

Summary of BPT's submission for Transport Scrutiny Day, 22 March 2016

I shall be prefacing my remarks by explaining BPT's dual charitable remit to the City AND to its green setting, and then dividing my presentation into two sections:

- **The issue of public benefit vs harm as the key test for interventions in the setting of the World Heritage Site: and**
- **The identification of those areas where BPT believes more constructive progress could be made on improving Bath's traffic problems.**

In summary:

Public benefit vs harm

It is clear and uncontested that there is harm currently being caused by poor air quality and congestion at peak times with the City.

It is also clear and uncontested that a major park and ride on Bathampton Meadows would cause significant environmental and visual amenity harm, exacerbated by its location on the open valley floor.

The evidence so far in the public domain has not convincingly suggested that the P&R would ameliorate either congestion or air pollution on the London Road, due to unmet demand. In addition there is evidence that P&Rs can result in increased traffic movements. The development therefore in our view fails the test that the public benefit would outweigh the harm.

Areas for progress

We do not believe adequate **research** has been undertaken to map actual driver movements and incentives for mode of travel on the East of Bath. This should precede any decisions about other measures for intervention in order to understand better the motivation for driver behaviour. The brief for such research should not be geared to endorsing any particular solution.

We note that the major problem times relate to rush hour DURING SCHOOL TERMS and to a few peak days (University open days, some Bath Rugby match days, Pre-Christmas weekends).

We think that any solution for **school run congestion** needs co-ordination of effort between all schools (private and state) as well as incentivising walking/cycling/public transport solutions for school pupils across sectors.

We would welcome the exploration of **temporary parking solutions** on sites adjacent to public transport for peak days.

Closer working with **Wiltshire** is essential to ensure that public transport is maintained, there is adequate parking capacity at the West Wilts railway stations, and the re-introduction of Westbury bypass route. We think that the only real solution for HGV congestion and pollution is the de-trunking of the A36 north of Beckington and the dualling of the A350.

We would encourage the boundary of Bath's Housing Market area (which extends into West Wiltshire) to be considered as the boundary for B&NES strategic consideration of transport matters, including the Joint West of England Transport Strategy.

To deal with **A46 traffic**, we think there is scope in facilitating access to the Lansdown P&R by increasing the safety of the Wick and Tog Hill run-throughs and the crossing of the A420. The capacity could be increased if required by making use of the Tormarton parking area as a P&R site. Landscape issues would need to be taken into account in assessing this option.

Air quality issues could be addressed by **low-emission zones** (congestion charging) incentivising cleaner car use. It is noted however that the direction of travel for car emissions is likely to be towards increasingly cleaner cars. The relatively high cost of LEV infrastructure could potentially be shared with Bristol and create an income stream for other public transport improvements.

We recognise there is a tension between the Council's need for the income generated from **city centre car parking** on the one hand and the stated strategic aim of reducing the number of City Centre parking places by 3000 to only 500. Early resolution of the direction of travel on this issue is needed.

We are concerned about the lack of evident transport management solutions for the extensive increased housing at **Mulberry Park, Sulis Down and Ensleigh**.

Finally

The Trust would be happy to participate in any stakeholder groups to take the transport agenda forward.

C Kay

18/3/16