



Bath & North East
Somerset Council

Improving People's Lives

Bath & North East Somerset New Local Plan

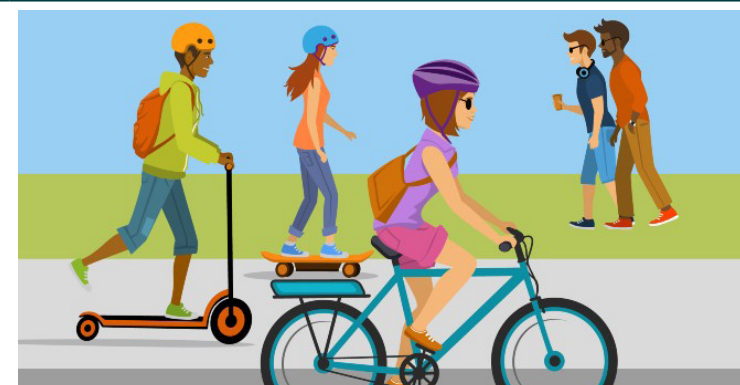
Transport Glossary

Active Travel

Active Travel refers to modes of travel that involve a level of physical activity.

The term is often used interchangeably with walking and cycling, or “walking and wheeling”, but active travel can also include trips made by wheelchair, mobility scooters, adapted cycles, e-cycles, scooters, cycle sharing schemes and horse riding.

Source: www.gov.uk



Decide and Provide

This is an approach which involves deciding on the preferred future and provide the means to work towards that which can accommodate uncertainty.

Source: [TRICS® Decide and Provide Guidance](#)



Demand Responsive Transport

Demand Responsive Transport is a flexible service that provides shared transport to communities.

Source: www.gov.uk

In the context of the West of England, this relates to the WESTLink public transport service, which operates within zones and on-demand, rather than on fixed routes with fixed time tables.



Liveable Neighbourhoods

Residential areas in cities and towns are often used by through-traffic, which creates noise, pollution and hazards. By reducing the dominance of vehicles, Liveable Neighbourhoods reconsider how street space is reallocated, creating healthier outdoor spaces for everyone to share, as well as vibrant places where people want to dwell and spend money.

Source: www.bathnes.gov.uk

Liveable Neighbourhoods reduce car dependency by transforming streets into safer, more attractive spaces where everyday needs can be met locally and where people travelling actively and by public transport are prioritised.

Source: www.glasgow.gov.uk



Micromobility

There is no fixed definition of micromobility, but it is generally used as a term to define types of vehicles that are small (or under a certain weight). For example, some commentators define micromobility as a vehicle under 500kg. Examples include bicycles and scooters.

Most vehicles that fit into the micromobility definition are designed to carry a single person, however others, for example cargo cycles can carry multiple people or goods. It can include motor powered or assisted modes such as e-bikes or e-scooters, as well as self-propelled vehicles such as bicycles or skateboards.

Source: www.sustrans.org



Mobility Hub

Mobility hubs are spaces where public, shared and active travel modes are co-located alongside improvements to the public realm. They enable travellers to make smooth and safe transfers between different modes, swapping private cars for shared vehicles, bikes, buses, trains, scooters or walking.

Source: www.mobilityhubs.uk

Mobility hubs vary in terms of their scale, from bus stops with parking for shared bikes to at major transport interchanges. They can be strengthened to provide a web or comprehensive network of interconnected sites that link communities with sustainable transport services to provide seamless transition and connectivity.

Mobility hubs are not limited to providing transport services, as they can include cafés, community spaces and greenspace improvements. Sporting facilities, exercise points and other public services could also be introduced.



Modal Filter

A modal filter is any measure, at a single point in a road, that allows the passage of some modes of transport but not others. One common type of modal filter allows walking, cycling and emergency vehicles to pass through, but stops other types of motor traffic at that point. Types of modal filter include a bollard, planter, gate, banned turns, cycleway filter, bus gate and cameras / enforcement.

Source: www.camcycle.org.uk

Modal filters offer the opportunity to significantly enhance the quality of the walking and cycling environment on both the street that is being filtered and adjacent roads.

Source: www.tfl.gov.uk



Mode Shift

Mode shift is the shift in demand for travel from one mode to another. It involves using a different mode to complete a journey, for example, from a car, to a bike.



NCN

The National Cycle Network is a UK-wide network of signed paths and routes for walking, wheeling, cycling and exploring outdoors.

Routes forming part of the National Cycle Network shall be designed in accordance with current best practice design guidance, in collaboration with the local community and provide convenient links to key destinations – connecting cities, towns and countryside.

Source: www.sustrans.org



Public Right of Way

A public right of way is a right by which the public can pass along linear routes over land at all times. Although the land may be owned by a private individual, the public have a legal right across that land along a specific route.

Source: www.devon.gov.uk

You can walk on all public rights of way. Some public rights of way are also open to horse riders, cyclists or motorists. The four types of public rights of ways are footpaths, bridleways, restricted byways and byways open to all traffic.

Source: www.gov.uk

Footpaths are legally protected routes that the public may use by foot. Footpaths may cross private land, and in such cases the footpath must be kept to as the public only have the right to walk along the footpath.

Bridleways are legally protected routes that the public can use on foot or on horseback. While cyclists are permitted to use bridleways, the Countryside Act 1968 states there is no obligation to facilitate cyclists on the routes and they must give way to other users.

Byways open to all traffic are open to pedestrians, horse riders and carriage drivers, cyclists, and car and other motor vehicle drivers.

Restricted byways are permitted for the use of pedestrians, on bicycle, horseback or horse drawn carriage. Motorised vehicles are not permitted for use on restricted byways.

Recreational routes are created by local authorities, Government agencies or volunteer organisations. They mainly follow existing rights of way. If the route is also an existing right of way, it will be maintained by a local authority. Any sections that are not part of existing rights of way may be maintained by the corresponding organisation.

Source: www.ordnancesurvey.co.uk



Quiet Lane

The Transport Act 2000 gave Local authorities the ability to designate country lanes as 'Quiet Lanes'. Quiet Lanes are defined as minor rural roads or networks of minor rural roads appropriate for shared use by walkers, cyclists, horse riders and other vehicles.

Source: www.westsussex.gov.uk



Quickway

Quickways are designed to offer cyclists the fastest and most direct route between their origin and destination.

Quickways provide wider cycle lanes, segregation where possible, advanced stop lines, improved crossings and 20mph speed limits where required.

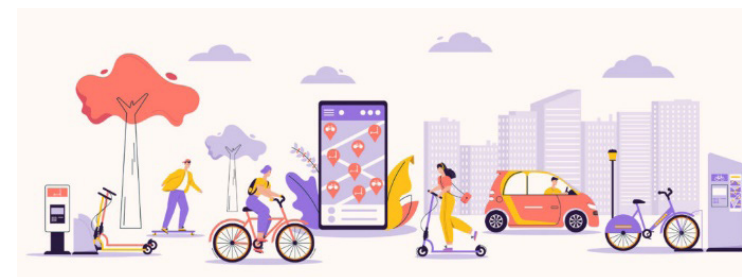
Source: www.oxfordshire.gov.uk



Shared Mobility

At its core, shared mobility is about the shared use of vehicles, be they cars, bicycles, scooters, or even ridesharing services, rather than the traditional model of individual ownership. It encompasses a variety of modes and services that users can access on-demand, often through a digital platform or app.

This allows people to share costs, either of the journey itself, or of the capital cost of the vehicle itself, or both. It allows more efficient use of resources as each vehicle is in use for a higher proportion of time than under private ownership, and can provide cost savings for individuals.



Strategic Road Network The principal purpose of the Strategic Road Network (SRN) is to enable safe, reliable, predictable, efficient, often long distance, journeys of both people and goods in England.

Source: www.gov.uk

National Highways manage the SRN in England, comprising motorways and some A roads. Its 4,500 miles of motorways and major A roads are at the core of the national transport system.

Source: www.nationalhighways.co.uk



Sustainable Travel Hierarchy The sustainable travel hierarchy is a useful tool to help you think about improving the impact of your journeys. The higher up the hierarchy, the more sustainable and greener the travel option. The starting point is to reduce the need to travel where possible.

Source: energysavingtrust.org.uk



Transport Decarbonisation

Transport decarbonisation refers to the process of reducing or eliminating the carbon emissions associated with transportation systems. Carbon emissions from transportation primarily come from the burning of fossil fuels in vehicles, such as cars, goods vehicles, airplanes, and ships. These emissions significantly contribute to climate change and air pollution, making it necessary to transition to more sustainable and environmentally friendly transportation options.

Transport decarbonisation is a critical component of global efforts to combat climate change and reduce greenhouse gas emissions. Achieving decarbonisation in transportation is a complex and multifaceted challenge that involves a combination of technological advancements, policy changes, and shifts in individual and societal behaviour.

The most effective method of decarbonising transport is for a mode shift towards lower carbon modes, including reducing the need to travel at all. However, the introduction of alternative fuel types, including electric and hydrogen, can also aid efforts to reduce transport related carbon emissions.

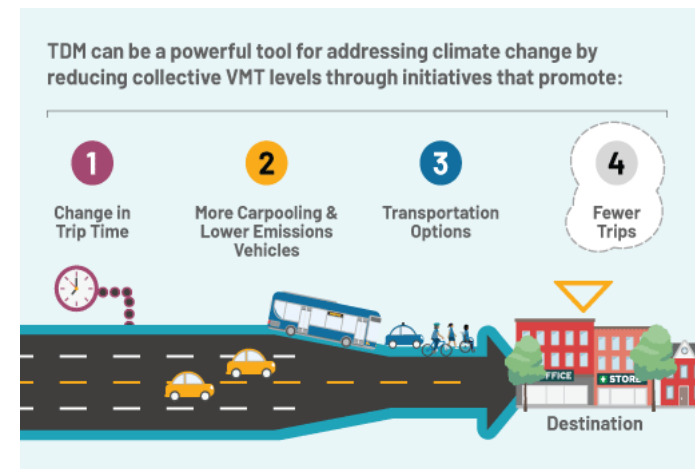


Travel Demand Management

Travel Demand Management is an umbrella term for the application of strategies and policies to reduce travel demand, or to redistribute this demand in space, mode or in time. This means influencing the time journeys are taken, and the routes used.

One such strategy is car park charging, as a means to reduce the demand for car parking and thereby reduce the number of journeys made by car.

Source: www.gov.uk



WECA

The West of England Combined Authority (WECA) is made up of three of the councils in the region – Bath & North East Somerset, Bristol and South Gloucestershire.

WECA makes decisions about transport, homes, jobs and skills at regional level, decisions previously made in central Government. WECA is working to drive clean economic growth to benefit all residents.

As a regional transport authority, WECA are improving transport including buses, trains, walking and cycling, with the aim of changing how people travel around the region.

Source: www.westofengland-ca.gov.uk



Wheeling

An equivalent alternative to foot/pedestrian-based mobility. It includes wheeled mobilities such as manual self- or assistant-propelled wheelchairs, including wheelchairs with power attachments or all-terrain attachments (such as the “Freewheel”), powered wheelchairs, mobility scooters (three and four-wheeled) and rollators, as well as Disabled people using cycles at walking speed.

Source: wheelsforwellbeing.org.uk



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