

**FOBRA – Transport Report  
March 2026**

**WECA – “Transport Vision”**

The WECA Mayor has published WECA’s “Transport Vision” accessible here:

<https://www.westofengland-ca.gov.uk/about-us/our-strategy/transport-vision/>

This is an essentially high level document setting out broad concepts from which future policies will evolve. However, even at this stage it seems clear Bath is unlikely to benefit greatly. The “flagship” proposal is a WECA area mass transit system (type yet to be decided), but this is shown as terminating in central Bath, with no proposal to extend between Bath and its eastern significant hinterland, where many people commute to Bath for work or leisure and much of North and West Wiltshire is served by the RUH for hospital services. Additional rail stations are proposed in various places around Bristol, but potential stations previously contemplated at Saltford and Corsham to improve connectivity to Bath are not included. Bus improvements are suggested but with little indication of what this would mean in practice and how it would be achieved by WECA given the various existing constraints. There is no open consultation on the “Vision” proposals as yet.

**Buses - Forthcoming Timetable changes**

As is customary, various changes are to be made to timetables for various routes with effect from 5 April 2026, with minor changes to some routes. If you are a bus user do check for any relevant updates, currently available on the relevant company websites.

A significant change is proposed for buses serving Sulis Hospital at Peasedown (now part of the Royal United Hospitals Bath NHS Foundation Trust and providing substantial numbers of NHS procedures), with the current most accessible service being removed and replaced by a new route 175. Please note that, although WestLink services are being advertised in some locations within Bath, this service that is available to residents outside Bath to take them to the hospital itself is not available to Bath residents.

**Park & Ride**

Please remember the Park & Ride sites currently still have extended hours enabling visitors to use the Park & Ride for evening trips from Monday to Saturday as part of continuing efforts to reduce car ingress into central Bath. Do spread the word and encourage any visitors to use this service where appropriate – use it or lose it!

**Liveable Neighbourhoods**

RAs are reminded that Liveable Neighbourhoods schemes have individual timelines and if there is any scheme that may be relevant to your RA area you are strongly encouraged to monitor progress on the B&NES Liveable Neighbourhoods [webpage](#).

## **Stadium Development – S106 Agreement**

Previously expressed concerns about transport aspects of the Stadium S106 Agreement have quickly assumed significance in terms of their compatibility with other proposals and policies concerning the local highways network, with an early consequential issue being apparent incompatibility of Rec Park & Ride Services from Claverton Down ostensibly agreed in S106 terms between the B&NES and Bath Rugby Ltd/Bath Recreation Ltd with what Bath Rugby Ltd have actually agreed with the University from whose site from these Services are ostensibly to be provided (see below). Presented in the Stadium planning application as a modest P&R arrangement for “up to 15 premieriership matches” which FirstBus saw as not requiring extra buses, the Rec S106 Agreement of November 2026 substantially extended the arrangement, with Bath Rugby Ltd ostensibly covenanting to ensure University P&R services for a much wider range and greater number of Rec events. The minimal detail disclosed contradicts available information as to what if anything FirstBus and the University have committed to.

## **The University of Bath – Planning Appln 25/03757/EFUL – New campus accommodation**

The University has a current planning application for student accommodation on Claverton Down Campus for nearly 1000 additional students. The increase in students residing on campus and loss of a small amount of on-campus parking will commensurately increase demand for University bus services. Against this background the application clearly ought to address the use of campus for Park & Ride services to Rec events, including clearly identifying what exactly is agreed/planned in this regard, with coherent plans for management of impacts, and most importantly fully and carefully addressing impacts on students, including not only safety and safeguarding matters on site but the potential risk to students having to walk home at night due to re-allocation of bus places to Rec event attendees. The University’s Construction Management Plan will also apparently need to cover this during building of the accommodation.

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