

East of Bath park and ride proposal: Frequently asked questions

Why do we need a park and ride?

Traffic congestion in and around Bath is an issue and local people have been talking about the need for a park and ride to the east of the city for a long time. The benefits it will bring to traffic congestion, air quality and people's quality of life are significant.

There are already three popular sites, with over 1 million users every year, helping to reduce cars in the city centre.

A new park and ride is part of a package of improvement work in and around the city, identified in the Getting around Bath transport strategy, which was widely consulted upon and received cross-party support. Other work going on includes improvements to the rail service, and plans to remove through-traffic from the city by providing a route for vehicles on the A46 and A36 to avoid Bath.

We consulted widely on the Getting Around Bath Transport Strategy in 2013.

- Over three quarters of respondents (77%) agreed with the development of a park/rail and ride to the east of Bath, with a view to reducing congestion in the city.
- Around three quarters of respondents (74%) agreed with plans to increase Park and Ride facilities in Bath.

The full strategy can be found here

http://www.bathnes.gov.uk/sites/default/files/sitedocuments/getting_around_bath_transport_strategy_-_final_issue_web_version.pdf

Where are the proposed sites?

The three sites for consultation are: Land east of A4/A46 junction (Site A); Land west of Mill Lane (Site B); Land east of Mill Lane (Site F).

[Link to detail](#)

How many parking spaces would be created at the new east of Bath site?

Sites B and F could both provide up to 1,400 while site A would provide up to 1,100 spaces. Based on usage at other sites, we can assume a turnover of about 1.5 cars per space (and this rises significantly around Xmas) – this means that around 2,000 cars would use the new P&R, so this would be 4,000 trips.

How many buses would run a day?

The service anticipated would be similar to the existing services from Odd Down, which run every 12 minutes. At least four buses would be required for the new site, providing trips every ten or twelve minutes at busy periods.

How many people are likely to use it?

On average we would expect more than 2,500 people to use the site each weekday, with very intensive use during school holidays and during the Xmas market.

This would take an estimated 4,000 trips a day off the road.

This is a conservative estimate based on usage at other sites. Odd Down site, which has 1230 spaces, carried 2,650 passengers per week-day during 2014/15.

Over a million people use our other three P&R sites each year; the figure is increasing. In 2013/14 over 1,940,000 trips were made, in 2014/15 this increased to 2,120,000.

(Figures are approximate and don't include children travelling free with adult passengers.)

How would you ensure that this site fits in with the surrounding countryside?

Whatever site is selected, we want the new park and ride to be the greenest yet. As well as using low or zero-emission buses, it will be screened by natural landscaping and linked in with the cycle routes into the city. We will undertake wildlife and environmental impact assessments.

Will it have an impact on air quality?

The benefits a new park and ride will bring to traffic congestion, air quality and people's quality of life are significant.

A million people use our existing park and rides each year – that's one million people using a bus instead of sitting in a car, driving into the city centre and causing more congestion. Building Bath's will take even more cars off the roads. Traffic and pollution will be worse in the years ahead if this park and ride is not delivered.

The Council, which is now consulting on plans for a new site expects at least 2,500 people to use the new park and ride each day, taking an estimated 4,000 trips a day off the road. This is a conservative estimate based on usage at other sites.

This reduction in cars using the road would lead to a reduction in carbon dioxide emissions of 1,162 tonnes per year.

There would also be reduction in nitrogen oxides (NOx) of around 2,602 kg per annum; and 330 kg per annum of particulate matter, which is harmful to people's health.

Emission figures have been calculated using the government's industry standard 'Emission Factor Toolkit'.

The statistic is based on 2,000 cars travelling between Batheaston bypass (level with Mill Lane), Charlotte Street Car Park and return – a total of 8.4 kilometres, at 22 kph.

What is the cost of building the park and ride?

Between £6m and £10m, depending on which is chosen (not including land costs).

Why have you dismissed other park and ride sites?

Three sites have been assessed to be viable and deliverable and these are included in our consultation.

The Halcrow review assesses the other sites - this has been published and is available on the Council website. http://www.bathnes.gov.uk/sites/default/files/siteimages/Parking-and-Travel/bath_eastern_pr_hlr_final_report_090513_rev2_master.pdf

What is wrong with park and rail proposal put forward previously?

We commissioned an independent report from Engineers Mott Macdonald to look at The Bathampton scheme. The report states that is unaffordable – it would cost in excess of £46m, would require the railway junction to be moved which is not within any programme of works for Network Rail.

www.bathnes.gov.uk/ParkAndRideMM

Some landowners claim you have not spoken to them. Why not?

Our agents wrote to all registered land owners within the three proposed sites on 25 August 2015 to let them know that there was potential interest in their land. As is normal commercial practice, the agents did not inform them of who they were acting for.

Have you engaged with other interested bodies?

We have already engaged with stakeholders, including Highways England and Historic England, and will undertake full consultation with all agencies once a site is chosen.

Will this scheme reduce traffic on London Road?

When the east of Bath park and ride is introduced there will be a reduction in traffic and associated harmful emissions on London Road. We know that traffic will continue to get worse if this park and ride is not built.

Will released capacity just be used due to suppressed demand as some people claim?

We know that traffic will continue to get worse if this park and ride is not built.

When the east of Bath park and ride is introduced there will be a reduction in traffic on London Road. We'll continue to monitor the impact and if traffic does start to increase we will address it and work with Highways England to introduce measures to prevent the reduction in traffic being replaced by suppressed demand.

The park and ride is one of a series of important ways to manage traffic in and out of the city. To tackle through traffic, we are working towards a new A36/A46 link road with our partners in Highways England and Wiltshire Council.

Some people think that a new park and ride in this location will increase traffic through the villages – has this been considered?

There is no evidence that any of the proposed sites will lead to an increase in traffic. When we decide on a site, we will undertake detailed traffic assessment to ensure that we take any mitigating actions to protect villages.

Villagers fear that this may lead to a reduction in local bus services as people use park and ride buses instead - what is the Council's view on this?

We don't want to see any reduction in local bus services. We will look at this as part of our consultation. Local residents can also benefit as they will be able to use the park and ride service to travel in and out of the city.

The site is in the World Heritage Area – has this been considered?

The park and ride is an essential element of the Getting Around Bath Transport Strategy which will manage travel growth over the next 20 years by reducing the impact of traffic within the World Heritage site, promoting economic growth while protecting the environment.

Only site A is in the World Heritage area and site B and F are outside the area. If it was concluded that site A should be chosen we would undertake mitigations accordingly. If site B or F are chosen we will ensure that the screening and landscaping is sympathetic to the setting of a World Heritage City.

This is an important water catchment area. Won't a park and ride generate surface water run-off?

We will develop our proposals with the Environment Agency to make sure there is no increased flood risk. The site would be developed so there is no increased rainwater run-off with permeable surfaces.