

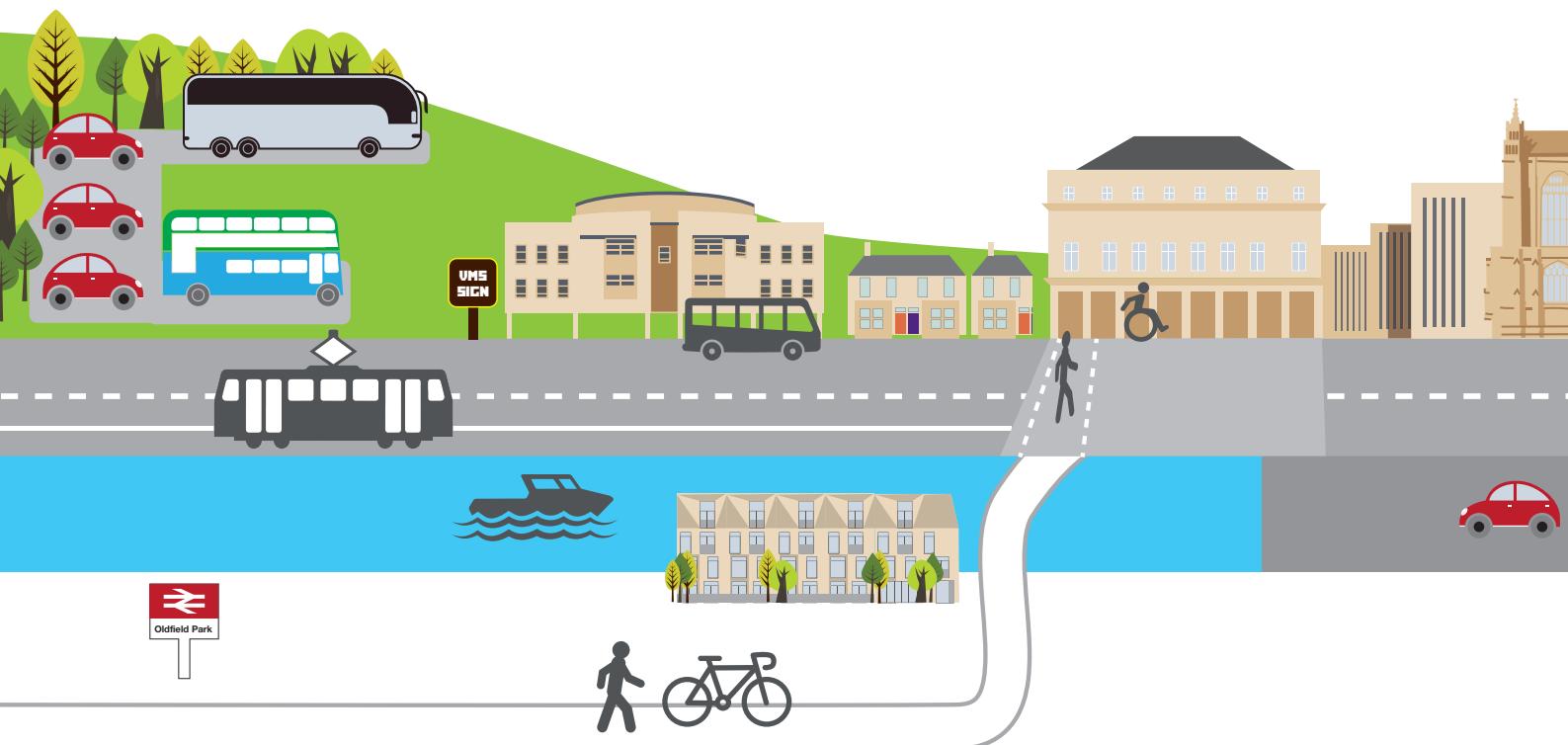
Our plan to get Bath moving



Our Transport Plan – introduction

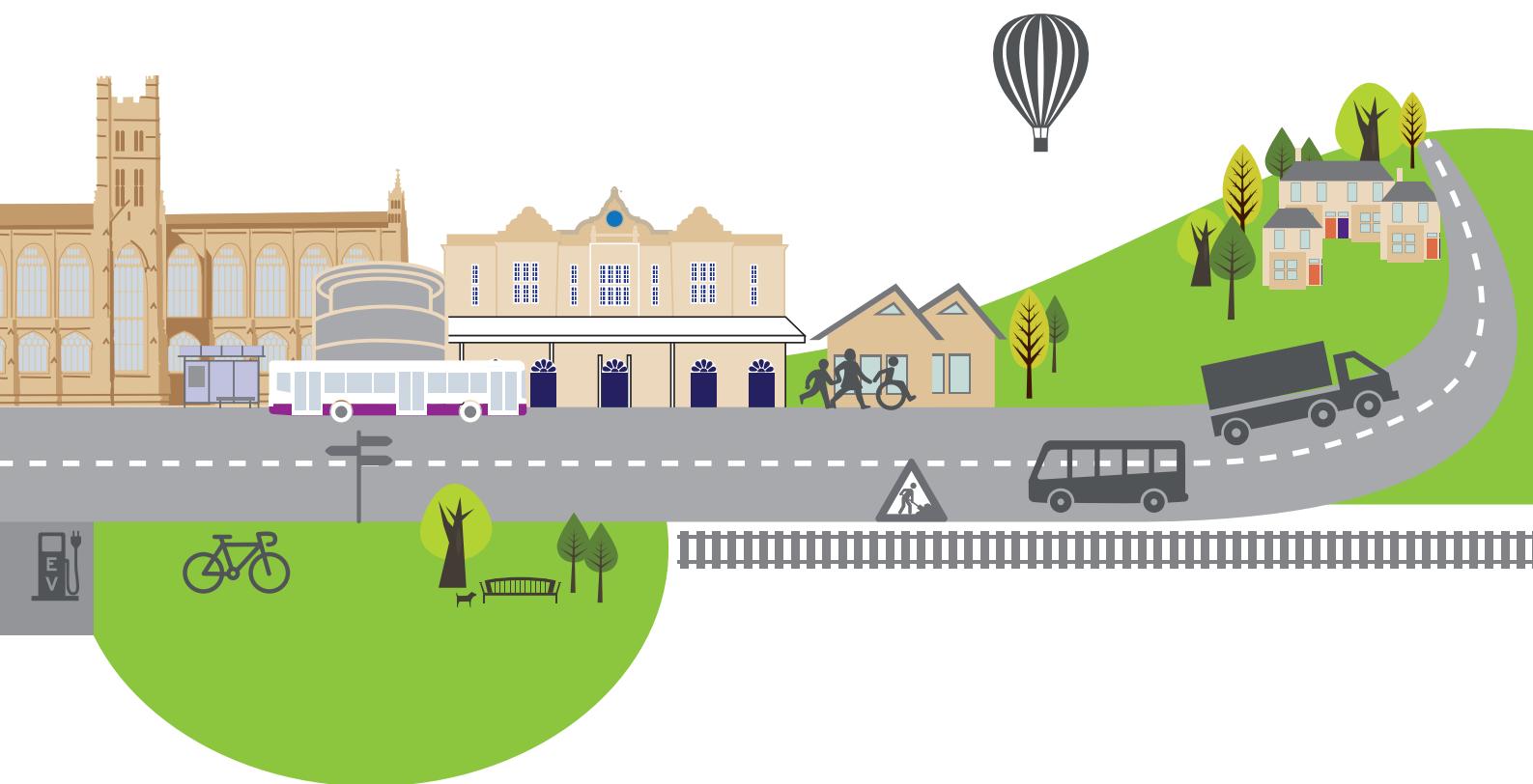
The way we travel affects us all. Dealing with transport issues is therefore an important part of improving the quality of life for local people, unlocking economic growth and managing the increasing demand on our road network in the future.

Over the next 20 years, there are plans to create thousands more homes and jobs across the area, creating more wealth and opportunity for local people. By 2029, over 13,000 new homes are proposed for Bath, Keynsham and the Somer Valley. We also expect to generate more jobs. 7,000 of these jobs will be in Bath, increasing to 11,000 by 2035.



But this growth cannot happen without a robust plan for supporting infrastructure, such as a reliable transport network that helps people to get around safely and easily.

That's why we're implementing a package of joined-up transport improvements and looking ahead to help meet rising demand and reduce the impact of traffic on local people.





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What is our plan for the future?

No single transport initiative in isolation has the power to transform our travel choices, cut congestion, improve air quality or ease parking issues. What is needed is an integrated plan.

Our plan is to reduce congestion, improve air quality and support economic growth by encouraging more alternative forms of transport to the car, restricting access for large vehicles, providing alternatives for through-traffic and providing the right mix of parking in the centre and on the outskirts of the city.

The plan also encourages and supports a continual shift in behaviours and choices about transport by improving alternatives to the car, such as more reliable public transport and improved walking and cycling routes, including safer routes to school.

And while car use will continue to be important – and in some cases the only option – initiatives will seek to reduce the number of journeys made by car to benefit everyone in terms of health, our environment and the local economy.

With success, comes challenges. A growing city needs to look ahead. We are doing this and undertaking a feasibility study into the viability of a rapid transit light railway system (trams), lobbying for the A46-A36 Link Road feasibility study, starting to look at extending MetroWest to increase the frequency of train journeys, and making better use of the river.

We'll also be working with the West of England Combined Authority and its elected Mayor to deliver an integrated solution to tackle transport issues, provide more homes and deliver economic growth for the region.

This document focuses on the city of Bath, its major access routes and the transport needs of people living, travelling to and working in the city.



Our Transport Plan – in summary



Parking on the outskirts of the city

Our three Park & Ride sites are an important part of the wider transport measures to encourage drivers to park on the outskirts of the city and use alternative means, for example cycling and buses, to travel into the city centre. The aim is to provide more short-term parking to support local businesses.

The Council remains committed to providing appropriate out-of-town parking as well as tackling congestion and air quality on all major routes into the city.

Championing an A46-A36 Link Road

Around 12% of traffic entering the city each day is through-traffic that doesn't stop in Bath. Plans for a new Link Road connecting the M4/A46 directly to the A36 in the east of the city would effectively remove one third of this through-traffic from the A4 London Road and A36 Bathwick Street. This equates to removing well over 2,000 vehicles a day from the city centre, including c.900 HGVs. Because the Link Road would join two trunk roads, the decision to fund and build the road rests with Highways England.

Improving bus journeys

We're working in partnership with bus operators to improve the reliability of journey times, encourage the adoption of greener buses and promote quicker payment methods, such as mobile ticketing. To improve passenger comfort we've recently completed a programme of bus shelter refurbishment, including real-time information displays and raised kerbs. We continue to encourage rural services, subsidising essential and voluntary services where needed.

Improving local rail

Along with Network Rail and Great Western Railway, we're planning to improve the frequency of trains between Bath and Bristol within five years by extending the MetroWest rail service. This will feature more frequent, half-hourly stops at Keynsham and Oldfield Park to support the development of homes and businesses along Bath's riverside.

We are also exploring the economic feasibility of a light rail rapid transit system (trams) as a way of moving large numbers of people rapidly into the city centre to reduce overall congestion. This is a first step towards wider studies to assess technical feasibility by 2020.



Tackling the presence of goods vehicles

Getting the balance right between supporting businesses and limiting intrusive traffic is important for a city with World Heritage status. That's why we're working with the industry to help drivers identify appropriate routes around the city, and restricting access and loading times in busy shopping and tourist areas. These measures help to limit congestion and make Bath a nicer place to live, work and visit.

Improving traffic flow with technology

We're harvesting and sharing real-time transport data for online journey-planning apps, car parking signs, bus stop displays and variable message signs on routes into Bath. This information helps people make informed choices about their journey and boosts confidence in public transport and estimated travel times. Real-time information is particularly helpful following incidents and during events.

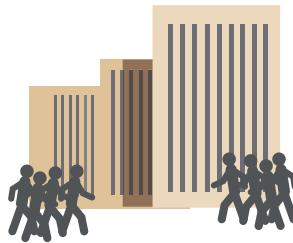
Improving the road network

Investment in the quality and safety of our roads is a key priority. This involves removing pinch points that cause congestion, creating better signage to direct traffic, repairing potholes, and working with utility companies undertaking work on our highways. Our intention is to improve the flow of traffic along safer roads with more reliable journey times.

Improving air quality

Queuing traffic – particularly from older diesel vehicles – is contributing to higher than average levels of nitrogen oxides in certain areas of Bath. Tackling this requires a range of measures that help to reduce emissions and limit congestion, such as the adoption of greener buses, improving walking and cycling routes, providing more charging points for electric vehicles, and encouraging people to use alternative means of travel or public transport from the existing parking sites on the outskirts of the city such as the Park & Ride.

Our Transport Plan – in summary



Encouraging walking and cycling

Choosing to walk or cycle around the city and to public transport hubs is not only healthier than taking the car, it can ease the pressure on our transport network as the city grows, including pressure on parking. We're therefore reviewing and improving our network of walking and cycling routes and installing better signage. This work includes adequately linking up Bath's new riverside development to public transport hubs and the city centre, and building a new pedestrian bridge at Bath Quays.

Wider parking plans

In line with our aspiration to reduce car use in the city, we will encourage drivers to use parking on the outskirts of the city or alternative means of travel to allow an increased mix of short term and disabled parking in the centre. This will make it easier to park whilst supporting economic growth for local businesses. The council will continue to support cycling, rail and buses as well as exploring other alternative means of travel – such as making better use of the river – to meet the demands created by more people wanting to live and work in the city.

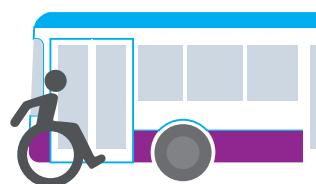
More charging points for electric vehicles and secure cycle parking will encourage greener ways of travelling, and there are proposals to provide long-stay coach parking in non-residential areas, supported by additional drop off points in the centre. Other key initiatives include increasing traffic management before and during events.

Working with schools and large employers

We're working closely with our schools and largest employers to help them promote and incentivise alternatives to driving, such as walking, cycling and using public transport. Initiatives include: supporting employers to access grants for electric pool bikes and improved cycling facilities; extending our safer routes to school network; helping our largest employers to

create travel plans; and encouraging schools to become accredited Modeshift STARS, an awards scheme that promotes sustainable travel and road safety.

We're also championing the installation of superfast broadband across the area – including rural areas – so that home working is a possibility for more people.



Connecting new development

The area's planned economic growth means more pressure on our transport network. We need to ensure that significant developments are built in or next to existing urban centres, with good access to public transport links. This means greater opportunities to move residents and workers to their final destination using public transport, reducing the impact of future growth on the existing road network. New transport alternatives being explored, such as a rapid transit system (trams), all contribute to reducing pressure on the network as the economy grows.

For example, Bath's new riverside development will be designed in such a way to reduce the need for people to travel by car – supported by a new bus service, more frequent trains from Oldfield Park, and well-designed walking and cycling routes to public transport hubs. This includes a new pedestrian bridge across the river at Bath Quays.

Improving access for people with restricted mobility

We are making it easier for people with restricted mobility to get around the city and access public transport. We've raised kerbs at main bus stops in Bath and the majority of buses now have lowered floors to assist access. A review of access around the city will inform improvements to roads, paths and crossings for people with restricted mobility.

Our improvements to busy shopping streets and tourist areas, such as levelling pavements and restricted vehicle access are already helping people with mobility scooters, wheelchairs and prams to move around the area freely. We've also improved our car parks to make them more accessible, widening disabled and family bays and lowering pavements.

Other ideas

The Council regularly receives suggestions from the public on ideas for sustainable transport. For example, the River Avon has the potential to become part of Bath's transport network, running river taxis to help move tourists, commuters and shoppers around the city.

We are also looking into other alternatives including the feasibility of a light rail, rapid transit system (trams) capable of moving large numbers of people rapidly to their destination, connecting to the key transport hubs in the city, large employers and new developments. Other initiatives being looked at include smarter ticketing that would allow a single ticket to be used on a number of different types of transport – making journeys easier and reducing reliance on the car.

Looking ahead

Some of these projects are relatively easy to achieve and already underway; others are more complex requiring planning consent and the agreement of the Department for Transport and Network Rail. Others, such as river transport, are just ideas at this time. Our aspiration is to see projects already in the pipeline completed within the next 20 years. You can find out more about them overleaf.

Championing an A46-A36 Link Road

It's estimated that about 12% of traffic entering the city each day is through-traffic that doesn't stop in Bath but is heading to key towns and ports in the south (on the A36 and A367), and to and from key routes in the north and west, such as the M4 and M5.



This through-traffic travels along three main corridors in Bath, with around one third using the A4 London Road to A36 Warminster Road.

Plans for a new Link Road connecting the M4/A46 directly to the A36 in the east of the city would effectively remove this

traffic from the A4 London Road and A36.

This equates to removing well over 2,000 vehicles a day from the city centre, including c.900 HGVs that are significant contributors to air pollution and noise.

Because the proposed A46/A36 Link Road would effectively join two trunk roads, the decision to fund and build the road rests with Highways England, not the Council. But its construction is a long-held aspiration and is something the Council is lobbying for alongside its partners.

How are we championing the Link Road?

Given the economic growth planned for the whole region and our problems with air quality on the A4 London Road and across central Bath, a better road linking the north and south of Bath is a key issue for us all – and we're doing everything we can to press our case.

The Council is now working closely with Highways England, the Department for Transport, and Wiltshire and Dorset Councils to establish the issues relating to through-traffic in Bath. This information will inform feasibility studies, prior to a decision being taken by Highways England on planned route improvements to be completed over the next decade.

The Council will be assisting Highways England to complete the initial feasibility study. If the Government considers that the road has sufficient potential, it will be included in the programme to go forward for further feasibility studies before a final decision is taken by Highways England.

Once the initial work is completed, the Council will be in a better position to assess the impact on Bath's road network and what other long term improvements are required.

Highways England: South West Peninsula Route Strategy, March 2017:

“The existing infrastructure will not be able to cope with the increased demand from planned and proposed development, especially in and around Bath and Salisbury. The links between the key east-west routes in the South West are poor, particularly between the M4 and the south coast, and this hinders economic growth.”



12%
of all traffic does
not stop in Bath

c.900

HGVs entering the city
along London Road each
day exit Bath without
stopping

c.2,000

vehicles are estimated to
be removed from London
Road each day with a new
link road

Improving bus journeys



Encouraging more people – especially commuters – to leave their cars at home and take the bus has the potential to relieve thousands of cars from our roads every day, working alongside other measures to unlock congestion and improve air quality on key routes into the city.

Buses are also vital for those without cars to access work, services and social activities – helping to support our economy, reduce isolation (especially for elderly people) and improve opportunities for all, notably in rural areas.

Across B&NES, bus services are provided by private-sector operators, working in partnership with the Council, which provides

and maintains the infrastructure. The routes and frequency of services are ultimately up to the bus companies, but the Council plays a key role in ensuring that services meet demand and are reliable. Along with representatives from bus operators and large employers, we sit on the Bus Expert Improvement Panel, where we share ideas, identify possible schemes and resolve issues.

With the aim of getting more cars off our roads by 2029 and supporting new development across the area, we want to:

- Improve the reliability of buses for everyone
- Promote bus travel as a viable option for those who'd normally choose a car
- Encourage the adoption of greener, cleaner buses to reduce pollution.

Current and future bus projects include:

- **Improved journey planning** – we're staying on top of new technology and using real-time data to help customers plan their journeys using apps and websites, such as www.travelinesw.com.
- **Better shelters** – we've installed new bus shelters, raised kerbs and over 247 real-time information displays at main stops across the area that are already making it easier for people to use the bus.
- **Quicker, convenient payment** – we're championing greater use of mobile ticketing and on-board contactless payment that can all help to speed up journeys.
- **Multi-modal ticketing** – The West of England will be looking at opportunities to introduce a transferrable ticket scheme that would enable passengers to pay for one ticket, accepted by the various bus and rail operators. This would make public transport more attractive, efficient and easier for passengers. Along with closer links to key hubs, such as employment centres, this has the potential to reduce pressure on the network across the region.
- **Connecting new homes** – we play a key role in securing funding from developers to help connect new development. At Mulberry Park (Foxhill), we've secured funding to cover the initial cost of extending an existing bus service to the new homes and increasing the frequency of the service for all.

- **Better traffic flow for buses** – subject to further review and planning, our plan is to build a bus lane on the A36 Lower Bristol Road, west of the junction with Windsor Bridge Road.
- **Championing cleaner, greener buses** – we're investigating the introduction of controls that would stipulate low-emission engine standards for buses on particular routes. Under our contract, our Park & Ride operator must run low-emission buses.
- **Supporting rural and voluntary services** – As far as our budget allows, we're committed to maintaining bus services to rural areas where no commercial service exists. To support our most vulnerable, elderly and disabled residents we also fund three Dial-a-Ride schemes in Bath, Midsomer Norton and Keynsham, and help to cover the costs of several community transport schemes across the area.
- **Working with large employers** – Organisations such as the RUH, Bath Spa University and the University of Bath contribute to the costs of running buses to and from their sites run by either a commercial bus operator or through a contract with the Council.



209
new or replacement bus shelters since 2014

247
Real-time information displays installed at bus stops

88%
of people in B&NES are satisfied with the bus service (2016)

11,000
new jobs in the city by 2035

Improving local rail services

Along with our West of England partners, Network Rail and Great Western Railway (GWR), we're planning to develop the local rail network to improve the coverage and frequency of local rail services. The ultimate aim is for a network of rail services providing a minimum half-hourly rail service across all the local railway stations within the West of England.



The full project is called MetroWest and it will be developed in phases (currently two). MetroWest Phase 1 consists of delivering improvements on the Severn Beach and Bath corridors in order to achieve a half-hourly service at local stations, and linking the Severn Beach line with Bath, via Bristol. We expect this to be delivered by 2021.

For local people this means more frequent trains between Bath and Bristol, with half-hourly stops at Keynsham and Oldfield Park.

The project supports growth across the area, with better links between two key employment centres. In particular, more frequent services from Oldfield Park will provide a convenient service for commuters to the new employment sites in the Enterprise Zone along the river corridor.

The Council, along with its partners in the West of England, is keen to explore greater opportunities to extend the MetroWest service to provide a regular train service for those communities that currently



commute to Bath for work and shopping. The demand for this service will increase with a further 9,000 homes to be built by 2026 in Wiltshire within easy commuting distance of Bath.

In response to suggestions from the public, the Council will be exploring the economic feasibility of a light rail rapid transit system (trams) for Bath as a way of moving large numbers of people rapidly into the city centre

reducing overall congestion. If the economic case stacks up, and there continues to be wider public support for a rapid transit system, the Council will undertake wider studies to assess technical feasibility. At that time, the Council will be in a better position to understand the implications for transport infrastructure improvements into the next decade.

5.7m
people use Bath Spa station annually

9,000
new homes to be built in Wiltshire by 2026

Parking

Future parking measures, including residents' parking zones, aim to strike a balance between the needs of residents, commuters and local businesses, while at the same time reducing the negative impacts of vehicles on our town centres. They are a key part of our overall transport improvements to keep traffic moving and unlock opportunities for economic growth.

Off-street parking in the centre of Bath

In line with plans to reduce the impact of vehicles into the city, and the need to protect Bath's heritage, there will be no overall increase in the amount of off-street parking available in the centre of Bath over the next few years.

Instead, we'll be addressing the balance between short and long-stay parking availability to help support economic growth. We'll be providing more short-stay parking spaces in the centre so that people can easily access shops, services and local businesses, while gradually moving the majority of our long-stay parking outside of the city to Park & Ride sites. This will help



to accommodate the expected growth in demand for commuter parking.

Long-stay Parking

The expected growth in homes, offices and jobs by 2029, means that there could be a shortfall of around 2,500 non-residential parking spaces within the city. Encouraging drivers to make greater use of long-stay parking in the outskirts of the city, along with reliable public transport and transport hubs close to major employers, is seen as an important part of managing the increased demand for places.

Bath currently has three Park & Ride sites at Newbridge (West), Lansdown (North West) and Odd Down (South). They are used by over two million passengers a year and offer free parking as well as convenient transport into the city, especially for commuters and

shoppers who require longer term parking.

Alongside other transport initiatives, the existing Park & Rides will help release existing space for short-term parking within the city centre to support shops and businesses, as well as meet the increased demand for commuter parking to reduce pressure on the city's streets.

The Council remains committed to providing appropriate out-of-town parking as well as tackling congestion and air quality on all major routes into the city. To the east, the potential for an A46-A36 link road, a possible extension of the MetroWest project, and our work with the West of England Combined Authority, creates opportunities to develop and provide transport solutions to serve our community and the wider region. These opportunities need to be developed and delivered in conjunction with out-of-town parking.



Tackling the presence of goods vehicles in Bath

Getting the balance right between supporting businesses and limiting intrusive traffic is important if we want to grow our economy and at the same time protect Bath's unique character and World Heritage status.

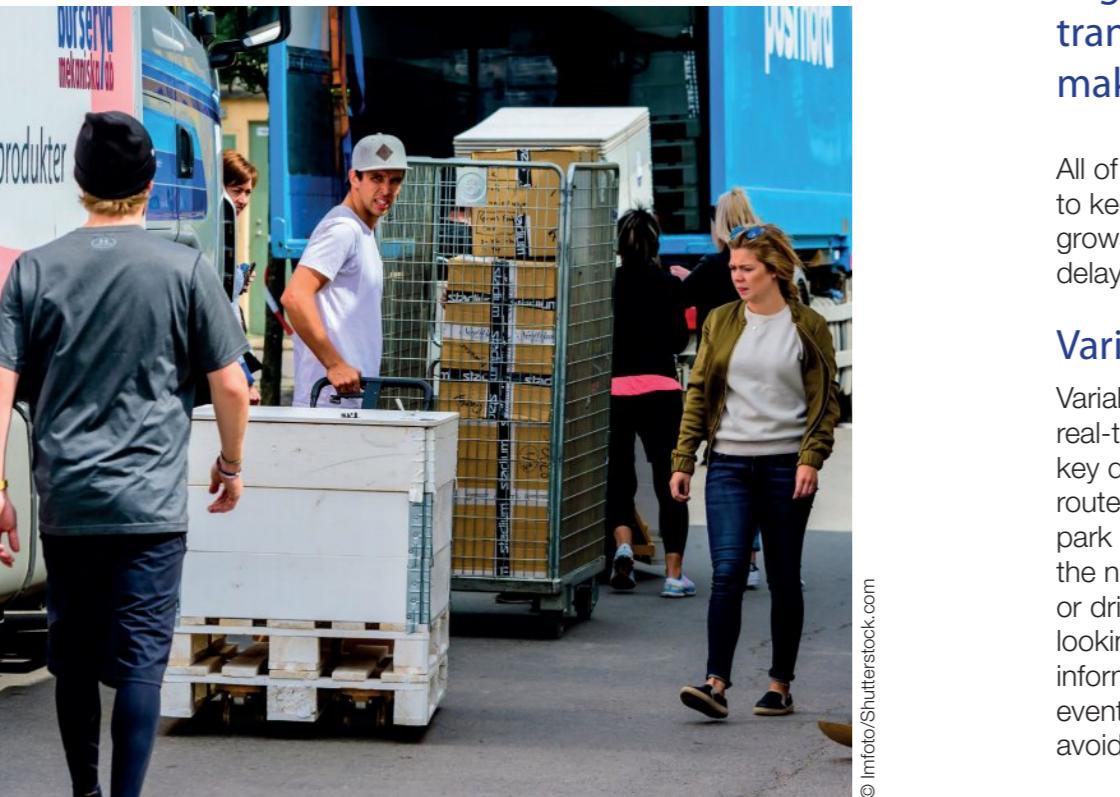
The effects of heavy goods vehicles in Bath includes congestion, noise pollution and restricted pedestrian movement. To limit this, we're working with industry and local businesses to explore several solutions, including:

- Restricting deliveries by goods vehicles in the centre to certain times of the day

- Out of hours deliveries.

We're also working with the Freight Transport Association, the Road Haulage Association and satellite navigation companies to ensure HGVs use the most suitable routes in or around the city.

To tackle the issue of HGVs travelling through Bath but not stopping, we're championing the construction of an A46-A36 link road – a consideration for Highways England as they look to improve the passage of freight vehicles on our major roads and motorways before 2030.



3.5%
of all traffic entering the centre is HGVs

41%
of HGVs less than 7.5t were making a local delivery in Bath (2009)

1,650
HGVs a day (2009) travel along A36 Bathwick Street

67%
of HGVs over 18t are making through trips (not stopping in Bath)

Improving traffic flow with new technology

Together with our West of England partners, we're collecting real-time transport data and sharing it with people in a way that enables them to make informed choices about their journey.

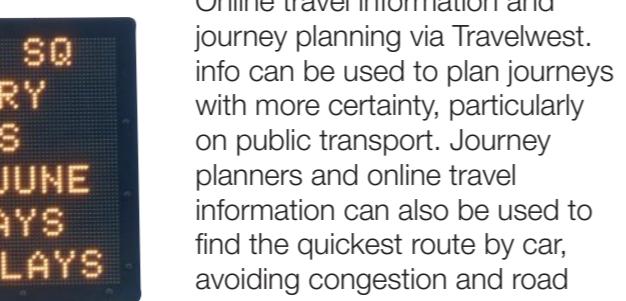
All of the initiatives below will help to keep Bath moving as the city grows, limiting congestion and delays.

Variable message signs

Variable message signs publish real-time travel information at key decision points on primary routes into Bath. This includes car park availability (which reduces the need for motorists to queue or drive around the city centre looking for a space) and live information on incidents and events that enables motorists to avoid congested areas.

Real-time information at bus stops

We've installed 247 real-time information displays at bus stops across the area, boosting confidence in the service by



10
city centre locations now have live car park availability signs

7
variable message signs installed on the edge of the city

6
variable message signs installed in the city centre

Online travel information and journey planning via Travelwest.info can be used to plan journeys with more certainty, particularly on public transport. Journey planners and online travel information can also be used to find the quickest route by car, avoiding congestion and road works. www.travelwest.info.



7,183
off-street parking spaces in the city

73,000
people travel into Bath by car every day.

7,953
parking permits issued to residents and businesses

2m
passengers are carried into Bath by the Park & Rides each year

20
residential parking zones introduced

Parking continued

Supporting events

The increased demand for parking during key events in the city (such as rugby games, university open days and the Christmas Market) has considerable impact on the city and its residents. If not managed well, the struggle to find parking can cause severe congestion and delay.

The Council is improving its collaboration with events' organisers and has established a joint working group that will meet regularly to develop and share best practice for managing event travel, such as promoting public transport, car sharing, pre-booking parking, and providing clear signage etc.

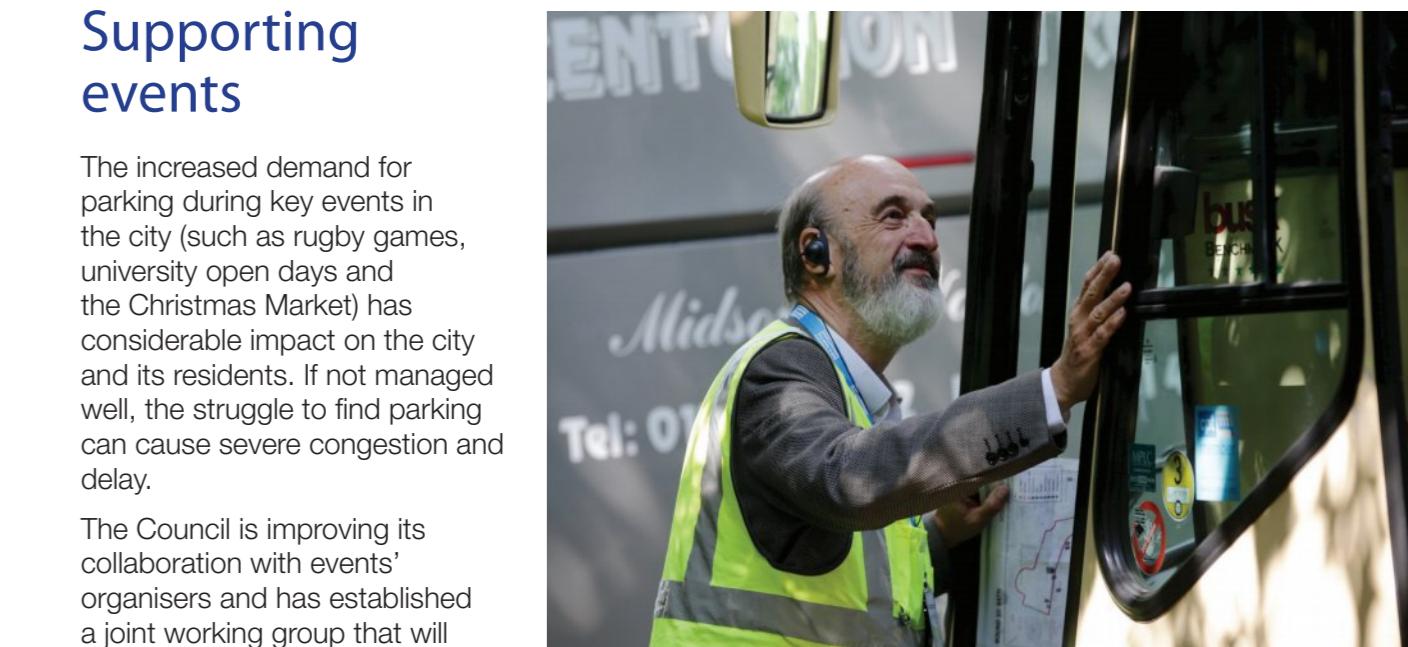
We are making the most of technology and have introduced a new smart app that allows event organisers to get information more easily, helping them manage their event successfully.

Catering for coaches

The presence of coaches needs to be carefully managed to avoid congestion, pollution and



1,000
coaches successfully managed during the Christmas market

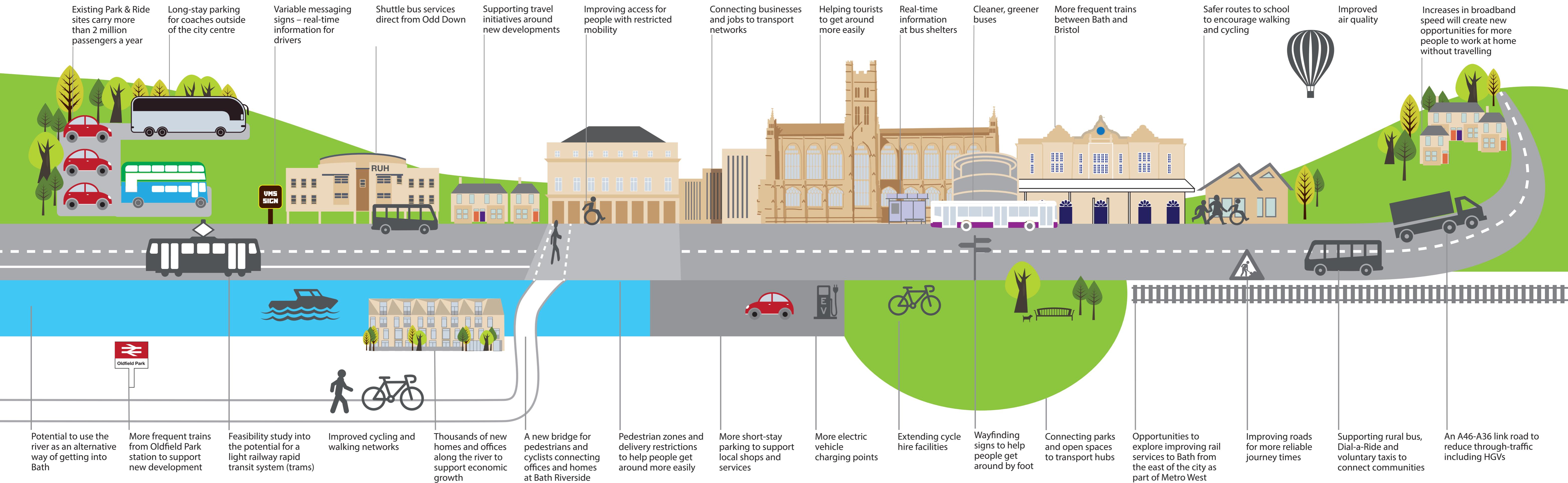


Louise Prynne, CEO, Bath Improvement District (BID), says:

"All too often individuals have their preferred mode of transport and favourite parking place. As the city evolves we are committed to supporting transport solutions which give users the confidence that they can choose alternative ways of travel, in the knowledge that their journey can be completed in a safe and timely manner."

Our plan to get Bath moving

Our plan to get Bath moving



Improving the highway network

The Council understands that poor surfaces and unattractive routes can deter people from travelling sustainably, particularly walking and cycling. Proactive management of our roads and pavements helps to meet our users' needs.

Maintaining the roads

Poorly maintained routes often require unplanned emergency repairs which can be very disruptive to travel. The Council has invested millions of pounds annually to improve roads into and through Bath. This has involved:

- New surface treatments to make roads safer and more comfortable for people to travel on
- High-skid resistance surfacing on bends and on the approach to pedestrian crossings to improve safety
- New cycle lanes as part of resurfacing works.



Kerbs and tactile paving helps all pedestrians cross the road and give particular benefits to pedestrians with mobility/visibility impairment.

Working with utility companies

We work very closely with utility companies to coordinate road works and reduce the time taken to complete works. This also helps to reduce congestion and pollutants from queuing traffic.

Improving footways

Improvements for pedestrians are not restricted to resurfacing and every year there is a programme to improve crossing facilities. The improved quality of dropped

Using the latest technology

When planning our works and designing schemes we use the latest technologies and materials. This reduces the time works take to complete and remove 'pinch points' to ease congestion.

To minimise delays to the traveling public, verge cutting, gully emptying and inspections of street lights are coordinated.

Modern LED lighting

The Council replaced old street lighting columns, with new LED lighting systems. The new lighting makes travelling during darkness more comfortable for all road users, regardless of how you travel. As these new lights require less maintenance, we are further reducing the number of road works needed.

12,000
street works
coordinated annually

Improving air quality in Bath

The Council monitors air quality at over 50 locations around the city, and is responsible for driving transport improvements that help to reduce pollution in areas that exceed accepted levels.



Tackling poor air quality in these areas is a priority for the Council, requiring integrated transport improvements that help traffic to move more freely (as outlined in this document), and a reduction in nitrogen oxides, particularly from diesel vehicles.

High levels of pollution occur in built-up areas where there is also a high concentration of very slow-moving vehicles, for example along the A4 London Road, A36 Bathwick Street, A3039 Dorchester Street and at key points along the A36 Lower and A4 Upper Bristol Roads.

We've declared an Air Quality Management Area where we exceed accepted levels, and we monitor pollution extensively in this area to help us manage and track improvements. In consultation with the community, we're also currently agreeing a new five-year Air Quality Action Plan for Bath that supports the Council's transport and parking strategies.

Department for Rural Affairs: Improving air quality in the UK: tackling nitrogen dioxide in our towns and cities, May 2017:

“Road transport is still by far the largest contributor to Nitrogen Oxides pollution in the local areas where the UK is exceeding limit values. Addressing road transport emissions therefore presents the most significant opportunity to tackle this specific exceedance problem.”

Supporting low-emission vehicles

Around 50% of cars are diesel, but they produce over 80% of nitrogen oxides emissions. Heavy duty vehicles including lorries, buses and coaches also produce a disproportionate amount of nitrogen oxides, so encouraging greater use of low-emission vehicles will help us to reduce levels of pollution across the city.

Our aims include:

- Encouraging bus operators to swap diesel buses for ultra low-emission and hybrid diesel-electric or biogas buses
- Agreements with our Park & Ride bus operators to only use new low-emission, diesel-electric buses
- Providing sufficient electric car charging points at public car parks
- Encouraging new office and home developments to include sufficient electric car charging points
- Supporting (through grants) the introduction of electric car charging points at large employment sites, such as the University of Bath and the Royal United Hospital
- Exploring the feasibility and funding of a Clean Air Zone.

20

**public electric vehicle
charging points
installed**

11

**car club vehicles in
Bath City Centre**

9

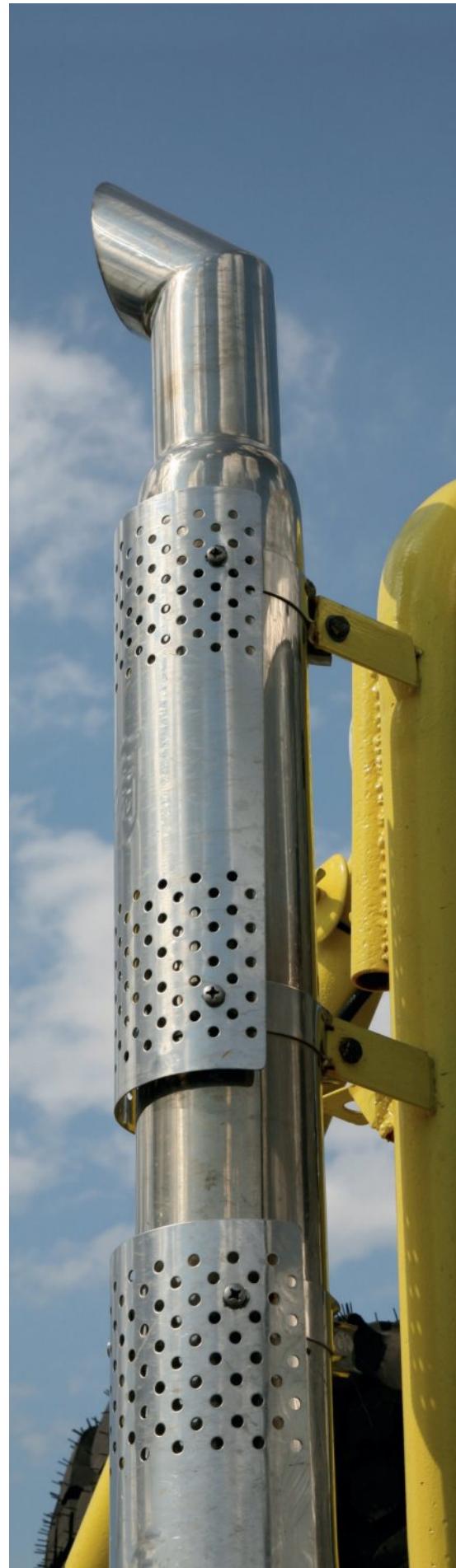
**hybrid buses on Park &
Ride routes**

50

**air-quality monitoring
stations in the city**

80%

**of nitrogen oxides
emissions are from
diesel vehicles**



Encouraging walking and cycling

Walking or cycling is not only healthier than taking the car, it also means fewer vehicles on the road and less pressure on parking as the city grows – improving everyone's quality of life.

So to encourage more people to leave their car behind, we're working on projects that make walking and cycling in and around the city easier and more attractive.

Improving our streets and spaces

We're improving Bath's streets and spaces to make it easier and more pleasant to walk around. This includes resurfacing roads and pavements and restricting access to vehicles in certain areas between 10am – 6pm, giving pedestrians priority in

busy shopping areas and making it easier for people with restricted mobility, including those with push chairs. We've already completed work at Seven Dials and Stall Street, and plan similar improvements at Saw Close outside the Theatre Royal.

Helping people find their way

The compact nature of Bath makes it highly walkable. Over 30 wayfinding signs – strategically placed on pavements and squares around the city – are helping tourists and residents alike to walk to where they want to go. The signs feature large maps of the city with the user's location clearly marked along with average walking times.

Improving cycling routes

We're working with Sustrans and local cyclists to review existing routes and identify what barriers exist to getting around by bike. Our priority is to improve routes that link homes to public transport hubs, offices and schools.

Improvements include:

- Resurfacing and widening of paths for shared pedestrian/cycle use
- Creating better access to towpaths and railway paths
- Installing and upgrading signal controlled crossings to help pedestrians and cyclists.

Connecting Bath's Riverside development

New homes and offices planned for Bath's riverside will be designed to reduce the need to travel by car, with attractive well-planned routes to public transport hubs and the centre of the city. To support this, we're constructing a new footbridge (Bath Quays Bridge) that will help pedestrians and cyclists to safely cross the river avoiding the busy A36/A367 junction.



Improved facilities and opportunities for cyclists

Ensuring better facilities for cyclists at public transport hubs and workplaces is one way to encourage more people to commute by bike.

We currently support businesses and organisations to apply for grants for improving cycling facilities, such as better bike parking and shower facilities on their premises.

We offer trial loan bikes for those looking to travel by bike to work. This enables them to try cycling for a month before committing themselves to getting their own bike.

Since the Council introduced the nextbike hire of cycles within the city, the number of users has now increased to the point that it is self-funding and sustainable in the longer term.

14
cycle hire stations
across Bath

22,765
journeys made by hire
bikes since June 2014

30%
of Bath households
do not own a car

40%
of residents who live
and work in Bath walk
or cycle to work

283
young people have
undergone cycle
training

James Cleeton, England Director, South Sustrans, said:

“Encouraging more walking and cycling, particularly for local journeys, is crucial to reducing vehicle traffic on the road. The popularity of routes such as the Bristol to Bath cycle path and the Two Tunnels demonstrate that given the infrastructure people are willing to change their behaviour.”

Working with schools and large organisations



We want to ease the burden of commuter traffic on our roads at peak times in ways that also improve people's health and wellbeing.

One way of doing this is working closely with our schools and largest employers, helping them to promote and incentivise alternatives to driving, such as walking, cycling and using public transport. These modes of travel are not only better for our health, they're better for the environment too.

Working with large organisations

We work with large employers in Bath – such as the Royal United Hospital (RUH) and our two universities – to support sustainable travel among staff. We do this by helping employers to produce travel plans and providing access to suitable Government grants.

Travel Plans

Travel plans promote the most sustainable ways that staff can travel to their place of work, and what facilities the employer provides to support these.

Typically a plan will include:

- Good walking and cycling routes
- Public transport options
- Car share arrangements
- Charge points for electric cars and electric pool bike availability
- Bike loan opportunities
- Home working arrangements
- Cycle parking and shower facilities.

Along with easing the burden of commuter traffic on our roads and parking, travel plans can benefit both the employer and staff by reducing the cost and time spent travelling and supporting health and wellbeing.

Access to funds

We also support employers to access any Government funds available for upgrading facilities that make walking, cycling and other modes of sustainable transport more attractive – such as more secure bike parking, better workplace facilities, the provision of electric pool bikes and electric charge points for cars.

Better home working

We're working with our West of England authority partners to progress plans to roll out superfast broadband across the area, particularly in rural areas, so that home working is a possibility for more people. Increased access to broadband will undoubtedly have the greatest immediate impact on homeworking to the east of Bath where traditionally internet access has been amongst the slowest.

700

requests for loan bikes
in the last three years

£100,000

worth of grants
awarded to support
travel initiatives
since 2013

Working with schools

As part of our Safer Routes to Schools programme, we're currently reviewing key routes to and from schools to identify what improvements would encourage more families to walk or cycle instead of taking their car.

In the future, improvements will mean more schools can promote routes that are safe and attractive for pedestrians and cyclists, encouraging a more active, healthy lifestyle while also helping to take hundreds of cars off the roads at peak times.

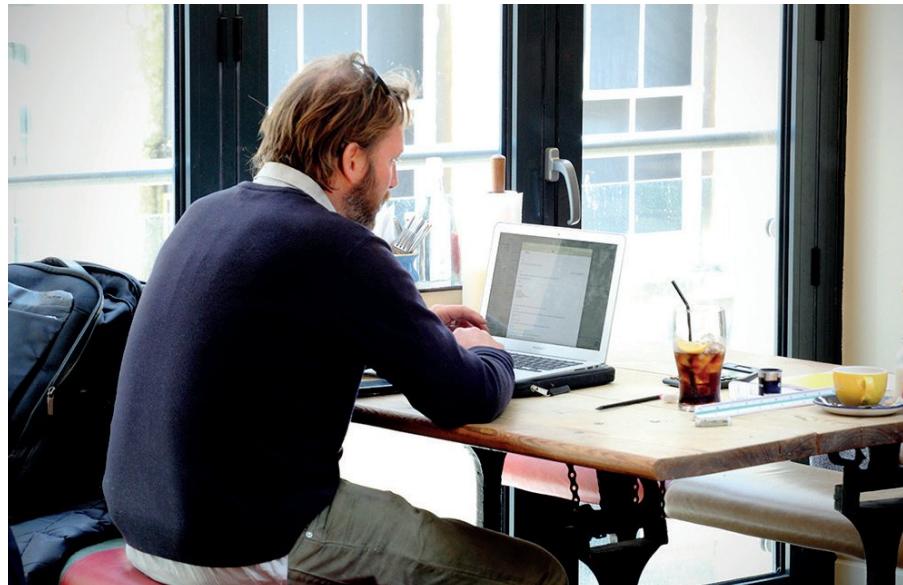
Such improvements include:

- Repairing footways where needed
- Providing missing lengths of footway where feasible
- Guidance and support in setting up walking buses
- Parking restrictions outside of schools
- Reduced speed limits outside of schools.

Modeshift STARS

We're encouraging more schools across B&NES to become accredited through Modeshift STARS – a national awards scheme for schools that recognises the promotion of sustainable travel and road safety among pupils and families via School Travel Plans.

School Travel Plans identify safe routes for walking and cycling, public transport options, fun incentives to switch modes of travel, and information about the health and environmental benefits of leaving cars at home.



Melissa Brook, Saltford Primary School, says:

"The Council's support and encouragement in implementing lots of new initiatives promoting sustainable travel this year has enabled us to be the first school in B&NES to achieve a Modeshift STARS Silver Award. We are now planning to go for Gold!"



25

schools signed up for Modeshift STARS across BANES

10

safer routes to school schemes being investigated with 4 likely to be implemented during Summer 2017

283

young people received cycle training in Bath in 2016

Connecting new developments

To support the area's planned economic growth, nearly 50,000 square metres of modern office space and 13,000 new homes will be built across the area by 2029.



We will ensure that new homes and offices are built in the right places, well supported by transport infrastructure and facilities that encourage less reliance on the car, to avoid putting pressure on our highway network.

Building in the right place

To reduce reliance on cars, we want new homes to be built in or next to existing urban centres and amenities, with good access to public transport, walking and cycling routes.

We will work closely with the West of England Combined Authority to ensure that appropriate infrastructure is put in place to support developments.

New business space should be accessible from residential areas by bike, foot or public transport, and the majority of this will be created along Bath's riverside. Regeneration projects are also being progressed in Keynsham and the Somer Valley.

Connecting Bath's riverside development

Plans for development in the centre of Bath include 7,000 new homes and 40,000 square metres of modern business space. 3,300 of these new homes will be located within the new riverside developments.

The majority of new offices and business space will also be focused along Bath's riverside, stretching from the centre of town westwards to Twerton and Newbridge.



The development will be designed in such a way to reduce the need and desire for people to travel by car, while other planned transport improvements will help to meet the increased demand on our transport network. For example:

- More frequent trains are planned between Bath and Bristol on the MetroWest train service, with half-hourly stops at Oldfield Park.
- Opportunities to extend MetroWest to the east of the city to provide increased frequency of rail services will also be explored.
- The intention is that all new major new developments such as Bath Quays will be supported by the transport infrastructure.
- Well-planned, clearly signed paths will be created for cyclists and pedestrians that link to existing cycle paths (such as the Two Tunnels and the Bristol to Bath path), the centre of town and Bath's bus and train stations.
- A new pedestrian/cycle bridge is being built to connect central Bath and its key public transport hubs with residential areas, Oldfield Park Station and the Enterprise Zone on the south of the river.

Supporting sustainable travel

There are other ways that we'll seek to contain the number of car journeys from new developments and support greener, cleaner ways to travel, such as:

- Providing better facilities for charging electric vehicles within new developments
- Providing secure bike parking
- Using contributions from developers to improve transport infrastructure around the development.

40,000m²

new office space to support 7,000 new jobs in Bath by 2029

7,000

new homes for Bath by 2029

12,956

new homes across the area by 2029

10,300

new jobs across the area by 2029

7,000

new jobs in Bath by 2029



Improving access for people with restricted mobility

We want to make it easier for everyone to get around Bath, including elderly and infirm people, parents with prams, wheelchair users, people with visual and hearing problems, and pedestrians weighed down with shopping.

If we're to reduce dependency on the car and ensure Bath is a welcoming place for everyone, the walking, cycling and public transport needs of people with restricted mobility are an important consideration.

Improving access to public transport

We've recently completed refurbishment of 375 bus stops across the area to make them wheelchair and pram friendly.



This includes raising the kerbs to make it easier to board the bus, creating better seating and introducing real-time information displays to inform users of bus arrival times.

We continue to monitor bus contracts to ensure that low-floor accessible buses are used, and we have upgraded our internal fleet.

Lifting the barriers to getting around

We've commissioned an independent survey of the city centre to inform improvements to roads, paths and crossings that will make it easier for people with restricted mobility to get around. We've also set up an expert panel on disability issues.

We've resurfaced pavements, improved road surfaces and restricted vehicle access on our most popular shopping streets and tourist areas to help people with mobility scooters, prams and wheelchairs to get around busy areas safely and more easily. For those people with visibility impairments, we have installed tactile paving and textured, contrasting-coloured surfaces to aid their travel.



Better parking and access for Blue Badge holders

Cars are often the only feasible means of transport for some disabled people and therefore their needs are important.

Dedicated Blue Badge holder parking bays are in place around the central area, with additional parking permitted by Blue Badge holders on double and single yellow lines for up to three hours.

To protect the existing dedicated spaces, we regularly check them. People found to be abusing the bays or misusing a Blue Badge are prosecuted.

In spring 2016, we carried out work at a number of our car parks to make them more accessible. These works included adding new disabled bays, widening and improving existing bays, lowering pavements and adding tactile paving.

375
wheelchair accessible bus stops constructed

105
disabled bays in Bath

7,107
Blue Badges issued in 2016

38
dropped kerb crossings provided in the last three years

Funding transport improvements



The majority of transport improvements are funded through grants from the Department for Transport. The Council tops up that funding to deliver specific transport work needed by the community.

The Department for Transport regularly makes funds available to us that we use to identify and prioritise transport improvement schemes, many of which are driven by suggestions from residents.

We then identify schemes that require additional capital funding, usually provided through Government grants that support specific goals (such as improving sustainable transport) and bid for these. If we're successful, the scheme can go ahead.

We often do this jointly with our West of England partners, receiving a proportion of the money awarded.

We also receive contributions from developers when new homes and offices are built. These funds either go towards transport improvements that directly relate to the development, such as funding the initial costs of setting up an extended bus route, or are unrelated.

As a local authority, we've been very successful in bidding for and winning funding for key transport projects that benefit us all.

As a member of the West of England Combined Authority, we will work to secure funding for larger infrastructure projects.

The West of England Combined Authority

Through the West of England Combined Authority and the new regional Mayor, over the next 30 years, £1bn of investment from central government and other sources will be made available to support the economic growth of our region. This level of investment unlocks opportunities at a scale not seen before.

This is not only a game-changer for how transportation is funded and joined-up across

the region, but also for how we integrate transport, housing and communities.

The Council welcomes the West of England Combined Authority's plans to develop an integrated housing and transport plan, build sustainable communities, connect with the business community and deliver economic growth for all.



More information

For more information, you can also refer to our Transport Strategies for Bath and Keynsham; the West of England's Combined Authorities' draft Joint Transport Vision; and Creating the Canvas for Public Life in Bath – A Public Realm and Movement Strategy for Bath City Centre.

For further details go to
www.bathnes.gov.uk



An air-quality monitoring station

Our plan to get Bath moving

