

E2329 – Award of Contract for Bath Park & Ride Services
Schedule of Consultation responses and Issues Arising

Responses from Elected representatives			
Item	Response from	Key Points	Comments
1.	Cllr. Andrew Furse	<ul style="list-style-type: none"> Sundays - since this has become in many ways a normal trading day and car parks are charged. Those coming into Bath to work (many on minimum wage) are forced to find alternatives and drive into the city centre area. Closing times – many will say that the closing times are too early and prevents many from having a meal / going to the cinema or theatre if having come into Bath on the P&R. <p>Both of these need to be discussed and considered with the business community to try to find the best compromise solution. Remember that when pricing the P&R it should not be done on gaining maximum economic return but that that gives the best return regarding minimising journeys, pollution, carbon etc.</p>	<p>Sundays & Bank Holidays to be priced in tender</p> <p>Later evening operation is subject to a planning restriction on site illumination, but prices being requested in the tender</p> <p>Noted</p>
2.	Cllr. Cherry Beath	Extending the services to include Sundays and some Bank Holidays would be a good development	Sundays & Bank Holidays to be priced in tender
3.	Cllr. David Dixon	<p>I would like to see the following considered.</p> <ul style="list-style-type: none"> Sunday operation a must. Low emission vehicles. 	<p>Sundays & Bank Holidays to be priced in tender.</p> <p>EEV emission standards and hybrid bus option specified in contract</p>
4.	Cllr. David Martin	<p>Welcome the inclusion of a provision for requiring environmentally efficient vehicles, and the prospect of introducing hybrid vehicles on the P&R routes. Will the tender specification be more specific about what level of emissions control is expected (Euro IV, or Euro V or other standards?), and will it include a section on what technical requirements may be suitable for hybrid vehicles?</p> <p>I gather that the CIVITAS experimental period of using the Wrightbus hybrid bus on the P&R routes has been fairly successful, so would you consider providing suitable publicly available data from that experiment to tenderers so that they can see the benefits and performance of the bus in a real situation?</p>	<p>Core tender specification for diesel engine vehicles is the EEV standard.</p> <p>Technical specifications for hybrid vehicles vary by manufacturer, so detail of submission left for bidders to decide</p> <p>Technical data now widely available from manufacturers and companies' own experience.</p>

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5.	Cllr. John Bull	I would very much like to see a Sunday service (and possibly later operation in the evening)	Sundays & Bank Holidays to be priced in tender. Later evening operation is subject to a planning restriction on site illumination, but prices being requested in the tender
6.	Cllr Paul Crossley	<ol style="list-style-type: none"> 1. Can we use electric buses? 2. Can we ask for the bid to give options on late opening and more weekend availability? 	<p>Full electric powered vehicles of the size required are not yet available in UK. Hybrid diesel/electric buses included as a tender option.</p> <p>Evening and Sunday operation to be priced in the tender specification</p>
7.	Cllr. Rob Appleyard	Operating Sundays would be a welcome addition to the service	Sundays & Bank Holidays to be priced in tender
8.	Cllr. Roger Symonds	I would also like there to be the facility for any company that accepts the contract to be able to trial an electric bus or buses if we decided at a later date that this is what we wanted It would not be a requirement for them to pay or organise this, but I would like us to have the ability to run such a trial.	Included in Service developments for Contract
9.	Cllr. Tim Warren	I am writing as the transport spokesman for the Conservative group. We would like to include the option of opening the P&R's on Sundays in the tender process.	Sundays & Bank Holidays to be priced in tender
10.	Dunkerton PC	Dunkerton Parish Council believes the park and ride service is excellent and should be encouraged. With particular reference to the forthcoming tender process Dunkerton Parish Council would like to see the service extended so that it runs on a Sunday and later in the evenings. We appreciate that this may mean a reduced level of service in terms of frequency of buses at these times.	Sundays & Bank Holidays to be priced in tender. Later evening operation is subject to a planning restriction on site illumination, but prices being requested in the tender.

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11.	Englishcombe PC	Request that as part of the tendering process the specification for the Odd Down park and ride service includes provision for an additional stop in the city centre - preferably near the other end of Milsom Street than the current one central stopping off point.	Not agreed. The additional journey time from St James Parade would require at least one additional vehicle with resulting cost increase of 33% for the 41 service, but without any frequency benefits. Existing bus services provide links from Dorchester street to High Street/ Broad Street
12.	Radstock Town Council	<p>Service Development</p> <ul style="list-style-type: none"> • a survey could be conducted to see if there were any benefits to linking park and ride sites, for instance Odd Down with Brislington. This would reduce car traffic. • Sunday opening throughout the year was supported. • Later evening operation of the Odd Down site in particular was supported to allow access to social events in Bath. • The Council welcomed the idea of developing the sites further and suggests encouraging more coaches to park at the sites. <p>Vehicle Specifications</p> <ul style="list-style-type: none"> • The Council did not think bendy buses worked well around Bath and therefore should not be in the vehicle specifications. • Better space for pushchairs and wheelchairs was identified. <p>Basis of Contract</p> <ul style="list-style-type: none"> • The Council would like Bath and North East Somerset Council to learn the lessons from Bristol's tendering process and ensure that the contractor can meet the terms of the contract. • The Council would like to see prices held 	<p>Not agreed. Likely to be significantly slower than direct bus services between Radstock and Bristol.</p> <p>Sundays & Bank Holidays to be priced in tender. Later evening operation is subject to a planning restriction on site illumination, but prices being requested in the tender.</p> <p>Utilisation as coach park facility to be discussed with parking Services</p> <p>Specification is for low floor double deck vehicles with DDA compliant access</p> <p>Noted</p> <p>Fares are subject to council control for gross cost contracts. For a net subsidy contract, fares would be indexed to costs and subject to annual increases.</p>

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1.	Martin Curtis Bath Bus Company	<p>Although we have mentioned this to you before, and as I was personally involved in establishing all three P&R routes many years ago, we are certainly interested in the future of these services. We note that there is the possibility of extending the operations further during the course of the contracts which we feel is unlikely to be a problem for the successful tenderer and in our case, we would have an interest in either a gross cost or net subsidy contract as in both cases there is potential to develop the services. This is perhaps particularly so in the case of the net subsidy contract but we believe the winning operator should be openly enthusiastic about improving the standards of service offered.</p> <p>Whilst we have no specific comment concerning the timetables or periods of operation, which will tend to be tailored to meet the needs of the Bath economy, we do have some suggestions concerning vehicle specification. Our sister company London United has considerable experience of hybrid vehicles and we would draw on this to better understand the various systems employed, which seem to vary enormously in their success of operation. We would also suggest that considerable attention is given to the internal layout and specification of vehicles used with a view to minimising boarding and alighting times. Again, this could be based on work we are doing elsewhere. We most certainly believe that double-deckers are appropriate in order to provide each passenger with a seat to travel as far as possible, since this is a fundamental principle of P&R operations. It is of considerable concern that a rather different approach is being taken in Bristol currently, which we believe will detract from the P&R services there.</p> <p>The final comment is that there is quite a tight window for vehicle ordering between announcing the successful tenderer and the commencement of the contract, especially if modifying interiors or layouts of buses were to be employed. If we were successful therefore, we would immediately consult manufacturers about this issue and indeed would probably make enquiries about these issues beforehand to prepare manufacturers before the tender results were known. Manufacturing slots could then be reserved if necessary and as required.</p>	<p>Noted and welcomed</p> <p>Noted. Specification is for double deck vehicles</p> <p>Noted</p>

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2.	<p>Jude Winter Deputy Chief Executive HCT Group</p>	<p>1. Sunday services: We support the proposal to extend the service to operate on a Sunday, as Sunday is now the 2nd biggest shopping day after Saturday, albeit with a later start. However, parking restrictions together with any Sunday traffic strategy needs careful consideration for this to be as successful as possible.</p> <p>2. Basis of contract: Although we understand the impetus behind the proposal to change the service from a gross subsidy to a net subsidy one, transferring risk to the Operator, we do feel that the reward is also transferred to the Operator, which is a shame in such a successful service, given the Council's current financial situation. We feel that there are other ways for incentivising Operators to run a high quality service and to actively promote increased ridership.</p> <p>Rail franchising, where you do conflate the revenue and the cost picture, has not yielded anything like the cost benefits that have been achieved by Transport for London, which has separated the revenue from the cost, and where modal shift is now 49% of all UK bus journeys in London alone.</p> <p>If a net subsidy contract were to be offered, our experience is that Operators are more cautious about their pricing and a higher overall tender price is submitted to mitigate against risk. Also far more detailed passenger ridership figures are required to make a judgement on fares income by any new operator, often giving the incumbent an advantage in the tender process.</p> <p>We very much look forward to participating in this tender, and would appreciate knowing the outcome of the Bath Transport Package as soon as the result is announced.</p>	<p>Sunday services included in tender specification, but there is no specific linkage in the contract to parking controls or enforcement</p> <p>Operators invited to tender on either or both of Gross Cost and Net Subsidy basis of contract.</p> <p>Detailed figures to be supplied as part of tender process</p> <p>Outcome of BTP bid publicised to bidders during tender process</p>

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Stakeholder Responses			
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1.	Simon Pullen & Andrew Cooper Bath Business Improvement District	<p>54% of BID Levy Payers are retailers and we feel there is a great opportunity to improve the P&R service for the business and retail economy of Bath.</p> <p>Sunday opening As more and more stores open on Sunday, we are amazed that as a retail and tourist destination, the P&R is not open. As Bath is very busy on Saturdays this can have a negative impact as to whether people think it is worthwhile to visit. Sunday opening is popular with visitors and the P&R Sunday operation would help ease the pressure on parking spaces and volume on Saturdays. We would strongly advocate the P&R is open on Sundays as a mandatory requirement of the new contract. Retail staff occupy valuable short term shopping spaces on a Sunday due to no P&R services. This has a major impact on motivating staff to work and making it cost effective for them. In the high season Sunday can be the second busiest day and with an estimated 4.5m stay and day visitors to Bath per annum we must seize the opportunity to make Bath more accessible. If the decision was made to have an all year round 'Sunday Service' for the P&R the Bath BID would actively promote this through its marketing campaign as part of our retail and visitor offer.</p> <p>Bank Holiday Opening We welcome the increased services around Christmas time and Bank Holidays. This is important for retailers and every effort should be made to ensure the P&R services are operating. It all depends when Christmas falls, but more and more retailers are opening on Boxing Day or the Bank Holidays that immediately following Christmas. Good Friday works well and Easter, May Day, Spring Bank and August Bank holiday are during the busy tourist season.</p> <p>In our mind Bath is either open or not. To have a mixed message will only serve to confuse the consumer. We support your efforts to improve the Park and Ride services in Bath and anticipate that the new contract will serve the needs of both the consumer and retailers in Bath. We look forward to further dialogue and the outcome of your current tendering process.</p>	<p>Noted</p> <p>Sundays & Bank Holidays to be priced in tender. Suggestion of marketing support noted and welcomed.</p> <p>Bank Holiday specifications in the tender exclude Boxing Day. This is, locally, a day when no bus services operate and inclusion of this as an operating day would introduce significant extra depot opening costs. Weekday Bank Holidays in lieu of Christmas & Boxing Day are included in the tender.</p> <p>Noted</p>

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2.	Nick Brooks-Sykes Chief Executive Bath Tourism Plus	<p>I am writing to support the request that the new contract extends the scope of the P & R facility to include Sundays.</p> <p>As we seek to grow the visitor economy of the City, we will increasingly focus our activity to highlight 'off peak' periods. As a significant tourism destination, any aspect that highlights that facilities are open all week long and all year round will find resonance with our target audiences. A seven day P & R operation will also assist with visitor management and help alleviate the congestion which can potential spoil the visitor experience.</p> <p>I do hope that you are able to support an extension to the P & R facility.</p>	Sundays & Bank Holidays to be priced in tender