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# Bath & North East Somerset Council

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**Improving People's Lives**

**Current and upcoming transport consultations**

Chew Valley area forum

12 July 2023

# City Region Sustainable Transport Settlement

## Introduction

- B&NES is currently working in partnership with the West of England Combined Authority to deliver several transport schemes across the region
- Funded through the CRSTS
  - Funding of £540m secured in April 2022
  - Around £120m of this funding is for projects within B&NES



**Funded by  
UK Government**

# City Region Sustainable Transport Settlement

## Introduction

- Aims of the funding, as per our settlement agreement are to fund **capital infrastructure** that will:
  - Decarbonise transport;
  - Promote a shift from cars to public transport, walking, wheeling, and cycling;
  - Boost economic growth by improving the public transport and active travel opportunities
- The funding cannot be used to support revenue or fund bus services
  - We are working closely with the Combined Authority team to ensure what we are delivering infrastructure that will support bus services

# City Region Sustainable Transport Settlement

## Introduction

- Want to introduce two projects to the forum today

### Somer Valley Links

*Consultation – 26 June to 06 August*



### Bristol to Bath strategic corridor

*Consultation – planned for mid-August*



# Somer Valley Links A37 / A362 / A367



12 July 2023



# Background



- Cars are heavily relied on by people for travel
- Has lead to significant congestion, particularly at the approaches to Bristol and Bath.
- Air pollution levels on some parts of the route currently exceed recommended national limits
- Somer Valley predicted to grow but current infrastructure won't be able to cope with this extra demand.
- If nothing is done, we will see poorer air quality, yet more carbon

# Initial engagement

- First stage public engagement (Nov 2021 - Jan 2022)
- To understand from people who travel along the A37/A362/A367:
  - What transport issues are experienced
  - What improvements are needed
- 1,100 responses to the questionnaire and 22 suggestions in the interactive map
- The largest proportion of journeys & most regular journeys along the corridors are made by car (75%)



# What we learnt

## Top five issues

- Safety rated as poor along the A37/A367 corridors - 71% (cycling) and 69% (walking)
- Traffic flow along the A37/A367 - 61% rated as poor.
- Barriers to walking more:
  - Lack of pavement or poor surface - 69%
  - Do not feel safe - 63%
  - Not enough safe crossing points - 55%
- Barriers to cycling more:
  - Vehicles travelling too fast - 86%
  - vehicles passing too close - 85%
  - not enough cycle lanes - 83%
  - too much traffic on the routes - 83%
- Buses - issues rated as poor
  - Cost of using bus / bus fares - 46%
  - Bus timetables / or the time of buses - 38%
  - Reliability - 34%

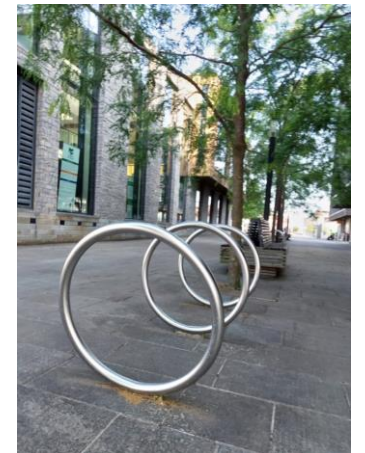
## Residents want:

- More frequent buses (43%), more reliable services (29%) and quicker journey times (25%)
- More people would choose to cycle more:
  - More off-road cycle routes away from traffic (79%)
  - Separate on-road cycle lanes (60%)
  - Less traffic on route (27%).
- More people would walk:
  - Wider pavements (45%)
  - pavements were separated from traffic (43%)
  - less traffic on routes (28%)
- Walking and cycling improvements were the highest priority (80%), followed by traffic and road improvements (45%) and bus improvements (39%).
- Top walking, wheeling and cycling improvements were:
  - Making routes safer (17%)
  - Continuous foot/cycle paths (16%)
  - Maintenance/wider roads/paths (15%)
  - Segregated cycle paths (13%)



# Project proposals

- Bus lanes and junction upgrades
- Walking, wheeling and cycling routes
- Bus stop upgrades
- Mobility hubs



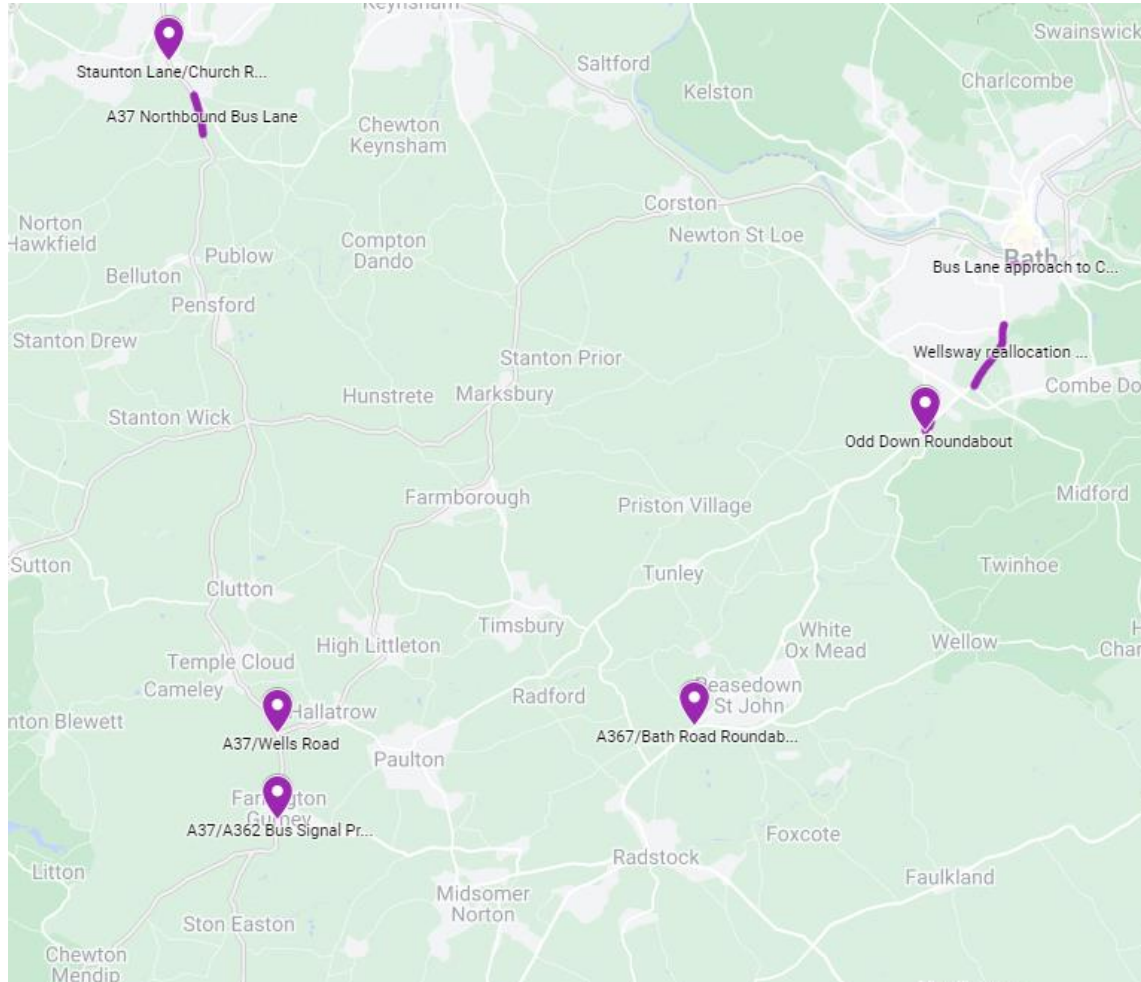
# What could these proposals mean?

- Practical positive benefits:
  - More options to travel sustainably - whether by bus or walking or cycling
  - Easier to switch from one type of transport to another
  - Buses would be more punctual and quicker, making bus travel a better experience
  - New cycle routes would make it safer, easier and more enjoyable to walk and cycle
- Some impact on local parking

# Bus lanes and junction upgrades

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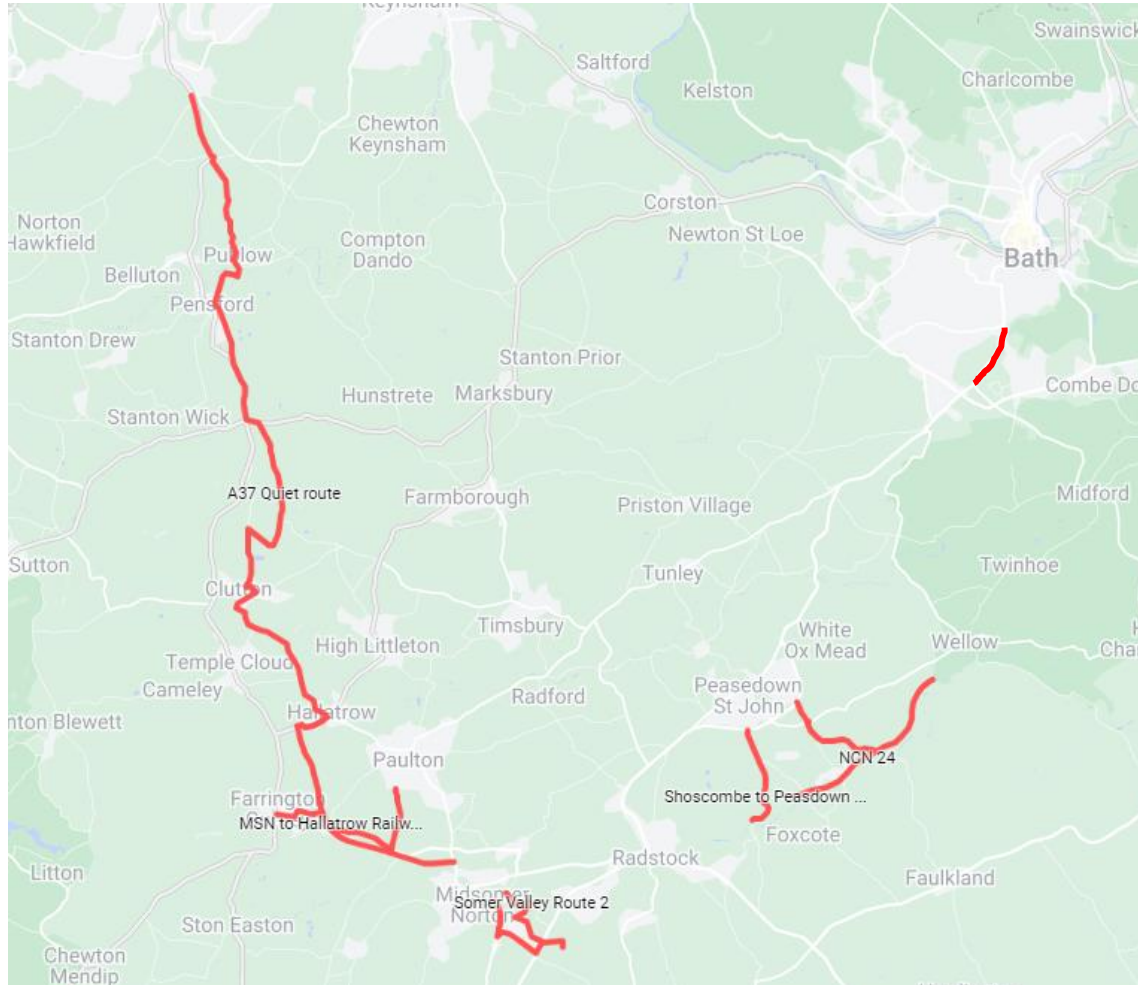
- Two new bus lanes
- Two extensions of bus lanes
- Five junction improvements

➡ Will make buses quicker and more reliable

# Walking, wheeling and cycling routes

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- Segregated cycle lanes
- Shared use paths
- Quiet routes

➡ Better connections to other routes and to public transport

➡ Safer cycling and walking

➡ More opportunities to be active

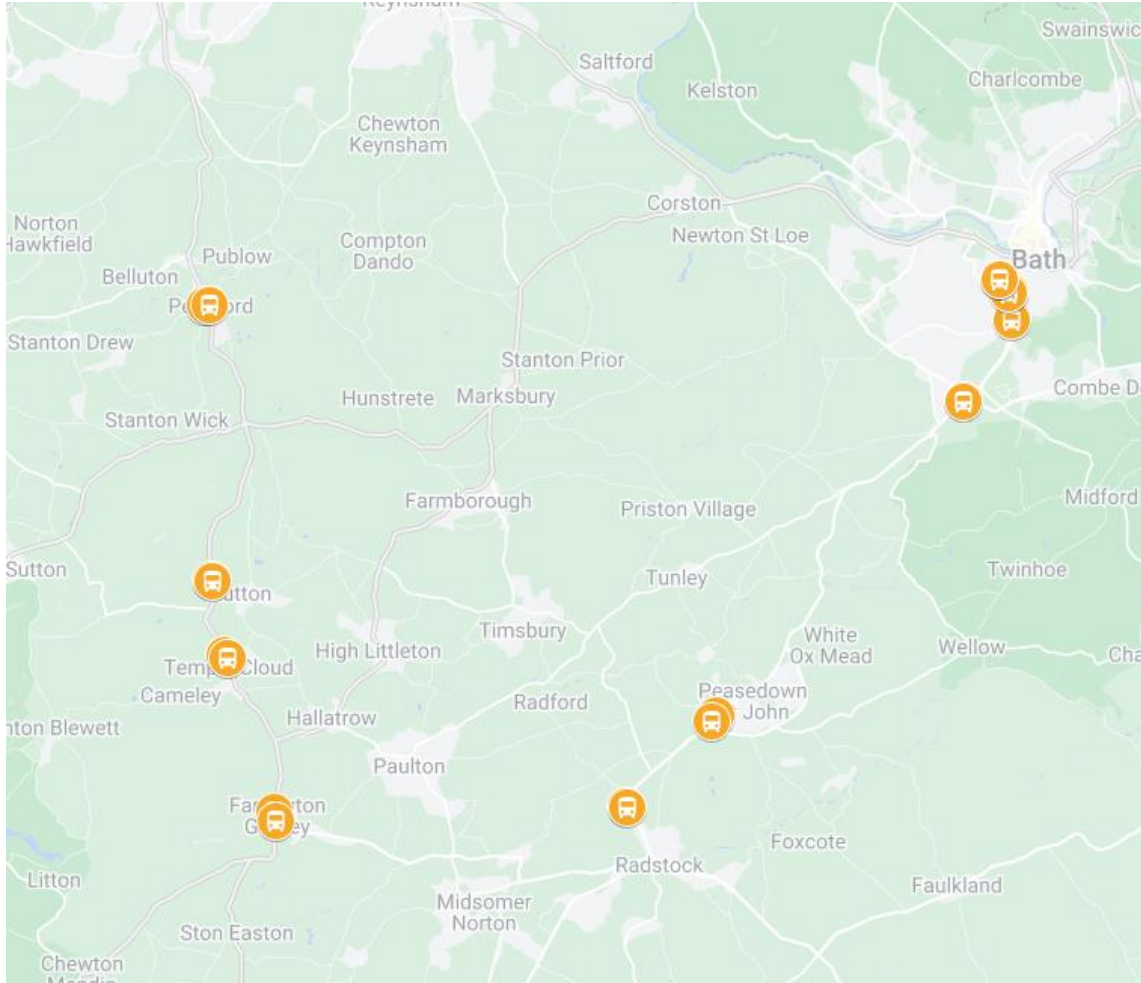


# Bus stop upgrades

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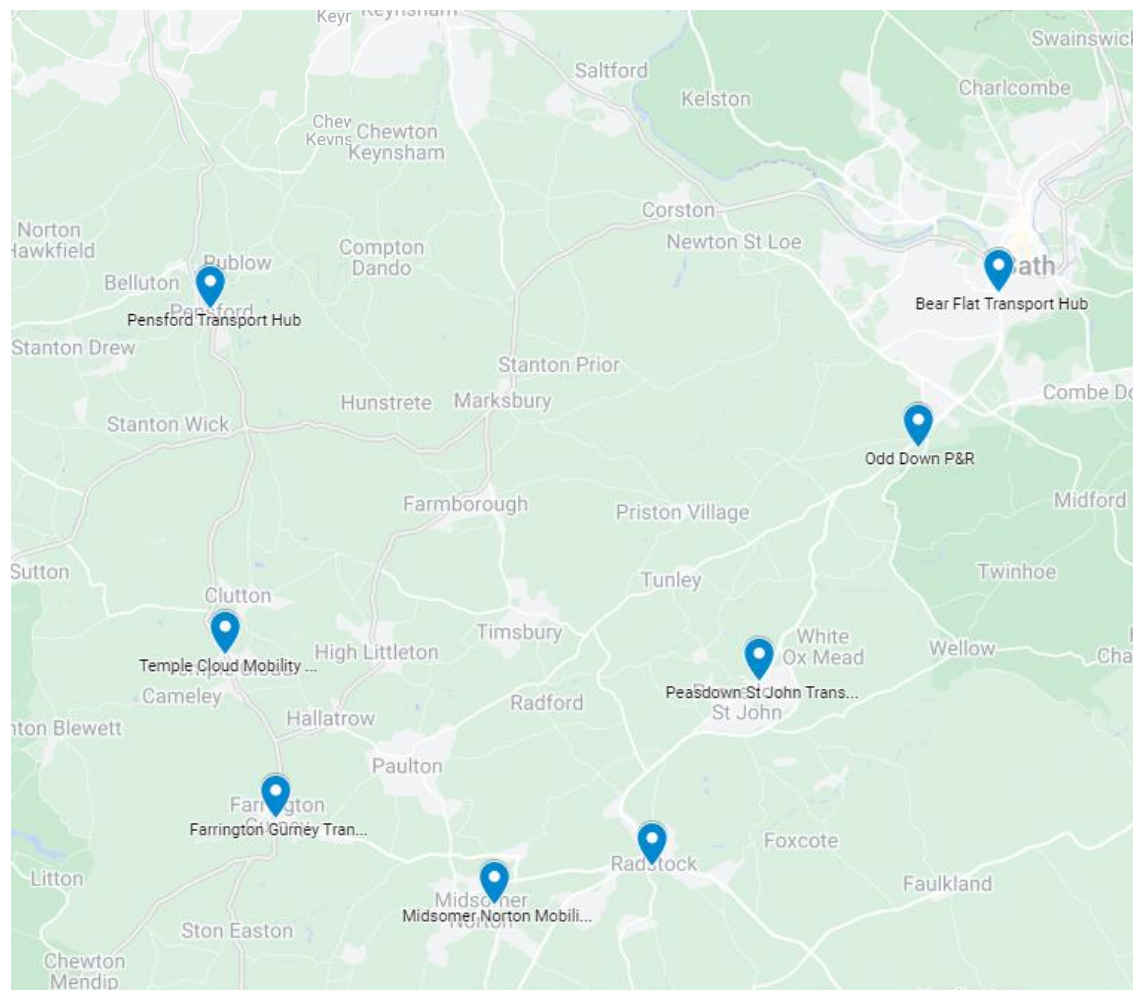
- Bus stops would be safer, more comfortable, better lit, easier to access

- New bus shelters with digital travel information screens
- New bus stop signs
- Wider pavements and step-free kerbs
- Better crossings being looked at



Better experience to catch the bus

# Mobility hubs



- Eight locations including Odd Down Park & Ride

- Cycle parking
- Secure cycle lockers
- Bike repair stand / pump
- Bus stop upgrades

➡ Will make switching between different types of transport easier (i.e. walking, cycling, e-scooters, buses, WESTlink)

# Next steps

**After this consultation**  
Feedback used to start  
next phase of  
development

**During 2024**  
Refine proposals  
Consultation

**End of 2025\***  
Start construction



# Bristol to Bath Strategic Corridor



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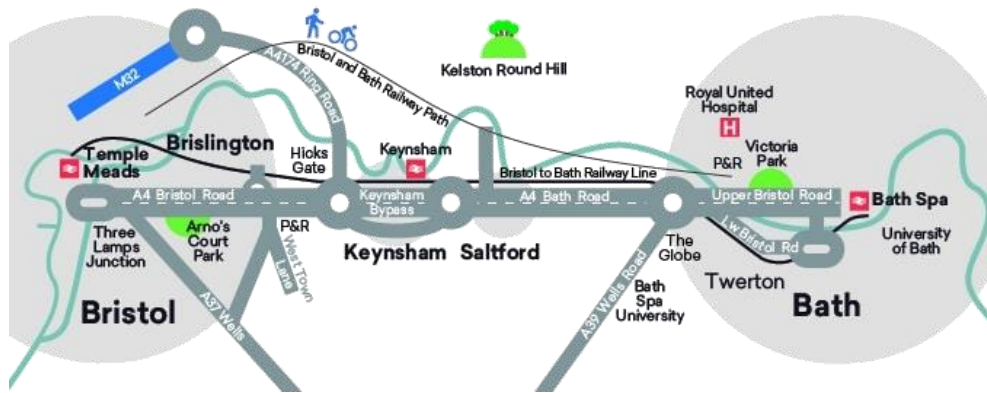


# Background

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- The A4 between Bristol and Bath is a critical route, connecting local communities and connecting communities from elsewhere in the region to our major cities.
- There is a large reliance upon cars along the A4 and it is frequently heavily congested
- Much of the corridor has air quality issues
- Opportunities for walking and cycling are limited - most of the A4 has no off-road cycle path
- Both Brislington and Newbridge Park and Rides were oversubscribed (pre-COVID-19)
- It can take over 30 mins to get to a bus stop and then bus journeys into either city centre can take up to 50 minutes

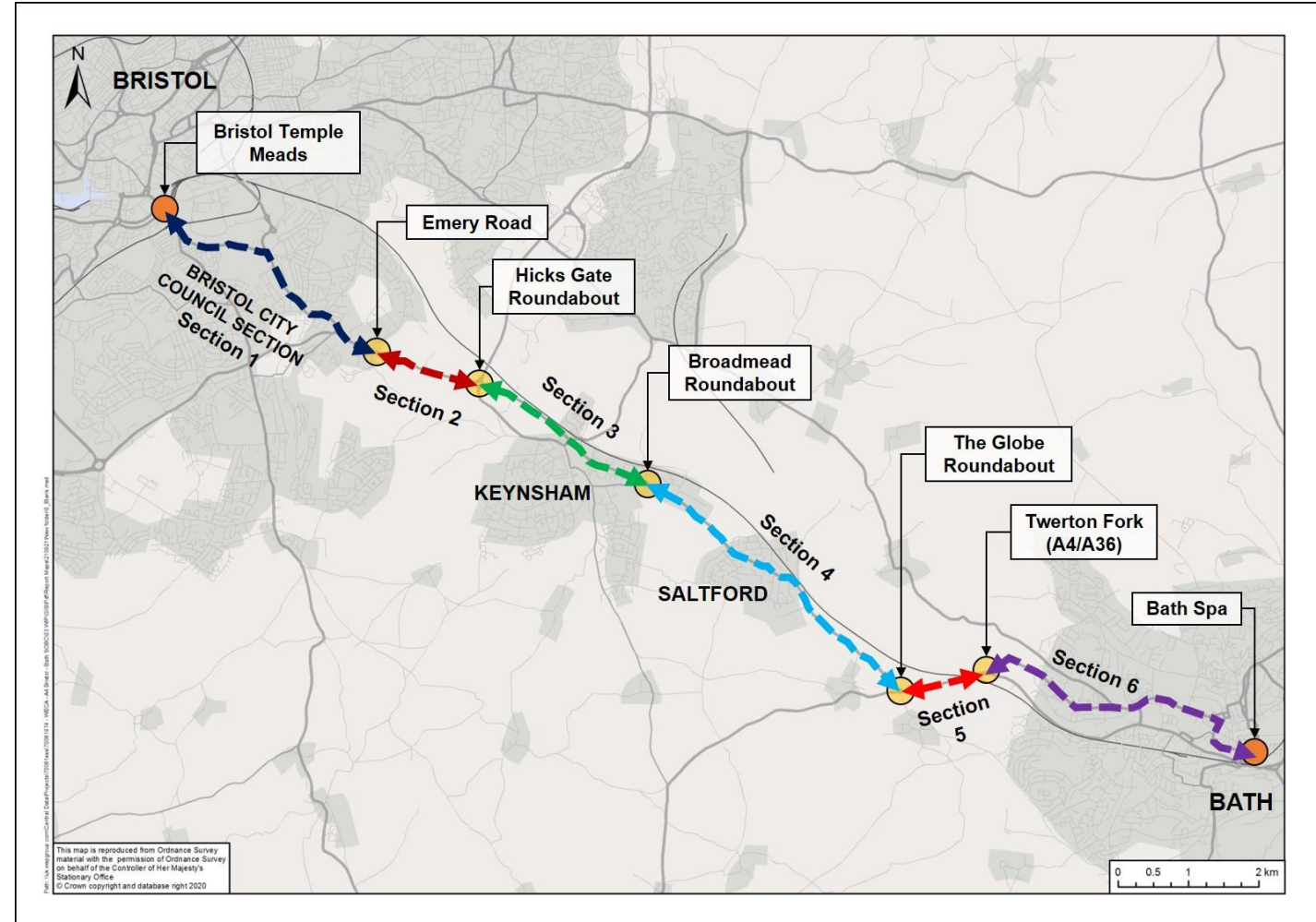
# Project proposals

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- Route divided into 5 sections in B&NES
  - Section 2 - Emery Road - Hicks Gate roundabout
  - Section 3 - Hicks Gate - Broadmead roundabout
  - Section 4 - Broadmead - Globe roundabout
  - Section 5 - Globe to Newbridge Park & Ride
  - Section 6 - Newbridge P&R - Bath city centre



# Public engagement

## ■ Consultation

- More details on the proposals and their impacts will be shared at consultation
- Current planned start date of w/c 14 August - running for 6 weeks
- Will use the same 'hub' website as the Somer Valley Links consultation - <https://haveyoursaywest.co.uk>

## ■ Planning to

- hold webinar Q&A session
- Several drop-in events throughout the corridor during September

**Thank you**