



Bath & North East
Somerset Council

Improving People's Lives

Strategic Evidence Base for Bath and North East Somerset

Transport

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Transport

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Summary

Bath & North East
Somerset Council

Improving People's Lives

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Transport Summary



Regional Context

- Transport is the largest contributor to carbon emissions in the West of England, but use of **public transport is comparatively low** and there is a perception of limited options.
- There have been notable increases in all modes of travel (in particular walking and cycling) **except for rail usage**.
- Whilst travel showed a marked reduction during Covid lockdown, levels quickly returned to pre-pandemic levels.

Access to cars and vans

- As of the 2021 census, **80%** of households in B&NES had access to one or more cars/vans.
- Whilst the proportion of households with access to one car/van stayed largely the same between Census', there was an increase in households with access to two or more cars/vans.
- Access to cars/vans **varies greatly by ward** in B&NES, from 95% in Chew Valley to 51% in Kingsmead.

Travel for work

- Travel for work trends have historically echoed those of overall use, with **car use decreasing** as public transport use has increased.
- The most recent B&NES residents' survey showed that **62% of residents were still working at home** two or more times a week.



Road Traffic Casualties

- The numbers of **children killed and seriously injured** on B&NES roads has **reduced dramatically** from 2011-13 to 2018-20, and B&NES has the second lowest rate for road traffic collisions count in South-West.
- The proportion of slight casualties (minor injuries) for under 25s is **much lower in B&NES** than nationally.

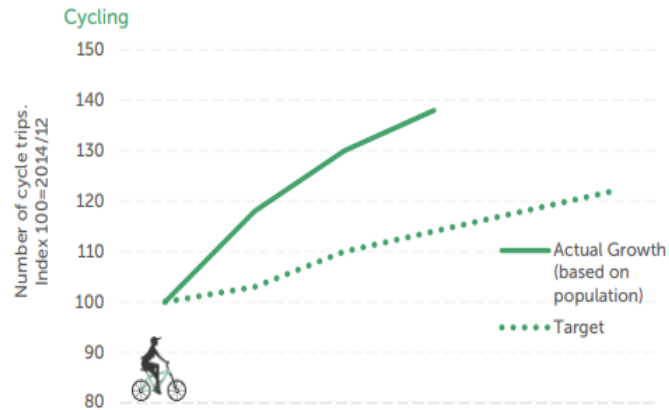
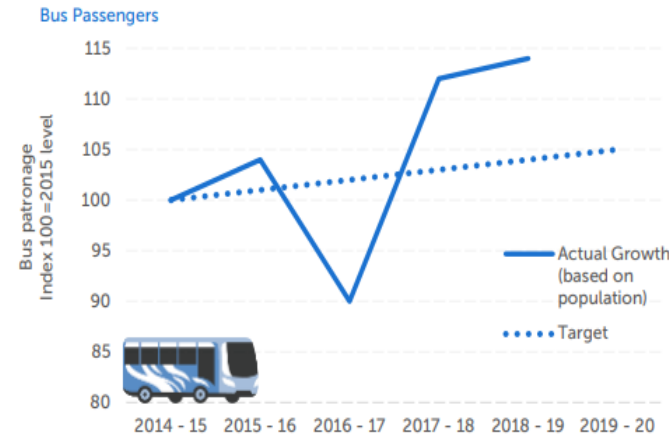
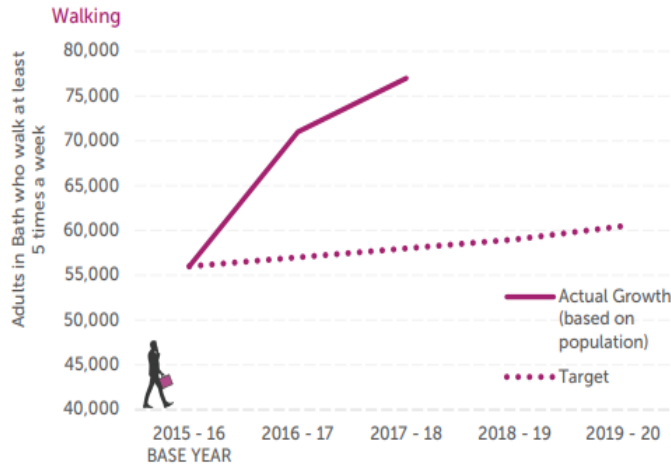


Transport – Regional Context

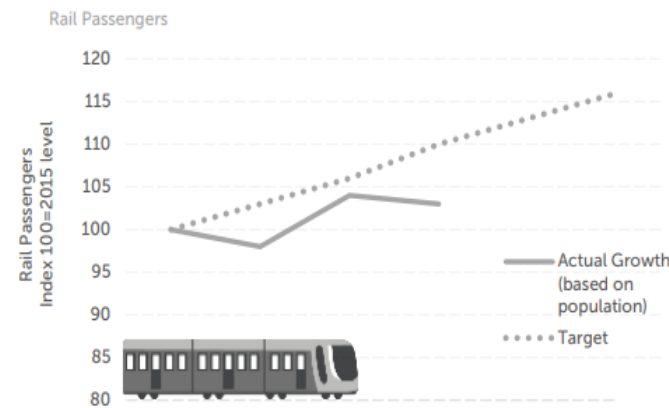
The [2020 Joint Local Transport Plan](#) for the West of England (covering Bath and North East Somerset, Bristol, North Somerset and South Gloucestershire) outlines 7 strategic issues for local transport:

- **Climate Change** – transport is the largest contributor to carbon emissions in the West of England (32% compared to 28% nationally).
- **Growing Travel Demand** – as the population continues to grow, there will be increased pressure on the transport network.
- **There is a perception of limited transport options** - public transport use is low compared to other City Regions.
- **Parts of the road and rail network are under strain** - there is limited spare highway capacity, congestion costs the region an estimated £300m per year.
- **There are high levels of inequality and different accessibility needs** - differences in vehicle ownership and demographic characteristics create different transport needs, particularly affecting women (who are likely to have less access to a car) and older people and those on a low income, particularly in rural communities.
- **A need to manage emerging technology and innovation** - there will increasingly be an impact of new technologies such as "driverless" cars, electric vehicles and smartphone apps
- **Limited historic transport funding** - the South West region has traditionally seen lower than average investment in central government transport funding

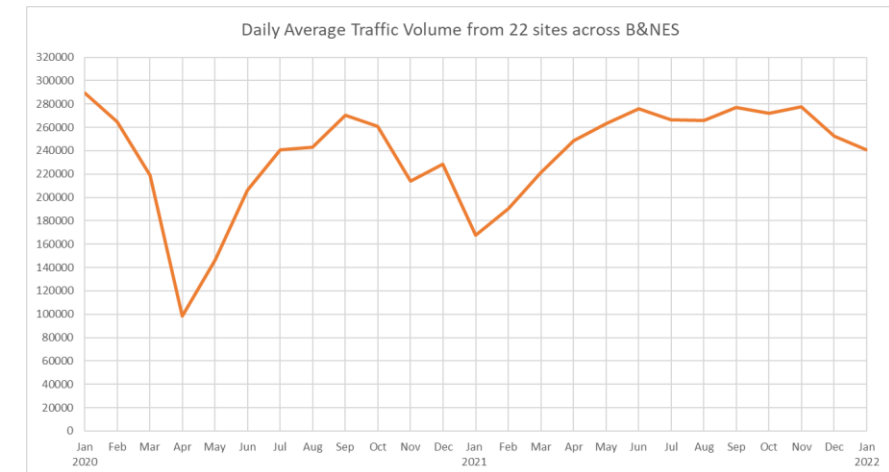
Transport – Change over time



*2016/2017 dip thought to be due to issue with first ticket machines



- The [2020 Transport Delivery Action Plan for Bath](#) outlines progress against increasing use of more sustainable transport types. Increases have been seen in all modes **except rail travel**.
- These trends all existed prior to lockdowns associated with the Covid-19 pandemic.
- Ongoing monitoring across 22 different road traffic monitoring sites across B&NES showed marked reduction in travel during lockdowns, but that levels quickly returned to near previous levels.

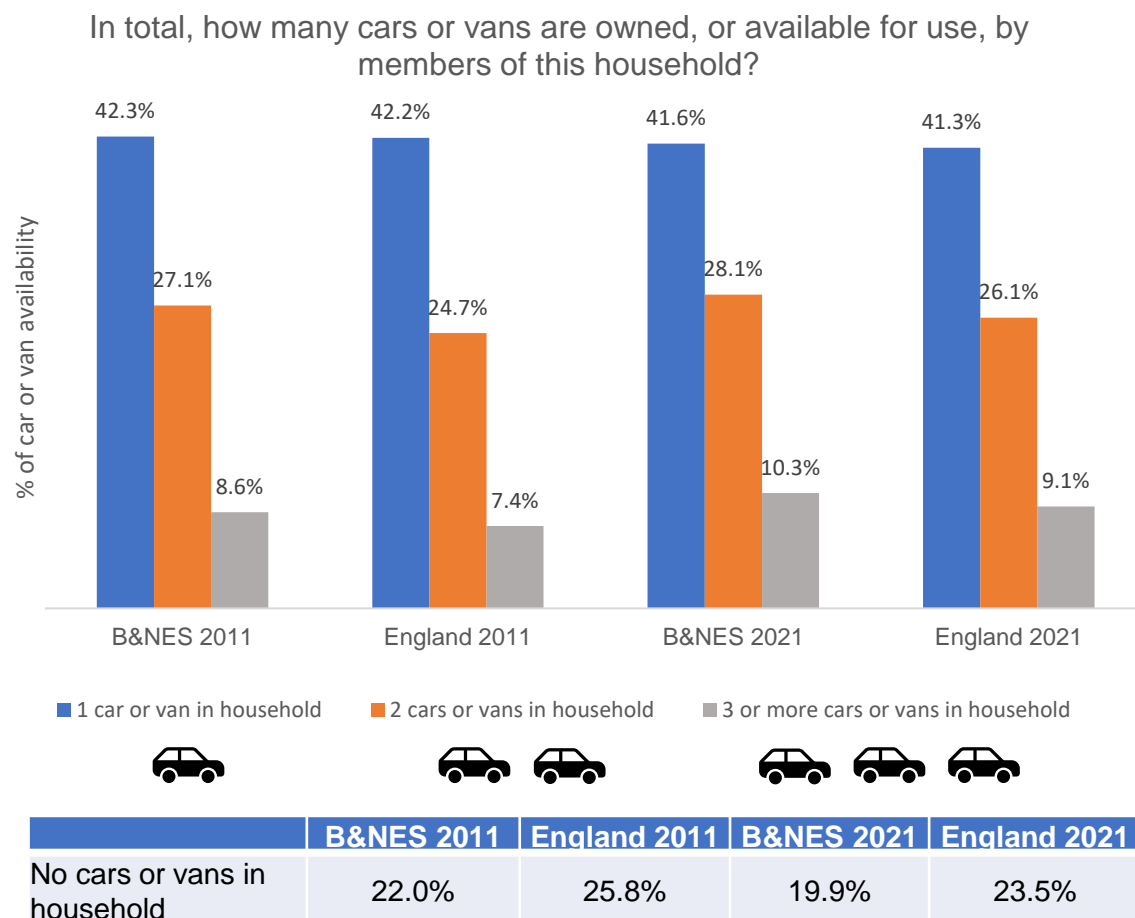


Sources:

[Transport Delivery Action Plan for Bath](#)

Local Transport Monitoring Data

Car or van availability



- In the 2021 census, **80.1%** of households in B&NES had access to one or more cars/vans (79,250). The figure is slightly higher when compared with **76.5%** across England and Wales and slightly lower than **83.2%** across the South West.¹
- In the 2021 Census, the B&NES percentage of '**1 car or van in household**' has broadly remained the same from the 2011 Census. However, there was a small **increase** in the '**2 and 3 or more cars or vans**' categories, a trend which is also seen across England and Wales and the South West.²
- The proportion of households in B&NES who have access to a car or van varies by ward:³
 - Chew Valley (**94.9%**), Mendip (**94.2%**) and Bathavon South (**93.7%**) wards have the highest availability of a car or van.
 - Westmoreland (**65.0%**), Twerton (**63.0%**) and Kingsmead (**50.5%**) wards have the lowest availability of a car or van.
- The percentage of '**no cars or vans in household**' has **decreased** from the 2011 Census throughout B&NES, England and Wales and the South West.

Data Notes:

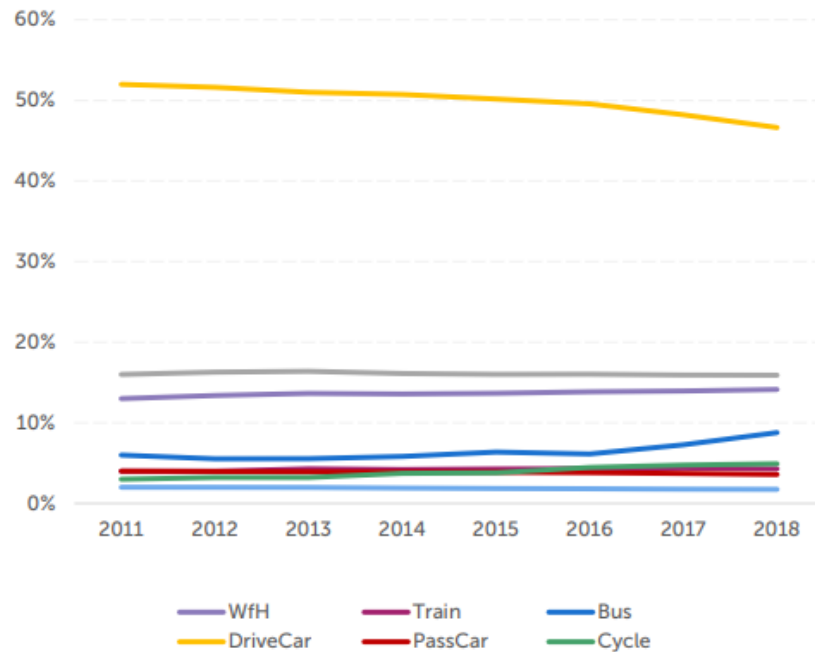
- Census 2021 question text asked: '*In total, how many cars or vans are owned, or available for use, by members of this household? (Include any company cars or vans available for private use)*'
- The 2021 question lost the previous category of '4 or more cars or vans in household', therefore the 2011 figures for 3 and 4 'cars or vans in a household' have been combined for a comparison.
- Ward comparison data combines 1,2 and 3 or more car or van options.

Sources:

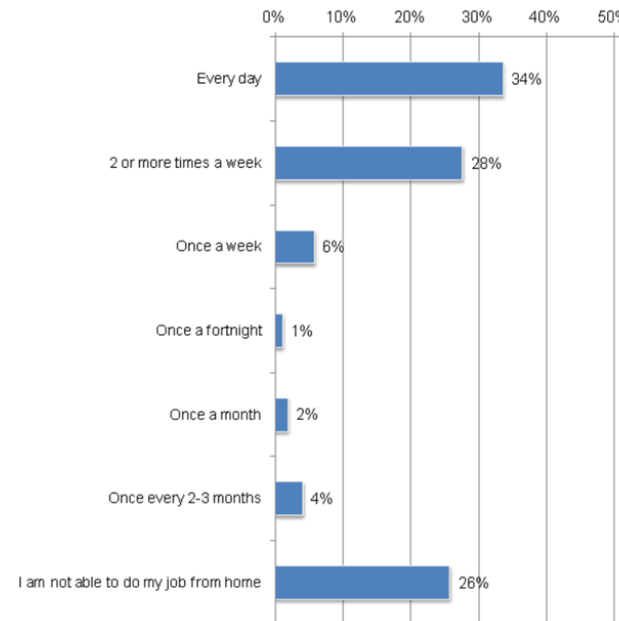
- ONS UK Car and van availability [Census 2021](#) Local Authority dataset (Dataset includes pick ups, camper vans and motor homes, vehicles that were temporarily not working, vehicles which failed their MOT, vehicles owned or used by a lodger and company cars/vans available for private use)
- NOMIS UK Car and van availability https://www.nomisweb.co.uk/census/2011/data_finder Local Authority dataset
- Bath and North East Somerset Ward Profile tool <https://app.powerbi.com/view?r=eyJrjoiMzRhZjJjN2EiNDY2NS00ZWY0LTlkZjltMmVjNTM5ZmlyNzQwliwidCI6ImM1NjJjMGNILWQ5MjU0NGRmZC04ZDk5LWM5NDE2ZWlwM2ViOSJ9>

Travel for Work

Approx Method of Travel to Work (BANES)



How often do you work at home? (2021)



- Travel for work trends have historically echoed those of overall use, with **car use decreasing as public transport use has increased**.
- These trends existed prior to lockdowns associated with the Covid-19 pandemic
- However, findings from the Bath and North East Somerset Resident's Survey demonstrated that as of September 2021, **62% of residents were still working at home 2 or more times a week**.
- This suggests these trends are likely to have changed significantly since 2018.

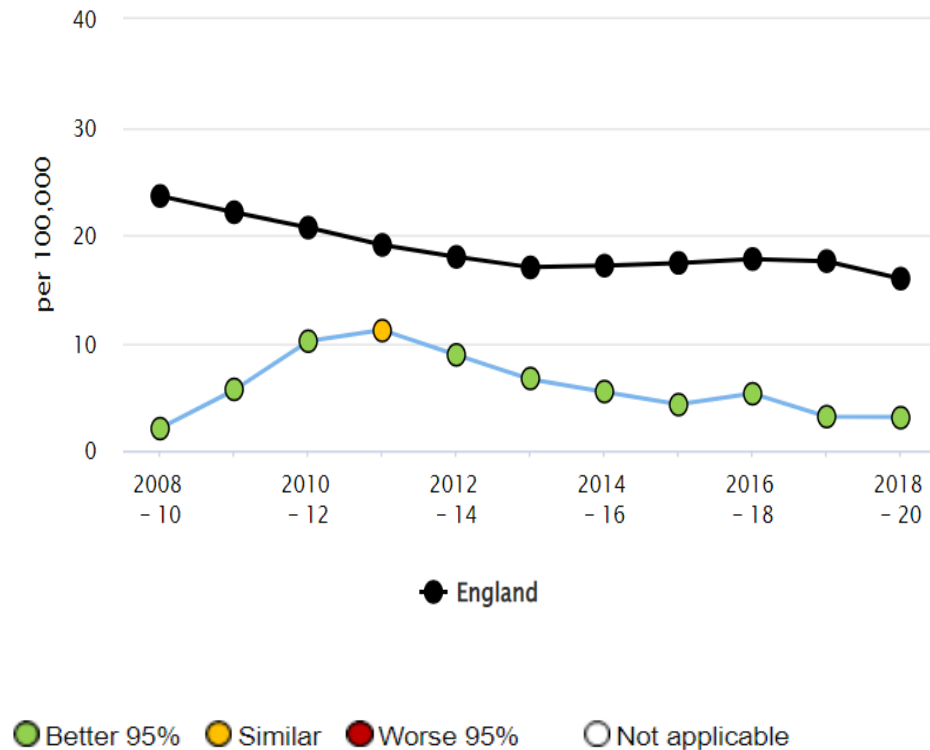
Sources:

[Transport Delivery Action Plan for Bath](#)

Voicebox Annual Population Survey, 2021

Road Traffic Casualties (RTCs)

Children Killed and Seriously Injured (KSI) on roads, (England and B&NES, 2008-10 to 2018-20)



- Statistics from the [Department of Transport](#) (RAS10013) have shown a **decrease** in the total number of reported personal injuries and road accidents by severity in England from 1979 (254,967) to 2020 (91,199).
- However, [Her Majesty's Inspectorate of Constabulary and Fire & Rescue Services](#) (HMICFRS) reported a recent rise in the rate of “**Wales and England road deaths**”. It reports that fatalities from road traffic collisions rose from 1,541 fatalities in 2013 to 1,624 in 2018 (see page 9).
- [Social inequalities](#) have a significant effect on the distribution of RTCs in the UK. Children living in the **20% most deprived areas are more prone** to fatal and serious accidents than those in the least deprived areas.
- As seen in the chart on the left, children killed and seriously injured (KSI) on B&NES roads has **reduced** from 10 in 2011-13 (11.2 per 100,000) to 3 in 2018-20 (3.1 per 100,000).
- B&NES has the [second lowest rate](#) for road traffic collisions count in South-West region.
- For slight¹ casualties from road traffic accidents (aged 0-24), B&NES consistently have a lower value per 100,000 population compared to England (121 compared to 205 in 2016-20). Both local and national trends have [decreased since 2011](#).

Source: [Office for Health Improvement and Disparities \(OHID\) \(2022\)](#)

¹ People who had a traffic accident where the casualty severity was slight.