



- A grouping of 26 residents' associations
- Represents 4,500 residents in central and outer areas
- 6 Affiliate members including Cycle Bath, the Bath Independent Guest Houses Association and the two University student unions

This is about solutions for Bath, not just
solutions for the east of Bath

It's about striking a balance between the needs
of Bath and the communities to the east

FOBRA's top priorities

- Air Pollution
- Traffic (including congestion and parking)

What's the problem for Bath?

- Traffic dominating the World Heritage Site
- Congestion, visual degradation, noise and smell
- Traffic vibration and pollution damaging historic buildings
- Air pollution damaging the health of residents and visitors



London Road



George Street, in the heart of the city, 11 am



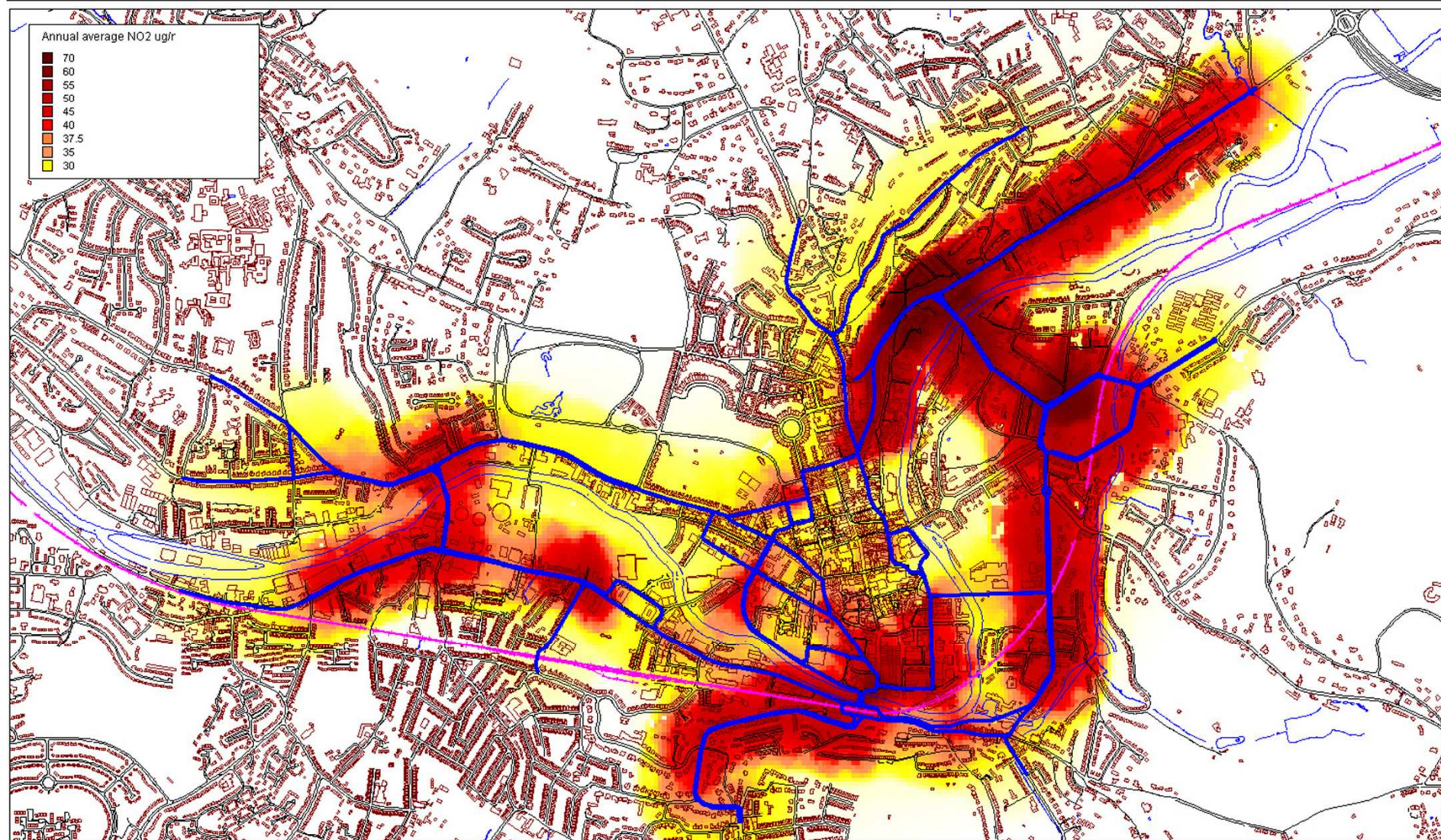
Compare and contrast – La Rochelle

2009 Base Case Nitrogen Dioxide Concentrations in Bath

Bath & North East Somerset Council
9-10 Bath Street
Bath
BA1 1SN
Tel 01225 477000

Created by N Courthold on 18 August 2010

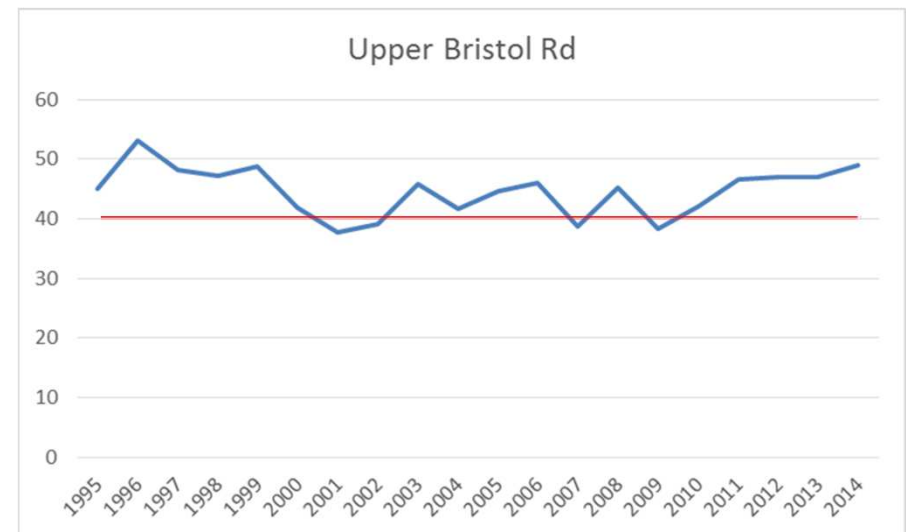
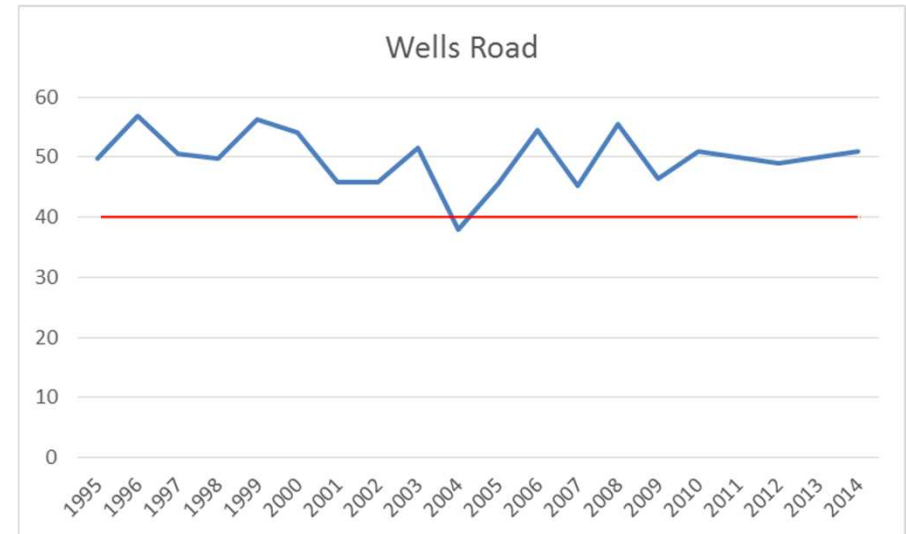
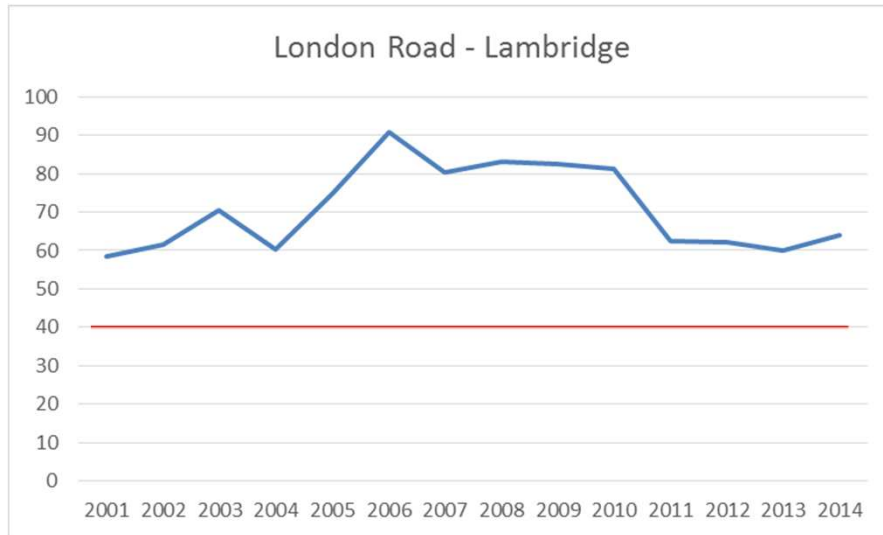
Scale 1:12500



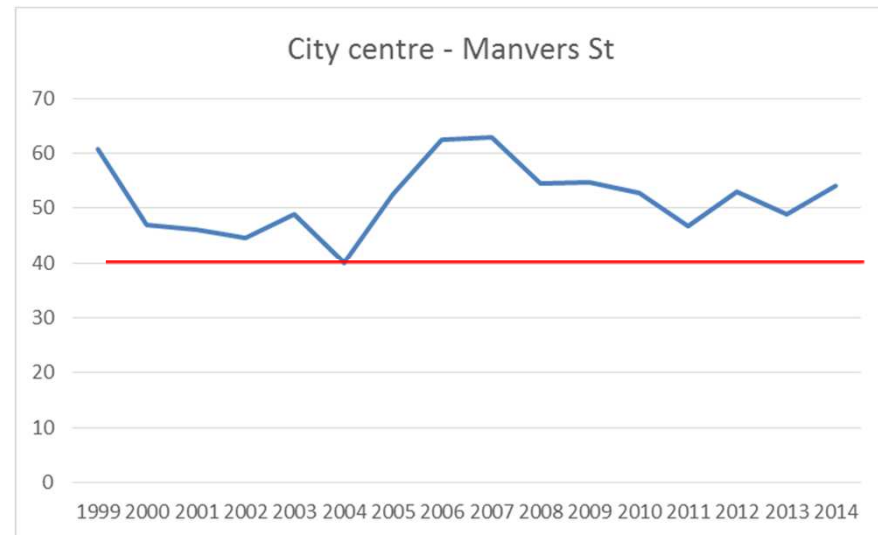
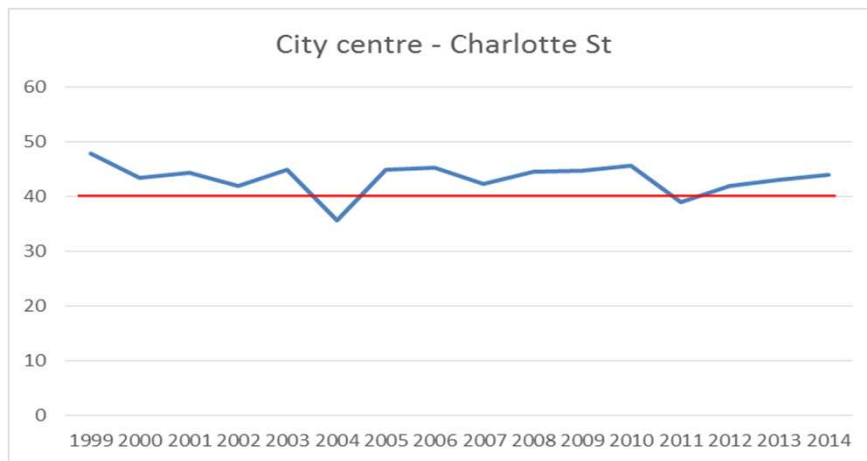
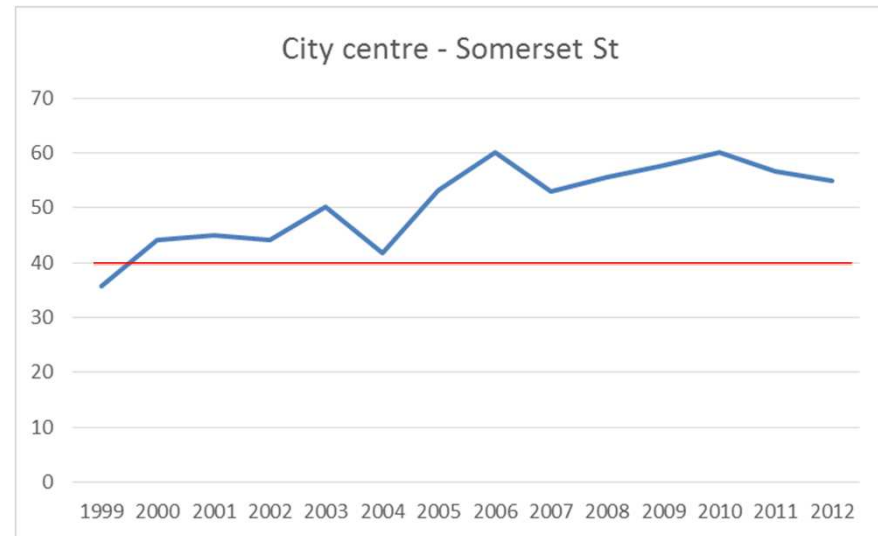
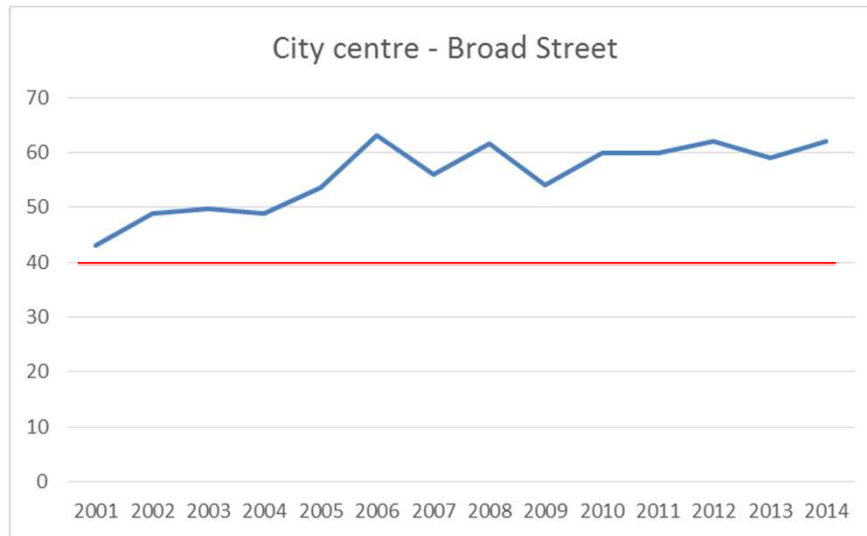
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Bath air quality - NO₂ concentrations µg/m³ (legal limit 40 µg/m³) ———
Source –B&NES Environmental Monitoring



Bath air quality - NO₂ concentrations $\mu\text{g}/\text{m}^3$ (legal limit 40 $\mu\text{g}/\text{m}^3$)
 Source –B&NES Environmental Monitoring



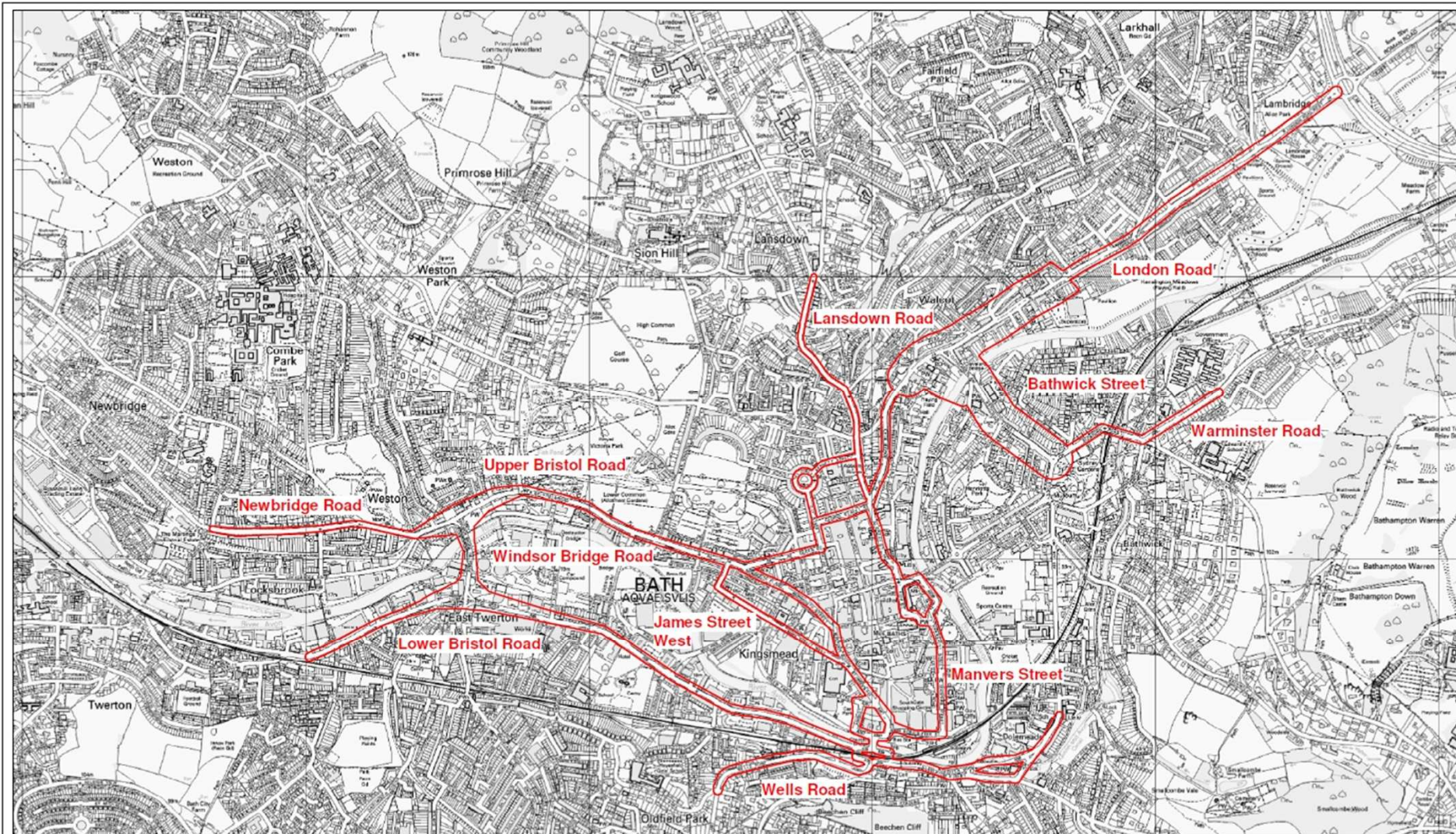
Bath Air Quality Management Area 2013

NO2 Annual Mean and 1-hour Objectives

Compiled by N Courthold on 22 January 2013

Scale 1:13000

Bath & North East Somerset Council
Lewis House
Manvers Street
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Tel 01225 477000



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- 10,000 people live in the Bath AQMA
- By definition, they are suffering unhealthy levels of NO₂ pollution over the legal limit
- B&NES Council has a moral responsibility and a legal duty to tackle this situation

Nitrogen oxides in car exhaust kill tens of thousands in UK



(Image: Greg Balfour Evans/Alamy Stock Photo)

Do nitrogen oxides – NO_x – directly damage health? Until recently their impact was considered mostly indirect, but that view is changing.

We have long known that NO_x , and in particular NO_2 – which form part of the discharge from car exhausts – are indirectly harmful. They contribute to the production of ozone and fine particulate matter less than 2.5 micrometres in size, called $\text{PM}_{2.5}$. These are the two most notorious pollutants that can have an impact on human health. But the production of those notorious pollutants has made it difficult to establish whether there are health problems connected with the NO_2 molecules themselves.

Advertisement

An advertisement for Philips Living Health. It features a close-up of a person in a white lab coat holding a tablet. The tablet screen shows a blue-tinted X-ray of a human hand. The Philips logo is in the top left, followed by 'Living Health'. The text 'Technology is changing your health' is in the center, with a 'FIND OUT HOW' button below it. The 'New Scientist' logo is in the bottom left corner.

New Scientist, September 2015

Pollutionwatch: Beware the air we breathe

Gary Fuller and Heather Walton (King's College London)

Sunday 9 August 2015 21.30 BST



Shares Comments

947

6



Save for later



A cyclist wearing a mask cycles across London Bridge. Photograph: Sang Tan/AP

A new [health impact assessment](#) estimates that air pollution contributed to the deaths of as many as 9,400 Londoners in 2010; around 3,500 from particle pollution and up to 4,900 from nitrogen dioxide, which has been included in a health impact assessment for the first time.



Nearly 9,500 people die each year in London because of air pollution - study

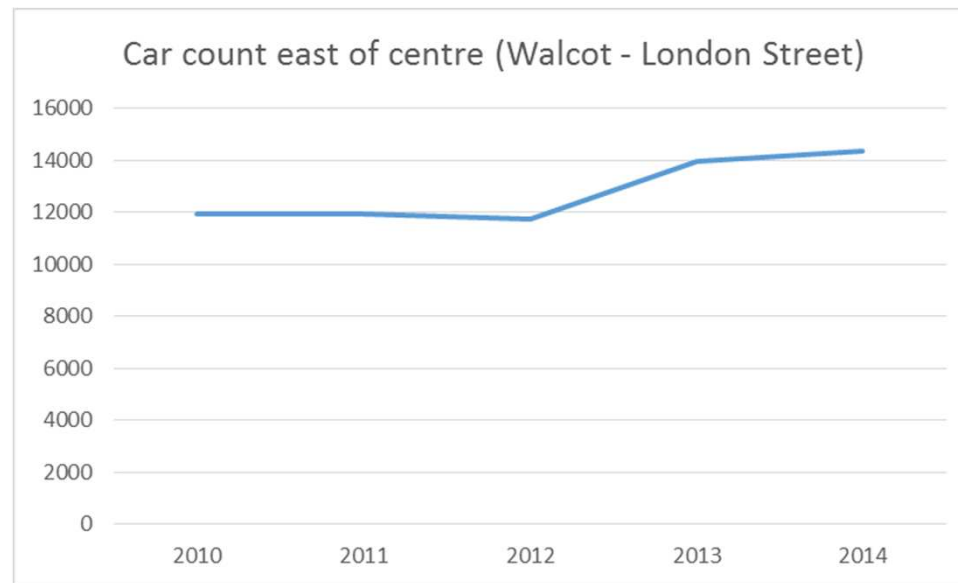
Unlike road accidents or cancer in smokers, the impacts of air pollution are hard to see as it adds to the health burden from heart and lung problems, stroke and many other causes. This means that the impact cannot be worked out from counting death certificates. Instead, the estimates were made by taking the [effect of pollution on survival rates](#) of over 1.5m people living in places with different air pollution around Europe and North America, and combining the results with air pollution exposure data from London.

Scientists prefer to express the health burden as life lost; in this case up to 140,000 years in 2010. This is a whole lot of birthdays but is hard to understand.

The Guardian, August 2015

- 92% of NO₂ pollution in Bath is due to motor vehicles
(Source: B&NES Air Quality Action Plan)
- NO₂ pollution causes 29,000 deaths a year across the UK
(Source: DEFRA Consultation on Air Quality, 2015)
- Pro-rata, that equates to 30 deaths a year in Bath

Large volumes of car traffic come into Bath from the east



Source: DfT Traffic Count, CP 57772

B&NES Core Strategy, 2014

"The city centre [will be] predominantly car free"

[by 2029]

Bath Transport Strategy – the Vision

"Bath will enhance its unique status by adopting measures that promote sustainable transport and reduce the intrusion of vehicles, particularly in the historic core".

Bath Transport Strategy – main features

- A walking/cycling strategy to make Bath the UK's most walkable city;
- Improved accessibility for people with mobility impairments;
- A parking strategy to support the economic growth but at the same time *reducing the amount of off-street spaces within the city centre*;
- *A new Park-and-Ride to the east of Bath*, and continuing expansion of the existing Park & Ride (P&R) sites;
- A traffic management plan for the city;
- Support for more use of public transport to reduce the number of cars entering the city;
- Better management of Heavy Goods Vehicles within the city;
- Finding a new location for coaches to park once they have dropped visitors off in the city centre.
- *Investigate alternatives to A36-A46 HGV route through the city.*
- Develop options for a Low Emission Zone.

"P&R implementations are generally successful where they are explicitly for providing more parking for economic growth or traffic management reasons, rather than to enhance sustainable mobility.

"The essential conditions for traffic reduction to occur in future are a strategic sub regional integrated parking and public transport strategy which achieves interception of car trips early and ensures public transport services remain attractive for a range of access modes."

(Source: Parkhurst & Meek, 2014)