

Bath & North East
Somerset Council

Improving People's Lives

Bath & North East Somerset Journey to Net Zero Transport Plans

Introduction

Following the adoption of the Journey to Net Zero Transport Plan for Bath, similar plans are being prepared for the following places as part of a robust evidence base and mitigation strategy for the New Local Plan. These are at an early stage and we are seeking wider views of the communities to inform the development of these Plans. The locations are:



This document summarises the Issues, Challenges and Potential Interventions for each place in turn, as well as for Bath which has an adopted Journey to Net Zero Transport Plan in place. It also summarises the Stakeholder Engagement which has informed the plans.

The diagram below shows how the Journey to Net Zero Transport Plans fit within the family of transport documents prepared to support the New Local Plan consultation.

Transport Vision and Objectives	Overarching Transport Context	Transport Methodology	Journey to Net Zero Transport Plans	Active Travel Masterplan Initial Engagement
What are we aiming for? What are we judging ourselves against? How does it align with Corporate Priorities?	Corporate and Transport Policy Existing Transport Network Committed Projects Accessibility evidence Rationale for Spatial Strategy	Overview of transport evidence work Process and programme Transport Strategy and mitigation Modelling and assessment	Place-based Issues and opportunity Stakeholder engagement Themes that need addressing and options for doing so	Objectives Scope Route identification Approach Draft Plan

Figure 1 Transport Evidence Documents

The Council has developed a Vision and set of Objectives specific to transport, closely aligned with, and informed by the Council’s Corporate Strategy and Corporate Priorities. One of the Corporate Priorities is ‘Delivering for Local Residents.’ This is achieved through “More Travel Choices” which means “Improved connectivity for all and reduced need to travel.” This has shaped the formation of the Journey to Net Zero Transport Plans.

The Council has an “...an ambitious Vision to deliver the forecast growth within the new Local Plan as part of its drive towards the decarbonisation of the transport networks across the district. At the heart of this vision is the need to ensure that people can get to where they need to go, and are able to access the facilities and services that they need, as sustainably as possible. We need

a change in approach where the transport network is rebalanced in favour of sustainable modes, with a lot less emphasis on accommodating private car usage than has been the case historically which has led to car reliant communities and our places becoming dominated by cars.”

The Bath and North East Somerset Council five Transport Objectives for the Local Plan are:

- To reduce the need to travel, particularly by retaining and providing jobs, services and community facilities at locations close to residential areas;
- To reduce vehicle carbon emissions, improve air quality and minimise the negative impacts of traffic congestion whilst improving the health and wellbeing of residents by enabling more people to travel by active modes such as walking and cycling;
- To improve public transport accessibility and build a network of fully integrated transport interchange hubs to improve connectivity between modes and support seamless, convenient, end to end mobility for longer journeys through the district;
- To deliver fairer economic growth through an accessible and socially inclusive transport system, by removing the barriers to travel and ensuring that social impacts are addressed; and
- To create better places which provide safe, and attractive neighbourhoods, and a climate resilient transport network.

The Scope of each Journey to Net Zero Transport Plan is to set out the vision for the transport system for the next 20 years. Each plan looks to the long term and includes proposals needed to provide a transport system that is fit for purpose for those living, working and visiting the area. Each plan looks to develop a pathway for how future transport will contribute to addressing the climate emergency through improvements that enable more travel via sustainable modes.

Each Journey to Net Zero Transport Plan will be a stand alone document for each of the broad locations for growth, overriding any previous strategies for each location. It complements the Journey to Net Zero Transport Plan for Bath which was adopted in 2022.

The key elements of the scope for the Journey to Net Zero Transport Plans are shown in Figure 2.

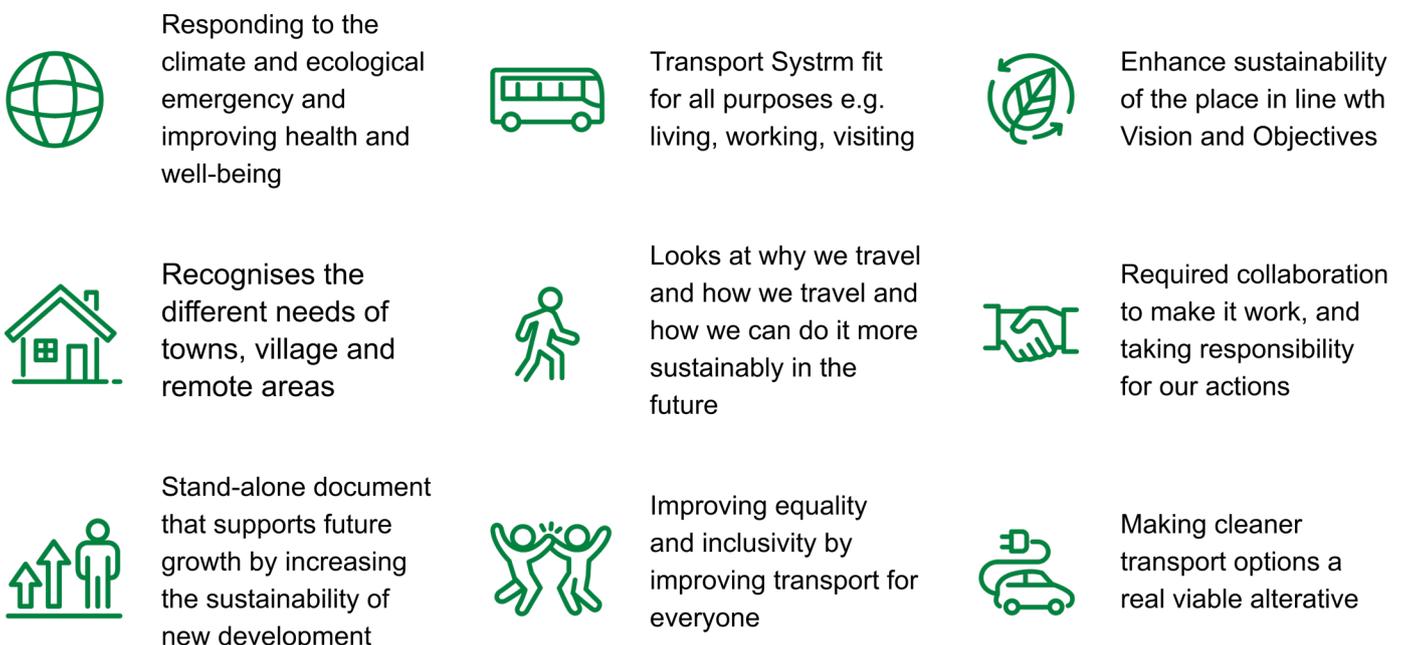


Figure 2 Scope of the Journey to Net Zero Transport Plans

The potential interventions within each of the Journey to Net Zero Transport Plans have been categorised under the following headings:

- Healthy and Active Travel Network;
- Attractive and Convenient Public Transport System; and
- Integrated Low Carbon Transport Strategy.

Stakeholder Engagement

It is important to ensure that the Journey to Net Zero Transport Plans take account of the views and knowledge of the community, stakeholders and experts to ensure that it reflects the diverse needs and aspirations of residents in the District. This is because the success of the plans hinges on the 'buy-in' of the local community.

To date, we have carried out engagement with a range of Council Officers and key stakeholders representing the community. This Issues and Options consultation is an opportunity to engage with the public and gather a wide range of views.

It is important to note that this consultation represents just the beginning of a collaborative process. There will be further opportunities for engagement as the plans develop, since additional insights may emerge. Our process to date is as follows:

- Internal Officer Workshops were held in January 2023 to listen to the views of Officers from across different parts of Bath and North East Somerset Council.
- Stakeholder Community Workshops were held in February 2023 to identify issues and opportunities for each of the four locations, from key stakeholders within each local community.
- In July 2023, further workshops were held with both internal and external stakeholders, to inform them of the emerging proposals for the New Local Plan and obtain their feedback.



Hicks Gate



Issues and Challenges

Following the comprehensive review of the existing transport network and community engagement, the transport issues and challenges facing Hick Gate are outlined below in Table 1.

Table 1 Hicks Gate – Issues and Challenges

Transport Challenges	
 <p>Active Travel Network</p>	<ul style="list-style-type: none"> ● Heavy traffic flows with a high proportion of large goods vehicles which can be very intimidating for pedestrians and cyclists. ● Topography, particularly on the southern side of the Hicks Gate roundabout, is steep and potentially challenging for active travel routes. There are similar challenges for routes into Bristol and Keynsham.
	
	

Transport Challenges

	<p>Public Transport</p>	<ul style="list-style-type: none"> ● Lack of adequate bus priority on approaches to Hicks Gate Roundabout means that buses get caught in the traffic. ● Uncertainty in terms of spatial requirements of Major Projects, e.g. replacement / relocation of Brislington Park and Ride.
	<p>Congestion</p>	<ul style="list-style-type: none"> ● Congestion and queueing at Hicks Gate Roundabout can lead to traffic not using the Keynsham bypass to access the Bristol ring road leading to rat running through Keynsham, mostly via Avon Mill Lane and Keynsham Road (A4175). ● Congestion and queueing at the Callington Road to West Town Lane junction within Bristol.
	<p>Severance</p>	<ul style="list-style-type: none"> ● Severance effect of major roads, in terms of scale, infrastructure, vehicle speeds and volume of traffic. ● Barrier effects of river and railway. ● Achieving linkages between places, north and south of the A4, particularly for active modes.
	<p>Place based</p>	<ul style="list-style-type: none"> ● Currently, Hicks Gate is a place that facilitates movement, rather than a people focussed environment. New transport infrastructure should place less emphasis on planning for vehicles at the expense of other modes. ● The A4 and A4174 are strategically important in terms of movement, particularly freight, and this will need to be factored into placemaking. ● The potential cumulative effect with Bristol City Council's proposed housing allocations given the physical proximity to the boundary.

Potential Interventions

The potential interventions for Hicks Gate are outlined in Tables 2 to 4.

Table 2 Hicks Gate – Healthy and Active Travel Network

Intervention	Description	How it could be achieved
 Local Living	Enable a greater proportion of residents to live, shop and undertake leisure activities within the Hicks Gate area, by locating development in accessible locations	<ul style="list-style-type: none"> ● Integrate Hicks Gate with the existing urban edge of Bristol via a number of walking and cycling routes. ● Locate development near existing or proposed active mode links.
 Public Realm Improvements	Improving public spaces and routes, including crossing facilities to encourage people to use active modes of travel.	<ul style="list-style-type: none"> ● Improve crossing facilities for pedestrians and cyclists on the A4. ● Existing pedestrian and cycle connections can be enhanced and integrated with new proposals across the area to ensure wider commuter routes north-south and east-west. It can connect the Hicks Gate area to Bristol, Stockwood, and Keynsham. ● Pedestrian and cycle links can also be improved along the river corridor.
 Micromobility	Extension of short-term E-scooter and E-Bike rental within Hicks Gate.	<ul style="list-style-type: none"> ● Support the extension of the e-bike and e-scooter trial to Hicks Gate to improve local mobility. ● E-bike hire stations. ● Improved storage with appropriate range of services e.g. charging, maintenance, lockers.

Table 3 Hicks Gate – Attractive and Convenient Public Transport System

Intervention	Description	How it could be achieved
 Mobility Hubs	<p>Mobility hubs are places that bring together a host of transport options in one place including shared transport such as car clubs and e-scooters with public transport and active travel modes. A network of mobility hubs allows people to travel between and around places without the need for a car.</p>	<ul style="list-style-type: none"> ● A new “Interchange Hub” at the Hicks Gate Roundabout, supporting better connection between an increased range of public transport services.
 Bus Services	<p>Improve bus services, including bus infrastructure, routes and bus priority measures.</p>	<ul style="list-style-type: none"> ● Additional bus routes to link with a greater range of places, such as Keynsham, Whitchurch Village and Bristol’s East Fringe. ● Bus priority measures along the A4 corridor.
 Demand Responsive Transport	<p>DRT can complement fixed route public transport on the main corridors by providing connections into these existing services, thereby improving mobility and social inclusivity.</p>	<ul style="list-style-type: none"> ● WEST Link DRT zones in Bath and North East Somerset Council and Bristol shows zones are currently located immediately to the east and west of the Hicks Gate study area. ● DRT could be used to connect an Interchange Hub at Hicks Gate, where passengers can gain access to a connecting bus or rail service to complete their journey.
 Public Transport Decarbonisation	<p>Zero emission buses will help local authorities achieve their net zero targets and cleaner air, encourage green growth and improve health and wellbeing.</p>	<ul style="list-style-type: none"> ● Work with bus operators and other key stakeholders to decarbonise the bus fleet in the Hicks Gate area.

Table 4 Hicks Gate – Integrated Low Carbon Transport Strategy

Intervention	Description	How it could be achieved
 Modal Filters and Vehicle Access Arrangements	Installation of modal filters to support active travel on key routes.	<ul style="list-style-type: none"> • There is potential to implement changes to vehicle access to enable improved flow of traffic and reduce congestion on the A4. • A new vehicular connection to the A4 in the location of the existing Park and Ride access could also be made.
 Electric Vehicle Charging	Providing electric vehicle charging points encourages individuals to use electric vehicles which will help local authorities achieve their net zero targets and cleaner air, encourage green growth and improve health and wellbeing.	<ul style="list-style-type: none"> • Introduce more EV charging points in the Hicks Gate area. This could potentially include at a new Interchange site.

Keynsham and Saltford



Issues and Challenges

Following the comprehensive review of the existing transport network within Keynsham and Saltford, the transport issues and challenges are outlined below in Table 5.

Table 5 Keynsham and Saltford – Issues and Challenges

Transport Challenges

- | | |
|---|---|
|  Public Transport | <ul style="list-style-type: none"> ● Gaps in public transport provision means in many cases it is more convenient to drive short distances. ● It is often more convenient to drive than to take public transport as public transport services between Bristol and Bath are more peripheral than centrally located car parking. |
|  | <ul style="list-style-type: none"> ● Access to the main centres of Bath and Bristol is possible but access to other areas of Bath and North East Somerset Council is challenging. This causes issues in both directions forcing residents from Keynsham and Saltford to have to travel out of the town by car. It also adds to the levels of traffic as people have no option other than to drive to get to Keynsham or Saltford adding to congestion levels. ● Poor interconnectivity between modes at the Rail Station with buses not able to access the station itself to pick up and drop off passengers and very limited cycle parking in a poor location with no CCTV and poorly lit. ● No permanent rail ticket office for the purchase of tickets and more importantly rail/travel and assistance. |

Transport Challenges



Congestion

- Congestion, particularly on the A4 Bristol to Keynsham corridor impacting both Keynsham and Saltford.
- Orbital connectivity between the A4 and A37 is challenging, resulting in traffic travelling through Keynsham, significant congestion on the West Town Lane link, and orbital traffic taking capacity on the A4. Alternative orbital routes via Keynsham are often on residential roads or rural lanes which are inappropriate to take high volumes of traffic.
- There is an imbalance of transport modes in the town centre with greater priority given to private vehicles over active modes and buses.
- Through traffic uses rat-runs through the town centre.
- Keynsham's car parks are reasonably well utilised with a peak occupancy of 75%. However, this is over a relatively short time period with a 7-day mean occupancy of 55%, indicating a surplus of car parking in the Town.



Travel Patterns

- 2011 Census data shows 71.6% of journeys to work are by private car, higher than both the national average and the average for the South West.



Active Travel Network

- The cycle network in Keynsham is not well connected, rather a small number of dedicated links that sit in isolation.
- No direct off road access to the Bristol/Bath cycle route from Keynsham.
- There is poor integration between different modes of transport.
- Pedestrian routes between residential areas to the south of Keynsham and the town centre are not direct.



Public Realm

- Public space is more balanced towards vehicles over people.
- Issues with congestion and severance.
- Limited priority for sustainable modes over vehicles. Often seen as easier to drive than to walk, wheel, cycle or take public transport.
- Challenges with the Keynsham High Street on-street cycle lane, in terms of accessibility.

Potential Interventions

The transport opportunities and potential interventions that have been identified for Keynsham and Saltford are summarised below in Tables 6 and 7.

Table 6 Keynsham and Saltford – Healthy and Active Travel Network

Intervention	Description	How it could be achieved
 Active Mode Routes	High quality, attractive, safe and integrated network of walking and cycling infrastructure.	<ul style="list-style-type: none"> • New segregated cycle lanes, as well as changes to country lanes where appropriate, providing a clear network of attractive primary and secondary routes connecting key amenities and facilities. • This could include improvements for active travel between Keynsham to Saltford; and improved routes between Whitchurch Village and Keynsham including Broadlands Academy.
 Modal Filters	Installation of modal filters to support active travel on key routes and reduce rat-running.	<ul style="list-style-type: none"> • Targeted filters as part of Liveable Neighbourhoods-style interventions to link residential areas with local centres and town centre. • Filters on roads approaching the town centre and either side of links which cross existing infrastructure pinch points. • Filters on roads to implement Quiet Routes/Lanes.
 Micromobility	Extension of short-term E-scooter and E-Bike rental within Keynsham.	<ul style="list-style-type: none"> • Support the expansion of the e-scooter and e-bike rental schemes into Keynsham and Saltford to improve local mobility. • Improved storage with appropriate range of services e.g. charging, maintenance, lockers.
 Public Realm	There is an opportunity to reallocate road space to prioritise pedestrians, cyclists and bus users, to achieve mode shift and create better places	<ul style="list-style-type: none"> • Measures to keep traffic on appropriate routes, away from less appropriate and more sensitive areas. This would provide opportunities to deliver sustainable transport and public realm benefits. • Re-allocate road space to people over cars. E.g. widened footways, improved crossings, footway crossovers, public space. • Enhanced public realm in the town centre, creating a more attractive local environment

Table 7 Keynsham and Salford – Attractive and Convenient Public Transport System

Intervention	Description	How it could be achieved
 Mobility Hubs	<p>Mobility hubs are places that bring together a host of transport options in one place including shared transport such as car clubs and e-scooters with public transport and active travel modes. A network of mobility hubs allows people to travel between and around places without the need for a car.</p>	<ul style="list-style-type: none"> • New mobility hubs on the A4, within Keynsham town centre and in proximity to Keynsham rail station. Provision of additional mobility facilities at existing car parks • A new “Interchange Hub” at the Hicks Gate Roundabout, supporting better connection between an increased range of public transport services.
 Bus Priority	<p>Interventions to provide bus journey time benefits, by prioritising buses over private vehicles.</p>	<ul style="list-style-type: none"> • Targeted bus gates, priority measures, and potential rebalancing of road space towards sustainable modes.
 Fixed Route Bus Services	<p>The provision of new bus services where there is a demonstrated demand will be supported.</p>	<ul style="list-style-type: none"> • Review and revise the bus network to ensure residents have a reliable bus service to meet their needs. Introduction of bus priority to contribute to enabling this.
 Demand Responsive Transport	<p>DRT can complement fixed route public transport on the main corridors by providing connections into these existing services, thereby improving mobility and social inclusivity.</p>	<ul style="list-style-type: none"> • DRT could be used to connect to the proposed mobility hubs within Keynsham town centre, where passengers can gain access to a connecting bus, e-bike or rail service to complete their journey.
 Public Transport Decarbonisation	<p>Zero emission buses will help local authorities achieve their net zero targets and cleaner air, encourage green growth and improve health and wellbeing.</p>	<ul style="list-style-type: none"> • Charging infrastructure would be required in Keynsham. Depending on the form and location of a potential Keynsham Mobility Hub.

Somer Valley



Issues and Challenges

Following the comprehensive review of the existing transport network within the Somer Valley. The transport issues and challenges facing the Somer Valley are outlined below in Table 8.

Table 8 Somer Valley – Issues and Challenges

Transport Challenges	
 Town Centre Congestion	<ul style="list-style-type: none"> ● Road traffic in town centres worsens air quality, creates severance for pedestrians and dominates the public realm at the expense of other modes such as walking, cycling and wheeling ● A limited road network results in congestion on key routes into, out of and within the Somer Valley.

Transport Challenges

 Public Transport	<ul style="list-style-type: none"> ● Residents need to travel to Bath, Bristol or Frome to access national rail services. ● Recent loss of bus services within the Somer Valley. ● Limited bus connections between the east and west of the Somer Valley, poor services in rural areas and lack of connections between villages resulting in people travelling by car. ● Bus services are often infrequent, circuitous and expensive with long bus journey times compared to the same journey by car. ● Limited services and destinations in the Somer Valley result in people travelling by car out of the Somer Valley. Those services that are located in the Somer Valley are usually quite a distance apart with no sustainable transport options that link these. ● 2.9% of people in the Somer Valley use the bus which is lower than across Bath and North East Somerset Council as a whole (3.6%).
 Topography and Distance to Major Attractions	<ul style="list-style-type: none"> ● The Somer Valley is hilly and settlements and facilities are dispersed, which acts as a significant barrier to walking and cycling and makes it harder to achieve mode shift from cars to active modes. ● Distances to major trip attractors such as Bristol, Bath and Frome result in high levels of car dependency.
 Lack of Local Job Opportunities	<ul style="list-style-type: none"> ● There is a mismatch between the type of jobs available within the Somer Valley and the local labour force resulting in high levels of out-commuting. ● 33% of people in the Somer Valley travel more than 10km to their place of work, compared with the Bath and North East Somerset Council average of 22%. ● There is an imbalance between housing and employment in the Somer Valley.

Transport Challenges

 <p>Active Travel Network</p>	<ul style="list-style-type: none"> ● Limited dedicated cycle infrastructure to connect towns and villages within the Somer Valley enabling residents to use active travel for shorter trips.
 <p>Distance to Road Links and Severance</p>	<ul style="list-style-type: none"> ● Poor access to the strategic road network, with the M5 and M4 motorways approximately one hour's drive from the Somer Valley. ● Roads in the Somer Valley carry a variety of traffic, travelling for many different purposes. ● The severance effect of major roads, in terms of scale of infrastructure, vehicle speeds and volume of traffic acts as a significant barrier to people walking, wheeling and cycling. ● Communities have developed along major corridors most of which are A roads meaning that high levels of HGV traffic travel through the communities in the Somer Valley e.g. Radstock and Westfield and the A367, Farrington Gurney, Clutton and Temple Cloud along the A37 and parts of Midsomer Norton on the A362. A large proportion of residents live on or close to a major A road or need to travel along one to get to services or town centres.
 <p>Lack of Travel Choices</p>	<ul style="list-style-type: none"> ● No access to e-scooters, no car clubs, buses have been removed, no rail services and lack of a comprehensive cycle network results in higher private car ownership and usage.

Potential Interventions

The transport opportunities and potential interventions that have been identified for the Somer Valley are summarised below in Tables 9 to 11.

Table 9 Somer Valley – Healthy and Active Travel Network

Intervention	Description	How it could be achieved
 Local Living	Enable a greater proportion of residents to live, shop and undertake leisure activities within the Somer Valley, by locating development in accessible locations.	<ul style="list-style-type: none"> ● Locate development near existing services and amenities. ● Locate development near existing or proposed public transport / active mode links. ● Revitalise Midsomer Norton / Radstock town centres. ● More mobile services.
 Quiet Lanes	Identifying minor rural roads that can be designated as Quiet Lanes to provide safer routes for pedestrians, cyclist and horse riders away from speeding traffic.	<ul style="list-style-type: none"> ● Review road hierarchy, i.e. which lanes should connect settlements by vehicle, and which would be more suited to active travel. ● Create a network of Quiet Lane links by targeted traffic management interventions e.g. modal filters, reduced speed limits. ● Reduce severing effect of traffic through communities by increasing provision of safer pedestrian crossing facilities, reducing vehicle speeds and providing more dedicated active travel infrastructure.
 Micromobility	Extension of short-term E-scooter and E-Bike rental within the Somer Valley.	<ul style="list-style-type: none"> ● E-bike hire stations within towns / villages. ● Expanding the coverage with the e-scooter network to the Somer Valley ● Trial e-cargo bikes around Industrial areas within the Somer Valley. ● Improved storage with appropriate range of services e.g. charging, maintenance, lockers.
 Cycling	Dedicated cycle lane provision	<ul style="list-style-type: none"> ● Creation of an Active Travel Network including dedicated cycle lanes that link key facilities, jobs and schools to those communities within the Somer Valley.
 Public Realm	Reduce the current impact that vehicles are having on our towns by improving the public realm and reducing the dominance of traffic	<ul style="list-style-type: none"> ● Look at options to support walking, cycling and public transport and reduce the impact of traffic on our town centres. ● Make our towns places for people rather than traffic making them nicer, safer and more vibrant places to be.

Table 10 Somer Valley – Attractive and Convenient Public Transport System

Intervention	Description	How it could it be achieved
 <p>Mobility Hubs</p>	<p>Mobility hubs are places that bring together a host of transport options in one place including shared transport such as car clubs and e-scooters with public transport and active travel modes. A network of mobility hubs allows people to travel between and around places without the need for a car.</p>	<ul style="list-style-type: none"> ● Hierarchy of mobility hubs to meet the needs of the area and the types of journeys they serve: ● Transport corridor hubs, ● Town Centre hubs, ● Main Village hubs and ● Supporting hubs.
 <p>Bus Infrastructure</p>	<p>Improvement of bus infrastructure to encourage a greater use of bus services.</p>	<ul style="list-style-type: none"> ● Upgrade bus stops / shelters with seating, shelter and Real Time Passenger Information (RTPI).
 <p>Bus Priority</p>	<p>Interventions to provide bus journey time benefits, by prioritising buses over private vehicles.</p>	<ul style="list-style-type: none"> ● Bus priority measures at key junctions and other bus priority measures such as bus lanes and bus gates to make journeys by public transport faster and more efficient
 <p>Fixed Route Bus Services</p>	<p>The provision of new bus services where demand will be supported.</p>	<ul style="list-style-type: none"> ● New east / west service along the A362 to connect Farrington Gurney to Midsomer Norton and Radstock. ● Create an inner and outer orbital service to: ● Increase penetration of buses into the smaller surrounding communities ● Connect communities to faster / more frequent services on the key corridors.
 <p>Demand Responsive Transport</p>	<p>DRT can complement fixed route public transport on the main corridors by providing connections into these existing services, thereby improving mobility and social inclusivity.</p>	<ul style="list-style-type: none"> ● Extend the existing WESTlink DRT trial. ● Improve the effectiveness of DRT through the use of Mobility Hubs to provide better connectivity.
 <p>Public Transport Decarbonisation</p>	<p>Zero emission buses will help local authorities achieve their net zero targets and cleaner air, encourage green growth and improve health and wellbeing.</p>	<ul style="list-style-type: none"> ● Work with bus operators and other key stakeholders to decarbonise the bus fleet. ● Potentially link to bus service franchising.

Table 11 Somer Valley – Integrated Low Carbon Transport Strategy

Intervention	Description	How it could it be achieved
 Car Parking	Ease and cost of parking can be one of the main influencers in deciding whether to travel by car.	<ul style="list-style-type: none"> ● Investigate parking charges and the operation of council run car park spaces in tandem with improving local walking / cycling links from residential areas to central areas and improving public transport services, so they are seen as a realistic alternative to driving. ● Maintain level of parking to serve rural hinterland and disabled / mobility impaired users.
 Car Clubs	Car clubs allow members access to locally parked cars, therefore encouraging less car ownership	<ul style="list-style-type: none"> ● Introduce electric vehicle car clubs as an alternative to households owning multiple cars.
 Electric Vehicle Charging	Providing electric vehicle charging points encourages individuals to use electric vehicles which will help local authorities achieve their net zero targets and cleaner air, encourage green growth and improve health and wellbeing.	<ul style="list-style-type: none"> ● Introduce more EV charging points in public car parks. ● Introduce EV charging points in the villages, for example, at key local facilities such as Community Hubs. ● Roll out on-street EV charging infrastructure, following the results of the current trial.

Whitchurch Village



Issues and Challenges

Following the comprehensive review of the existing transport network and community engagement, the transport issues and challenges facing Whitchurch Village are outlined below in Table 12.

Table 12 Whitchurch Village – Issues and Challenges

Transport Challenges	
 <p>Orbital Connectivity</p>	<ul style="list-style-type: none"> ● Poor connectivity between Whitchurch Village, and Keynsham, the A4 corridor at Hicks Gate and Bristol’s East Fringe. ● Rat running on residential roads and rural lanes, causing congestion and reducing the attractiveness of walking and cycling on these roads.

Transport Challenges

 <p>Public Transport</p>	<ul style="list-style-type: none"> ● Comparative difficulty in accessing nearest rail stations at Bristol Temple Meads and Keynsham by bus rather than private car. ● A37 corridor is well-served by bus services into Bristol. However, there is poor east-west connectivity into Keynsham and the A4 into Bath. ● 65% of respondents to the Whitchurch Village Action Group survey of May 2023 believed public transport is not adequate. ● 2011 Census data shows 6.2% of all journeys to work from Whitchurch Village are by bus.
 <p>Lack of Local Job Opportunities</p>	<ul style="list-style-type: none"> ● The Whitchurch Village Area Action Group survey of May 2023 shows 91% of respondents believed more local employment was needed. ● The survey also showed that residents travelled to (in order of number of responses) Bristol (North), Bristol (South), Keynsham and Bath for work.
 <p>Active Travel Network</p>	<ul style="list-style-type: none"> ● NCN route 3 currently connects Whitchurch Village to the National Cycle Network with local connections to the Chew Valley to the south and Bristol to the north. From this route it is possible to access Bristol city centre and Bristol Temple Meads. However there are currently no dedicated east to west routes to Keynsham and Bath.

Potential Interventions

The transport opportunities and potential interventions that have been identified for Whitchurch Village are set out below in Tables 13 and 14.

Table 13 Whitchurch Village – Healthy and Active Travel Network

Intervention	Description	How it could be achieved
 Local Living	Enable a greater proportion of residents to live, shop and undertake leisure activities within Whitchurch Village, by locating development in accessible locations.	<ul style="list-style-type: none"> ● Expanding and improving the active travel network in order to connect Whitchurch village with Keynsham and Bath. ● Improve the connectivity for walking, wheeling and cycling within Whitchurch Village, reducing the severance of the A37 corridor. ● Improve access routes for pedestrians to facilities including the South Bristol Hospital and Hengrove Leisure Centre, to reduce the need to travel further afield.
 Public Realm Improvements	Improving public spaces and routes, including crossing facilities to encourage people to use active modes of travel.	<ul style="list-style-type: none"> ● Build on the existing Liveable Neighbourhoods scheme (Queen Charlton) to create greener, safer spaces for people, including improved quieter routes for walking, wheeling and cycling. ● New safe pedestrian and cycle crossings on the busiest routes to improve the safety of those walking, wheeling and cycling and reduce the dominance of vehicles.
 Quiet Lanes	Identifying minor rural roads that can be designated as Quiet Lanes to provide safer routes for pedestrians, cyclist and horse riders away from speeding traffic.	<ul style="list-style-type: none"> ● Investigate the potential to link Whitchurch Village into a wider network of quiet lanes that provides the community with more pleasant routes away from busy main roads especially the existing north south corridor into and out of Bristol.
 Micromobility	Extension of short-term E-scooter and E-Bike rental within Whitchurch Village.	<ul style="list-style-type: none"> ● Support the extension of the e-scooter trial to Whitchurch Village.

Table 14 Whitchurch Village – Attractive and Convenient Public Transport System

Intervention	Description	How it could be achieved
 <p>Mobility Hubs</p>	<p>Mobility hubs are places that bring together a host of transport options in one place including shared transport such as car clubs and e-scooters with public transport and active travel modes. A network of mobility hubs allows people to travel between and around places without the need for a car.</p>	<ul style="list-style-type: none"> Whitchurch Village’s proximity to the A37, a strategic route that leads into Bristol and its proximity to surrounding rural areas makes it an ideal focal point for improved public transport, DRT services, shared mobility, and micro mobility trips, in addition to a hub for community uses and events.
 <p>Bus Services</p>	<p>Improve bus services, including bus infrastructure, routes and bus priority measures.</p>	<ul style="list-style-type: none"> Bus priority measures could be considered and provided along the A37 corridor. There is a need for Whitchurch Village to have good access to the facilities and services in Keynsham, such as Broadlands Academy, A new bus service between Keynsham and Whitchurch Village would fill a gap in the existing provision.
 <p>Demand Responsive Transport</p>	<p>DRT can complement fixed route public transport on the main corridors by providing connections into these existing services, thereby improving mobility and social inclusivity.</p>	<ul style="list-style-type: none"> WESTLink South zone runs through the middle of Whitchurch Village. DRT could be used to connect to the proposed mobility hub within Whitchurch Village, where passengers can gain access to a connecting bus or local rail station to complete their journey.
 <p>Public Transport Decarbonisation</p>	<p>Zero emission buses will help local authorities achieve their net zero targets and cleaner air, encourage green growth and improve health and wellbeing.</p>	<ul style="list-style-type: none"> Work with bus operators and other key stakeholders to decarbonise the bus fleet in the Whitchurch Village area.

Bath



Alongside the suite of new transport strategies set out above the Journey to Net Zero Transport Plan forms a comprehensive long term transport plan for Bath.

The Journey to Net Zero Transport Plan was adopted in May 2022 and 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 plan identifies 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 alongside the new transport strategies, helps to underpin and support the Local Plan.

Issues and Challenges

Following the comprehensive review of the existing transport network and community engagement, the transport issues and challenges facing Bath are outlined below in Table 15.

Table 15 Bath – Issues and Challenges

Transport Challenges	
 <p>Active Modes</p>	<ul style="list-style-type: none"> ● Bath is very hilly, which can be a significant deterrent to people walking, wheeling, and cycling.
 <p>Bus Services</p>	<ul style="list-style-type: none"> ● On-street parking is delaying and blocking buses in some areas such as Bathwick Hill and Lansdown Hill. ● Lack of bus priority measures in some areas such as Lower Bristol Road, London Road, Manvers St/Dorchester St, A367 Wellsway, and Rossiter Road. A lack of bus priority results in buses being caught in congestion resulting in longer journey times and unreliable services. ● The characteristic hilly, and often steep, topography of Bath, has previously caused issues during trials of electric buses due to high battery usage on uphill sections of routes.
 <p>Congestion</p>	<ul style="list-style-type: none"> ● Bath has a unique city centre which attracts substantial numbers of visitors but has many constraints. These constraints are accentuated by too many cars, especially in the historic core of the city. Congestion poses a major issue for the World Heritage Site having detrimental impacts on air quality, residents and businesses. ● 75% of people driving to work in Bath do so from outside of the city resulting in heavy congestion on those key corridors into Bath such as Bathwick Street, London Road, Lower Bristol Road, and the Wellsway. ● Compared to cities of a similar size and character in the UK such as Oxford and Cambridge, Bath has high levels of car use and low levels of cycling, but higher levels of walking and working from home.

Transport Challenges

	<p>Ultra Low Emission Vehicles</p>	<ul style="list-style-type: none"> ● Limited electric vehicle infrastructure, including lack of space for on-street charging points. ● Electric grid capacity constraints make it harder to deliver rapid vehicle chargers.
	<p>Parking</p>	<ul style="list-style-type: none"> ● On-street parking in the central area of Bath is negatively impacting the quality of some public spaces and preventing the use of street-space for public realm, walking, cycling, and bus improvements.
	<p>Freight</p>	<ul style="list-style-type: none"> ● The A36-A46 provides the only strategic north–south link between the south coast and the M4 and carries large volumes of freight traffic. A missing link in the strategic network results in large volumes of freight traffic routing through Bath resulting in high volumes of freight traffic on the A4 London Road and the A36.
	<p>Build Heritage and Environmental Protection Status</p>	<ul style="list-style-type: none"> ● Bath is the only city in the UK to be a designated World Heritage Site in its entirety. The conservation and enhancement of the World Heritage Site (WHS) and its setting and of the Conservation Area must be reconciled with contemporary socioeconomic and environmental challenges, including climate change. ● Many of the historic streets in Bath are narrow, limiting the amount of space for sustainable transport modes. ● Bath has one of the highest concentrations of listed buildings (over 5,000) which can act as a constraint for some transport options. ● Several areas of Central Bath have historic cellars that run under the streets, which can make delivery of some transport options more complex. ● In addition to the World Heritage designation the city of Bath and its setting are subject to a number of nationally recognised land and environmental designations including: <ul style="list-style-type: none"> ● Area of Outstanding Natural Beauty ● Air Quality Management Area ● Flood Zones

Potential Interventions

To address the challenges set out above, the transport opportunities and potential interventions that have been identified for Bath are summarised below in Tables 16 to 18.

Table 16 Bath – Healthy and Active Travel Network

Intervention	Description	How it could it be achieved	What we have done and what we have planned
 <p>Local Living/ Reducing the need for travel</p>	<p>Enable a greater proportion of residents to live, shop, and undertake leisure activities within Bath, by locating development in accessible locations</p>	<ul style="list-style-type: none"> ● Create vibrant and self-sustaining neighbourhoods with essential amenities within walking or cycling distance and collaborating with local businesses to encourage more people to shop locally. 	<ul style="list-style-type: none"> ● Through the development plan, opportunities to reduce the need to travel should be maximised, including through the provision of ancillary facilities on site and through measures that enable people to work from home, such as high speed broadband. Development should be focussed where there is already a good range of facilities within walking or cycling distance.
 <p>Public Realm Improvements</p>	<p>Create better places to live, visit and do business by improving the physical environment of Bath. The improvements will aim to connect different parts of the city centre, attract visitors, increase footfall, and encourage and enable local residents and workers to use sustainable modes of transport</p>	<ul style="list-style-type: none"> ● Providing a more pedestrian-friendly environment including wider footways, street furniture and green spaces, to create an attractive and safe environment for everyone. Improve crossing facilities and increasing the amount of space we provide for walking, wheeling and cycling. 	<ul style="list-style-type: none"> ● The council have already completed a number of public realm improvement projects including Stall Street, York Street and Seven Dials and are now working on a series of projects aimed at supporting and regenerating Bath City Centre. These include Milsom Quarter, Bath Central Riverside and Broad Street.

Intervention	Description	How it could it be achieved	What we have done and what we have planned
 <p>Active Mode Network</p>	<p>A high quality, attractive, safe and integrated network of walking, wheeling and cycling infrastructure</p>	<ul style="list-style-type: none"> ● Identify a comprehensive network of active travel routes and supporting infrastructure that will enable people to walk, wheel and cycle safely across the district and connect to other forms of sustainable transport. ● Integrate public transport hubs with active travel infrastructure to enable seamless transition between modes. 	<ul style="list-style-type: none"> ● Current active travel and City Region Sustainable Transport Settlement (CRSTS) proposals are creating better routes for walking, wheeling and cycling across the city. ● An Active Travel Masterplan is currently being produced that will set out a holistic network of safeguarded active travel routes across Bath and beyond, linking Bath with the rest of the district. ● 19 cycle hangars have been installed within Bath to make storing and owning a bike as easy as possible, including plans to install more hangers across Bath and North East Somerset in the future. ● Future streetscape improvements are planned to improve access for disabled people.
 <p>Micro-mobility</p>	<p>E-scooter and E-bike rental within Bath</p>	<ul style="list-style-type: none"> ● Extend the current e-scooter and e-bike rental schemes within Bath. ● Investigate ways to increase safety measures and improve public perceptions, including reducing conflicts between scooter users, pedestrians, and cyclists. ● Improved storage with appropriate range of services e.g., charging, maintenance, lockers 	<ul style="list-style-type: none"> ● TIER mobility has launched a shared mobility service of 500 e-bikes and e-scooters in Bath, including the pending e-cargo bikes and long-term rental e-scooters. Bath and North East Somerset Council is looking to extend the e-bike/e-scooter rental schemes into the Somer Valley and Keynsham. ● Further improvements for Bath are planned through the Future Transport Zone trials, including a new Mobility as a Service (MaaS) platform - which will allow users to plan, book and pay for multiple modes of transport in one go.

Intervention	Description	How it could it be achieved	What we have done and what we have planned
 <p data-bbox="103 339 342 411">Liveable Neighbourhoods</p>	<p data-bbox="367 225 728 679">Liveable Neighbourhoods are designed to improve residential streets and encourage safe, active and more sustainable forms of travel, such as walking, wheeling and cycling without restricting access to homes or businesses.</p>	<ul data-bbox="748 225 1137 791" style="list-style-type: none"> ● Creation of Liveable Neighbourhoods through a series of local improvements to link residential areas with local centres and the city centre. ● Typical improvements include better crossings, wider footways, traffic calming measures and through-traffic restrictions. 	<ul data-bbox="1158 225 2134 1070" style="list-style-type: none"> ● In 2021, 15 areas in Bath and North East Somerset were selected to become Liveable Neighbourhoods. ● Bath and North East Somerset Council currently has three Liveable Neighbourhood pilots where through-traffic restrictions are operating - in Church Street, Bath, Southlands in Weston, and Queen Charlton Lane near Whitchurch village. These have been introduced under Experimental Traffic Regulation Orders with the Council monitoring the impact of the intervention on traffic and any uptake in active travel. ● Plans for five new trial Bath Liveable Neighbourhood schemes under Experimental Traffic Regulation Orders are being set out in Bath and North East Somerset Council's Forward Plan. ● They follow on from a large community engagement and co-design exercise carried out over the past two years, and if approved would see five trial schemes installed under Experimental Traffic Regulation Orders from spring 2024. ● Seven new residents' parking zones have also been delivered and installed under the Liveable Neighbourhoods programme.

Table 17 Bath – Attractive and Convenient Public Transport System

Intervention	Description	How it could it be achieved	What we have done and what we have planned
 <p>Mobility Hubs</p>	<p>A “Mobility Hub” brings together a host of transport options in one place including shared transport such as car clubs and e-scooters with public transport and active travel modes. A network of mobility hubs allows people to travel between and around places without the need for a car.</p>	<ul style="list-style-type: none"> ● Mobility Hubs provide a network of sustainable travel options thereby enabling seamless journeys with improved interchange between different modes. This allows more people to cycle, wheel and walk to fast, direct and convenient bus services into and around Bath. 	<ul style="list-style-type: none"> ● Bath and North East Somerset Council is investigating the potential to upgrade Bath’s Park and Ride sites to multi-modal interchanges. This includes exploring ways in which we can enhance our existing traditional Park and Ride sites by providing new high-quality, sustainable travel options at each of the existing sites that gives people access to a wider range of transport services. ● The Somer Valley Links project aims to improve travel via the A367 and A37 corridors into Bristol and Bath from the Somer Valley. This potentially includes eight new mobility hubs which will bring multiple different transport options into one convenient location making it easy to switch between them and connect to the main bus and rail networks. ● The West of England Future Transport Zone comprises mobility hubs and mobility points at major transport hubs in Bath (dependent on the success of trials elsewhere in the region).
 <p>Bus infrastructure</p>	<p>Interventions to improve bus facilities and provide bus journey time benefits, by prioritising buses over private vehicles</p>	<ul style="list-style-type: none"> ● Introducing bus priority measures such as bus gates/lanes including reallocation of road spaces to accommodate sustainable transport modes. 	<ul style="list-style-type: none"> ● Upgrading bus stops within the city to make them safer, more pleasant places to be that are accessible for everyone. ● Significant planned increases in bus priority on the A4 Bristol to Bath, the A37 and A367 connecting Bath to the Somer Valley, and in Bath City Centre.

Intervention	Description	How it could it be achieved	What we have done and what we have planned
 <p>Public Transport Decarbonisation</p>	<p>Zero emission buses will help local authorities achieve their net zero and clean air targets whilst also encouraging green growth and improve health and wellbeing.</p>	<ul style="list-style-type: none"> • Working with operators to transition the bus fleet to zero emission vehicles. • Providing suitable charging infrastructure at key locations in and around the district. 	<ul style="list-style-type: none"> • Bath and North East Somerset Council Introduced the first Clean Air Zone outside of London, encouraging vehicles to transition to meet the Euro VI standard. • Through the Bus Service Improvement Plan, Bath and North East Somerset Council continues to work with bus operators and the Transport Authority to drive further improvements to the bus fleet.

Table 18 Bath – Integrated Low Carbon Transport Strategy

Intervention	Description	How it could it be achieved	What we have done and what we have planned
 Car Parking	<p>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.</p> <p>Through rebalancing the network to increase the convenience and accessibility of sustainable modes relative to private car use, parking management can be used as a policy lever to reduce the level of vehicles travelling into Bath. This approach helps address concerns around the impact of congestion on the environment and air quality, as well as the need to protect the historic fabric of the World Heritage Site of Bath.</p>	<ul style="list-style-type: none"> ● Bath and North East Somerset Council continues to review the capacity of the public car parks in Bath, their operational management, and the cost of using them. ● Residents parking zones are designed to prevent 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 Bath and North East Somerset Council. ● Improved local walking/ cycling links from residential areas to the city centre alongside improvements to public transport services to offer a realistic alternative to driving. 	<ul style="list-style-type: none"> ● We have implemented a charging structure for council-owned car parks in Bath which is based on vehicle emissions. This aims to improve public safety and reduce air pollution thereby improving people's health. Not all drivers using our car parks in Bath are affected by the increase, only those with more polluting vehicles. ● Following extensive public consultation, we have recently introduced seven new Residents' Parking Zones (RPZs) in Bath to reduce vehicle emissions and congestion, ensuring that fair consideration and street space is given to those that would prefer to walk, wheel, scoot or cycle short trips. ● A new kerbside strategy could be explored in the future to ensure the kerbside space is allocated fairly and consistently, and to enable accessible and active travel, create social spaces, increase climate resilience, and reduce traffic and emissions.

Intervention	Description	How it could it be achieved	What we have done and what we have planned
 <p>Electric Vehicle Charging</p>	<p>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. They do however form an important part of the package of measures needed to achieve carbon neutrality.</p> <p>A network of charging points where people regularly park, both at homes and within a range of public spaces, is essential to increasing electric vehicle uptake.</p>	<ul style="list-style-type: none"> ● Introducing more EV charging infrastructure and charging points in public car parks. ● Roll out of further on-street EV charging infrastructure following the results of the current and future trials 	<ul style="list-style-type: none"> ● The Go Ultra Low West project seeks to encourage widespread use of electric cars, vans and bikes. The West of England contains more than 300 public use charge-points, with a further 120 new charge point connections due to be installed. ● 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. ● We also provide 50% match funding for charge points to be installed in businesses as part of the Go Ultra Low West initiative. ● 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 Bath and North East Somerset Council 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.

Intervention	Description	How it could it be achieved	What we have done and what we have planned
 <p data-bbox="129 288 322 363">Reducing Car Ownership</p>	<p data-bbox="367 209 801 368">Car clubs offer people an alternative where they don't need to own a car in order to have access to one.</p> <p data-bbox="367 400 801 1069">There are a number of benefits of joining a car club as opposed to owning your own car. The biggest of these is not bearing the sunk costs associated with owning a vehicle. Car club users also benefit from dedicated parking spaces and the ability to choose a vehicle that suits their needs for that particular trip. Also, more people sharing cars reduces the need for parking spaces and allows this road space to be used for more sustainable modes.</p>	<ul data-bbox="824 209 1240 453" style="list-style-type: none"> ● Working with partner organisations to introduce more electric car clubs, making it a viable and attractive alternative to car ownership. 	<ul data-bbox="1263 209 2141 453" style="list-style-type: none"> ● 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.

Bath & North East
Somerset Council

Improving People's Lives