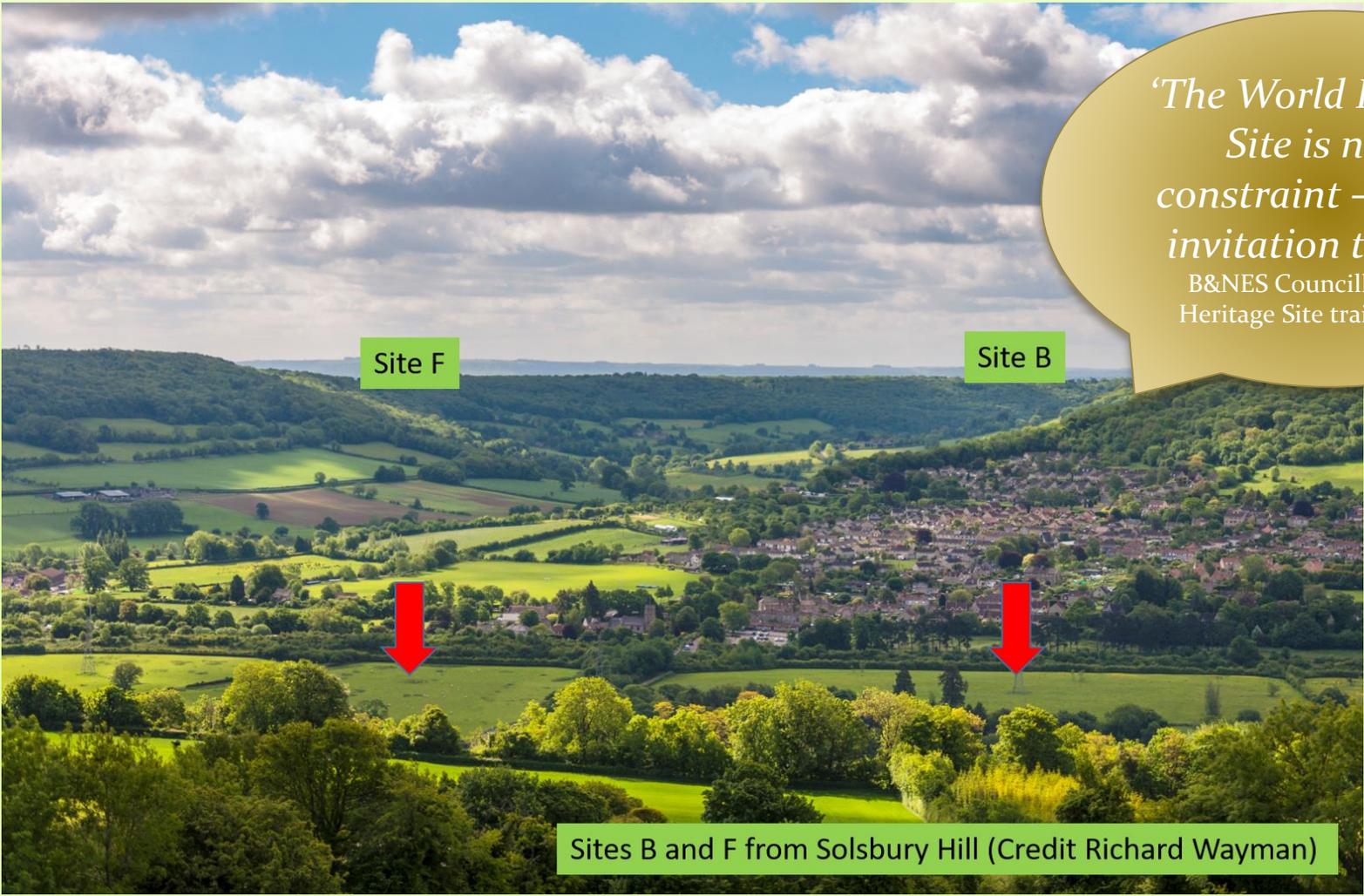


Bathampton Meadows Park and Ride – Bath Deserves Better



'The World Heritage Site is not a constraint – it is an invitation to excel'
B&NES Councillor World Heritage Site training, 2016

Site F

Site B

Sites B and F from Solsbury Hill (Credit Richard Wayman)

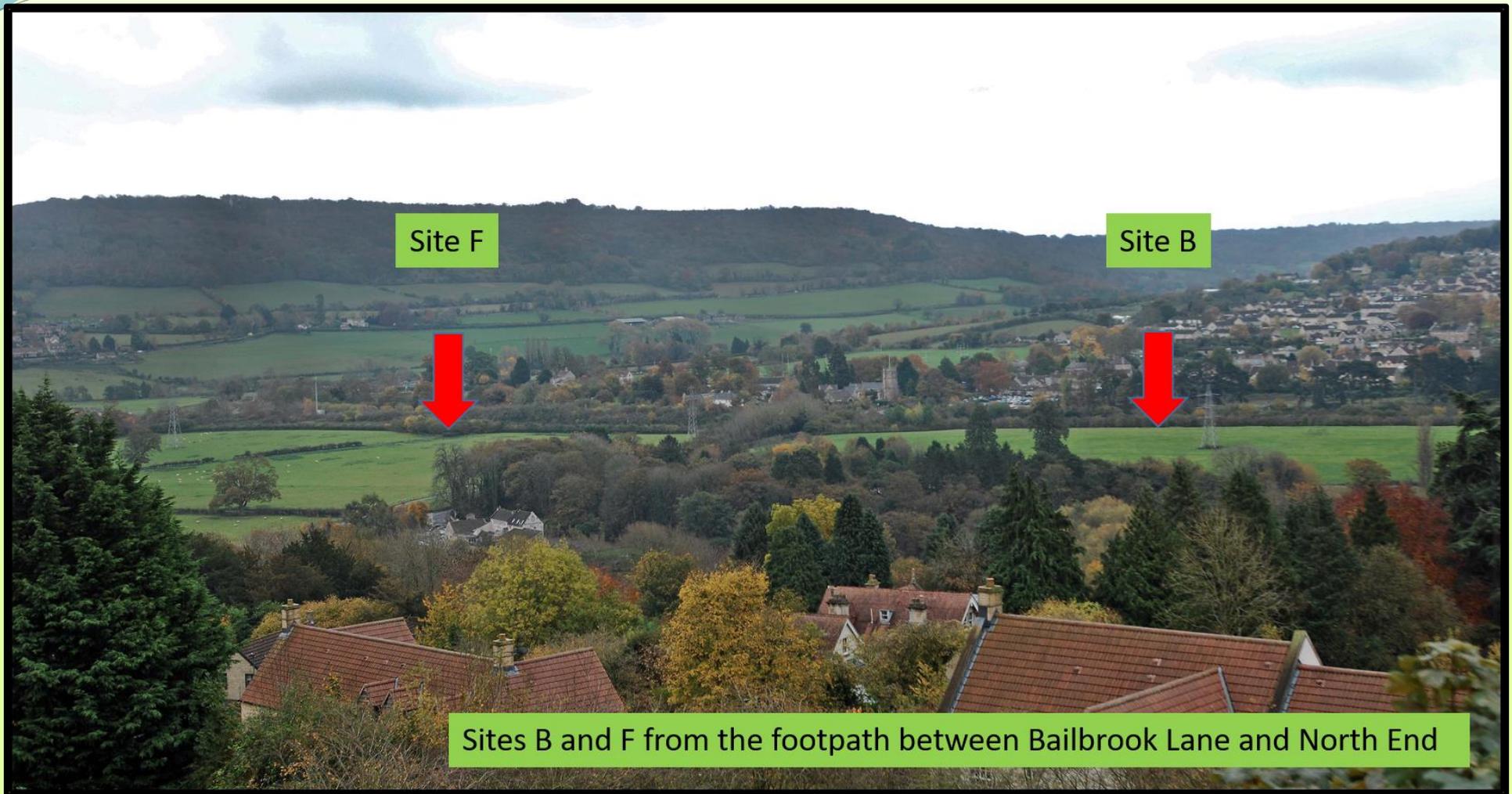
Site F



Site B



Sites B and F from the footpath between Bailbrook Lane and North End





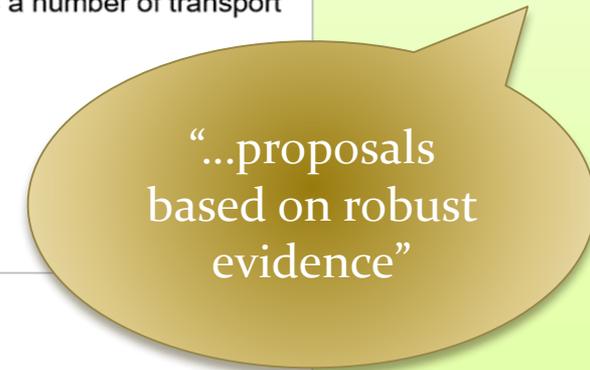
Site F from Bathampton Down

Public consultation materials 2015

Issues to be Addressed

As the above development opportunities are implemented, it is important that we also address a number of transport related issues, including:

- Congestion on key corridors within the city and at off-street car parks.
- Increased journey times and poor journey reliability.
- Poor air quality
- Adverse impact on the World Heritage Site and the tourism economy



Objectives for a Park and Ride Scheme

The proposed Park and Ride scheme has been considered in the context of the wider strategy to address the problems indicated above. While a Park and Ride would, at least initially, be bus-based, the scope to include rail services has been considered. In addition, the Park and Ride proposals have been considered against a set of objectives:

- To reduce congestion within the city and around our off-street car parking sites
- To improve the city's environment
- To reduce car use into the city centre and improve the proportion of journeys made by public transport
- To reduce carbon emissions from transport
- To support the city's economic development and Enterprise Area
- To improve connectivity to support business and growth of the wider region

It is important that any proposal is considered against these objectives to ensure that the solutions address the problems based on robust evidence.

Promised 'robust evidence' is absent and in its place a shifting story spanning two years

2015

'immediate benefit' to congestion and pollution

£5.5 m

2016

'target user is a commuter'

(Campaigners)
'P&R are underused, especially at peak times'

'its for the future' (no behaviour change plan produced)

'Odd Down is overspill parking' (not true!)

£10m

2017

'no noticeable impact on air pollution'

'part of a jigsaw of a solution' (no other pieces presented) & '23k extra journeys'

'P&R has grown by 16% since 2009' – shift from cars off road to skewed bus passenger data

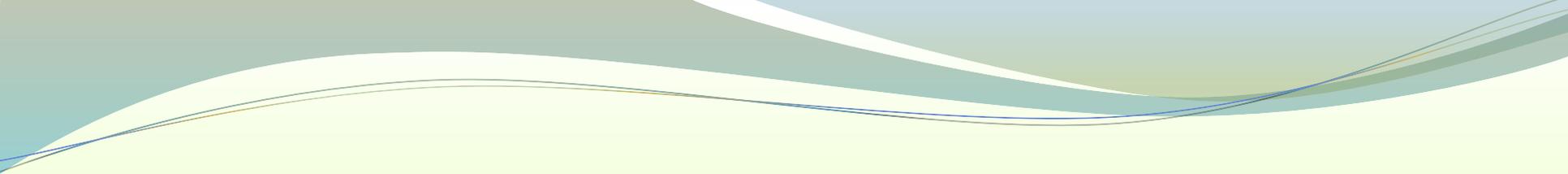
£17.5m and £115k/ annum loss

Our asks of our Council Leader

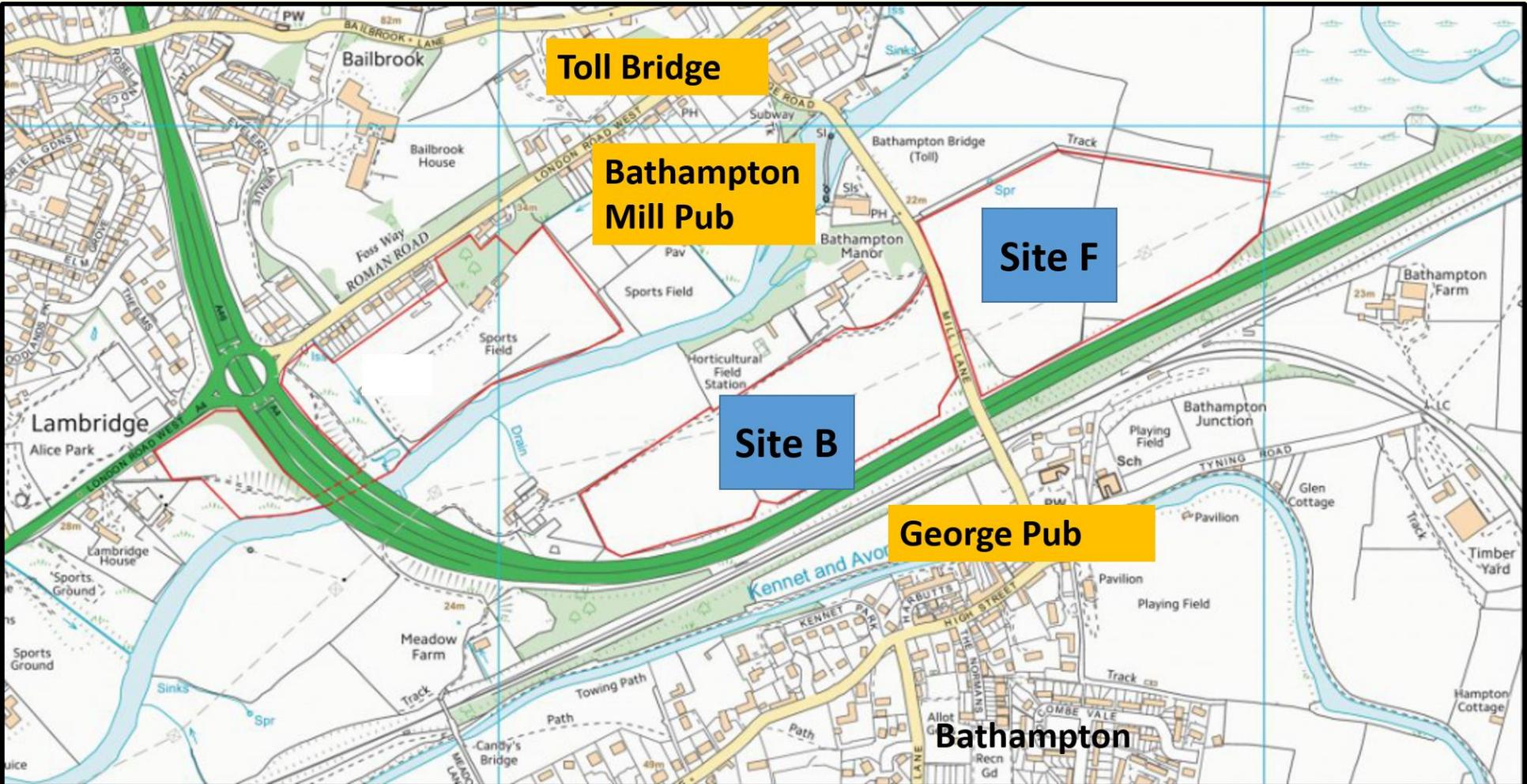
1. **Bathampton Meadows:** Put Bathampton Meadows beyond reach of future development
2. **Bath Transport:** Commit to providing;
 1. Evidence behind any new transport proposals of a far higher analytical standard, including a focus on habits and behaviours
 2. An overarching assessment of why people are in their cars and what it would take to get them out of them conducted by a neutral body, such as a university, rather than the Council's private consultants
3. **Nolan Principles:** Commit to focus with cabinet and senior officers on the Nolan principles in everything that they do at all times



Thank you for listening



Background slides for reference



Toll Bridge

Bathampton Mill Pub

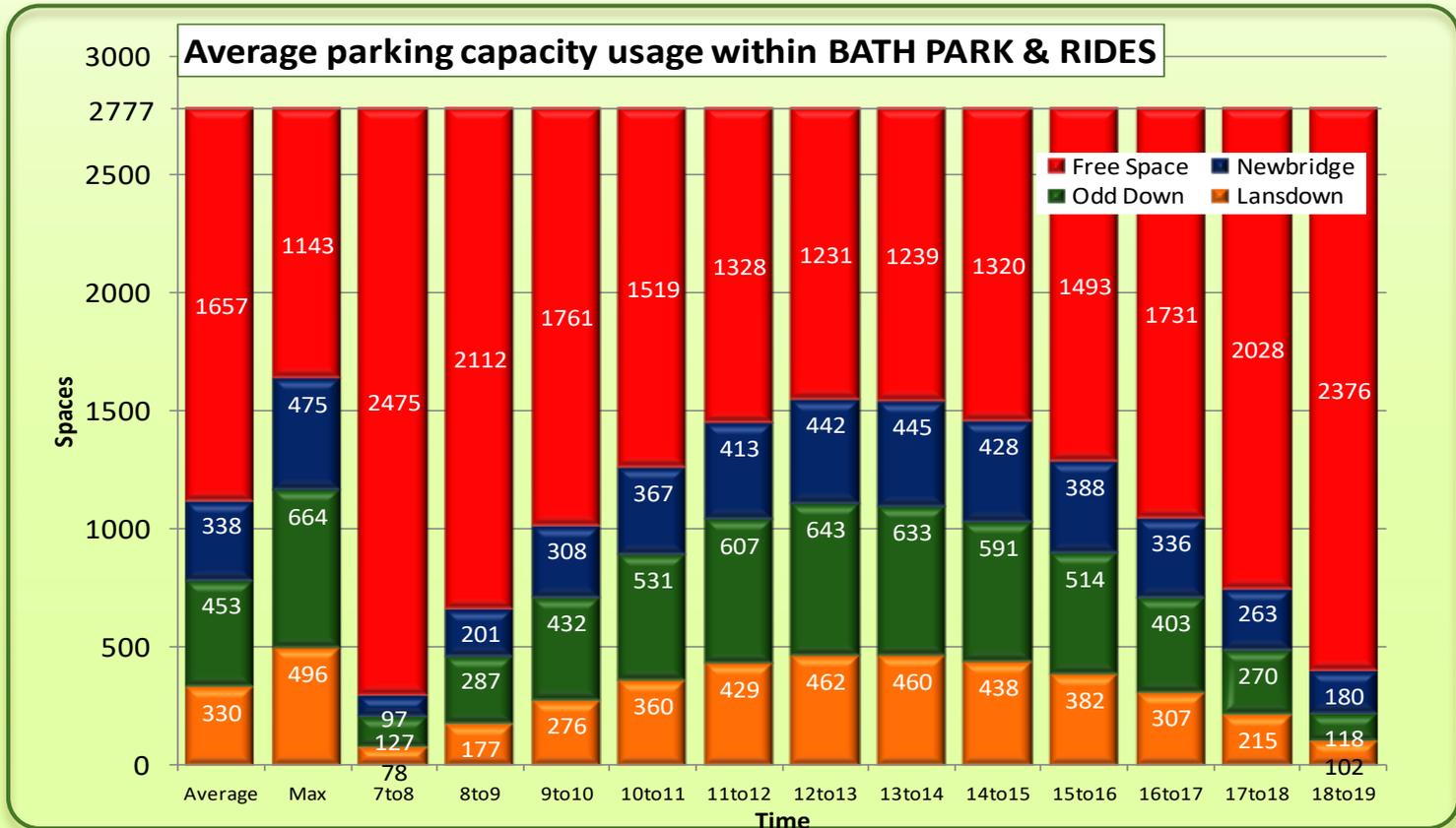
Site F

Site B

George Pub

Bathampton

The evidence isn't there to find. P&R is the wrong solution to solve Bath's congestion issues



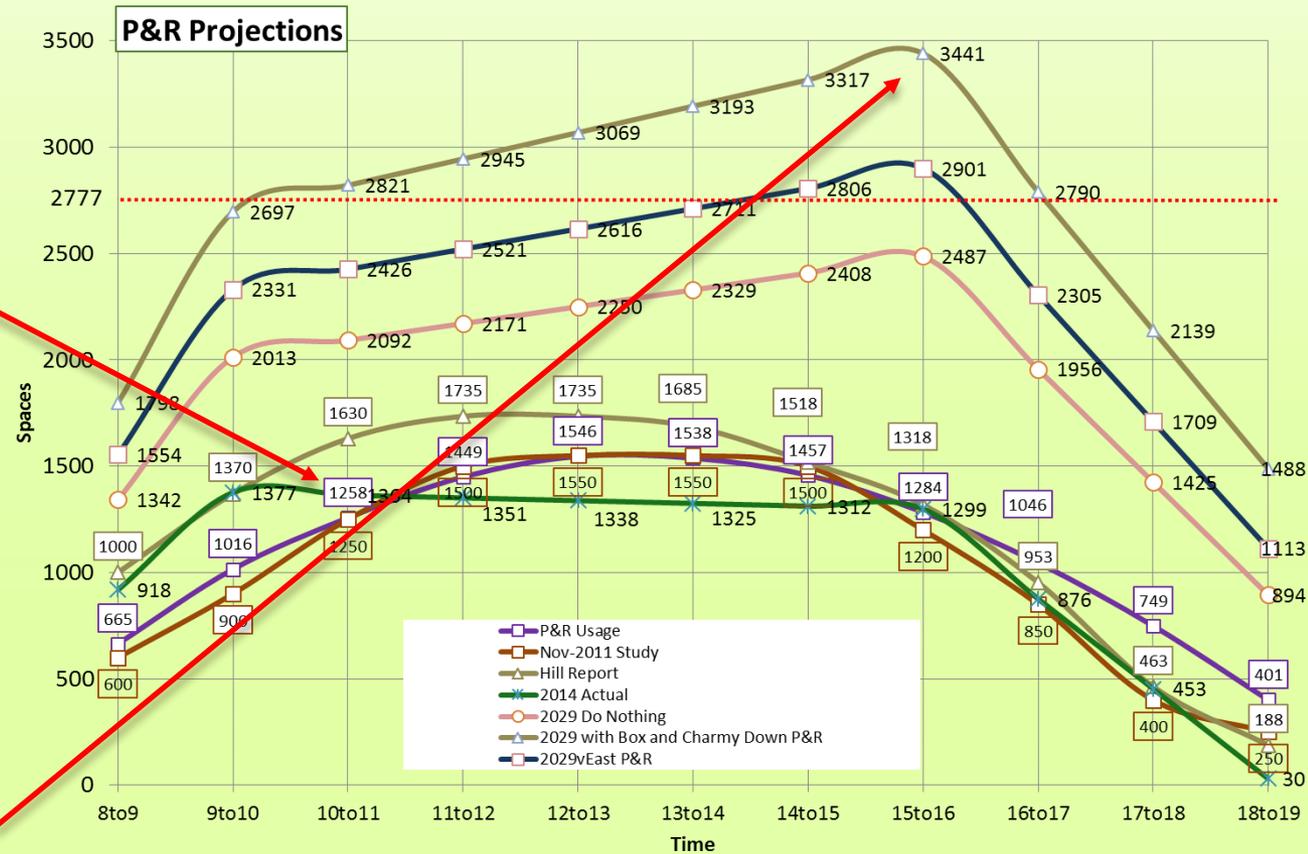
Defra local authority policy guidance no longer supports P&R as a tool to reduce congestion and pollution....

Average*– the average capacity level achieved over a given period

Max**– the maximum capacity reached each day averaged over a given period

We believe that the most recent Mott McDonald forecasts (never charted up until we did it instead only presented as a table), put forward at the 2016 Scrutiny, should be viewed with extreme caution because they project unrealistic driver behaviour

1. Mott start with a flatter profile of today's usage, which is different to the Transport Strategy that they themselves had produced (green line called '2014 actual')
2. They then create a completely different profile of usage to Bath Hacked, the GABTS Nov 2011 data and the CH2M Hill report (see the top three lines on this chart named 2029)
3. Their forecasts show an East of Bath P&R filling steeply until 3pm
4. Who are these people who are arriving to park at 3pm? This user doesn't exist today, nor did they in 2011



5. With the exception of Southgate Rail, all city centre car parks follow the same usage as P&R – empty at the start and end of the day, with a peak around lunchtime. If these car users started to park in a P&R, they would not create the forecast that Mott have above. This simply doesn't reflect actual human behaviour in and around our city.

Academic research into P&R helps explain why Defra has made the shift away from supporting P&R to reduce congestion

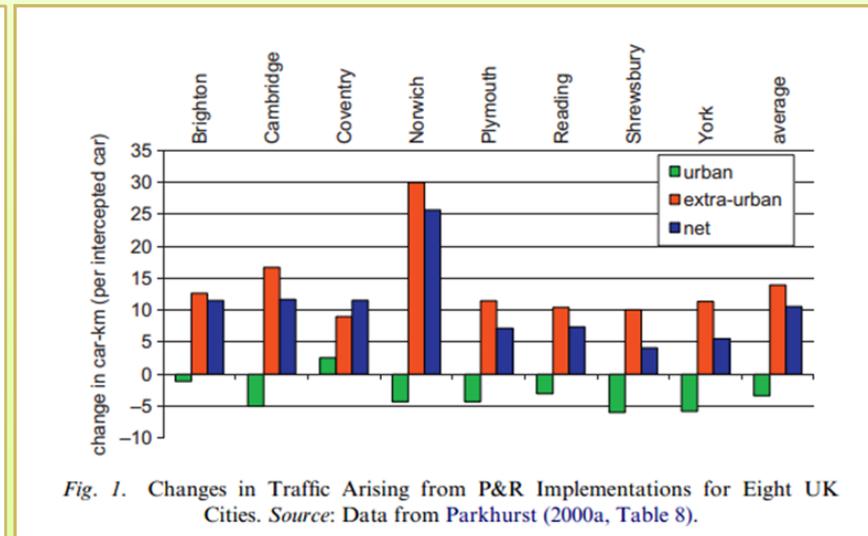
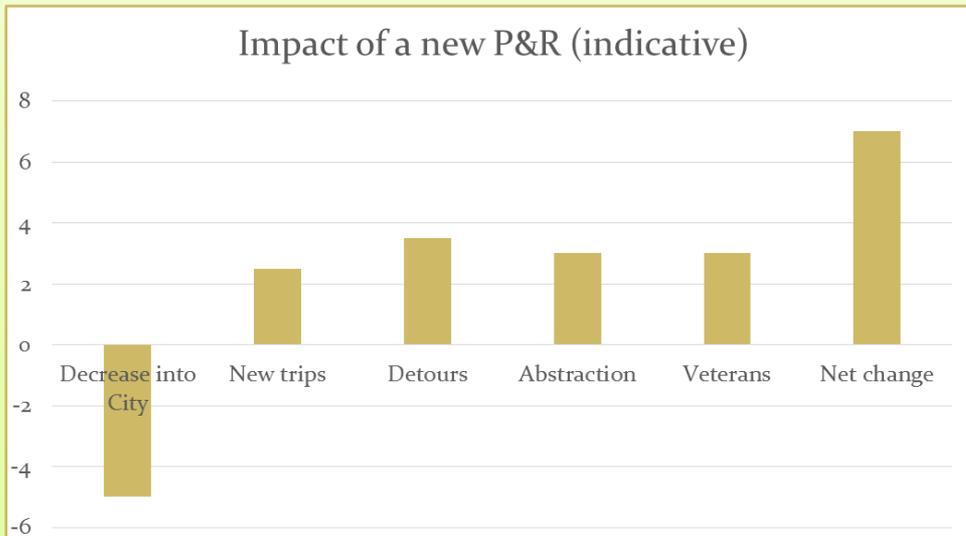


Fig. 1. Changes in Traffic Arising from P&R Implementations for Eight UK Cities. Source: Data from Parkhurst (2000a, Table 8).

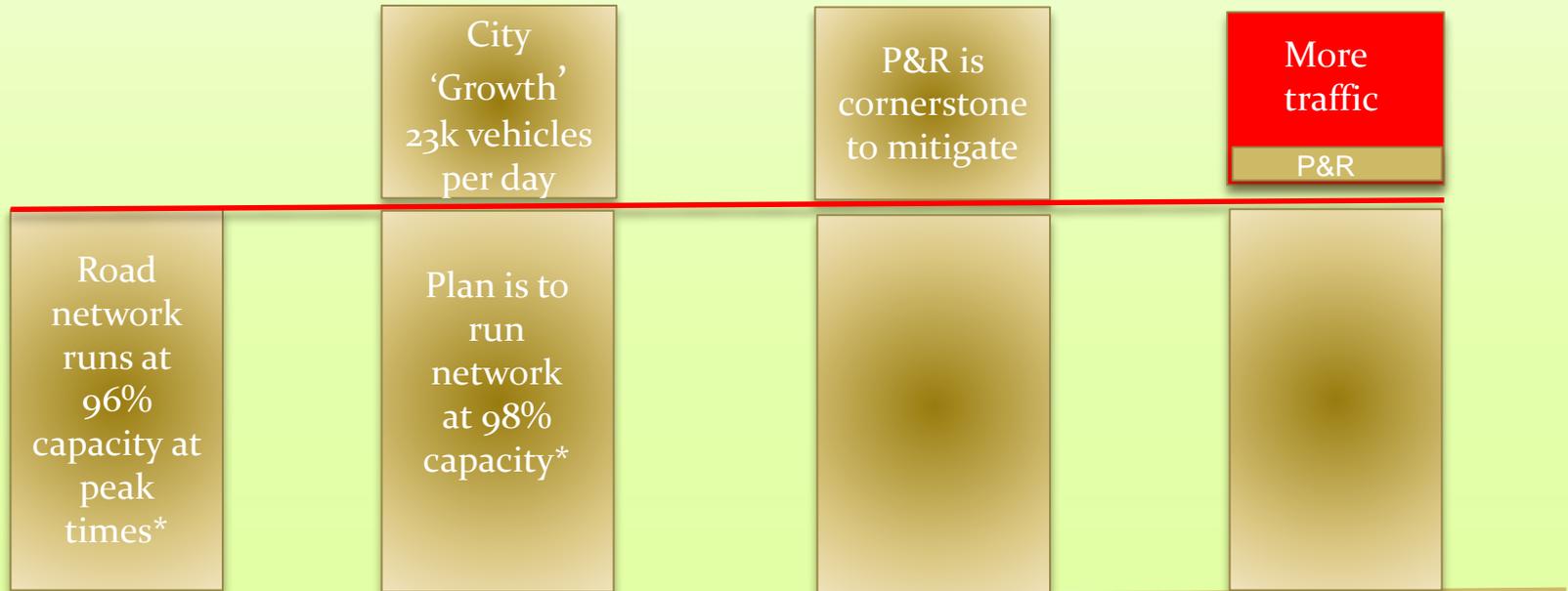
“City fringe type facilities lead to an increase in Vehicle Km Travelled. The results range from about 1 to 4 additional kilometres per P+R user”

“Fewer than one out of every two P&R users (i.e. fewer than 50%) is a *target group* user who would have otherwise driven into the city”*

Park and rides do not solve the traffic issues they are meant to – instead they generate more traffic. Prof Parkhurst has focused on capturing people closer to home and/or the concept of link and ride – smaller car parks on public bus routes. In semi-rural and rural communities to the East, public buses are the most equitable.

*Source: Zijlstra, Vanoutrive and Verhetsel 2015 – a meta-analysis covering 40 studies across 180 P&R in Europe

The current proposal with a new P&R at its core plans to make congestion and emissions worse..



Council Plan:
4th P&R key to cancelling out Enterprise Area growth. No plans on the table for 'the rest of the jigsaw'

Reality = everyday trips don't use P&R and even if they did, an 800 space P&R won't impact 23k extra movements

* According to reports submitted to the National Planning Inspector September 2017

Question everything you read – an example from the Council's January 2017 Q&A on E P&R published at the time as the Cabinet meeting to decide a preferred site

18. What is the impact of an East of Bath P&R on air quality?

Any decrease in traffic volumes as a result of a park and ride to the east of Bath will not be significant enough to detect changes in air quality. The aim of park and ride is to maintain the capacity that Bath currently has in its transport network and support new development such as within the Enterprise Area....

An east of Bath park and ride site is part of a package of measures identified in the Getting Around Bath Transport Strategy (GABTS). Many of the other measures identified in the strategy will assist in improving air quality levels in Bath, notably a potential link road to the east of Bath which will reduce traffic levels that currently have to travel through Bath between the A46/A4 and A36.

GABTS only requires work to **identify the need** for a P&R not deliver one

The Transport Strategy **DOES NOT DISCUSS** the link road

What should the Council prioritise instead?

From our research, we believe these to be priorities:

- Conduct research to really understand the problem of congestion and pollution in Bath from a driver habits and behaviours perspective and then identify measures that can make a difference
- Work more closely with Wiltshire to solve congestion, despite their not being part of WECA
- Focus on the many thousand local journeys made every day to encourage modal shift – safer walking and cycling routes, especially to school, would be a good place to start
- Improve access and signage to existing P&R
- Provide overspill car parking for known seasonal events, especially the Christmas market
- Seize opportunities to increase bus use such as bus franchising and Quality Bus Corridors
- Acknowledge that to deliver the reduction in congestion that the transport strategy aspires to and that legal obligations around air quality require, harder measures, such as congestion charging, may be needed in order to change driver behaviour
- Look again at what other cities have done – London, Copenhagen and Hasselt for example

Our own initial research shows that;

- Peak morning traffic in Batheaston drops by 30% during School holidays
- Pricing forces less sustainable travel choices and puts public transport at risk
 - It is cheaper to use a P&R than a public bus, you even pay more for getting on the same P&R route closer to town if you haven't driven out to the P&R
 - It is significantly cheaper to park in a town car park than to take the public bus as a family
 - It is usually possible to find a cost-free short stay space on a street in the centre, so why use P&R when you can take a risk and drive to your destination?