



UNIVERSITY OF BATH
MASTERPLAN 2021
Transport Statement

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IMA-17-160

11 Kingsmead Square Bath BA1 2AB
T: 01225 444011
F: 01225 444550
E: bath@ima-tp.com

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1 Introduction

1.1 Introduction

- 1.1.1 The purpose of this report is to consider the transport implications of the 2021 University of Bath Masterplan.
- 1.1.2 The University is currently in the process of developing its new University Strategy, to cover the period 2021 to 2026, led by Professor Ian White who became Vice-Chancellor in April 2019.
- 1.1.3 It is envisaged that a fuller review of the transport/parking strategy will follow once the new University Strategy is in place and the University knows what that means for the future of the campus.
- 1.1.4 The review of the transport/parking strategy will be undertaken in the context of the University's declaration of a Climate Emergency and its adoption of a Climate Action Framework in May 2020.

1.2 Scope of Report

- 1.2.1 The report firstly describes the campus and transport connections.
- 1.2.2 It then considers the baseline transport position based on annual surveys undertaken by the University of travel to and from the campus by all modes of travel.
- 1.2.3 It then considers recently approved developments, and projected growth by reference to the emerging Local Plan.
- 1.2.4 Finally, it sets out the proposed approach to the Masterplan and subsequent developments, including the proposed approach to parking.

2 Site Description

2.1 Introduction

- 2.1.1 This section provides an overview of the Claverton Down Campus of the University of Bath and the surrounding transport network.

2.2 Site Description

- 2.2.1 The Claverton Down campus is located approximately 2km due east of Bath city centre as shown on Plan 1. The campus provides a mix of academic, residential, office and ancillary space, the latter including restaurants, cafes, bars, retail and leisure facilities.
- 2.2.2 The campus is illustrated on Plan 2, albeit that this excludes the School of Management (SoM) which is currently under construction immediately south of the Arrivals Square.
- 2.2.3 The campus is also home to the University's Sports Training Village which houses sport, fitness, coaching, physio and sport science facilities all largely under one roof. The STV has indoor and outdoor facilities to accommodate more than 50 sports.
- 2.2.4 While a significant level of student accommodation is provided on-site - currently some 3,586 beds - many students live outside of the campus, typically in either purpose-built student accommodation or in houses (HMOs) within Bath.
- 2.2.5 This, combined with staff travel, means there are significant levels of travel to and from the Campus - this is considered in more detail in Section 3.
- 2.2.6 The University currently provides some 2,220 car parking and operational spaces on campus. This figure includes 3 spaces currently unavailable due to the construction works on campus and 100 temporary spaces provided in the West overspill car park.
- 2.2.7 Once the SoM development is completed and the temporary parking is removed, a total of 2,120 permanent spaces (parking and operational) would be available on campus. Planning policy permits up to 2,200 car parking spaces on-campus.
- 2.2.8 With the exception of parking in the underdeck area, all parking is surface level. There are 3 main parking areas, these being West, East and South. The current distribution of parking is considered in Section 3.
- 2.2.9 Currently some 986 cycle parking spaces are provided, these being distributed around the campus based on need - again this is considered in more detail in Section 3.

2.3 Transport Network

Overview

- 2.3.1 This section provides an overview of the Claverton Down Campus of the University of Bath and the surrounding transport network.
- 2.3.2 As indicated above, the Claverton Down campus is located approximately 2km due east of Bath city centre as shown on Plan 1. In terms of levels, the campus is around 120m higher than the city centre, which to some extent affects how people travel between the two locations.

Vehicle Access

- 2.3.3 The campus is served by two main vehicle accesses, these being: Convocation Avenue which leads into the eastern side of the University from Claverton Down Road to the south; and Quarry Road, which leads into the western side of the University from North Road to the southwest.

- 2.3.4 Minor vehicle access points also exist from The Avenue on the south-eastern boundary of the site (for grounds/construction traffic only) and at its western end (close to Bathwick Hill) for emergency vehicles only.
- 2.3.5 The main route to the campus from the city centre is by way of Bathwick Hill/Oakley. This route leads directly to Norwood Avenue/Convocation Avenue, which, as will be seen, is the main access road into the Campus, typically handling around 80% of traffic flows to and from the campus.
- 2.3.6 The Bathwick Hill/Oakley route continues past Norwood Avenue as Claverton Down Road and continues eastwards before looping back on itself to form a route around the southern edge of Bath, linking with the A367 Wellsway, and the A4/A39 west of Bath by way of Frome Road. To the east of the campus, where the route loops back on itself, Claverton Down Road connects with Brassknocker Hill, which heads southwards (downhill) to connect with the A36 close to Dundas Aqueduct.
- 2.3.7 This part of the route therefore provides access to the southern areas of Bath and the arterial roads described.
- 2.3.8 A number of other routes exist to the University, the main ones being via North Road and Widcombe Hill.
- 2.3.9 North Road heads to the University from the A36 (within Bath) to the northwest of the campus, and directly links with Quarry Road, beyond which it connects with Bathwick Hill. North Road is steep, with the northern section being residential in nature and serving King Edwards School. As such its use by HGVs is not encouraged. It tends to be used by cars travelling from the eastern side of the city. It also provides access from Bathwick Hill to Quarry Road, and is used to access parking on the west side of the campus.
- 2.3.10 Widcombe Hill leads to the campus from Widcombe on the south-eastern edge of the city centre. It forms a straight route to the campus, but is steep and at the top joins Bathwick Hill/Oakley at a give way junction. Widcombe Hill forms the minor arm of the junction, and visibility to the left from the junction is limited, making it an awkward junction to negotiate. This tends to limit the attractiveness of the route from Bath.
- 2.3.11 On campus, the number of routes are limited, with the through route being tortuous as shown on Plan 2. This means that for the most part users tend to access the campus on the side they intend to park.
- 2.3.12 The introduction of a Clean Air Zone (CAZ) in Bath on the 15th March 2021 may have some implications for service vehicle movements to the University, should delivery vehicles seek to avoid the zone. However, service vehicles form a relatively small element of traffic movements to and from the University and so the effect in terms of the routing of University traffic is likely to be minor.

Car Parking

- 2.3.13 There are some 2,220 spaces on campus including 2,070 standard bays (permit, pay and display and reserved) and 124 special bays (Visitor, car share, disabled, electric vehicle charging and student union spaces) and 23 spaces for operational purposes (11 loading, 7 PVRC and 5 contractor spaces). This includes parking spaces currently out of operation (3 disabled) due to construction on campus, and also the temporary West car park extension, as discussed below. Excluding the 3 spaces currently unavailable there are 2,217 spaces presently available on campus. Plan 3 shows the current distribution of parking spaces.

- 2.3.14 Around 1,797 spaces are provided across four ‘main’ car parks, these being the ‘East’ the ‘West’, the ‘South’ and the ‘Sports Training Village’. The West Car Park currently has a temporary extension of around 100 spaces, bringing the total available spaces in the four main car parks to 1,900.
- 2.3.15 Once the parking spaces currently unavailable due to construction on campus are available and following the removal of temporary parking a total of 2,120 permanent spaces (parking and operational) would be available on campus.
- 2.3.16 The University has developed its car parking policy over recent years. This is based on a combination of issuing parking permits to staff and postgraduate students (and in special circumstances undergraduates), and using pay and display machines for students and visitors.
- 2.3.17 The following permit/ticket types can, subject to the restrictions in the University’s parking policy, be used on campus by staff, students or visitors:
- Standard permit;
 - Electric Vehicle permit;
 - Occasional User permit, with £1.10 pay and display parking ticket;
 - Reserved Space permit;
 - Car Share permit;
 - Visitors permit;
 - Accommodation permit;
 - Sport’s Training Village Permit;
 - Exempt permit; and
 - Pay & Display ticket.

- 2.3.18 Table 1 provides a summary of current pay and display parking charges at the University. Parking is free outside of the charging periods.

Time	Charges		
Mon-Fri 08:00-17:00	2 Hour	4 Hour	6 Hour
	£1.00 per Hour with a Maximum Spend £6 for 6 Hours		
Sat 08:00-17:00	All Day		
	£2.00 Fixed		

Table 1: Pay and Display Parking Charges (November 2019)

- 2.3.19 As can be seen from the table the maximum spend on one ticket is £6.00. Drivers are not permitted to extend their stay by purchasing an additional ticket. The reason for a 6-hour maximum ticket is to discourage people from parking at the University car park and then traveling into Bath City Centre. Previously people could purchase additional tickets to cover the whole charging period (£9.00) but this is no longer allowed to further discourage parking not associated with the University.
- 2.3.20 By comparison, as at May 2019, B&NES charge £9.60 for a 6 hour stay in their Charlotte Street and Avon Street car parks, with a maximum stay of 12 hours (£15). The University parking charges are approximately 30% lower than the City Centre parking charges. Even assuming two persons sharing a car, it costs around the same to park on campus for the day as to buy a return bus ticket from the city centre (up to £3.20 per person depending on ticket type) and travelling to the University by bus means time on campus is not limited to 6 hours.

2.3.21 Parking permit information is listed below:

Staff

- All staff are eligible to apply for a parking permit - there is no restraint based on use, location or working hours;
- The maximum cost of a Standard Permit is £138.60 per annum (a decrease of £41.46 from 2017, due to the removal of a salary sacrifice scheme which operated in previous years); assuming 45 weeks are worked a year (including holidays, public holidays, possible illness and other), this represents all-day parking for approximately 62p a day, or £11.55 a month;
- Electric permits cost the same as a Standard permit;
- Car Share permits cost the same as a Standard permit but the cost is shared between the whole group travelling. An Occasional User Permit is also issued to each driver in the group, should it ever be necessary for them to travel separately;
- Occasional User permits can be obtained free of charge from the Security Office. Such permits are available to members of staff who only infrequently need to park a car at the campus for the day; the permits must be used in conjunction with the purchase of a Pay-and-Display ticket to the value of £1.10;
- Reserved Space permits provide permission to park in a designated numbered reserved space between 08:00 and 17:00 Monday to Friday and cost £410.40 per annum. This is a decrease of £129.78 from 2017 and is a result of the removal of a salary sacrifice scheme which operated in previous years. The decrease ensures staff do not pay more in real terms in comparison to 2017;
- Exempt permits for Blue Badge holders are free of charge and allow parking in any of the accessible bays on campus.

Students

- Undergraduates who live on-site or within BA1 or BA2 are not eligible for permits except in exceptional circumstances.
- There are however no restrictions on undergraduates who do not live in University accommodation parking within the pay and display areas subject to them purchasing a valid ticket;
- Postgraduates may obtain a parking permit provided that they do not live in University accommodation - there is no restriction based on residential location;
- Student Standard, Electric and Car Share permits cost £136.80 per annum and Exempt permits are free of charge.
- Even though they may not be students, athletes that frequently attend the Sport's Training Village are able to purchase a permit at the same price as the maximum price for a student permit, £136.80 per annum.

Visitors

- Day permits can be ordered by departments if they do not wish visitors to pay - departments are recommended to order these in advance and post them out to visitors prior to their arrival;
- Open days can often mean an increased demand for 500 additional spaces - the University opens up sports fields to accommodate this demand.

Bus Access

- 2.3.22 The University is well served by public transport. First is the main operator to the University and pre-Covid19 operated the U1, U2, U3 and 20 services to the campus, currently whilst Covid19 restrictions are in place only services U1 and 20 are in operation. Similarly, Arleen Coaches operated service 175 pre-Covid19 which is not currently running, although this service only called at the campus once per day.
- 2.3.23 Pre-Covid three main routes served the campus, these being the U1, U2 and U3. Information on these services dated September 2019, including a route map, as provided by First, is included as Appendix 1 along with pre-Covid19 details of service 20.
- 2.3.24 Currently, whilst Covid19 restrictions are in place, the main bus service to the campus is the U1, which runs from Oldfield Park to the University via the city centre. The U3 is a variant of this service, formerly known as the U1X which bypasses the city centre, routing to the south of the city on the A36, this service is temporarily suspended, but will resume when passenger numbers to the University increase.
- 2.3.25 The U1 is referred to as a frequent service during the day, that being that it operates every 10 minutes or greater but operates at lower frequencies outside of peak times, current information on this service, including a route map is included as Appendix 2. The U1 service currently operates between 06:00 and 23:30 Monday to Saturday and between 08:00 and 23:30 on a Sunday. Prior to Covid19 restrictions being in place it operated 24 hours per day 7 days a week, but at lower frequencies outside of peak times.
- 2.3.26 A re-routed 20 service has replaced the U2 bus route, which served the Oldfield Park/Southdown/Whiteway/Twerton areas of Bath. Services 20a and 20c combine to provide a half-hourly service during the daytime Monday to Saturday, details of this service are also included within Appendix 2. Pre-covid service 20 was hourly and the U2 operated with a 20-minute frequency during term times, running between 07:00 and 22:36. It ran as an hourly service on Saturdays.
- 2.3.27 In terms of bus facilities on-campus, the main stops are in the Arrivals Square, which is highlighted on Plan 2. There have been significant improvements made to the layout of the Arrival Square for the start of the 2019/20 academic year, providing more capacity and additional layover space. There have also been changes to the operation of the Arrival Square in terms of where buses set down and pick up passengers from. Further works to the public realm to the south of the Arrivals Square are planned as part of the School of Management, together with some minor refinements to the eastern side of the Arrivals Square following operational experience of the improved layout.
- 2.3.28 Plan 2 also shows the other stops serving the University, the most significant one being that on Bathwick Hill. This is used by passengers travelling to the University as the pedestrian route in from here (see Plan 4) leads to the Parade and areas to the south. While there is a stop on the opposite side of Bathwick Hill, it is not heavily used, as people prefer catch outgoing services from the Arrivals Square because buses generally leave the University full at peak departure times meaning few buses would stop on the top section of Bathwick Hill.
- 2.3.29 Details of existing, pre-Covid19, public transport usage is set out in Section 3.
- 2.3.30 Following the withdrawal of services by Wessex Connect in Summer 2017, which was significant in terms of the level of services it ran, there were issues with covering for the lost services as well as other general issues in the city such as overrunning road works, the temporary withdrawal of the Ralph Allen School bus service and First has reported difficulty in acquiring the necessary number of buses and bus drivers.

- 2.3.31 In 2018, First also trialled re-routing University services to avoid them running through the Dorchester Street, Manvers Street, Orange Grove, Grand Parade area with the aims:
- To reduce congestion in the city centre streets
 - To cease the use of the stop by the Abbey which was not usable for large numbers of waiting passengers due to on-going renovation work
 - To allow smoother operation of the service offering better reliability by avoiding the congestion in Manvers Street and Dorchester Street.
- 2.3.32 However, the re-routing was found to have a significant adverse effect on service usability and as a result of this amendments were made including the re-introduction of services to these areas, which has resulted in the current service pattern.
- 2.3.33 The University has and is working closely with First to seek to address any issues relating to bus service provision, and has worked closely with it through the Covid-19 pandemic which has had significant effects on both the University operation and on how people can travel. This co-operative working will continue as the effects of the pandemic lessen, and the way in which the University will operate going forward becomes clearer.
- 2.3.34 As well as making significant investment to improve facilities on campus, the University has invested significantly towards the provision of bus services, giving financial commitments to provide:
- £400,000 index linked and payable over the period up to 2027 towards subsidising the 20A/C bus service - the first instalment of this was paid in March 2016;
 - £240,000 index linked and payable over a period not exceeding 10 years following commencement of the School of Management development with a maximum annual contribution of £80,000 in any one year.

Access on Foot & by Bicycle

- 2.3.35 The University has good access on foot, both in terms of accesses in from the surrounding network, and in terms of routes through the campus. The quality of these routes has been developed over recent years, both through improved provision, the provision of crossing points (including 2 Puffin crossings), and through the traffic calming of roads through the campus.
- 2.3.36 The University has contributed towards improvements to pedestrian and cycle connections to the University, and has seen some improvements (for example the Rainbow Wood path), but other measures proposed by the Council such as a pedestrian crossing across Bathwick Hill between Copseland and North Road, to which the University had committed funding, have not been brought forward as yet, but are the subject of on-going consideration by the Council.
- 2.3.37 The University has recently undertaken a review of all the pedestrian desire lines and existing crossing points on campus and has developed a strategy for improving pedestrian accessibility.
- 2.3.38 B&NES are currently consulting on Active Travel schemes which will be funded by the Government's Active Travel fund, which offers time-limited grants for specific projects promoting active ways of travelling. Two of the proposed Active Travel schemes are of relevance to the University:
- City centre to University of Bath: Beckford Road and North Road; and
 - Combe Down to University of Bath: Copseland.

3 Transport Baseline

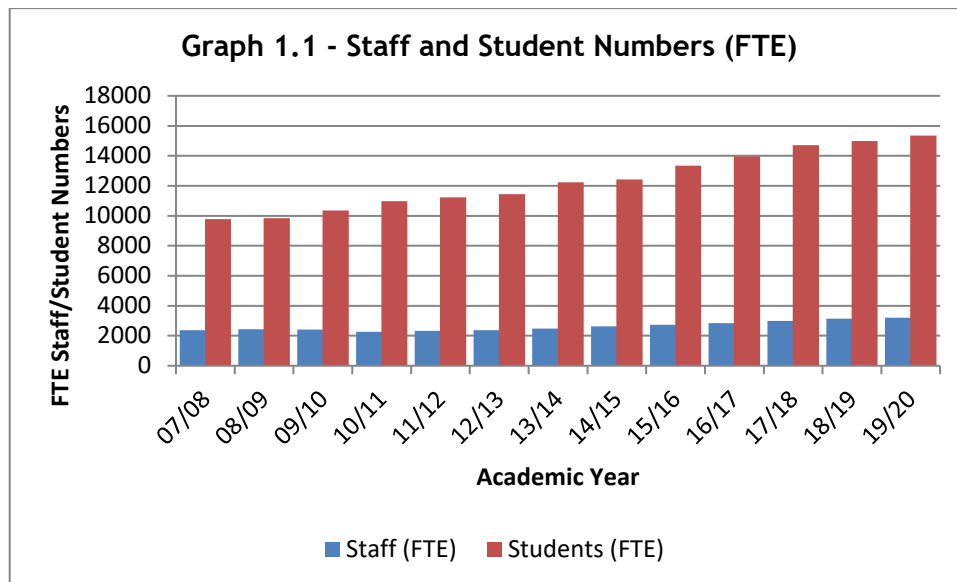
3.1 Introduction

- 3.1.1 This section summarises the latest pre-Covid19 transport conditions at the Claverton Down Campus of the University of Bath based on transport surveys undertaken in November 2019 and compares them, as appropriate, against historic survey data.
- 3.1.2 The University has from 2007, with the exception of 2008 and 2020 (the latter due to the effects of the Covid19 pandemic), carried out annual traffic counts and surveys at its Claverton Down campus to monitor the effectiveness of its travel plan, transport policies and transport improvements in terms of the number of vehicles driven to the campus and on modal split.
- 3.1.3 The latest annual survey was carried out on Tuesday 19th November 2019, which included manual counts as follows:
- Vehicle movement counts at vehicle accesses (Quarry Road and Convocation Avenue) including car occupant data;
 - Cycle/Pedestrian counts at access points
 - Hourly car park and cycle stand beat surveys to monitor parking usage levels;
 - Counts of bus users at the Arrivals Square, STV and Bathwick Hill stops;
- 3.1.4 In addition to these manual counts, automatic traffic count (ATC) survey data was obtained of motorised vehicle movements using both vehicular accesses for the week of 19th November to 26th November 2019.
- 3.1.5 Collection of this data, together with data on staff and student numbers allows the travel patterns, including mode share, to be established. This data has been collected at the same time each year to ensure consistency of conditions, as far as is reasonably possible, and so allows year on year comparisons to be made.
- 3.1.6 The main variable likely to affect the consistency of year on year data is weather conditions which may affect the extent to which people travel and the mode they choose, for example the 2018 survey coincided with Storm Diana, with a met office warning of “*strong winds, combined with and in places heavy rain*”.

3.2 Summary of Survey Results

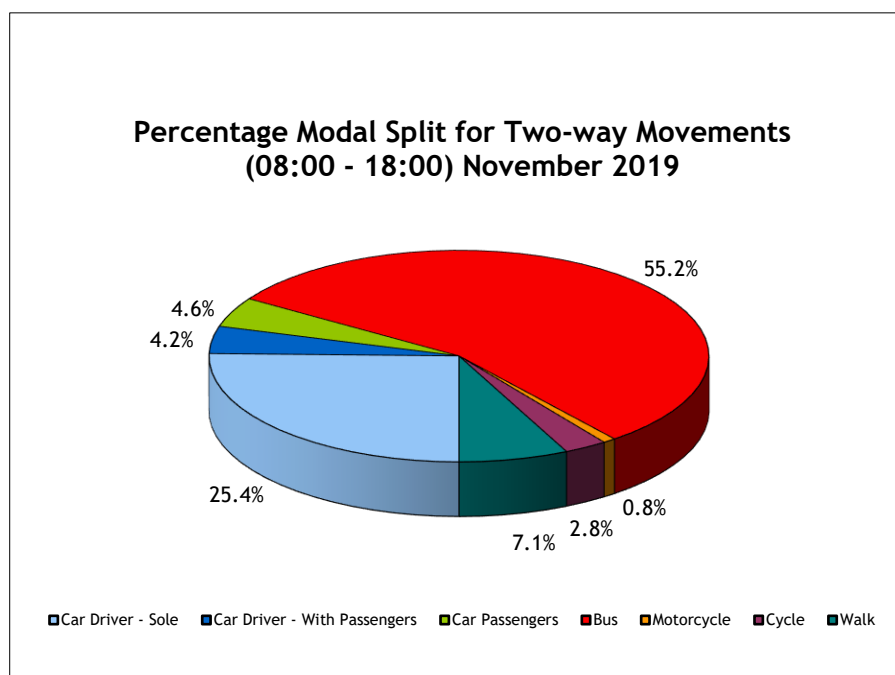
Staff/Student Numbers

- 3.2.1 Graph 1.1 illustrates the changes in staff and student numbers in the past few years based at the Claverton Down campus i.e., excluding University of Bath students based at other UK institutions, on a placement year and those wholly based overseas. It can be seen that since 2007, student numbers on campus have grown from just under 10,000 FTE students to just over 15,350 FTE students.
- 3.2.2 Student numbers in 2019/20 were significantly higher than when the travel plan was introduced in 2002, and also than were recorded for the first travel surveys carried out in 2007/8.
- 3.2.3 Since 2012 the University has been able to recruit as many high achieving students at A-level as they have wanted. From 2015 the intake of home/EU students has effectively been under the control of the University.
- 3.2.4 It can also be seen from the graph that overall staff numbers have increased gradually since the 2007/8 surveys.



Mode Share

- 3.2.5 The surveys undertaken record all trips made to and from the campus including car passengers, and bus journeys including those passengers that board and alight at the bus stop on Bathwick Hill adjacent to The Avenue that then walk into campus via The Avenue.
- 3.2.6 Using the combined data from the annual surveys it is therefore possible to calculate the modal split of all trips to and from the University, and this has been done since 2007. Graph 1.2 shows the modal split recorded in 2019.

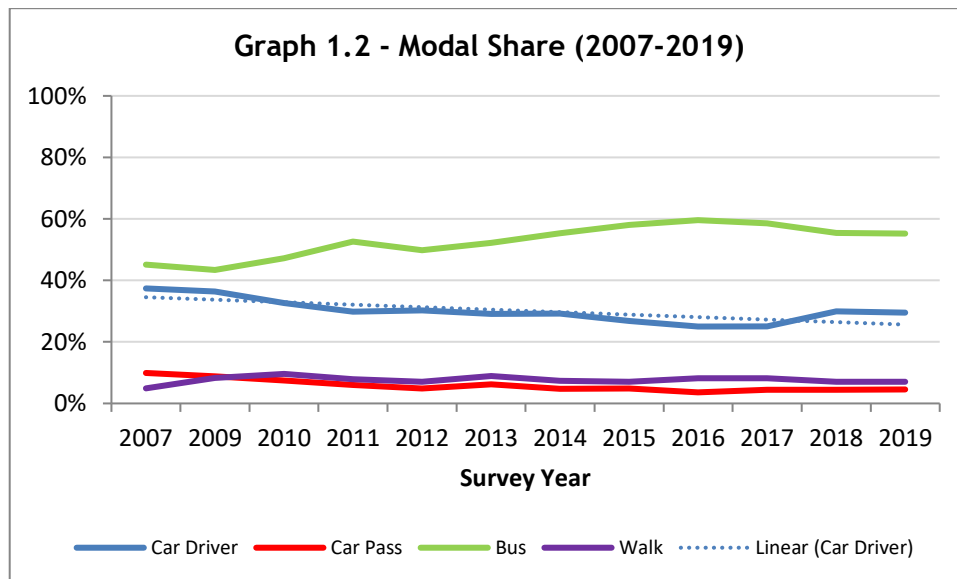


- 3.2.7 Table 1 summarises the calculated modal share for the Campus since 2007.

Year	Car Drivers			Car Pass	Bus	Walk	Cycle	Motorcycle	Total Movements
	Sole	With Pass	Total						
2007	29.7%	7.7%	37.4%	9.9%	45.1%	4.9%	1.9%	0.8%	15,111
2009	29.3%	7.6%	36.4%	8.8%	43.4%	8.3%	2.1%	1.0%	15,666
2010	26.1%	6.4%	32.6%	7.5%	47.2%	9.6%	2.3%	0.9%	17,872
2011	24.6%	5.2%	29.8%	6.0%	52.6%	7.9%	2.7%	1.0%	17,633
2012	27.7%	4.3%	32.0%	5.2%	52.9%	7.0%	2.2%	0.7%	17,966
2013	23.8%	5.2%	29.1%	6.2%	52.2%	8.9%	2.9%	0.7%	19,044
2014	25.0%	4.2%	29.2%	4.8%	55.3%	7.4%	2.6%	0.7%	18,695
2015	22.7%	4.1%	26.8%	4.9%	58.0%	7.0%	2.4%	0.9%	20,118
2016	21.8%	3.2%	25.0%	3.6%	59.6%	8.2%	3.0%	0.7%	22,736
2017	21.1%	3.9%	25.0%	4.4%	58.6%	8.2%	3.0%	0.8%	21,832
2018	26.1%	3.9%	30.0%	4.4%	55.4%	7.0%	2.6%	0.6%	19,485
2019	25.4%	4.2%	29.5%	4.6%	55.2%	7.1%	2.8%	0.8%	20,769

Table 1: Modal Share from 2007 to 2019 (08:00-18:00)

- 3.2.8 It can be seen that since 2007 the total number of two-way movements has grown by around 37%. Since 2007, the percentage of car driver trips has reduced from 37.4% to 29.5%. In comparison to 2018, the total number of two-way movements has increased by around 7% and there has been a slight decrease in car driver trips from 30.0% to 29.5%.
- 3.2.9 Graph 1.3 illustrates the modal share data from Table 1 graphically - due to the low overall percentages, cycle and motorcycle modal shares have not been plotted.



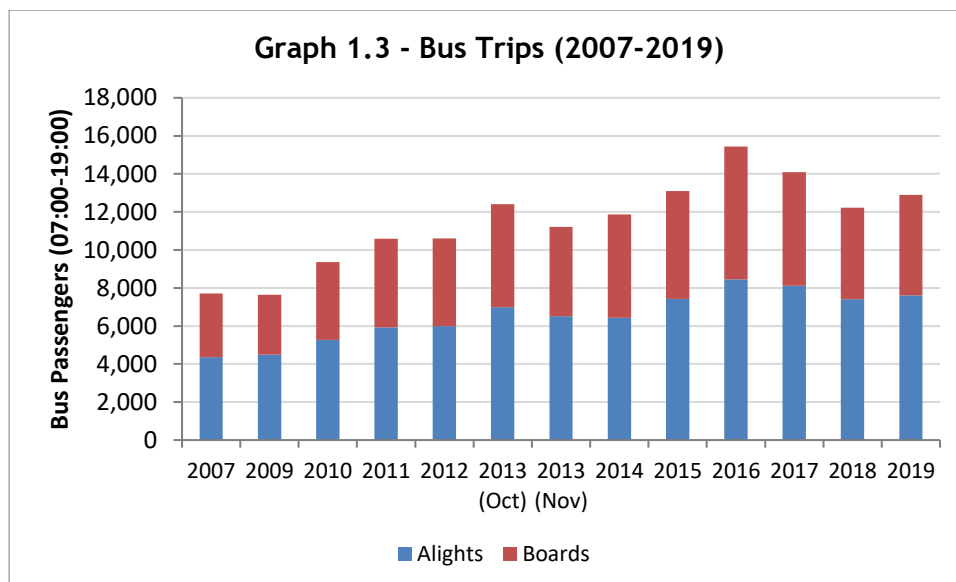
- 3.2.10 As can be seen from Graph 1.2, the general trend since the introduction of the Travel Plan has seen the proportion of car drivers decreasing whilst conversely the proportion of those travelling by bus and on foot have been increasing, although the reversal of this trend between 2017 and 2018 has plateaued in 2019, with the proportion of car drivers and the proportion of those travelling by bus and on foot has remained virtually the same.
- 3.2.11 Walking as a modal share has shown an overall increase from 4.9% in 2007 to its current level of 7.1%, broadly the same as 2018, when walking had a modal share of 7.0%. In 2007 there were 745 two-way walking trips recorded compared to 1,469 trips in 2019. This is a significant increase and there has also been an increase since 2018 when 1,367 trips were recorded and is in spite of the location of the Campus i.e., being on the eastern fringes of Bath and set atop Bathwick Hill.

Bus Travel

- 3.2.12 Bus travel is the highest used mode of transport at the Claverton Down Campus. Bus surveys were conducted at the three main University stops those being the top of Bathwick Hill, the top of Norwood Avenue (south of the STV) and the Arrivals Square.
- 3.2.13 Table 2 summarises the numbers of bus alights (arrivals) and boards (departures) between 07:00-19:00 on the day of the survey for 2007, 2016, 2017 and 2018 and these results are shown graphically in Graph 1.4. As can be seen trips by bus have increased by around 68% since 2007.

Year	Alights	Boards	Total
2007	4,352	3,352	7,704
2017	8,114	5,973	14,087
2018	7,399	4,818	12,217
2019	7,601	5,291	12,892

Table 2: Bus Trips 2007 to 2018 (07:00-19:00)



- 3.2.14 Of the three stops surveyed, the Arrivals Square is the most heavily used, as would be expected. In 2019 it handled 11,143 trips daily (07:00-19:00). Next is the Bathwick Hill stop which handles 1,667 daily trips (mainly arrivals). The Sports Training Village stops are the least used handling less than 1% of all daily trips. Similar proportions of usage were seen in previous years.

Car Travel

- 3.2.15 Car travel is the second highest used mode of travel. Therefore, it is important to understand the usage and capacity of the car parks on the campus. Between 2018 and 2019 two-way vehicle trips per head have increased by around 6%. Between 2007 and 2019 two-way vehicle trips per head have reduced significantly by around 31%.

Year	Combined FTE Total	24hr 2-Way ATC Trips	24hr 2-Way ATC Trips per head	% change	24-Hour 2-Way ATC Trips per Head 3-Year Rolling Average
2007	12,140	10,395	0.856	-	-
2017	17,705	10,051	0.568	-10.3%	0.605
2018	18,127	10,196	0.562	-0.9%	0.588
2019	18,567	11,023	0.594	5.5%	0.575

Table 3: ATC Surveyed Vehicle Trips per head of Staff/Student (FTE)

- 3.2.17 Table 3 summarises 24hr 2-way flow in terms of vehicle trips per head of staff and students (FTE) for 2007, 2017, 2018 and 2019.
- 3.2.18 Between 2018 and 2019 two-way vehicle trips per head have increased by around 6%. Between 2007 and 2019 two-way vehicle trips per head have reduced significantly by around 31%.

Year	Combined FTE Total	24hr 2-Way ATC Trips	24hr 2-Way ATC Trips per head	% change	24-Hour 2-Way ATC Trips per Head 3-Year Rolling Average
2007	12,140	10,395	0.856	-	-
2017	17,705	10,051	0.568	-10.3%	0.605
2018	18,127	10,196	0.562	-0.9%	0.588
2019	18,567	11,023	0.594	5.5%	0.575

Table 3: ATC Surveyed Vehicle Trips per head of Staff/Student (FTE)

3.2.20 Table 4 shows two-way traffic flows for the traditional weekday AM and PM peak periods for the two accesses separately and combined.

Year	Quarry Road		Convocation Ave		Accesses Combined	
	08:00-10:00	16:00-18:00	08:00-10:00	16:00-18:00	08:00-10:00	16:00-18:00
2007	600	583	1,390	1,448	1,990	2,031
2017	642	444	1,390	1,465	2,032	1,909
2018	610	473	1,478	1,416	2,088	1,889
2019	655	636	1,509	1,509	2,245	2,145
18-19 Change	7%	34%	8%	7%	8%	14%

Table 4: Peak Period (2hr) Two-Way Traffic Flows 2007, 2017, 2018 & 2019

- 3.2.21 It can be seen from Table 4 that the combined AM peak two-hour flow has increased between 2007 and 2019 by 12.8% and the combined PM peak has increased by 5.6%, an average peak periods increase of 9.2%. However, these percentage changes are within the normal variation in traffic flow and hence it is reasonable to assume that peak traffic flows have remained relatively static.
- 3.2.22 In terms of the balance of flows between the two accesses, again this has remained relatively static.
- 3.2.23 In terms of daily flows into and out of the University, Table 5 shows average weekday flows from an automatic traffic counter survey by hour of day and by access.
- 3.2.24 It can be calculated from this that over the course of an average weekday Quarry Road handles 22.5% of traffic movements to and from the University with Convocation Avenue the bulk of traffic movements at 77.5%.
- 3.2.25 From the ATC data, over the whole day, Saturday flows are around 42% of the average weekday and Sundays 40%. Peak two-way movements on a Saturday were 437 vehicles (39% of an average weekday), and 423 on a Sunday (38% of an average weekday).
- 3.2.26 Use of the Quarry Road access is lower at weekends, it handling around 15% of total traffic compared with around 23% on an average weekday.

Hour Starting	Quarry Road			Convocation Avenue			Total		
	In	Out	Tot	In	Out	Tot	In	Out	Tot
00:00	5	4	9	16	18	34	21	22	43
01:00	3	4	7	14	17	31	17	21	38
02:00	4	3	7	14	17	31	18	20	38
03:00	4	5	9	18	14	32	22	19	41
04:00	22	7	29	44	8	52	66	15	81
05:00	13	6	19	54	11	65	67	17	84
06:00	34	12	46	121	16	137	155	28	183
07:00	125	9	134	401	67	468	526	76	602
08:00	349	24	373	633	111	744	982	135	1,117
09:00	237	45	282	629	174	803	866	219	1,085
10:00	75	37	112	313	164	477	388	201	589
11:00	44	40	84	213	162	375	257	202	459
12:00	43	53	96	188	202	390	231	255	486
13:00	52	60	112	209	204	413	261	264	525
14:00	27	76	103	164	239	403	191	315	506
15:00	32	94	126	177	282	459	209	376	585
16:00	33	206	239	245	476	721	278	682	960
17:00	42	272	314	286	519	805	328	791	1,119
18:00	42	117	159	296	395	691	338	512	850
19:00	23	62	85	223	301	524	246	363	609
20:00	15	37	52	116	282	398	131	319	450
21:00	11	25	36	53	203	256	64	228	292
22:00	9	17	26	41	123	164	50	140	190
23:00	8	10	18	33	40	73	41	50	91
Total	1,252	1,225	2,477	4,501	4,045	8,546	5,753	5,270	11,023

Table 5: Average Weekday ATC Flows

3.2.27 Manual Classified Count (MCC) surveys were undertaken on Tuesday 19th November 2019 at the two junctions that provide access to the campus (as shown on Plan 1):

- North Road/Quarry Road
- Norwood Avenue/The Avenue

3.2.28 These junctions were surveyed between 07:30 and 18:30 and all movements were counted. The counts were classified into pedestrians, cyclists, cars (including occupancy), light goods, heavy goods and buses.

3.2.29 Table 6 provides a summary of the recorded vehicle flows through each junction by hour.

3.2.30 From the total vehicle flow at the North Rd/Quarry Rd and Convocation/Norwood/The Avenue junctions it can be seen that the AM network peak period occurred between 08:00-09:00 and the PM peak occurred between 17:00-18:00.

Time	North Rd/ Quarry Rd	Convocation/ Norwood/The Avenue	Total
08:00-09:00	619	822	1,441
09:00-10:00	447	907	1,354
10:00-11:00	201	525	726
11:00-12:00	173	422	595
12:00-13:00	195	403	598
13:00-14:00	216	404	620
14:00-15:00	206	419	625
15:00-16:00	266	498	764
16:00-17:00	473	744	1,217
17:00-18:00	549	893	1,442
Total	3,345	6,037	9,382

Table 6: November 2019 Manual Count Junction Vehicle Flow Summary

3.2.31 Figures 1 to 4 show the respective turning movements for 08:00-09:00 & 09:00-10:00 in the morning, and 16:00-17:00 & 17:00-18:00 in the evening. Based on Figures 1 to 4 the following observations can be made: -

- In the AM Peak (08:00-09:00) 65% of traffic arriving at the University does so via the Convocation Avenue and 35% via Quarry Road
- Between 08:00-09:00 around 58% of inbound traffic on North Road is destined for the University via Quarry Road;
- Between 08:00-09:00 around 66% of traffic travelling up The Avenue from the A36 is destined for the University;
- Between 08:00-09:00 94% of traffic travelling up Norwood Avenue from Claverton Down Road is destined for the University;
- In the PM peak (17:00-18:00) 63% of traffic exiting the University does so via Convocation Avenue and 37% via Quarry Road;
- In the PM peak (17:00-18:00) 63% of outbound traffic on North Road is traffic exiting the University via Quarry Road;
- Of the 63% that exits via Convocation Avenue, 76% routes via Claverton Down Road and 24% via The Avenue.

3.2.32 Table 7 shows the changes in total flows (i.e., including University traffic) and through flows (i.e., non-University traffic) at the Quarry Road/North Road junction and the Convocation Avenue junction (with Norwood Avenue and The Avenue).

Year	Quarry Road				Convocation Ave			
	08:00-10:00		16:00-18:00		08:00-10:00		16:00-18:00	
	Thru	Total	Thru	Total	Thru	Total	Thru	Total
2007	567	1,167	432	1,015	147	1,405	165	1,481
2017	424	1,066	360	804	127	1,517	144	1,609
2018	469	1,079	362	835	125	1,603	117	1,533
2019	411	1,066	386	1,022	139	1,729	128	1,637

Table 7: Traffic Flow Changes at Quarry Road and Convocation Avenue Junctions

3.2.33 It can be seen from Table 7 that between 2018 and 2019 that between 2018 and 2019 through traffic flows at the Quarry Road/North Road junction have decreased in the AM peak and increased in the PM peak. At the Convocation Avenue/Norwood Avenue junction through flows have increased in the AM peak and PM peaks.

3.2.34 However, it can also be seen that since 2007 flows at the Quarry Road/North Road junction have reduced in the AM peak and are broadly then same in the PM peak, but flows at the Convocation Avenue/Claverton Down Road junction have increased in both peaks.

Car Parking

3.2.35 The survey company recorded a total 2,237 parking spaces as being available on campus on the day of survey traffic surveys (November 2019).

3.2.36 Using the ATC and car park beat surveys it is possible to calculate the 5-Day average peak car parking accumulation for the University as a whole. Table 8 provides a summary of the peak car parking accumulation on the day of the survey and for the 5-Day average for 2010, 2017, 2018 and 2019.

Year	Day of Survey		5-Day Average	
	Spaces Occupied	% Occupied	Spaces Occupied	% Occupied
2010	1,868	89%	1,828	87%
2017	2,089	95%	2,059	94%
2018	2,027	92%	1,945	88%
2019	2,391	107%	2,178	97%

Table 8: Campus Wide Peak Parking Accumulation (2010, 2017, 2018 and 2019)

3.2.37 As can be seen from Table 8 that at its peak, car parking on Campus on the day of the survey is between 89-96% occupied from 2010 to 2017, with around 1,800 to 2,100 cars parked at any one time. In 2019, the car parking on campus was recorded at being 2,178 or 97% of capacity, including the temporary West Overspill car park.

3.2.38 Table 9 looks at the four main car parks in greater detail.

Year (Peak Time)	East Car Park		West Car Park		South Car Park		STV Car Park		TOTAL	
	Spaces Occ	% Occ	Spaces Occ	% Occ	Spaces Occ	% Occ	Spaces Occ	% Occ	Spaces Occ	% Occ
2007 (14:00)	652	86%	561	90%	401	87%	60	94%	1,674	88%
2017 (11:00)	895	94%	574	96%	205	100%	63	95%	1,737	95%
2018 (12:00)	939	100%	527	98%	234	107%	63	95%	1,808	100%
2019 (14:00)	870	94%	634	97%	262	98%	57	86%	1823	95%

Table 9: Main Car Parks - Peak Parking Accumulation (2007, 2017, 2018 and 2019)

3.2.39 The four 'main' car parks are all well subscribed, with the combined peak accumulation at 14:00 at practical capacity, this including the West Overspill car park.

Cycle Parking

3.2.40 Cycle parking is distributed right across the campus at around 50 separate locations and totals 499 cycle stands, of which 463 (93%) are covered. The location of the cycle stands is shown as Plan 2.

- 3.2.41 The number of cycle spaces currently available has been calculated as 986, this is based on the assumption that each 'Sheffield' style stand offers 2 cycle spaces.
- 3.2.42 The results from the November 2019 cycle parking beat surveys are summarised in Table 10.

Time	Cycle Parking		Motorcycle
	Cycles Parked	Occupancy	
07:30	227	23%	1
08:00	277	28%	1
09:00	354	36%	1
10:00	437	44%	2
11:00	470	48%	2
12:00	496	50%	3
13:00	502	51%	3
14:00	498	51%	3
15:00	478	48%	3
16:00	432	44%	1
17:00	385	39%	1
18:00	336	34%	1
18:30	283	29%	0

Table 10: Cycle Parking Accumulation - November 2019

- 3.2.43 It can be seen that the peak number of cycles parked on campus was 502 at 13:00 which equates to an occupancy level of 51% of the 986 cycle spaces provided on campus. In 2018 the recorded maximum peak was 482, in 2017 it was 516 cycles, in 2016 it was 563 cycles. The recorded peak in 2010 was 350 cycles, therefore there has been around a 43% increase in the number of cycles parked on campus since 2010.
- 3.2.44 Whilst there is adequate bicycle parking to accommodate current demand across the campus as a whole, there are certain locations that were observed to be over capacity. The provision of additional parking spaces in these areas to accommodate the additional demand could be considered.
- 3.2.45 There were 3 locations which were over capacity in the November 2019 survey. Details of the over-capacity cycle parking areas are:
- Site 4 - 2 cycles over capacity;
 - Site 6 - 1 cycle over capacity; and
 - Site 10 - 1 cycle over capacity.
- 3.2.46 In terms of the most popular parking areas on campus there were 8 locations which had 20 or more cycles parked:
- Site 10 - 23 cycles parked;
 - Site 13 - 31 cycles parked;
 - Site 15 - 20 cycles parked;
 - Site 17 - 22 cycles parked;
 - Site 18 - 42 cycles parked;
 - Site 40 - 26 cycles parked;
 - Site 41 - 24 cycles parked; and
 - Site 56 - 20 cycles parked.

3.3 Travel Planning

- 3.3.1 The University has worked hard over recent years to improve non-car access to the campus, and has been successful in doing so. It has invested significantly to improve cycle, and particularly public transport access.
- 3.3.2 This work is on-going, and there has recently been a second significant enhancement to the Arrivals Square which increased bus stop provision, incorporated layover spaces to assist the operator in managing a high but variable demand for travel.
- 3.3.3 These improvements have come as a result of the continuing dialogue between the University and First, who operate the vast majority of services serving the campus, aimed at understanding the issues relating to the delivery of bus services to and from the campus, with the shared objective of achieving improvements.

4 Approved Developments, University Strategy & Draft Local Plan

4.1 Introduction

- 4.1.1 In considering the masterplan and its likely impacts, it is pertinent to consider recent developments, the predicted impacts and agreed mitigations as this can point the way to the approach to be adopted in relation to the masterplan.
- 4.1.2 The most recently approved residential development is Polden, which was initially approved in September 2016 and was completed and brought into use in 2018.
- 4.1.3 The most recently approved academic building is the School of Management (SoM). This was approved in July 2018 and is currently under construction. The building is due to be completed in 2021. The SoM application includes a significant reworking of the Arrivals Square which was constructed and operational for the start of the 2019/20 academic year.

4.2 Polden

- 4.2.1 Polden is a residential development on the west side of the campus providing 293 beds for post-graduates which was completed in August 2018. It brings the level of residential development on campus to 3,586 beds.
- 4.2.2 The Polden accommodation Polden is a high spec, modern accommodation block on the west side of campus, designed especially for postgraduate students.
- 4.2.3 The Transport Statement accompanying the application set out that the provision of accommodation on site will reduce the need of students to travel to and from the campus to study and use its leisure facilities. While there would be some growth in public transport movements to and from the campus as those living on-site travel out from the campus for shopping and leisure purpose, the demand for such trips will be outside of the main peak hours of travel to and from the University and will therefore not change demand for peak travel and can be readily accommodated.
- 4.2.4 Additionally, as students living on-site, they will not be eligible for parking permits on the campus, and so the proposal will not increase car movements to the site.
- 4.2.5 Students living on-campus will also most likely reduce the demand for bus travel to and from the site, particularly at peak times. Hence in terms of travel to and from the campus, the proposal is considered to be beneficial.
- 4.2.6 In terms of consultation responses to the application, the delegated officer's report on the application reported that B&NES Highway Officer indicated that *"Having reviewed the scale of the development and the potential transport impacts, it is unlikely that this proposal would result in a material increase in parking demand or have an impact on the operation of the local highway. There would be some traffic increase at the beginning and end of the university semester, but this would only occur every few weeks and students are likely to move over the period of a day (rather than all within a peak hour period). The submitted Transport Statement makes reference to the work being undertaken to update the existing Travel Plan. Given that the previous version is dated 2011, this update is welcome. It is understood that the revision is forthcoming, and given the scale of development proposed and the importance of the document, it is recommended that a condition is used to secure the submission of the Plan before the proposed building is commenced."*
- 4.2.7 The officer's delegated report concluded that:
Some local residents have objected on the grounds of additional traffic using North Road, both during and after construction. The Council's Highways Officer is content that no adverse impact on highway safety would arise. No additional car parking

would be provided for students, who would be encouraged to use alternative means of transport.

Revised plans have been submitted showing additional cycle parking, as requested by the Highways Officer, and a condition is recommended to secure their provision. There may be some impact on local road conditions during construction, but this is the case for nearly all major construction projects, and is not a good reason to resist them. A condition is recommended requiring the submission of a Construction Management Plan.

4.3 School of Management

- 4.3.1 The most recent approval for a new academic building is the School of Management building on the east side of the campus to the south of the Arrivals Square.
- 4.3.2 This development will provide some 15,639m² of academic teaching space, aimed at mainly at Post Graduate Taught (PGT) students but also providing office space to support a growth in PGT students, study areas for PGTs and undergraduates, and additional catering facilities.
- 4.3.3 The Transport Statement accompanying the application set out that currently the University employs some 2,996 FTE staff and is attended by some 14,709 FTE (15,561 headcount) students, the latter excluding students based in other UK institutions, on placement years, based wholly overseas or distance learners.
- 4.3.4 In line with the University Strategy there was predicted to be no increase in the number undergraduate student numbers in relation to the new proposed SOM building. The proposed development will however allow the SOM to increase its numbers of Post-Graduate Taught (PGT) students compared to the current level of 637 students. The existing floorspace on campus currently used by the SOM will be used as decant space during the planned refurbishment of other buildings on campus
- 4.3.5 The planned PGT student numbers up to the academic year of 2026/27 are summarised in Table 10.

Academic Year	PGT Students	Increase
2017/18	637	-
2018/19	713	76
2019/20	713	-
2020/21	998	361
2021/22	1061	424
2022/23	1114	477
2023/24	1147	510
2025/26	1263	626
2026/27	1263	626

Table 10: Predicted Increase in PGT Student Numbers (SOM)

- 4.3.6 The expected year of opening of the SOM building is 2020 and at this time 713 PGT students will transfer to the SOM building and there will be in an increase of 285 PGT Students. Between 2020 and 2026 there will be an increase of 550 PG students (compared to the pre-development number of 713). Hence, there is expected to be a total increase of 626 PGT student numbers on campus compared to existing levels by 2026, an increase of around 4% over existing student levels (14,709 FTE).
- 4.3.7 In terms of staffing, the School of Management currently employs some 220 staff (headcount) of which 178 are full time and 42 part time, equating to 202.8 FTE. It is anticipated that with increased student numbers, the number of staff will increase by 56 FTE by 2026. This equates to an increase of 1.9% over existing University wide staffing levels (2,996).

- 4.3.8 The Transport Statement set out that it is proposed that there would be no parking increase as a result of this proposal. Parking is well used at present with little spare capacity, but it has also been demonstrated, through travel surveys undertaken since 2007, that the University has managed significant growth on-campus with no material change in car parking or in car trips to the campus. Indeed, it was shown that daily traffic flows surveyed in 2017 were below the level surveyed in 2007, despite there being a 46% increase in the combined staff and student FTE levels on campus.
- 4.3.9 On this basis, it is reasonable to assume that the University will be able to manage the increase in trips to and from the campus by non-car modes of travel, and that in view of restrained car parking, which is required by Council policy, no material change in car trips would occur.
- 4.3.10 The proposed SoM development included the re-working of the Arrivals Square to provide increased bus stop capacity and to provide layover spaces for buses, something requested by the bus operator First to assist it to cope with fluctuating peak demand, particularly in the afternoon. These improvements have now been implemented and a plan showing the proposed improvement to the Arrivals Square is shown at Appendix 3.
- 4.3.11 It was agreed with the Council that, given restrained car parking, there would be no traffic impact resulting from the development. However, in order to further (i.e., in addition to the Arrivals Square improvements) facilitate increased travel by public transport, which would be likely to be the key mode in terms of facilitating travel associated with the proposed development, the University would make a contribution of £240,000 towards the provision of bus services, and this was secured through a S106 Agreement.
- 4.3.12 It is worthy of note that the University is mindful of growth in the Post Graduate sector as it is taking this into account in its accommodation strategy, both in terms of on-campus accommodation with targeted provision such as Polden, and in terms of off campus, purpose-built student accommodation secured through Nominations Agreements.
- 4.4 Climate Action Framework**
- 4.4.1 The University's Climate Action Framework principles and climate emergency declaration were agreed by University Council at a meeting on Thursday May 14.
- 4.4.2 Set out within the eleven Climate Action Framework principles are a commitment to carbon neutrality in company vehicle emissions, heating, and electricity by 2030 as well as halving emissions from purchased goods and services, waste and commuting by the same date.
- 4.4.3 The University of Bath commits to:
- 1. Carbon Emissions Reduction:**
 - Being Net Zero Carbon in its Scope 1 and 2 emissions by 2030.
 - A 50% reduction in its Scope 3 emissions by 2030.
 - Being Net Zero Carbon in its Scope 1, 2 and 3 emissions by 2040
- 4.4.4 Notably therefore, the University has committed to reducing Scope 3 emissions by 50% by 2030, and to zero by 2040, Scope 3 emissions including commuting and business travel.

- 4.4.5 The University recognises that the scale of change required for organisations like ours and society in general is significant, requiring a step-change from an incremental improvement approach to embedding carbon reduction at the centre of decision making. We are committed to proactively encouraging and enabling active travel for our students, staff, visitors and local community, and will be developing a Sustainable Transport Policy to support delivery of this.

4.5 Emerging University Strategy

- 4.5.1 The University is currently in the process of developing its new University Strategy, to cover the period 2021 to 2026, led by Professor Ian White who became Vice-Chancellor in April 2019. Its vision is to build on the leading performance of the University at national level, where it has been ranked in the top 10 of Universities in all major rankings, and be more widely recognised as an international centre of research and teaching excellence, achieving global impact through its alumni, research and strategic partnerships.
- 4.5.2 As part of its strategy, the University is committed to partnering with key organisations in Bath to play its part in helping the City and its community to thrive. The COVID19 pandemic has highlighted the importance of collaboration, and so the University is committed to work with businesses, Council leaders and education providers to support the economic, social and cultural recovery of the City and wider region.
- 4.5.3 The Vice-Chancellor is a member of several of the task forces driving this forward. The University's role as a partner in B&NES's new Economic Renewal Partnership is one example. In addition to its recent collaboration with the Royal United Hospitals Bath NHS Trust to produce PPE for staff, the University remains committed to working to improve the health of people in Bath and beyond.
- 4.5.4 The University's research expertise is also contributing to four pressing areas on the agenda for B&NES, as part of a new, partnership working initiative called Our Shared Future. It will address the aspects of major global challenges brought by Bath's status as a UNESCO World Heritage City: climate change; infrastructure; digital democracy, and travel and transport.

4.6 Draft Local Plan - Growth Assumptions

- 4.6.1 The University Strategy 2016-21 prioritised an increase in the size of its postgraduate student population, both taught postgraduates and doctoral students. At the same time, it stabilised the size of its undergraduate intake cohort and focussed on enhancing the student experience. As a result, the University forecast only modest growth in its undergraduate student population over this period, reflecting the pipeline effect of stabilising its undergraduate intake at its 2015 levels, whilst forecasting significant growth in its postgraduate numbers.
- 4.6.2 In increasing its postgraduate taught student numbers, the University has been conscious of the need to ensure that the provision of residential accommodation for students attending the campus full-time increases in step with the growth in the numbers. The University believes that it has made sufficient residential accommodation provision to address its projected growth in postgraduate taught numbers to 2022/23.
- 4.6.3 Recognising the finite capacity of both the Campus and the City, the University has also sought to increase its postgraduate student numbers in ways that do not generate demand for residential accommodation in the B&NES area. The 2018/19 academic session saw the launch of the University's first Master's level (Level 7) degree apprenticeship.

- 4.6.4 This is delivered using a variety of distance-learning techniques and the apprentices are only required to attend Campus periodically for face-to-face, one-day Masterclasses.
- 4.6.5 The University has also partnered with Wiley Global Educational Services to develop a range of online programmes, the first of which was launched in 2019. The online provision does not require any campus attendance and is a rapidly growing market for the University.
- 4.6.6 In September 2018, the University of Bath and South Gloucestershire Council purchased the Bristol and Bath Science Park at Bristol and the University plans to offer apprenticeships and other higher degrees there in due course.
- 4.6.7 Over the last few years, the University has seen great success in attracting increasing numbers of highly achieving applicants, notwithstanding the challenges nationally for the University sector such as the demographic changes causing reductions in the numbers of school-leavers. Moreover, the Higher Education sector has been seriously impacted by Covid-19. When there are turbulent times in the labour market going to university can become a more attractive option, so there is some optimism that the UK recruitment market will remain strong.
- 4.6.8 However, there is significant uncertainty around the impact of teacher assessments on 'A' level grades in 2021 and the interventions that may be necessary moving forward to reflect the disruption to GCSE students and students who will not be taking their 'A' levels until 2022. Last year there was a degree of grade inflation arising from the teacher assessments. When this is repeated it increases the risk of over-recruitment if more students meet their entry requirements or under-recruitment if institutional offer strategies are too cautious. Whilst the UK 18 year old entry rate reached a record high of 37% (UCAS, 2020), up from 34.1% in 2019, there was a significant reduction in international student recruitment at both undergraduate and postgraduate levels.
- 4.6.9 The impact of Brexit on EU student recruitment has exacerbated the difficulties in predicting international student numbers as, in future, EU students will be classified as international students rather than being treated as 'home' students. However, there is evidence that the demographic reduction of school leavers in recent years is reversing and leading to increased applications, and, combined with a rebound in international student applications seen so far this year, the evidence is that there are likely to be growing numbers of potential applicants to the University of Bath in the coming years.
- 4.6.10 Separately, the economic impact of Covid-19 is likely to have implications for modes of study if placement/work experience opportunities are lost. The HE sector, like many other sectors, is going to need support to recover from the consequences of the global pandemic to be able to continue to deliver against local and national policy objectives.
- 4.6.11 The Government has signalled its intention to support a wider range of further and higher education courses going forward, including those for life-long learning and skills training. It has also highlighted the importance of STEM going forward. There exists potential further opportunities for the University to build its international and national profile, notwithstanding the potential risks to some conventional course funding mechanisms.
- 4.6.12 The University is unclear as to when any degree of stability will return to its student recruitment markets and to how the impact of Covid, Brexit and other policy changes will impact its cost base. This increases the challenge of forecasting future student numbers and assessing the demand for new facilities.

- 4.6.13 The University will be closely monitoring the balance between sandwich/placement and full-time students to identify any emerging pressures on its campus facilities, for example, resources to support final year project work.

5 Proposed Masterplan Approach to Transport

5.1 Introduction

- 5.1.1 The masterplan as proposed allows for the limited expansion of the University both in terms of academic/non-residential space and student beds.
- 5.1.2 The masterplan identifies the potential for additional academic/non-residential space of up to around 65,520m² (including 15,600m² for the SoM building currently being built on campus).
- 5.1.3 The University is conscious of the need to ensure that the provision of residential accommodation for students attending the campus full-time increases in step with the growth in the numbers and the masterplan also identifies the potential for an additional 828 beds, an increase of 23% over the existing level of on-site provision of 3,586 beds.

5.2 Car Parking

- 5.2.1 As indicated above, the campus is currently served by some 2,220 spaces on campus including 2,070 standard bays (permit, pay and display and reserved) and 124 special bays (Visitor, car share, disabled, electric vehicle charging and student union spaces) and 23 spaces for operational purposes (11 loading, 7 PVRC and 5 contractor spaces). This includes parking spaces currently out of operation (3 disabled) due to construction on campus and the temporary West car park extension, as discussed below. Excluding the 3 spaces currently unavailable there are 2,217 spaces presently available on campus.
- 5.2.2 Once the parking spaces currently unavailable due to construction on campus are available and following the removal of temporary parking a total of 2,120 permanent spaces (parking and operational) would be available on campus, just below the permitted level of 2,200 spaces.
- 5.2.3 Plan 1 shows the current distribution of parking spaces. Broadly speaking the split of parking across the campus is around 1/3 to the west, mainly accessed from North Road by way of Quarry Road, and 2/3rds to the east, mainly accessed via Claverton Down Road by way of Convocation Avenue.
- 5.2.4 However, the nature of parking, with most pay and display parking being on the eastern side including the parking serving the Sports Training Village, means that traffic flows to and from the campus are biased towards Convocation Avenue, with around 80% of traffic accessing the campus via that route, and around 20% accessing it from North Road by way of Quarry Road.
- 5.2.5 As indicated above, the growth of students attending the campus is predicted to be greatly reduced compared with more recent years, with an average of around 5% growth projected between 2018/19 and 2035/36.
- 5.2.6 Given the University's recent experience of managing higher growth in student and staff numbers, and the resultant travel demand without the need to increase car parking, the Masterplan proposes no increase in existing levels of parking going forward.
- 5.2.7 Any growth will be managed through the further promotion of trips other than by car, with the key focus being reducing the need to travel through provision of further on-campus student accommodation, and improvements to bus services serving the University.
- 5.2.8 However, to create space for development, it is proposed to focus parking in two main locations, these being the West and South car parks, the intention being to provide decked parking.

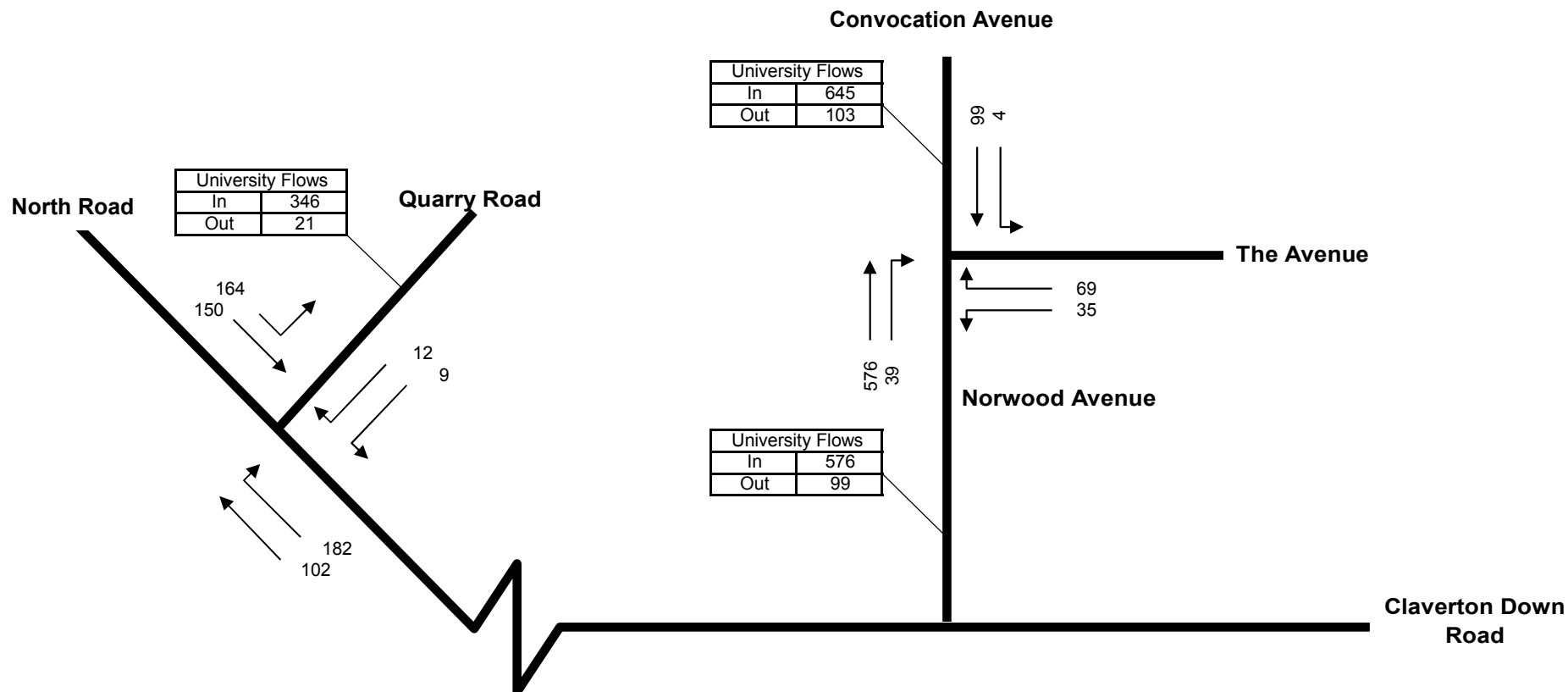
- 5.2.9 Provision would be phased so that a multi-storey car park is provided prior to development of a car park it will replace.
- 5.2.10 Preliminary layouts have been prepared for the car parks - Appendix 4 contains plans IMA-17-160-28C, 29 and 30 which illustrate proposals for the West car park, and Appendix 5 contains plans IMA-17-160-20C and 21C which illustrate proposals for the South car park.
- 5.2.11 From these it can be seen that the West Car Park would provide around 705 spaces and the South car park 1024 spaces. This would facilitate reductions primarily in the east car park to facilitate the provision of student accommodation and some academic development.
- 5.2.12 This strategy broadly maintains the existing balance in parking provision - while there would be an increase in provision on the west side of the campus, the intention will be to keep higher turnover spaces on the eastern side, such that there would be little change in traffic flows.
- 5.2.13 This approach to parking and growth in trips is not inconsistent with the objectives of the Climate Action Framework. However, there is a clear tension between the scope 3 emission reduction targets, requiring carbon emissions from travel to drop by 50% by 2030, and maintaining use of private vehicles for commuting at current levels. Whether existing parking levels are maintained or reduced, and how and by what type of vehicle the parking is utilised will be a matter for consideration by the University as part of its strategy to achieve the targets it has set itself.

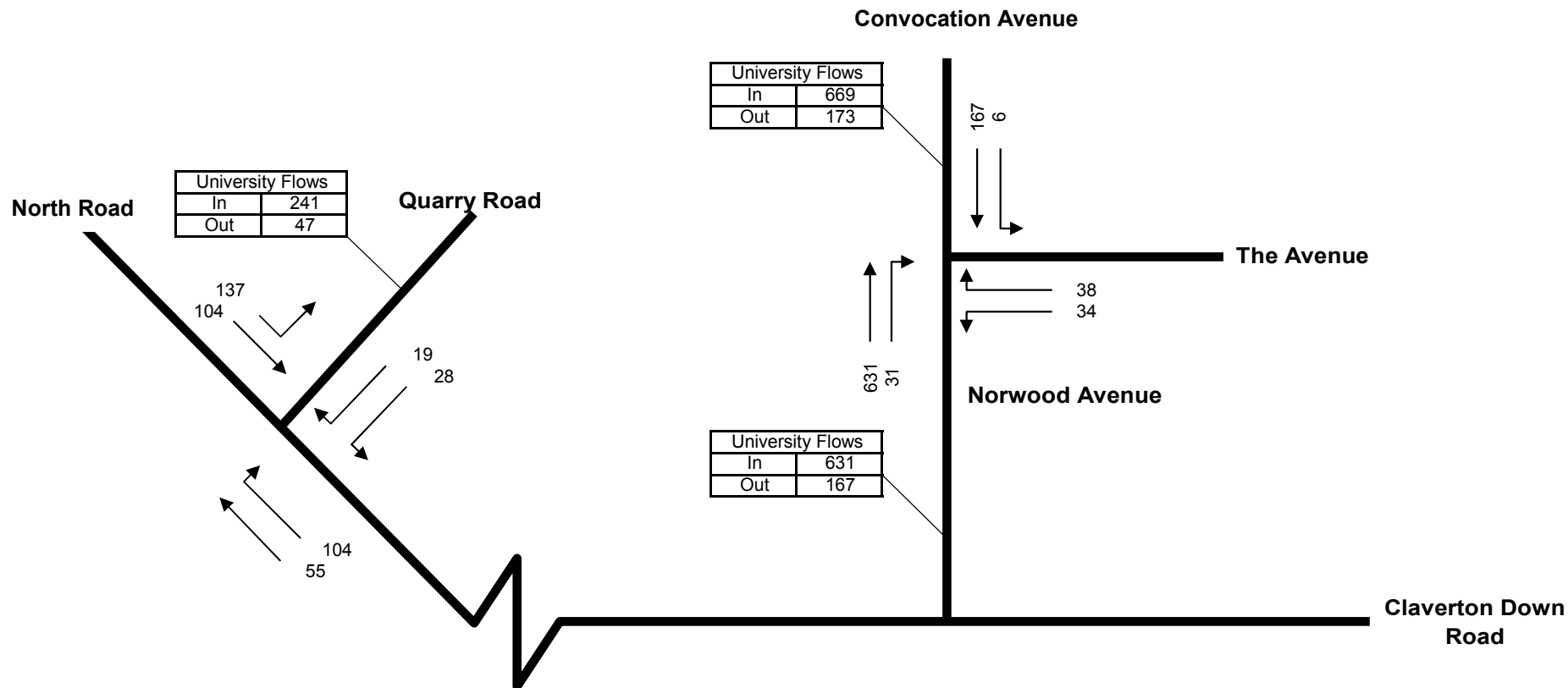
5.3 Proposed Approach

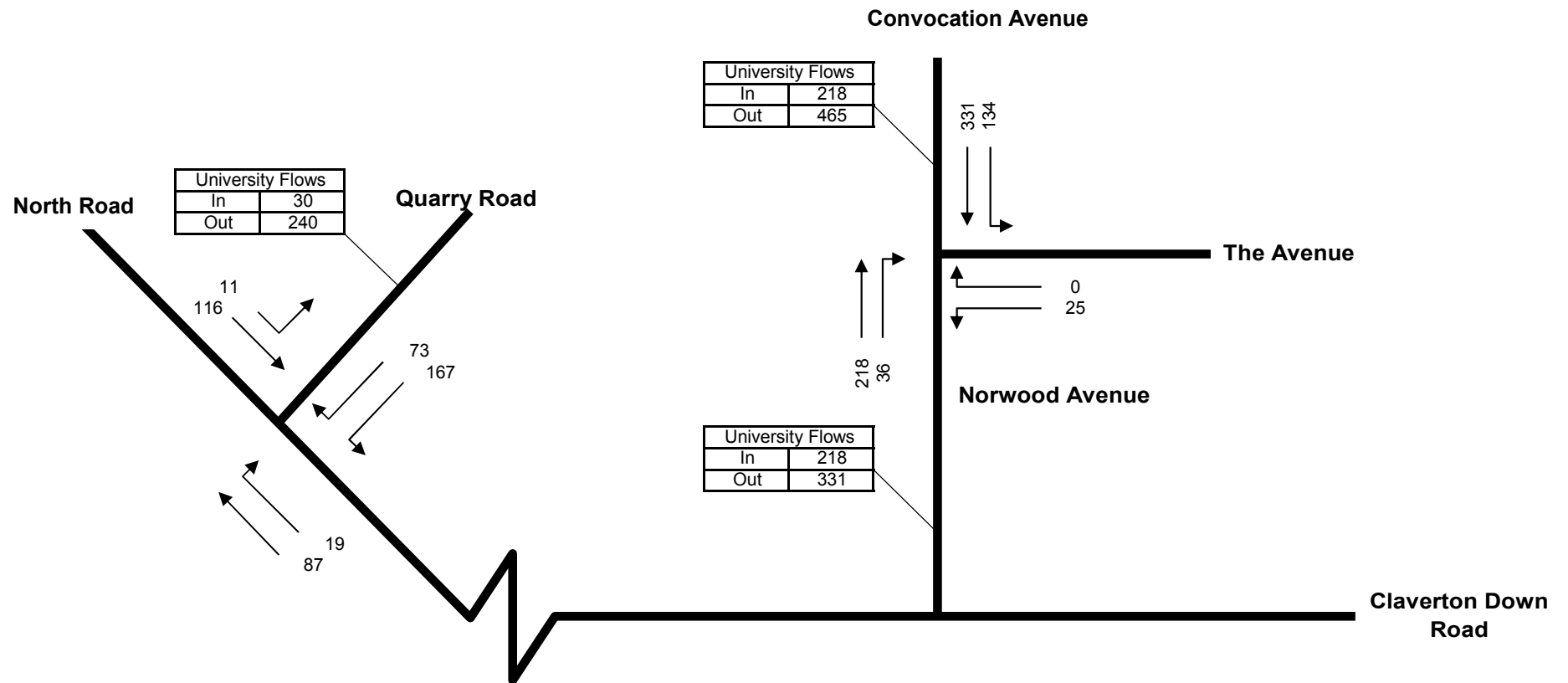
- 5.3.1 The level and nature (mode, timing etc.) of trips associated with redevelopment of the campus in accordance with the Masterplan will depend on a number of factors, including the type of development (academic, residential or academic support), if academic, the purpose it will serve (undergraduate, post graduate taught, post graduate research etc.), and, in the case of academic space, where those using the space will live.
- 5.3.2 Similarly, the effects of development will depend on transport conditions prevailing at that time, both on-campus and on routes to the campus, including the effect on vehicle movements within the city arising from the introduction of the CAZ.
- 5.3.3 The University is currently in the process of developing its new University Strategy, to cover the period 2021 to 2026, which will inform the redevelopment of the campus, as will the Climate Action Framework which has been adopted by the University.
- 5.3.4 It is clear that with no increase in on-campus car parking, taken in conjunction with parking on surrounding streets controlled through a residents parking scheme (funded by the University to allow it to restrain parking levels on-site without adversely affecting its residential neighbours) will mean no significant change in car movements to the campus, as has been the case over recent years. There are likely to be minor year on year fluctuations, but the long-term trend in car trips to the campus has shown that there has been no discernible change despite the significant level of growth.
- 5.3.5 If growth in student numbers is accommodated through on-site accommodation as proposed in the masterplan, then the need for students to travel will relate to movements to and from town for leisure/social activities, rather than a need to travel to the University at peak times to study/work. This would have a very minor impact on, for example, bus use, and if anything is likely to increase use of off-peak buses which currently have spare capacity.

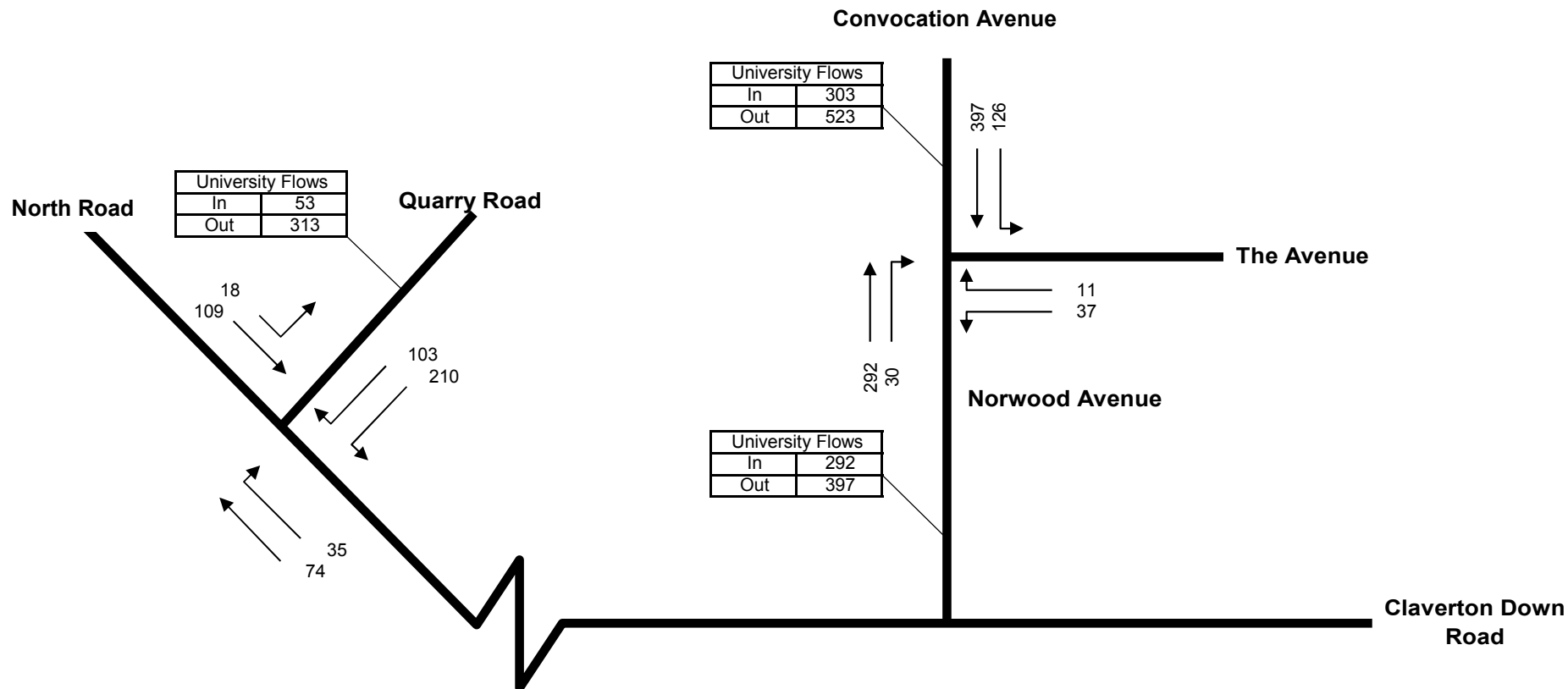
- 5.3.6 Because of the variables in predicted trip demand, it is proposed, centred around the principle of no material increase in parking on-site, to consider transport/travel requirements for each development as it comes forward, in the same way as was done for the School of Management.
- 5.3.7 The University will continue to pro-actively operate and update its travel plan, and monitor travel conditions to and from the University annually. Indeed, the commitment it has made to reducing Scope 3 emissions by 50% by 2030 significantly increase the importance of travel planning. This will include not only working with the Council to promote more sustainable travel, but continued close working relationships with public transport providers and other key stakeholders.
- 5.3.8 Applications will be supported by a Transport Statement which will set out prevailing transport conditions, the purpose of the development, the nature and likely location of its users, and hence the predicted travel demands of those users. Any measures required to facilitate travel associated with the development, or to mitigate its impacts will be agreed with the Council.
- 5.3.9 This could include, for example:
- Enhanced cycle parking and facilities taking into account travel survey information
 - Contributions to cycle improvements
 - Improvements to on-site bus facilities
 - Bus subsidies to forward fund or support improved services serving the campus
 - Enhanced provision of EV charging spaces
 - Measures aimed at increased car sharing
 - Investigating and planning for emerging transport technologies

Figures









Plans











TRANSPORT PLANNING
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BATH BA1 2AB
t: 01225 444 011
www.ima-tp.com

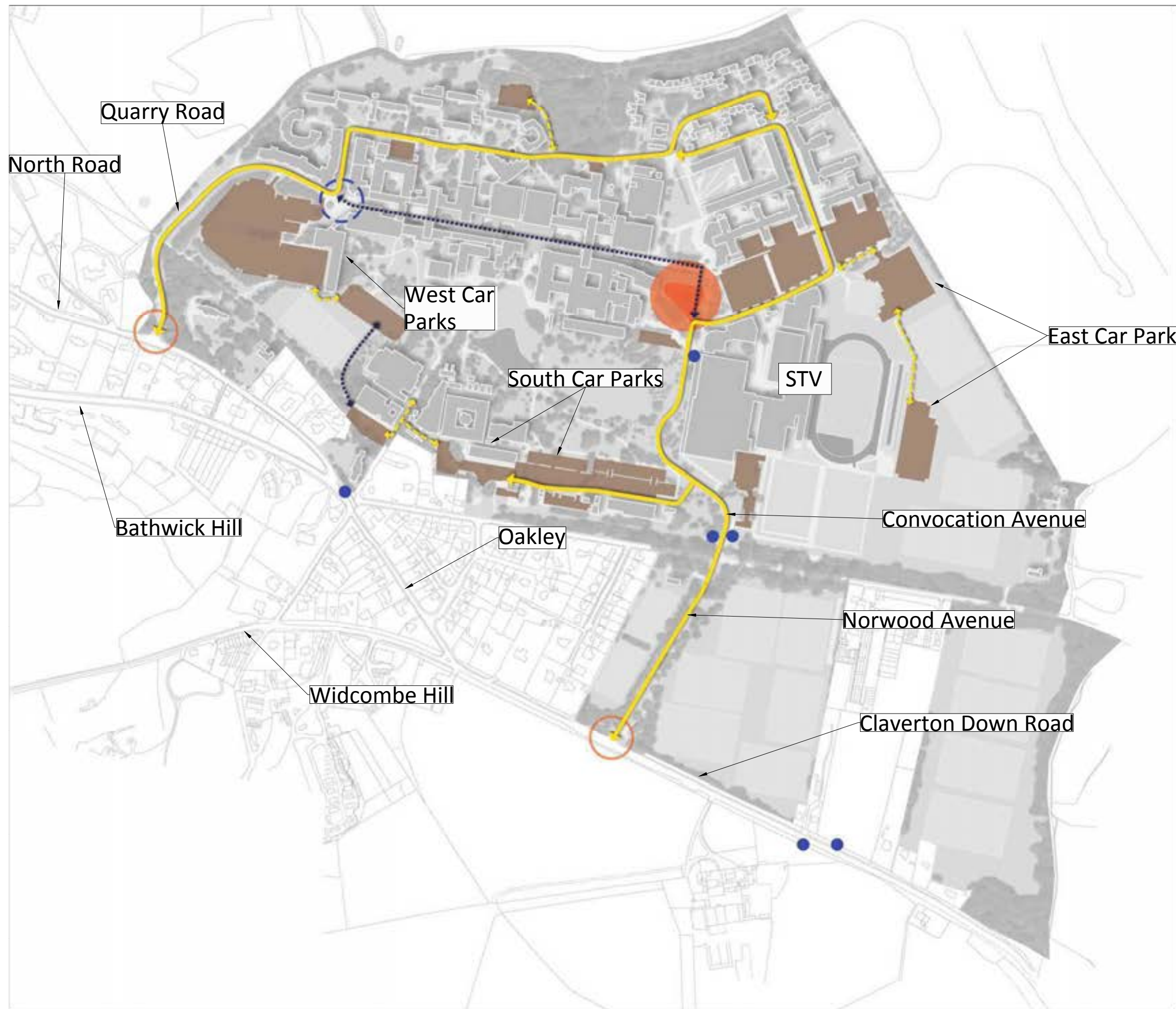
PROJECT:
UoB Masterplan

TITLE:
**Plan 1
Site Location Plan**

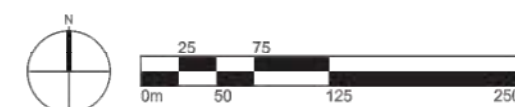
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CAD FILE: IMA-17-160-025.dwg	DESIGN/DRAWN: AB	DATE: May 2019
PROJECT No: IMA-17-160	DRAWING No: 025	REV:

LEGEND

-  Main Vehicular Route
-  Car Park Access Route
-  Restricted Service Access Route
-  Bus Hub/Arrival Square
-  Bus Stop
-  Main Vehicular Access
-  Main Car Parking Areas
-  Drop-off Area



Plan 2



B	Rev
019F.004	Drg No
University of Bath	Client
Claverton Campus	Project
Existing Vehicular Movement	Title
1:5,000@A3	Scale

Schedule:
Standard Bays - 1970
1,497 Permit
348 Pay & Display
125 Reserved
Special Bays - 124
11 Visitor
13 Car Share
21 Electric Vehicle Charging
72 Disabled
7 Student Union Reserved
Bays with Temporary Planning -
100
West car park overflow - 100
Total Parking Bays - 2,194
Operational Bays - 23
5 Contractor
11 Loading
7 PVRC
Total Spaces - 2,217
Bays Out of Use - 3
3 Disabled in SoM
Total Spaces On-Campus - 2,220

Key

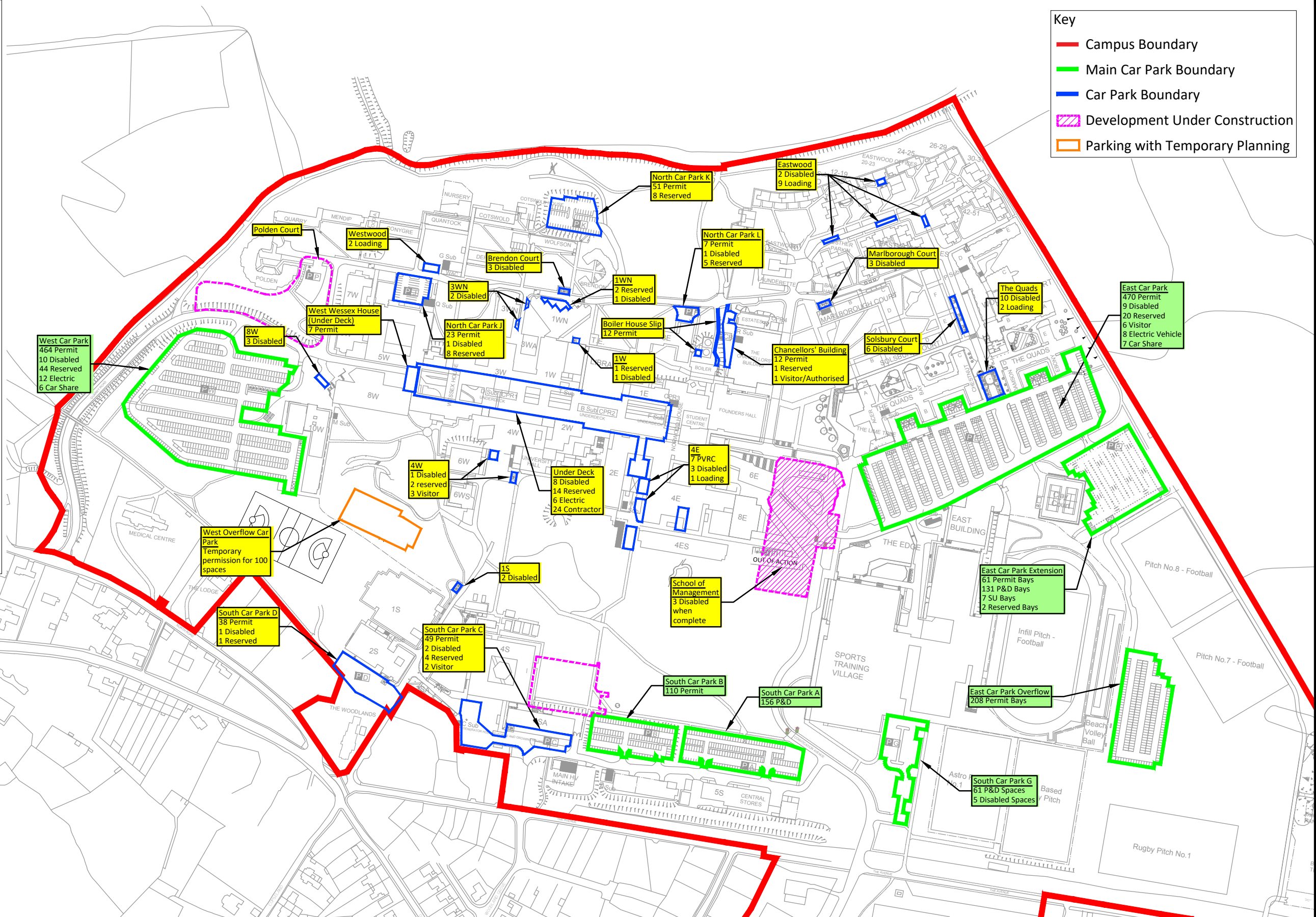
Campus Boundary

Main Car Park Boundary

Car Park Boundary

Development Under Construction

Parking with Temporary Planning



I

M

A

TRANSPORT PLANNING










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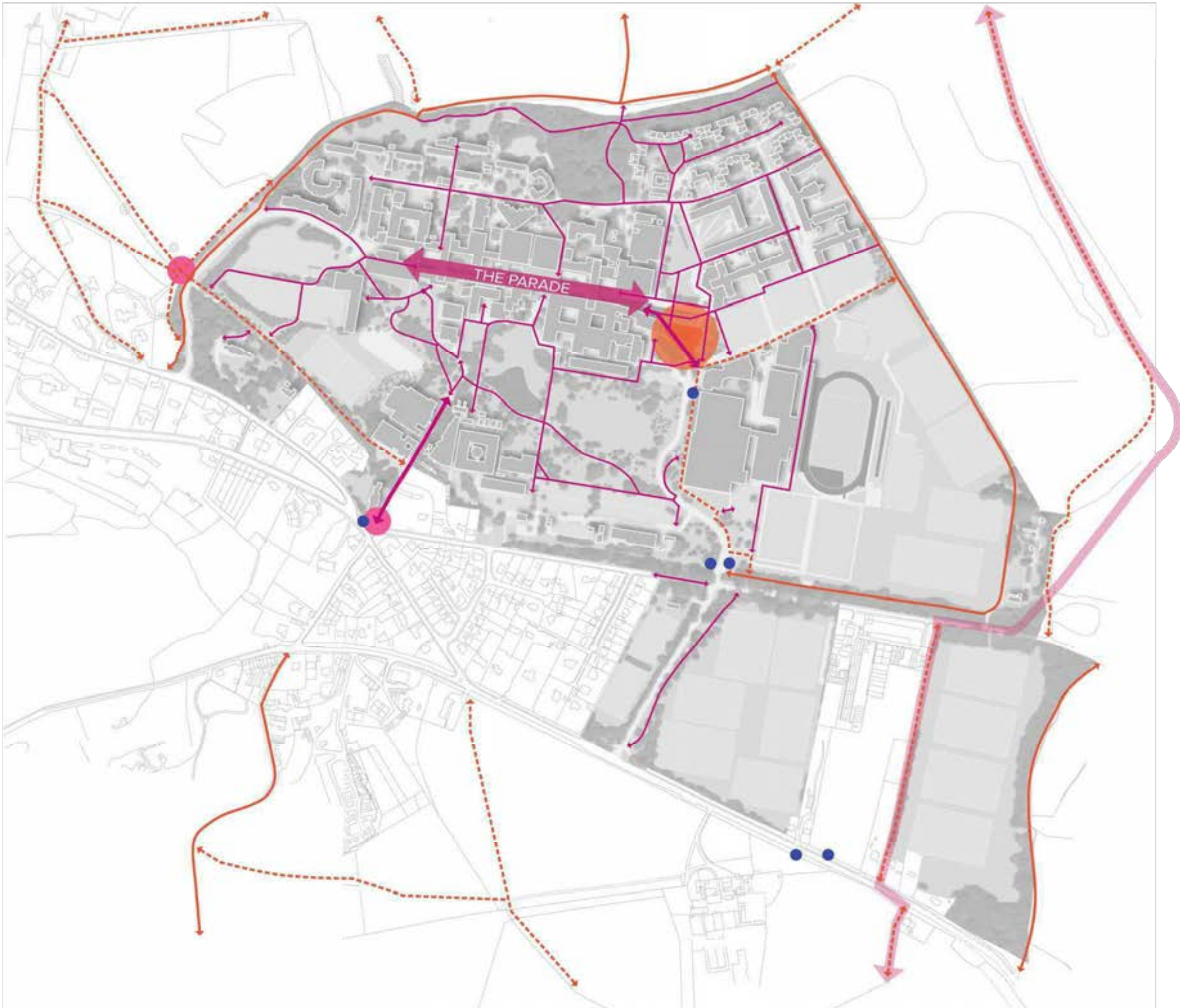
PROJECT: University of Bath Masterplan

TITLE: - PLAN 3 - Existing On-Campus Parking Provision

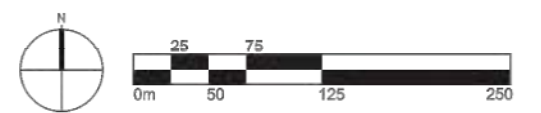
SCALE: (A3) NTS	CHECKED: SN	APPROVED: IMA
CAD FILE: IMA-17-160-23A.dwg	DESIGN/DRAWN: AB	DATE: January 2020
PROJECT No: IMA-17-160	DRAWING No: 023	REV: A

LEGEND

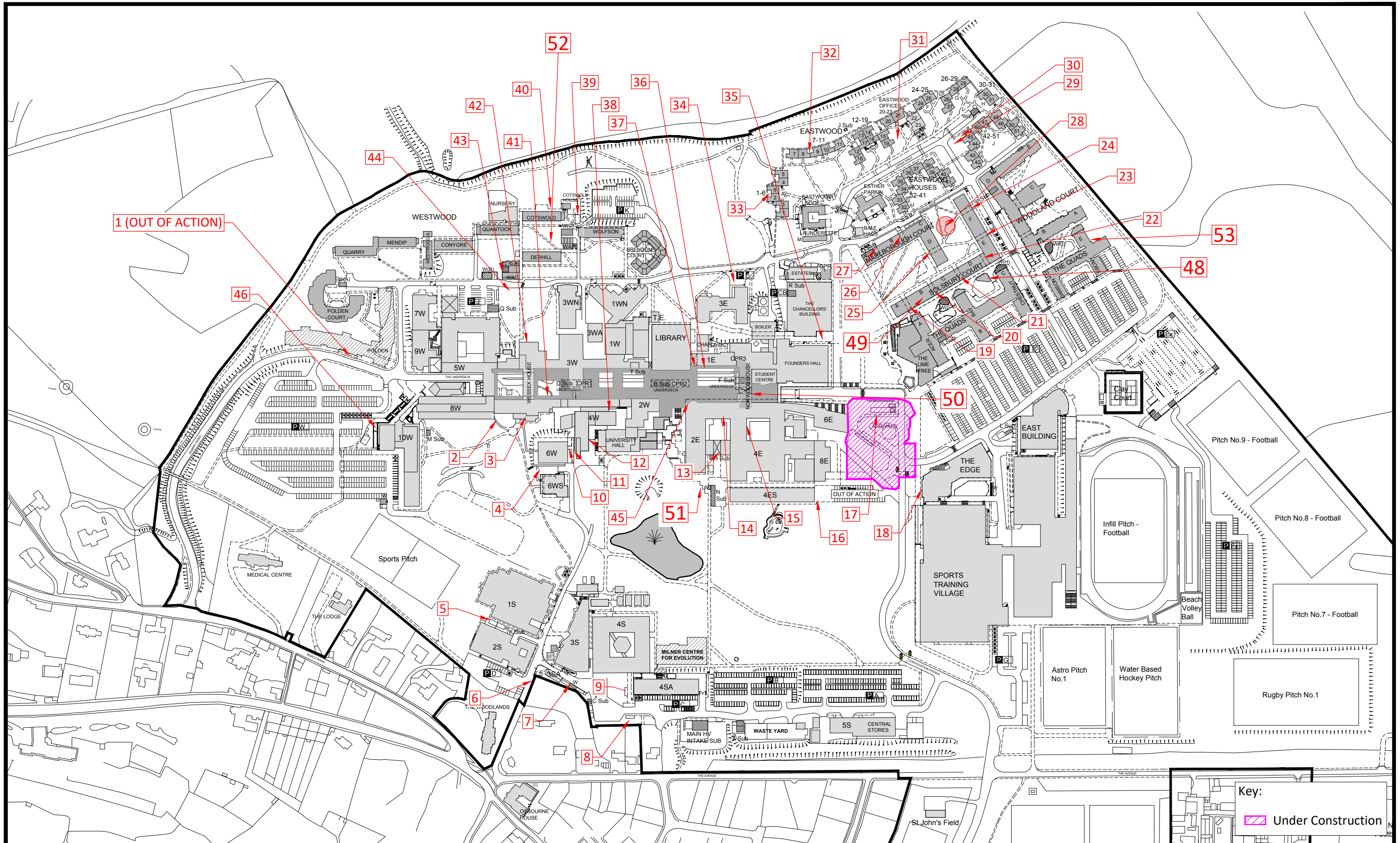
-  Bath Skyline Walk
-  Public Footpath
-  Public/Restricted Bridleway
-  Pedestrian Connection
-  The Parade
-  Pedestrian Connection
-  Pedestrian Access Point
-  Bus Hub/Arrival Square
-  Bus Stop



Plan 4



B	Rev
019F.005	Drg No
University of Bath	Client
Claverton Campus	Project
Existing Pedestrian Movement	Title
1:5,000@A3	Scale



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PROJECT:

University of Bath
Masterplan

TITLE:

- PLAN 5 -
Cycle Parking Locations

SCALE: (A3)
N.T.S

CAD FILE:
IMA-17-160-24A.dwg

PROJECT No:
IMA-17-160

CHECKED:

SN

DESIGN/DRAWN:

NP

DRAWING No:

024

APPROVED:

IMA

DATE:

November 2019

REV:

A

Appendix 1

U1

University of Bath
city centre
Oldfield Park

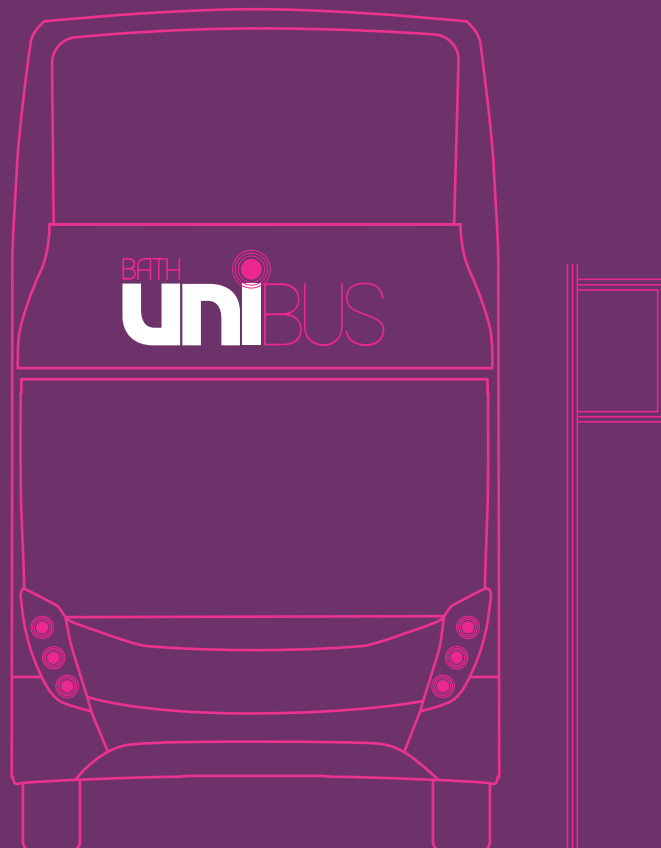
U2

University of Bath
Combe Down
Southdown
Twerton
Whiteway

U3

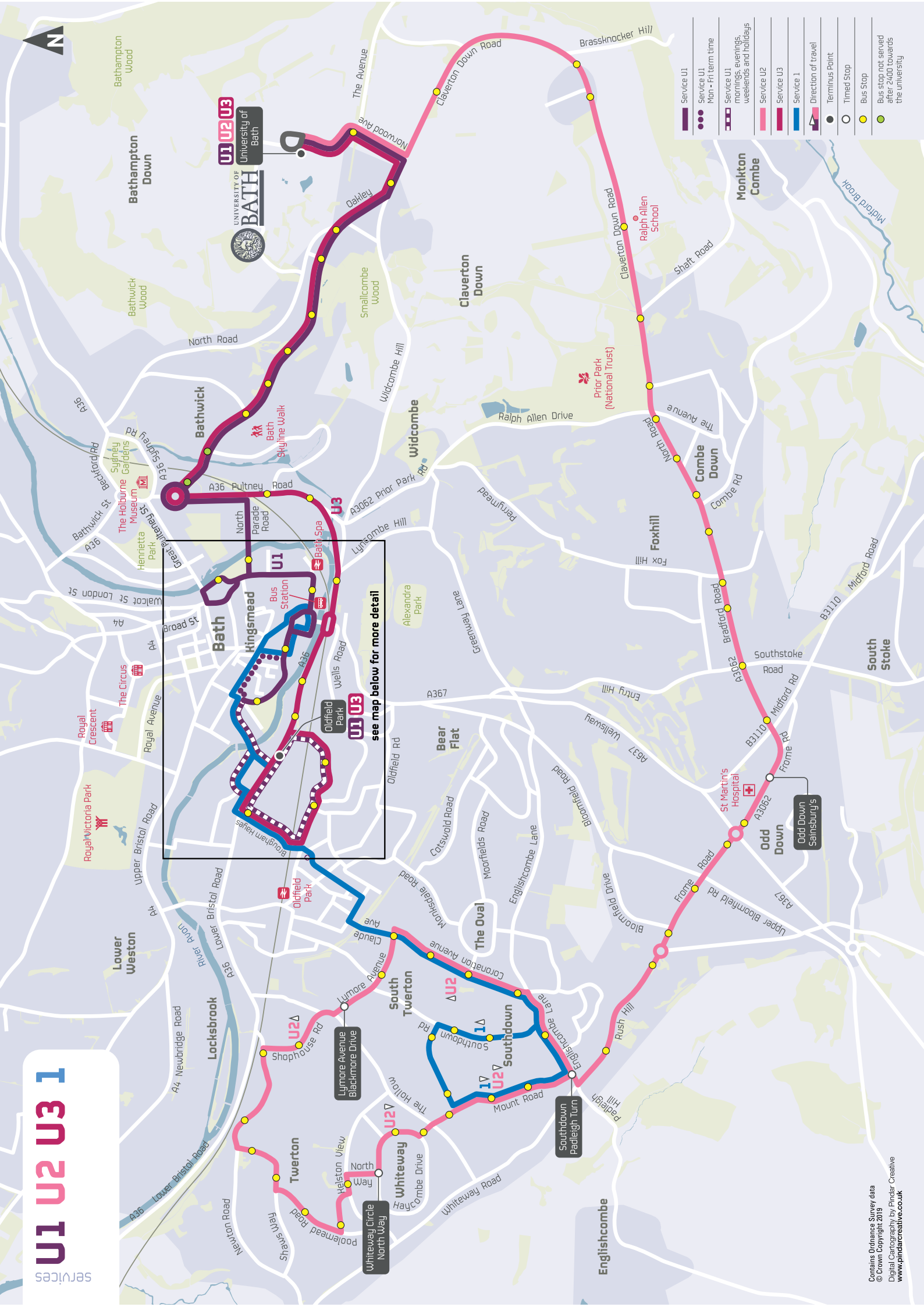
University of Bath
Oldfield Park

from 21 September 2019



1321

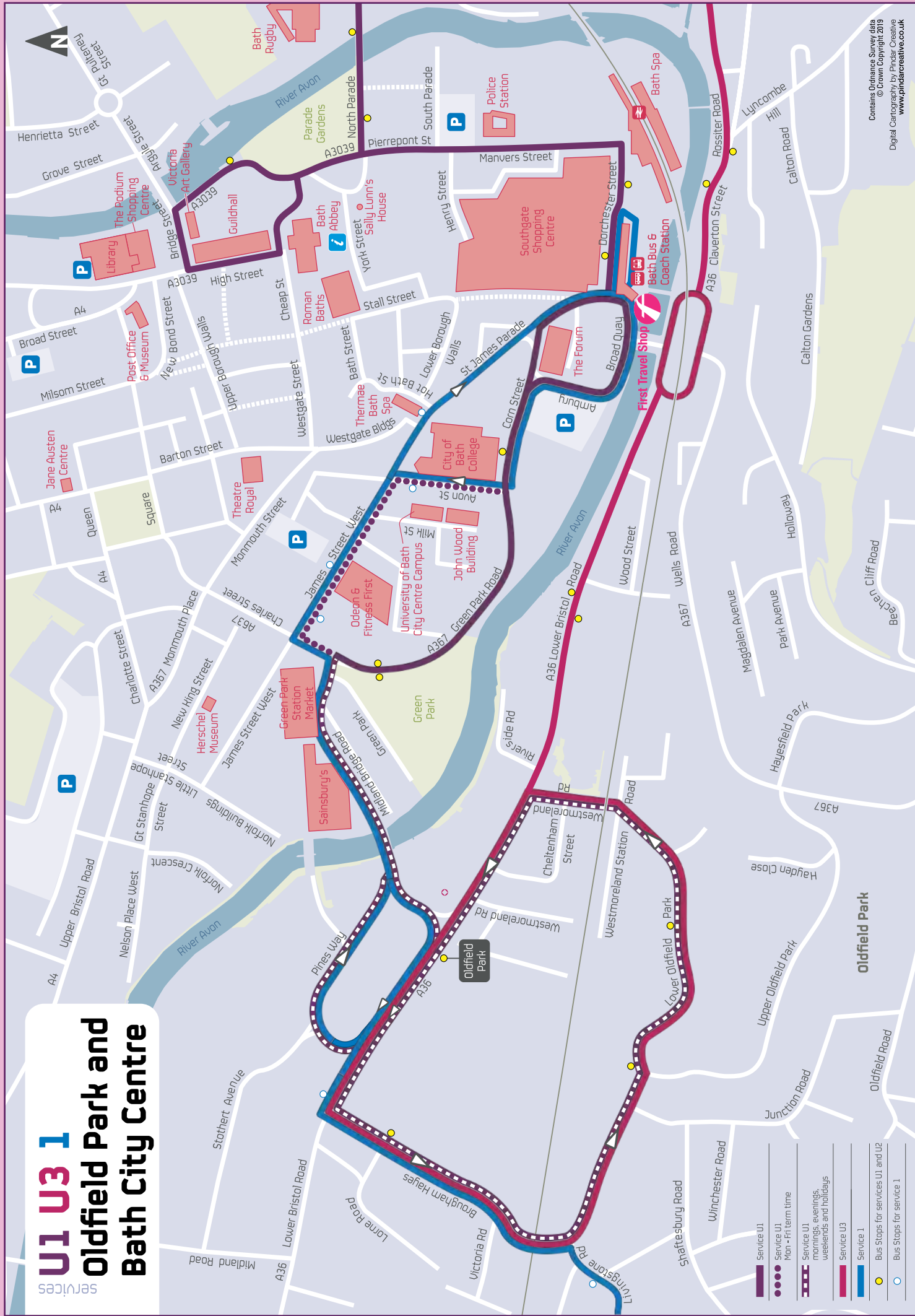
services



U1 U3 1

Oldfield Park and Bath City Centre

services



- Service U1
- Service U1
Mon - Fri term time
- Service U1
mornings, evenings,
weekends and holidays
- Service U3
- Service 1
- Bus Stops for services U1 and U2
- Bus Stops for service 1

U1

Oldfield Park – University of Bath

via City Centre

Mondays to Fridays - University Term Time Only except Public Holidays

Service Number	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1
Oldfield Park, St James Cemetery	0403	0503	0603	0703	-----	then at frequent intervals until	-----	1947	then at frequent intervals until	-----	1947	2358	0018	0033	then every 15 minutes until	0248	0303
City Centre, Green Park					0716												
City Centre, Dorchester Street	0415	0515	0615	0715	0723							0010	0030	0045		0300	0315
University of Bath, Bus Station	0432	0532	0632	0732	0738							0027	0047	0102		0317	0332

Saturdays - University Term Time Only except Public Holidays

Service Number	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1
Oldfield Park, St James Cemetery	0403	0503	0603	0703	0733	0753	0808	0823	0838	0853	0908	0923	0935	0947	0959	1011	1026	1038	
City Centre, Dorchester Street	0415	0515	0615	0715	0745	0805	0820	0835	0850	0905	0920	0935	0947	0959	1011	1023	1041	1053	
University of Bath, Bus Station	0432	0532	0632	0732	0802	0822	0837	0852	0907	0922	0937	0952	1004	1016	1028	1040	1100	1112	

Service Number	U1	U1		U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1		U1	
Oldfield Park, St James Cemetery	1050	1102	then every 12 minutes until	1814	1823	1835	1847	1859	1911	1923	1935	1948	2003	2018		then every 15 minutes until	0303	
City Centre, Dorchester Street	1105	1117		1829	1835	1847	1859	1911	1923	1935	1947	2000	2015	2030			0315	
University of Bath, Bus Station	1124	1136		1848	1852	1904	1916	1928	1940	1952	2004	2017	2032	2047			0332	

Sundays and Public Holidays - University Term Time Only except Christmas Day Boxing Day and New Year's Day

Service Number	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1
Oldfield Park, St James Cemetery	0403	0503	0603	0703	0803	0823	0843	0903	0923	0943	0958	1013	1025	1040	1055	then every 15 minutes until	1710
City Centre, Dorchester Street	0415	0515	0615	0715	0815	0835	0855	0915	0935	0955	1010	1028	1040	1055	1110		1725
University of Bath, Bus Station	0432	0532	0632	0732	0832	0852	0912	0932	0952	1012	1027	1045	1057	1112	1127		1742

Service Number	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1
Oldfield Park, St James Cemetery	1723	1738	1753	then every 15 minutes until	1953	2013	2033	2053	then every 20 minutes until	2313	2353	0103	0203	0303			
City Centre, Dorchester Street	1735	1750	1805		2005	2025	2045	2105		2325	0005	0115	0215	0315			
University of Bath, Bus Station	1752	1807	1822		2022	2042	2102	2122		2342	0022	0132	0232	0332			

U1

University of Bath – Oldfield Park

via City Centre

Mondays to Fridays - University Term Time Only except Public Holidays

Service Number	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1
University of Bath, Bus Station	0445	0545	0645	0740	then at frequent intervals until	1930	1935	then at frequent intervals until	2400	0015	0030	0045	then every 15 minutes until	0330	0345		
City Centre, Dorchester Street	0457	0557	0657	0752		1942	1949		0012	0027	0042	0057		0342	0357		
City Centre, Green Park				0800		1948											
Oldfield Park, St James Cemetery	0503	0603	0703	—		—	1956		0018	0033	0048	0103		0348	0403		

Saturdays - University Term Time Only except Public Holidays

Service Number	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1
University of Bath, Bus Station	0445	0545	0645	0750	0820	0835	0850	0905	0917	0941	0953	1005	1017	1029	1041	1053	1117	1129
City Centre, Dorchester Street	0457	0557	0657	0802	0832	0847	0902	0917	0929	0953	1005	1019	1031	1043	1055	1107	1131	1143
Oldfield Park, St James Cemetery	0503	0603	0703	0808	0838	0853	0908	0923	0935	0959	1011	1026	1038	1050	1102	1114	1138	1150

Service Number	U1		U1	U1		U1	U1	U1	U1	U1	U1	U1	U1		U1
University of Bath, Bus Station	1141	then every 12 minutes until	1753	1805	then every 12 minutes until	1917	1924	1930	1945	2000	2007	2015	2030	then every 15 minutes until	0345
City Centre, Dorchester Street	1155		1807	1817		1929	1936	1942	1957	2012	2019	2027	2042		0357
Oldfield Park, St James Cemetery	1202		1814	1823		1935	1942	1948	2003	2018	2025	2033	2048		0403

Sundays and Public Holidays - University Term Time Only except Christmas Day Boxing Day and New Year's Day

Service Number	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1
University of Bath, Bus Station	0445	0545	0645	0745	0845	0905	0925	0940	1005	1020	1035	1050	then every 15 minutes until	1650	1705	1720	1735
City Centre, Dorchester Street	0457	0557	0657	0757	0857	0917	0937	0952	1019	1034	1049	1104		1704	1717	1732	1747
Oldfield Park, St James Cemetery	0503	0603	0703	0803	0903	0923	0943	0958	1025	1040	1055	1110		1710	1723	1738	1753

Service Number	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1
University of Bath, Bus Station	1750	then every 15 minutes until	1935	1955	2005	2015	2035	2055	then every 20 minutes until	2355	0045	0145	0245	0345			
City Centre, Dorchester Street	1802		1947	2007	2017	2027	2047	2107		0007	0057	0157	0257	0357			
Oldfield Park, St James Cemetery	1808		1953	2013	2023	2033	2053	2113		0013	0103	0203	0303	0403			

University Term Dates 2019/20

term 1: 21 Sep - 14 Dec

term 2: 5 Jan - 25 Jan
2 Feb - 4 Apr

term 3: 19 Apr - 30 May

Holiday timetables operate at all other times

U1

Oldfield Park – University of Bath

via City Centre

Mondays to Fridays - University Holidays only except Public Holidays

Service Number	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1		U1	U1	U1	U1	U1
Oldfield Park, St James Cemetery	0703	0714	0726	0733	0745	0757	0802	0814	0826	0838	0850	then every 12 minutes until	1802	1814	1823	1835	1847
City Centre, Dorchester Street	0715	0726	0738	0748	0800	0812	0817	0829	0841	0853	0905		1817	1829	1835	1847	1859
University of Bath, Bus Station	0732	0743	0755	0807	0819	0831	0836	0848	0900	0912	0924		1836	1848	1852	1904	1916

Service Number	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1
Oldfield Park, St James Cemetery	1859	1911	1923	1938	1953	2013	2033	2053	2113	2133	2153	2213	2233	2253	2313
City Centre, Dorchester Street	1911	1923	1935	1950	2005	2025	2045	2105	2125	2145	2205	2225	2245	2305	2325
University of Bath, Bus Station	1928	1940	1952	2007	2022	2042	2102	2122	2142	2202	2222	2242	2302	2322	2342

Saturdays - University Holidays only except Public Holidays

Service Number	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1		U1	U1	U1	U1
Oldfield Park, St James Cemetery	0745	0803	0823	0843	0858	0918	0938	0953	1013	1033	1053	then every 20 minutes until	2213	2233	2253	2313
City Centre, Dorchester Street	0757	0815	0835	0855	0910	0930	0950	1005	1025	1045	1105		2225	2245	2305	2325
University of Bath, Bus Station	0814	0832	0852	0912	0927	0947	1007	1022	1042	1102	1122		2242	2302	2322	2342

Sundays - University Holidays only except Public Holidays

Service Number	U1	U1	U1	U1	U1		U1	U1	U1	U1	U1	U1
Oldfield Park, St James Cemetery	0833	0853	0913	0933	0953	then every 20 minutes until	2013	2043	2113	2143	2213	2243
City Centre, Dorchester Street	0845	0905	0925	0945	1005		2025	2055	2125	2155	2225	2255
University of Bath, Bus Station	0902	0922	0942	1002	1022		2042	2112	2142	2212	2242	2312

U1

University of Bath – Oldfield Park

via City Centre

Mondays to Fridays - University Holidays only except Public Holidays

Service Number	U1	U1	U1	U1	U1	U1	U1		U1	U1	U1	U1	U1	U1	U1	U1	U1
University of Bath, Bus Station	0741	0753	0805	0817	0829	0841	0853	then every 12 minutes until	1741	1753	1805	1817	1829	1841	1853	1859	1905
City Centre, Dorchester St	0755	0807	0819	0831	0843	0855	0907		1755	1807	1817	1829	1841	1853	1905	1911	1917
Oldfield Park, St James Cemetery	0802	0814	0826	0838	0850	0902	0914		1802	1814	1823	1835	1847	1859	1911	1917	1923

Service Number	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1
University of Bath, Bus Station	1920	1935	1940	1955	2005	2015	2035	2055	2115	2135	2155	2215	2235	2255	2315	2335	2355	
City Centre, Dorchester St	1932	1947	1952	2007	2017	2027	2047	2107	2127	2147	2207	2227	2247	2307	2327	2347	0007	
Oldfield Park, St James Cemetery	1938	1953	1958	2013	2023	2033	2053	2113	2133	2153	2213	2233	2253	2313	2333	2353	0013	

Saturdays - University Holidays only except Public Holidays

Service Number	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1		U1	U1	U1
University of Bath, Bus Station	0825	0840	0900	0920	0935	0955	1015	1035	1055	then every 20 minutes until	2315	2335	2355	
City Centre, Dorchester St	0837	0852	0912	0932	0947	1007	1027	1047	1107		2327	2347	0007	
Oldfield Park, St James Cemetery	0843	0858	0918	0938	0953	1013	1033	1053	1113		2333	2353	0013	

Sundays - University Holidays only except Public Holidays

Service Number	U1	U1	U1		U1	U1	U1	U1	U1	U1	U1	U1	U1
University of Bath, Bus Station	0915	0935	0955	then every 20 minutes until	1955	2025	2035	2055	2125	2155	2225	2255	2315
City Centre, Dorchester St	0927	0947	1007		2007	2037	2047	2107	2137	2207	2237	2307	2327
Oldfield Park, St James Cemetery	0933	0953	1013		2013	2043	2053	2113	2143	2213	2243	2313	2333

University Term Dates 2019/20

term 1: 21 Sep - 14 Dec

term 2: 5 Jan - 25 Jan
2 Feb - 4 Apr

term 3: 19 Apr - 30 May

Holiday timetables operate at all other times

U2

University of Bath – Twerton – University of Bath

via Odd Down, Southdown and Whiteway

Mondays to Fridays - University Term Time Only except Public Holidays

Service Number	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2
University of Bath, Sports Village	—	—	—	—	—	—	—	0805	0820	0835	0850	0905	0920	0940	1010	1040	1110	1140	
Odd Down, Sainsburys	—	—	—	—	—	—	—	0817	0832	0849	0904	0917	0932	0952	1022	1052	1122	1152	
Southdown, Padleigh Turn	0700	0712	0724	0736	0748	0800	0812	0827	0842	0857	0912	0923	0938	0958	1028	1058	1128	1158	
Lymore Avenue, Blackmore Drive	0709	0721	0733	0745	0757	0809	0821	0836	0851	0904	0919	0930	0945	1005	1035	1105	1135	1205	
Whiteway Circle, North Way	0719	0731	0743	0755	0807	0819	0831	0846	0901	0914	0929	0939	0954	1014	1044	1114	1144	1214	
Odd Down, Sainsburys	0733	0745	0757	0809	0821	0833	0845	0900	0915	0926	0941	0949	1004	1024	1054	1124	1154	1224	
University of Bath, Sports Village	0751	0803	0815	0827	0839	0851	0903	0918	0933	0942	0957	1003	1018	1038	1108	1138	1208	1238	

Service Number	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2
University of Bath, Sports Village	1210	1240	1310	1340	1410	1440	1500	1520	1538	1550	1602	1614	1626	1638	1650	1702	1714	1726
Odd Down, Sainsburys	1222	1252	1322	1352	1422	1452	1522	1542	1600	1612	1624	1636	1648	1700	1712	1724	1736	1743
Southdown, Padleigh Turn	1228	1258	1328	1358	1428	1458	1531	1551	1609	1621	1633	1645	1657	1709	1721	1733	1745	1750
Lymore Avenue, Blackmore Drive	1235	1305	1335	1405	1435	1505	1539	1559	1617	1629	1641	1653	1705	1717	1729	1741	1753	1758
Whiteway Circle, North Way	1244	1314	1344	1414	1444	1514	1549	1609	1627	1639	1651	1703	1715	1727	1739	1751	1803	1806
Odd Down, Sainsburys	1254	1324	1354	1424	1454	1524	1600	1620	1638	1650	1702	1714	1726	1738	RH	1802	RH	1816
University of Bath, Sports Village	1308	1338	1408	1438	1508	1538	1615	1635	1653	1705	1717	1729	1741	1753	—	1817	—	1828

Service Number	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2
University of Bath, Sports Village	1738	1750	1805	1825	1845	1905	1935	2005	2035	2105	2135	2205						
Odd Down, Sainsburys	1755	1807	1819	1839	1857	1917	1947	2016	2046	2116	2146	2216						
Southdown, Padleigh Turn	1802	1814	1825	1845	1904	1924	1954	2022	2052	2122	2152	2222						
Lymore Avenue, Blackmore Drive	1810	1822	1832	1852	1912	1932	2002	2029	2059	2129	2159	2229						
Whiteway Circle, North Way	1818	1830	1841	1901	1921	1941	2011	2037	2107	2137	2207	2237						
Odd Down, Sainsburys	RH	1840	RH	1910	RH	1949	2019	2045	2115	2145	RH	RH						
University of Bath, Sports Village	—	1852	—	1921	—	1959	2029	2056	2126	2156	—	—						

Saturdays except Public Holidays

Service Number	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2
University of Bath, Sports Village	—	0830	0930	1030	1130	1230	1330	1430	1530	1630	1730							
Odd Down, Sainsburys	—	0841	0941	1041	1141	1241	1341	1441	1541	1641	1741							
Southdown, Padleigh Turn	0747	0847	0947	1047	1147	1247	1347	1447	1547	1647	1747							
Lymore Avenue, Blackmore Drive	0753	0853	0953	1053	1153	1253	1353	1453	1553	1653	1753							
Whiteway Circle, North Way	0803	0903	1003	1103	1203	1303	1403	1503	1603	1703	1803							
Odd Down, Sainsburys	0812	0912	1012	1112	1212	1312	1412	1512	1612	1712	RH							
University of Bath, Sports Village	0824	0924	1024	1124	1224	1324	1424	1524	1624	1724	—							

Notes: RH - Journeys continue to Radleigh Hill These journeys are supported by Bath & North East Somerset Council

U2

University of Bath – Twerton – University of Bath

via Odd Down, Southdown and Whiteway

Mondays to Fridays - University Holidays only except Public Holidays

Service Number	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2
University of Bath, Sports Village	—	0830	0930	1030	1130	1230	1330	1430	1530	1630	1730	1830						
Odd Down, Sainsburys	—	0842	0941	1041	1141	1241	1341	1441	1541	1641	1741	1841						
Southdown, Padleigh Turn	0743	0850	0947	1047	1147	1247	1347	1447	1547	1647	1747	1847						
Lymore Avenue, Blackmore Drive	0750	0856	0953	1053	1153	1253	1353	1453	1553	1653	1753	1853						
Whiteway Circle, North Way	0800	0906	1003	1103	1203	1303	1403	1503	1603	1703	1803	1901						
Odd Down, Sainsburys	0810	0915	1012	1112	1212	1312	1412	1512	1612	1712	1812	RH						
University of Bath, Sports Village	0825	0927	1024	1124	1224	1324	1424	1524	1624	1724	1824	—						

Saturdays except Public Holidays

Service Number	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2	U2
University of Bath, Sports Village	—	0830	0930	1030	1130	1230	1330	1430	1530	1630	1730							
Odd Down, Sainsburys	—	0841	0941	1041	1141	1241	1341	1441	1541	1641	1741							
Southdown, Padleigh Turn	0747	0847	0947	1047	1147	1247	1347	1447	1547	1647	1747							
Lymore Avenue, Blackmore Drive	0753	0853	0953	1053	1153	1253	1353	1453	1553	1653	1753							
Whiteway Circle, North Way	0803	0903	1003	1103	1203	1303	1403	1503	1603	1703	1803							
Odd Down, Sainsburys	0812	0912	1012	1112	1212	1312	1412	1512	1612	1712	RH							
University of Bath, Sports Village	0824	0924	1024	1124	1224	1324	1424	1524	1624	1724	—							

Notes: RH - Journeys continue to Radleigh Hill These journeys are supported by Bath & North East Somerset Council

U3

Oldfield Park – University of Bath

Direct

Mondays to Fridays - University Term Time Only except Public Holidays

Service Number	U3	U3	Service Number	U3	U3		
Oldfield Park St James Cemetery	0714	then at frequent intervals until	1940	University of Bath Bus Station	0734	then at frequent intervals until	1931
University of Bath Bus Station	0736		2002	Oldfield Park St James Cemetery	0748		1947

During peak periods Service 1 provides a link between Oldfield Park and City Centre



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20

Mondays to Fridays (except Public Holidays)

Valid from: 15/09/2019

Valid until further notice.

20 UNIVERSITY OF BATH - TWERTON

Via City Centre, Upper Weston, RUH

Service No.:	20	20	20	20	20	20	20	20	20	20	20	20
Notes:	bns	SD bns	NSD bns	bns	bns	bns	bns	bns	bns	SD bns	NSD bns	bns
Ralph Allen School, Grounds	----	0815	----	----	----	----	----	----	----	1540	----	----
University of Bath, Sports Village arr	----	0822	----	----	----	----	----	----	----	1545	----	----
University of Bath, Sports Village dep	0720	0830	0830	0935	1035	1135	1235	1335	1435	1547	1547	1650
City Centre, Manvers Street [Bg] arr	0734	0844	0844	0947	1047	1147	1247	1347	1447	1559	1559	1702
City Centre, Manvers Street [Bg] dep	0736	0846	0846	0949	1049	1149	1249	1349	1449	1601	1601	1704
Royal Victoria Park, Cranhill Road	0749	0859	0859	0959	1059	1159	1259	1359	1459	1614	1614	1717
Upper Weston, Deanhill Lane	0756	0906	0906	1005	1105	1205	1305	1405	1505	1621	1621	1724
Royal United Hospital	0801	0911	0911	1010	1110	1210	1310	1410	1510	1626	1626	1729
Oldfield Park, Blackmore Drive	0817	0924	0924	1023	1123	1223	1323	1423	1526	1642	1642	1745
Twerton, Wedgwood Road	0822	0929	0929	1028	1128	1228	1328	1428	1531	1647	1647	1750

Notes:

NSD School Holidays

SD Schooldays Only

bns Journey supported by Bath & North East Somerset Council

Service No.:	20	20
Notes:	bns	bns
Ralph Allen School, Grounds	----	----
University of Bath, Sports Village arr	----	----
University of Bath, Sports Village dep	1802	1900
City Centre, Manvers Street [Bg] arr	1814	1912
City Centre, Manvers Street [Bg] dep	1816	1914
Royal Victoria Park, Cranhill Road	1826	1924
Upper Weston, Deanhill Lane	1832	1930
Royal United Hospital	1837	1935
Oldfield Park, Blackmore Drive	1850	1948
Twerton, Wedgwood Road	1855	1953

Notes:

bns Journey supported by Bath & North East Somerset Council

20 TWERTON - UNIVERSITY OF BATH

Via RUH, Upper Weston, City Centre

Service No.:	20	20	20	20	20	20	20	20	20	20	20	20
Notes:	bns	SD bns	NSD bns	bns	bns	bns	bns	bns	bns	SD bns	NSD bns	bns
Twerton, Wedgwood Road	----	0705	0705	0830	0933	1033	1133	1233	1333	1433	1433	1535
Oldfield Park, Blackmore Drive	----	0710	0710	0835	0938	1038	1138	1238	1338	1438	1438	1540
Royal United Hospital	----	0727	0727	0852	0954	1054	1154	1254	1354	1454	1454	1557
Upper Weston, Deanhill Lane	----	0732	0732	0857	0959	1059	1159	1259	1359	1459	1459	1602
Royal Victoria Park, Cranhill Road	----	0737	0737	0902	1004	1104	1204	1304	1404	1504	1504	1607
Bus Station, Dorchester St [Bh] arr	----	0751	0751	0914	1016	1116	1216	1316	1416	1518	1518	1621
Bus Station, Dorchester St [Bh] dep	0704	0753	0753	0916	1018	1118	1218	1318	1418	1520	1520	1623
University of Bath, Sports Village	0718	0807	0807	0928	1030	1130	1230	1330	1430	1534	1534	1637
Ralph Allen School, Grounds	----	0815	----	----	----	----	----	----	----	1540	----	----

Notes:

NSD School Holidays
SD Schooldays Only
bns Journey supported by Bath & North East Somerset Council

Service No.:	20	20	20
Notes:	bns	bns	bns
Twerton, Wedgwood Road	1655	1755	1900
Oldfield Park, Blackmore Drive	1700	1800	1905
Royal United Hospital	1717	1816	1921
Upper Weston, Deanhill Lane	1722	1821	1926
Royal Victoria Park, Cranhill Road	1727	1826	1931
Bus Station, Dorchester St [Bh] arr	1741	1838	1943
Bus Station, Dorchester St [Bh] dep	1743	1840	----
University of Bath, Sports Village	1757	1852	----
Ralph Allen School, Grounds	----	----	----

Notes:

bns Journey supported by Bath & North East Somerset Council

20

Saturdays (except Public Holidays)

Valid from: 15/09/2019

Valid until further notice.

20 UNIVERSITY OF BATH - TWERTON

Via City Centre, Upper Weston, RUH

Service No.:	20	20	20	20	20	20	20	20	20	20	20
Notes:	bns	bns	bns	bns	bns	bns	bns	bns	bns	bns	bns
University of Bath, Sports Village	0835	0935	1035	1135	1235	1335	1435	1535	1635	1735	1835
City Centre, Manvers Street [Bg] arr	0847	0947	1047	1147	1247	1347	1447	1547	1647	1747	1847
City Centre, Manvers Street [Bg] dep	0849	0949	1049	1149	1249	1349	1449	1549	1649	1749	1849
Royal Victoria Park, Cranhill Road	0859	0959	1059	1159	1259	1359	1459	1559	1659	1759	1859
Upper Weston, Deanhill Lane	0905	1005	1105	1205	1305	1405	1505	1605	1705	1805	1905
Royal United Hospital	0910	1010	1110	1210	1310	1410	1510	1610	1710	1810	1910
Oldfield Park, Blackmore Drive	0923	1023	1123	1223	1323	1423	1523	1623	1723	1823	1923
Twerton, Wedgwood Road	0928	1028	1128	1228	1328	1428	1528	1628	1728	1828	1928

Notes:

bns Journey supported by Bath & North East Somerset Council

20 TWERTON - UNIVERSITY OF BATH

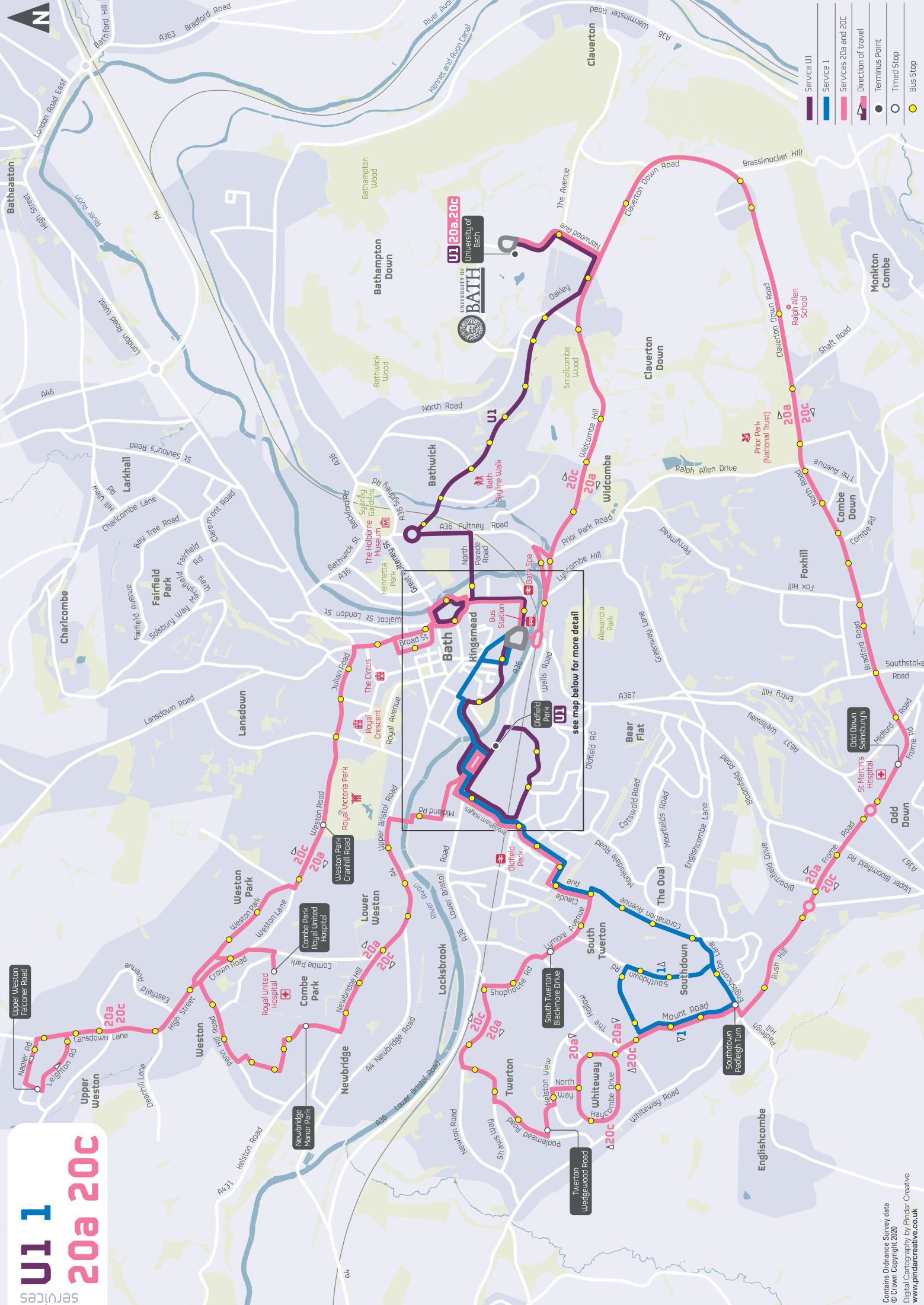
Via RUH, Upper Weston, City Centre

Service No.:	20	20	20	20	20	20	20	20	20	20	20	20
Notes:	bns	bns	bns	bns	bns	bns	bns	bns	bns	bns	bns	bns
Twerton, Wedgwood Road	----	0833	0933	1033	1133	1233	1333	1433	1533	1633	1733	1833
Oldfield Park, Blackmore Drive	----	0838	0938	1038	1138	1238	1338	1438	1538	1638	1738	1838
Royal United Hospital	----	0854	0954	1054	1154	1254	1354	1454	1554	1654	1754	1854
Upper Weston, Deanhill Lane	----	0859	0959	1059	1159	1259	1359	1459	1559	1659	1759	1859
Royal Victoria Park, Cranhill Road	----	0904	1004	1104	1204	1304	1404	1504	1604	1704	1804	1904
Bus Station, Dorchester St [Bh] arr	----	0916	1016	1116	1216	1316	1416	1516	1616	1716	1816	1916
Bus Station, Dorchester St [Bh] dep	0821	0918	1018	1118	1218	1318	1418	1518	1618	1718	1818	----
University of Bath, Sports Village	0833	0930	1030	1130	1230	1330	1430	1530	1630	1730	1830	----

Notes:

bns Journey supported by Bath & North East Somerset Council

Appendix 2



U1 1
services

20a 20c

University of Bath - Oldfield Park
via City Centre
Monday to Friday (except Public Holidays)

U1

Service Number	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1
University of Bath, Arrivals Square	-----	0600	-----	0700	-----	0720	-----	-----	0750	0800	0810	0820	0830	0840	0850
City Centre, Dorchester Street (S)	-----	0611	-----	0713	-----	0733	-----	-----	0803	0812	0822	0832	0842	0852	0902
St James Cemetery	0518	0615	0648	0717	0727	0737	0747	0757	0807	0817	0827	0837	0847	0857	0907
City Centre, Dorchester Street (N)	0529	0626	0659	0728	0738	0748	0758	0808	0818	0829	0839	0849	0859	0909	0919
University of Bath, Arrivals Square	0543	0640	0713	0742	0752	0802	0812	0822	0832	0844	0854	0904	0914	0924	0934

Service Number	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1
University of Bath, Arrivals Square	0900	0910	0920	0930	0940	0950	1000	1010	1020	1030	1040	1050	1100	1110	1120
City Centre, Dorchester Street (S)	0912	0922	0932	0942	0952	1002	1012	1022	1032	1042	1052	1102	1112	1122	1132
St James Cemetery	0917	0927	0937	0947	0957	1007	1017	1027	1037	1047	1057	1107	1117	1127	1137
City Centre, Dorchester Street (N)	0929	0939	0949	0959	1009	1019	1029	1039	1049	1059	1109	1119	1129	1139	1149
University of Bath, Arrivals Square	0944	0954	1004	1014	1024	1034	1044	1054	1104	1114	1124	1134	1144	1154	1204

Service Number	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1
University of Bath, Arrivals Square	1130	1140	1150	1200	1210	1220	1230	1240	1250	1300	1310	1320	1330	1340	1350
City Centre, Dorchester Street (S)	1142	1152	1202	1212	1222	1232	1242	1252	1302	1312	1322	1332	1342	1352	1402
St James Cemetery	1147	1157	1207	1217	1227	1237	1247	1257	1307	1317	1327	1337	1347	1357	1407
City Centre, Dorchester Street (N)	1159	1209	1219	1229	1239	1249	1259	1309	1319	1329	1339	1349	1359	1409	1419
University of Bath, Arrivals Square	1214	1224	1234	1244	1254	1304	1314	1324	1334	1344	1354	1404	1414	1424	1434

Service Number	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1
University of Bath, Arrivals Square	1400	1410	1420	1430	1440	1450	1500	1510	1520	1530	1540	1550	1600	1610	1620
City Centre, Dorchester Street (S)	1412	1422	1432	1442	1452	1502	1512	1522	1532	1542	1552	1602	1612	1622	1632
St James Cemetery	1417	1427	1437	1447	1457	1507	1517	1527	1537	1547	1557	1607	1617	1627	1637
City Centre, Dorchester Street (N)	1429	1439	1449	1459	1509	1519	1529	1539	1549	1559	1609	1619	1629	1639	1649
University of Bath, Arrivals Square	1444	1454	1504	1514	1524	1534	1544	1554	1604	1614	1624	1634	1644	1654	1704

Service Number	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1
University of Bath, Arrivals Square	1630	1640	1650	1700	1710	1720	1730	1740	1750	1800	1810	1820	1830	1840	1850
City Centre, Dorchester Street (S)	1642	1652	1702	1712	1722	1732	1742	1752	1802	1812	1822	1832	1842	1852	1902
St James Cemetery	1647	1657	1707	1717	1727	1737	1747	1757	1807	1817	1827	1837	1847	1857	1907
Hayesfield School	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	1842	1852	-----	1912
City Centre, Dorchester Street (N)	1659	1709	1719	1729	1739	1749	1759	1809	1819	1829	1839	-----	-----	1909	-----
University of Bath, Arrivals Square	1714	1724	1734	1744	1754	1804	1814	1824	1834	1844	1854	-----	-----	1924	-----

Service Number	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1
University of Bath, Arrivals Square	1900	1930	2000	2030	2100	2130	2200	2230	2300	2330
City Centre, Dorchester Street (S)	1912	1942	2011	2041	2111	2141	2210	2240	2312	2342
St James Cemetery	1917	1947	2015	2045	2115	2145	2214	2244	2318	2348
Hayesfield School	-----	-----	-----	-----	-----	-----	-----	-----	2323	2353
City Centre, Dorchester Street (N)	1929	1959	2025	2055	2125	2155	2225	2255	-----	-----
University of Bath, Arrivals Square	1944	2014	2039	2109	2139	2209	2238	2308	-----	-----

University of Bath - Oldfield Park
via City Centre
Saturday (except Public Holidays)

U1

Service Number	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1
University of Bath, Arrivals Square	-----	0600	-----	0700	0730	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230
City Centre, Dorchester Street (S)	-----	0612	-----	0712	0742	0812	0842	0912	0942	1014	1044	1114	1144	1214	1244
St James Cemetery	0518	0618	0648	0718	0748	0818	0848	0918	0948	1020	1050	1120	1150	1220	1250
City Centre, Dorchester Street (N)	0530	0630	0700	0730	0800	0830	0900	0930	1000	1032	1102	1132	1202	1232	1302
University of Bath, Arrivals Square	0545	0645	0715	0745	0815	0845	0916	0946	1016	1048	1118	1148	1218	1248	1318

Service Number	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1
University of Bath, Arrivals Square	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900	1930	2000
City Centre, Dorchester Street (S)	1314	1344	1414	1444	1514	1544	1614	1644	1714	1744	1814	1844	1914	1944	2013
St James Cemetery	1320	1350	1420	1450	1520	1550	1620	1650	1720	1750	1820	1850	1921	1951	2019
City Centre, Dorchester Street (N)	1332	1402	1432	1502	1532	1602	1632	1702	1732	1802	1832	1902	1933	2003	2031
University of Bath, Arrivals Square	1348	1418	1448	1518	1548	1618	1648	1718	1749	1819	1848	1918	1948	2018	2045

Service Number	U1	U1	U1	U1	U1	U1	U1
University of Bath, Arrivals Square	2030	2100	2130	2200	2230	2300	2330
City Centre, Dorchester Street (S)	2043	2112	2142	2212	2242	2312	2342
St James Cemetery	2049	2118	2148	2218	2248	2318	2348
Hayesfield School	-----	-----	-----	-----	-----	2323	2353
City Centre, Dorchester Street (N)	2101	2130	2200	2230	2300	-----	-----
University of Bath, Arrivals Square	2115	2144	2214	2244	2314	-----	-----

University of Bath - Oldfield Park
via City Centre
Sunday & Public Holidays

U1

Service Number	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1
University of Bath, Arrivals Square	-----	0800	-----	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430
City Centre, Dorchester Street (S)	-----	0812	-----	0912	0942	1014	1044	1114	1144	1214	1244	1314	1344	1414	1444
St James Cemetery	0718	0818	0848	0918	0948	1020	1050	1120	1150	1220	1250	1320	1350	1420	1450
City Centre, Dorchester Street (N)	0730	0830	0900	0930	1000	1032	1102	1132	1202	1232	1302	1332	1402	1432	1502
University of Bath, Arrivals Square	0745	0845	0916	0946	1016	1048	1118	1148	1218	1248	1318	1348	1418	1448	1518

Service Number	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1	U1
University of Bath, Arrivals Square	1500	1530	1600	1630	1700	1730	1800	1830	1900	1930	2000	2030	2100	2130	2200
City Centre, Dorchester Street (S)	1514	1544	1614	1644	1714	1744	1814	1844	1914	1944	2013	2043	2112	2142	2212
St James Cemetery	1520	1550	1620	1650	1720	1750	1820	1850	1921	1951	2019	2049	2118	2148	2218
City Centre, Dorchester Street (N)	1532	1602	1632	1702	1732	1802	1832	1902	1933	2003	2031	2101	2130	2200	2230
University of Bath, Arrivals Square	1548	1618	1648	1718	1749	1819	1848	1918	1948	2018	2045	2115	2144	2214	2244

Service Number	U1	U1	U1
University of Bath, Arrivals Square	2230	2300	2330
City Centre, Dorchester Street (S)	2242	2312	2342
St James Cemetery	2248	2318	2348
Hayesfield School	-----	2323	2353
City Centre, Dorchester Street (N)	2300	-----	-----
University of Bath, Arrivals Square	2314	-----	-----

Bath Circular

Monday to Friday (except Public Holidays)

20a

Service Number	20a	20a	20a	20a	20a	20a	20a	20a	20a	20a	20a	20a	20a
University of Bath, Sports Village	-----	0730	0830	0935	1035	1135	1235	1335	1435	1540	1640	1745	1850
City Centre, Dorchester Street (N) arr	-----	0740	0840	0947	1047	1147	1247	1347	1447	1552	1652	1757	1900
City Centre, Dorchester Street (N) dep	-----	0742	0842	0949	1049	1149	1249	1349	1449	1554	1654	1759	1902
Royal Victoria Park, Cranhill Road	-----	0751	0851	0958	1058	1158	1258	1358	1459	1604	1704	1809	1911
Royal United Hospital	-----	0757	0857	1004	1104	1204	1304	1404	1505	1610	1710	1815	1916
Upper Weston, Falconer Road	-----	0805	0905	1012	1112	1212	1312	1412	1512	1617	1717	1822	1923
Upper Weston, Penn Lea Road	-----	0813	0913	1020	1120	1220	1320	1420	1520	1625	1725	1830	1931
Lymore Avenue, Blackmore Drive	-----	0828	0928	1035	1135	1235	1335	1435	1535	1640	1740	1845	1945
Twerton, Wedgwood Road	0734	0834	0934	1041	1141	1241	1341	1441	1541	1646	1746	1851	1950
Odd Down, Sainsbury's	0746	0846	0946	1052	1152	1252	1352	1452	1552	1657	1757	1902	2000
University of Bath, Sports Village	0800	0900	1000	1102	1202	1302	1402	1502	1607	1712	1812	1917	2011

Bath Circular

Monday to Friday (except Public Holidays)

20c

Service Number	20c	20c	20c	20c	20c	20c	20c	20c	20c	20c	20c	20c	20c
University of Bath, Sports Village	0650	0805	0905	1005	1105	1205	1305	1405	1505	1610	1715	1815	1920
Odd Down, Sainsbury's	0700	0815	0915	1015	1115	1215	1315	1417	1517	1622	1727	1826	1931
Twerton, Wedgwood Road	0711	0826	0926	1026	1126	1226	1326	1429	1529	1634	1739	1837	1942
Lymore Avenue, Blackmore Drive	0717	0832	0932	1032	1132	1232	1332	1435	1535	1640	1745	1843	1948
Upper Weston, Penn Lea Road	0731	0845	0945	1045	1145	1245	1345	1448	1548	1653	1758	1856	2001
Royal United Hospital	0738	0853	0953	1053	1153	1253	1353	1456	1556	1701	1806	1903	2008
Upper Weston, Falconer Road	0745	0900	1000	1100	1200	1300	1400	1503	1603	1708	1813	1910	2015
Royal Victoria Park, Cranhill Road	0753	0907	1007	1107	1207	1307	1407	1510	1610	1715	1820	1917	2022
City Centre, Dorchester Street (S) arr	0805	0920	1020	1120	1220	1320	1420	1522	1622	1727	1832	1929	2034
City Centre, Dorchester Street (S) dep	0807	0922	1022	1122	1222	1322	1422	1524	1624	1729	1834	1931	-----
University of Bath, Sports Village	0825	0932	1032	1132	1232	1332	1432	1536	1636	1741	1846	1941	-----

Bath Circular

Saturday (except Public Holidays)

20a

Service Number	20a	20a	20a	20a	20a	20a	20a	20a	20a	20a	20a	20a	20a
University of Bath, Sports Village	0735	0835	0935	1035	1135	1235	1335	1435	1535	1635	1735	1835	
City Centre, Dorchester Street (N) arr	0747	0847	0947	1047	1147	1247	1347	1447	1547	1647	1747	1847	
City Centre, Dorchester Street (N) dep	0749	0849	0949	1049	1149	1249	1349	1449	1549	1649	1749	1849	
Royal Victoria Park, Cranhill Road	0757	0857	0957	1057	1157	1257	1357	1457	1557	1657	1757	1857	
Royal United Hospital	0804	0904	1004	1104	1204	1304	1404	1504	1604	1704	1804	1904	
Upper Weston, Falconer Road	0812	0912	1012	1112	1212	1312	1412	1512	1612	1712	1812	1912	
Upper Weston, Penn Lea Road	0820	0920	1020	1120	1220	1320	1420	1520	1620	1720	1820	1920	
Lymore Avenue, Blackmore Drive	0834	0934	1034	1134	1234	1334	1434	1534	1634	1734	1834	1934	
Twerton, Wedgwood Road	0839	0939	1039	1139	1239	1339	1439	1539	1639	1739	1839	1939	
Odd Down, Sainsbury's	0848	0948	1048	1148	1248	1348	1448	1548	1648	1748	1848	1948	
University of Bath, Sports Village	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	

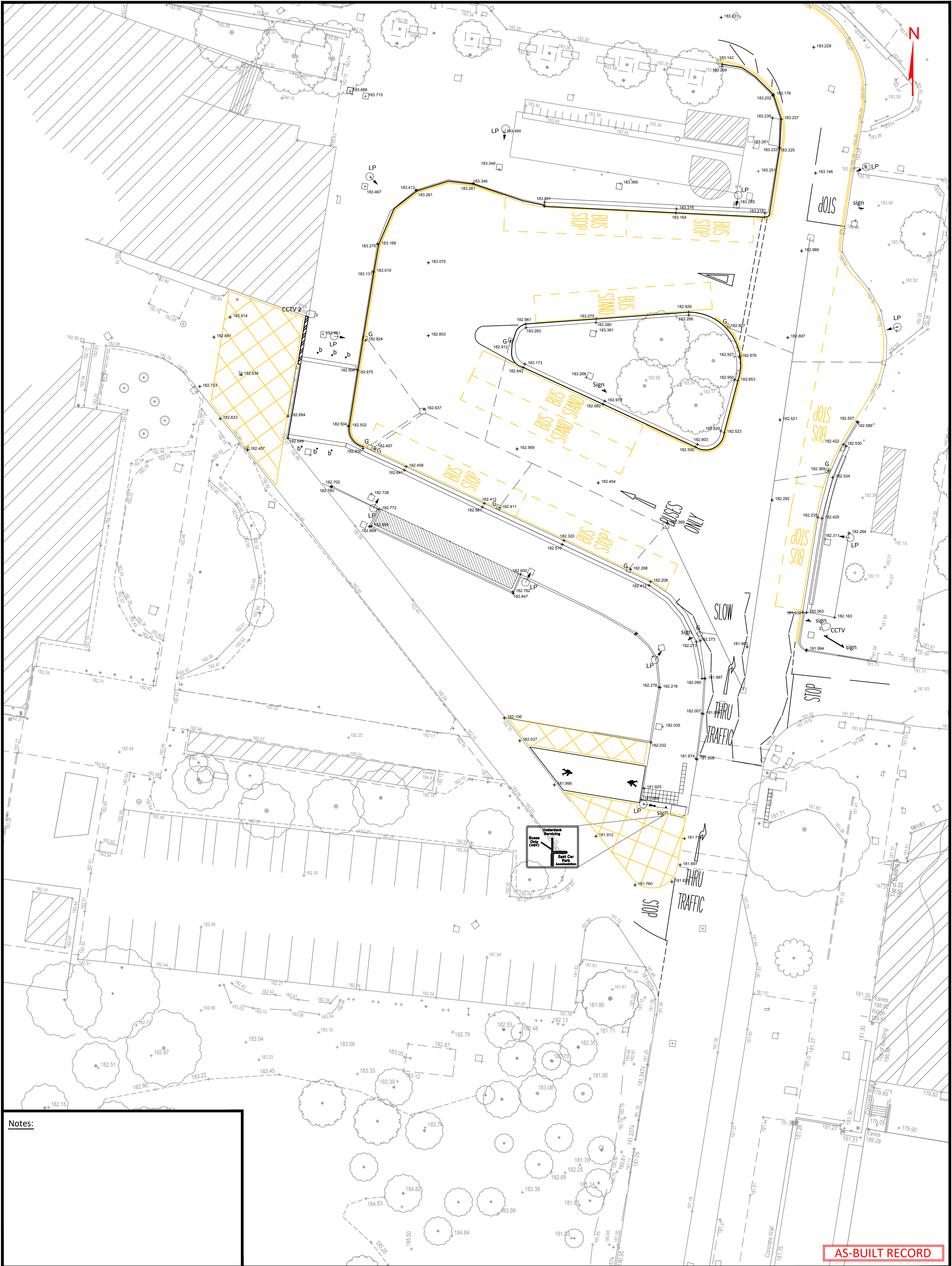
Bath Circular

Saturday (except Public Holidays)

20c

Service Number	20c	20c	20c	20c	20c	20c	20c	20c	20c	20c	20c	20c	20c
University of Bath, Sports Village	0705	0805	0905	1005	1105	1205	1305	1405	1505	1605	1705	1805	1905
Odd Down, Sainsbury's	0715	0815	0915	1015	1115	1215	1315	1415	1515	1615	1715	1815	1915
Twerton, Wedgwood Road	0726	0826	0926	1026	1126	1226	1326	1426	1526	1626	1726	1826	1926
Lymore Avenue, Blackmore Drive	0732	0832	0932	1032	1132	1232	1332	1432	1532	1632	1732	1832	1932
Upper Weston, Penn Lea Road	0744	0844	0944	1044	1144	1244	1344	1444	1544	1644	1744	1844	1944
Royal United Hospital	0752	0852	0952	1052	1152	1252	1352	1452	1552	1652	1752	1852	1952
Upper Weston, Falconer Road	0759	0859	0959	1059	1159	1259	1359	1459	1559	1659	1759	1859	1959
Royal Victoria Park, Cranhill Road	0806	0906	1006	1106	1206	1306	1406	1506	1606	1706	1806	1906	2006
City Centre, Dorchester Street (S) arr	0818	0918	1018	1118	1218	1318	1418	1518	1618	1718	1818	1918	2018
City Centre, Dorchester Street (S) dep	0820	0920	1020	1120	1220	1320	1420	1520	1620	1720	1820	1920	-----
University of Bath, Sports Village	0830	0930	1030	1130	1230	1330	1430	1530	1630	1730	1830	1930	-----

Appendix 3



Notes:

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TRANSPORT PLANNING

11 KINGSMEAD SQUARE
BATH BA1 2AB
T: 01225 444 011
www.ima-lp.com


CLIENT:	University of Bath
PROJECT:	School of Management Arrivals Square Improvements

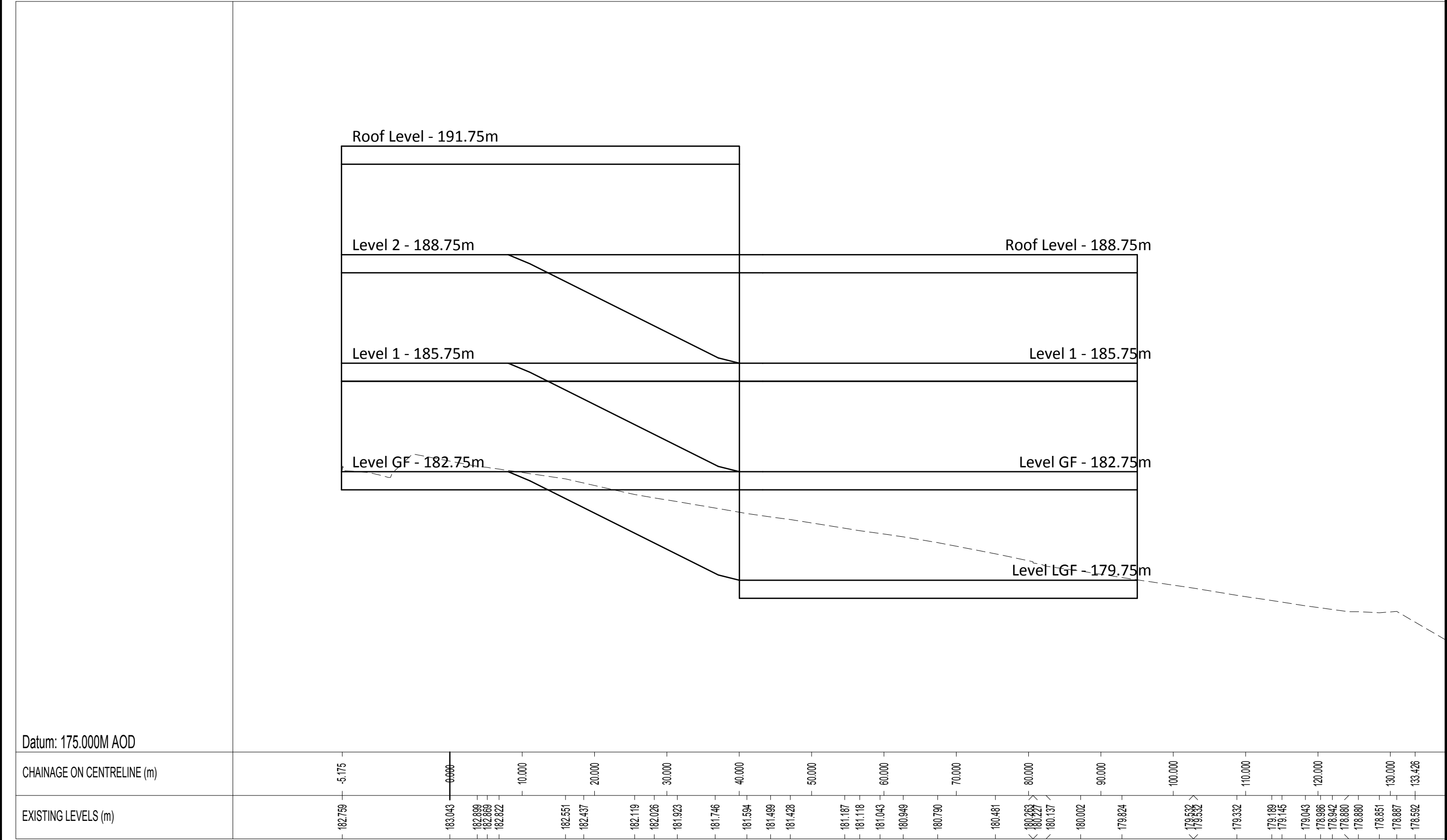
TITLE:	As-Built Record Drawing
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SCALE: (A2)	1:250	CHECKED:	SW	APPROVED:	IMA
CAD FILE:	IMA-17-123 D-099.dwg	DESIGN/DRAWN:	OH	DATE:	November 2019
PROJECT NO:	IMA-17-123	DRAWING NO:	D/099	REV:	AB

Appendix 4



 TRANSPORT PLANNING 11 KINGSMEAD SQUARE BATH BA1 2AB t: 01225 444 011 www.ima-tp.com	TITLE: West Car Park: Proposed Multi-Storey Car Park		SCALE: (A3) 1:500	CHECKED:	APPROVED:
			CAD FILE: IMA-17-160-028C.dwg	DESIGN/DRAWN: NP	DATE: Oct - 2019
			PROJECT No: IMA-17-160	DRAWING No: 028	REV: C



Datum: 175.000M AOD

CHAINAGE ON CENTRELINE (m)

EXISTING LEVELS (m)

SCALE: 1:500 HORIZONTAL; 1:100 VERTICAL

I

M

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TRANSPORT PLANNING

11 KINGSMEAD SQUARE
BATH BA1 2AB
t: 01225 444 011
www.ima-tp.com

CLIENT:

University of Bath

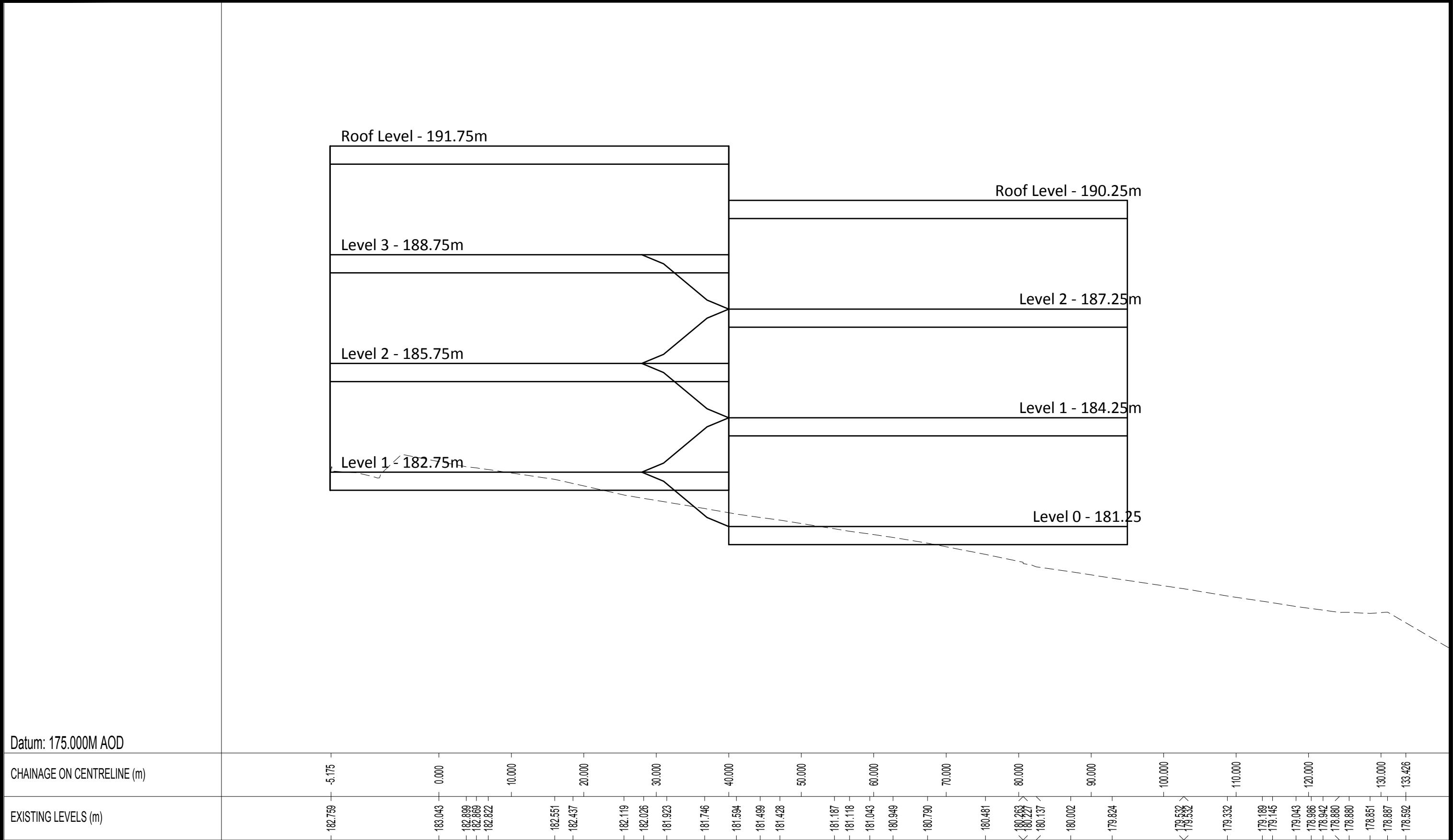
PROJECT:

University of Bath Masterplan

TITLE:

Cross Section of WMSCP

SCALE: (A3) 1:500	CHECKED:	APPROVED:
CAD FILE: IMA-17-160-029.dwg	DESIGN/DRAWN: NP	DATE: Oct - 2019
PROJECT No: IMA-17-160	DRAWING No: 029	REV: -



Datum: 175.000M AOD

SCALE: 1:500 HORIZONTAL; 1:100 VERTICAL

<div><div>I</div><div>M</div><div>A</div><div>TRANSPORT PLANNING</div><div>11 KINGSMEAD SQUARE BATH BA1 2AB t: 01225 444 011 www.ima-tp.com</div></div>	CLIENT: University of Bath	TITLE: Cross Section of WMSCP - Split Level Option	SCALE: (A3) 1:500	CHECKED:	APPROVED:
	PROJECT: University of Bath Masterplan		CAD FILE: IMA-17-160-030.dwg	DESIGN/DRAWN: NP	DATE: Oct - 2019
	PROJECT No: IMA-17-160		DRAWING No: 030	REV: -	

Appendix 5

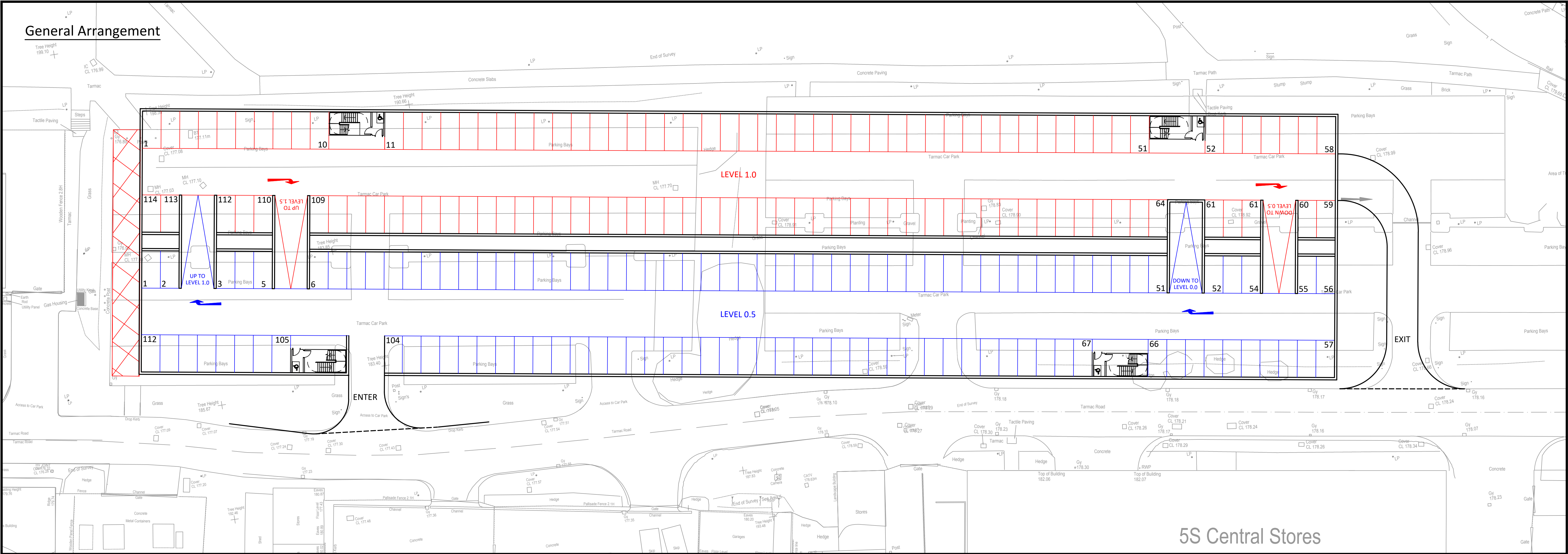
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2.00	176.865	2.00	176.865
3.00	176.918	3.00	176.918
4.00	176.943	4.00	176.943
5.00	176.926	5.00	176.926
6.00	177.007	6.00	177.007
7.00	177.001	7.00	177.001
8.00	177.001	8.00	177.001
9.00	177.001	9.00	177.001
10.00	177.001	10.00	177.001
11.00	177.001	11.00	177.001
12.00	177.001	12.00	177.001
13.00	177.001	13.00	177.001
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18.00	177.001	18.00	177.001
19.00	177.001	19.00	177.001
20.00	177.001	20.00	177.001
21.00	177.001	21.00	177.001
22.00	177.001	22.00	177.001
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67.00	177.001	67.00	177.001
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69.00	177.001	69.00	177.001
70.00	177.001	70.00	177.001
71.00	177.001	71.00	177.001
72.00	177.001	72.00	177.001
73.00	177.001	73.00	177.001

Diagram illustrating the relationship between Northern and Southern roof levels, showing a 1.5m difference between the two sides.

Level (Northern)	Level (Southern)
Roof Level (Northern) 191.00m	Roof Level (Southern) - 189.50
Level 4.0 - 188.00m	Level 3.5 - 186.50m
Level 3.0 - 185.00m	Level 2.5 - 183.50m
Level 2.0 - 182.00m	Level 1.5 - 180.50m
Level 1.0 - 179.00m	Level 0.5 - 177.50m
Level 0 - 176.00m	

 <p>TRANSPORT PLANNING</p> <p>11 KINGSMEAD SQUARE BATH BA1 2AB t: 01225 444 011 www.ima-tp.com</p>							<p>NOTES:</p> <p><u>Parking Nos Summary:</u></p> <table border="0"> <tr><td>Level 0.0</td><td>114</td></tr> <tr><td>Level 0.5</td><td>112</td></tr> <tr><td>Level 1.0</td><td>114</td></tr> <tr><td>Level 1.5</td><td>114</td></tr> <tr><td>Level 2.0</td><td>114</td></tr> <tr><td>Level 2.5</td><td>114</td></tr> <tr><td>Level 3.0</td><td>114</td></tr> <tr><td>Level 3.5</td><td>114</td></tr> <tr><td>Level 4.0</td><td>114</td></tr> <tr><td colspan="2">Total 1024</td></tr> </table>	Level 0.0	114	Level 0.5	112	Level 1.0	114	Level 1.5	114	Level 2.0	114	Level 2.5	114	Level 3.0	114	Level 3.5	114	Level 4.0	114	Total 1024		CLIENT:	University of Bath	TITLE:	South Car Park Decked Parking Layout General Arrangement (1024 Spaces)		
	Level 0.0	114																															
	Level 0.5	112																															
Level 1.0	114																																
Level 1.5	114																																
Level 2.0	114																																
Level 2.5	114																																
Level 3.0	114																																
Level 3.5	114																																
Level 4.0	114																																
Total 1024																																	
PROJECT:	University Masterplan	DRAWING STATUS:	FOR INFORMATION / COMMENT																														
SCALE: 1:250	CHECKED:	APPROVED:	CAD FILE:	DESIGN/DRAWN:	DATE:	PROJECT No:	DRAWING No:	REV:																									
IMA-17-160-020D.dwg	SN	Feb 2020	IMA-17-160	020	D																												

General Arrangement



Split Level Car Park

