

## **A TRAFFIC MOVEMENT PLAN FOR LOW TRAFFIC NEIGHBOURHOODS IN BATH**

### **Introduction**

1. FoBRA warmly welcomes the concept of introducing Low Traffic Neighbourhoods (LTNs) in Bath. Residential neighbourhoods throughout the city should be protected from through traffic and rat-running. Many residents' associations are already in discussion with their Ward Councillors about creating LTNs in their areas.
2. However, LTNs will displace traffic, which could affect other residential areas if they are not part of a carefully designed system. This could also place excessive load on main roads where air pollution is already over or close to the legal limit. It is a basic tenet of LTNs that they should be considered in the context of an overall traffic movement plan. A problem in Bath is that the main traffic routes are also residential streets. If traffic is not simply to be displaced from one residential area to another, it is essential that traffic in the city as a whole is reduced. Traffic through, and into, the city must be reduced.
3. The central area (meaning broadly the area from Southgate up to Lansdown Crescent, and the Pulteney Estate area) presents special issues. It is a destination for traffic, and it currently also carries a lot of through traffic. The streets in the central area are no more suitable for traffic than roads in other residential areas. They are two-lane streets with very dense residential housing of up to 6 storeys on either side, most of it Grade 1 or 2 listed, with vaults extending under the road in many cases.
4. Central Bath is important to all Bath residents as it provides a large range of services, and is the main destination for the visitors on which the local economy relies. It contains ten of the twelve Key Elements of the Bath World Heritage Site (these are "places of outstanding universal value to the whole of humanity"). It is usually thronged with pedestrians. It is also an important residential area in its own right, in fact the most densely residential part of the city. Central Bath should be a low traffic area like other residential areas.
5. Attached at Annex A is a conceptual map showing illustrative potential LTNs in the Bath central area and a future road system. It does not address the detailed design of individual LTNs. Each could include a number of low traffic 'cells' from which through traffic would be excluded.
6. The key feature of the plan is to reduce existing traffic volumes on the proposed primary arterial distributor and through routes, so freeing up road space for some of the traffic which would no longer pass through the centre and other LTNs. HGV traffic on these routes would be reduced and the intention is that there should be no overall increase in traffic, as they are also residential along significant parts of their length, with a number of Georgian houses (with vaults under the road in some places). Further measures might be required to ensure this. In the case of local car journeys the overall emphasis should be on achieving traffic reduction through a major shift to mass transport, walking and cycling. We propose a 20mph speed limit throughout the city.

### **Road network**

7. A *hierarchy of roads* is proposed:
  - Arterial distributor and through routes (Primary Distributors). The existing main road system through the city, as shown on current road maps. Existing traffic on this system

would be reduced by a permanent HGV weight limit on Cleveland Bridge, congestion charging in the Clean Air Zone area, better use of the A420, reduced parking in the central area, improved and increased use of Park-and-Ride and other alternatives to private car access. The temporary 18 tonne HGV weight limit at Cleveland Bridge has had a major beneficial impact on traffic movement.

- Radial Access Routes (RAR). Radial routes into the city centre, giving access to the off-street car parks and park-and-ride drop-offs. Vehicles would enter and leave the city centre by the same route. The detailed street design would aim to eliminate or reduce as far as possible the amount of through traffic or driving in on one RAR and leaving by another.
- Local Access Network. The distributor roads for local traffic. These would be subject to traffic restraint to prevent or discourage non-local (through) traffic.
- Neighbourhood roads – the rest. Local traffic only, traffic management and parking control as necessary.

### **Low Traffic Neighbourhoods**

8. The City Centre LTN is of a special kind as it is an important destination, as well as having a large resident population. Access is required for essential traffic such as P&R and other buses, deliveries, service vehicles, disabled, city centre residents, etc. Main features of the City Centre LTN:

- No through traffic; close existing A4 and north-south routes through the city centre.
- On-street parking permit-holder and Blue Badge only.
- Reduced off-street parking as in Bath Transport Strategy. Workplace parking levy.
- No coaches. Coach drop-off at suitable locations on the periphery of the central area. Long-term coach parking at Odd Down.
- Freight delivery windows, with freight consolidation at out-of-town delivery hubs and 'last mile' delivery in the city centre and the wider central area.
- Full implementation of the Bath Public Realm and Movement Strategy.

9. Other LTNs throughout the city would be designed to minimise traffic intrusion by means of traffic management and parking control. Lower Lansdown is in the Central Controlled Parking Zone (CPZ) and currently has 80% of parking 'dual-use' (permit and pay & display). Most parking in Lower Lansdown should be permit-holder only. Non-permit parking in other LTNs should be addressed. Permits should not be held by hotels and guest houses, in line with policy to promote arrival by mass transport.

10. LTNs will be required in residential areas throughout the city which suffer from through traffic. Annex B sets out an illustrative possible city-wide system of LTNs and distributor roads.

### **Related strategies**

11. The traffic movement plan would complement and interface with strategies for improving public transport, improved school travel arrangements to reduce the impact of the school run, walking and cycling, parking, etc. The plan would support the B&NES policy aims of cutting traffic congestion, air pollution and carbon emissions.

# Federation of Bath Residents' Associations

A traffic movement plan for Low Traffic Neighbourhoods in Bath

Annex A



## KEY

-  Arterial Distributor and Through Routes (Traffic reduced)
-  Radial Access Routes
-  Local Access Network (Traffic restraint)

## Annex B: Illustrative Bath-wide traffic movement plan

- Primary distributors (Arterial & through routes)
- District distributors (including Radial Access Routes)
- Local distributors (Local Access Network)



P&R  
(Future)

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Annex A

The inset map provides a detailed view of the city center, showing the following LTNs:
 

- Lansdown LTN
- Lower Lansdown LTN
- Bathwick LTN
- Bathwick Hill LTN
- City Centre LTN
- Widcombe-Lyncombe LTN
- Oldfield LTN

 It also shows various distributor routes and landmarks such as the University of Bath, Bathwick, and the city center.

P&R