

# JOURNEY TO NET ZERO



**Reducing the  
environmental impact  
of transport in Bath**

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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 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 volume of greenhouse gas we release into the atmosphere is no greater than the amount we remove.

Transport currently accounts for 29% of carbon emissions in the B&NES area. 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,

1. Decarbonising Transport: A Better, Greener Britain, DfT, 2021

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”

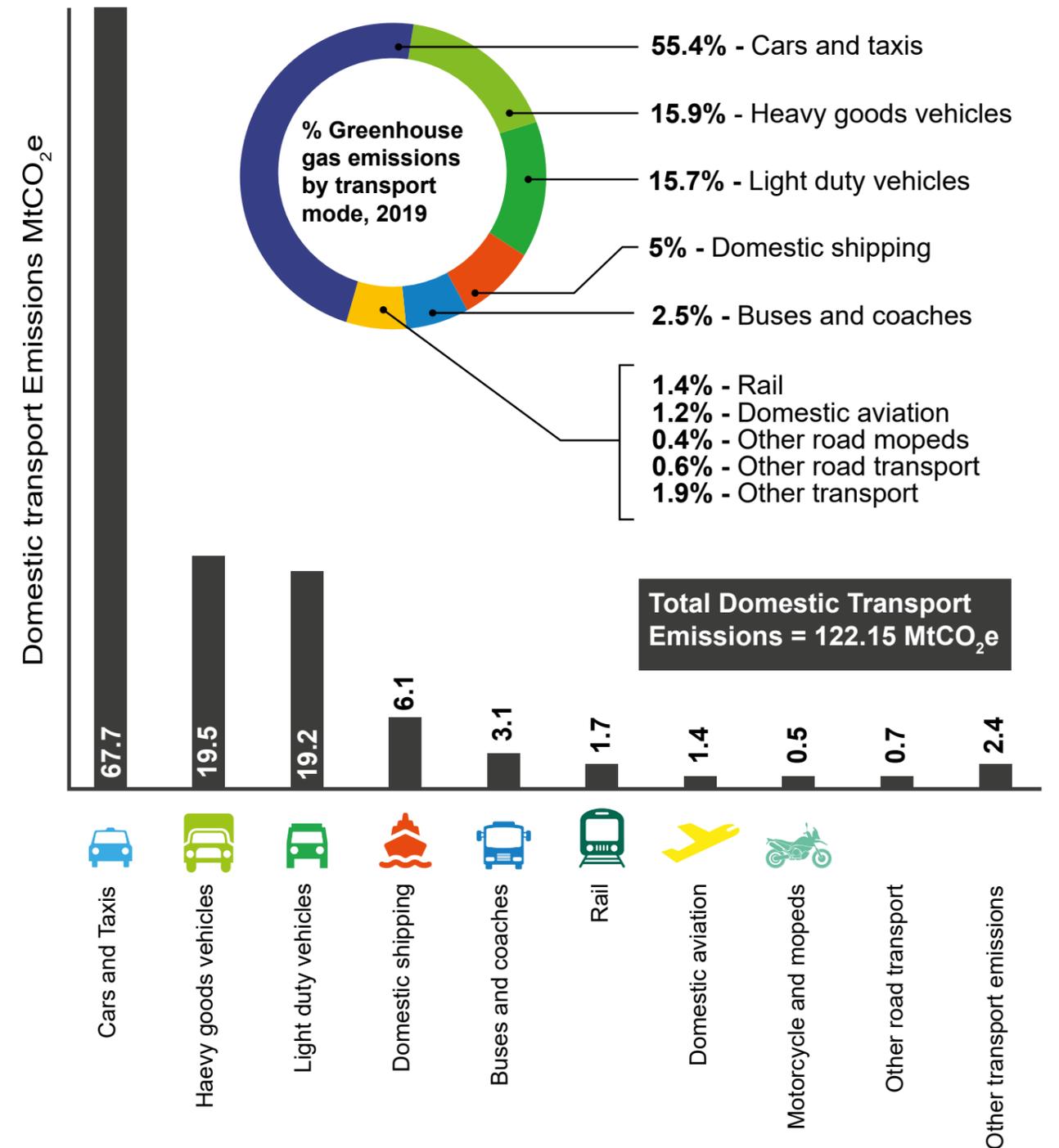


## Net Zero – what does it mean and how do you measure it?

**‘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



2. Decarbonising Transport: A Better, Greener Britain, DfT, 2021

## 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, and sits alongside other Council activities to reduce carbon emissions. 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. 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.



2. Joint Local Transport Plan 4, West of England Combined Authority, 2020

## An evidence-based approach

In November 2014, B&NES approved the **Getting Around Bath Transport Strategy<sup>3</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 dioxide 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**



3. Getting Around Bath: A Transport Strategy for Bath, B&NES, 2014

**The Journey to Net Zero** 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>4</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. The 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, 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 that we are developing and consulting on together with the Combined Authority. We will continue to consult on projects in development and future projects 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 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.

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. Bath will become a people first city. Residents should not feel they have to own a car, but should instead have access to a car if they need one. Below we have set out our sustainable transport hierarchy that aligns with our net zero ambitions. The higher up the hierarchy, the more sustainable and 'green' the travel option. The hierarchy is a useful tool to help highlight the most sustainable travel options, but is not necessarily directly reflected in investment and funding allocation and priority.

### Sustainable Transport Hierarchy



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 pre-pandemic levels<sup>5</sup>, suggesting that the need for sustainable transport remains. Going forwards we will remain flexible to the long-term uncertainty and impacts of both the coronavirus pandemic and Brexit, whilst maintaining our focus on decarbonisation.

## 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>6</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>7</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.



4. Journey to Net Zero: Reducing the Environmental Impact of Transport in Bath Phase 1: Current and Future Report, B&NES, 2020

5. B&NES Weekly Traffic Monitoring Report, 2021, 6. 2019 National Travel Survey (Table: NTS0101)

7. Transport Delivery Action Plan for Bath Phase 1: Current and Future Report, Bath and North East Somerset Council, 2020

## How We Travel

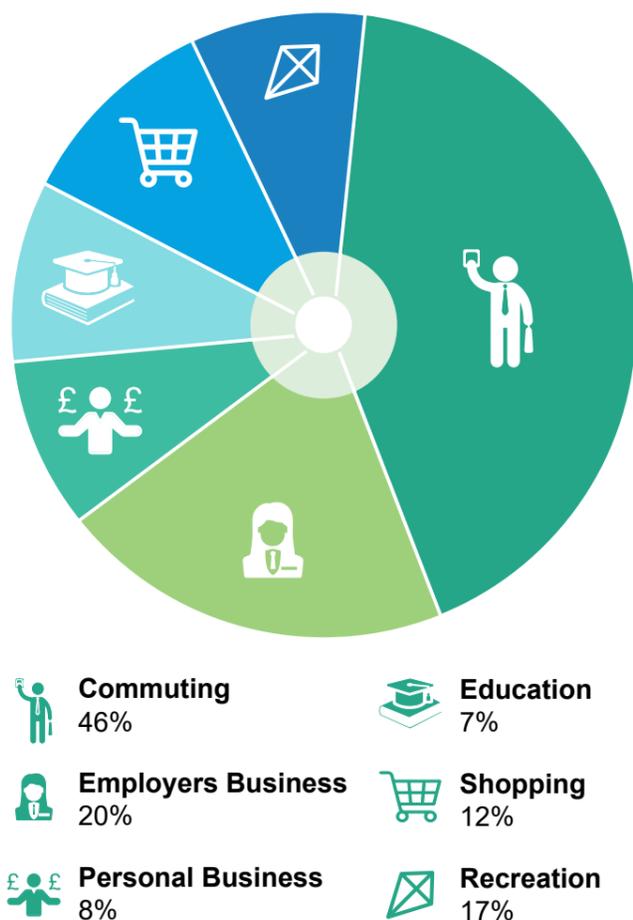
For residents of Bath, 45% of journeys to work use sustainable modes and 47% travel by car (as driver or passenger), with the remaining 8% of Bath residents working from home. However, when considering people who work in Bath but could live elsewhere, the proportion of car usage increases to 53%. Car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

*The Getting Around Bath Transport Strategy*<sup>9</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.

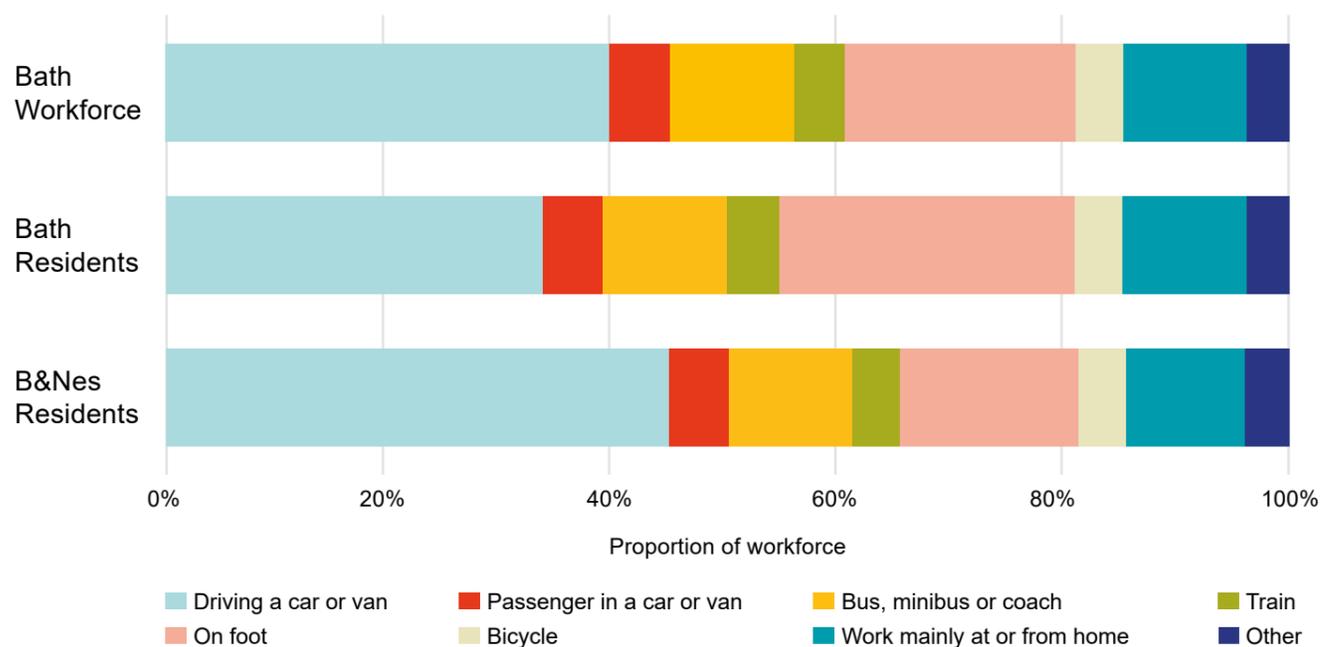
With growth in car usage during this time, and to meet the scale of change required to respond to the climate emergency targets, it is clear that further work is required to promote and support the use of sustainable modes of travel.

*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>10</sup>



Mode of travel to work (commuting) in Bath<sup>11</sup>



8. 2011 Census (Table QS701EW), 9. Getting Around Bath: A Transport Strategy for Bath, B&NES, 2014, 10. Transport Delivery Action Plan for Bath Phase 1: Current and Future Report, Bath and North East Somerset Council, 2020, 11. 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>12</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.

Bath is home to two universities and the Royal United Hospital (RUH) which generate a lot of trips. Student numbers at the University of Bath have grown significantly in recent years. In 2007 there were just under 10,000 full time equivalent students and this is now at nearly 15,500. Staff numbers have also grown at a similar rate<sup>13</sup>. In 2019, 55% of students and staff accessed the university by bus and 35% by car. Only 10% either walked or cycled which is reflective of the location of the University at the top of Bathwick Hill.

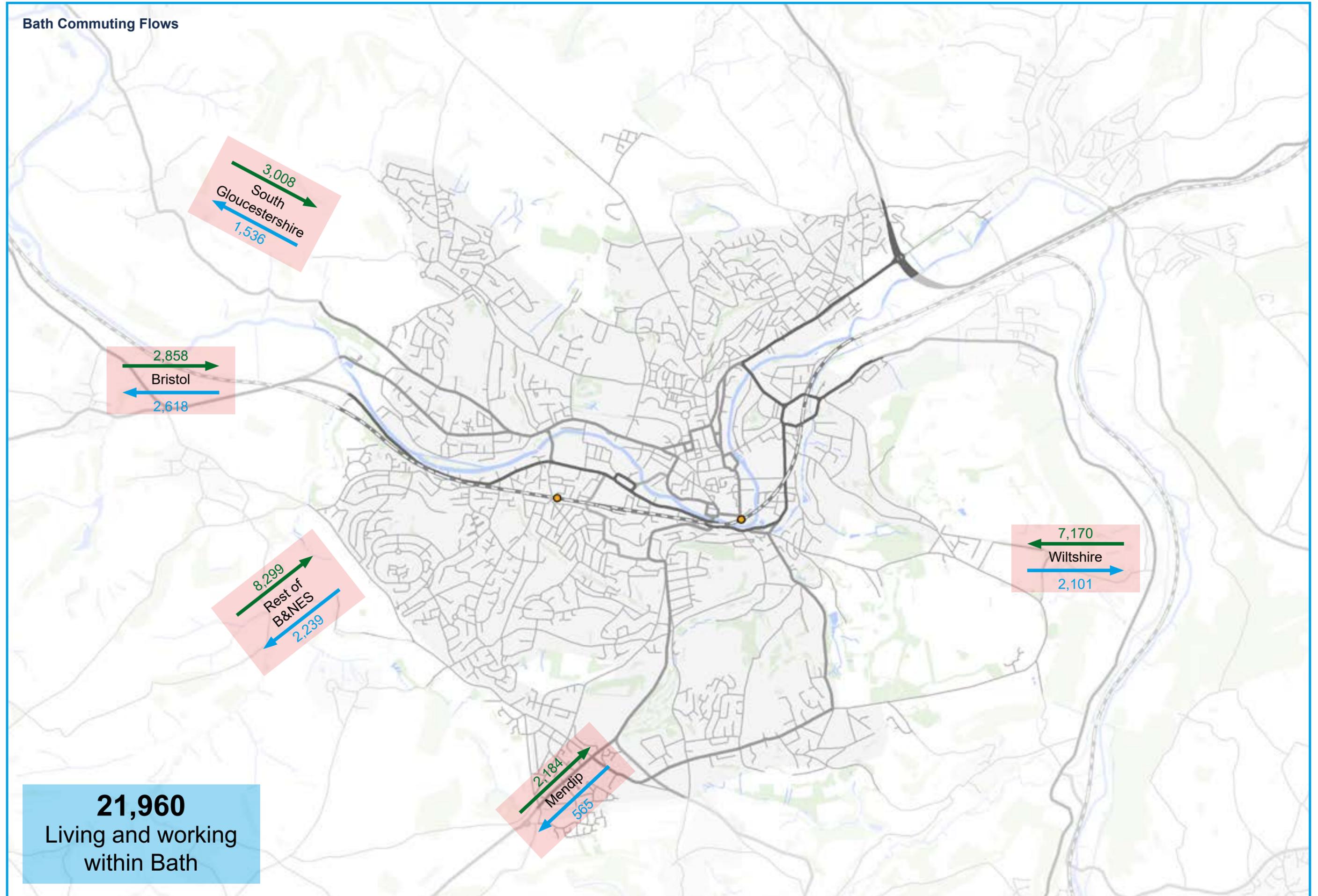
Bath Spa University, home to 7,000 students and 1,000 staff, is spread across multiple campuses, the largest of which is at Newton Park, approximately 5.5km to the west of the city centre. Secondary campuses are situated at Sion Hill, Corsham Court and Locksbrook. The location of these campuses makes travel by bike and foot more difficult than using car or bus. The University is pursuing a number of measures to promote sustainable travel including improved bus services, restricting parking permits and increasing parking charges as well as loan schemes for the purchase of bikes or rail and bus season tickets.

The Royal United Hospital, located in the north-west of Bath, is a major employer in the city with over 6,200 staff. 65% of staff travel to work by car, 14% walk, 9% cycle and 7% by public transport<sup>14</sup>. Of those who travel to the site by car, 38% park on nearby public / residential streets as opposed to the RUH staff car park<sup>15</sup>. The site Travel Plan recognises the importance of improvements to Park and Ride facilities on choosing how to travel to work.

12. Transport Delivery Action Plan for Bath Phase 1: Current and Future Report, Bath and North East Somerset Council, 2020  
 13. University of Bath Travel Plan: 2019/20 Baseline Report. IMA Transport Planning 2020  
 14. Royal United Hospital Non-Patient Travel Plan 2020 - 2025  
 15. Royal United Hospital Non-Patient Travel Plan 2020 - 2025



### Bath Commuting Flows



## 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.”

The number of people living in the West of England is forecast to grow significantly by 2036. Without changes in the way we travel, emissions are predicted to increase by almost a quarter by 2036 across the West of England<sup>16</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>17</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>18</sup>. This demonstrates a need for more sustainable modes of travel for trips to, from and within Bath.

We have grown accustomed to life with a car, travelling that bit further to a job, school, shop or service - we no longer live locally. Whilst cars have increased our mobility, it has come at a huge environmental cost. The social, economic and cultural changes that have been enabled through the widespread adoption and usage of the car and our dependence on this to move around makes the challenge of reducing its impacts incredibly complex. Our 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. Congestion leads to longer, unreliable journey times for everyone, while low speeds and time struck in traffic queues increases emissions further. Any proposal to build new roads, such as a ring road around the city, will only serve to damage the World Heritage Site setting in addition to encouraging more people to drive resulting in more traffic and more emissions.

Although electric vehicles provide a significant step forward in terms of reducing our carbon emissions from transport, in themselves they cannot provide the full solution. Although they emit considerably less tailpipe emissions compared to a petrol or diesel vehicle, the production of electric vehicles generates large levels of carbon. Current studies<sup>19</sup> estimate that electric vehicles would need to travel some 80,000 kilometres before its carbon footprint becomes smaller than an equivalent petrol car given its larger manufacturing energy footprint.

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))

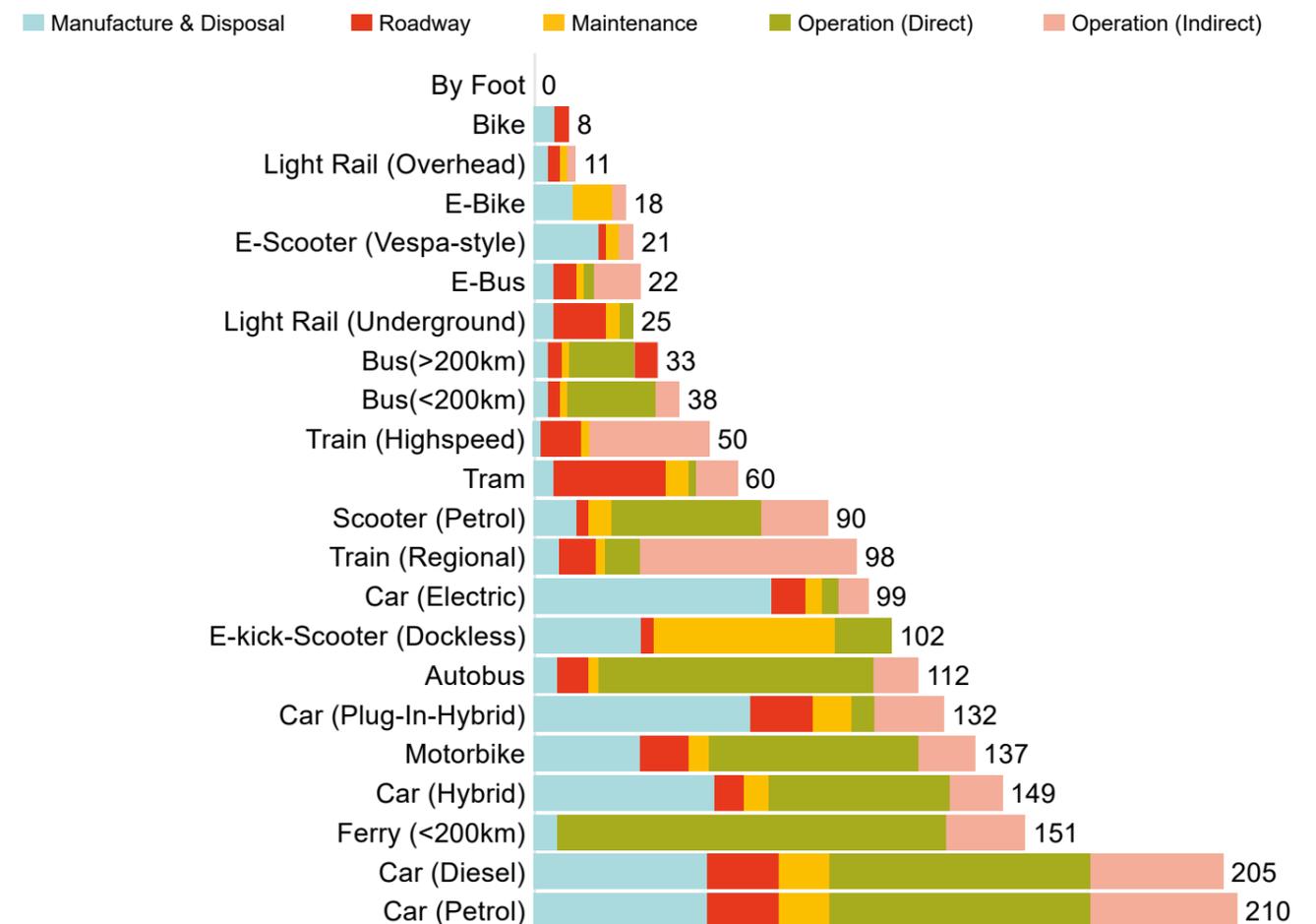
There is anticipated to be a 25% increase in the number of trips across the West of England by 2036 (Joint Local Transport Plan 4, West of England Combined Authority, 2020)

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)

Average carbon emissions by transport type (in gram per pkm)<sup>20</sup>



16. JLTP4, 17. Transport Delivery Action Plan for Bath Phase 1: Current and Future Report, Bath and North East Somerset Council, 2020, 18. Transport Delivery Action Plan for Bath Phase 1: Current and Future Report, Bath and North East Somerset Council, 2020, 19. <https://www.auto-car.co.uk/car-news/industry/analysis-just-how-green-are-electric-vehicles> 20. <https://tmt.com/infographics/carbon-emissions-by-transport-type/>

Without changes in the way we travel, by 2036 we could see the following across the West of England<sup>21</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 Many of the streets in Bath are narrow, limiting the amount of space available and how it can be shared between modes
- 5 The landscape and townscape, including hilly terrain
- 6 The River Avon which bisects the city, with relatively few crossings
- 7 The reliance of local economy on tourism
- 8 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, two public consultations have been held to give the people of B&NES an opportunity to have a say on their priorities for transport in the next 10-years.

Following a series of stakeholder workshops, we established a set of transport themes that considered the challenges identified in the Current and Futures Report:

- **Better public transport options** delivering a range of public transport options to improve connectivity for all
- **Providing for travel by bike and on foot** reducing the intrusion of vehicles to enable a bike and pedestrian friendly city
- **Creating improved places to live and work** creating better connected, healthier and more sustainable communities through the more efficient use of road space
- **Cleaner, greener school travel** enabling healthier, safer and greener ways to travel to and from school
- **Supporting future mobility** exploit the opportunities presented by evolving transport technology, to improve physical connectivity
- **Connecting Bath to rural communities and market towns** improving connectivity on routes between Bath and the wider district

In early 2021 we consulted on these themes. Respondents were asked to select the transport themes of most importance to them. From the 1,000+ responses, the most popular themes included:

- **Better public transport options**
- **Providing for travel by bike and on foot**

The consultation report<sup>22</sup> provides a summary of the outcomes of the consultation.

This plan is structured around the transport themes described above. For each we consider what measures we are already committed to, those we are currently developing and the future projects which we may need to deliver the step-change required.

In early 2022, a second consultation was held to seek the views of the public on the draft Journey to Net Zero, in particular in relation to the future projects which had not previously been consulted on. Around 550 people responded to the consultation, with the most supported future projects being:

- **Independent travel to school**
- **Promotion and investment in travel by bike**
- **Improvements to the pedestrian experience**

<sup>22</sup> Journey to Net Zero Consultation Report, B&NES, 2021

Below is a table that sets out some of the most frequent comments we received from the consultation as well as how these have been responded to.

What you said	What we have changed
<b>Bath is very hilly, which makes trips by bike and walking difficult</b>	We recognise that Bath has a challenging topography. Within Providing for travel by bike and on foot we have added in further detail of the benefits of e-bikes to overcome this.
<b>There are some journeys for which I need my car i.e. transporting heavy goods, disabled access, tradespeople, carers</b>	We are not advocating zero journeys by car and fully acknowledge that some journeys will still need to be undertaken by car in the future. However, there are a significant number of trips for which there are sustainable alternatives. We have now included within the plan a transport hierarchy that we believe aligns with our net zero ambitions and acts as a useful guide to help people think about how they could improve the environmental impact of their journeys.
<b>The current public transport network does not allow me to leave my car at home</b>	We have added further detail to the measures included within the West of England Bus Service Improvement Plan (BSIP) so you can better understand the far-reaching improvements we are planning to make to the public transport network which will provide significant improvements to existing bus services.
<b>The future projects will negatively impact on businesses in the city centre</b>	We have included a number of case studies from the UK and internationally where restricting car access and improving the public realm has had a positive impact on businesses.
<b>I have nowhere to charge an electric vehicle and they are too expensive</b>	We have included more detail on the potential future models for car ownership and electric vehicles. The use of car clubs will make electric vehicles accessible to more people whilst also reducing the space taken up by private parking.
<b>Ghent is used as an example of restrictions for car in the city centre, but there are a lot of differences between Ghent and Bath</b>	It was not our intention to draw a direct comparison between Ghent and Bath but rather to show what is possible and has been achieved elsewhere when such measures are introduced. Given this is a relatively new approach there are limited examples where cross-city traffic restrictions have been implemented, therefore we have drawn on Ghent to provide an illustration of where it has been done. Other UK cities are currently considering these measures also, and we will monitor these.
<b>What will happen to general traffic as a result of these measures? Where is the traffic circulation map of the city?</b>	We have included a commitment to produce a traffic circulation map as a standalone project within the Creating improved places to live and work section. This will identify the main roads where arterial bus routes are prioritised and car traffic is expected to remain, and the residential streets that we want to be quieter, with future projects aiming to deliver this plan incrementally.
<b>How will this all be paid for?</b>	We have added into the plan detail of potential future funding streams
<b>The introduction of traffic cells in the city centre will result in traffic diverting through residential areas</b>	In recognition of the significant number of people who live in the city centre we have now changed the term traffic cells to city centre liveable neighbourhoods. This better reflects what we're trying to achieve through the measure and better aligns with the wider Liveable Neighbourhoods project.  We have also emphasised that the creation of city centre liveable neighbourhoods is a longer-term project and would be one of the last initiatives introduced.  Finally, we have committed to consulting on the development of any city centre liveable neighbourhoods to ensure it works for the city as a whole.

Reaching carbon neutrality is going to be challenging. It will require us to change the way in which we think about travel and the choices that we make. There are a number of measures within this plan which will have a significant impact on how we move around the city. The Journey to Net Zero sets out a balanced package whereby potential restrictions to car use would be implemented alongside significant improvements to public transport, cycle and pedestrian networks and disabled access. As can be seen from the table above, we have taken on board the feedback from the consultation and made a number of changes to the plan.

As the projects within this plan develop, we will continue to seek your views to ensure we are meeting the needs of local people. To ensure we continue to work together and listen to the needs of everyone, we will set up a new Transport Stakeholders Forum with members from across a range of organisations that represent the views of the full spectrum of those living, working and visiting Bath and North East Somerset. Whilst the new Forum won't have any formal decision-making powers they will act as an important link to ensure that the transport improvements we're looking to implement are the right ones and are being delivered in the right way.

# 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. Maintaining the quality of infrastructure delivered through these projects, in particular for bus lanes and bike and pedestrian networks, is crucial, as well as looking ahead to further measures that are needed.

## BETTER PUBLIC TRANSPORT OPTIONS

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

### Why is it important?

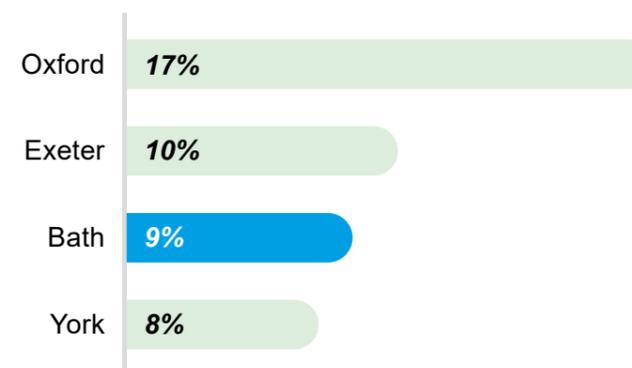
Public transport plays a pivotal role in enabling mode shift and reducing our dependency on travel by car for accessing employment and education, services, shopping and leisure. It should be frequent, reliable, fast, accessible, safe, comfortable, affordable and link up the places that people live and 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 more of our 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, demand responsive transport 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>23</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>)*

<sup>23</sup> 2011 Census (Table QS701EW)



**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

Working alongside bus operating companies, the West of England Combined Authority is responsible for delivering and improving the region's bus network. In October 2021 the Combined Authority submitted a Bus Service Improvement Plan (BSIP) jointly with North Somerset Council 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

To meet these targets, the BSIP includes a number of delivery plans :



**Intensive Services** - providing 'turn-up-and-go' services during the day and higher frequencies in the evening on core urban routes. Our ambition is to deliver a high frequency, accessible bus network providing major conurbations with a minimum provision of 6 buses per hour on radial routes, 4 buses per hour on orbital routes and 4 buses per hour on inter-conurbation routes. Our ambition isn't limited to our major urban areas. We aim to provide buses at least every hour to all our rural areas with a population over 500, as well as more frequent services to our smaller urban areas



**Bus Priority** - Our vision is to enable bus priority measures across our key routes and connections to deliver journey times on the network which are reliable and comparable to, or better than, car travel. Significant increases in bus priority on the A4 Bristol to Bath, Bath City Centre, the A37 and A367 Somer Valley to Bristol and Bath are identified as a high priority investment areas



**Fares** – The BSIP identifies a need for a simpler fare system that gives better value for money to passengers. It will consider low flat or zonal fares in Bath, lower point-to-point graduated fares outside of urban areas, daily and weekly tap-on-tap-off readers to ensure that passengers are charged the best value fare, reductions in fares for young people and standard discounts for children and students



**Integrated Ticketing** - Our integrated ticketing plan aims to provide a single consistent offer to customers across the network



**Integrated Services** – Our ambition is for a bus network which provides good access to services from all parts of the region and is integrated with key passenger destinations and other modes. Provision of Transport Hubs form an important aspect and hubs should be high-quality, accessible and readily-identifiable as part of the public transport network



**Modern Buses** - Transitioning the bus fleet to zero emission vehicles across the BSIP area, including improvements to accessibility and information provision for passengers and more capacity to carry bikes where there is demand



**Passenger Voice** - Empower bus passengers in the region by giving them a bigger say and a greater voice in the services they use



**Non-intensive Services** - More demand-responsive and 'socially necessary' transport including provision in low-density areas in the form of Demand-Responsive Transport, community transport and commercial services - this will increase the hours in the day

when bus services are operating in some locations

We know that following decades of decline and underinvestment, the bus service in Bath (as in most areas of England outside London) requires significant improvement to provide a viable alternative to the car for most residents. Additionally, the pressures on operators of the pandemic have resulted in further recent cuts to services.

The BSIP vision is of a single, integrated bus network that is convenient, affordable, reliable and acts as a real alternative to the private car, a bus network that works together, with clear passenger information, across the whole of the West of England. Services will also need to be more frequent, faster, and provide direct routes to the places people want to go. We face a significant challenge to reverse the decades of decline of the bus service in Bath & North East Somerset,

In line with the national approach we intend to create a virtuous circle increasing usage, whilst reducing operating costs, so better services can be sustained. In Bath the key intervention will be significantly more ambitious bus priority schemes, making services faster, more reliable, more attractive to passengers and cheaper to run.

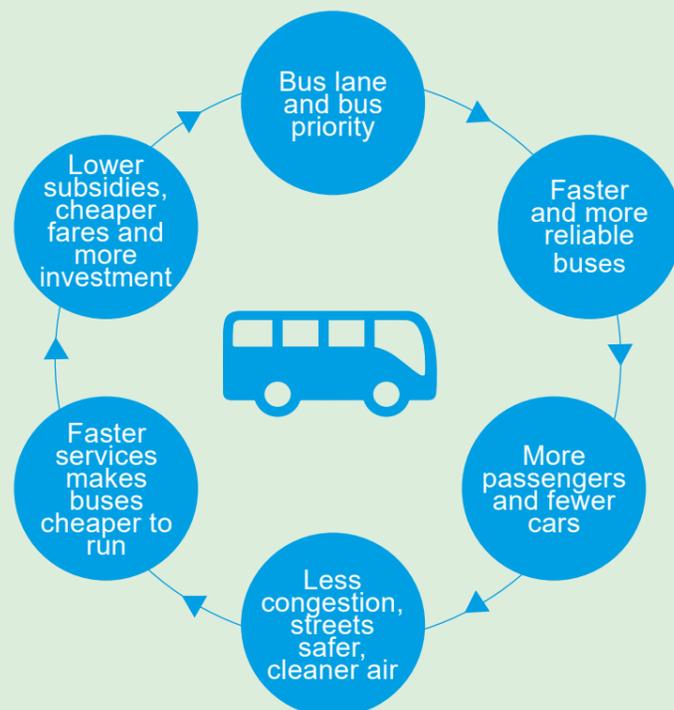
Some of these schemes are set out in Our Developing and Future Projects. In addition to larger schemes targeting bus priority, we will also seek to improve communication with operators and passengers about roadworks and increase bus shelter cleaning and maintenance standards.

As part of the BSIP, the Combined Authority and North Somerset Council have committed to developing an Enhanced Partnership with local bus operators and highway authorities which will set out how we work together to deliver the BSIP targets.

In April 2022 it was announced that the West of England Combined Authority and North Somerset Council would receive £105m through the BSIP. This was the second largest allocation across the country and will provide a significant contribution to improving bus services in the region. Whilst the investment provided through the Bus Service Improvement Plan and the City Region Sustainable Transport Fund are very welcome and will go some way to meet the need we have set out for service improvements, further investment, innovation and commitment will be needed from all levels of government, and from bus operators, to fully meet our aspiration of a bus service that is frequent, reliable, easy to understand and use, better co-ordinated and cheaper.

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

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



## 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 and on foot is environmentally friendly and a 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. The proportion of residents cycling and walking to work in Bath in comparison to similar UK cities is shown in the figures below.

Nearly all journeys start and end on foot. Bath was the country's pre-eminent walking and promenading city in the 18th century and has the potential to achieve the same status in the 21st century.

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 reduce 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 as shown in the figure below.

In July 2020, the DfT published Gear Change: A Bold Vision for Cycling and Walking<sup>25</sup> 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.

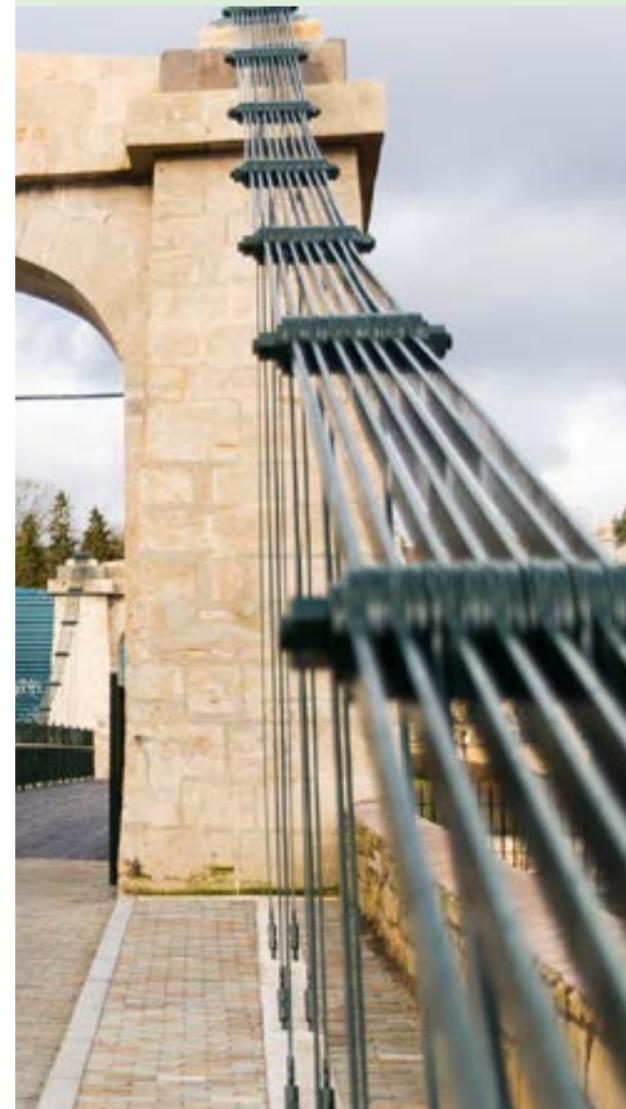
Whilst we want to significantly increase the number of people travelling by bike we understand that it isn't an option for everyone. We want those who can choose to travel by bike in their daily life to do so, but we understand the infrastructure needs to make it be, and feel, safer for this to be

### 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

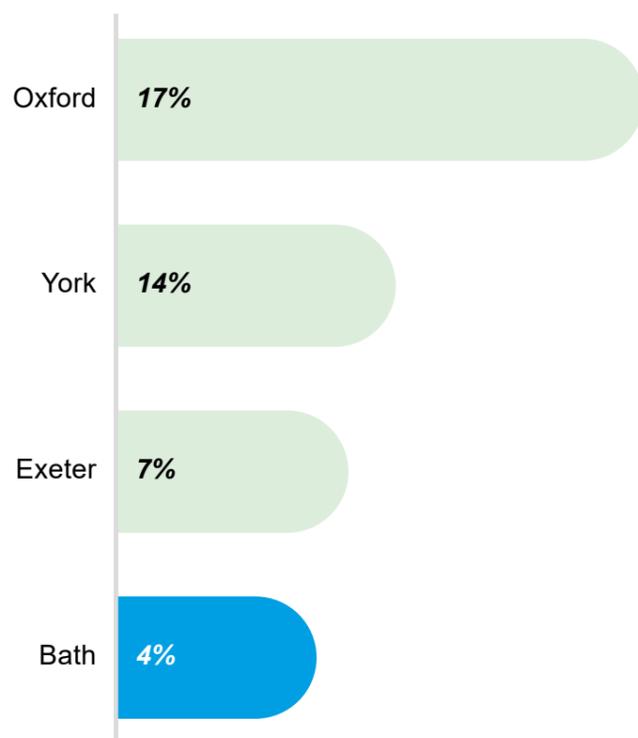


a practical option for the majority. To do this we need to reduce potential conflicts between pedestrians and cyclists, separate vehicles and cyclists and step up maintenance of cycle routes to improve the road surface. We also need to ensure that our speed limits are better enforced to create a safer environment for people to ride their bike and walk in. Bath already has a number of 20mph zones and further zones may come forward as part of the next generation of liveable neighbourhoods.

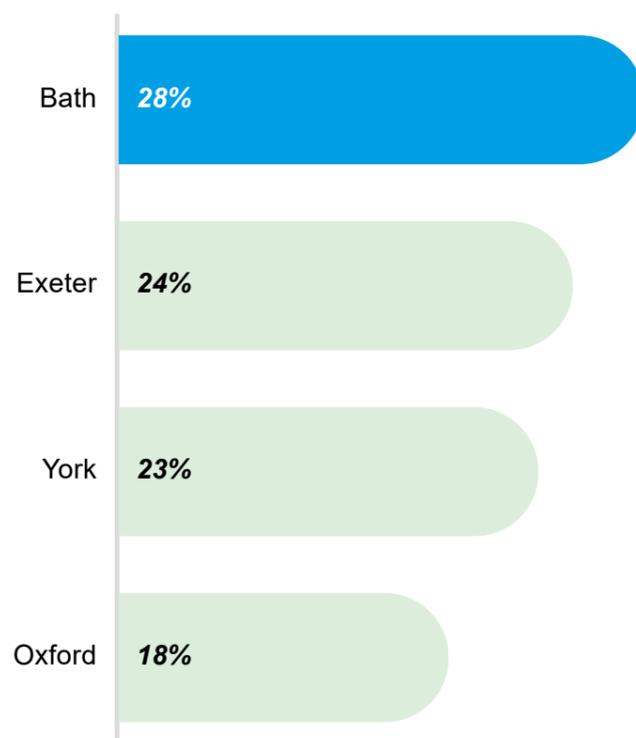
Whilst we acknowledge that Bath is a hilly city, which can put people off travelling by bike, the arrival of electric bikes enables far greater adoption of bike travel as it removes the challenge that the hills currently present. The introduction of e-bikes makes travel by bike a realistic option for more journeys and more people. Shared e-bike projects in the UK<sup>26</sup> found that for a third of users, e-bikes enabled them to cycle up hills they would not have previously been able to cycle up using a regular bike. Also, the proportion of female cyclists was 20% higher for e-bikes than conventional bikes.

**In Oxford, e-bike riders are making journeys on hilly routes not previously made on standard bikes, 24% of e-bike trips originate from the city centre with a destination in the hilly east of the city, only 2% of standard bike trips were on these routes in the same period.**<sup>27</sup>

Proportion of residents cycling to work<sup>28</sup>



Proportion of residents walking to work<sup>29</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. A similar proportion of respondents considered improving pedestrian movement to be important.

<sup>26</sup>. Shared Electric Bike Programme Report 2016, Department for Transport, <sup>27</sup>. Shared Electric Bike Programme Report 2016, Department for Transport, <sup>28</sup>. 2011 Census (Table QS701EW), <sup>29</sup>. 2011 Census (Table QS701EW)

**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?

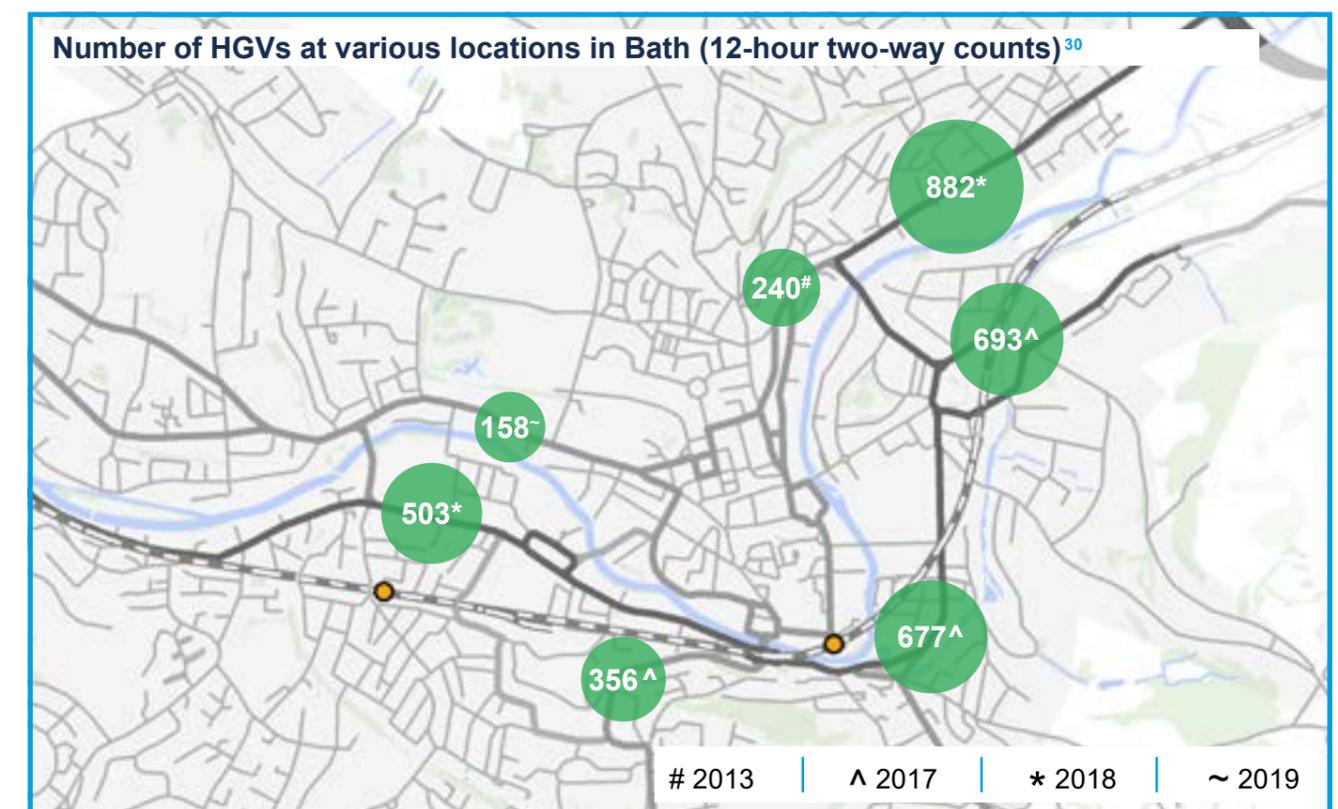
Bath's road network occupies a large proportion of the city's public space but is dominated by vehicles. Streets are places where people and communities should be able to connect and interact.

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>30</sup> <https://roadtraffic.dft.gov.uk/>

## What are we doing about it?

### 1 Local Plan

The existing B&NES Local Plan is a key strategy that is used to manage development in the city and an important tool for helping to achieve our Journey to Net Zero. It works towards the creation of a vibrant, attractive and economically successful city centre that is free of all but essential traffic. It also supports the important role of local centres throughout the city which contribute towards the concept of 15-minute neighbourhoods that are easily accessible for local residents.

The spatial strategy seeks to ensure that development connects well to existing public transport infrastructure and planned investment which enables people to travel to and around the city with less environmental impact and greater efficiency.

B&NES now is beginning work on a new Local Plan which will seek to establish a bold, transformative and more ambitious plan for how the city can evolve to meet our challenging needs and aspirations, including our net zero ambitions.

**Delivery timescales:** Short-term

**Other themes supported:** Better public transport options, Providing for travel by bike and on foot, Cleaner, greener school travel, Supporting future mobility, Connecting Bath to rural communities and market towns

### 2 Bath City Centre Security Project

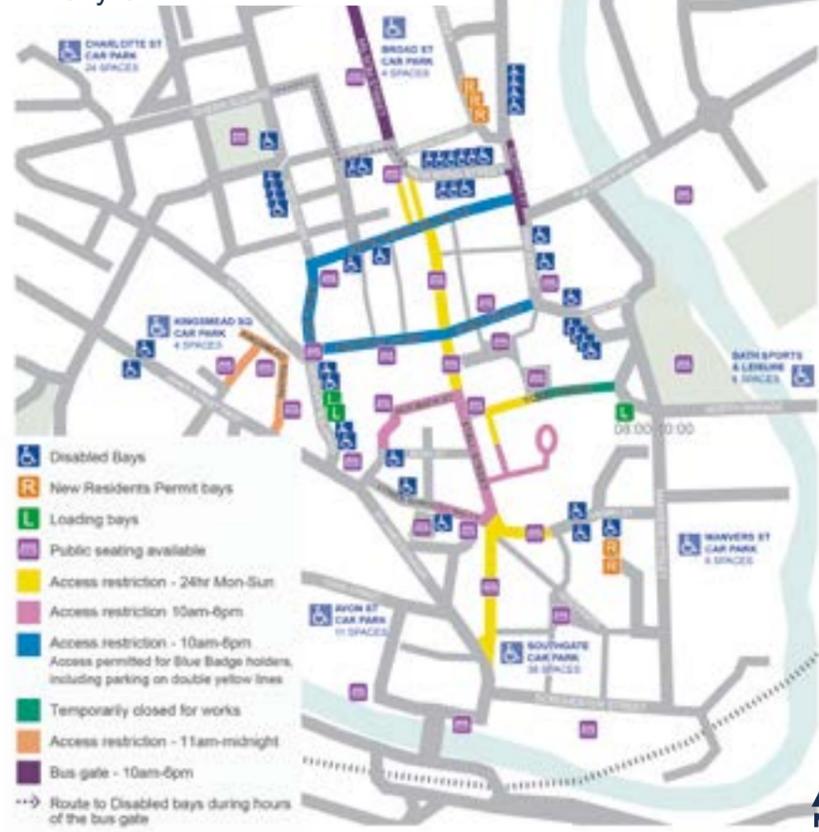
Keeping our streets and spaces safe and secure from the threat of terrorism is an important part of our role as your local council. Since 2016, we have worked closely with Avon and Somerset Police and Counter Terrorism Security Advisors on protection work designed to improve overall public safety and 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. In January 2022 these restrictions came into place across parts of the city centre, with certain streets restricted at certain times of day. Some vehicles can continue to access these streets at any time including emergency services, postal service, construction, roadworks, emergency utility works and blue badge holders.

**Delivery timescales:** Short-term

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

#### Access restrictions and parking Bath City Centre



### 3 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



## 4 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.

During 2022, National Highways will assess key connectivity and wider transport challenges on seven corridors, to consider which routes are best suited to provide strategic connectivity linking the M4 and the Dorset Coast.



source: National Highways

The study will identify where investment is required and consider high-level costs, benefits and impacts. This includes an assessment of how the measures could improve congestion, road safety and support wider regional development and business growth. The study is due to complete in late 2022.

**Delivery timescales:** Short-term

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

## 5 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 and ward councillors who have identified it as an aspiration to turn streets that are noisy, polluted and dangerous into pleasant, safe places to live and work. An additional benefit to liveable neighbourhoods is that the removal of traffic from unsuitable roads creates the road space for the introduction of additional bus and bike lanes.

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:** Better public transport options, Providing for travel by bike and on foot, Cleaner, greener school travel, Supporting future mobility

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

### 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.

In the future we would like to extend this loan scheme to the general public for private use.

### 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.

## 7 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.

As part of a wider effort to revitalise and rethink the way our streets can be used we will look to run a number of ‘car free days’ across the city. We recently did this on Milsom Street to coincide with international car-free day, with the road closed to traffic for a whole weekend and people asked to walk, cycle, skate or jump on a bus to get to the city centre for an enjoyable, traffic free day. The event saw Milsom Street transformed with market stalls, outdoor seating, street food, live music and street play for children.

Similar events within the city centre will allow us to trial the closure of parts of the city to vehicles whilst at the same time demonstrating to people what the city could potentially look and feel like without traffic.

**Status:** Current

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

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



## CLEANER, GREENER SCHOOL TRAVEL

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

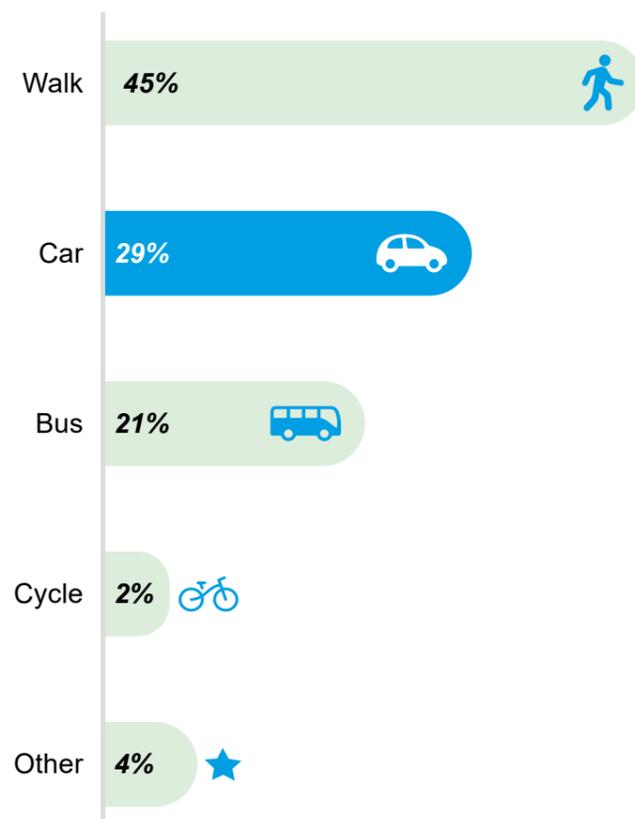
#### Why is it important?

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>31</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.

<sup>31</sup>. Department for Education Statistics (Table SFR12/2011)

### 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

##### 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

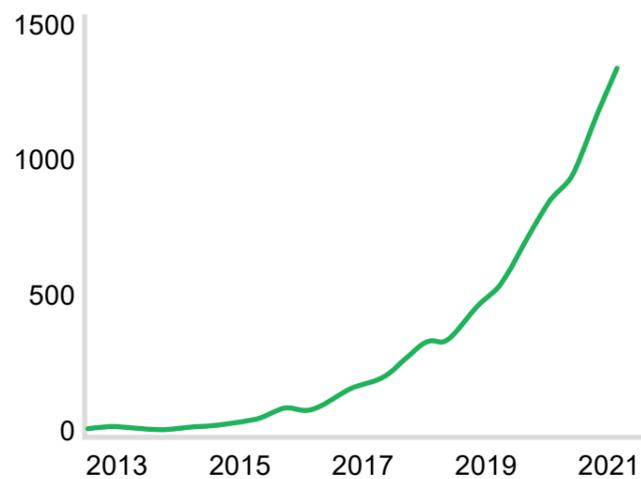
**Exploit the opportunities presented by evolving transport technology, to improve physical connectivity.**

### 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>32</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.



<sup>32</sup> Department for Transport Vehicle Licensing Statistics (Table VEH0132)

## 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, and cost effective, 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 by a further six months until November 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.

As part of the trial we will also investigate ways to increase safety measures and improve public perceptions, including reducing conflicts between scooter users, pedestrians and cyclists.

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.

The Council is also playing it's part by reducing levels of business travel and investing in more electric vehicles as part of its fleet. The Joint Local Transport Plan has the target of converting at least 20-25% of the four West of England councils' light vehicle fleet to electric vehicles through the existing Go Ultra-Low West programme.

**Delivery timescales:** Implemented

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

## CONNECTING BATH TO RURAL COMMUNITIES AND MARKET TOWNS

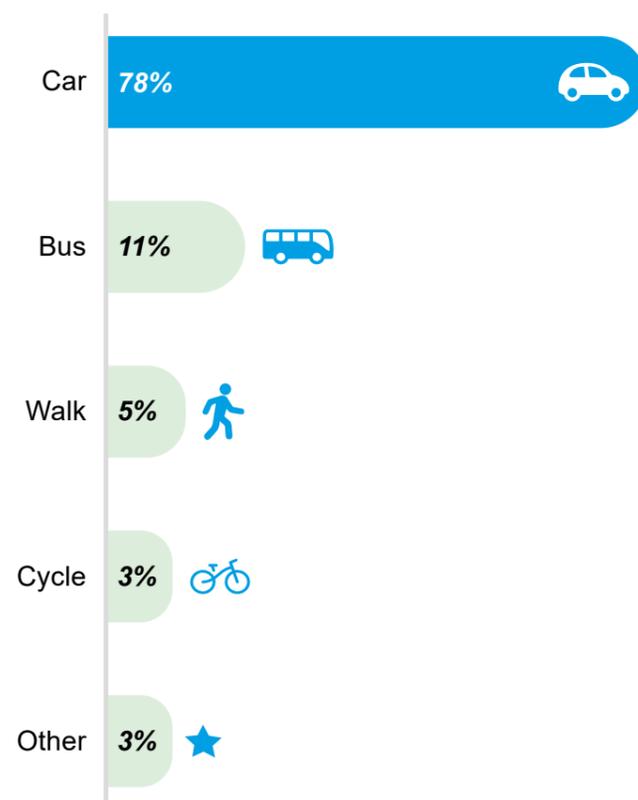
### Improving connectivity on routes between Bath and the wider district

#### 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. The 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.

#### Journeys to work from rural B&NES<sup>33</sup>



33. 2011 Census (Table WU03EW)

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. We understand that this has resulted in a current transport network that makes sustainable journeys to and from rural communities difficult, lengthy and expensive, and that viable alternatives are required before the car can be left at home for many.

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)*



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>

<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</sup> Valuing People, Place and Nature: A 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

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 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

### 2 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 further high-quality, sustainable travel options for the City of Bath to expand, complement and/or offer alternatives to existing Park and Ride (P&R) sites at Lansdown, Odd Down and Newbridge. Potential improvements could include:

- Frequent, direct buses from sites to key destinations such as the University of Bath and Royal United Hospital, where the attractiveness of P&R has been identified as a key factor in the choice of how to travel to work
- Improved signage to increase visibility
- Other bus services, that form part of the wider bus network, to pick up passengers or terminate at these transport interchanges
- Mobility hubs (as per the Future Transport Zone Delivery)

Some of the responses to the consultation identified that it can be cheaper to park in the city centre than to use P&R services. We have taken this onboard as part of the development of the long and short-term operating model of our P&R sites specifically within the development of the specification for the next contract that gives an opportunity to review our current charges and operating hours. The new contract is due to commence in September 2022.

Extensive work has been undertaken to understand the potential for a P&R site to the east of Bath but unfortunately no suitable site could be identified. Therefore, we are actively looking at the possibility of introducing a new 'link and ride' scheme called the East of Bath Express which is explained further in the Connecting Bath to rural communities and market towns section.

#### Case Study: Wessex Water

Wessex Water employs over 2,000 people, with up to 400 people going to work each day at the Operations Centre at Claverton Down to the south of the city. The company promotes sustainable travel to its site by operating a free bus service every 20minutes from Bath City Centre. The buses are equipped with bike storage, and on-site there are showers and changing facilities for cyclists and walkers. There is an average of 155 journeys a day on the Wessex Water buses, taking up to 80 cars off the road every day.

**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

### 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. If deemed viable, mass transit would need to form a package of measures to ensure it could run reliably and offer competitive journey times.

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?

- 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
- 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



## PROVIDING FOR TRAVEL BY BIKE AND ON FOOT

### 1 Active Travel Fund Tranche 2

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

**Status:** Developing

**Delivery timescales:** Short-term

**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

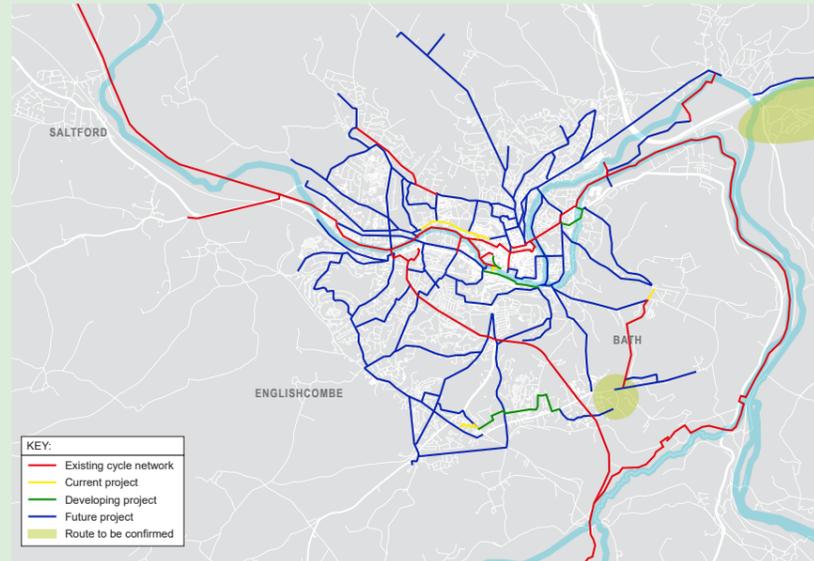
#### Routes for bikes

Currently there are over 880 kilometres of footways in B&NES, but only 39 kilometres of off-road cycleways. 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 that will form a holistic and logical network.

The City Region Sustainable Transport Settlement (CRSTS) confirms investment in walking and cycling connections across Bath. The following schemes have been included within the CRSTS:

- Bath Quays Bridge
- Bath City Centre walking and cycling connections and improvements to public realm
- Bristol to Bath cycle path whole route upgrade
- Linking Sydney Gardens to National Cycle Network Route 4

- Replacement of existing Fielding's Bridge and improvement cycle and pedestrian links
- Scholars Way route to provide cycle connections to secondary schools across the south of the city and Bath University
- Royal United Hospital links
- Improved cycle facilities between London Street, George Street, Queens Square, Charlotte Street and between Midland Road and Newbridge Hill



The map here shows the scale of our ambition to encourage travel by bike, including the CRSTS schemes as well as others to provide the appropriate infrastructure to promote this as a realistic, and safe, means of travel. New cycle lanes will be separated from general traffic and, wherever possible, will be continuous in line with the latest design requirements. 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, covered 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
- Ensuring shared e-bikes are in the places people want and need them, including at the foot of the steeper hills in Bath
- Providing sufficient parking and charging facilities
- Focusing on the use of these for first mile and last mile journeys and trips to school
- Increasing awareness of Council owned e-bikes to allow residents to trial the technology
- Increasing awareness and education around e-bikes and what they can offer to those who may not already cycle

**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 the 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.
- Ensuring all those travelling on foot feel safe by reducing conflict with those travelling by bike or e-scooter

**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 practice 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.



41. 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 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
- Improved transport infrastructure will separate pedestrians, bike users and scooter users from motorised vehicles, allowing safer travel by reducing the potential for conflict, and reduce the fear and intimidation caused by large vehicles
- Opportunities to share, buy and lease bikes and e-bikes, supported where practical by financial measures will make cycling accessible for more people
- Secure cycle storage at key destinations across the city, allowing you to park your bike with confidence
- Conversion of single parking spaces into cycle hangars for secure storage where private individual bike storage may be difficult (e.g. flats and terraced houses)
- Increased travel on foot and by bike 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.



## CREATING IMPROVED PLACES TO LIVE AND WORK

### 1 Innovative parking provision

Ease and cost of parking can be one of the main influencers in deciding whether to travel by car, providing more, and cheaper, parking will encourage more people to drive. We will continue to review the capacity of our car parks and the cost of using them.

Residents parking zones stop commuting traffic from outside the area parking on residential streets during the day. Where they are wanted by residents, we will implement further parking zones across B&NES.

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. This scheme was implemented in January 2022.

**Status:** Developing

**Delivery timescales:** Short-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 investigate possible improvements public realm and pedestrian/visitor accessibility along:

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

It also looks at possible future wider concepts for traffic management in the area. The study is considered to be a long term-option for the city centre.

**Status:** Developing

**Delivery timescales:** Long-term

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

**Potential scale of carbon impact:** High

#### 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.

**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 City Centre Liveable Neighbourhoods

As well as being the location of many of Bath's businesses, the city centre is also home to a large number of people. It therefore makes sense that we look to develop liveable neighbourhoods within the city centre in the same way that we are proposing for the residential areas of the city.

City centre liveable neighbourhoods 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 could involve the creation of four city centre liveable neighbourhoods which would restrict traffic movement across the 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 city centre liveable neighbourhoods is a long term project and could be the final step in transforming the city centre.

It would encourage people to leave their cars at home and undertake shorter trips by bike or walking. It is important to note that this type of liveable neighbourhood would be consulted on throughout its development in order to ensure it works for the city as a whole.

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:** Medium to high



Figure is illustrative to show the concept of liveable neighbourhoods



## What about our high streets?

Many people recognise the environmental and health benefits of encouraging people to walk and cycle more, but there are significant economic benefits from more people travelling to their high street on foot or by bike.

Living Streets' Pedestrian Pound research found that shoppers on foot can spend up to six times more than those who arrive by car, and that well-planned improvements to public spaces can boost footfall and trading by 40%.

Local traders sometimes fear that building cycle lanes or restricting car parking or motor vehicle access will damage business. But the evidence shows that:

### **Retailers overestimate how many of their customers travel by car**

### **Shop vacancy rates are five times higher on streets with high levels of traffic**

### **Retail turnover in pedestrianised areas generally outperforms non-pedestrianised areas**

*The urgent case for more walking and cycling in the UK, Walking and Cycling Alliance, November 2020*

**Dundee, UK:** a pilot project carried out in 2020 which saw one of the main shopping streets pedestrianised has been widely welcomed by traders and shoppers - with **84% of businesses reporting the changes as positive** for the street and **62% saying it was good for their business**. Retailers in the city's Union Street also reported that 68% of their customers are more positive about the area. <sup>43</sup>

**Exeter, UK:** removal of vehicle traffic, traffic management and increase in pedestrian and shared spaces in the city centre resulted in a **20% increase in footfall and increase in retail rent prices of £5 per square foot**. <sup>44</sup>

**Sheffield, UK:** improved public spaces and narrowing of carriageways to give pedestrians more space resulted in a **35% increase in city centre footfall, £4.2m increase in visitor spending and increased rental values**.<sup>45</sup>

**Copenhagen, Denmark:** pedestrianisation of streets and squares in the city centre as well as limited parking and the restriction of through traffic has allowed people to reclaim a lot of the public space that was previously used by traffic. This has resulted in the **area becoming more attractive** and increased the use of the city for urban outdoor recreation and socialising. <sup>46</sup>

**Madrid, Spain:** closure of the central business district to cars during the lead up to Christmas led to a **9.5% increase in retail takings** in the main high street and a **3.3% increase across whole of Madrid compared to the same period in previous years**. <sup>47</sup>

Within Bath itself we have already implemented a number of successful traffic restrictions over the years including on Stall Street, Union Street, Widcombe Parade and the Northgate bus gate. The latest improvements delivered through the Bath Transport Package included restricting access to Lower Borough Walls and Stall Street. These improvements have transformed these streets making them a much more pleasant, safe and vibrant environment leading to a **12% increase in footfall numbers**.

<sup>43</sup>. [https://www.dundee.gov.uk/news/article?article\\_ref=3746](https://www.dundee.gov.uk/news/article?article_ref=3746)

<sup>44</sup>. (<https://www.livingstreets.org.uk/media/1394/2011-making-the-case-full-report.pdf>)

<sup>45</sup>. (<https://www.livingstreets.org.uk/media/3890/pedestrian-pound-2018.pdf>)

<sup>46</sup>. (<https://www.livingstreets.org.uk/media/1394/2011-making-the-case-full-report.pdf>)

<sup>47</sup>. (<https://www.forbes.com/sites/carltonreid/2019/03/08/closing-central-madrid-to-cars-resulted-in-9-5-boost-to-retail-spending-finds-bank-analysis/?sh=40fd13a155a7>)

## 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 part of this, we will identify and assess key arterial routes to develop a circulation map. These would then become the key routes to 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 buses, and where possible seek to separate bikes, pedestrians and public transport from general traffic. Movements across and through liveable neighbourhoods would be retained and enhanced for active and sustainable transport options.

We will continue to proactively engage with ward members and communities in the development of future liveable neighbourhoods. The success of our liveable neighbourhoods programme is very much dependent on communities engaging with us about their needs and aspirations especially during the design development process.

### **Case Study: Newham & Waltham Forest Low Traffic Neighbourhoods**

In 2018 and 2019, Waltham Forest and Newham Councils worked collaboratively in developing low traffic neighbourhoods. The principles are the same as our current liveable neighbourhoods, with the measures introduced over a wider area. Since the introduction of the initial four neighbourhoods, both councils have been monitoring the impact and inviting residents to provide feedback. All have reported traffic reduction and improvements to air quality and biking and bus journey times. There has been an increase in traffic on the boundary roads reported.

### **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.

There are relatively few examples of cities that have put in place restrictions preventing through traffic movements. We recognise that there are many differences between Ghent and Bath, however the intention is to demonstrate how this has been delivered elsewhere and the long-term effects. This concept is currently being developed in other cities in the UK, we will monitor progress in these places and seek to learn lessons from them. A city centre liveable neighbourhood, would be the final step in moving our city towards our net zero aspiration.

**Status:** Future

**Delivery timescales:** Long-term

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

**Potential scale of carbon impact:** Medium



## 7 Vehicle ownership

### Car clubs

The average car or van in England is driven for just 4% of the time, spending 73% of the time parked at home<sup>48</sup>. We want to move to a different model where people do not feel they have to own a car in order to have access to one. We want to be able offer more people the opportunity of joining a car club that will provide access to a range of vehicles to meet the needs of each of your journeys. There are a number of benefits to this:

- You will not have the costs associated with owning a vehicle including any car loan, parking permit, road tax, MOT, insurance and maintenance for a car that spends the majority of its time parked. Although there are membership and rental costs associated with car clubs for many this is a cheaper option with 20% of car club users saying they couldn't afford to own a vehicle<sup>49</sup>. This is especially true for those who wish to drive an electric vehicle but it is currently too expensive to own one.
- Car club users have the benefit of dedicated parking bays which removes the time spent looking for a parking space.
- You can choose a vehicle that suits your needs for that particular journey
- More people sharing cars will reduce the need for parking spaces and allow this road space to be used for more sustainable modes.

To support this ambition we will be providing more car club bays and charging stations in areas that need it including residential areas, community and mobility hubs, 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.

### Electric vehicle charging infrastructure

We will trial a number of different operating models for electric vehicle charging to ensure we deliver a solution that works for everyone and is best for the city. We want to enable more electric vehicle use in B&NES but also acknowledge that road space is limited meaning we will need to balance the demand for charging infrastructure against the needs of other modes.

We will continue to work with the Combined Authority on developing the West of England Electric Vehicle Strategy as they seek to deliver on the Government's Decarbonisation Plan<sup>50</sup> to increase electric vehicle charging provision, while taking solutions for disabled parking into account. While the project is still in its infancy, we will seek to work in partnership with WECA and assess innovative charging technology that will have the least amount of impact on users and the streetscape.

Any plans to increase the number of electric vehicle charging points will require close work with power distribution companies to ensure sufficient investment is made to secure the capacity improvements required to the grid to allow for rapid charging.

**Status:** Future

**Delivery timescales:** Medium-term

**Other themes supported:** Supporting future mobility

**Potential scale of carbon impact:** Medium

48. <https://www.racfoundation.org/media-centre/cars-parked-23-hours-a-day>, 49. Car Club Annual Report England and Wales 2020, CoMoUK, 50. Decarbonising Transport: A Better, Greener Britain, DfT, 2021

## 8 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



43. Travel Demand Management Toolkit: Managing Network Demand, DfT, 2021

## 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 large number 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



## 10 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>51</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
- Adjustments to parking charges and the number of council run city centre car park spaces
- 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
- Extension of Residents Parking Zones, where requested by residents

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

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

### Workplace Parking Levy

What is it? A workplace parking levy is a charge to employers who provide workplace parking. The scheme incentivises commuters to travel to work by sustainable modes. In order to be successful, a workplace parking levy needs to be implemented alongside public and active transport investment.

Has it been done anywhere else in the UK? Nottingham City Council introduced this initiative in 2012, charging employers with more than 10 spaces over £400 per space per year. The money generated has been reinvested into sustainable transport.

What impact has it had (<https://takeclimateaction.uk/climate-action/how-nottingham-used-parking-levy-cut-congestion-and-raise-millions?>)?

- 33% reduction in carbon emissions
- £83m raised which has contributed to funding two additional tramlines and improvements to rail and bus services

The revenue raised through those demand management measures listed above will be ring-fenced and re-invested into more sustainable modes of transport. This will help ensure we deliver the critical infrastructure improvements required for walking, cycling and public transport.

**Status:** Future

**Delivery timescales:** Long-term with possibility of introducing a Workplace Parking Levy in the short to medium 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

51. Travel Demand Management Toolkit: Managing Network Demand, DfT, 2021



“ 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>52</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

52. Bath and North East Somerset Placemaking Plan, B&NES, 2020

## 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. This will help us overcome the daily challenges of blocked footways and obstructions when making deliveries, and will be delivered 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

### 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.
- Existing car owners may choose to switch to using a car club, removing parked cars from the road and providing more space for buses, bikes and pedestrians.
- Both on-street and off-street electric vehicle charging will support the transition towards electric vehicles.
- The provision of off-street electric vehicle charging locations at community and transport hubs could facilitate more local economic activity.
- 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.

## 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, undercover bike storage at school sites
- An enhanced Bikeability (or similar) programme that will support children's transition to secondary school, giving them the tools and confidence to make those school trips
- Introduction of school streets through requests from the school community

#### School Streets: Looking forward

Through a collaborative and co-design approach between schools, parents, pupils and ourselves, we would seek to develop a number of school streets. This could include improvements to those bike routes and footways that surround our schools and the provision of segregated facilities for pupils to use on their commute from the local area. There could be temporary traffic restrictions on roads alongside and adjacent to the school so that pupils, parents and staff do not need to compete with through traffic when travelling to school. There could be limited parking restrictions on adjacent roads as well to avoid and discourage displacement traffic. At the school itself, secure undercover parking for bikes will be provided. Parents will have the confidence to walk or bike to school with the children in a safer road environment and children, in turn will be encouraged to bike to school more, especially as they transition to secondary school.

Public transport is the other area we aspire to address, which should enable pupils and parents to travel to school independently. Currently, B&NES already provides free school transport to pupils who have been allocated a place at a school that is deemed too far to walk or cycle to.

Whilst the Bus Service Improvement Plan will go some way to improve services for school students, 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>53</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

### 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

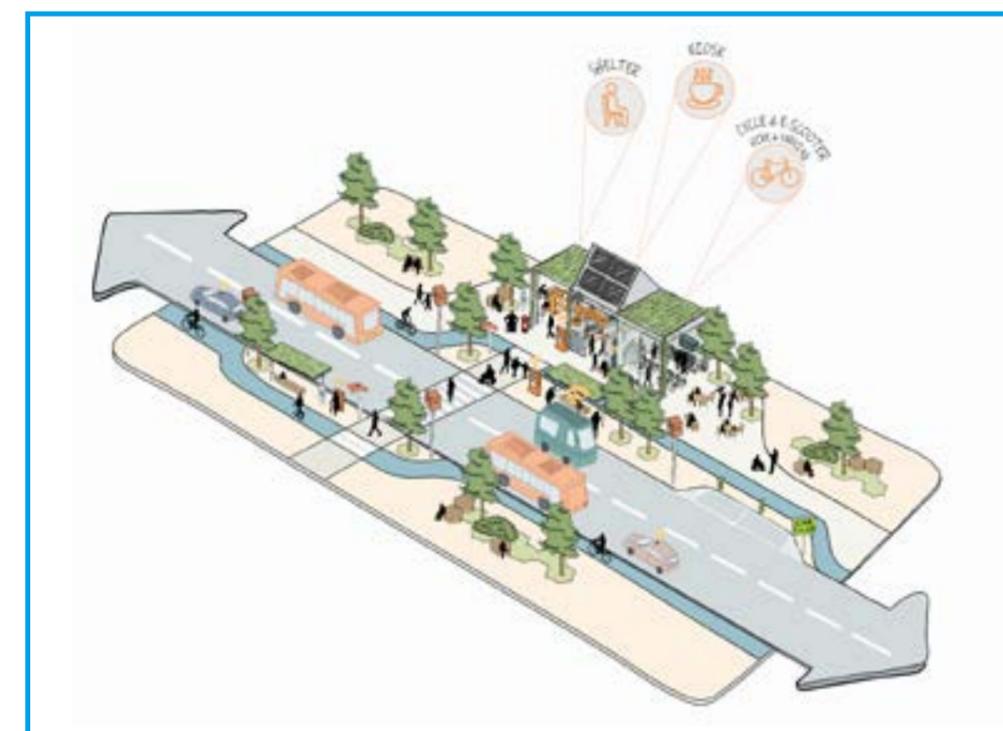
**Delivery timescales:** Short to medium-term

**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.



### What is a:

**Transport hub?** where passengers transfer between vehicles, cycling and public transport

**Mobility Station?** multi-modal interchange points that provide first and last mile journey options. They could include non-transport elements such as parcel lockers, coffee shops

**Mobility Hub?** a smaller version of a mobility station, dependent on location and space availability.

## 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 cycle and pedestrian crossings
- Upgrades to existing cycle 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 rural areas.

**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

As included within the BSIP project in Our Current Projects, there is an ambition to provide more demand-responsive and ‘socially necessary’ transport including provision in low-density areas in the form of Demand-Responsive Transport, community transport and commercial services.

**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 Government's 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:

- Improving facilities to allow access to the corridors on foot and by bike.
- 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.
- Demand responsive bus services where villages are too far to walk or bike from to access the radial corridors, in line with the BSIP.
- Electric vehicle car clubs.
- 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 will provide 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 the city.
- 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

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

*UN Secretary-General, COP26 Conference 2021*

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 Council's core policy theme *to tackle the climate and ecological emergency*.

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.

### Journey to Net Zero Summary

Project	Level of commitment			Themes supported						Delivery timescale			For developing and future projects		
	Current	Developing	Future	Better Public Transport Options	Providing for travel by bike and on foot	Creating improved places to live and work	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)
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	✓					✓				✓					
Local Plan	✓			✓	✓	✓	✓	✓	✓		✓				
Liveable Neighbourhoods	✓			✓	✓	✓	✓	✓			✓				

## Project

Project	Level of commitment			Themes supported						Delivery timescale				For developing and future projects	
	Current	Developing	Future	Better Public Transport Options	Providing for travel by bike and on foot	Creating improved places to live and work	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)
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		✓		✓	✓	✓						✓			

Project	Level of commitment			Themes supported					Delivery timescale				For developing and future projects		
	Current	Developing	Future	Better Public Transport Options	Providing for travel by bike and on foot	Creating improved places to live and work	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)
Bus shelter and stop improvements		✓		✓					✓		✓			Medium	2
West of England Mass Transit		✓		✓	✓				✓				✓	High	5
Bath Mass Transit			✓	✓		✓							✓	High	5
Active Travel Fund Tranche 2		✓			✓	✓					✓			Low	2
Bath River Line		✓			✓	✓					✓			Low	3
Promotion and investment in travel by Bike			✓		✓				✓				✓	Medium	4
Improvements to the pedestrian experience			✓		✓	✓							✓	Medium	2
Improvements to disabled access			✓		✓	✓					✓			Medium	2
Innovative parking provision		✓				✓		✓			✓			Medium	2-3

## Project

Project	Level of commitment			Themes supported					Delivery timescale				For developing and future projects		
	Current	Developing	Future	Better Public Transport Options	Providing for travel by bike and on foot	Creating improved places to live and work	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)
Sustainable transport and public realm improvements package		✓		✓	✓	✓						✓		Low	2-3
Bath Top of Town Transport and Movement Study		✓		✓	✓	✓							✓	High	3
Milsom Quarter Masterplan		✓			✓	✓							✓	Medium	2
Traffic circulation map			✓	✓	✓	✓	✓	✓		✓				Low	1
City Centre Liveable Neighbourhood			✓	✓	✓	✓							✓	Medium - High	2
Liveable Neighbourhoods - Next Generation			✓	✓	✓	✓	✓	✓					✓	Medium	2
Bath Clean Air Zone and Air Quality Management Area Reviews			✓			✓		✓				✓		Medium	1
Vehicle ownership		✓				✓		✓				✓		Medium	2-3
Demand management			✓			✓			✓				✓	High	2-3

Project

Project	Level of commitment			Themes supported					Delivery timescale				For developing and future projects		
	Current	Developing	Future	Better Public Transport Options	Providing for travel by bike and on foot	Creating improved places to live and work	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)
Coach Strategy			✓			✓						✓		Low	2
Rail Freight Distribution Site			✓			✓		✓					✓	Medium	3
Road Freight Package			✓			✓		✓				✓		Medium	3
Independent travel to school			✓	✓	✓		✓					✓		Low	2
West of England Future Transport Zone Trial and Delivery		✓		✓	✓			✓			✓			High	3
A4 (Bristol to Bath) Strategic Corridor Programme		✓		✓	✓	✓			✓			✓		Medium	4
A4 Bath to East Access Improvements Programme		✓		✓	✓	✓			✓			✓		Medium	2
A367 (Bath to Somer Valley) and A37 (Bristol to Somer Valley) Corridor Studies		✓		✓	✓	✓			✓			✓		Medium	2
Inter-urban sustainable transport links			✓	✓	✓	✓			✓				✓	Medium	3
Rural connectivity			✓	✓	✓	✓			✓				✓	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. However, it is not as simple as 'just go and build it', to unlock the funding required we need to do detailed technical work, consultation and community engagement and develop business cases to ensure the projects deliver the right outcomes and can be delivered within the resources available.

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 given its unique transport challenges, 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.

### How will we fund these projects?

Funding for the projects will need to come from a variety of sources, some of which we have an understanding of now and others will emerge over time.

In the 2021 Spending Review a City Region Sustainable Transport Settlement of £540m was made to the West of England to be spent on sustainable travel between 2022 and 2027. Following this the Combined Authority submitted a business case to the Department for Transport setting out which schemes would be funded. Of the total allocation, £129m has been allocated to the B&NES area matched by over £17m in local contribution. This funding will be used to develop and deliver a number of the projects identified in this plan.

The Settlement Fund will be used to fund some of the measures identified within the BSIP, and included in this plan. In April 2022 it was announced that the West of England Combined Authority and North Somerset Council had been awarded £105m through the BSIP.

As well as funding from central Government, we will seek to ring-fence revenue generated through projects to fund further transport schemes.

The funding landscape is constantly evolving, we will continue to track announcements of new funding opportunities from Central Government for which we are eligible.



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**Bath & North East  
Somerset Council**

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Improving People's Lives