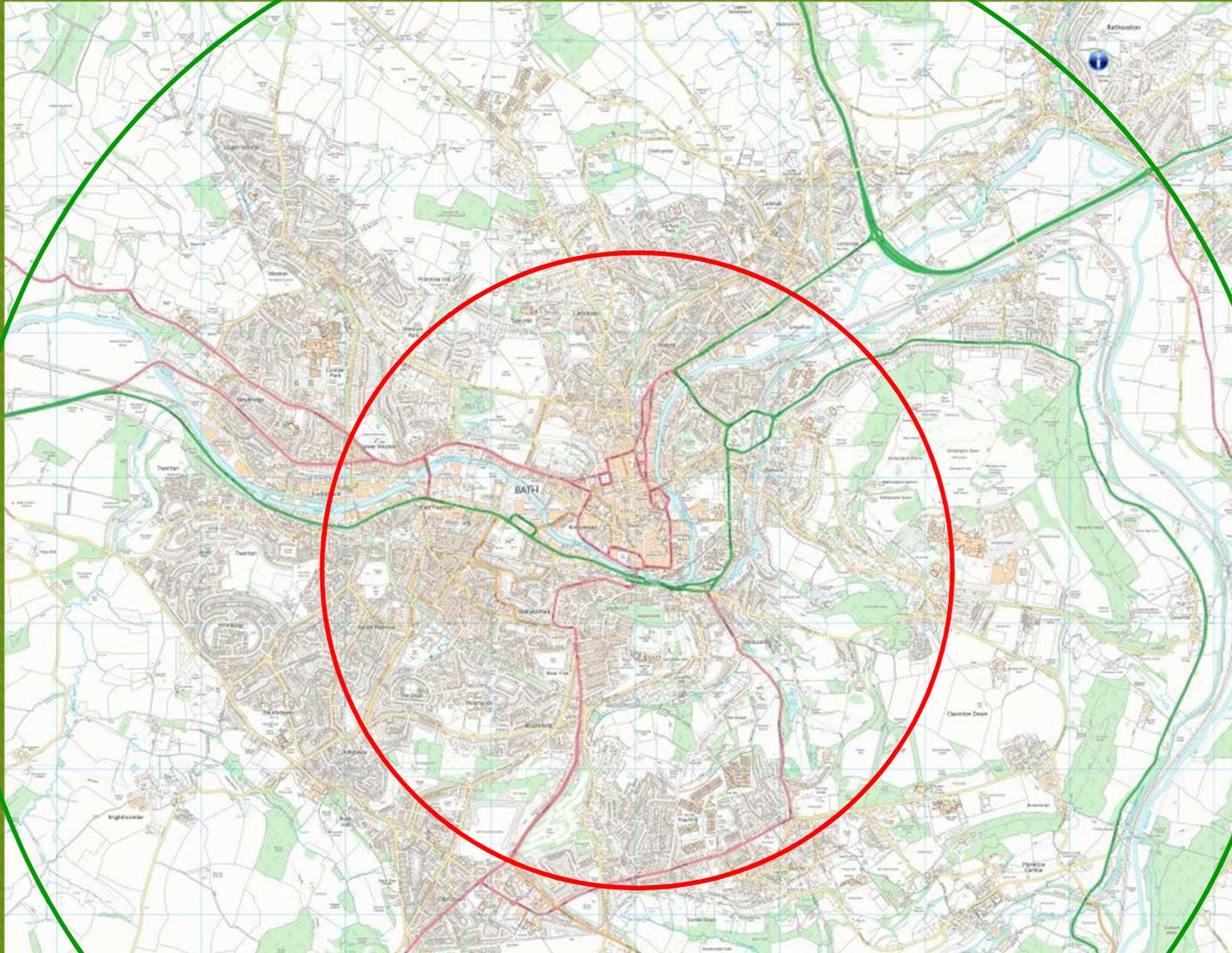


Integrated transport solutions for Bath

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Bath's compact nature



The active travel picture (journeys to work)

- 11.2% Walk to work
- 1.9% Cycle to work
- 4.2% take the bus
- 2.3% travel by train



Driving to work is still people's preference

- 36% of journeys to work are by car



How could Bath tackle this?

Follow where others have succeeded:

- Bristol City Council increased walking to work by 40% and cycling to work by 94% between the 2001 and 2011 census
- This is largely as a result of continued investment of £16/person/year on active travel since 2008
- Focus concentrated on new and improved radial routes into the city centre

Carrot, stick or a combination of the two?

- Are the existing park and ride sites regularly at capacity?
- Apart from congestion and time inconvenience, what is there to dissuade someone from driving into or through the City?
- What measures are being planned to improve the cycling corridors from the north and the south of the city into the centre?

The arguments for more stick...

- By allowing the status quo we're increasing our financial burden on the NHS by failing to provide an environment conducive to active travel
- We need to look at transport policy and its impacts as a public health issue: 80 deaths/year across Bath & North East Somerset attributable to poor air quality

The opportunities – in the context of a West of England Devolved Authority

There is no silver bullet or one scheme that will solve the issues – we cannot build our way out of congestion

A sustainable transport future for Bath would need to consider:

- Freight consolidation
- Congestion charge/low emission zone
- Improved to rail and bus options
- Improved walking and cycling corridors

A Good Transport Plan FOR BRISTOL



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