



BATH COACH PARKING STRATEGY EXECUTIVE SUMMARY

This Summary is based upon the full 233-page Bath Coach Parking Strategy produced for Bath & North East Somerset Council by BuroHappold in 2017.

*A Strategy for
the future
accommodation
of coach
parking and
drop off/pick up
locations in
Bath*

Bath Coach Parking Strategy Executive Summary

1. Introduction

To support the Council's Economic Strategy and Place Making Plan and facilitate the regeneration of Bath Quays, the Council needs to develop a sustainable coach parking strategy for the City of Bath. BuroHappold were appointed by the Council to develop a strategy that provides an effective long term plan for management of coaches in the City. The scope of the study included reviewing the existing provision; analysing and understanding coach parking demand and user requirements; reviewing best practice and recent strategies adopted in other cities; identifying and appraising various sites in the city as potential coach parking and drop off/pick up locations; recommend how technology can support the solution, and review charging regimes. The strategy also considers the recommendation of the Getting Around Bath Transport Strategy and the Bath Destination Management Plan.

The current coach park at Riverside, which has already been reduced in size, will have to be relocated entirely to enable delivery of the Council's major regeneration scheme, Bath Quays. The development at Bath Quays North - on the site of the Avon Street car and coach park - will create a new business and commercial district for the city, providing modern office space for existing and new businesses, additional employment opportunities and economic growth.

This note summarises the study's findings and recommendations and provides background for anyone taking part in the engagement on the proposed strategy.

2. Existing coach infrastructure in Bath

Tourist and leisure coaches operating in Bath on a typical day currently use one of four centrally located drop-off/pick-up sites, and park at Weston Island as well as at unofficial on-street locations around the city, before returning to collect passengers and depart. These sites, shown in figure 1 include:

- **Terrace Walk** – being very close to major attractions it is the busiest drop-off/pick-up site and often exceeding its design capacity of two large coaches, even with 10 minutes maximum waiting; it is also used for other purposes including loading, turning and access.
- **North Parade** – opposite Terrace Walk with two spaces and 10 minutes maximum waiting.
- **Riverside Coach Park** – redesigned in 2015 as part of the changes to the Riverside and Green Park Road it has space for 13 coaches (previously 43) with a maximum stay of 30 minutes (but with no overnight restrictions); it has good access from the A36 and is quite close to the Roman Baths, being the main city centre attraction.

- **Royal Avenue** - used informally by a significant number of coaches, especially with passengers wishing to visit the Royal Crescent area, but not as convenient for other attractions and less convenient for coaches travelling to Bath from the east.
- The First Bus Depot at **Weston Island** has adequate space for coach parking (85 spaces available Monday to Saturday and 35 on Sundays) however it is not popular with drivers due to the available services.

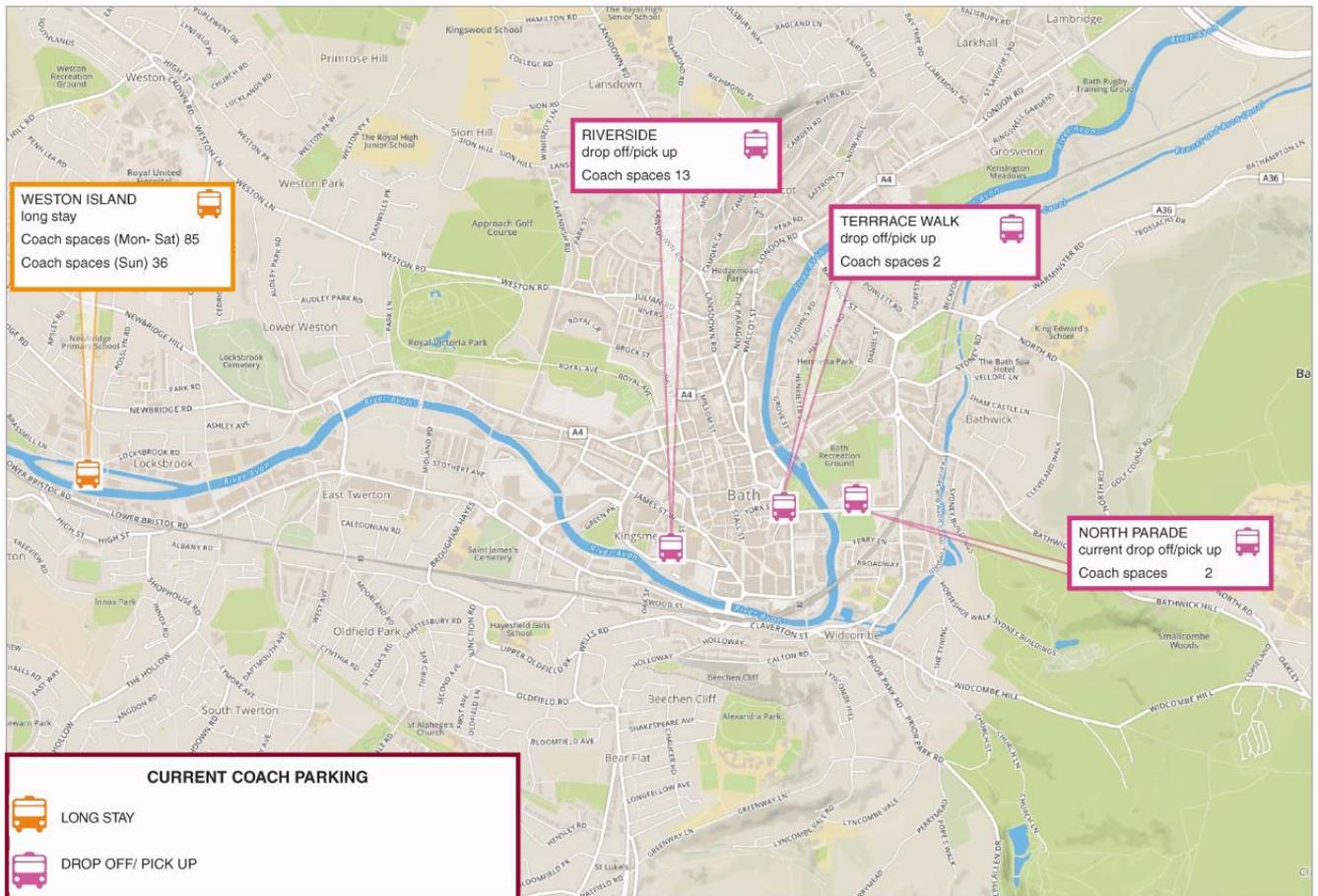


Figure 1: Locations of Official Coach Drop-off/Pick-up Points and Parking Currently Used in Bath

Arrangements are slightly different during special events such as the Bath Christmas market or rugby games, when a number of other sites including the Wellsway, Pulteney Road and Bath Racecourse come in to use.

In addition to Bath, coach management arrangements at other similar destinations such as Salisbury and Windsor were reviewed as well as the views amongst key stakeholders, including coach operators, on good practice to inform the strategy.

3. How existing coach infrastructure is used

To develop an effective strategy understanding how coach parking in Bath is used is vital, so several surveys were conducted on a weekday and weekend day in August 2016. These

included a video cordon survey of coaches entering/leaving the city, site counts and attitudinal and activity surveys of drivers and passengers. Key findings were:

- Around half of coaches drop-off/pick-up at Terrace Walk and around a quarter use Riverside Coach Park with Royal Avenue and North Parade serving the remainder. Over 85% of passengers are dropped-off and picked-up from the same place, thus simplifying wayfinding.
- No dominant location exists for coach parking (following drop-off) with Riverside, albeit technically with a 30 minute daytime waiting restriction, more used than Weston Island. Unofficial on-street locations or the Wellsway are used by over a tenth of coaches. Riverside accommodates the majority of coaches parked overnight on weekdays.
- Unsurprisingly most coaches enter and leave Bath from the East with North Parade (from/to the A36) and London Road (from/to the A4 and A46) the most popular entry routes in to the city.
- As was expected more coaches arrived than departed in the first half of the day. More coaches arrive early on Saturdays whereas on Thursdays there are two peaks: 9am to 10am; and lunchtime. Coach departures on both days were more similar with the peak towards the end of the day.
- Coaches present in the city on Thursdays peaked at 29 and Saturdays at 27; adjusted for July being busiest time of year the weekday peak (being between 2pm and 3pm) would be 33.
- Around 70% of coaches stay in Bath for 1 to 4 hours, with 2-3 hours being the most common visit duration. Between 10 and 20% of coaches stay overnight, mostly for one night.
- Over 50% of coach trips to Bath were day excursions and most of the remainder visiting the city as part of a coach holiday. Driver interviews found that 35% of coaches were visiting Bath daily and over 60% coming at least once a week.
- About 50% of trips to Bath originated in London (one of 29 reported points of origin) and Stonehenge was by far (over half of coaches) the most commonly visited other destination, followed by Windsor amongst the 13 additional attractions to Bath.
- In terms of passengers, many of who visited more than one attraction, the top four attractions visited were: Roman Baths (71%, with 64% having pre-booked tickets), Bath Abbey (37%), No.1 Royal Crescent (22%) and Parade Gardens (17%). About half spent under £30 (in addition to pre-booked tickets) and half over £30 with the average spent being £51. Average spend did not increase consistently with visit duration unless visitors stayed overnight.
- Although there was a range of ages amongst coach passengers, a high proportion of visitors were older, with 60-69 being the most common age group. Correspondingly, up

to 35% of coaches were carrying mobility-impaired passengers (who therefore require central drop-off/pick-up spaces).

- Overall coach passengers were 'very satisfied' with using the coach in Bath and were likely to recommend Bath to others and come again, with 61% intending to stay overnight next time.
- 70 to 80% of coach drivers were satisfied with drop-off/pick-up arrangements but the majority were very dissatisfied with coach parking arrangements, with some suggesting that recent changes to Riverside has not improved matters. Drivers must by law take 45 minutes rest for every 4.5 hours driving; therefore the drive time between drop-off/pick-up and parking locations can be critical.
- Some major operators run over 2,000 coaches annually to Bath often on routes that also include Stonehenge and Windsor.

In addition, a stakeholder consultation session was also convened by our consultants to allow people with direct and in-depth understanding of the issues to inform the strategy.

4. Current and future coach parking demand

Based on the survey data obtained on 25th and 27th August 2016, and applying scaling factors derived from visitor data at The Roman Baths to convert August to peak annual demand levels in July, peak coach parking demand is 33 spaces and 12 spaces for drop-off/pick-up. Applying the medium projection for leisure tourism growth in Bath (taken from the 2009 Bath Visitor Accommodation Study) this will rise in 2026 to 41 and 15 respectively.

Whilst the strategy provides for future growth in tourist numbers and increased coach parking, the Destination Management Plan recognises that growth in tourism should be managed to pursue value and not quantity.

It also became clear that the ability to offer 'short stay' (less than 90 minutes) and 'long stay' coach parking would give more flexibility and help meet patterns of coach trips to the city. Analysis of the data also concluded that allowing 20 minutes for drop-off/pick-up met operators' needs, is similar to other cities and would ensure that space turnover more closely matches the feasible supply of spaces.

5. Appraisal of potential parking and pick-up/drop-off sites

With an understanding of current weaknesses in parking provision and future parking demand, existing and potential future sites were identified and assessed using a set of weighted categories and criteria. Because not all of the most preferable facilities could necessarily be delivered soon, or simultaneously, the process also considered 'short term' and 'long term' scenarios so that a phased approach could be taken to getting the best arrangements ultimately in place.

Using a neutral, traffic engineering, perspective 26 off- and on-street sites were assessed (see Appendix A). Some are already used for coach parking and others would require a

change of use, there being so little vacant land in Bath. Generally, but not always, on-street spaces were assessed for drop-off-pick-up, and off-street spaces for coach parking. Potential sites were then eliminated if their distance from main attractions (within 1km for drop-off/pick-up) or drive time would conflict with statutory rest periods (for coach parking). For practical and economic reasons a minimum capacity of four spaces for parking and two for drop-off/pick-up was also specified.

Using the Department for Transport appraisal process, and following discussions with stakeholders, five categories of site attributes were examined, being: ease of coach access and highway operation; effect on visitor experience; site characteristics; environmental impact; and ease of implementation. Across these categories 19 specific criteria were applied using a points system. If any site scored '0' i.e. 'fail' on any criterion it was discontinued. As the importance of different categories, such as 'effect on visitor experience', could vary for drop-off/pick-up compared with parking (which passengers have no interest in) the Council's working group assigned weightings to these.

For the long term the best sites (those that scored the highest) for drop-off/pick-up are Terrace Walk and North Parade followed by two new possible uses of Manvers Street (being the street itself or the public car park) however these would require other changes before becoming feasible. Royal Avenue (already used informally) and Pulteney Road (used during rugby matches) also scored highly. For coach parking, new provision at Odd Down Park and Ride had the highest score, followed by options which would require either a change of use of the site and/or other highway improvements.

In the short term the same sites for drop-off/pick-up generally scored highest. For coach parking, amongst the deliverable sites, again Odd Down scored highest. Two additional sites at the A4 layby, west of Bath, and Green Park Road also scored highly albeit with shortcomings to be accepted or mitigated, were these to be taken forward.

6. Developing the strategy

Having identified the best sites the study reviewed the constraints and requirements of different stakeholder groups:

- For the Council a key issue is that the Bath Quays development will require the Riverside Coach Park to be relocated. The coach strategy also has to complement the Getting Around Bath Transport Strategy, the Placemaking Plan (Bath's planning document) and the B&NES Destination Management plan (2017), for tourism development which in particular aims to increase the length of visitor stay and spending in the city.
- Given that coach passengers spend over £180,000 a day in Bath, the city should continue to be seen as a highly attractive destination and this is clearly important for the tourism, leisure and the business community.
- Coach passengers, who ultimately decide to come to Bath and drive the demand for coach trips, are interested in getting off and on the coach close to visitor attractions in a stress-free way.

- Coach drivers and tour operators want better flexibility and choice in parking options, with better facilities that meet drivers' requirements, suit their length of stay and ultimately enable them to offer attractive tour packages.
- However the impact of tourism on the city's residents must be managed and no large loss of amenity, including car parking, should be incurred to support its growth.

From the technical work undertaken it is clear that the following key principles should be underpin the strategy:

- Coach drop-off/pick-up to be in the city centre close to attractions.
- Short-stay parking to be limited to the periphery of the city centre.
- Encourage longer stay and pre-booked visits by the provision of high quality coach parking facilities outside the city centre and supported by an appropriate pricing structure.
- Improve pedestrian and vehicle wayfinding.
- Use new technology to improve coach management.

With these in mind the following specific proposals were developed:

- At least 15 drop-off/pick-up total spaces be provided over both short and long term that will geographically serve the key visitor attractions at the following sites:
- **Terrace walk/Pierrepoint Street** (5 or 6 spaces), with three possible traffic/parking re-design options including reduction to one lane for southbound traffic in Pierrepoint St to create two new coach parking spaces.
- **North Parade** (2 spaces), maintaining current use.
- **Royal Avenue** (3 spaces), formalising existing use and removing 5 pay and display parking spaces. The three proposed spaces, primarily located on a section of single yellow lines, are located in the vicinity of the lane connecting Royal Avenue with the Royal Crescent.
- **Pulteney Road** (3 spaces) with the loss of 12 residents/pay and display parking spaces between 8am and 7pm. These spaces, on the northbound lane of the road, between North Parade and Edward Street, and formalising the arrangement currently used on match days at Bath Rugby, could provide a memorable entry to the city via Great Pulteney Street. Based on recent survey data these spaces are predominantly used for pay and display during normal working hours.
- **Green Park Road** (4 spaces), created by making changes to the road/verge alignment in a sawtooth configuration on the northbound carriageway. Being in a similar location to the Riverside Coach park these would place passengers within walking distance of most attractions.

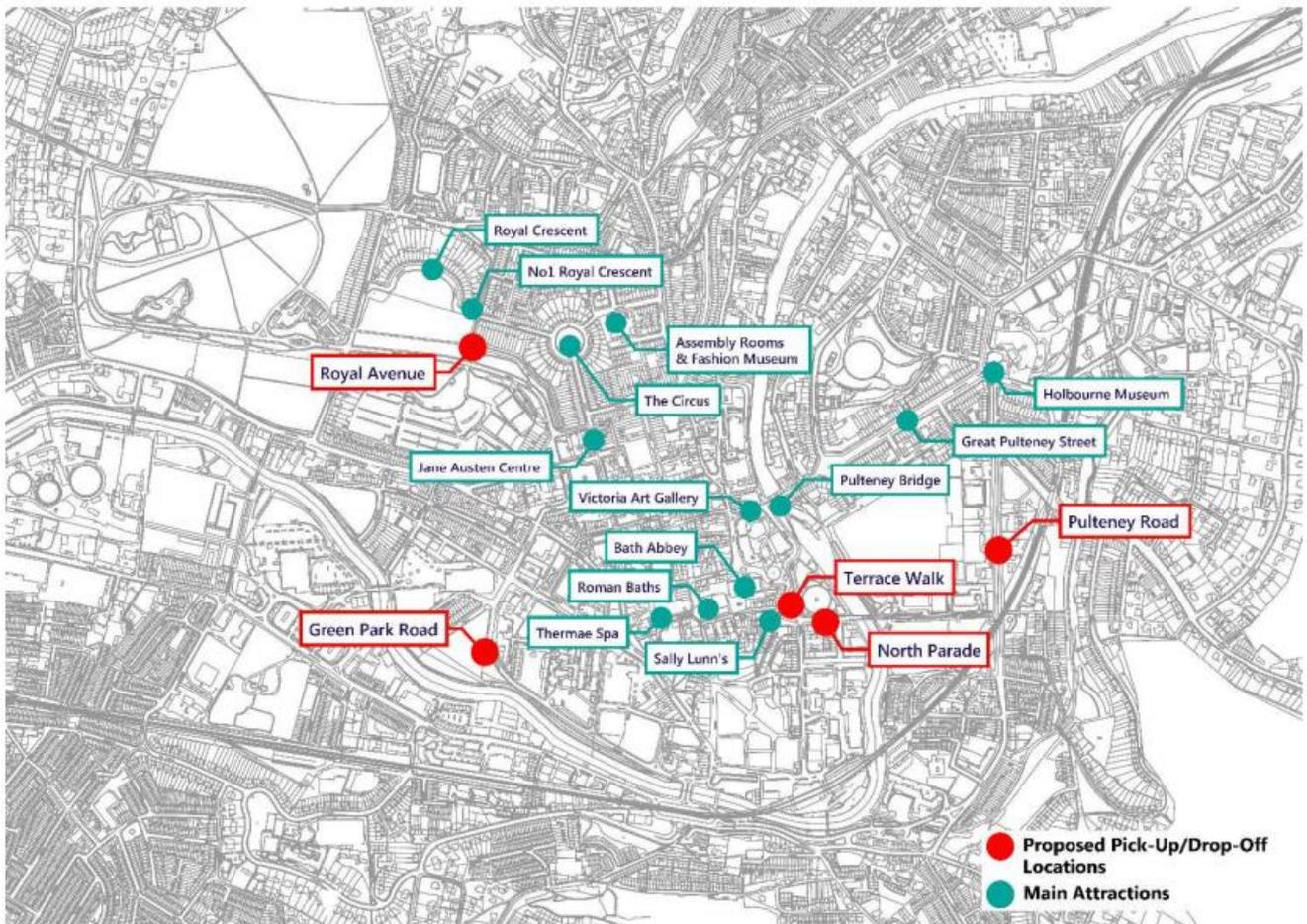


Figure 2: Proposed Coach Drop-off/Pick-up Points and Proximity to Main Attractions

For coach parking:

- 29 new coach parking spaces at the existing **Odd Down park and ride** site in the northeast corner on the former stone mines compound, with toilets, toilet waste disposal, water supply and rubbish bins. This area currently provides additional parking capacity at peak times of the year, which is rarely used even during the christmas period. The current number of consented parking spaces will be maintained. As well as being secure, coach drivers can use the park and ride bus to return to the city centre where there are many amenities for drivers to use. Journey times to Odd Down are approximately 12-18 mins, dependent upon traffic conditions, and therefore it is suitable for stays over 1 hour and 40 mins.
- To provide 'short stay' parking (up to 90 minutes) by formalising the current use of the westbound **A4 layby** approaching the Globe roundabout for four coaches, leaving space for other vehicles, and with some or all coach spaces restricted to peak times. In terms of journey times this would particularly suit coaches using Royal Avenue.
- To provide 'short stay' parking, 3 of the 4 spaces at **Green Park Road** would also be available for stays of up to 90 minutes;
- Over the long term Odd Down remains the best site and further capacity could be added as needed.

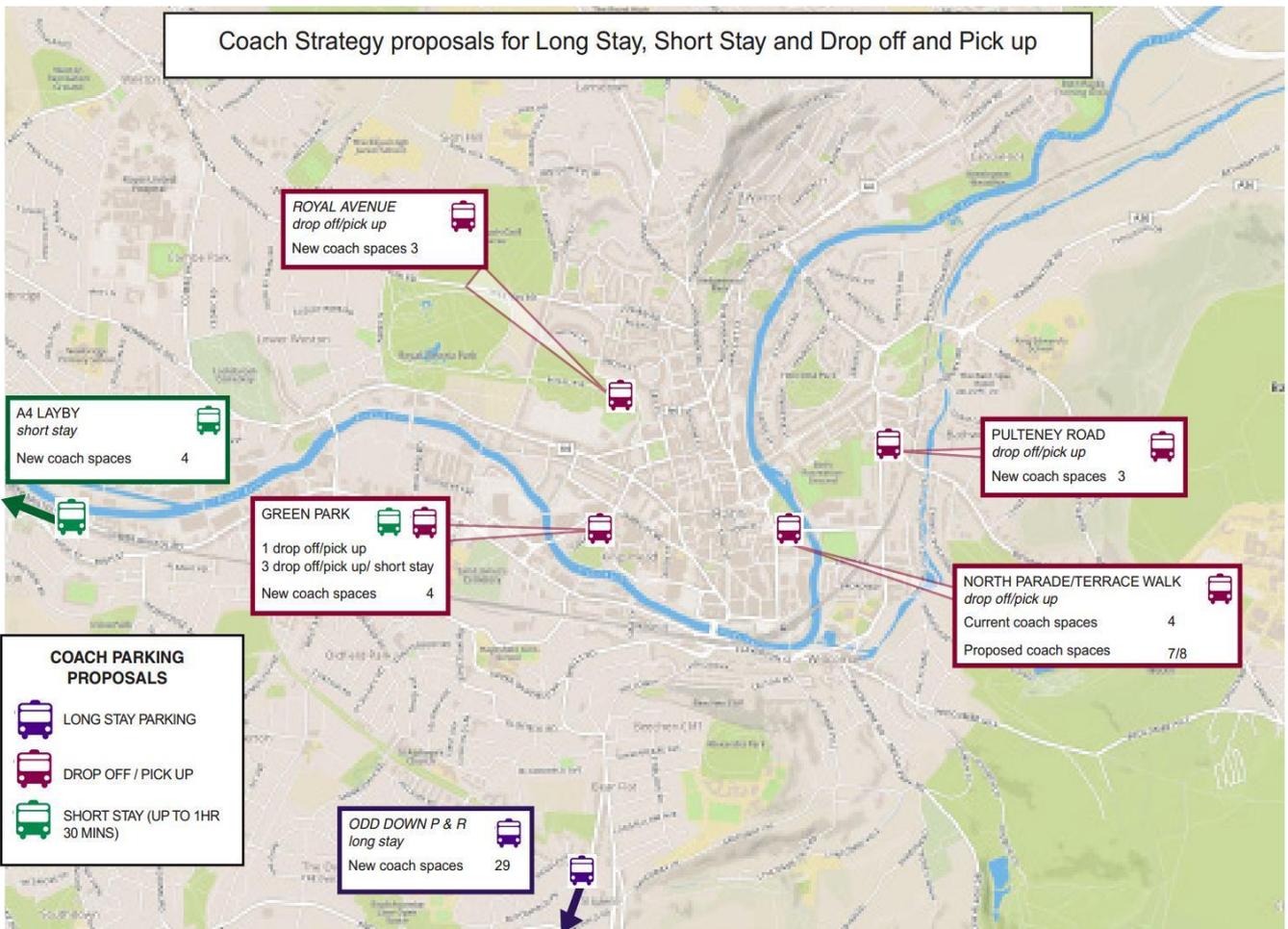


Figure 3: Long Stay, Short Stay & Drop-off/Pick Up Locations

The strategy then proposes a phased approach to delivery over the short (by 2019), medium (by 2021) and long term (by 2026) taking in to account anticipated changes such as the Bath Quays development.

7. Using technology

As well as providing space for coaches the study also examined how to get more from technology to enable pre-booking of parking, improve journeys, manage coach parking, protect revenue and provide data for future planning. An initial review of various technical systems including parking sensors, messaging systems and software provides a roadmap for the Council to develop its specific requirements.

8. Events

The strategy reviews coach travel to events, including the Bath Christmas Market and rugby matches and makes the following recommendations:

- Given charging is accepted practice for events, use it to influence demand and reduce impacts on Bath's businesses and residents, possibly by extending the Council's use of the MiPermit system and dynamic pricing.
- Also use travel demand management approaches to free up capacity of transport networks for event goers, thereby improving the event experience and reducing disruption for others.
- Liaison by the Council between event planners and coach tour operators to reduce peak coach access demand over busy periods.
- All event organisers agree an action plan for coach management with B&NES Council that includes sustainable travel promotion, wayfinding for coach passengers, proposed drop-off/pick-up and parking locations, expected demand levels and responsibility for coach companies' operations.

9. Charging

Bath's current charging regime, benchmarked against other destination cities was reviewed in the light of the guiding principles for managing coach parking, which included:

- The cost to the Council of managing coaches should be covered and penalties for non-payment should be a clear deterrent.
- Charges, being transparent, consistent and simple should have a neutral impact on Bath's attractiveness as a destination.
- Short and long stay charges should be structured to encourage longer stays.
- Pre-booking should also be incentivised, as this can aid coach management in the city, allowing demand smoothing and better space utilisation.
- Changes should be introduced on a sliding scale and over a period of time.

Feedback from operators was that they were generally happy with Bath's charges. The study proposes keeping charges broadly the same but suggests using more flexible pricing (supported by investment in technology) to influence travel behaviour as well as better enforcement to protect revenue and reduce negative impacts of unofficial parking. The Council will also have to recover the cost of its investment in new drop-off/pick-up and parking facilities.

Finally, Bath is unusual in not charging for overnight stays, which the study recommends is reviewed, though closure/access arrangements at Odd Down may need to be changed.

10. Final recommendations

The following specific actions are recommended by the study:

Short term (by 2019):

- 29 coach parking spaces provided at Odd Down Park and Ride, and 4 spaces at the A4 lay-by.
- Improve coach drop-off/pick-up at Terrace Walk/Pierrepont St, providing 5/6 spaces.

Medium term (by 2021):

- Provide at least 15 drop-off/pick-up spaces at Terrace Walk/Pierrepont St (5/6 spaces), North Parade (2 spaces), Royal Avenue (3 spaces), Green Park Road (4 spaces) and Pulteney Road (3 spaces).
- Make 3 of the drop-off/pick-up spaces (all free for the first 20 minutes) at Green Park Road also available for short stay (up to 90 minutes) coach parking, with charges higher than at Odd Down.
- Introduce separate charges for short and long stay parking, and discounts or other incentives for pre-booking.
- Implement a coach parking management system using technologies such as Automatic Number Plate Recognition cameras, Bay Sensors and Variable Message Systems to direct coaches efficiently.
- Improve pedestrian and vehicle wayfinding to and from the drop-off/pick-up locations and the parking areas, to ensure easy, convenient and high quality movement and in the case of coach passengers, high quality links to and from the city's attractions.
- Monitor effectiveness and adjust as necessary.

Long term (by 2026):

- Maintain the proposed drop-off/pick-up provision as above.
- Increase parking spaces at Odd Down to 41.
- Encourage longer stays (in excess of three hours) which aligns with the Destination Management Plan, with particular focus on those coaches that only stay for no more than two hours and are often linked to other city tours. This will require fundamental behaviour change in the way coach operators plan their trips.
- Explore the opportunity that park and ride sites could offer drop off/pick up locations.

Appendices

Figure1: Map of potential central off street locations for the accommodation of coaches in Bath

Figure 2: Map of potential central on street locations for the accommodation of coaches in Bath

Figure 3: Map of potential coach locations outside of Bath city centre

Figure 4: Table of potential Bath coach sites

SK11: Sketch of Drop Off/Pick up at Terrace Walk and Pierrepont Street

SK17: Sketch of Drop Off/ Pick up at Royal Avenue

SK16: Sketch of Drop Off/Pick up at Pulteney Road

SK15: Sketch of Drop Off/Pick up at Green Park Road

SK21: Sketch of Coach Parking in A4 layby

Odd Down Coach Park – General Arrangement

Figure 1: Map of Potential Central Off-Street Locations for the Accommodation of Coaches in Bath

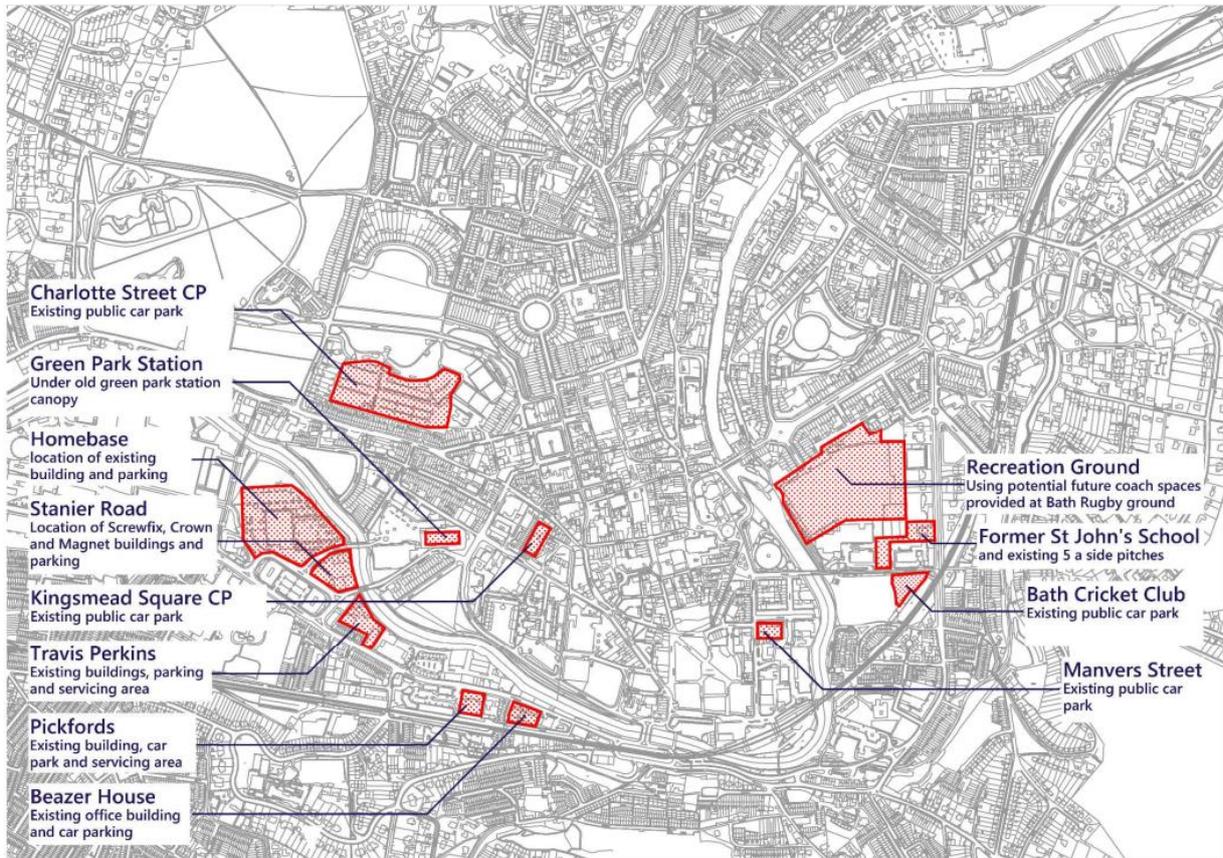


Figure 2: Map of Potential Central On-Street Locations for the Accommodation of Coaches in Bath

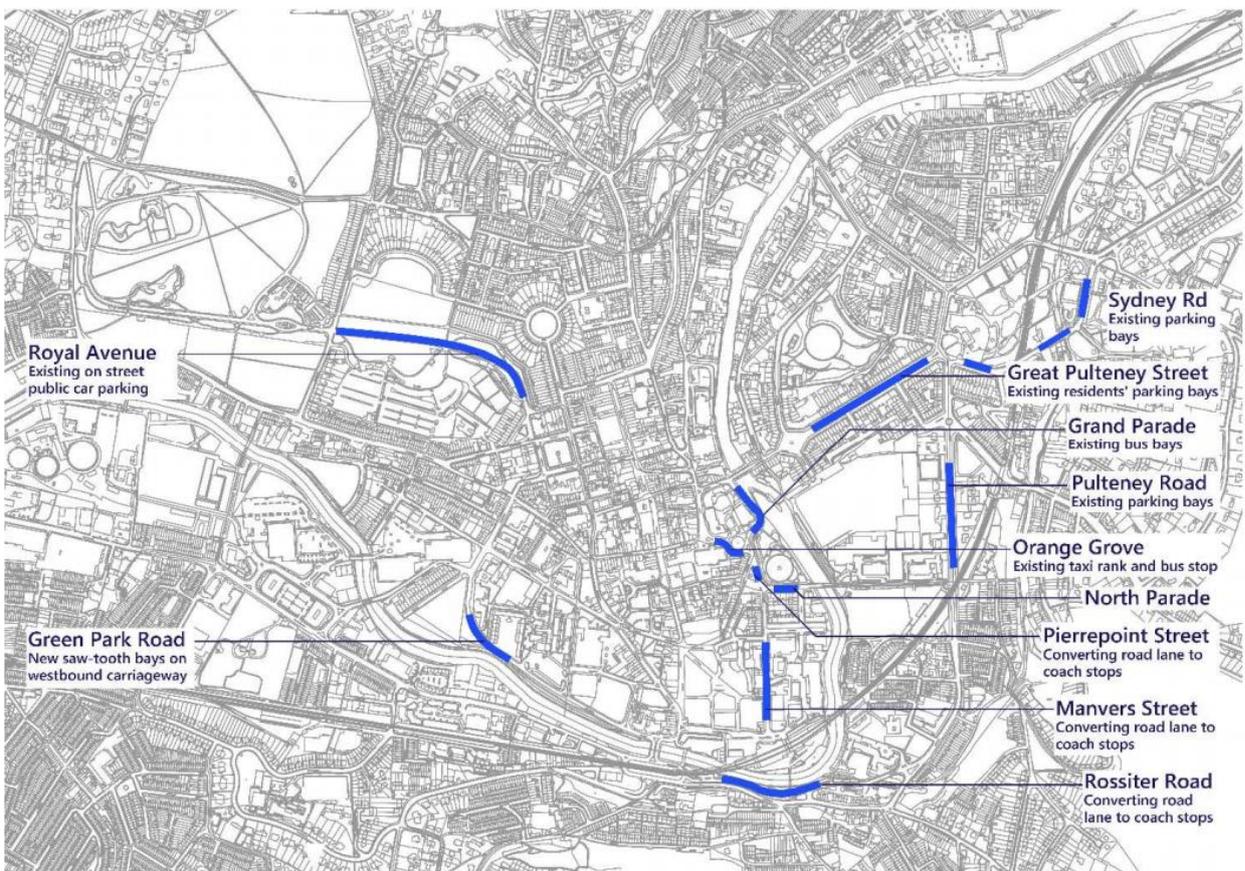


Figure 3: Map of Potential Coach Locations Outside Bath City Centre

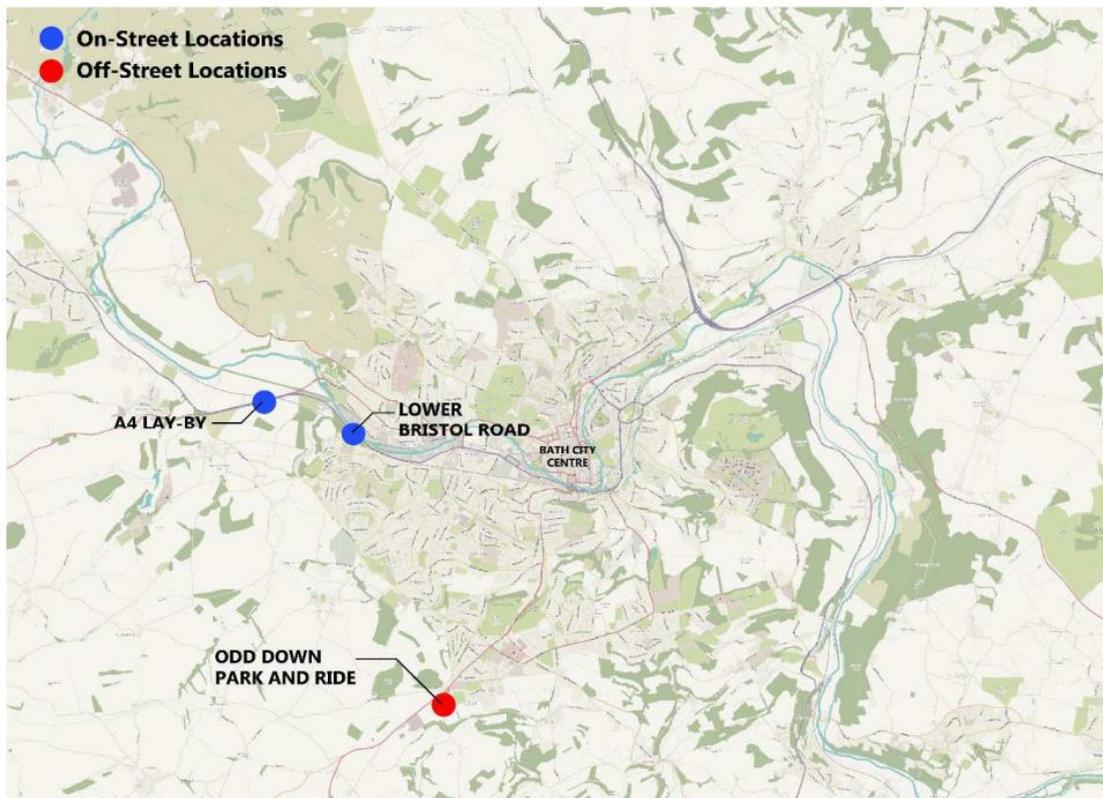
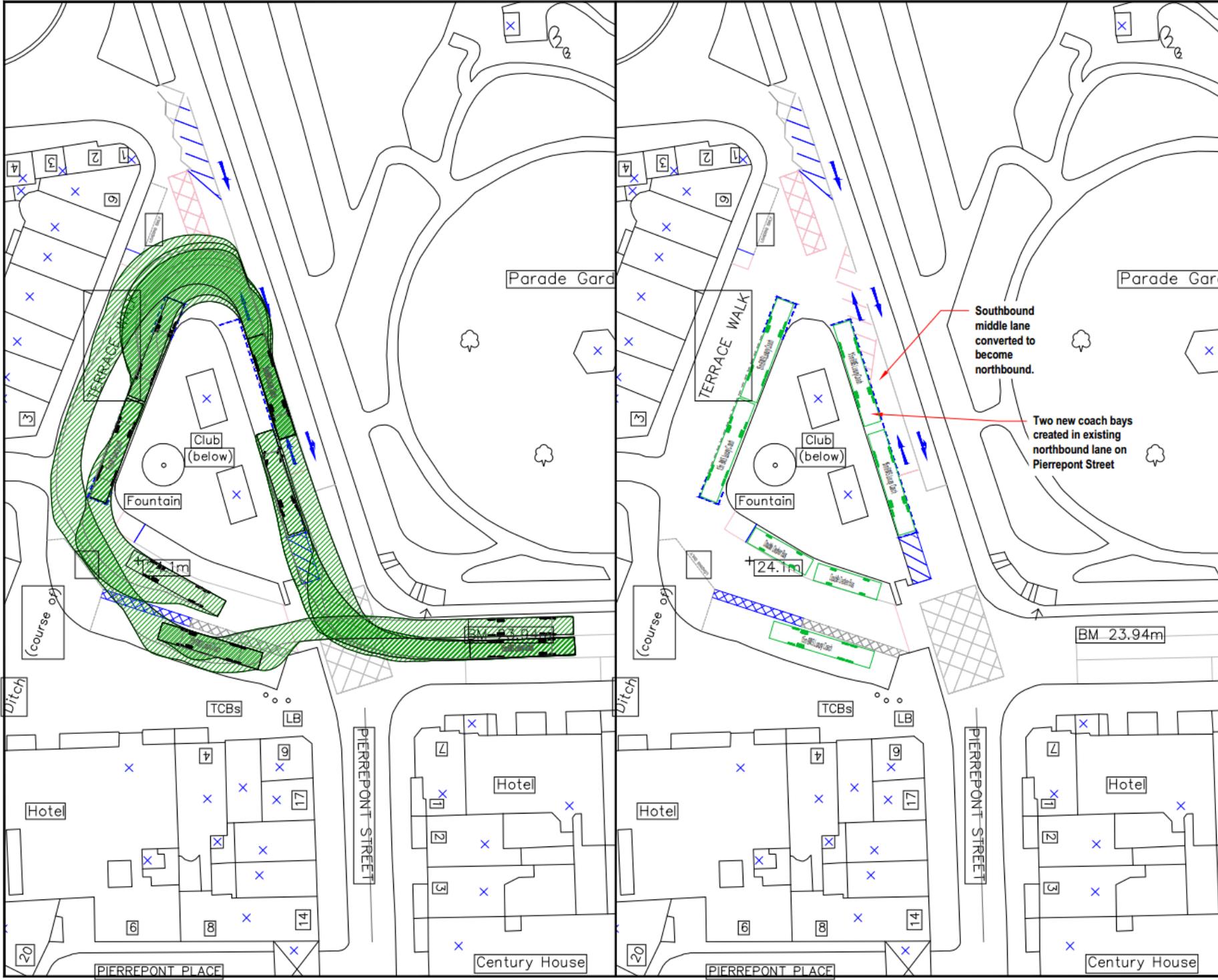


Figure 4: Table of Potential Bath Coach Sites

Site	Spaces (Max)	Type	Description
Manvers Street Car Park	20	Off-Street	Conversion of the existing public off-street car park
Stanier Road	40+	Off-Street	Conversion of existing site of Magnet, Screwfix and Crown
Pickfords	27	Off-Street	Conversion of existing Pickfords site
North Parade	2	On-Street	Existing coach spaces
Royal Avenue	14	On-Street	Coaches replace existing car parking
Odd Down Park and Ride	29	Off-Street	Taking an area within the park and ride site for coaches
Beazer House	19	Off-Street	Conversion of existing Beazer House office site
Homebase	40+	Off-Street	Conversion of existing Homebase site
Terrace Walk/Pierrepont St	6	On-Street	Modified Terrace Walk arrangement with potential addition of bays on Pierrepont St
Orange Grove	2	On-Street	Coaches replace existing taxi-rank
Cricket Club Car Park	17	Off-Street	Conversion of the existing private off-street car park
Manvers Street (on street)	7	On-Street	Turning one of the through lanes on Manvers Street into coach bays. Making this street one-way, which depends on the proposed new road linking South Parade and Dorchester Street
Rossiter Road	6	On-Street	Turning a through lane on the eastbound carriageway into coach spaces between the pedestrian crossing and the railway bridge
Grand Parade	3	On-Street	Coaches replace some or all of the existing bus stops
Pulteney Road	7	On-Street	Coaches replace existing car parking (with bays potentially on both sides of road)
Travis Perkins	40	Off-Street	Conversion of existing Travis Perkins site
Charlotte Street	40	Off-Street	Taking an area within the existing car park for coaches
Kingsmead Square	12	Off-Street	Conversion of the existing public off-street car park
Green Park Station	20	Off-Street	Using area under old Green Park Station canopy
Recreation Ground	30	Off-Street	Leasing coach parking that might be provided at the Rec as part of a refurbishment of the rugby ground
St John's Catholic School	26	Off-Street	Using grounds (including tennis courts) of old St John's Catholic School
Great Pulteney Street	18	On-Street	Coaches replace existing residents' car parking
Sydney Place/Sydney Road	7	On-Street	Coaches replace existing car parking
Green Park Road	6	On-Street	New shallow saw tooth bays on westbound carriageway, taking some land from the green triangle between Green Park and Green Park Road
A4 Lay-by	9	On-Street	Use of the existing lay-by on the dual carriageway section of the A4/Bristol Road westbound, including potential lay-by extension
Lower Bristol Road	13	On-Street	Formalising the arrangement currently used for coach parking during Bath Christmas Market, with coaches parked along the westbound carriageway in the vicinity of Weston Island. Would require slight narrowing of road lanes and reduction in verge width.

SK11 Sketch of Terrace Walk & Pierrepont Street



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CONSTRUCTION.

MAINTENANCE/CLEANING/OPERATION.

DECOMMISSIONING/DEMOLITION.

Notes

Flexion Panther Bus
 Overall Length 15.000m
 Overall Width 2.400m
 Overall Body Height 4.157m
 Min Body Ground Clearance 0.287m
 Track Width 2.500m
 Lock-to-lock time 5.00s
 Wheel to Wheel Turning Radius 12.500m

Key:

- New markings
- - Existing markings retained
- - Existing markings removed

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Status of drawing

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Client B&NES COUNCIL
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 Drg Title COACH DROP-OFF/ PICK-UP: TERRACE WALK AND PIERREPONT STREET ANTI-CLOCKWISE OPTION

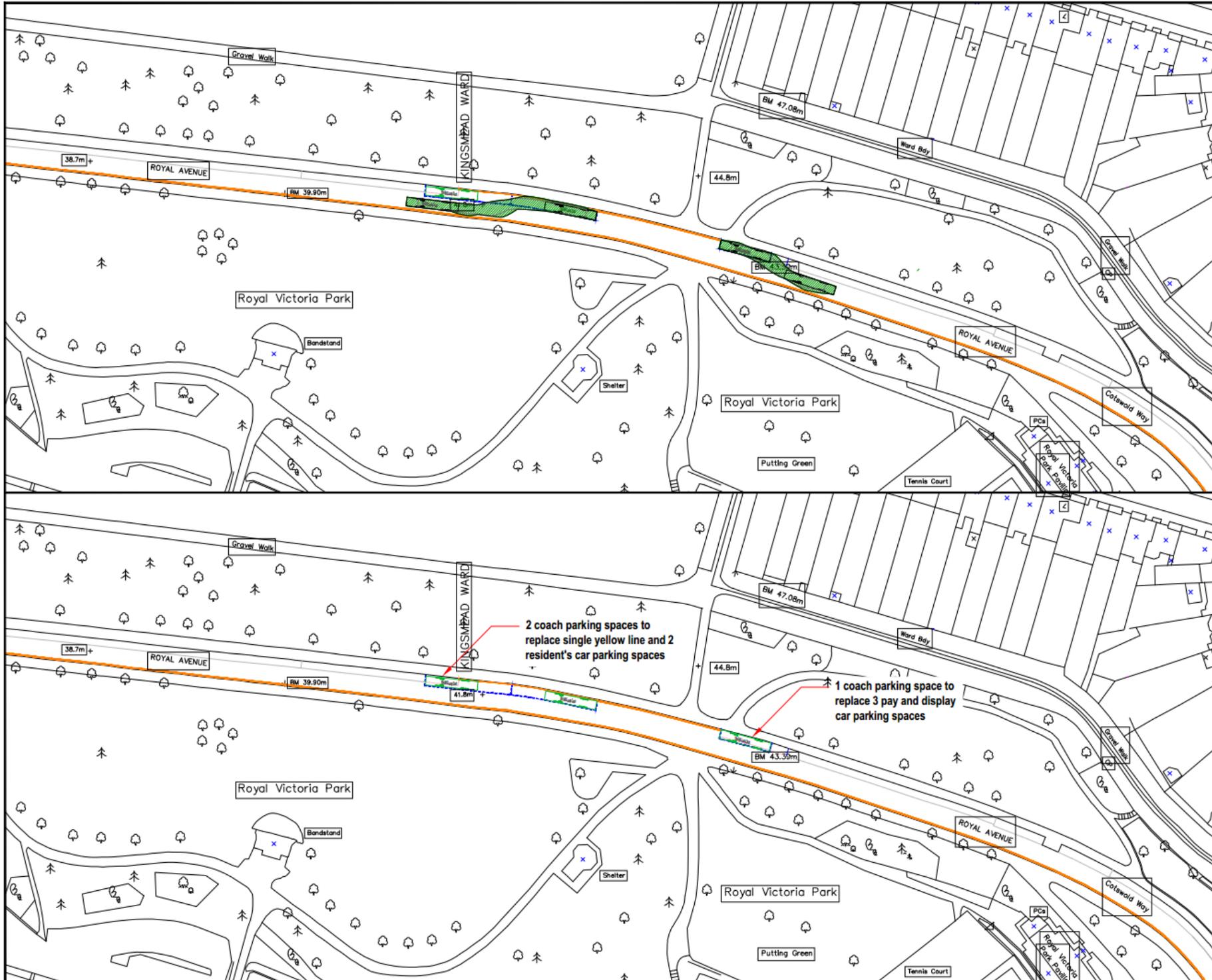
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 Drg No. SK11

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SK17 Sketch of Drop Off/ Pick up at Royal Avenue



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DECOMMISSIONING/DEMOLITION

Notes

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 Overall Body Height 4,151m
 Min Body Ground Clearance 0,397m
 Track Width 2,500m
 Lock-to-lock time 5,00s
 Wall to Wall Turning Radius 17,500m

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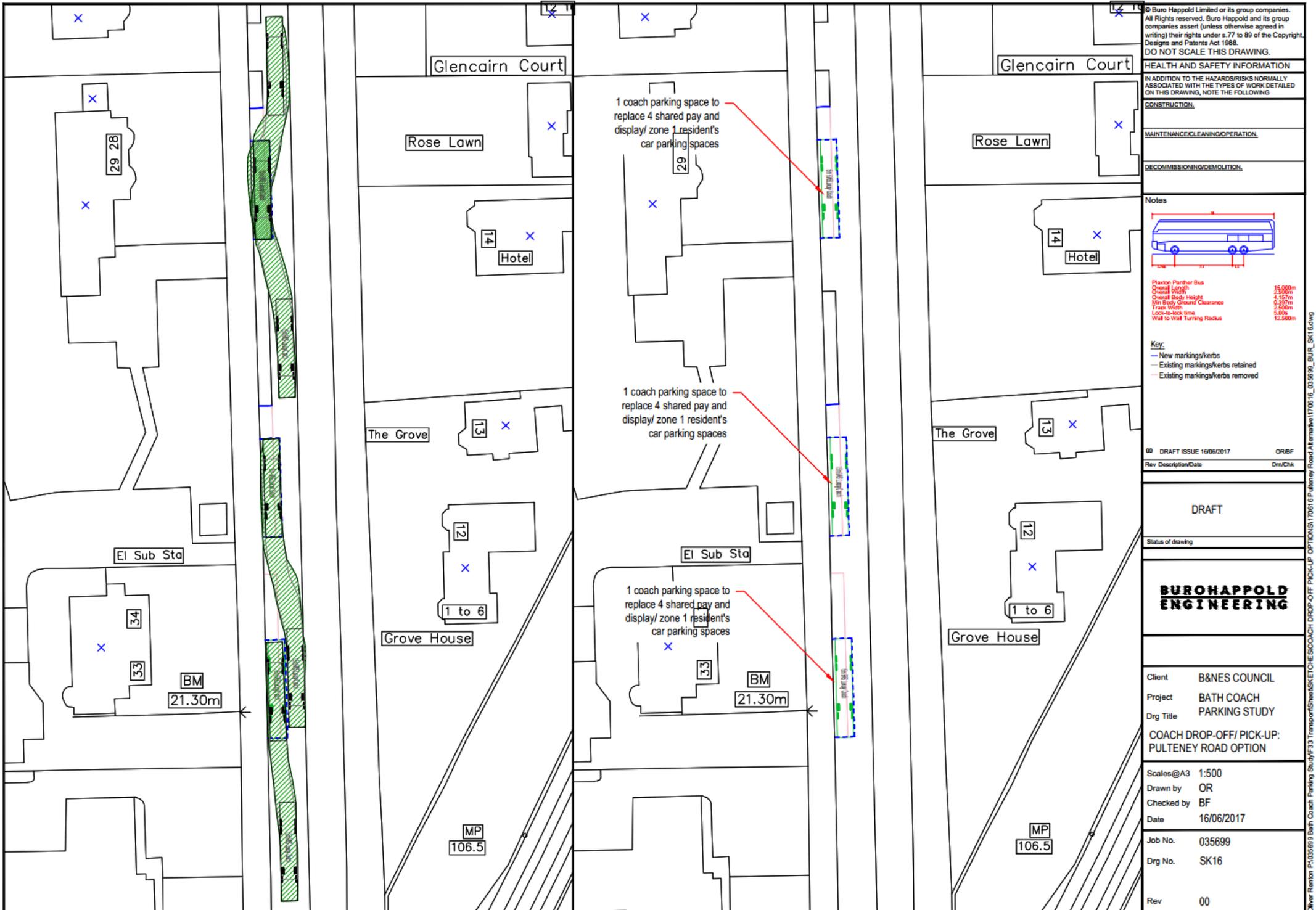
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 Project BATH COACH PARKING STUDY
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SK16 Sketch of Drop Off/ Pick up at Pulteney Road



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Notes

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 Overall Width 2,500mm
 Overall Body Height 4,157mm
 Min Body Ground Clearance 0,397mm
 Track Width 2,500mm
 Lock-to-lock time 5,00s
 Wall to Wall Turning Radius 17,500mm

Key:
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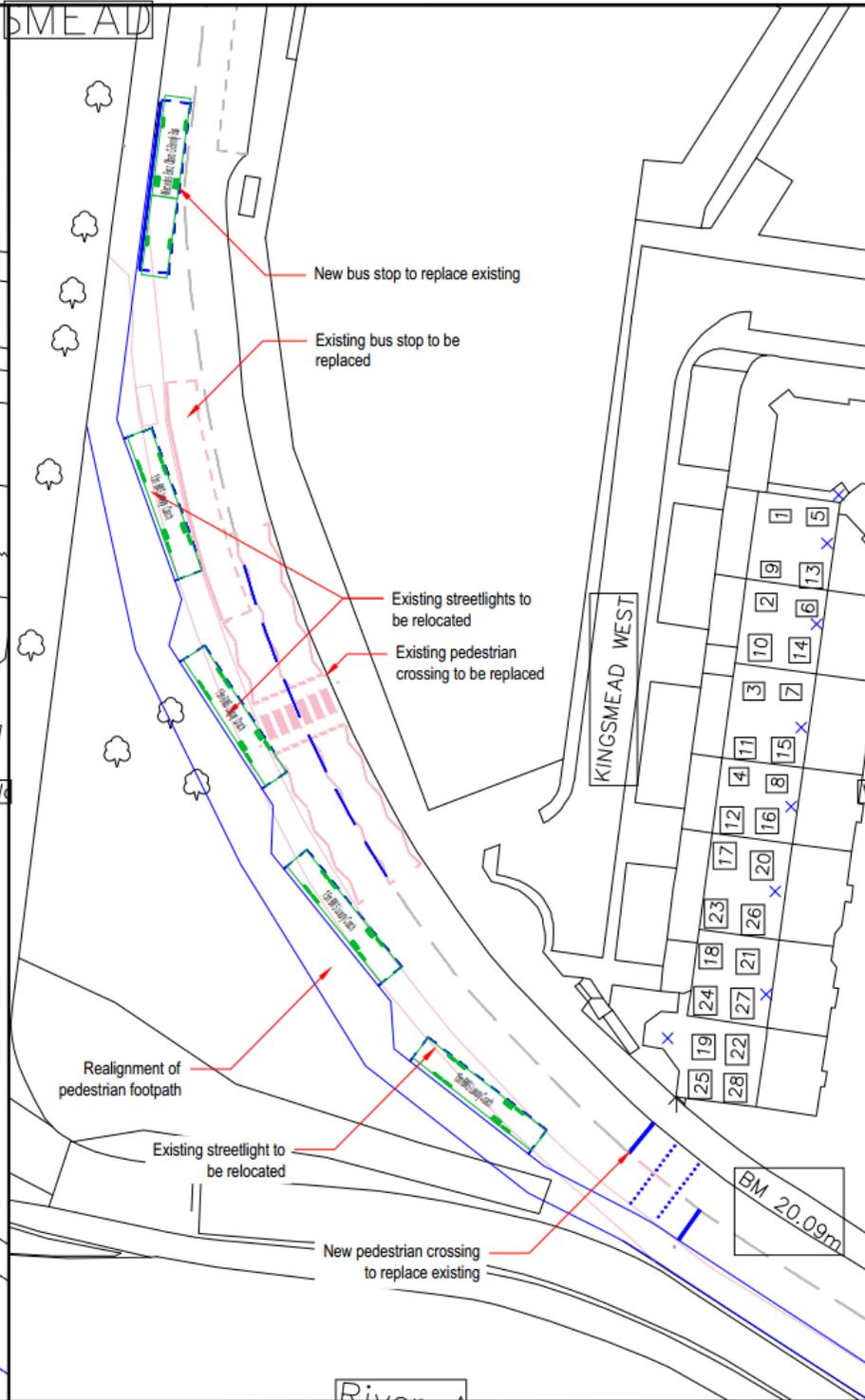
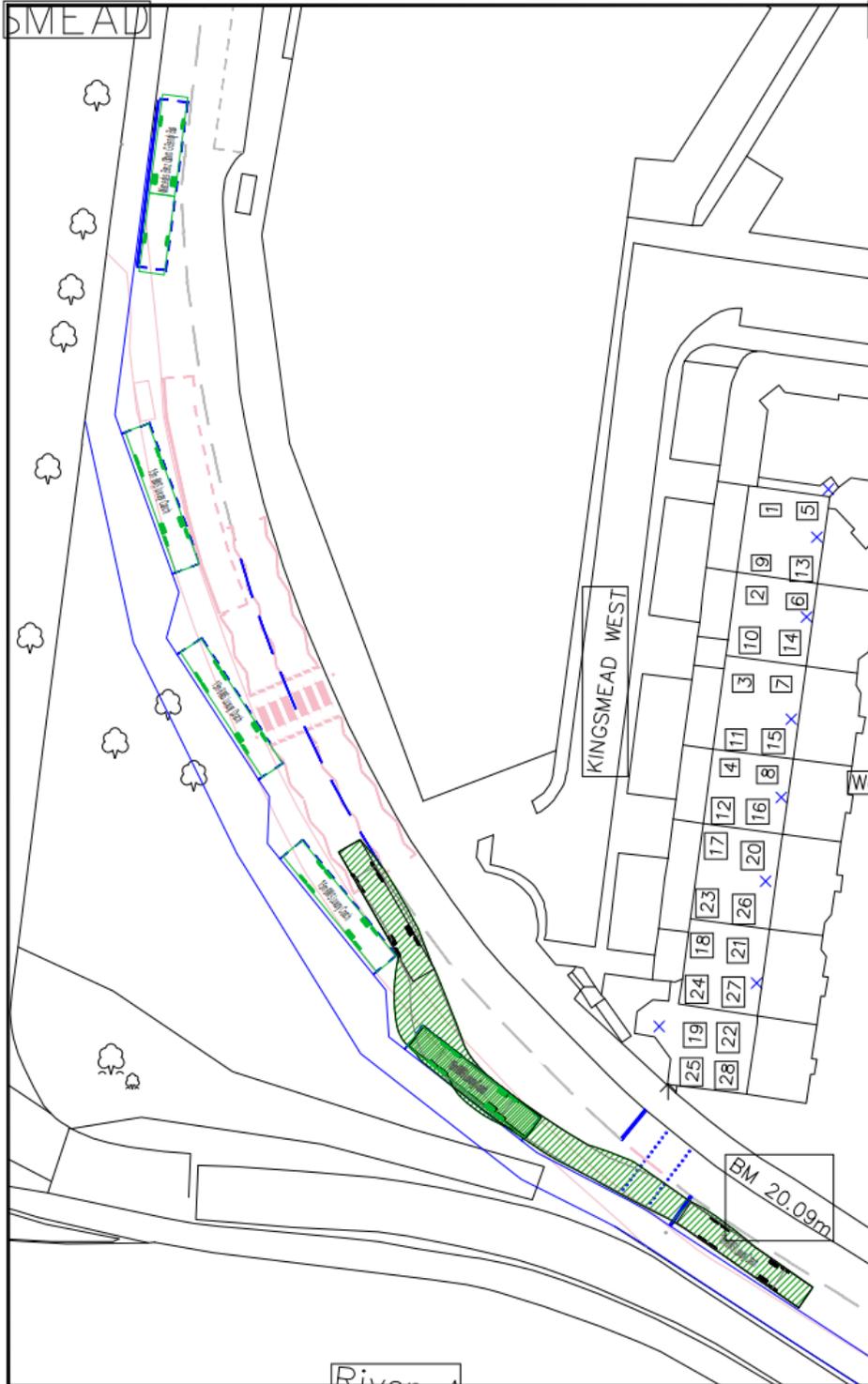
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SK15 Sketch of Drop Off/ Pick up at Green Park



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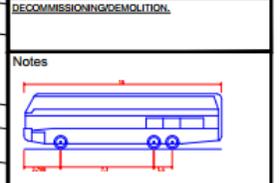
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 - Existing markings/kerbs retained
 - Existing markings/kerbs removed

00	DRAFT ISSUE 16/06/2017	ORBF
Rev	Description/Date	Drm/CHK

DRAFT

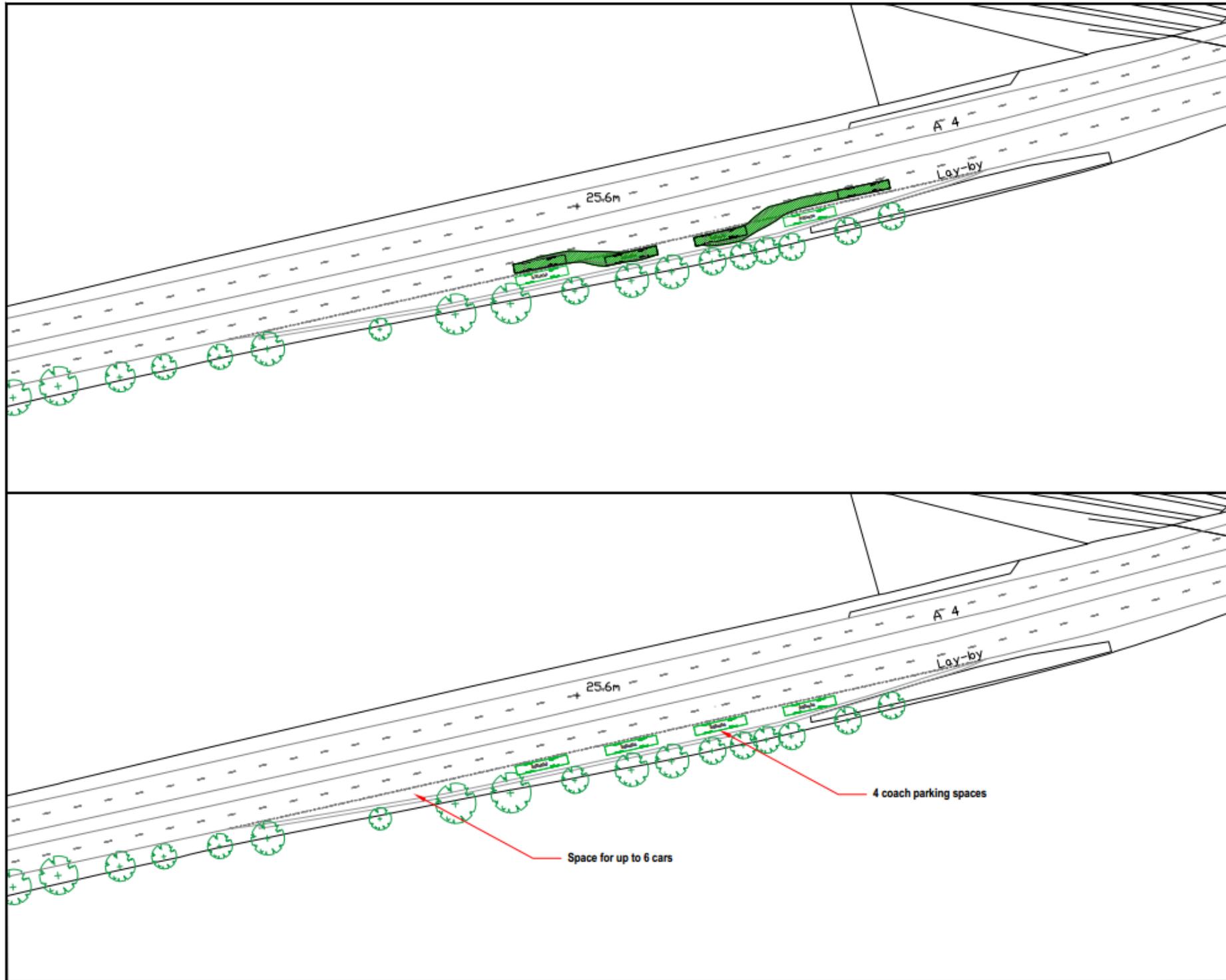
Status of drawing

BUROHAPPOLD ENGINEERING

Client: B&NES COUNCIL
 Project: BATH COACH PARKING STUDY
 Drg Title: COACH DROP-OFF/ PICK-UP: GREEN PARK OPTION

Scales@A3: 1:500
 Drawn by: OR
 Checked by: BF
 Date: 16/06/2017
 Job No.: 035699
 Drg No.: SK15
 Rev: 00

SK21 Sketch of Coach Parking in A4 Layby



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HEALTH AND SAFETY INFORMATION
 IN ADDITION TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING

CONSTRUCTION:

MAINTENANCE/CLEANING/OPERATION:

DECOMMISSIONING/DEMOLITION:

Notes

Classic Panther Bus
 Overall Length 15.00m
 Overall Width 2.35m
 Overall Body Height 4.30m
 Overall Chassis Clearance 1.30m
 Track Width 2.70m
 Wheel to Wheel Turning Radius 7.20m

Key:
 - New markings/kerb
 - Existing markings/kerb retained
 - Existing markings/kerb removed

00 DRAFT ISSUE 04/08/2017 OR/BF

Rev	Description/Date	Des/Chk
00		

DRAFT

Status of drawing

**BUROHAPPOLD
 ENGINEERING**

Client B&NES COUNCIL
 Project BATH COACH
 COACH PARKING STUDY
 Drg Title COACH PARKING:
 A4 BRISTOL ROAD OPTION WITH 4
 COACHES

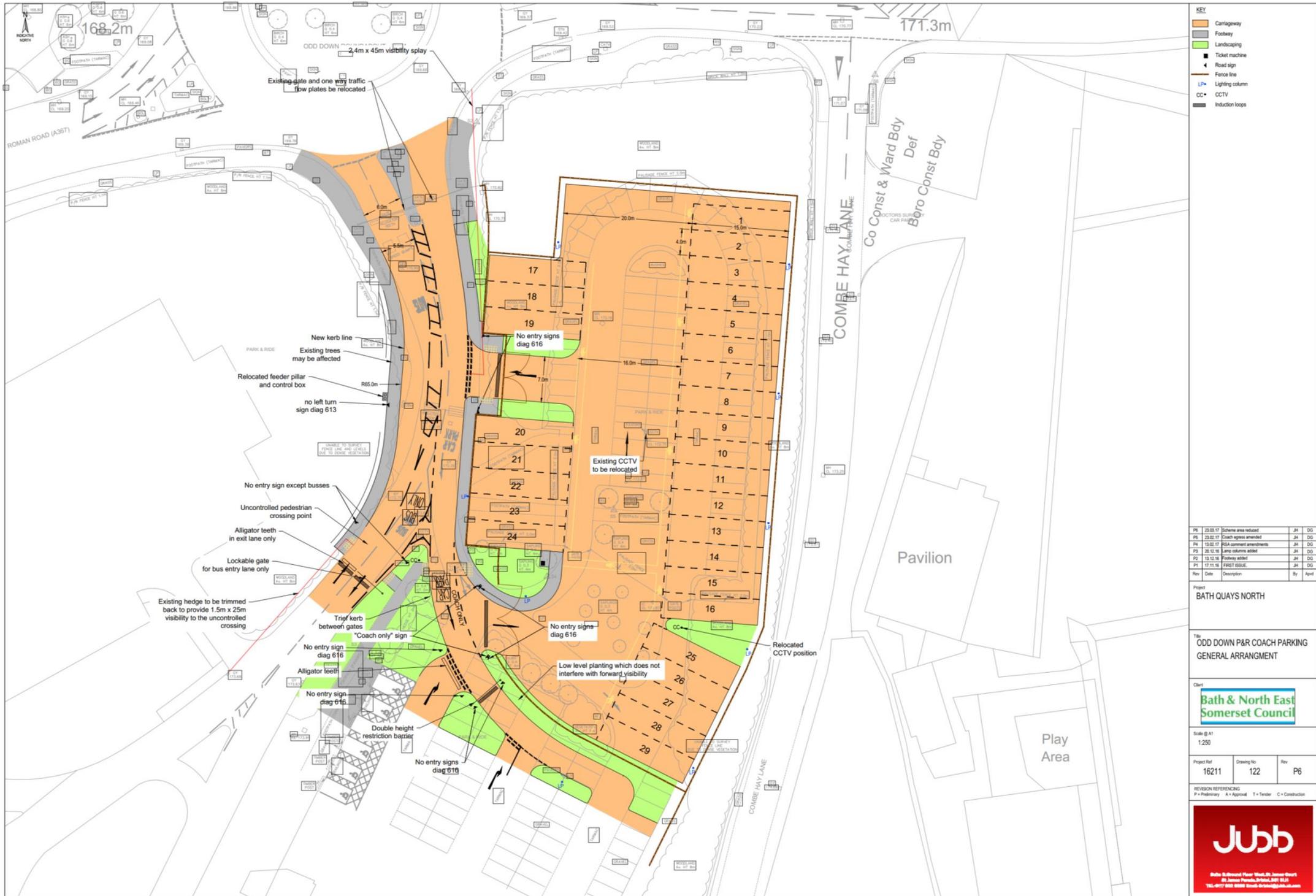
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 Drawn by OR
 Checked by BF
 Date 04/08/2017

Job No. 035699
 Drg No. SK21

Rev 00

Other Files: P:\03619 Bath Coach Parking Study\F3D Transport\Sketches\A4 Layby\OPTION\01\T080 - A4 Bristol Road (1) Courtyard\170801_01\0001_01\0001_BUR01_SK21.dwg

Odd Down Coach Park – General Arrangement



KEY

- Carriageway
- Footway
- Landscaping
- Ticket machine
- Road sign
- Fence line
- Lighting column
- CCTV
- Induction loops

Rev	Date	Description	By	App'd
P6	23.03.17	Scheme area reduced	JH	DO
P5	23.03.17	Coach ingress amended	JH	DO
P4	13.02.17	BGA corner amendments	JH	DO
P3	26.12.16	Lamp columns added	JH	DO
P2	13.12.16	Footway added	JH	DO
P1	17.11.16	FIRST ISSUE	JH	DO

Project: BATH QUAYS NORTH

Title: ODD DOWN P&R COACH PARKING GENERAL ARRANGMENT



Scale @ A1: 1:250

Project Ref	Drawing No	Rev
16211	122	P6

REVISION REFERENCING: P = Preliminary A = Approval T = Tender C = Construction

