# *Getting Around Bath*

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Mott MacDonald

# Outline of presentation

- Vision and objectives
- Evidence
- Outcomes

# Vision and Objectives

# Scope

- Links with Joint Local Transport Plan, Core Strategy and builds on initiatives and strategies underway
- Covers city and immediate surrounds (but not entire B&NES area)
- Covers ‘central area’ from The Circus to the river, London Street to Charlotte Street
- Mott MacDonald - independent view based on the evidence available
- Scrutiny by Bath Transport Commission

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# *A shared vision*

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

This will enable more economic activity and growth while enhancing its special character and environment and improving the quality of life for local people

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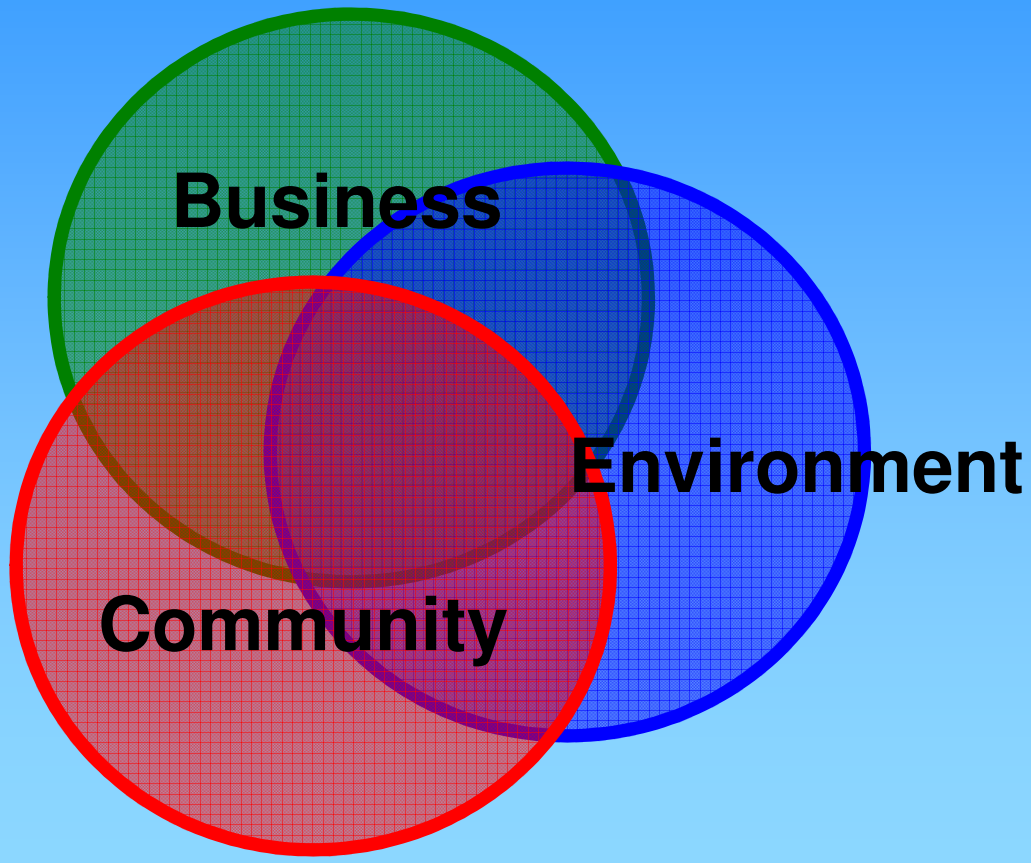
# Objectives

- Supporting and enabling economic growth, competitiveness and jobs
- Promoting sustainable mobility
- Widening travel choice
- Widening access to opportunities: jobs / learning / training
- Improving air quality & health, reducing vehicle carbon emissions
- Safeguarding and enhancing the unique historic environment and World Heritage Site status
- Improving the quality of life in the city

# *Key issues*

- Strategy needs to be durable and supported by all
- Transport enables the Core Strategy to be delivered and is vital for the Enterprise Area
- Strategy supports economic growth
- Public engagement is important
- Range of measures will be needed in combination to deliver the strategy
- Reducing vehicle traffic and air pollution in the historic core and containing traffic growth elsewhere

# *Reconciling Needs*




***Identifying different needs***

Supported by robust evidence

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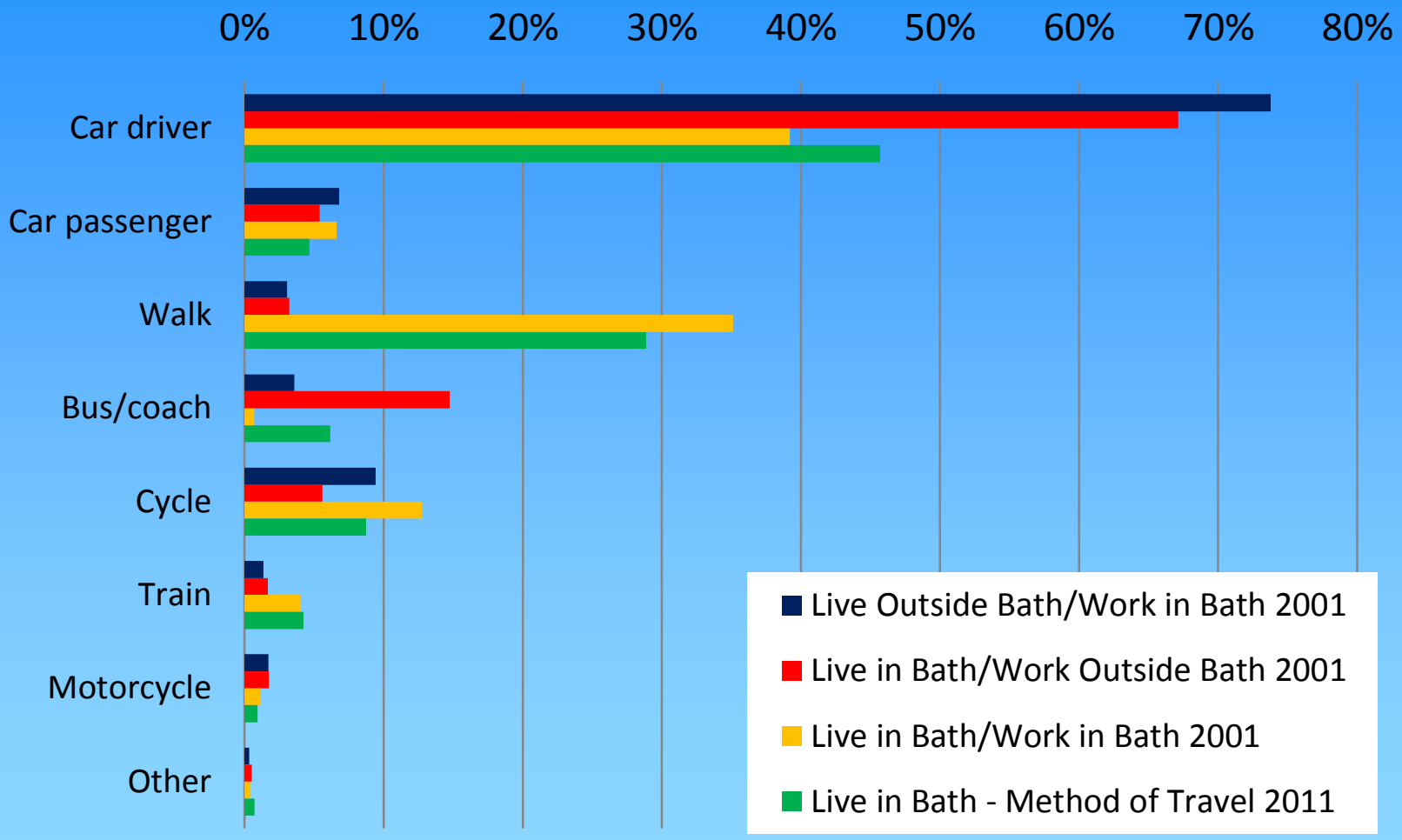
Evidence

# Mode share

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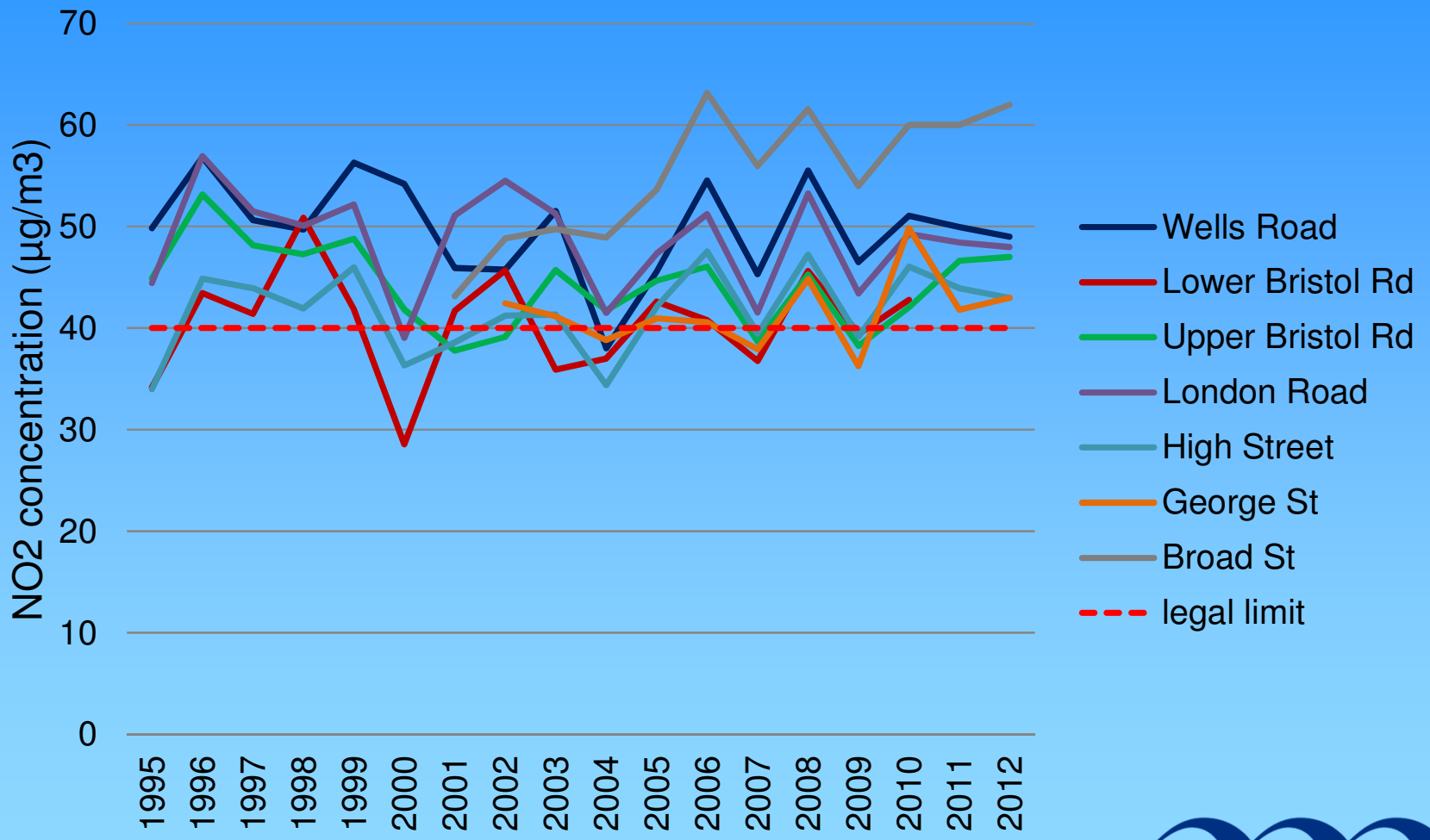
# *Air quality* – nitrogen dioxide levels

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# ***Walking*** – ‘a walking-friendly city’

- Around 30% of local trips are made by walking
- Defining the walking network – utility and leisure routes
  - Maintenance
  - New infrastructure
  - Contributes to health and accessibility
- Delivering the Public Realm and Movement Strategy
- Cultural shift to walk as the first choice for many journeys

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# *Access for people with mobility impairments*

- Walking improvements will also benefit people with mobility / visual / hearing impairments
- Reducing street clutter
- Wider use of taxis
- Engagement with all those affected

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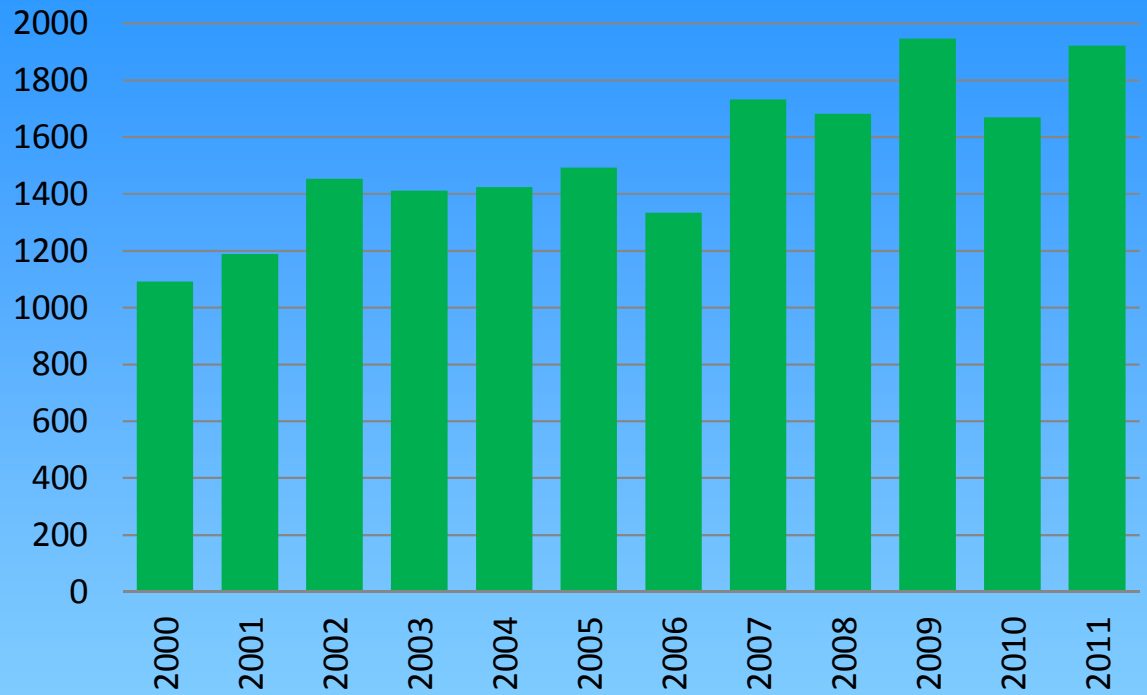
# ***Cycling*** – building on potential

Inner cordon daily cycle trips



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# ***Cycling*** – building on potential

- Network-wide improvements
- Overcoming problem locations e.g. junctions
- Reducing traffic levels, better air quality
- Secure cycle parking: public places, workplaces, rail stations, etc.
- Inclusive training programmes
- Linked with Sustrans initiatives

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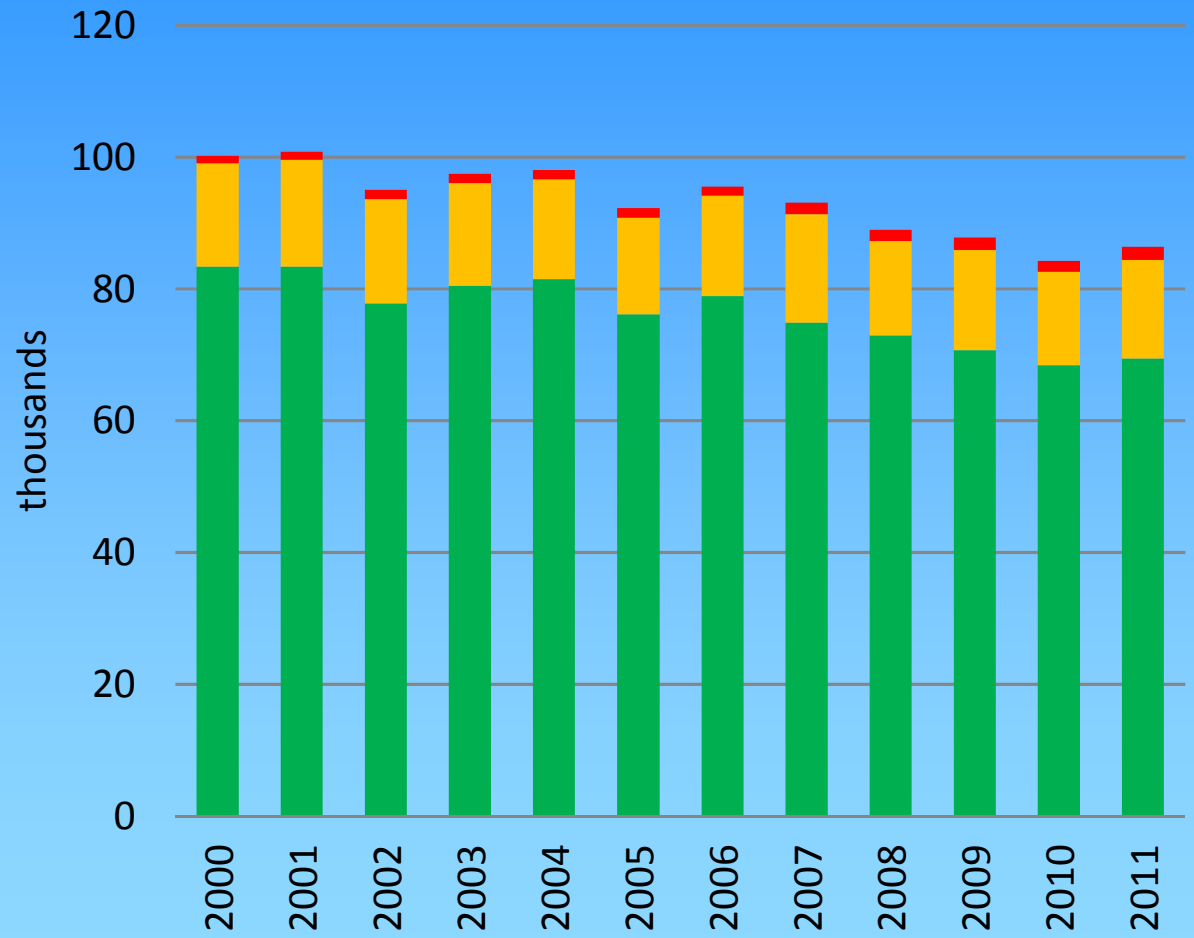
# ***Traffic management*** – reducing the intrusion of vehicles




Inner Cordon traffic levels have been declining for over ten years

- cycles
- buses, coaches, goods vehicles
- car, motorcycle, taxi

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# ***Traffic management*** – reducing the intrusion of vehicles

- City centre traffic management
- Setting principles
  - Removing gyratories
  - Removing traffic signals where possible
  - Creating shared spaces
- Addressing strategic and local ‘through traffic’ (around 12% of volume) especially heavy vehicle enforcement

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# ***Development requirements*** – promoting sustainable development

- Ensuring that development sites have sustainable transport options
- Designing for sustainable transport in the Enterprise Area: walk, cycle, bus
- Proportionate and complementary parking provision in new developments: link to off-site P&R capacity
- Parking standards

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# ***Parking*** – managing supply

- Reviewing city centre parking capacity
- Complementary expansion of Park and Ride capacity
  - Off-street parking spaces will be required
  - Enterprise Area spaces lost
  - More spaces at established P&R sites
- Challenge of free workplace parking

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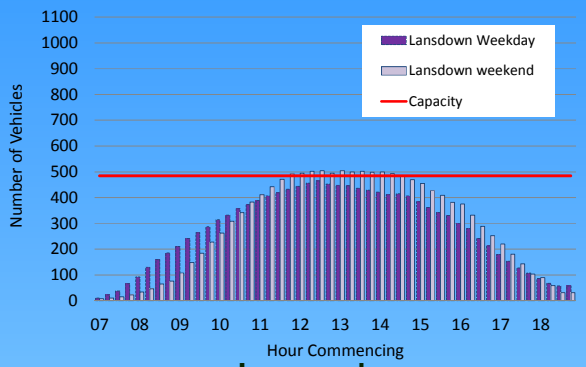
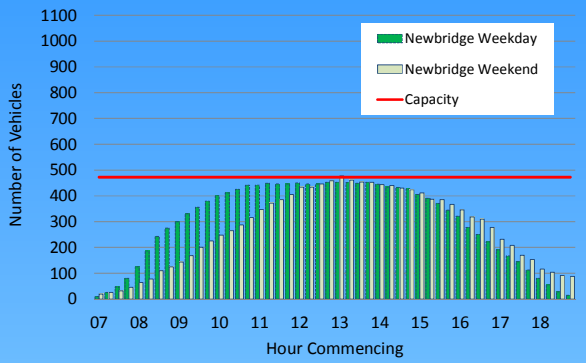
# Park and Ride

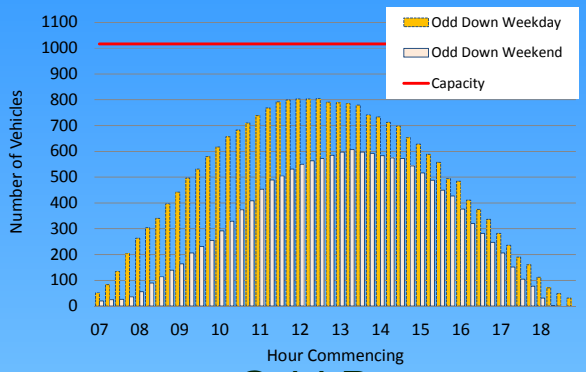
## P&R Occupancy Survey Nov 2011




Lansdown




Newbridge




Odd Down

## Capacity options

- Rail-based P&R at Bathampton
- Bus-based P&R site options reviewed

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# ***East Park & Ride*** – providing long stay parking capacity

- Shortfall identified is 30% of total existing parking stock (around 1,660 spaces if some modal shift is taken into account)
- Reducing long stay city centre parking spaces has and will continue to happen and is not an alternative to P&R
- Demand from the east includes Chippenham, Trowbridge (8% work in Bath)

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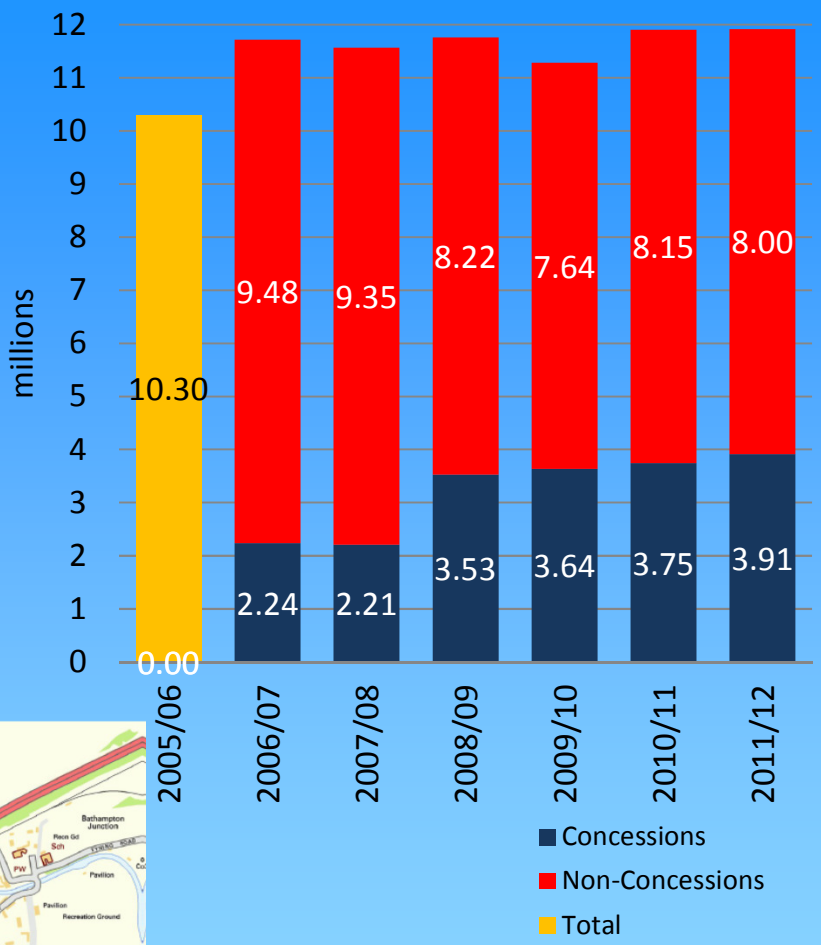
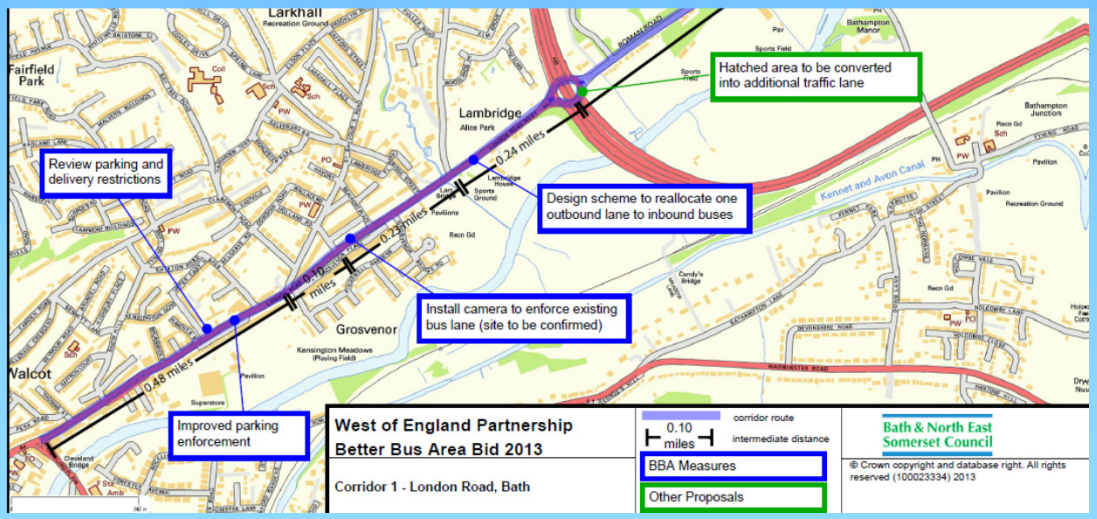
# ***Buses*** – making better use of services

Number of annual bus passengers
(for all B&NES area)




## Better Bus Area measures

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# ***Buses*** – making better use of services

- Network improvements particularly with future population / activity growth
- Better service information
- Improved ticketing underway and revised fares structure especially inter-urban services
- Scope for additional priority measures e.g. junctions

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# ***Travel plans*** – supporting sustainable travel

- Building travel plans into planning process
- Refreshing plans for workplaces / education / healthcare establishments
- Rail stations (currently around 100 trains per day serving Oldfield Park and 340 serving Bath Spa)
- Working with transport providers: train and bus operators, cycle shops, etc.

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# ***Travel plans*** – supporting sustainable travel

| | Staff | | | Student | | |
|---|---|---|---|---|---|---|
| | 2008 | 2010/11 | +/- | 2008 | 2010/11 | +/- |
| Bicycle | 6.7% | 6.58% | -0.1% | 6.6% | 7.01% | 0.4% |
| Bus | 14% | 9.24% | -4.8% | 59.2% | 58.84% | -0.4% |
| Car (as a passenger) | 2.7% | 5.33% | 2.6% | 2.5% | 1.3% | -1.2% |
| Car (by yourself) | 58.5% | 51.02% | -7.5% | 11.7% | 7.24% | -4.5% |
| Car (with passengers) | 5.5% | 11.20% | 5.7% | 2.8% | 4.34% | 1.5% |
| Motorcycle | 2.3% | 2.22% | -0.1% | 0.5% | 0.76% | 0.3% |
| Other | 0.8% | 1.69% | 0.9% | 1.1% | 1.98% | 0.9% |
| Train | 2.7% | 4.44% | 1.7% | 0.9% | 2.13% | 1.2% |
| Walk | 7% | 8.1% | 1.1% | 14.70% | 16.4% | 1.7% |

University of Bath travel survey

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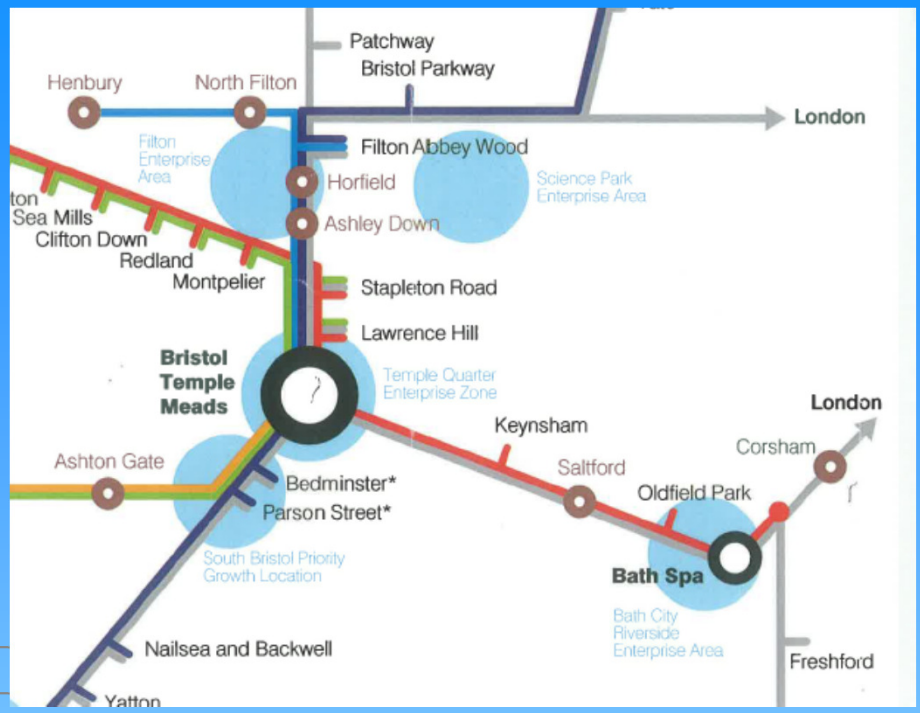
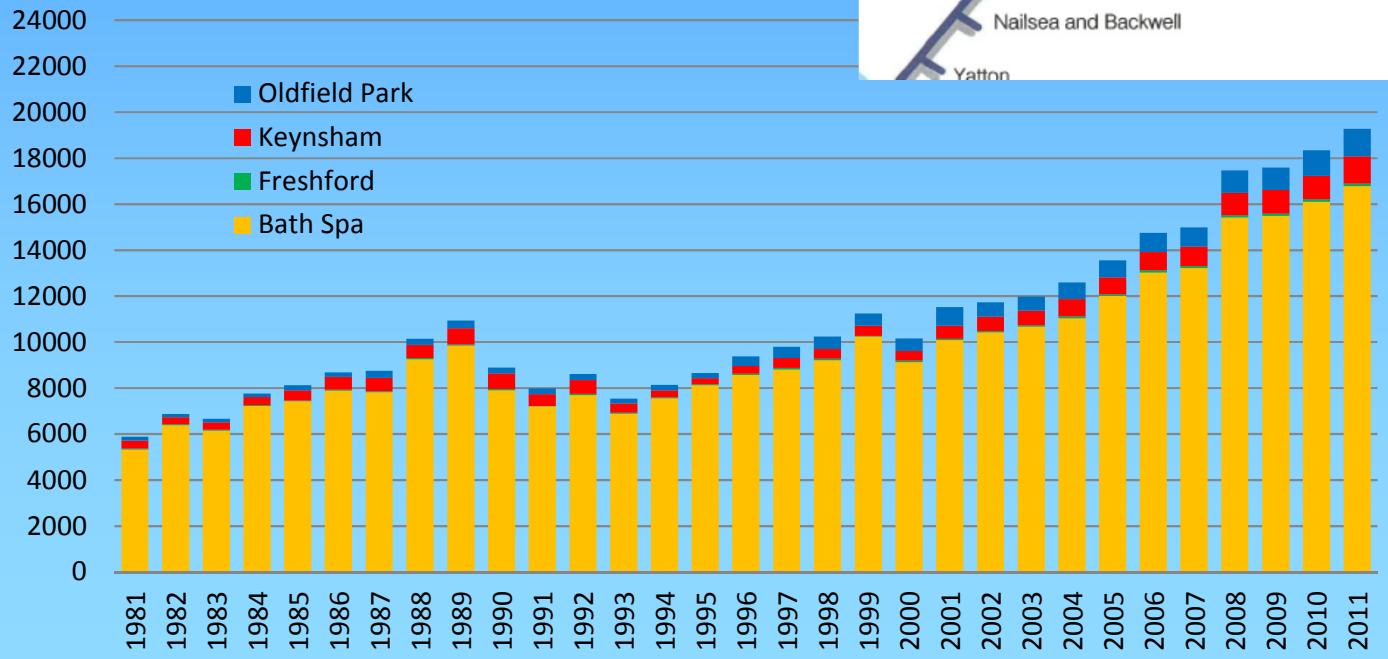
# ***Rail*** – new services and opportunities

Proposed Metro network




Annual local station users 1981 to 2011

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# ***Rail*** – new services and opportunities

- Walk / cycle / bus access to Bath Spa and Oldfield Park including Enterprise Area
- Service improvements and journey opportunities on electrified main line and Metro network
- Constrained capacity of existing trains e.g. Trowbridge line
- Potential new stations

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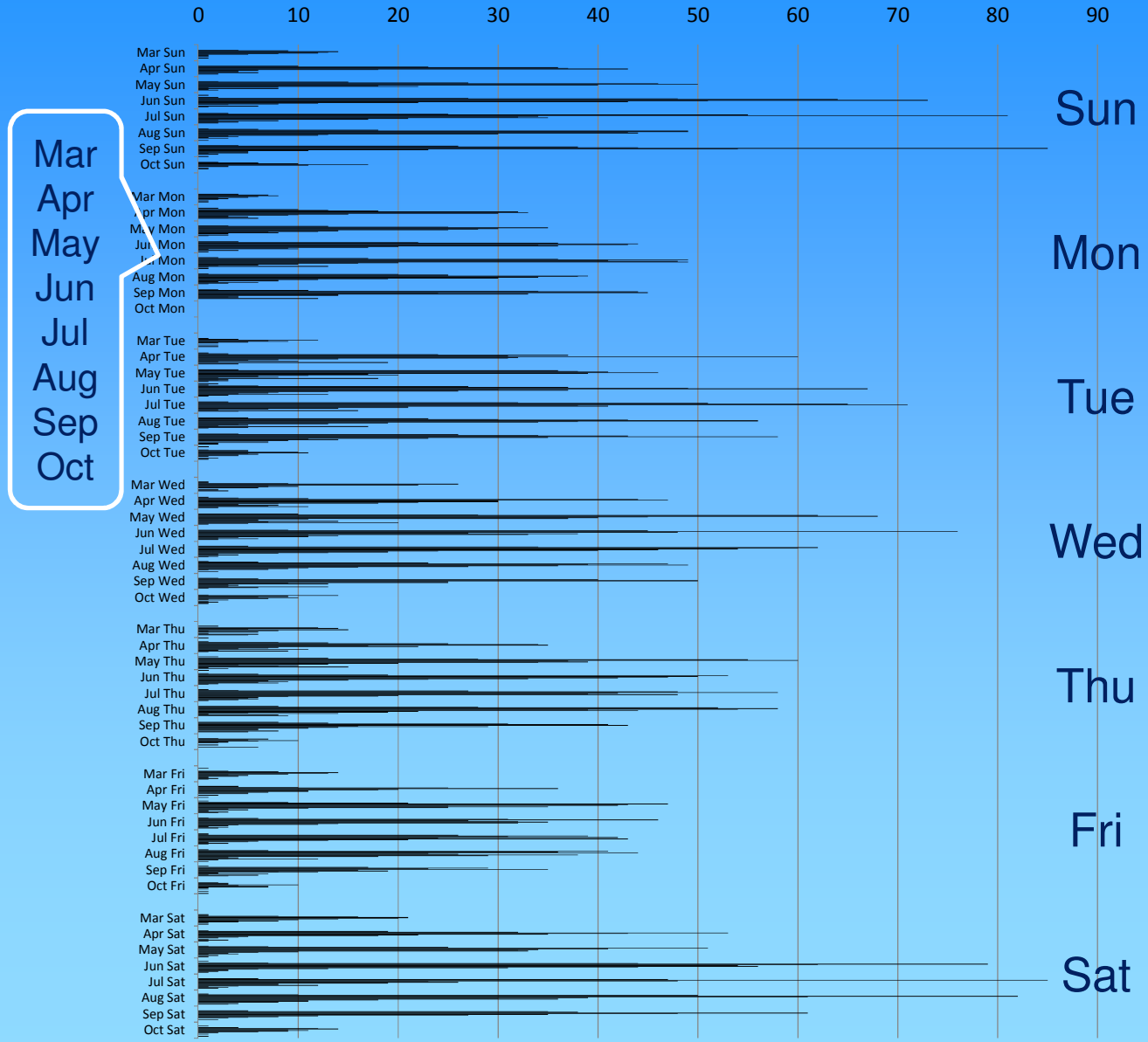
# ***Visitor coaches*** – supporting the economy




Avon Street coach park is well used Mar to Oct

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# ***Visitor coaches*** – supporting the economy

- City centre set-down / pick-up
- Replacement coach park needed
- Peak demands for market / festivals / events may need additional capacity

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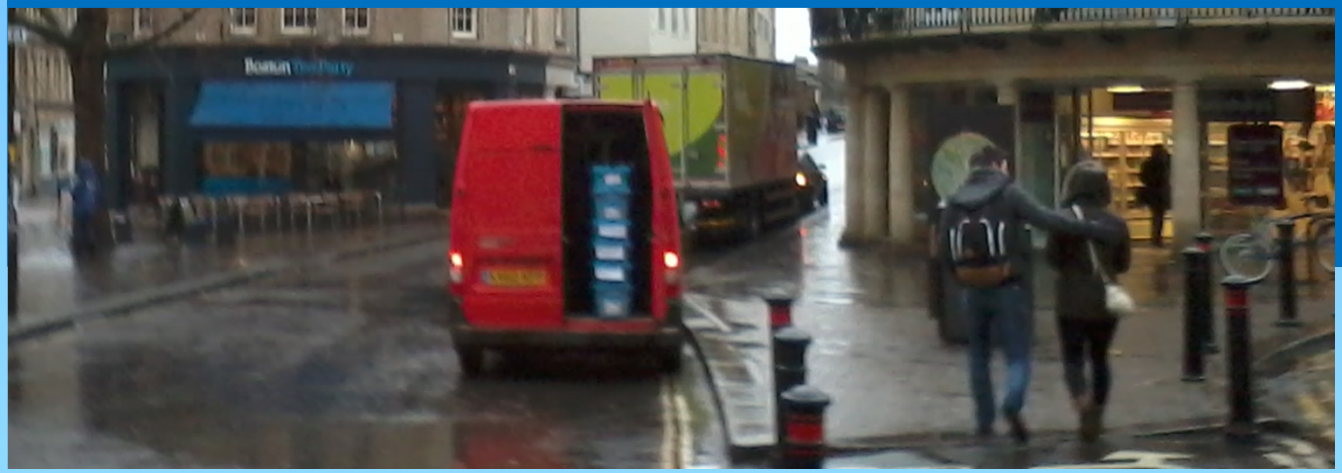
# ***Freight movements*** – better management

- Cycle deliveries
- Consolidation scheme for more businesses
- Working partnership with businesses and operators
- Restrictions on heavy vehicle movements e.g. Low Emission Zone



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# *Emerging principles*

- Mode share has **strong walk component** for local journeys and forms a strong basis for the strategy
- **Reducing the impact of vehicles** will benefit individuals, businesses and the environment
- Accessibility for **people with mobility impairments** will be improved
- **Air quality and climate change** objectives will be supported by transport measures
- **Parking is key** – shift from city centre long stay and on-street spaces to Park and Ride
- **Complementarity** of measures

Outcomes

# Outcomes

- ***Improved travel choices***
- ***More business opportunities and higher productivity***
- ***Fewer car journeys, healthier lifestyles***
- ***Reduced carbon emissions, addressing climate change***
- ***Better air quality, improved safety and health***
- ***Sustainable development and delivery of Core Strategy – Placemaking Plan***
- ***Improved experience for residents and visitors***

# Monitoring and KPIs

- Number of vehicles / delays / traffic growth
- User satisfaction
- Air quality
- Modal share: shift to walk / cycle / bus / train / car share
- Parking demand and distribution
- Accessibility indices
- Travel plan indicators
- Successful delivery of development sites

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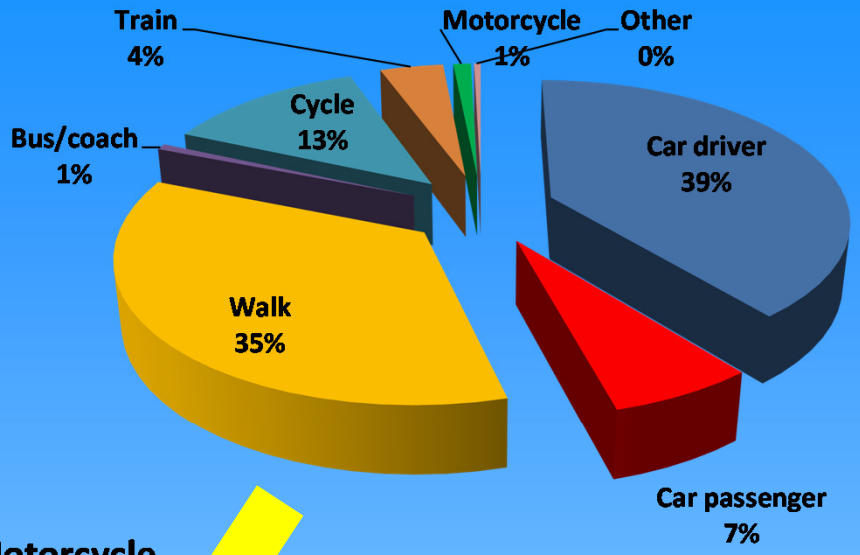
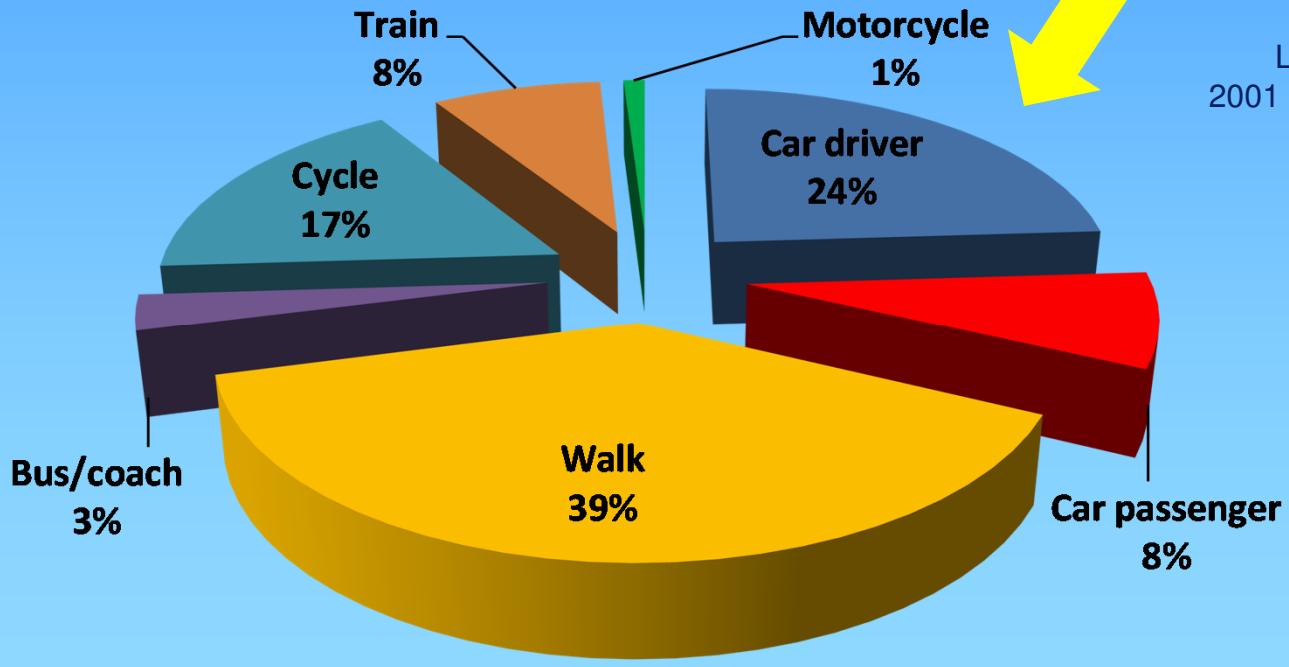
# Outcomes

***Is this the future transport mix we want to aim for?***




Live in Bath/work in Bath
2001 Census journey to work data

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www.bathnes.gov.uk/gettingaroundbath