

***Scrutiny Inquiry Day* to examine a wide range of integrated transport solutions for the east of Bath.**

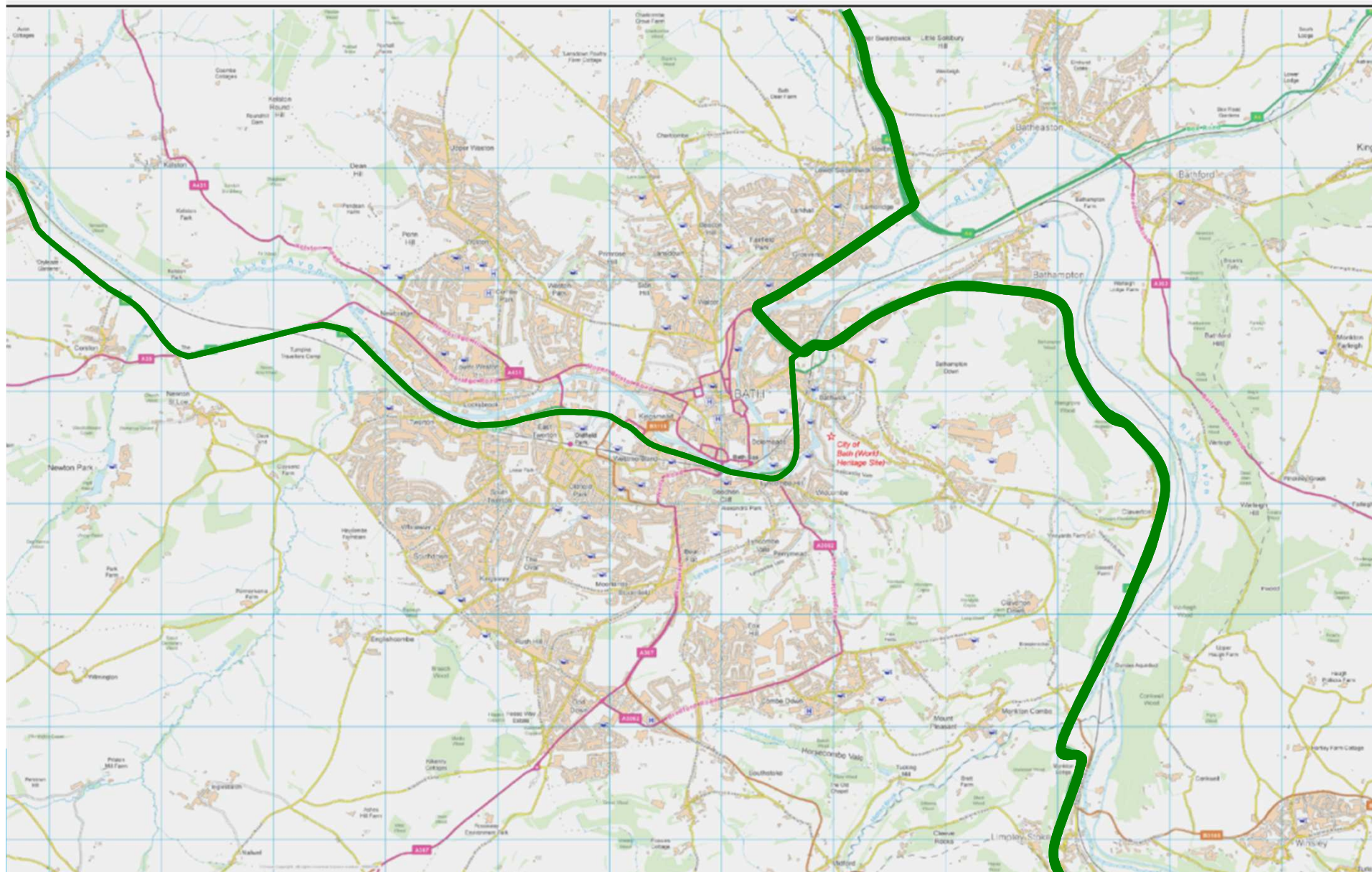
Setting the Context

Peter Dawson
Group Manager Transport Policy

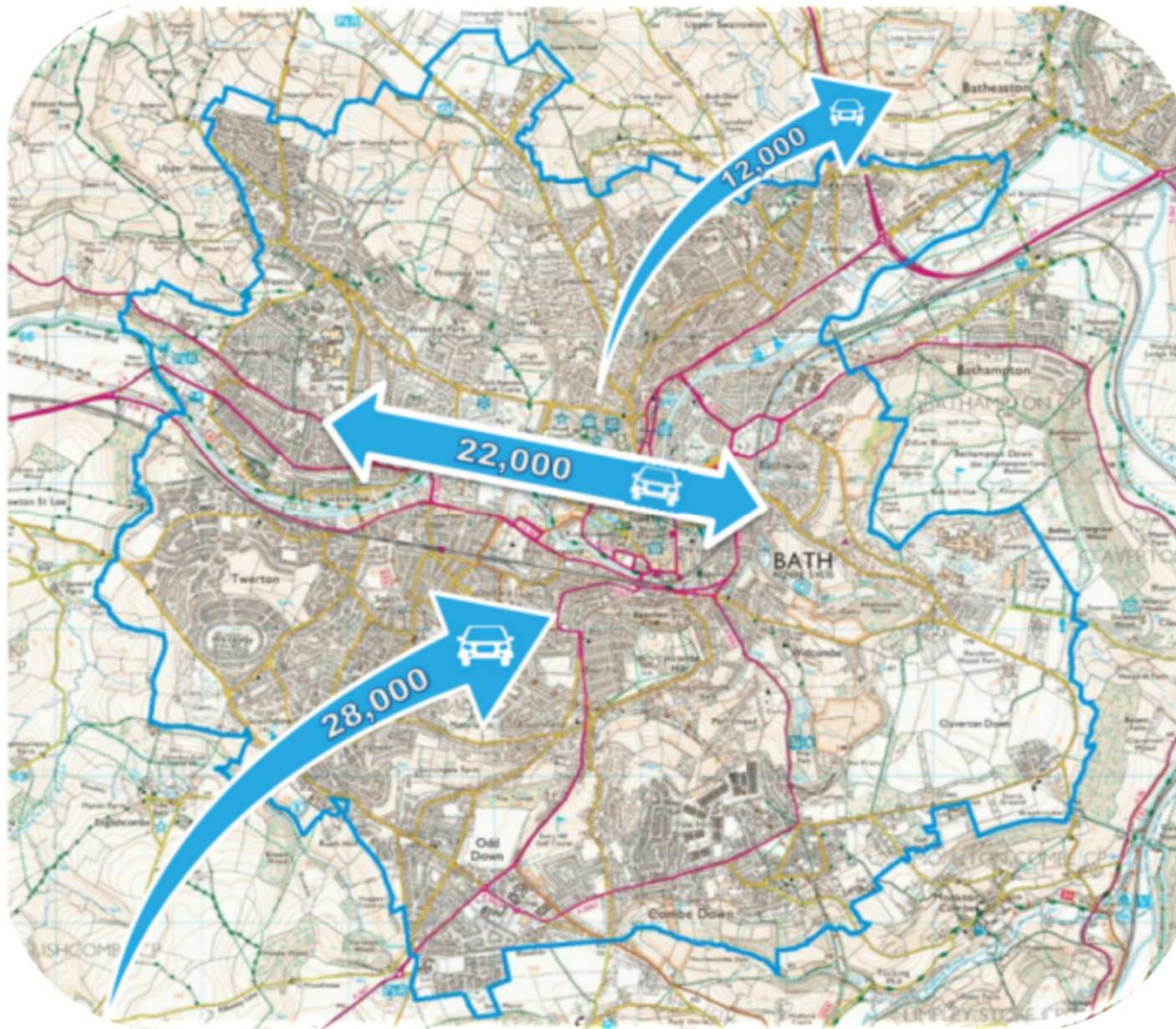
Integrated Transport east of Bath

Strategic Transport Challenge

A46/A4/A36 National Primary Routes



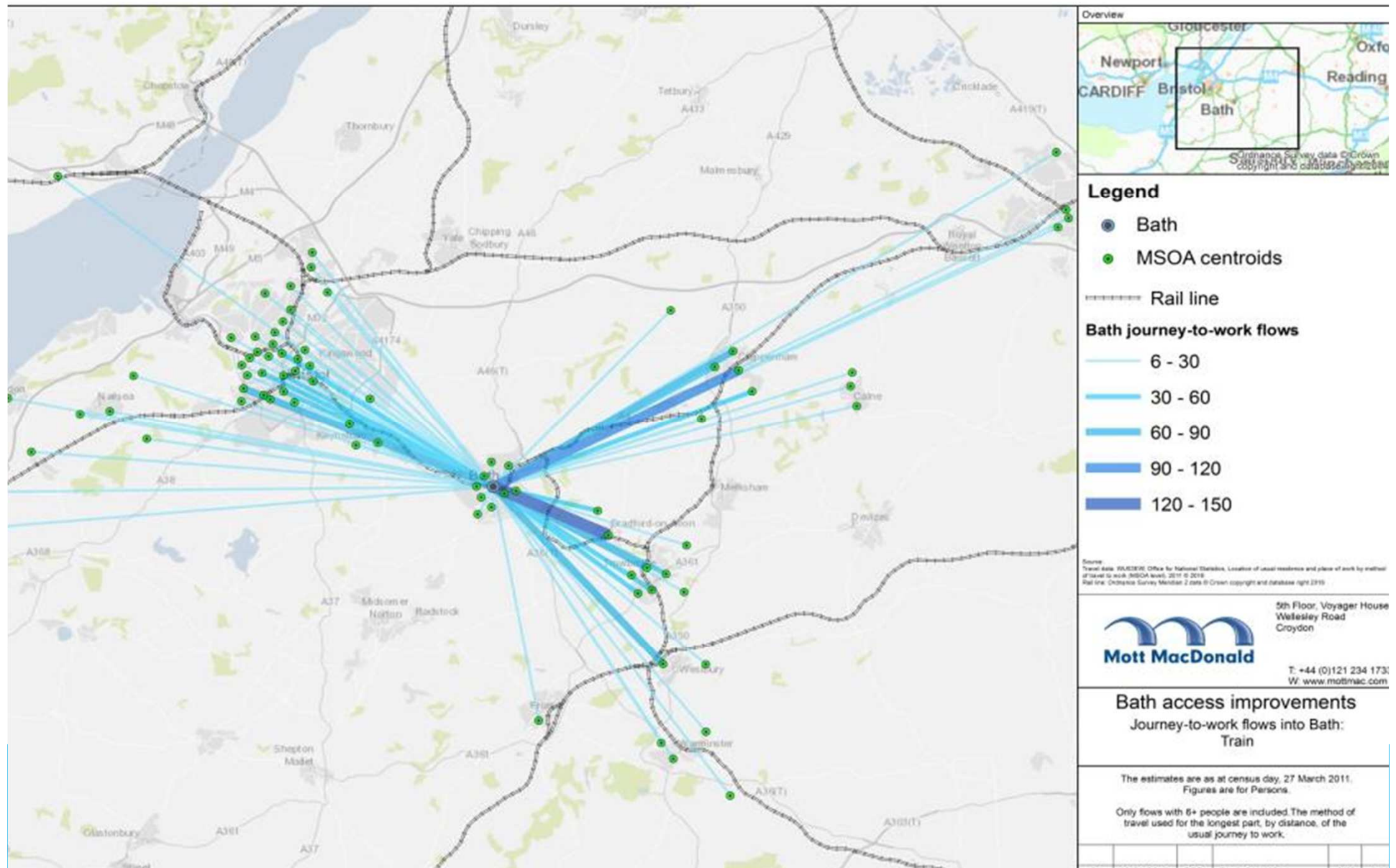
Strategic Transport Challenge



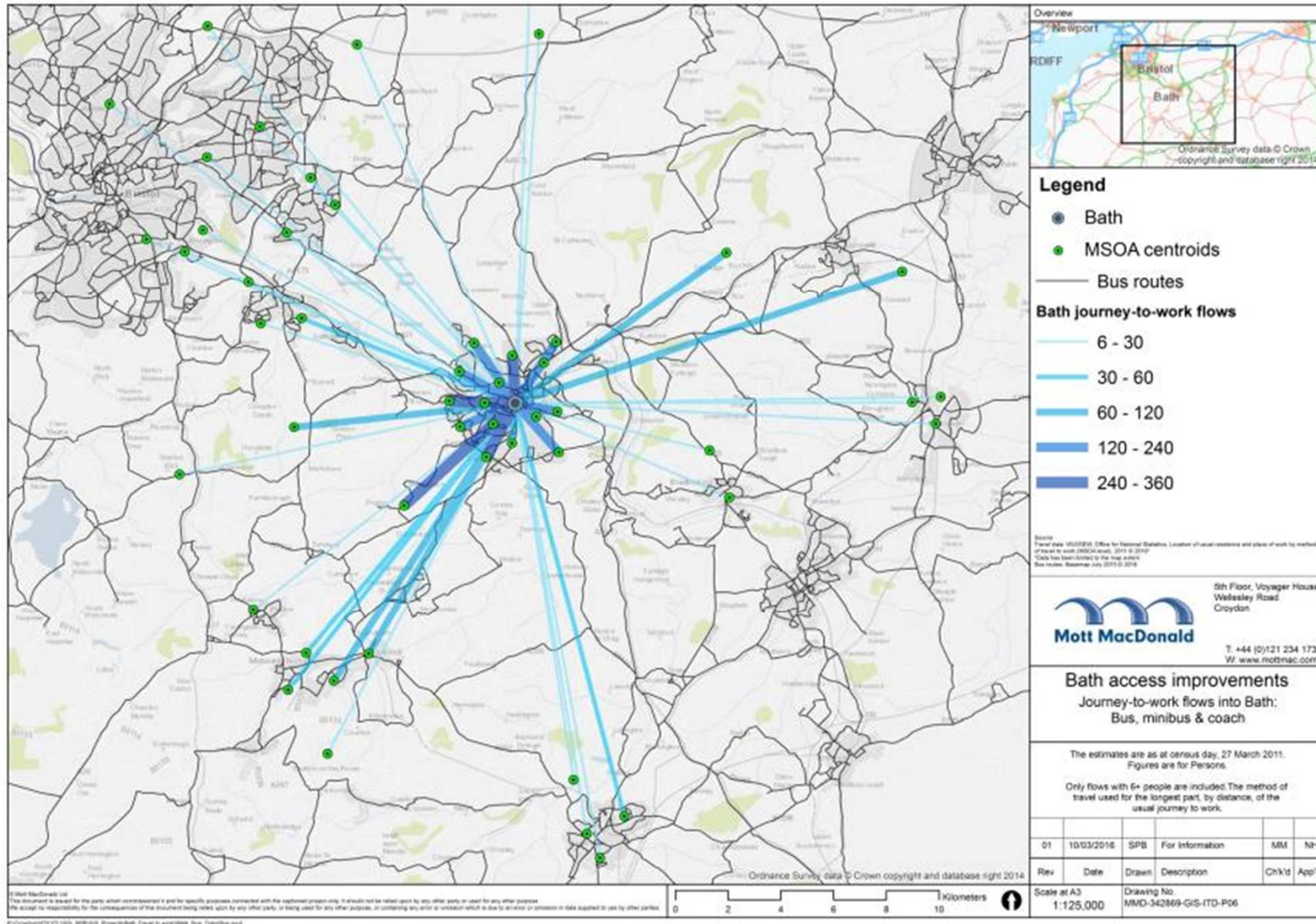
- 🚗 62,000 people travel to work in Bath or work elsewhere
- 🚗 Only 31% of those living and working in Bath travel by car
- 🚗 But....
- 🚗 70% of the 28,000 people who live outside Bath travel to work by car

Source:
2011 Census
BTS Supporting Document

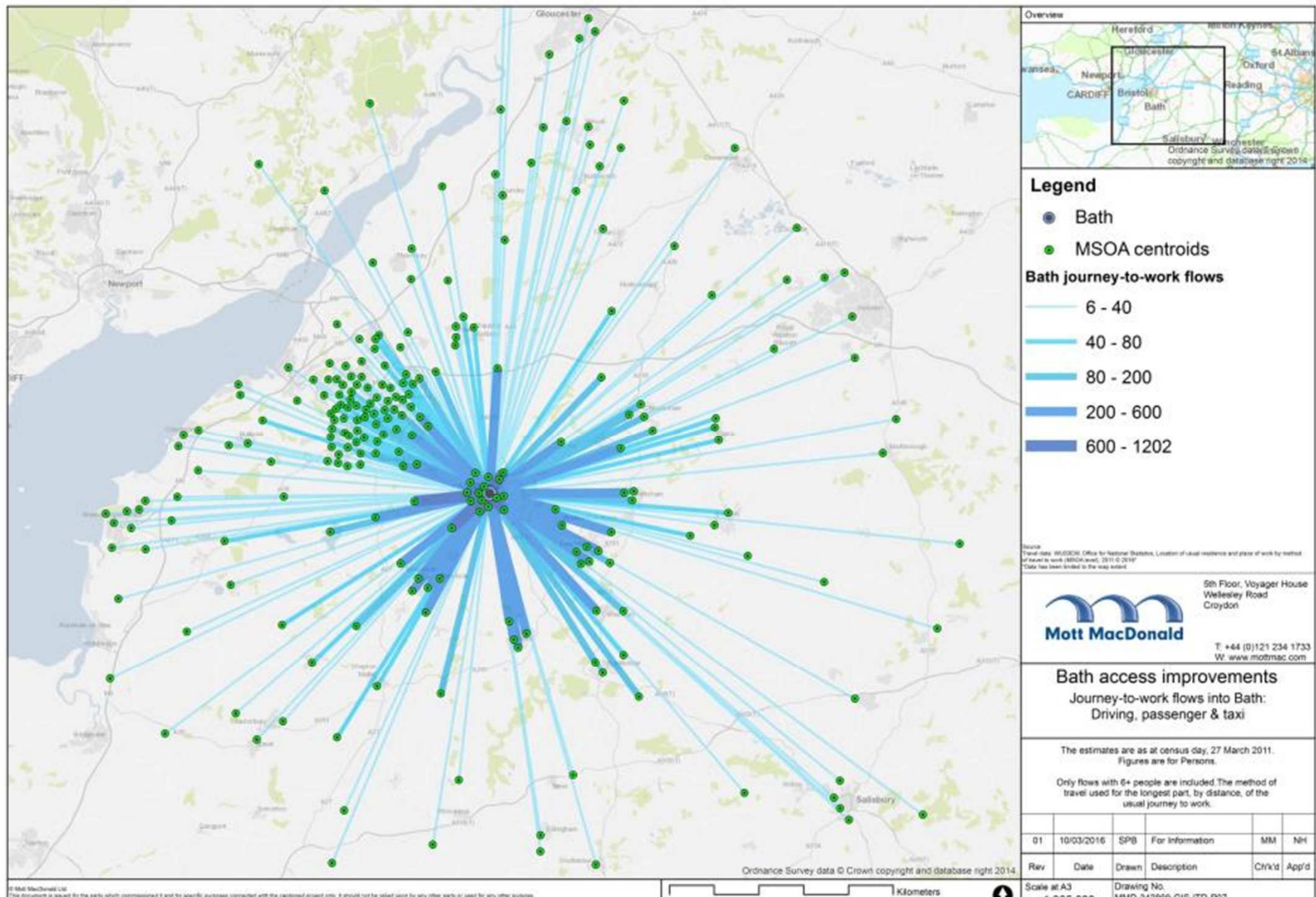
3,000 people get the train to Bath



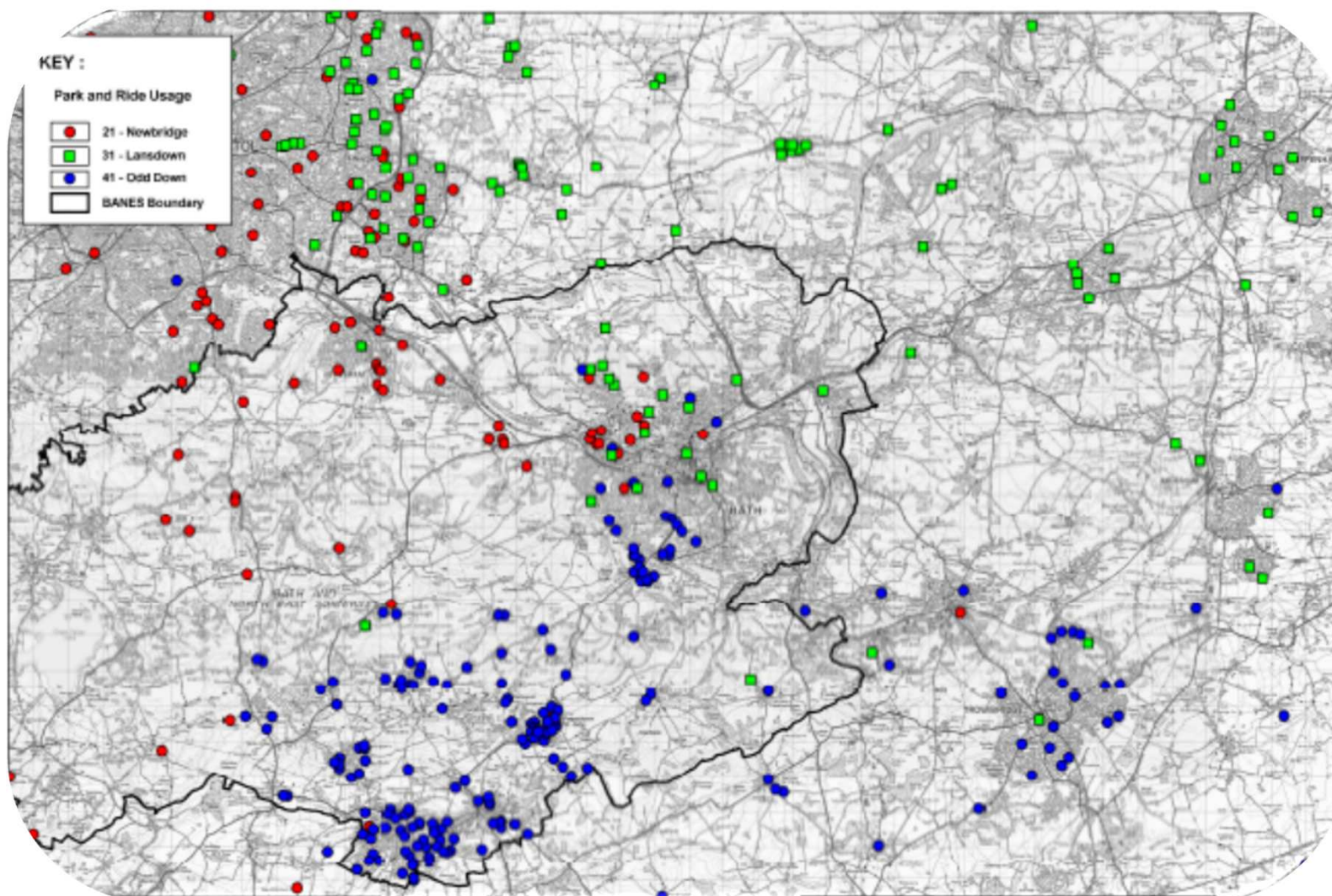
4,600 people catch the bus to Bath



22,000 people who drive to Bath

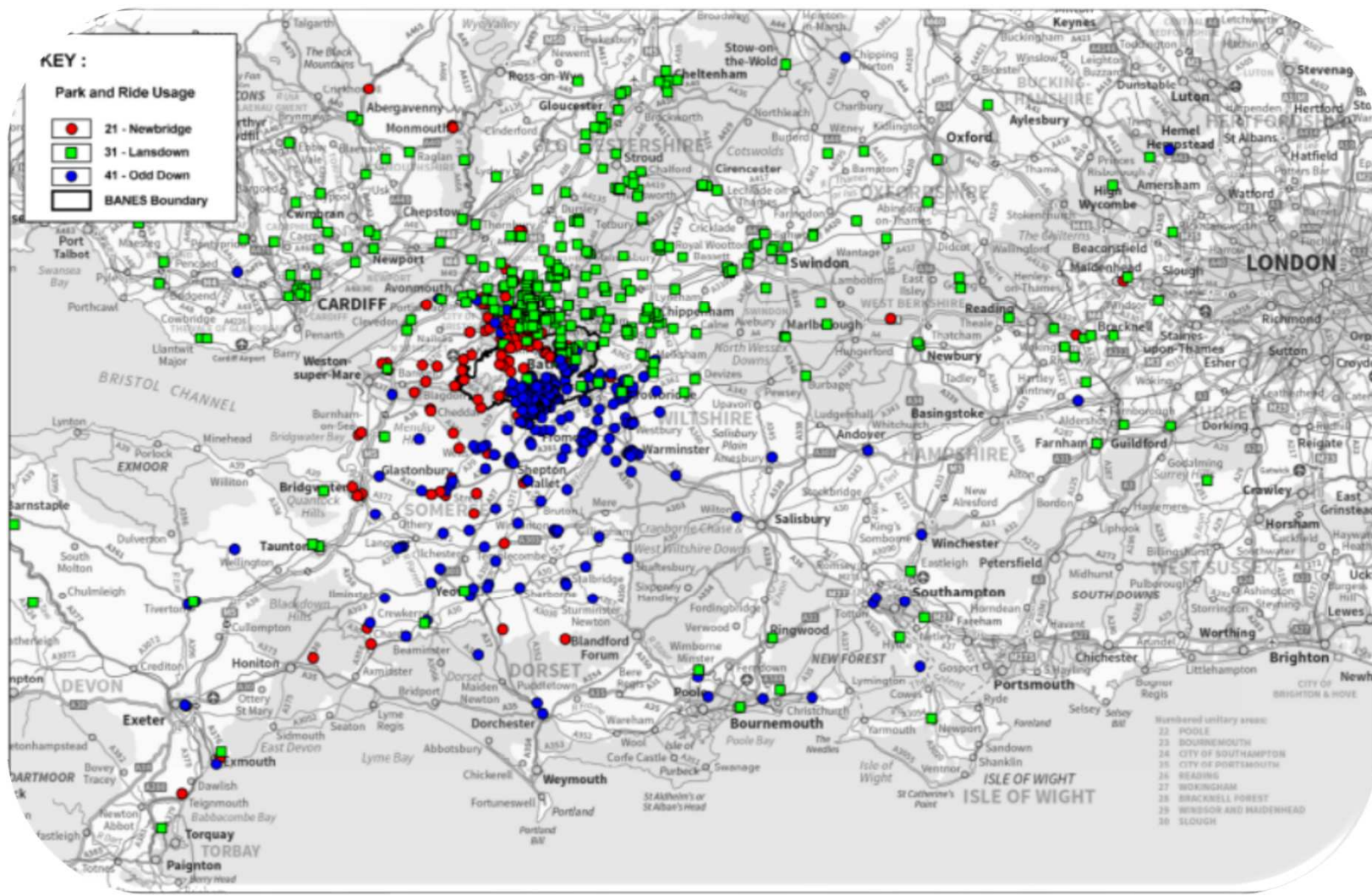


Where do people come from who use our Park & Ride?



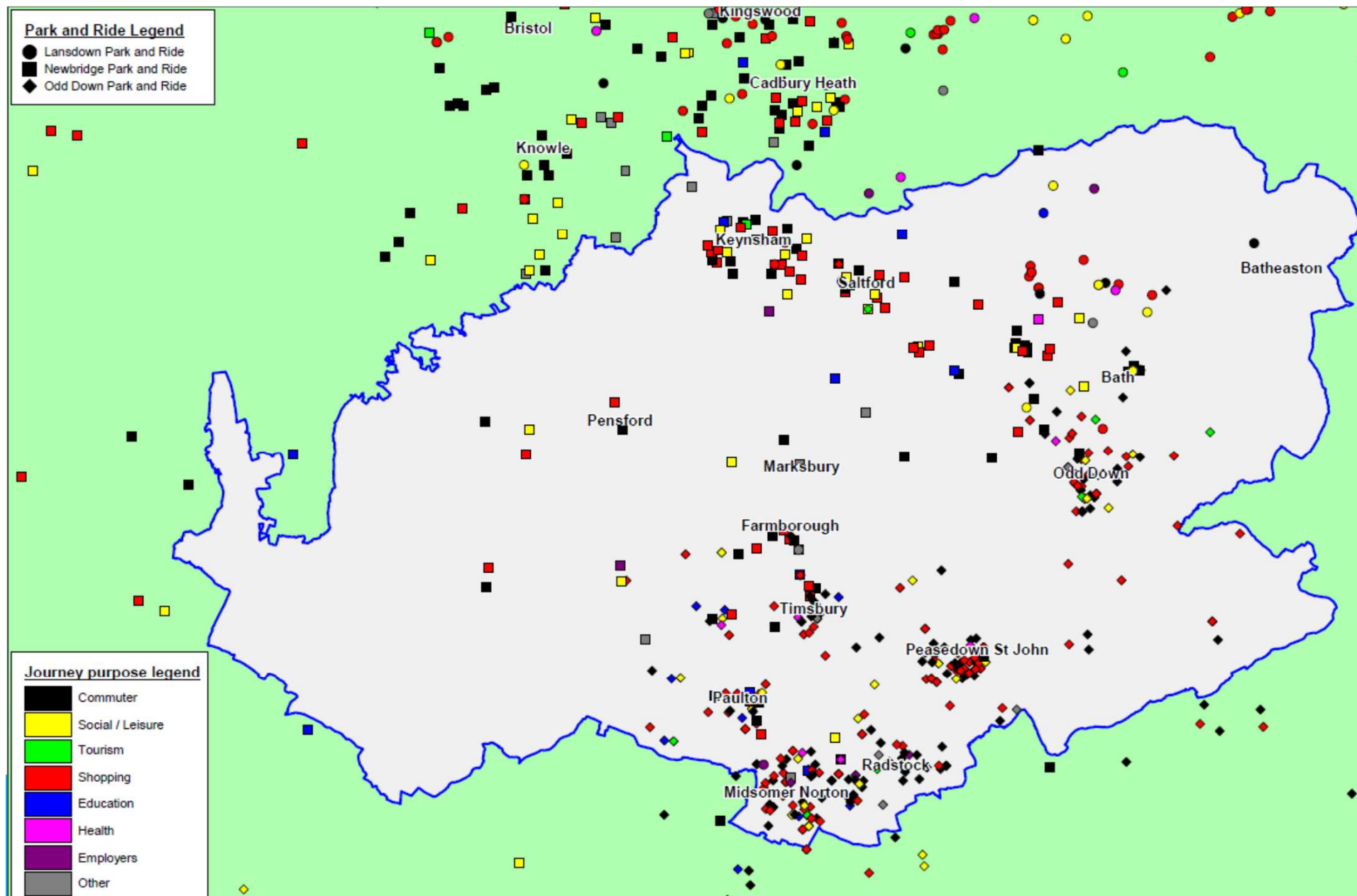
Source:
B&NES
2015 P & R
Surveys

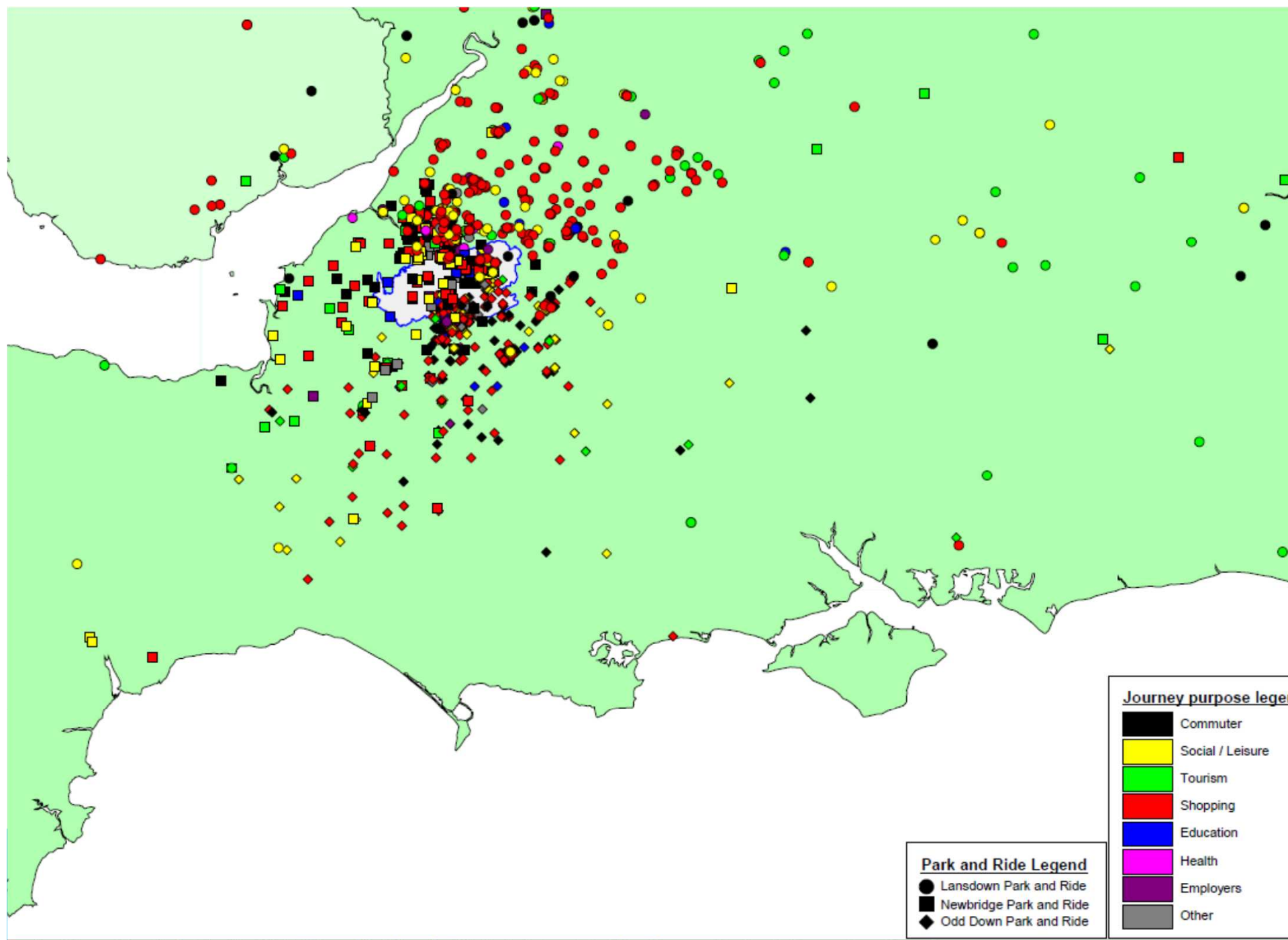
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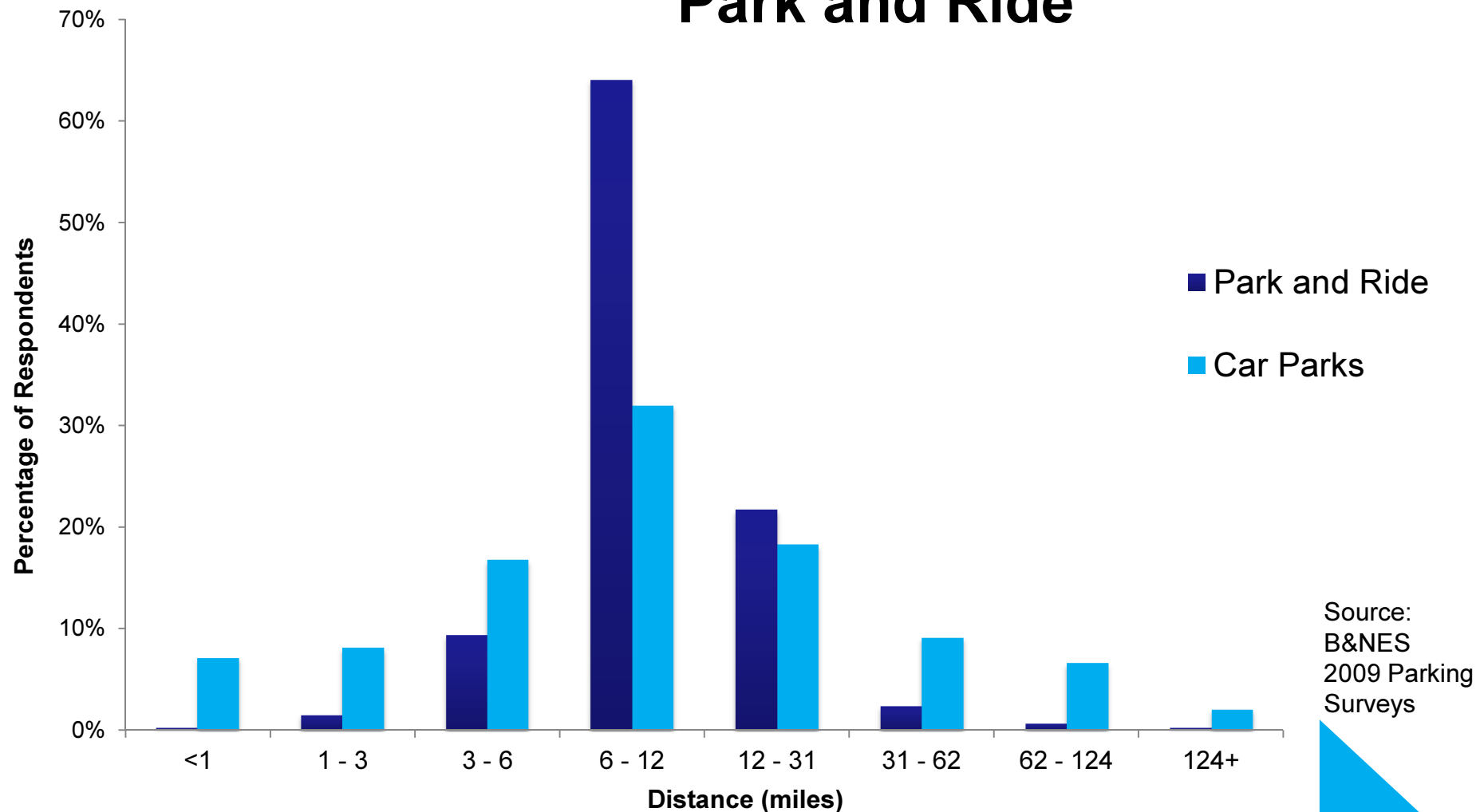
Bath and North East Somerset – The place to live, work and visit

2009 Survey

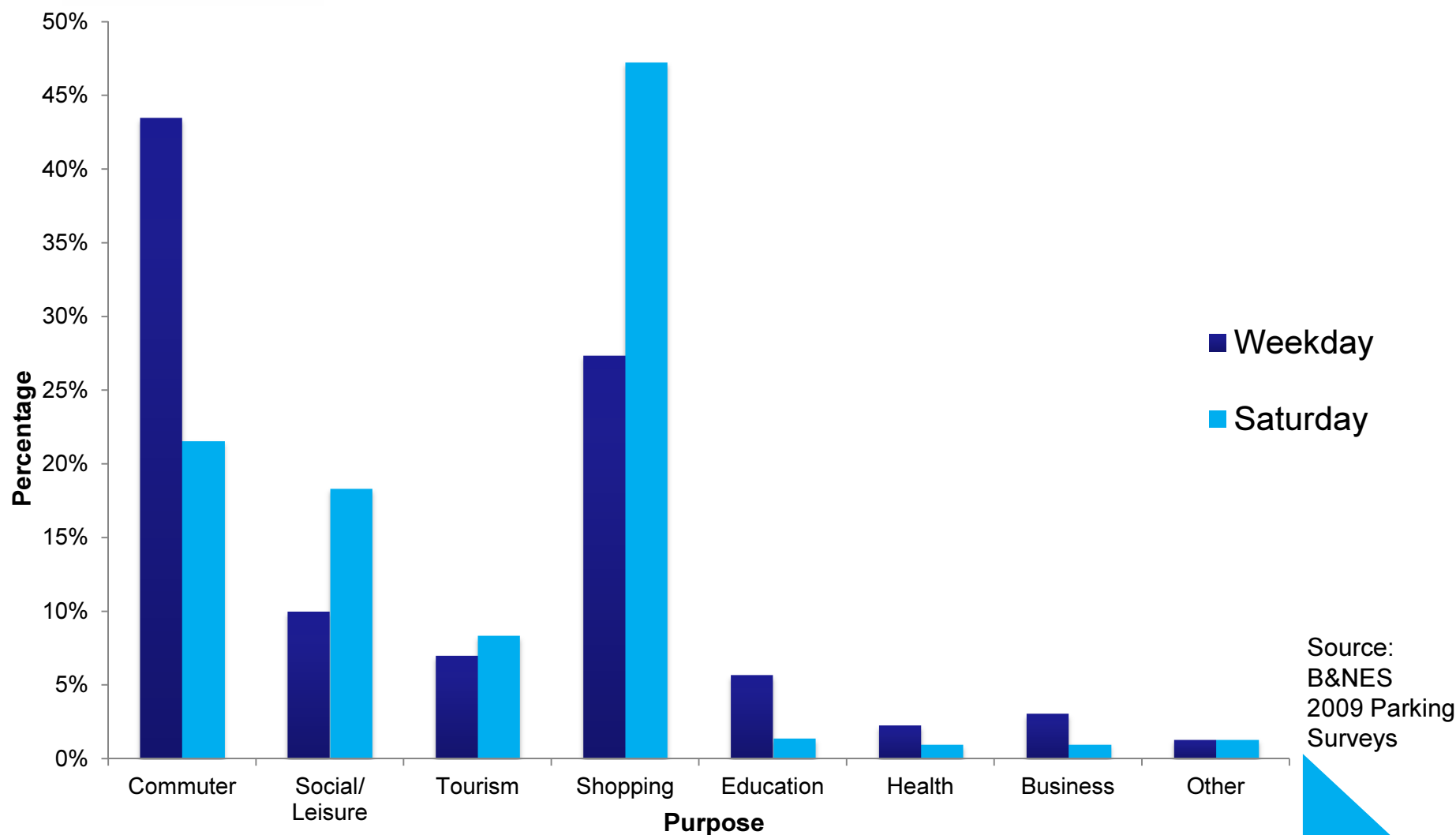




Distance Travelled by Commuters to Park and Ride



Journey Purpose – Park and Ride

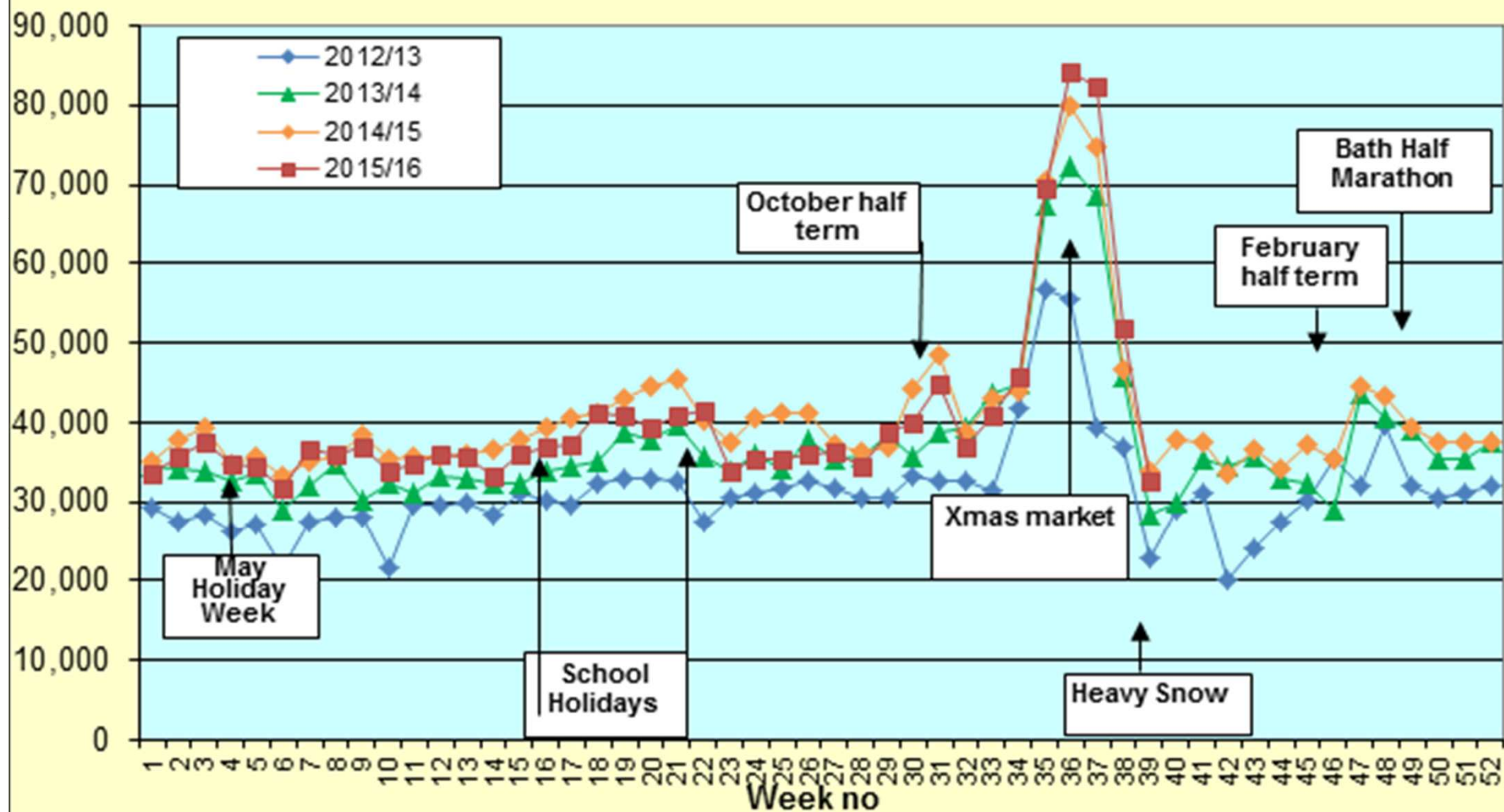


Bath and North East Somerset – *The place to live, work and visit*

Do we need another P&R sites as existing sites are only 60% full?

- 🚌 Existing P&R recently expanded by over 800 spaces
- 🚌 In total there are 2,500 park and ride spaces
- 🚌 Need to plan for growth

Total Weekly Passengers

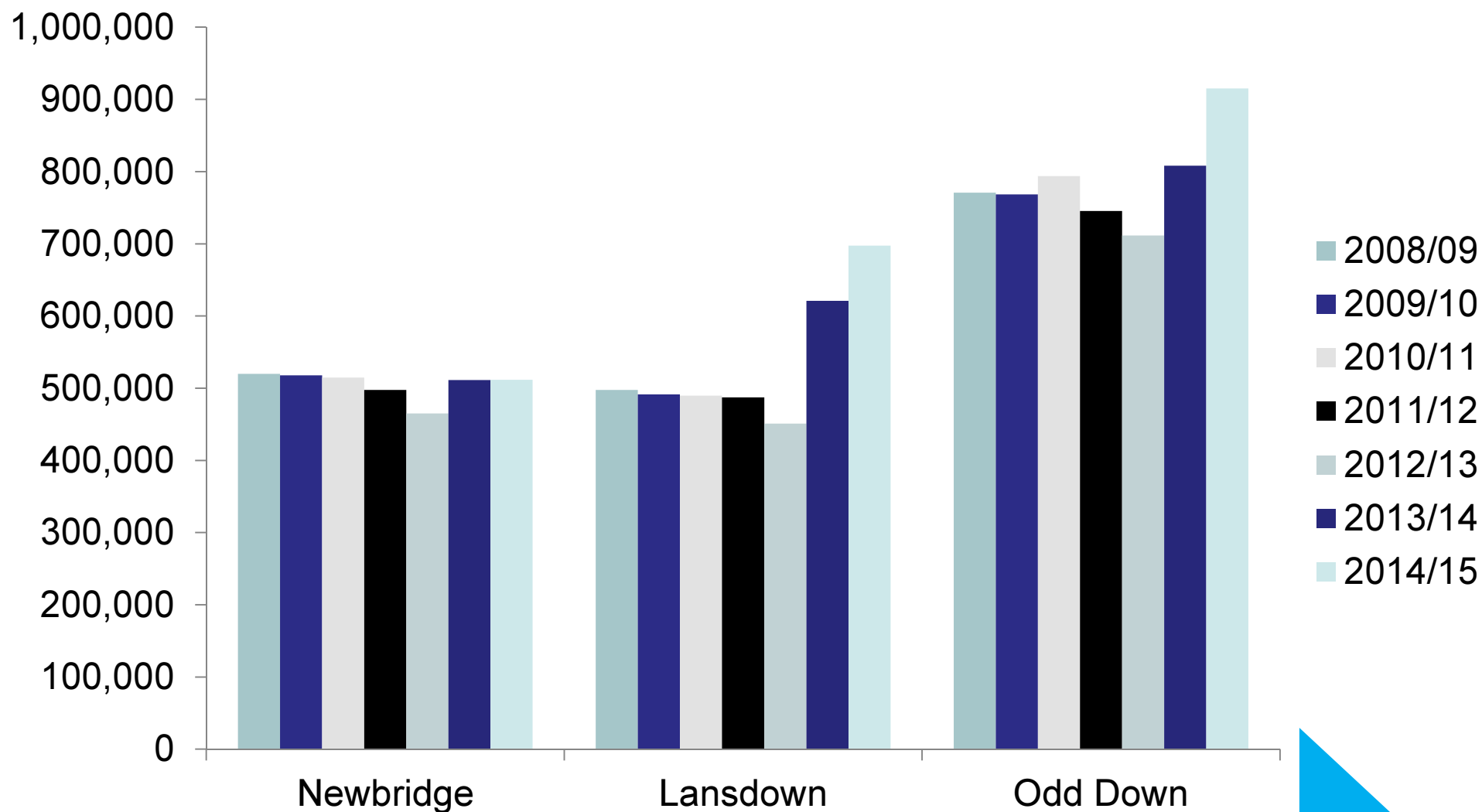


Park & Rides work

- 🚌 Over a 12 month period
 - 🚌 Newbridge Park and Ride has been full on 72 days
 - 🚌 Odd Down Park and Ride has been full on 8 days
 - 🚌 Lansdown Park and Ride has been full on 23 days



Park & Ride use



Getting Around Bath Transport Strategy

- 🚌 A package of integrated measures
- 🚌 Focus on making Bath the most walkable city in the UK
- 🚌 Improved cycling facilities
- 🚌 More Park & Ride spaces
- 🚌 More and improved car free routes
- 🚌 Improved local and regional rail services
- 🚌 Better public transport

Future Demand for Parking

Future housing and job growth, planned in the Core Strategy, will need an estimated 5,700 parking spaces. This figure assumes a significant number of individuals will switch to bus, rail, cycling and walking.

In the future, with city centre redevelopment, and assuming car parks running at 90% usage, there will be a net shortfall of approximately 1,600 spaces.

This growth in demand will result in greater use of Park & Rides in general not only to the east. There will be more rail use too



Jobs Growth in EA

- 🚌 Following Mott MacDonald's work on the Getting Around Bath Transport Strategy, CH2MHill review the transport demands from the Enterprise Area.
- 🚌 "...it is clear that enhanced park and ride around the city will be an absolutely essential requirement which the Transport Strategy will need to deliver.
- 🚌 Whilst modest expansions assumed to the existing capacities at the Odd Down and Lansdown sites will clearly contribute, the largest potential for car trip abstraction will be a site to the 'East of Bath'..."

What has been done and what is in place?

- 🚌 Bath Transport Strategy – considerable investment in public transport £27m:
 - 🚌 3 x expanded P&R sites
 - 🚌 375 new bus stops made wheel chair accessible
 - 🚌 197 bus shelters
 - 🚌 Real Time Bus displays - Buschecker

[Back](#)**4 6 7 265 734 779 64 94**

779	Gloucester Road	13:50
7	Larkhall	3 min
265	Warminster	14 min
6	Fairfield Park	15 min
4	Bathampton	19 min
94	Trowbridge, Manvers House	14:10
7	Larkhall	30 min
265	Salisbury	14:32
6	Fairfield Park	45 min
734	Bathwick	14:35

BCC

This is our new-style live times display; cleaner, more compact and versatile. You can switch back to the old-style display at any time via the 'Settings' page.

[Switch back now](#)[Got it](#)

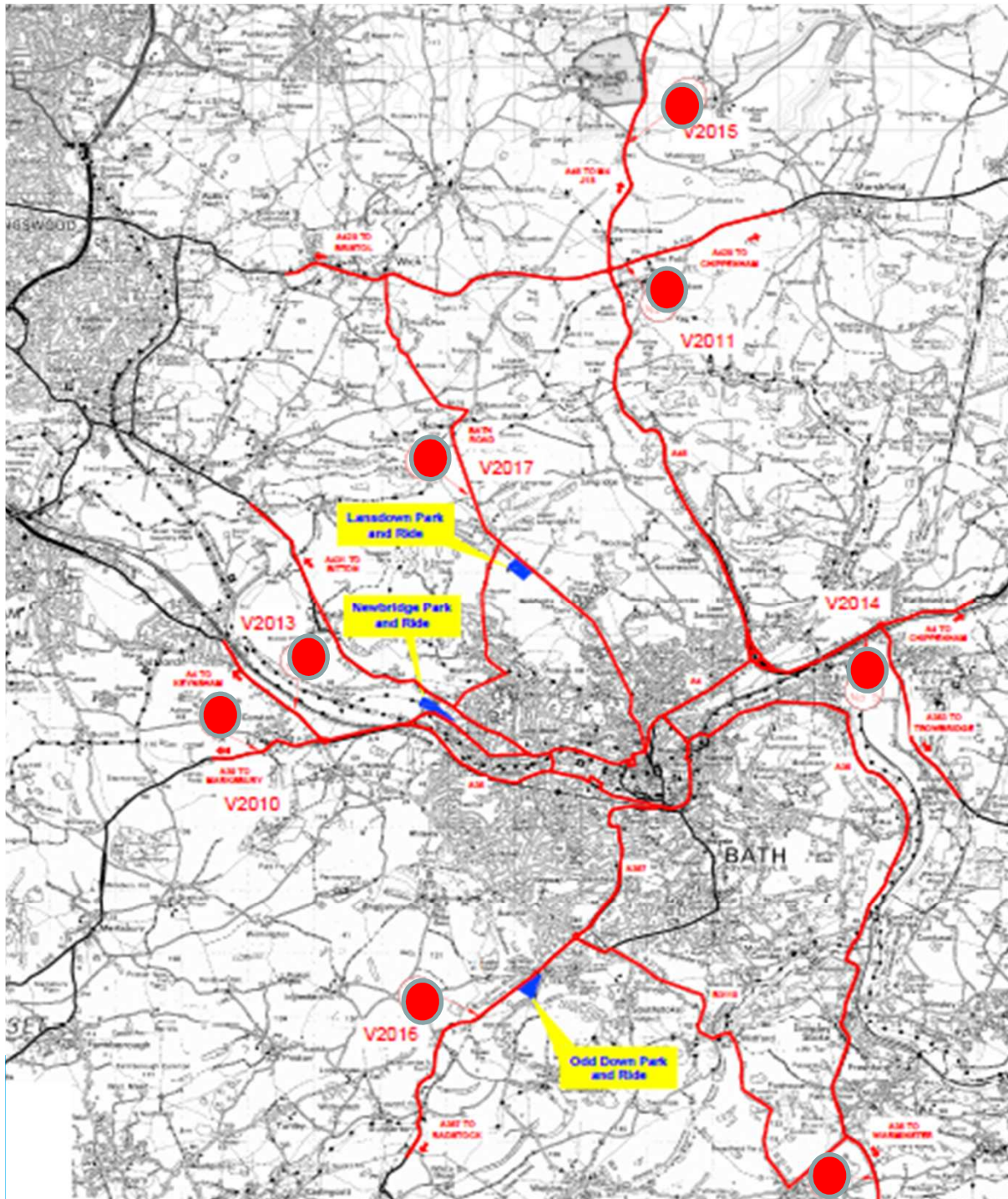
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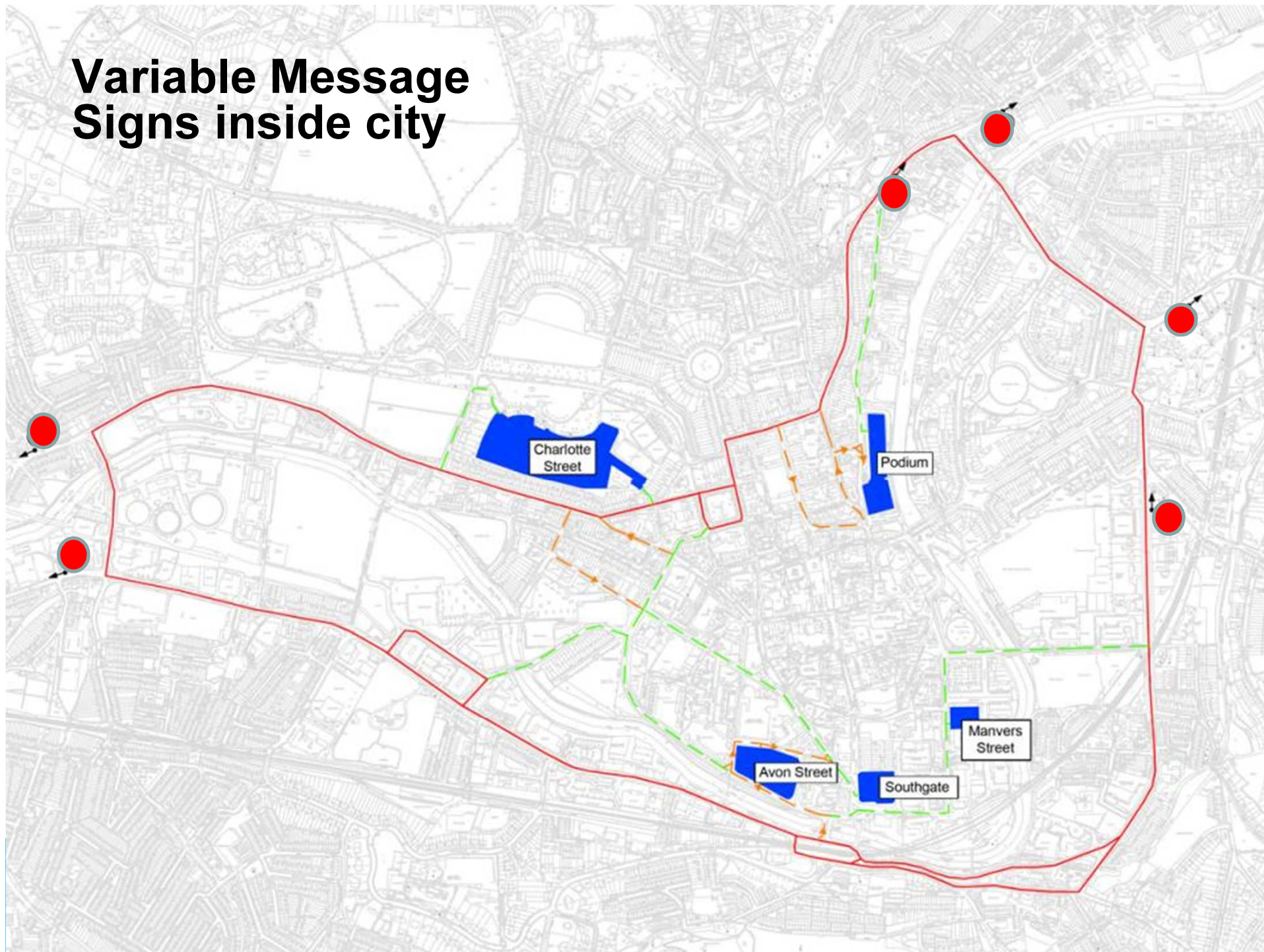
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 - 🚌 Set of new Variable Message Signs

Variable Message Signs outside city



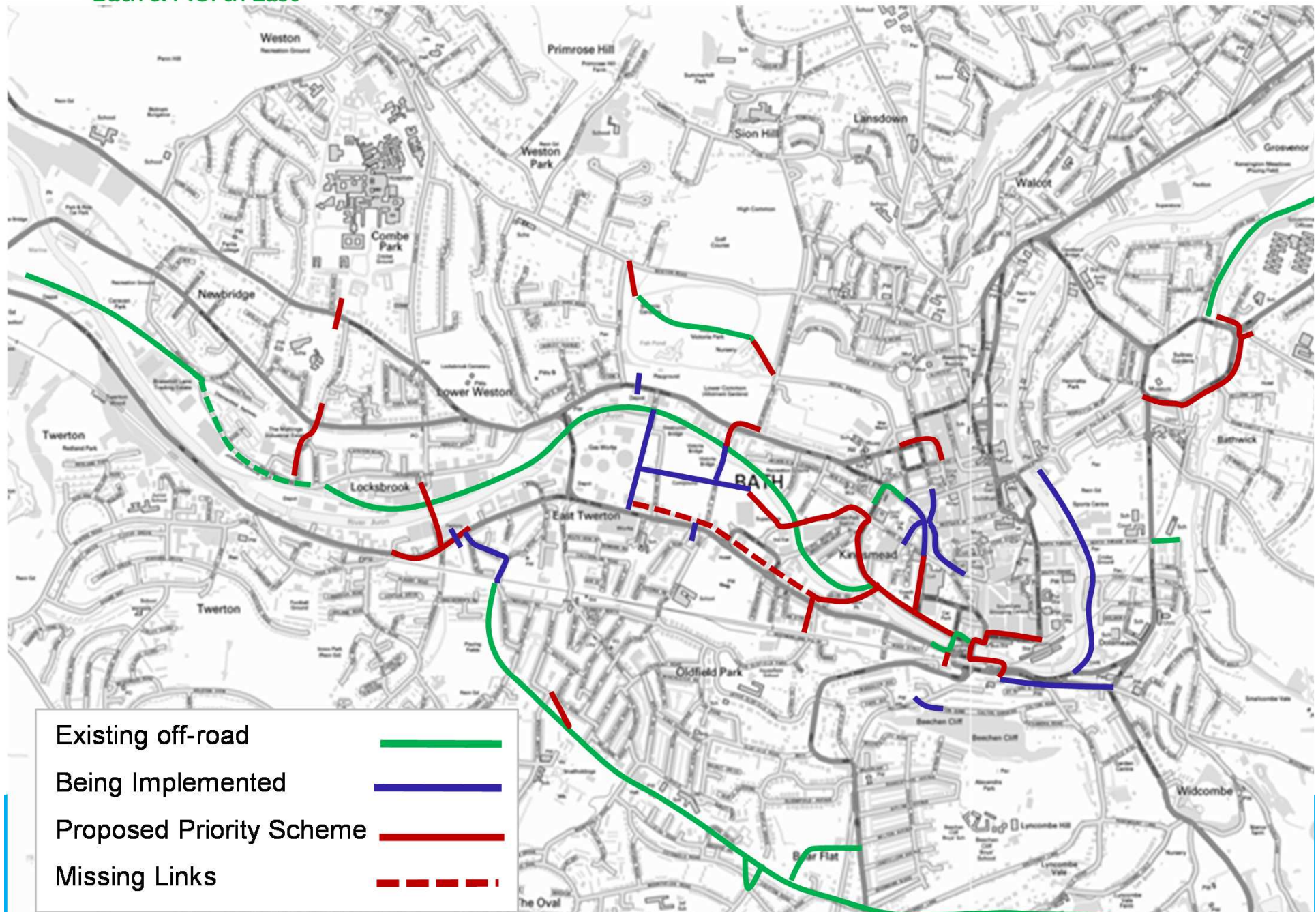
Variable Message Signs inside city



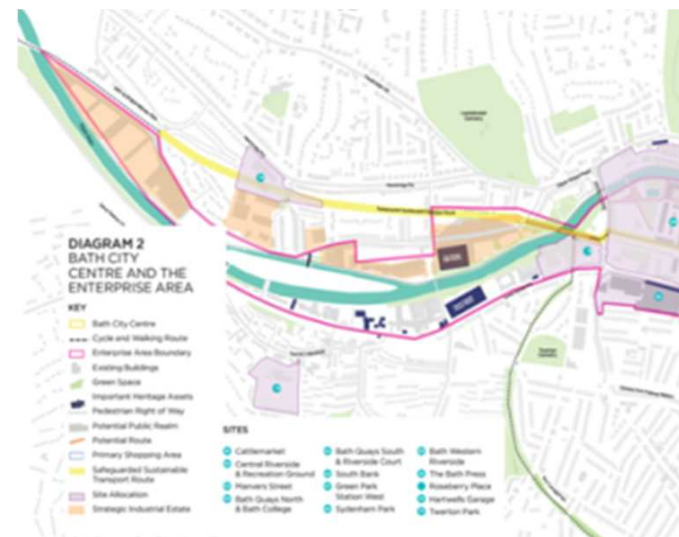
Other initiatives:

- 🚌 Metro West rail project £50+m
- 🚌 Electrification of GWR
- 🚌 Local Sustainable Transport Fund
 - 🚌 £3m of investment in promoting non car use
 - 🚌 Cycle hire
 - 🚌 Cycle routes continued improvement
 - 🚌 Freight Consolidation

Bath & North East

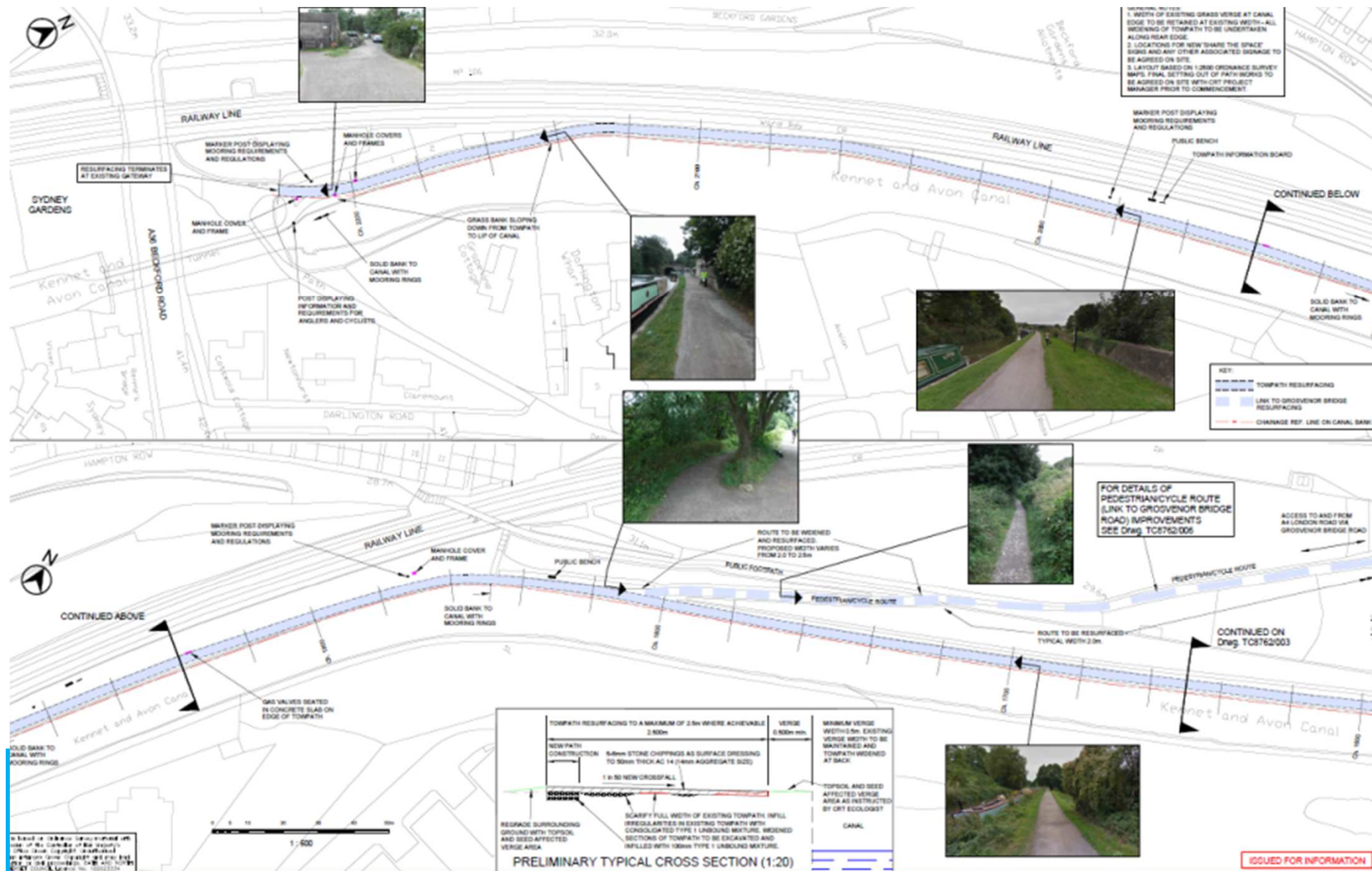


New Riverside walk and Cycle path



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Improvement to towpath



Other initiatives:

- 🚌 Continue work with Wiltshire on link road to address through traffic
- 🚌 Study being developed to understand impact on North South routes including to Dorset
- 🚌 Aim to seek joint agreement with Highways England to put forward this project into its next financial settlement in 2020

Joint Spatial Plan and Transport Study

- 🚌 Working with West of England Authorities to look at future of the sub-region
- 🚌 Where should housing and jobs be located in the future
- 🚌 What infrastructure will be needed to support this new plan
- 🚌 This study is assuming a P&R east of Bath will be required in the future

The air quality issue...



...relates primarily to **NITROGEN DIOXIDE (NO₂)** because it exceeds the annual average national objective level of **40 micrograms per cubic metre** in **specific parts** of Bath and North East Somerset.

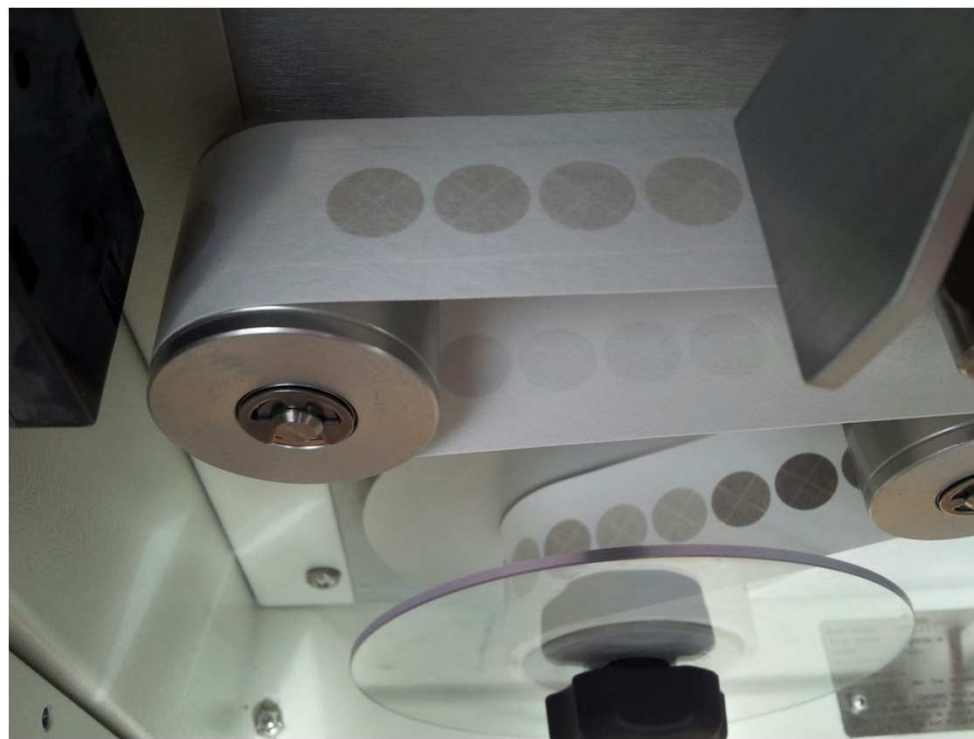
Monitoring network:

Automatic monitors in enclosures:

- London Road (Snow Hill)
NITROGEN DIOXIDE (NO₂), *PM₁₀*, *PM_{2.5}*
- London Road (Antiques shop)
NITROGEN DIOXIDE (NO₂)
- Guildhall
NITROGEN DIOXIDE (NO₂)
- Lower Bristol Road
NITROGEN DIOXIDE (NO₂), *PM₁₀*

Moveable automatic monitors:

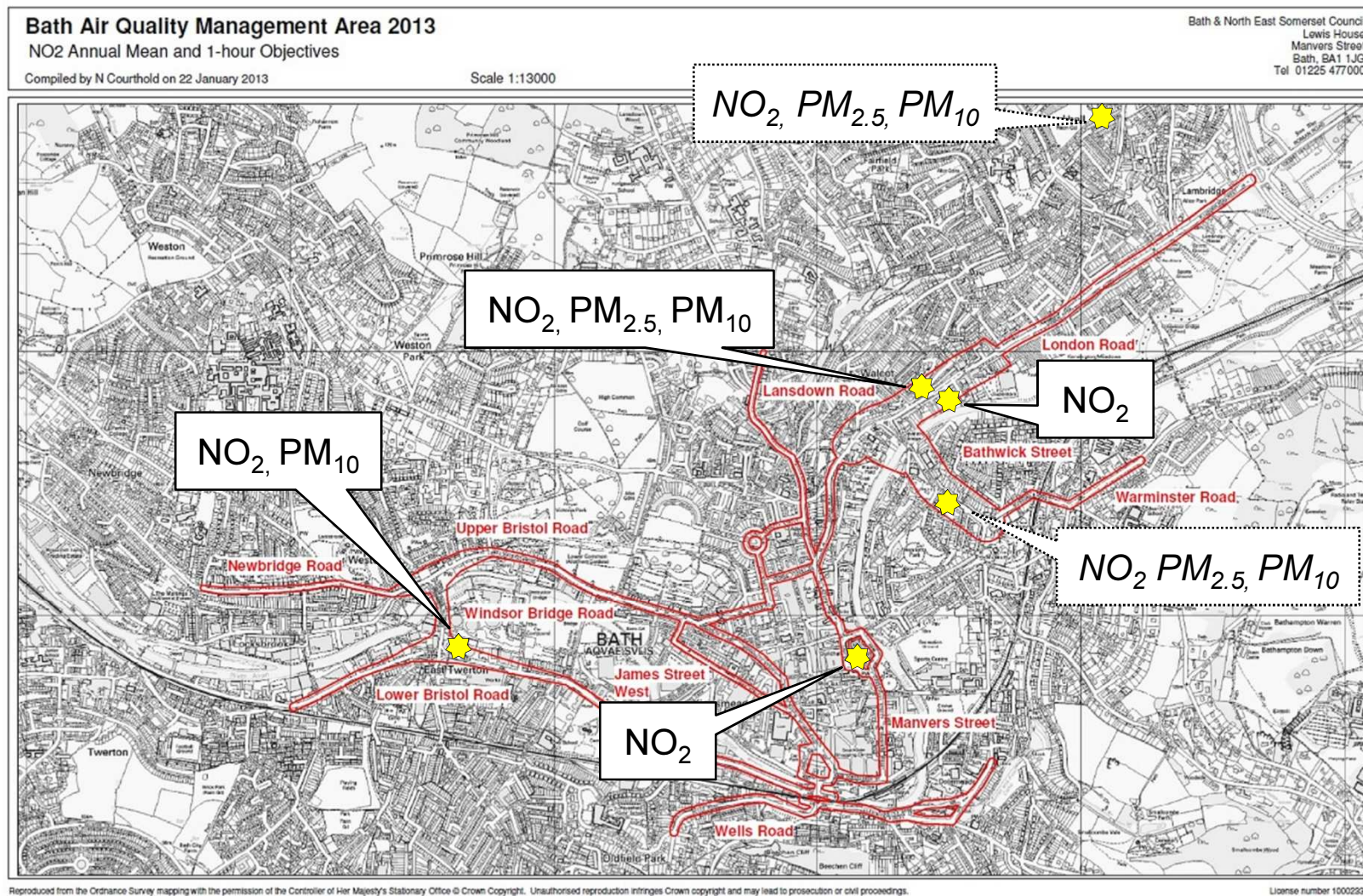
- Bathwick Street
- Larkhall schools (planned)
NITROGEN DIOXIDE (NO₂), *PM_{2.5}*, *PM₁₀*



NO₂ diffusion tubes:

- 60+ locations
- changed monthly for monthly average values

Automatic monitoring



Monitoring Sites

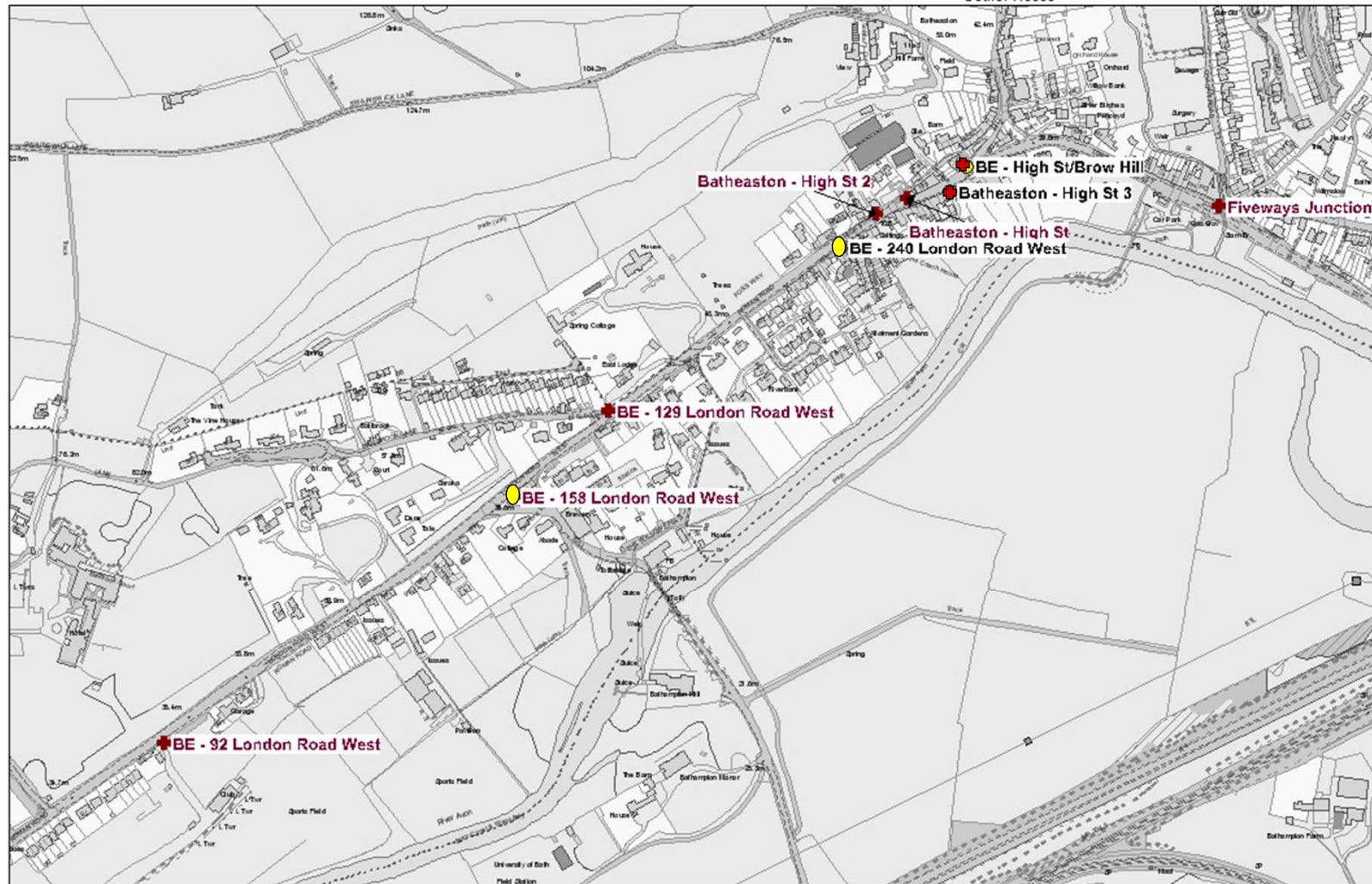
Batheaston

Author: N Courthold

Date: 16/03/2016

Scale: 1:6000

Bath & North East
Somerset Council

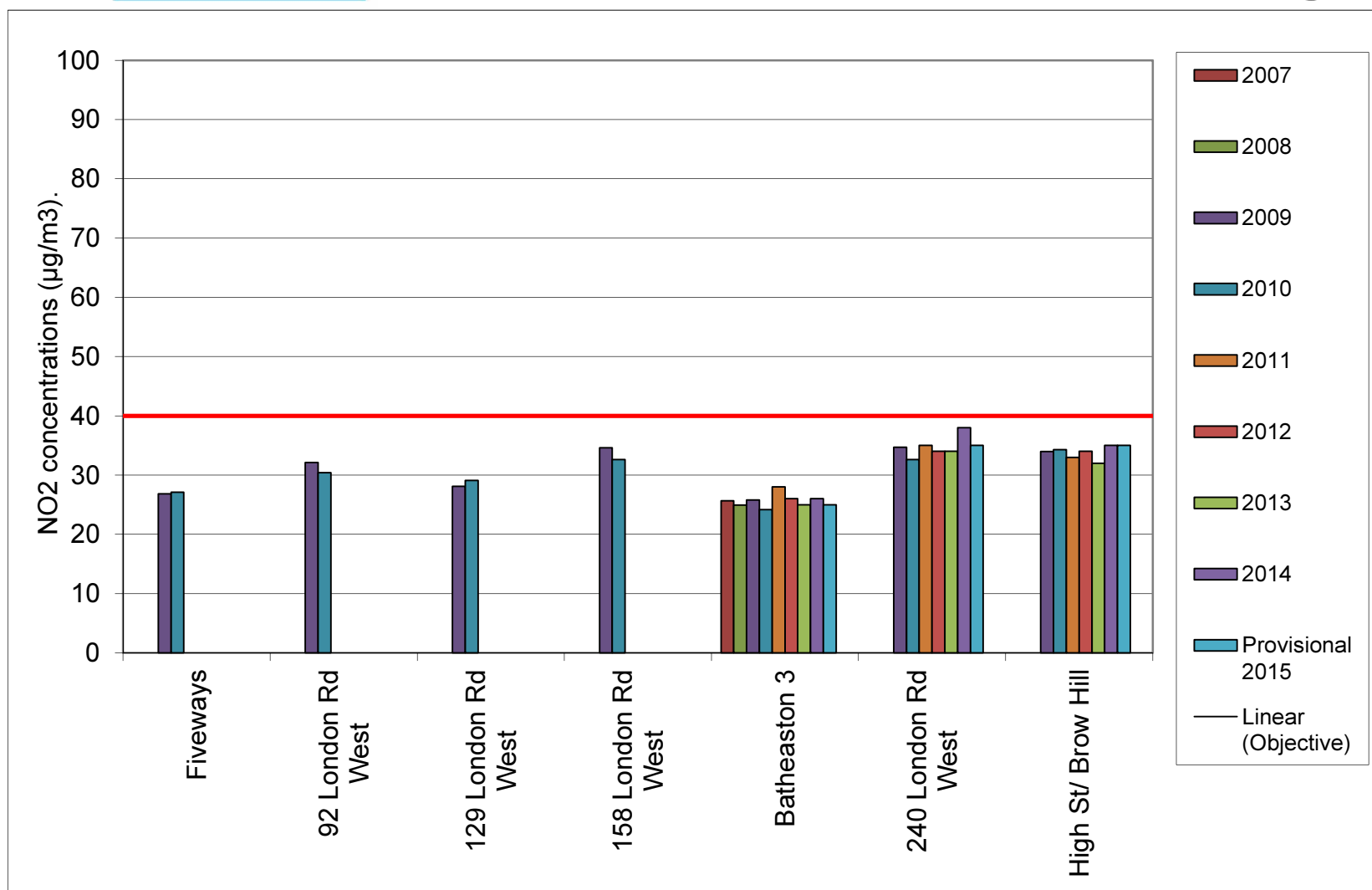


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Batheaston monitoring



Thank you for listening
Any questions?