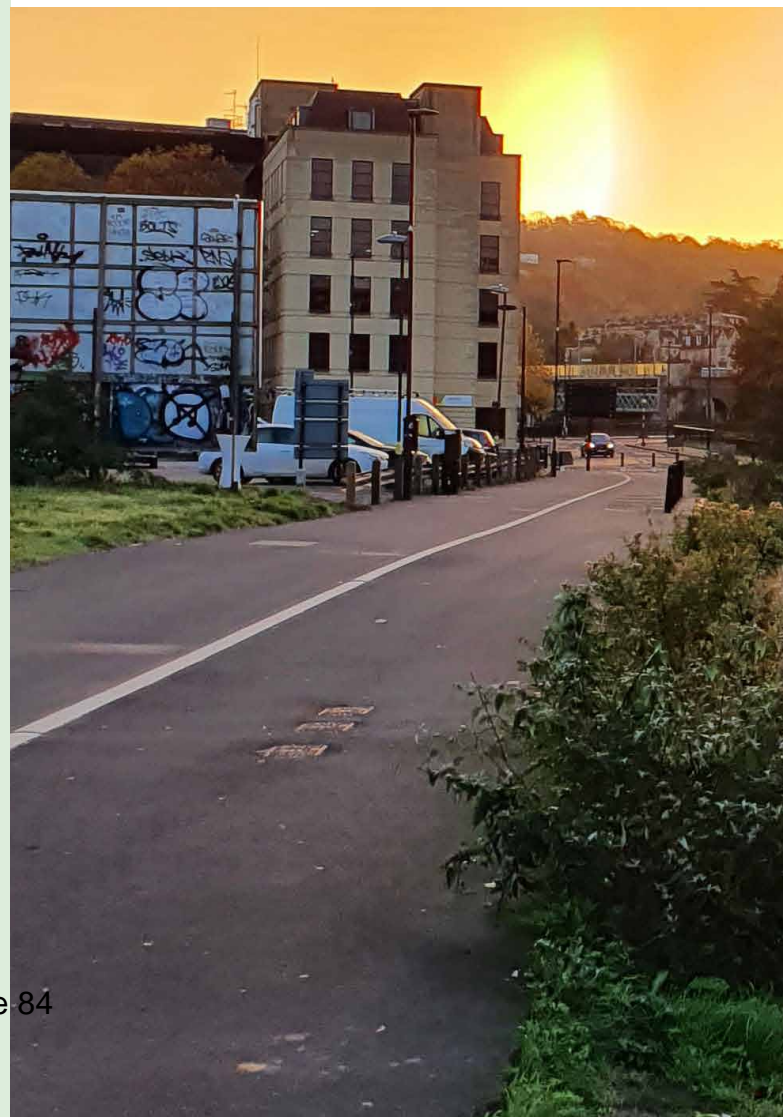
**Delivery timescales:** Long-term

**Other themes supported:** Better public transport options, Providing for travel by bike and on foot, Creating improved places to live and work.

**Potential scale of carbon impact:** Medium

## What does this mean for me?

- Express bus routes along the main roads into Bath serving rural communities, market towns and mobility hubs would providing quick journeys into Bath. The facilities provided at the mobility hubs would provide and promote interchange between different modes allowing more people to cycle and walk to fast, direct and convenient bus services into Bath.
- Demand responsive bus services would complement the express bus routes and transport hubs by providing for those in smaller communities that are not within walking and cycling distance of transport links.
- Improved links and facilities for bike users to access the existing cycle network would enable trips by bike into Bath and to other key destinations.
- Local work hubs and 20-minute communities will offer the workforce greater flexibility in where they work, reducing the need for commuter journeys into Bath, saving both time and money.





# SUMMARY AND NEXT STEPS

## 05

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“ We must listen – and we must act  
– and we must choose wisely.”

*UN Secretary-General, COP26 Conference 2021*

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Combined, the Current and Futures Report and this plan culminate in the Journey to Net Zero: Reducing the Environmental Impact of Transport in Bath. It identifies the challenges that the district faces in terms of transport both now and in the future, and also the measures required to overcome these to support the realisation of the Councils' core policy theme *to tackle the climate and ecological emergency*.

### Journey to Net Zero Summary

Project	Level of commitment			Themes		
	Current	Developing	Future	Better Public Transport Options	Providing for travel by bike and on foot	Creating improved places to live and work
Development of the BSIP	✓			✓		
MetroWest Phase 1	✓			✓		
10 Year Rail Delivery Plan	✓			✓	✓	
Delivery of the LCWIP	✓				✓	✓
Bath Quays Bridge	✓				✓	✓
Loan bike scheme	✓				✓	✓
Bath Clean Air Zone	✓					✓
Liveable Neighbourhoods	✓				✓	✓

This plan collates the projects that the Council is already committed to, as well as those that are in motion and future projects that we may consider and develop in order to meet our aims. The table below summarises the projects contained within this plan, showing where in the three stages of development they are, their timescales for delivery and a high-level rating of the potential cost and carbon impacts of them.

supported			Delivery timescale				For developing and future projects	
Cleaner, greener school travel	Supporting future mobility	Connecting Bath to rural communities and market towns	Implemented	Short term	Medium term	Long term	Carbon impact (low, medium or high)	Cost scale (1 = lower, 5 = very high)
		✓			✓			
		✓		✓				
					✓			
					✓			
				✓				
			✓					
	✓		✓					
				✓				



**Journey to Net Zero  
Summary (continued)**

**Project**

	Level of commitment			Themes		
	Current	Developing	Future	Better Public Transport Options	Providing for travel by bike and on foot	Creating improved places to live and work
Bath City Centre Security Project	✓				✓	✓
Bath High Street Renewal Programme	✓				✓	✓
Freight consolidation, e-cargo bike and last mile delivery support	✓				✓	✓
M4 to Dorset Coast Connectivity Study	✓			✓		✓
School travel plans	✓				✓	
Providing support and guidance to schools to promote sustainable transport	✓				✓	
Voi e-scooter trial	✓			✓		
Go Ultra Low West	✓				✓	
Upgrading of Bath's park and rides to multi-modal interchanges		✓		✓	✓	✓

supported			Delivery timescale				For developing and future projects	
Cleaner, greener school travel	Supporting future mobility	Connecting Bath to rural communities and market towns	Implemented	Short term	Medium term	Long term	Carbon impact (low, medium or high)	Cost scale (1 = lower, 5 = very high)
				✓				
				✓				
	✓		✓					
		✓		✓				
✓			✓					
✓			✓					
	✓		✓					
	✓		✓					
					✓			

**Journey to Net Zero  
Summary (continued)**

**Project**

	Level of commitment			Themes		
	Current	Developing	Future	Better Public Transport Options	Providing for travel by bike and on foot	Creating improved places to live and work
Bus shelter and stop improvements		✓		✓		
West of England Mass Transit		✓		✓	✓	
Bath Mass Transit			✓	✓		✓
Active Travel Fund Tranches 2 and 3		✓			✓	✓
Bath River Line		✓			✓	✓
Promotion and investment in travel by Bike			✓		✓	
Improvements to the pedestrian experience			✓		✓	✓
Improvements to disabled access			✓		✓	✓
Innovative parking provision		✓				✓

supported			Delivery timescale				For developing and future projects	
Cleaner, greener school travel	Supporting future mobility	Connecting Bath to rural communities and market towns	Implemented	Short term	Medium term	Long term	Carbon impact (low, medium or high)	Cost scale (1 = lower, 5 = very high)
		✓			✓		Medium	2
		✓				✓	High	5
						✓	High	5
				✓			Low	2
					✓		Low	3
		✓			✓		Medium	4
					✓		Medium	2
					✓			2
	✓				✓		Medium	2-3



**Journey to Net Zero  
Summary (continued)**

**Project**

	Level of commitment			Themes		
	Current	Developing	Future	Better Public Transport Options	Providing for travel by bike and on foot	Creating improved places to live and work
<b>Sustainable transport and public realm improvements package</b>		✓		✓	✓	✓
<b>Bath Top of Town Transport and Movement Study</b>		✓		✓	✓	✓
<b>Milsom Quarter Masterplan</b>		✓			✓	✓
<b>Traffic cells</b>			✓	✓	✓	✓
<b>Liveable Neighbourhoods - Next Generation</b>			✓		✓	✓
<b>Bath Clean Air Zone and Air Quality Management Area Reviews</b>			✓			✓
<b>Demand management</b>			✓			✓
<b>Coach Strategy</b>			✓			✓
<b>Rail Freight Distribution Site</b>			✓			✓

supported			Delivery timescale				For developing and future projects	
Cleaner, greener school travel	Supporting future mobility	Connecting Bath to rural communities and market towns	Implemented	Short term	Medium term	Long term	Carbon impact (low, medium or high)	Cost scale (1 = lower, 5 = very high)
					✓		Low	2-3
					✓		High	3
					✓		Medium	2
						✓	High	2
						✓	Medium	2
	✓			✓			Medium	1
		✓				✓	High	2-3
					✓		Low	2
	✓					✓	Medium	3

**Journey to Net Zero  
Summary (continued)**

**Project**

	Level of commitment			Themes		
	Current	Developing	Future	Better Public Transport Options	Providing for travel by bike and on foot	Creating improved places to live and work
Road Freight Package			✓			✓
Independent travel to school			✓	✓	✓	
West of England Future Transport Zone Trial and Delivery		✓		✓	✓	
A4 (Bristol to Bath) Strategic Corridor Programme		✓		✓	✓	✓
A4 Bath to East Access Improvements Programme		✓		✓	✓	✓
A367 (Bath to Somer Valley) and A37 (Bristol to Somer Valley) Corridor Studies		✓		✓	✓	✓
Inter-urban sustainable transport links			✓	✓	✓	✓
Rural connectivity			✓	✓	✓	✓

supported			Delivery timescale				For developing and future projects	
Cleaner, greener school travel	Supporting future mobility	Connecting Bath to rural communities and market towns	Implemented	Short term	Medium term	Long term	Carbon impact (low, medium or high)	Cost scale (1 = lower, 5 = very high)
	✓				✓		Medium	3
✓					✓		Low	2
	✓			✓			High	3
		✓			✓		Medium	4
		✓			✓		Medium	2
		✓			✓		Medium	2
		✓				✓	Medium	3
		✓				✓	Medium	2-3



## NEXT STEPS

**The Journey to Net Zero** provides an overarching, holistic plan, setting out our portfolio of existing transport projects and providing the foundation to begin developing future initiatives in more detail. The timescales for delivering on our climate emergency declaration are short, this means we need to continue to deliver projects at pace to support this target.

The committed projects and those in motion are already being developed by B&NES and are at various stages of the project development lifecycle as detailed in this Plan. You may have already been asked your views on some of these projects, or you may be asked in the near future. Working alongside the West of England Combined Authority, we will continue to pursue the developing and future projects.

Where the developing projects demonstrate they are feasible and have the appropriate outcomes to meet our objectives we will seek to deliver them. The future projects are earlier in this lifecycle, and require more detailed consideration of their scope and feasibility within the B&NES area. As part of this further development, we will ask for your views to understand what you would like to see, and what would encourage you to travel more sustainably.

We will continue to, or begin to, develop business cases that will seek to secure the funding necessary to start the delivery of these projects. The Journey to Net Zero is primarily focused on the City of Bath, but also recognises the importance of the travel corridors between the city and the wider district. Going forwards, we will produce a summary of this Plan outlining what the measures identified will mean for those living in the wider area.

We will continue to monitor our progress against our target to reach carbon neutrality by 2030, and as projects become clearer will undertake a more detailed, quantified assessment of their likely impacts on modal shift and carbon.







# Equality Impact Assessment / Equality Analysis

(updated March 2022)

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<b>Title of service or policy</b>	Journey to Net Zero: Reducing the Environmental Impact of Transport in Bath
<b>Name of directorate and service</b>	Environmental Services, Highways & Transportation
<b>Name and role of officers completing the EIA</b>	Nick Simons, Principal Transport Planner
<b>Date of assessment</b>	2nd March 2022



Equality Impact Assessment (or ‘Equality Analysis’) is a process of systematically analysing a new or existing policy or service to identify what impact or likely impact it will have on different groups within the community. The main aim is to identify any discriminatory or negative consequences for a particular group or sector of the community, and also to identify areas where equality can be better promoted. Equality impact Assessments (EIAs) can be carried out in relation to services provided to customers and residents as well as employment policies/strategies that relate to staffing matters.

This toolkit has been developed to use as a framework when carrying out an Equality Impact Assessment (EIA) or Equality Analysis. **Not all sections will be relevant – so leave blank any that are not applicable.** It is intended that this is used as a working document throughout the process, and a final version will be published on the Council’s website.

1.	Identify the aims of the policy or service and how it is implemented.	
	Key questions	Answers / Notes
1.1	Briefly describe purpose of the service/policy e.g. <ul style="list-style-type: none"> <li>• How the service/policy is delivered and by whom</li> <li>• If responsibility for its implementation is shared with other departments or organisations</li> <li>• Intended outcomes</li> </ul>	A Transport Delivery Plan for Bath is required that provides a holistic approach for meeting the targets set out in the climate emergency declaration and provide a step change in public transport. The Journey to Net Zero plan will also include an evidence-based study for a mass transit system.
1.2	Provide brief details of the scope of the policy or service being reviewed, for example: <ul style="list-style-type: none"> <li>• Is it a new service/policy or review of an existing one?</li> <li>• Is it a national requirement?).</li> <li>• How much room for review is there?</li> </ul>	The Journey to Net Zero plan will identifies the transport measures that we are proposing to deliver in the short, medium and long term up to 2030.  Transport is responsible for 29% of carbon emissions within Bath and North East Somerset. Road traffic is a major contributor to both urban and global air pollution. Exposure to transport-related air pollution is damaging our health and our environment resulting in higher global temperatures, more droughts and flooding, more extreme weather events, a rise in sea levels and if left unchecked areas that will no longer be habitable by people.

		<p>High levels of car dependency, poor air quality and inactive lifestyles pose a major threat to public health. The quality of the public realm and green spaces are also impacted, and severance and noise caused by motorised traffic exacerbates this and deters the use of active modes. As well as impacting on physical health, it limits the integration and vitality of local communities and negatively affects quality of life</p> <p>The Journey to Net Zero plan therefore sets out to decarbonise and promote and transform cleaner and greener and more sustainable forms of transport through putting in place measures that will increase levels of cycling, walking and public transport usage (amongst those who are able to use these means of transport).</p> <p>The measures identified in the Journey to Net Zero will develop over time and provide an opportunity to create better connected, healthier and more sustainable communities for people to live and work in. It will help us tackle some of the biggest challenges we face today as a society; it will address climate emergency, road congestion and inequality whilst improving health, wellbeing and air quality.</p> <p>The Journey to Net Zero plan will include a separate detailed evidence-based study into what is possible in terms of a mass transit system in Bath, and what would work best for the city. This study will be developed alongside work currently taking place at a regional level to assess a new and ambitious mass transport system that will revolutionise the way we travel around the West of England.</p> <p>Work has already taken place to identify the existing and future transport issues facing Bath which are outlined in the Current and Future Report. The Liveable Neighbourhood policies were adopted in December 2020, and we now want to build on this with the Journey to Net Zero Plan to identify deliverable transport measures for those who live in, work in or</p>
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		visit Bath
<b>1.3</b>	Do the aims of this policy link to or conflict with any other policies of the Council?	<p>The aims and objectives of the Journey to Net Zero plan align with a host of other adopted transport policy both at a Council level and a West of England sub regional level. These include:</p> <ul style="list-style-type: none"> <li>• The Joint Local Transport Plan 4</li> <li>• The Placemaking Plan</li> <li>• Getting Around Bath Transport Strategy</li> <li>• The Local Cycling and Walking Infrastructure Plan</li> <li>• The West of England Bus Strategy</li> <li>• The Clean Air Zone</li> <li>• Liveable Neighbourhoods</li> <li>• West of England Mass Transit</li> <li>• The West of England Future Transport Zone</li> <li>• Active Travel Schemes</li> <li>• Bath City Centre Security</li> </ul>
<b>2. Consideration of available data, research and information</b>		
<p>Monitoring data and other information should be used to help you analyse whether you are delivering a fair and equal service. Please consider the availability of the following as potential sources:</p> <ul style="list-style-type: none"> <li>• <b>Demographic</b> data and other statistics, including census findings</li> <li>• Recent <b>research</b> findings (local and national)</li> <li>• Results from <b>consultation or engagement</b> you have undertaken</li> <li>• Service user <b>monitoring data</b> (including ethnicity, sex, disability, religion/belief, sexual orientation and age)</li> <li>• Information from <b>relevant groups</b> or agencies, for example trade unions and voluntary/community organisations</li> <li>• Analysis of records of enquiries about your service, or <b>complaints</b> or <b>compliments</b> about them</li> <li>• Recommendations of <b>external inspections</b> or audit reports</li> </ul>		

	<b>Key questions</b>	<b>Data, research and information that you can refer to</b>
<b>2.1</b>	What equalities training have staff received to enable them to understand the needs of our diverse community?	Staff have received equalities training covering the Equality Act 2010
<b>2.2</b>	What is the equalities profile of service users?	The policies contained in the Journey to Net Zero transport plan will impact everyone who travels into and around Bath. The need to move around and travel is a basic human requirement,
<b>2.4</b>	Are there any recent customer satisfaction surveys to refer to? What were the results? Are there any gaps? Or differences in experience/outcomes?	<p>The Council takes part each year in the National Highways and Transport Survey, a questionnaire that is issued to residents across the authority to gauge and assess existing levels of public satisfaction in a number of transport related areas across the district.</p> <p>The survey includes questions on a number of different areas relating to transport including levels of satisfaction on access including for disabled people and those without access to a car. The results of the survey for Bath and North East Somerset Council indicate a 64% level of satisfaction in access for disabled people compared to a national average of 66%. Levels of satisfaction in</p>



		access for those with no access to a car are reported as being 71% within Bath and North East Somerset compared to a national average of 70%.
<b>2.5</b>	What engagement or consultation has been undertaken as part of this EIA and with whom? What were the results?	<p>Two public consultations have been undertaken on the Journey to Net Zero including a 6 week consultation from 15th January to 1st March 2021 and a later more detailed consultation that ran from 10<sup>th</sup> January 2022 to 7<sup>th</sup> February 2022. The first consultation gave individuals and stakeholders an opportunity to put forward transport measures to deliver in Bath in the short, medium and long term. The second consultation asked for people opinion on those schemes that had been put forward and identified in the draft Journey to Net Zero plan.</p> <p>The first consultation included an opportunity for Blue Badge holders to provide us with detailed comments on how to create a more accessible environment in Bath. The responses from this question were analysed and have been feed into and form a separate chapter within the consultation report. In addition to the open question specifically for Blue Badge holders, a further opportunity was given for any additional comments at the end of the survey which allowed those disabled individuals who aren't blue badge holders to feedback comments including those who travel by other modes other than the private car.</p> <p>Both consultations asked whether respondents identified themselves as disabled. This question allowed us to analyse separately those responses given by disabled individuals to the closed questions contained in the consultation.</p> <p>Finally, in addition to the online questionnaires for each of the consultations a number of public webinar meetings were held that allowed members of the public to ask any questions they may have both on the Journey to Net Zero plan and transport in general in</p>

		<p>Bath. These sessions was open to anyone from the general public and were well attended. Following on from the public webinars a number of separate online meetings were arranged with key stakeholders and interest groups from a range of sectors. One such meeting included stakeholders representing the views of those individuals with protected characteristics as set out in the Equality Act. Those invited included:</p> <ul style="list-style-type: none"> <li>• The Independent Equalities Advisory Group</li> <li>• Royal National Institute for the Blind</li> <li>• Youth Connect South West</li> <li>• Off The Record (B&amp;NES)</li> <li>• Independence at Home</li> <li>• Bath/ Keynsham &amp; District Mencap Society</li> <li>• Bath Mind</li> <li>• Black South West Network</li> <li>• U3A Bath</li> <li>• Age UK Bath</li> <li>• SARI - Stand Against Racism &amp; Inequality</li> <li>• Bath Polish Association</li> <li>• SPACE LGBT Youth Group</li> <li>• Bath Gender Equality Network</li> <li>• Access Bath</li> <li>• The Stroke Association</li> <li>• Action on Hearing Loss</li> </ul>
<b>2.6</b>	If you are planning to undertake any consultation in the future regarding this service or policy, how will you include equalities considerations within this?	No more public consultations are planned for the Journey to Net Zero Plan.

### 3. Assessment of impact: 'Equality analysis'

	<p>Based upon any data you have considered, or the results of consultation or research, use the spaces below to demonstrate you have analysed how the service or policy:</p> <ul style="list-style-type: none"> <li>• Meets any particular needs of equalities groups or could help promote equality in some way.</li> <li>• Could have a negative or adverse impact for any of the equalities groups</li> </ul>		
		<p><b>Examples of what the service has done to promote equality</b></p>	<p><b>Examples of actual or potential negative or adverse impact and what steps have been or could be taken to address this</b></p>
3.0	All groups	<p>Transport is not an aim in itself, it is mobility and accessibility - the ability for people to move from place to place and access services, employment and facilities. Car use is a mobility tool, but there are other mobility tools available (e.g. walking, cycling, public transport) which are more affordable and have fewer negative impacts on society. However it is recognised that for some disabled people, car usage is essential and necessary, as walking, cycling and public transport are not an option.</p> <p>Car usage is inherently inequitable as the most advantaged in our society tend to have greater access and benefit the most, whilst the least advantaged tend to have lesser access and suffer the most disadvantages. It is intended that the</p>	

		<p>policy discourages unnecessary car usage and plays a part in reducing vehicle mileage per person in the District, which is a key part of the Climate Emergency target. In doing so it intends to reduce the impact of car travel, including safety, severance, health (including air quality and inactivity), carbon, and congestion. Many of these impacts disproportionately affect groups with protected characteristics, who also typically have lower levels of car ownership and usage. The Transport Plan will set out measures to improve walking and cycling environments and potentially enhance public transport through reduced congestion. However, it also recognises that car travel is an essential component of mobility for many in the District, and therefore the intention is to design policy to safeguard against potential negative impacts in terms of reducing mobility, particularly for disadvantaged groups.</p> <p>By reducing the impact of car travel, supporting availability of travel choices, and safeguarding necessary car usage, the policy objectives are considered to be inherently equitable. As details of the policy are developed, these will link back to the objectives and equality to ensure alignment.</p>	
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3.1	<b>Sex</b> – identify the impact/potential impact of the policy on women and men.	According to national statistics women are less likely to have access to a car than men and more likely to have more complex travel patterns that are not easy to undertake, especially in areas of poor connectivity. The Council's policies on transport aims to overcome this issue by increasing the number and availability of transport options available to everyone.	<p>In aiming to reduce car usage there is a risk that it could reduce mobility for those reliant on cars to get around which given the complex travel patterns of women may mean that this group are disproportionately affected.</p> <p>The Journey to Net Zero will seek to increase the availability of realistic, accessible and affordable transport options for travel into, within and around Bath. By reducing the impact of car travel, supporting availability of travel choices, and safeguarding necessary car usage, the policy objectives are considered to be inherently equitable.</p> <p>Women in particular may be reluctant to walk, cycle or use public transport because of fears of sexual harassment. Safety issues will need to be considered at design and implementation stages.</p>
3.2	<b>Pregnancy and maternity</b>	No Issues identified as yet	<p>The policies contained in the Journey to Net Zero will link with other transport, environmental and health policies in place or currently being developed across Bath and North East Somerset that will increase existing levels of safety and perceived levels of safety for parents, carers and children.</p> <p>The Journey to Net Zero will also explore the issue of parking within Bath. Increased demand for car usage can lead to inappropriate parking sometimes resulting in</p>

			pavement parking, disproportionately affecting those with pushchairs and mobility devices. Policy will aim to minimise this risk through ensuring that parking measures aimed at restricting car usage and ownership are appropriate to levels of accessibility by alternative modes and suitable controls on overspill parking.
<b>3.3</b>	<b>Gender reassignment</b> – identify the impact/potential impact of the policy on transgender people	No Issues identified as yet	<p>The Journey to Net Zero will seek to increase the availability of realistic, accessible and affordable transport options for travel into, within and around Bath. By reducing the impact of car travel, supporting availability of travel choices, and safeguarding necessary car usage, the policy objectives are considered to be inherently equitable.</p> <p>It is acknowledged that transgender people can be the targets of abuse and hate crime, and therefore safety issues will need to be considered at implementation stages.</p>
<b>3.4</b>	<b>Disability</b> - identify the impact/potential impact of the policy on disabled people (ensure consideration both physical, sensory and mental impairments and mental health)	Policy will ensure that improvements in access for disabled people are secured alongside providing suitable accessible parking for disabled people who rely on a car for mobility. Ensuring mobility and accessibility for disabled groups is about more than parking. It includes creating spaces that support movement safely on foot, by wheelchair, and by bicycle. It includes thinking carefully about the design of public transport to enable access, and also ensuring that the needs	<p>Planned restrictions on vehicle use in the city centre and the re-allocation of road space could result in disabled people who are Blue Badge holders having to travel further on foot which may result in many no longer being able to travel into the city centre.</p> <p>The Journey to Net Zero will seek to increase the availability of realistic, accessible and affordable transport options for travel into, within and around Bath for disabled individuals. We will as part of the Plan look</p>

		<p>of those who use adapted and assisted mobility devices are taken into account, e.g. adapted bicycles, mobility scooters. The Journey to Net Zero will contribute policy to all of these elements.</p>	<p>specifically at disabled access in Bath and look at ways in which this existing level of accessibility can be improved upon including improvements to public transport accessibility which will reduce the need to travel into Bath by car. By reducing the impact of car travel, supporting availability of travel choices, and safeguarding necessary car usage, the policy objectives are considered to be inherently equitable.</p> <p>We acknowledge that as a consequence of the Covid-19 pandemic levels of public transport use has reduced dramatically over the past 24 months especially amongst disabled people, many of whom have been shielding over the past 24 months. Whilst we believe that this is a short-term effect of the pandemic it is likely to take an extended period before public transport usage is back to pre-pandemic levels.</p>
3.5	<b>Age</b> – identify the impact/potential impact of the policy on different age groups	<p>Locally there is an ageing population which has its own distinct travel needs. Older people rely increasingly on others to gain access to services, especially in rural areas where local facilities and public transport are lacking or limited. The Council's policies on transport aims to overcome this issue by promoting independence and increasing the number and availability of transport options available to everyone.</p>	<p>Planned restrictions on vehicle use in the city centre and the re-allocation of road space could result in elderly people having to travel further on foot which may result in many no longer being able to travel into the city centre.</p> <p>The Journey to Net Zero plan will seek to increase the availability of realistic, accessible and affordable transport options for travel into, within and around Bath for elderly individuals. We will as part of the Plan look at access in Bath and look at ways in which this existing</p>

			<p>level of accessibility can be improved upon including improvements to public transport accessibility which will reduce the need to travel into Bath by car. By reducing the impact of car travel, supporting availability of travel choices, and safeguarding necessary car usage, the policy objectives are considered to be inherently equitable.</p> <p>We acknowledge that as a consequence of the Covid-19 pandemic levels of public transport use has reduced dramatically over the past 24 months especially amongst elderly people, many of whom have been shielding over the past 24 months. Whilst we believe that this is a short-term effect of the pandemic it is likely to take an extended period before public transport usage is back to pre-pandemic levels.</p>
<b>3.6</b>	<b>Race</b> – identify the impact/potential impact on across different ethnic groups	No Issues identified as yet	<p>The Journey to Net Zero will seek to increase the availability of realistic, accessible and affordable transport options for travel into, within and around Bath. By reducing the impact of car travel, supporting availability of travel choices, and safeguarding necessary car usage, the policy objectives are considered to be inherently equitable.</p> <p>It is acknowledged that consideration will need to be paid to racial abuse and hate crime, and safety issues will need to be considered at implementation stages.</p>



<b>3.7</b>	<b>Sexual orientation</b> - identify the impact/potential impact of the policy on lesbian, gay, bisexual, heterosexual people	No Issues identified as yet	<p>The Journey to Net Zero will seek to increase the availability of realistic, accessible and affordable transport options for travel into, within and around Bath. By reducing the impact of car travel, supporting availability of travel choices, and safeguarding necessary car usage, the policy objectives are considered to be inherently equitable.</p> <p>It is acknowledged that consideration will need to be paid to homophobic abuse and hate crime, and safety issues will need to be considered at implementation stages.</p>
<b>3.8</b>	<b>Marriage and civil partnership</b> – does the policy/strategy treat married and civil partnered people equally?	No Issues identified as yet	<p>The Journey to Net Zero will seek to increase the availability of realistic, accessible and affordable transport options for travel into, within and around Bath. By reducing the impact of car travel, supporting availability of travel choices, and safeguarding necessary car usage, the policy objectives are considered to be inherently equitable.</p>
<b>3.9</b>	<b>Religion/belief</b> – identify the impact/potential impact of the policy on people of different religious/faith groups and also upon those with no religion.	No Issues identified as yet	<p>The Journey to Net Zero will seek to increase the availability of realistic, accessible and affordable transport options for travel into, within and around Bath. By reducing the impact of car travel, supporting availability of travel choices, and safeguarding necessary car usage, the policy objectives are considered to be inherently equitable.</p>
<b>3.10</b>	<b>Socio-economically disadvantaged*</b> – identify the impact on people who are disadvantaged due to factors	No Issues identified as yet	<p>The Journey to Net Zero will seek to increase the availability of realistic, accessible and affordable transport options for travel into, within and around Bath. By reducing the</p>

	like family background, educational attainment, neighbourhood, employment status can influence life chances <b>(this is not a legal requirement, but is a local priority).</b>		impact of car travel, supporting availability of travel choices, and safeguarding necessary car usage, the policy objectives are considered to be inherently equitable.
<b>3.11</b>	<b>Rural communities*</b> – identify the impact / potential impact on people living in rural communities	Bath attracts large numbers of people from outside of the city each day for leisure, education and work. So, as well as improving connections around the city, the Journey to Net Zero will also consider how we can improve transport provision for those travelling into Bath from those rural communities that surround the city.	Planned restrictions on vehicle use within Bath, and the re-allocation of road space could result in those from rural areas who are currently reliant on their car to travel into Bath no longer being able to access areas of the city due to a lack of an alternative,  The Journey to Net Zero will seek to increase the availability of realistic, accessible and affordable transport options for travel into, within and around Bath

There is no requirement within the public sector duty of the Equality Act to consider groups who may be disadvantaged due to socio economic status, or because of living in a rural area. However, these are significant issues within B&NES and have therefore been included here.

#### **4. Bath and North East Somerset Council & NHS B&NES Equality Impact Assessment Improvement Plan**

Please list actions that you plan to take as a result of this assessment/analysis. These actions should be based upon the analysis of data and engagement, any gaps in the data you have identified, and any steps you will be taking to address any negative impacts or remove barriers. The actions need to be built into your service planning framework. Actions/targets should be measurable, achievable, realistic and time framed.

<b>Issues identified</b>	<b>Actions required</b>	<b>Progress milestones</b>	<b>Officer</b>	<b>By when</b>
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			<b>responsible</b>	
A need to ensure that the views and experiences of those with protected characteristics who will potentially be disproportionately impacted by the Journey to Net Zero Plan are sought and considered when developing the final Plan.	Ensure that the final Plan takes account of views across all spectrums of society within Bath and North East Somerset including those with protected characteristics.	Approval – May 2022	Nick Simons	March 2022

## 5. Sign off and publishing

Once you have completed this form, it needs to be ‘approved’ by your Divisional Director or their nominated officer. Following this sign off, send a copy to the Equalities Team ([equality@bathnes.gov.uk](mailto:equality@bathnes.gov.uk)), who will publish it on the Council’s and/or NHS B&NES’ website. Keep a copy for your own records.

**Signed off by:**

(Divisional Director or nominated senior officer)

**Date:**

## CLIMATE EMERGENCY AND SUSTAINABILITY

This Forward Plan lists all the items coming to the Panel over the next few months.

Inevitably, some of the published information may change; Government guidance recognises that the plan is a best assessment, at the time of publication, of anticipated decision making. The online Forward Plan is updated regularly and can be seen on the Council's website at:

<http://democracy.bathnes.gov.uk/mgPlansHome.aspx?bcr=1>

The Forward Plan demonstrates the Council's commitment to openness and participation in decision making. It assists the Panel in planning their input to policy formulation and development, and in reviewing the work of the Cabinet.

*Should you wish to make representations, please contact the report author or, Democratic Services (). A formal agenda will be issued 5 clear working days before the meeting.*

*Agenda papers can be inspected on the Council's website.*



Ref Date	Decision Maker/s	Title	Report Author Contact	Director Lead
<b>14TH MARCH 2022</b>				
14 Mar 2022	Climate Emergency and Sustainability Policy Development and Scrutiny Panel	Neighbourhood Cleansing	Carol Maclellan Tel: 01225 394106	Director of Sustainable Communities
14 Mar 2022	Climate Emergency and Sustainability Policy Development and Scrutiny Panel	City Region Sustainable Transport Settlement	Chris Major Tel: 01225 39 4231	Director of Sustainable Communities
14 Mar 2022	Climate Emergency and Sustainability Policy Development and Scrutiny Panel	Journey to Net Zero: Reducing the Environmental Impact of Transport in Bath	Nick Simons Tel: 01225 39 4185	Director of Sustainable Communities
<b>16TH MAY 2022</b>				
16 May 2022	Climate Emergency and Sustainability Policy Development and Scrutiny Panel	WECA Spatial Development Strategy	Simon De Beer Tel: 01225 477616	Director of Sustainable Communities

Ref Date	Decision Maker/s	Title	Report Author Contact	Director Lead
<b>18TH JULY 2022</b>				
18 Jul 2022	Climate Emergency and Sustainability Policy Development and Scrutiny Panel	Retrofitting	Jane Wildblood Tel: 01225 477685	Director of Sustainable Communities
18 Jul 2022	Climate Emergency and Sustainability Policy Development and Scrutiny Panel	Electric Vehicle Charging Points	Chris Major Tel: 01225 39 4231	Director of Sustainable Communities
18 Jul 2022	Climate Emergency and Sustainability Policy Development and Scrutiny Panel	Local Plan Partial Update	Simon De Beer Tel: 01225 477616	Director of Sustainable Communities
<b>19TH SEPTEMBER 2022</b>				
<b>14TH NOVEMBER 2022</b>				
<b>ITEMS TO BE SCHEDULED:</b>				

Ref Date	Decision Maker/s	Title	Report Author Contact	Director Lead
	Climate Emergency and Sustainability Policy Development and Scrutiny Panel	Waste Centres	Carol Maclellan Tel: 01225 394106	Director of Public Health and Prevention
	Climate Emergency and Sustainability Policy Development and Scrutiny Panel	Littering Review (progress report)	Carol Maclellan Tel: 01225 394106	Director of Sustainable Communities
	Climate Emergency and Sustainability Policy Development and Scrutiny Panel	Discovery Card Review		Director of Sustainable Communities
	Climate Emergency and Sustainability Policy Development and Scrutiny Panel	Bath Quays North Regeneration		Chief Operating Officer

Ref Date	Decision Maker/s	Title	Report Author Contact	Director Lead
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