

Bath & North East
Somerset Council

Improving People's Lives

Bath & North East Somerset New Local Plan

Transport Vision and Objectives

Introduction

This section sets out the transport Vision and Objectives which have been developed to underpin and guide the decision-making process for the New Local Plan (NLP) period until 2042.

The diagram below shows how the transport Vision and Objectives 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
<p>What are we aiming for?</p> <p>What are we judging ourselves against?</p> <p>How does it align with Corporate Priorities?</p>	<p>Corporate and Transport Policy</p> <p>Existing Transport Network</p> <p>Committed Projects</p> <p>Accessibility evidence</p> <p>Rationale for Spatial Strategy</p>	<p>Overview of transport evidence work</p> <p>Process and programme</p> <p>Transport Strategy and mitigation</p> <p>Modelling and assessment</p>	<p>Place-based Issues and opportunity</p> <p>Stakeholder engagement</p> <p>Themes that need addressing and options for doing so</p>	<p>Objectives</p> <p>Scope</p> <p>Route identification</p> <p>Approach</p> <p>Draft Plan</p>

Figure 1 Transport Evidence Documents

It has taken account of adopted local policy and guidance including the Corporate Strategy 2023-2027, Climate Emergency declaration, Local Plan Partial Update (LPPU) Joint Local Transport Plan 4 (JLTP 4) and the Transport and Development Supplementary Planning Document (SPD). The relationship between the Corporate Priorities and Local Plan Spatial Priorities is shown below. For each element of the Corporate Strategy, a description is provided showing how it is aligned with the Transport Vision and Objectives for the Local Plan. Figure 2 overleaf shows that the Transport Vision and Objectives align closely with each element of the Corporate Strategy.

Bath & North East Somerset Council
 Improving People's Lives
 Corporate Strategies and Local Plan Spatial Priorities

Improving People's Lives	Delivering for local residents		
	The right homes in the right places	More travel choices	Clean safe and vibrant neighbourhoods
	<p>Ensuring that homes are located close to the facilities and services that people need in order to reduce the need to travel and support Local Living.</p> <p>Development in sustainable locations.</p>	<p>Improved connectivity for all.</p> <p>Greater alternatives to the private car.</p>	<p>Improving public spaces with a focus on people rather than cars, leading to more vibrant, inclusive, and sustainable environments.</p> <p>Making our transport network safer for everyone, encouraging people to use active modes of travel.</p>
Tackle climate and ecological emergency	Focusing on Prevention		
	Healthy lives and places	Support for vulnerable adults and children	Delivering for our children and young people
	<p>Providing opportunities for active travel to improve people's health and wellbeing.</p> <p>Improving air quality through reduced congestion and decarbonising transport by 2030.</p>	<p>Improving transport access for all modes including wheeling and reducing inequality on the transport network.</p>	<p>Increasing the accessibility by non-car modes between schools and development enabling independent school travel.</p> <p>Improving air quality.</p>
Give people a bigger say	Preparing for the future		
	Good jobs	Skills to thrive	Cultural life
	<p>Providing a wider choice of transport modes for journeys to work, supporting access to employment for all.</p> <p>Providing an efficient transport network that promotes economic growth attracting employers to the district.</p>	<p>Better transport choices providing individuals with the means to access educational, training, and opportunities such as apprenticeships.</p>	<p>Improving access for all, including to cultural opportunities.</p> <p>Improving our public realm and spaces to create environments that celebrate diversity, foster creativity, and provide opportunities for cultural expression and interaction.</p>

Figure 2 Bath and North East Somerset Council Corporate Priorities and Local Plan Spatial Priorities

Establishing and agreeing the Vision and Objectives is important as it provides a framework for the assessment of development proposals and acts as a basis for the Transport Strategy for the delivery of the NLP. The Vision and Objectives apply to the District as a whole, although it is noted that consideration of development and transport proposals under the Objectives will need to reflect the nature of the location. We recognise that some locations are more accessible or car reliant than others, and solutions cannot be “one size fits all”. Nevertheless, we will strive to improve sustainable transport opportunities across the whole District, for those who live in, work in, and visit, Bath and North East Somerset Council.

The Vision and Objectives in this section relate to the approach to transport for the NLP. They are complementary to the overarching Vision and Objectives for the NLP as a whole. The NLP is the overarching strategy for planning to meet housing and employment needs of the District in the long term. Understanding existing issues and opportunities are important to planning for growth, and will inform the transport strategy. However, the NLP is not specifically the mechanism for addressing existing transport needs. This will come through the Joint Local Transport Plan, and other schemes such as the Journey to Net Zero and the Bath and North East Somerset Council Liveable Neighbourhoods programme.



Our Vision

Bath and North East Somerset has 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 to recognise that the UK's approach to transport for the last c.70 years is not working, and we cannot continue to predict and provide for worst case traffic levels with increased traffic capacity, enabling growth in car usage. 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. This is reflected through the following elements:



Positive contribution towards zero carbon mobility and climate resilience

Equitable and inclusive access to transport for all

Health and well-being of local communities

Create Better Places

Our vision includes a presumption against building new roads for general traffic and increasing traffic capacity to deliver Local Plan growth¹. This is in line with ST7 of the Development Plan, as updated through the LPPU. Including this in our vision sets a clear expectation that we will hold ourselves to our own high standards. We will ensure that this does not compromise the ability to deliver equitable and inclusive transport for all, by providing people with a range of travel opportunities to enable those that can travel sustainably to do so, potentially freeing up existing road capacity for those that do still need to use it.

We recognise that there may be a need for limited strategic road schemes which could come forward to address strategic issues, and policy for this would be set through the Joint Local Transport Plan with the West of England Authorities and the Combined Authority. This Vision does not prejudice Bath and North East Somerset Council's position on such schemes. We will not promote such schemes in order to deliver Local Plan growth, but will play an appropriate role in any strategic schemes which follow due process.

This vision has informed a set of objectives which identify how the vision will be delivered.

¹ This excludes carriageway needed to provide safe and suitable access, such as connections to existing highway and estate roads.

Objectives

Each of the objectives identified in this section are related to the established Sustainable Travel Hierarchy, i.e. reducing the need to travel, supporting travel by sustainable transport modes, and minimising the impact of residual vehicle trips. Growth locations will be served by walking and cycling networks, conveniently located near high quality jobs, public transport routes, healthcare, education, and other services.

The degree to which each growth location contributes towards the transport objectives will be considered within an Appraisal Framework. The Appraisal Framework will primarily consider the degree to which the growth set out in the plan can be delivered in as sustainable manner as possible. It will also include the potential for patterns of growth to support opportunities for more sustainable journeys for existing and future communities.

The objectives are as follows:

1. To reduce the need to travel, particularly by retaining and providing jobs, services and community facilities at suitable locations close to residential areas;

When services and amenities are located closer to people's homes, people are better able to walk or cycle or travel there more easily by public transport. Reducing the need to travel, means reducing the number or length of journeys or both. Locating development in already accessible locations assists in meeting this objective. New development can also provide the critical mass for new services which can benefit existing communities, enabling people to travel shorter distances to access the jobs, services and facilities they need, thereby reducing existing car usage.



2. To improve the health and wellbeing of residents through the promotion of active modes and minimising the negative impacts of traffic and congestion, such as air pollution;

The development of a comprehensive active travel network that enables walking, cycling and wheeling can provide a genuinely viable alternative for shorter distance journeys, particularly by enhancing connections within and between built up areas and nearby key services, facilities and jobs. It also has the potential to deliver wider societal benefits in the form of reducing social isolation, and tackling various public health and wellbeing issues.

New development will also need to consider how shared micro-mobility can assist in this objective, through the provision of infrastructure for a network of e-bikes, e-scooters and cargo bikes.



3. To improve public transport accessibility and build a network of fully integrated transport interchange hubs to support seamless, convenient, end to end mobility for longer journeys through the district;

New development will be well-connected to the public transport network. Public transport needs to be safe, simple to use, convenient and attractive, when compared to private car usage.

Rail stations within the district include Bath Spa, Keynsham, Oldfield Park and Freshford. Developments in proximity to rail stations will consider how access to them can be maximised for active modes.

Developments throughout the district must consider how bus and rail services can be accessed from a network of transport interchange hubs. Larger scale development proposals must also incorporate mobility hubs to enable interchange between modes as a minimum level of provision. Demand Responsive Transport and forms of shared mobility such as electric car clubs reduce the need to own a car and can provide opportunities to connect people to facilities and to public transport services. This is particularly the case for rural communities and those areas where demand is dispersed, or the distances involved make it challenging to provide conventional services that meet the diverse needs of residents.



4. 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;

Having unconstrained access to a car should not be a prerequisite for social inclusion; including accessing opportunities, key services, and community life. The provision of an effective and inclusive transport system that meets the needs of local communities is particularly important in areas where there is a significant risk of social exclusion because of transport issues. This means being unable to access opportunities (e.g. employment / education), key services, and community facilities, and/or facing excessive time, monetary and wellbeing impacts from using the transport system.



An inclusive transport system should be considered from a wide range of perspectives. A car reliant system can result in those on low incomes being “priced out” of accessing opportunities due to the cost of car ownership. Some members of our society are physically unable to walk or cycle short distances, or the walking and cycling network doesn’t meet their needs, and are therefore reliant on vehicles to access services. Personal safety fears can mean that some people feel unable to use some modes of travel at some times, and this can reduce their mobility or create car reliance. All of these issues, and more, means that our transport thinking needs to consider a range of trip types and modes, make each as inclusive as possible, and above all, provide people with a range of travel choices that meet their needs. This should include measures that mean that households are confident to own fewer cars, such as reliable travel options for day to day trips, and access to electric car clubs for occasional usage.

5. To create better places which provide safe, and attractive neighbourhoods, and a climate resilient transport network;

Streets make up the greatest part of the public realm. The design of streets influences how we use them, with streets that feel like places providing safe, attractive environments. The layout of streets, including landscaping, widths, lighting, materials, crossings, pavement and carriageway heights, and active frontage can all contribute towards improved road safety.

Better designed streets including trees, green infrastructure and Sustainable Urban Drainage contribute to the quality of the built environment and play an important role in the creation of high quality attractive developments. The amount, design and location of parking can have a significant influence on the quality of a place. Proposals in line with Bath and North East Somerset Council Parking Standards in the Transport and Developments SPD, which seek to minimise the impact of car parking on the built environment will be supported.



Streets within new developments as well as those connecting development with existing communities must be designed in a way that maximises the attractiveness and safety for those wishing to travel by active modes, whilst also embedding climate resilience.

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