Bath & North East Somerset Council

East of Bath Park & Ride

LDF Steering Group
21st March 2016

Bath & North East Somerset Council

Outline of presentation

- Consideration of each of the potential site locations in light of Council resolution.
  - feasibility and deliverability of each site option;
  - costs associated with each site option;
  - The transport benefits of each site option;
  - The visual impact of each site option.

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Council resolution:

- that the cross-party Local Development Framework Steering Group review all the options for the location of an East of Bath Park & Ride prior to Cabinet selecting a preferred site early next year,
- Site A+
- Site H+
- Site 10
- Site B
- Site F
- Site F+

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Costs

- Excludes land costs. Development costs are indicative estimates at 2016 prices. Further analysis will be required to refine the cost estimates
- The repayment costs of borrowing £23m would be between £920,000 and £1.6m per annum depending on the repayment period (50 or 20 years respectively). The existing P&R contract provides a contribution of £500,000/annum

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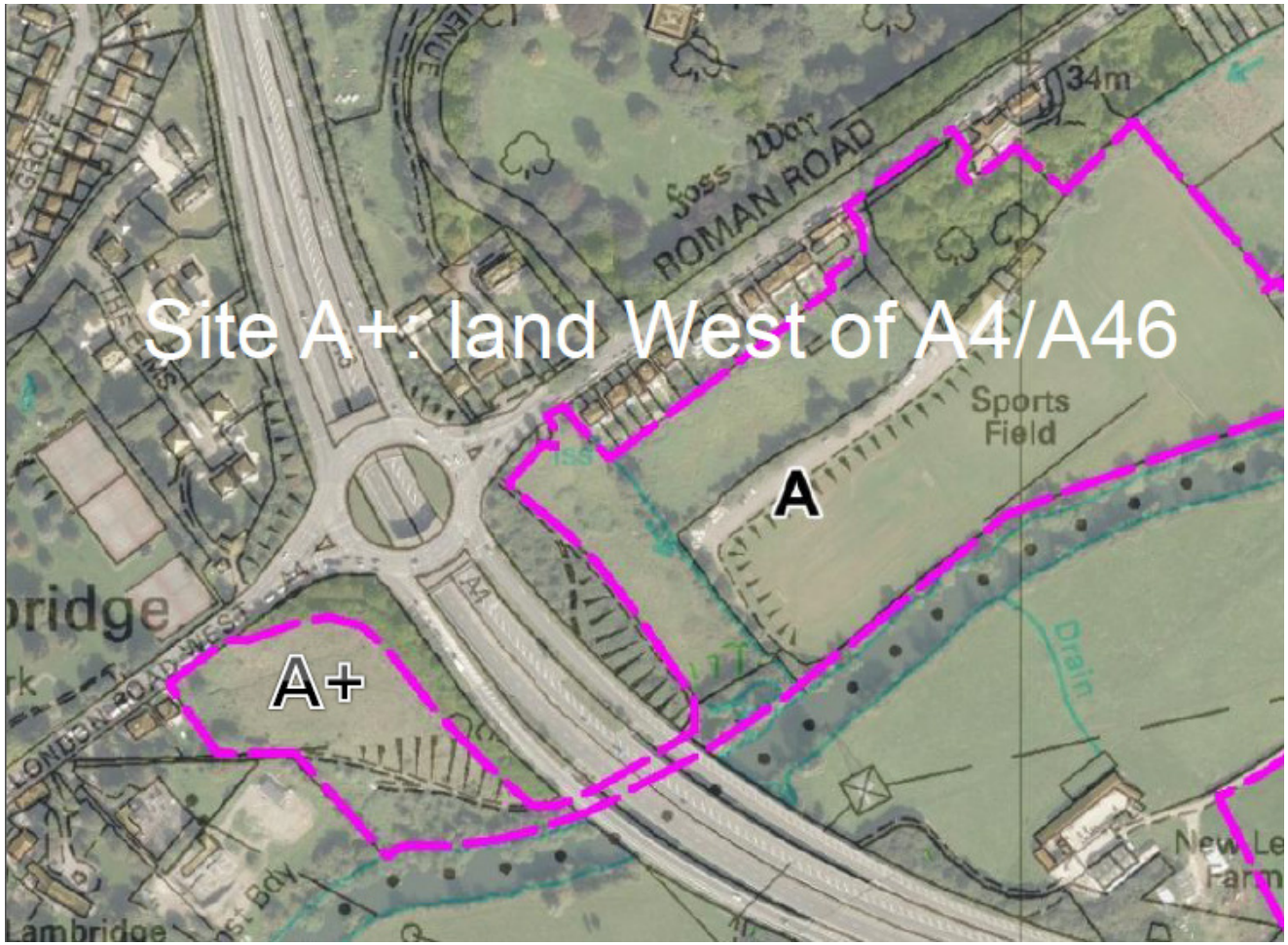
Site A+



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Site A+

	The feasibility and deliverability of each site option;	The costs associated with each site option;	The transport benefits of each site option;	The visual impact of each site option.	Other environmental factors to consider
Site A+ Land to the west of the A4/A46 Junction	Highway England approval required. AQ impacts –ve Land ownership mostly DfT would appear to own the land Additional congestion on A4/A46 roundabout	£XXXm (minimum) (excludes land purchase)	Well placed to attract users from both A4 and A46 corridors. Forecast demand 1,472 vehicles per weekday. Capacity up to 1,200 on four decks	High negative impact overall. High negative impact on WHS	Negative impact on air quality Difficult to mitigate if decked Not in AONB but located in WHS

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Site A+ indicative layout

Park & Ride Options

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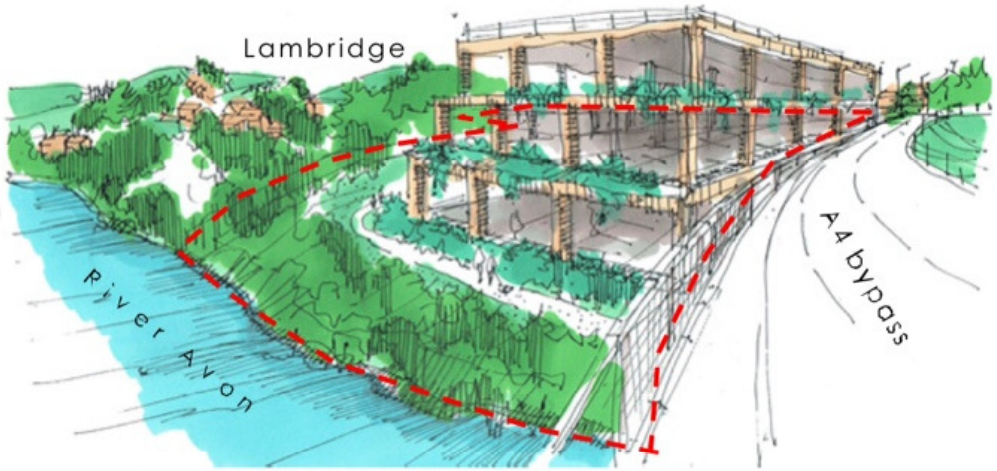
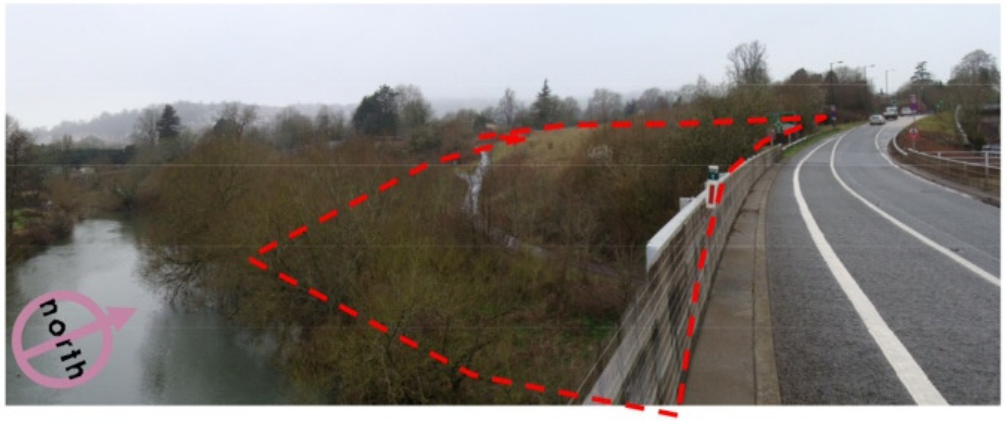
Site A+ Land west of A4 / A46



Sketch view

Proposals



Photograph

Location

Shows general direction of sketch view

Please note that these diagrams are for illustrative purposes only & are not to scale.

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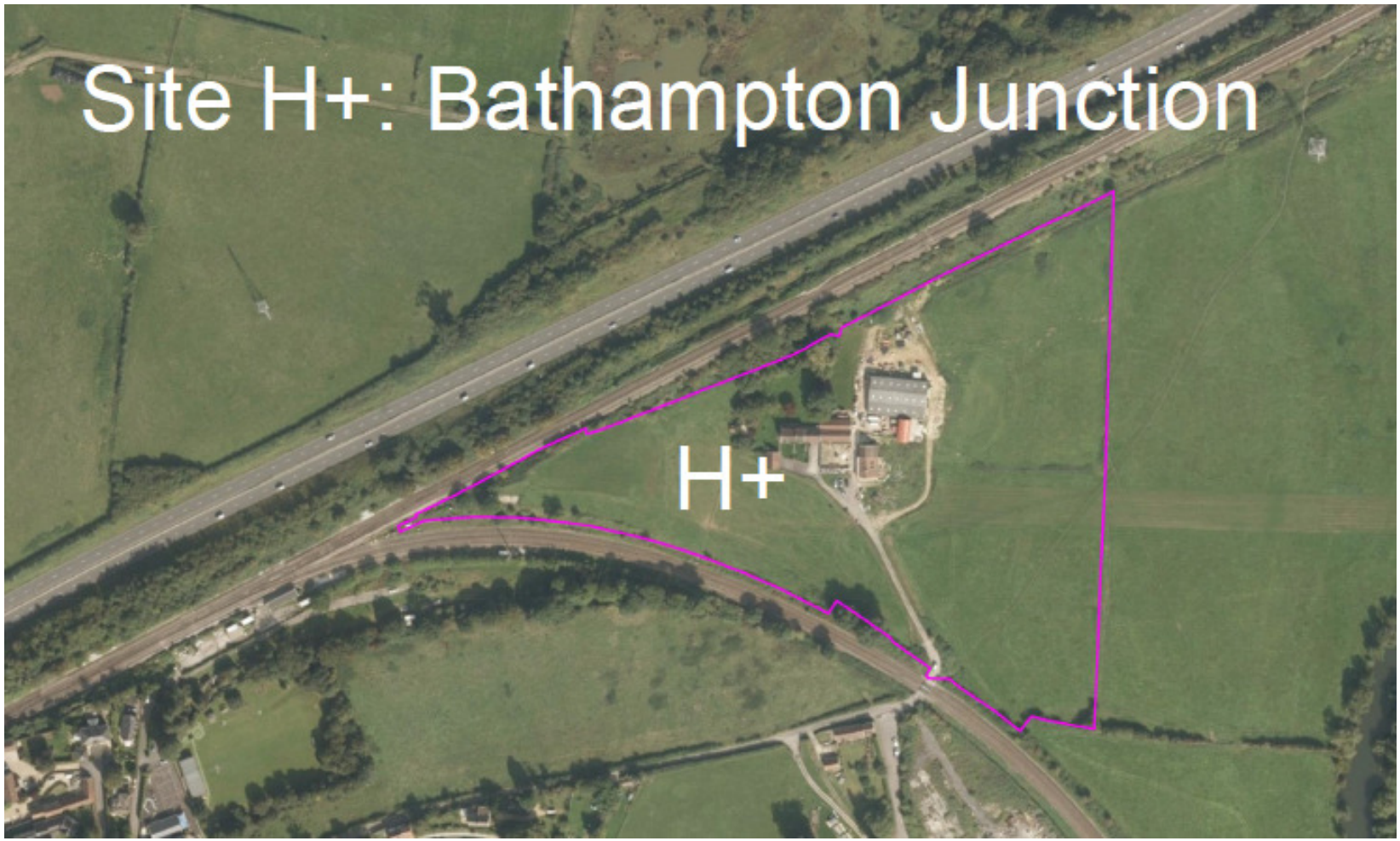
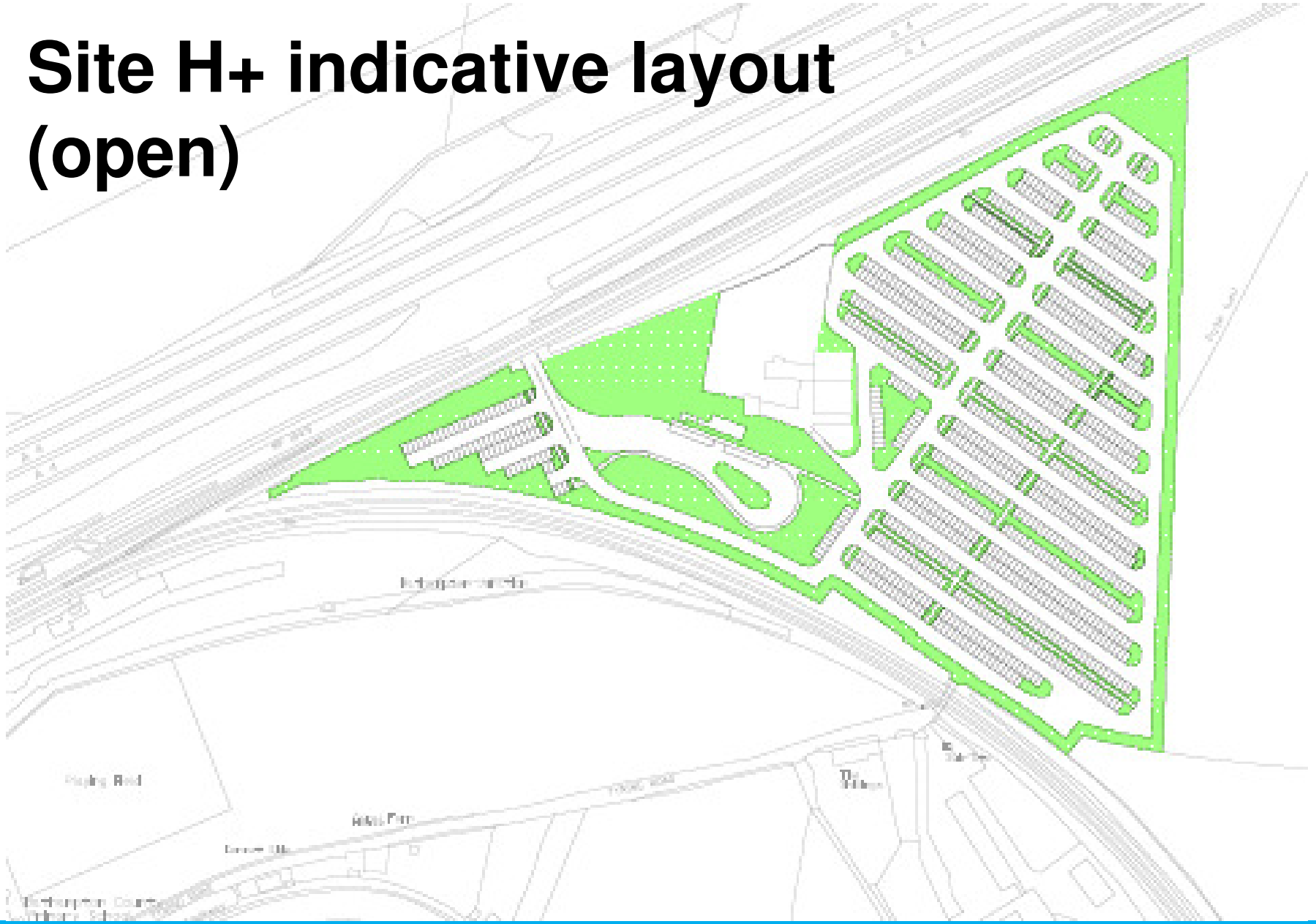
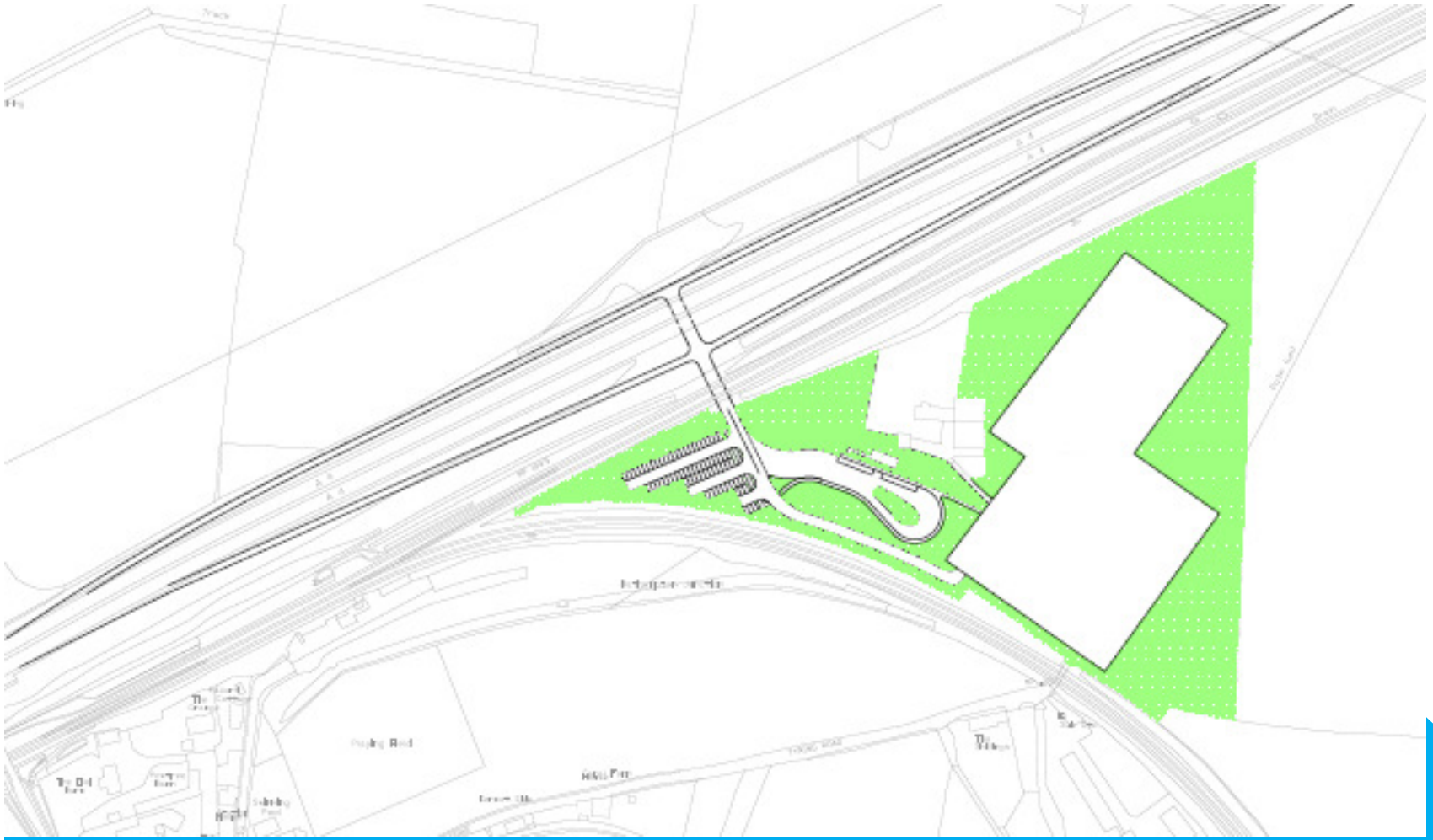
Site H+



Site H+ indicative layout (open)



Site H+ indicative layout (structure)



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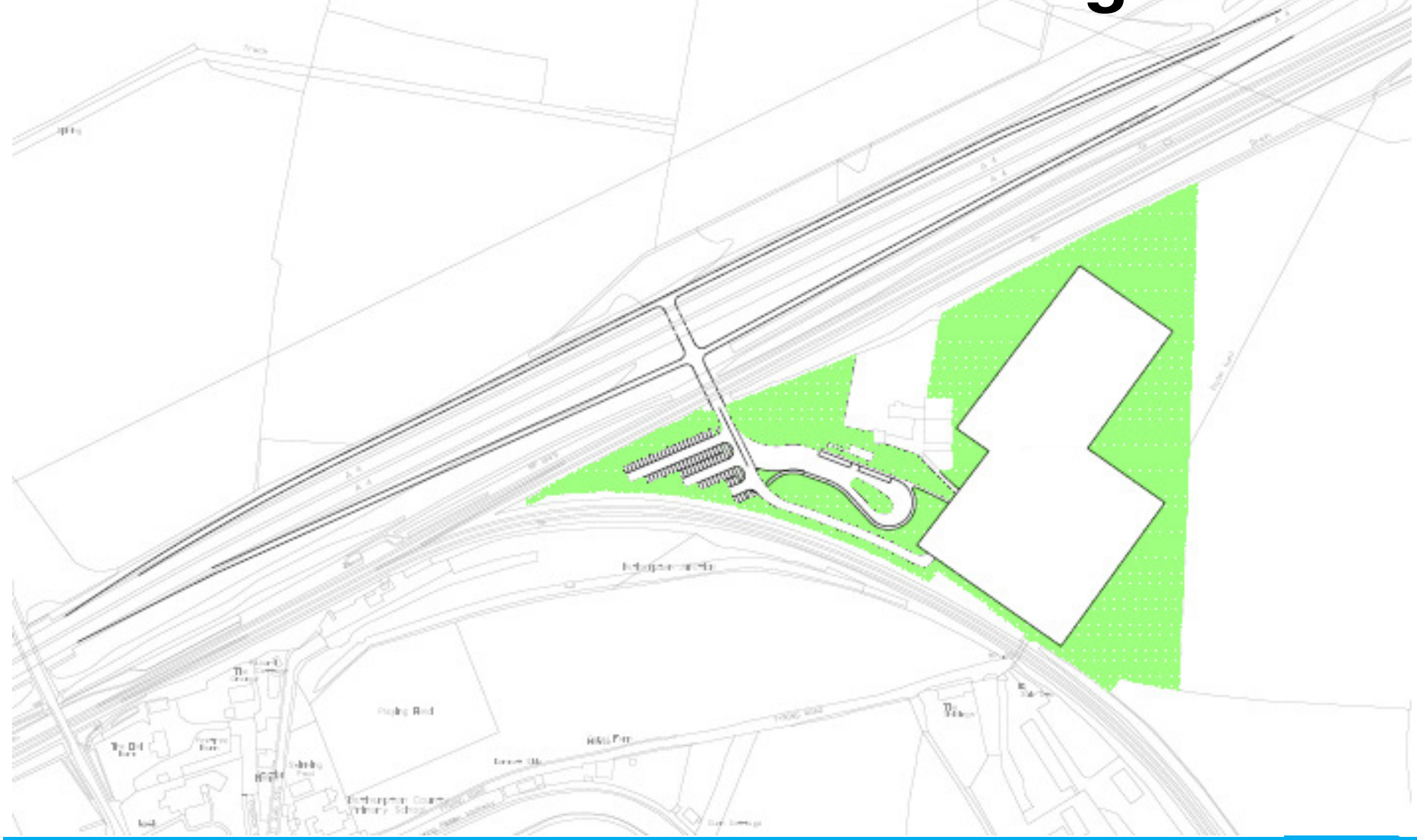
Site H+ access arrangements



Park & Ride Options

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Site H+ Bathampton Junction

Solsbury Hill

Sketch

Proposals

Oblique aerial view extracted from Google Earth

Photograph

Shows general direction of sketch view

Location

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Site H+

	The feasibility and deliverability of each site option;	The costs associated with each site option;	The transport benefits of each site option;	The visual impact of each site option.	Other environmental factors to consider
Site H+ Bathampton Junction bus based	Highway England & and Network Rail approval required. Flooding Impact on Grade II LB. Land acquisition required.	£XXXm(minimum) – £51.4m (minimum decked) (excludes land purchase)	Site of adequate capacity for either surface (1,040 spaces) or multi-storey (650 spaces per level) car park. Forecast demand 1,245 vehicles per weekday. Does not preclude future option of being accessed additionally by rail.	High negative impact overall.	Flood risk Located in AONB Hard to mitigate and very difficult if decked

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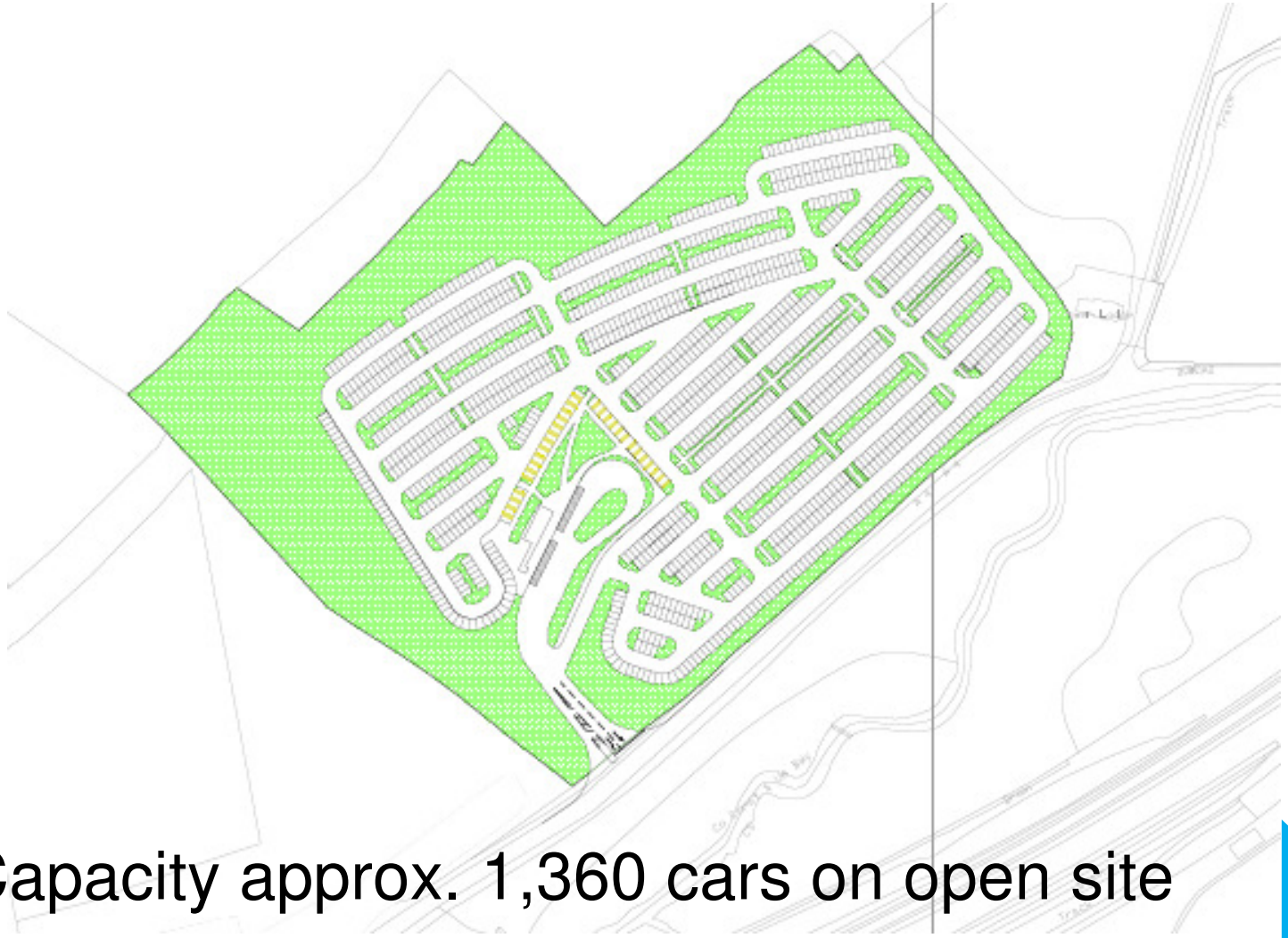
Site 10



- Capacity approx. 1,360 cars on open site

Park & Ride Options

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Site 10 Land west of Box Lodge

Sketch view

Proposals

Photographs

Location

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Site 10

	The feasibility and deliverability of each site option;	The costs associated with each site option;	The transport benefits of each site option;	The visual impact of each site option.	Other environmental factors to consider
Site 10 Land west of Lower Lodge, Box Road	No approvals required from third parties to gain access. Site privately owned.	£XXXm (excludes land purchase)	Only serves A4 corridor but could be considered in conjunction with another site for A363 & A46 traffic. Forecast demand 500 vehicles per weekday. Capacity of up to 1,360 spaces.	High and negative overall given separation from settlement, rural setting in AONB & WHS setting	Hard to mitigate Located in AONB

Site B: land West of Mill Lane

Park & Ride Options

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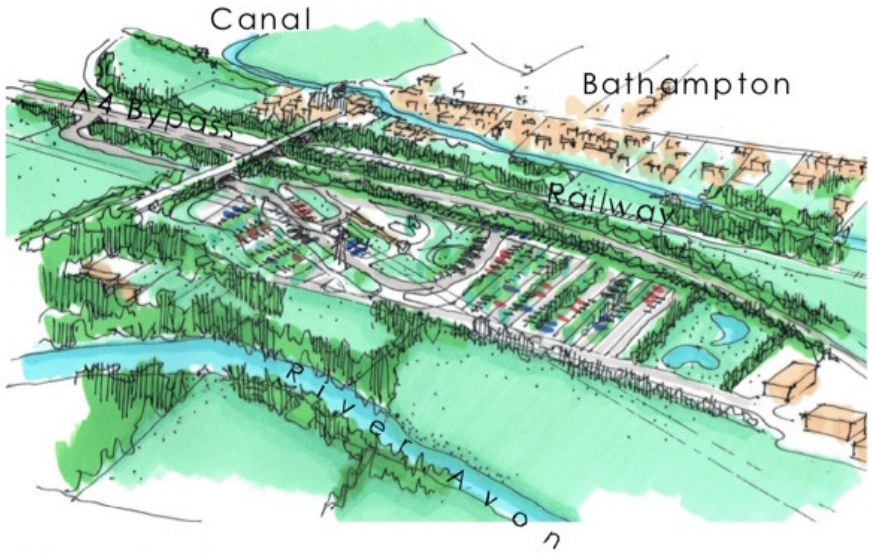
Site B Land west of Mill Lane

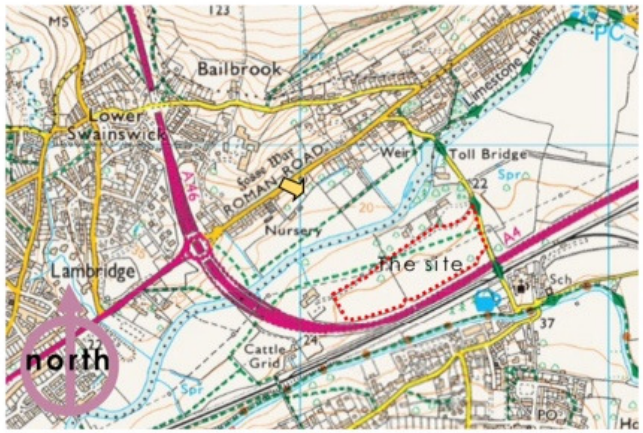


Sketch view

Proposals

Oblique aerial view extracted from Google Earth

Photograph



Shows general direction of sketch view

Location

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Site B A4

	The feasibility and deliverability of each site option;	The costs associated with each site option;	The transport benefits of each site option;	The visual impact of each site option.	Other environmental factors to consider
Site B A4 Batheaston Bypass: land west of Mill Lane	Highways England approval required. Land acquisition required.	£XXXm (excludes land purchase)	Forecast demand 850 to 970 vehicles per weekday plus 370 to 430 vehicles per weekday with an additional RUH service (total 1,220 to 1,400 spaces). Capacity of up to 1,400 spaces.	High negative impact overall.	Limited opportunity to mitigate Not in AONB


Site F: Land East of Mill Lane
F
B
H
Hotel
43m
High Street
Allot Gdns
29m
Stam Bridge
London Road East
River Avon
Bathampton Bridge (Toll)
Track
Weir
Sls
22m
PH
Bathampton Manor
Bathampton Farm
Path
Junction
Sch

Park & Ride Options

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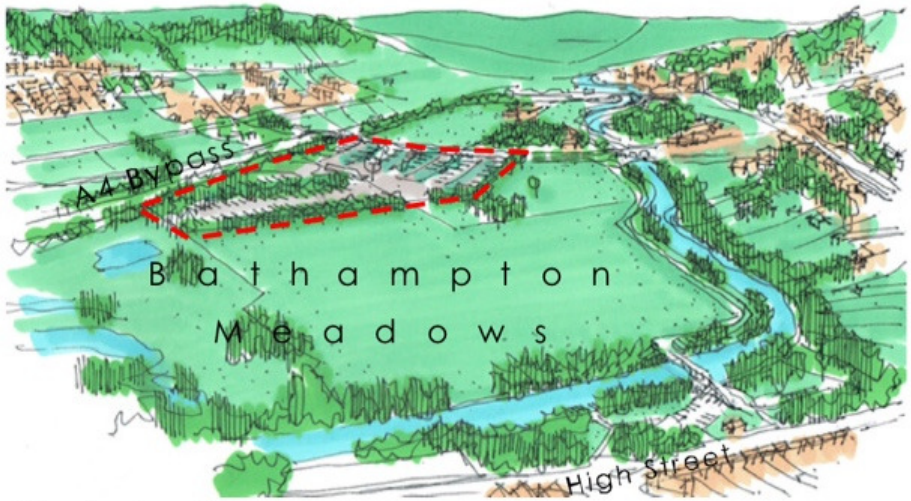
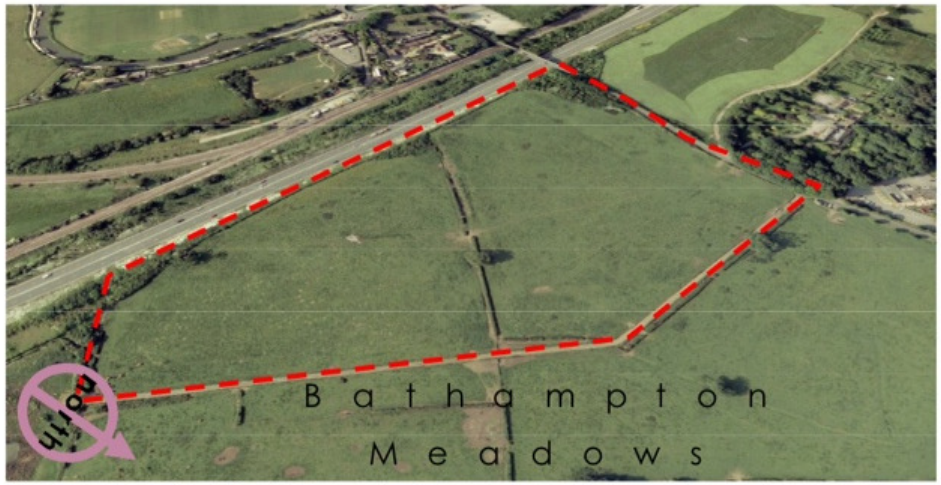


Sketch view

Proposals



Oblique aerial view extracted from Google Earth

Photograph

Location

Shows general direction of sketch view

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Site F Land east of Mill Lane

Park & Ride Options

Bath & North East Somerset Council

Proposals

Site F Land east of Mill Lane

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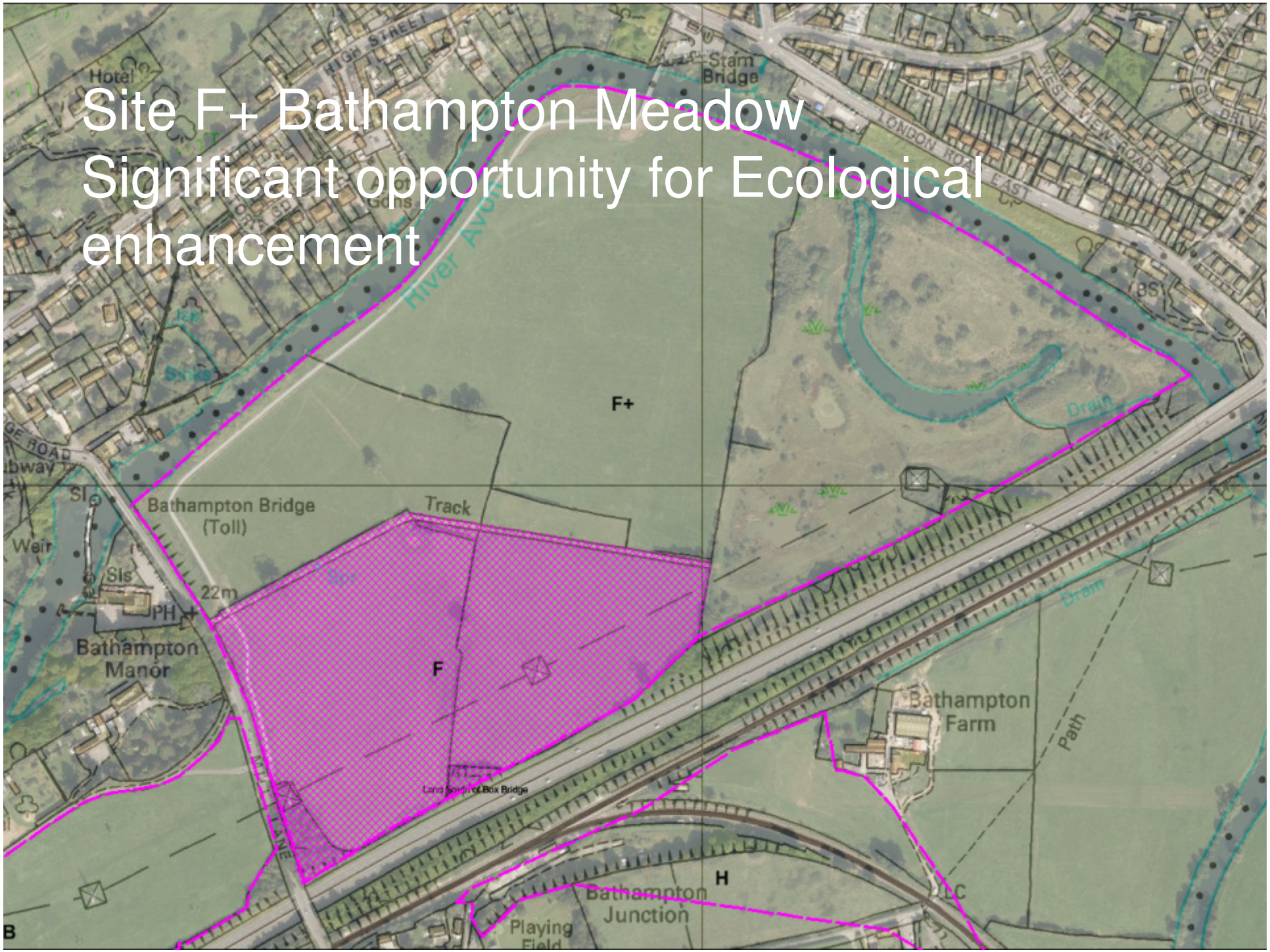
Site F

	The feasibility and deliverability of each site option;	The costs associated with each site option;	The transport benefits of each site option;	The visual impact of each site option.	Other environmental factors to consider
Site F A4 Batheaston Bypass: land east of Mill Lane	Highways England approval required. Site owned by Council	£XXXm	Forecast demand 850 to 970 vehicles per weekday plus 370 to 430 vehicles per weekday with an additional RUH service (total 1,220 to 1,400 spaces). Capacity of up to 1,400 spaces.	High negative impact overall.	Not in AONB


Site F+ Bathampton Meadow
Significant opportunity for Ecological enhancement
Hotel
High Street
Stam Bridge
London Road East
First View Road
River Avon
Sinks
F+
Drain
Bathampton Bridge (Toll)
Track
Weir
Sls
22m
PH
Bathampton Manor
F
Bathampton Farm
Path
Drain
H
Bathampton Junction
Playing Field
C
B

Park & Ride Options

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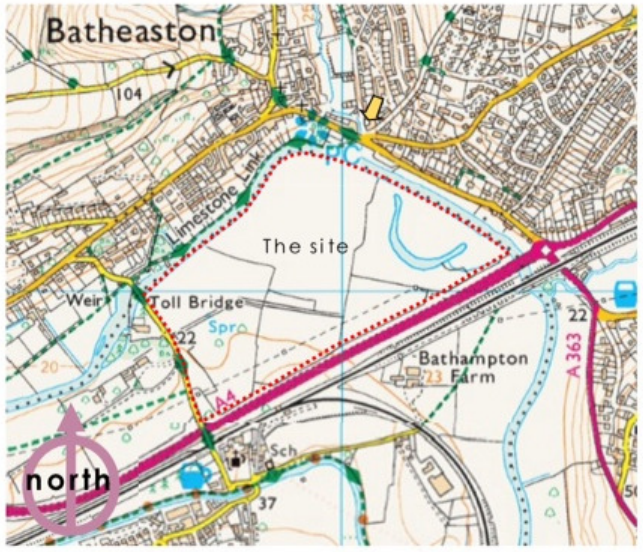
Site F+ Land east of Mill Lane

Sketch view

Proposals

Oblique aerial view extracted from Google Earth

Photograph



Shows general direction of sketch view

Location

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Park & Ride Options

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Site F+ Land east of Mill Lane

Proposals

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Bath and North East Somerset – *The* place to live, work and visit

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Site F+

	The feasibility and deliverability of each site option;	The costs associated with each site option;	The transport benefits of each site option;	The visual impact of each site option.	Other environmental factors to consider
Site F+ A4 Batheaston Bypass: land east of Mill Lane	Highways England approval required. Site owned by Council	£XXXm	As above	High negative impact reduced with mitigation	Not in AONB Ecological and landscape mitigation would reduce Green Belt and landscape impact and deliver biodiversity gain

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Environment and Heritage scores

Sites	Landscape	Ecology	Archaeology	Heritage	Flood Risk	Air Quality	Green Belt	Opportunity to mitigate	Environment & Heritage combined
Site A+: Land west of A4/A46	RED	AMBER	RED	RED	NO	RED	AMBER*	RED	RED
Site B: Land west of Mill Lane	RED	AMBER	RED	RED	NO	GREEN	RED	AMBER	RED
Site F: Land east of Mill Lane	RED	AMBER	AMBER	RED	NO	GREEN	RED	AMBER	RED
Site F+: Land east of Mill Lane	AMBER	AMBER	AMBER	AMBER	NO	GREEN	AMBER	GREEN	AMBER
Site H+: Bathampton Junction	RED	RED	RED	RED	YES	GREEN	RED	RED	RED
Site 10: land west of Lower Lodge, Box Road	RED	AMBER	GREEN	GREEN	NO	AMBER	AMBER	AMBER	AMBER

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Chart of Relative Landscape & Visual Harm on Completion (yr 0)

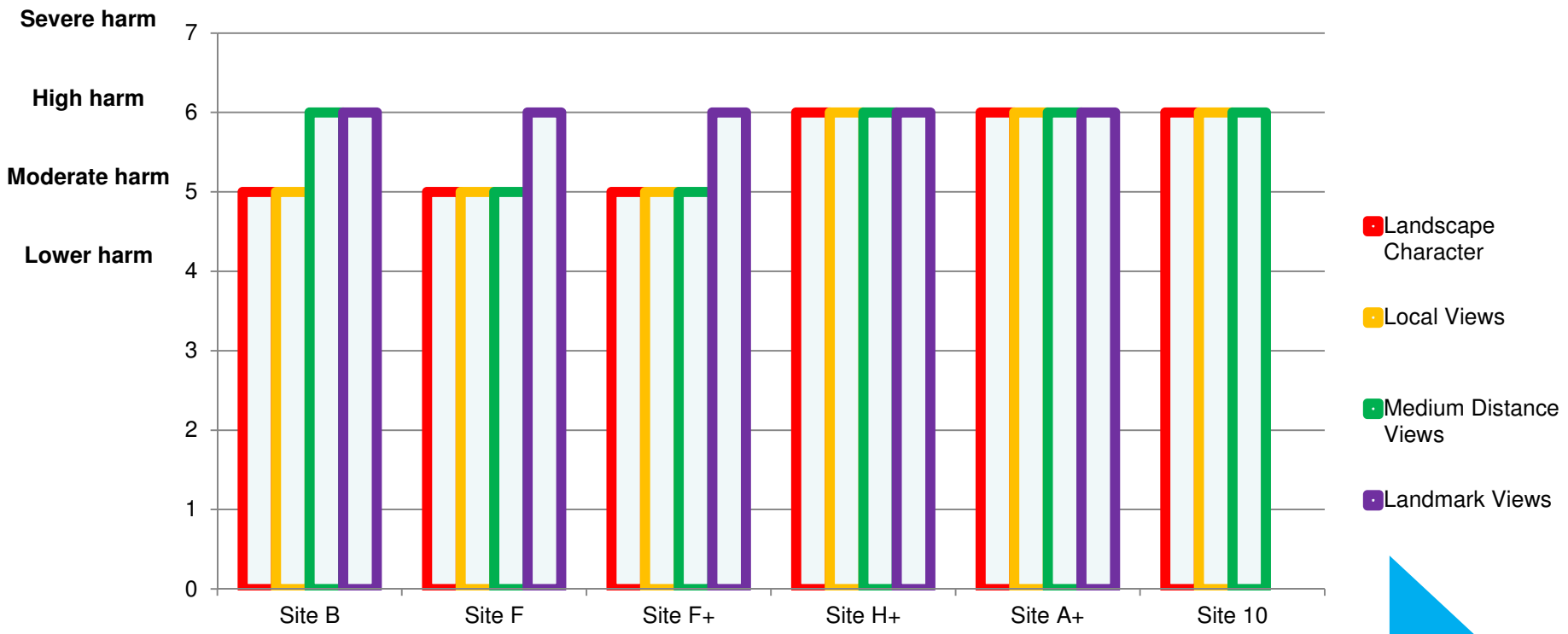

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Chart of Relative Landscape & Visual Harm for Early Years (5-15)

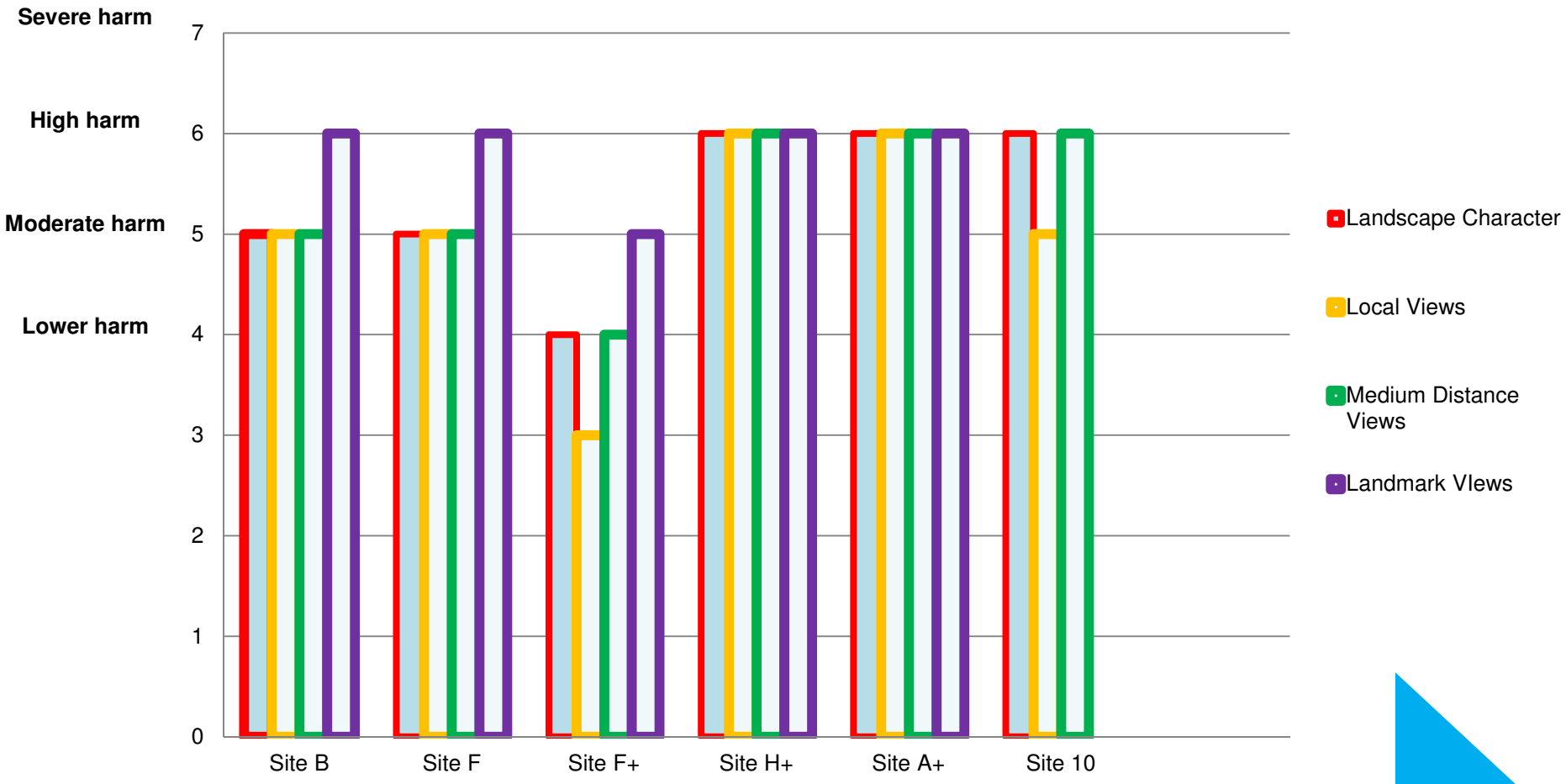

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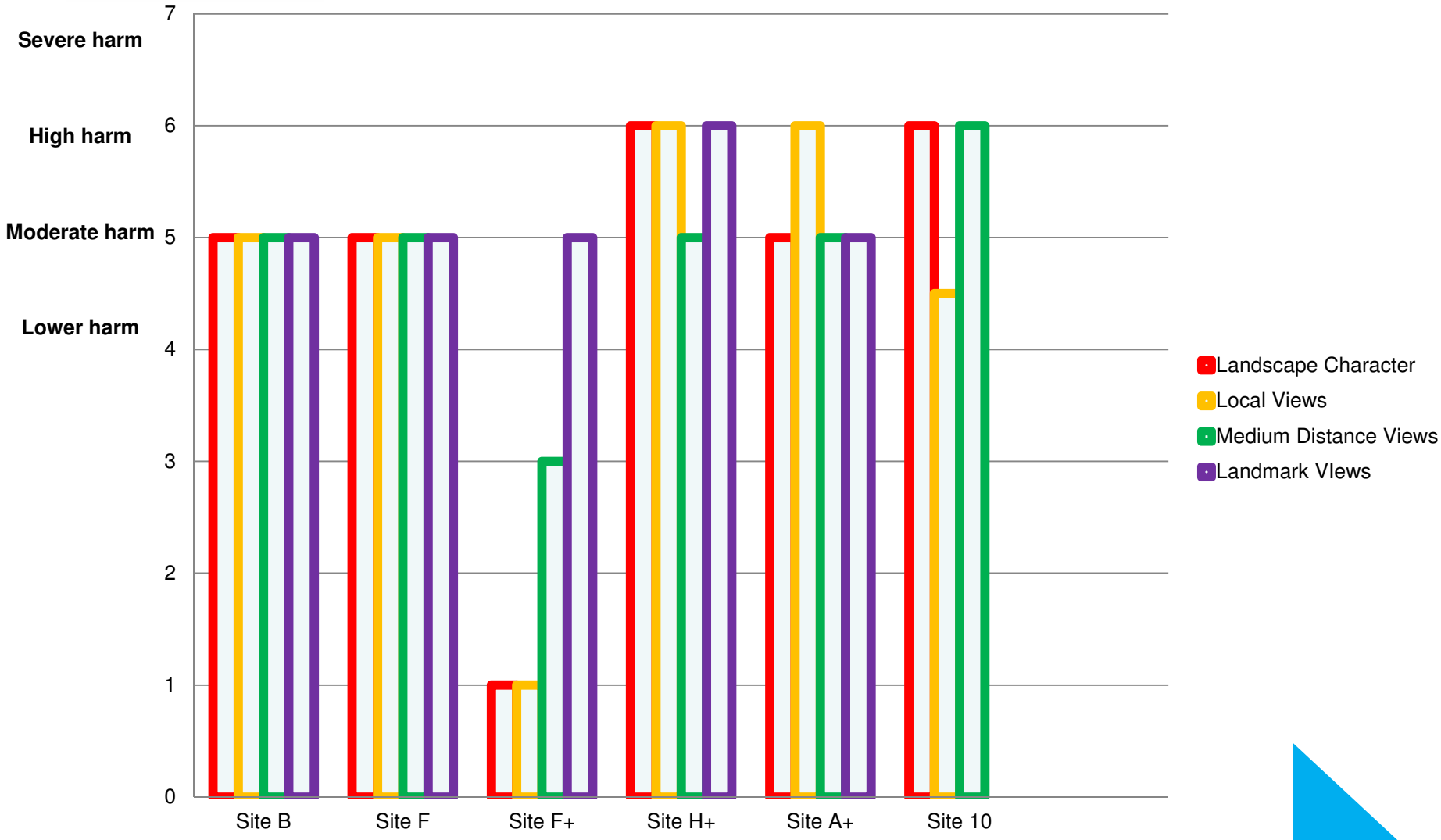
Chart of Relative Landscape & Visual Harm for Later Years (15 - Maturity)



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The air quality issue…

…relates primarily to NITROGEN DIOXIDE (NO_2) because it exceeds the annual average national objective level of 40 micrograms per cubic metre in specific parts of Bath and North East Somerset.

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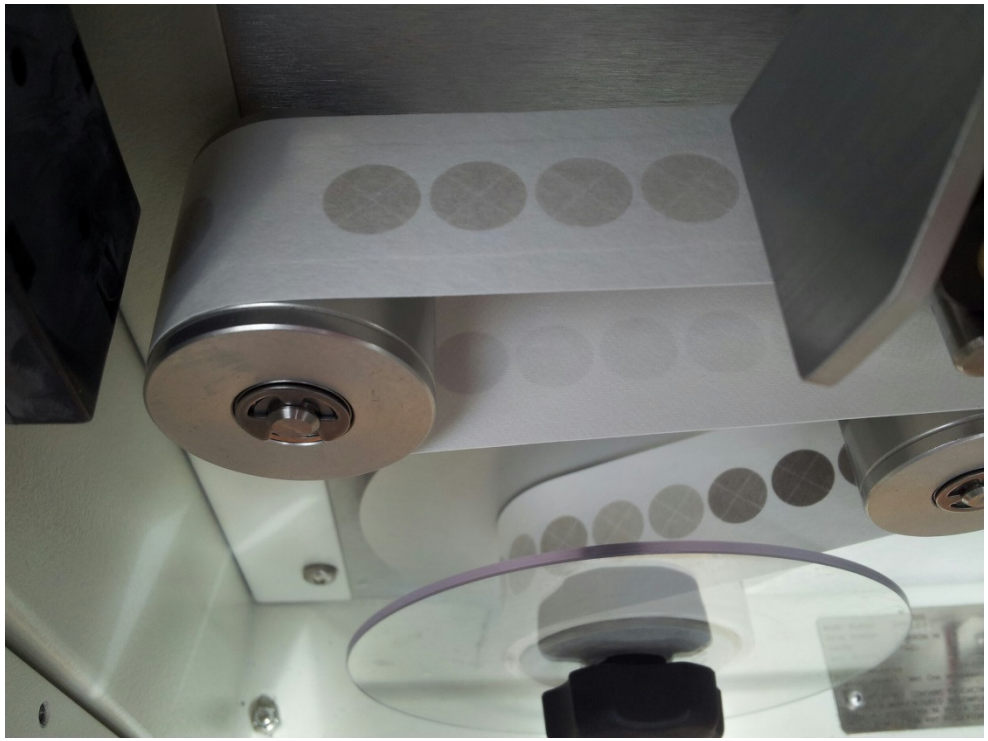
Monitoring network:

<u>Automatic monitors in enclosures:</u>

- London Road (Snow Hill)
  NITROGEN DIOXIDE (NO_2), PM_{10}, $PM_{2.5}$
- London Road (Antiques shop)
  NITROGEN DIOXIDE (NO_2)
- Guildhall
  NITROGEN DIOXIDE (NO_2)
- Lower Bristol Road
  NITROGEN DIOXIDE (NO_2), PM_{10}

<u>Moveable automatic monitors:</u>

- Bathwick Street
- Larkhall schools (planned)
  NITROGEN DIOXIDE (NO_2), $PM_{2.5}$, PM_{10}



NO_2 diffusion tubes:

- 60+ locations
- changed monthly for monthly average values

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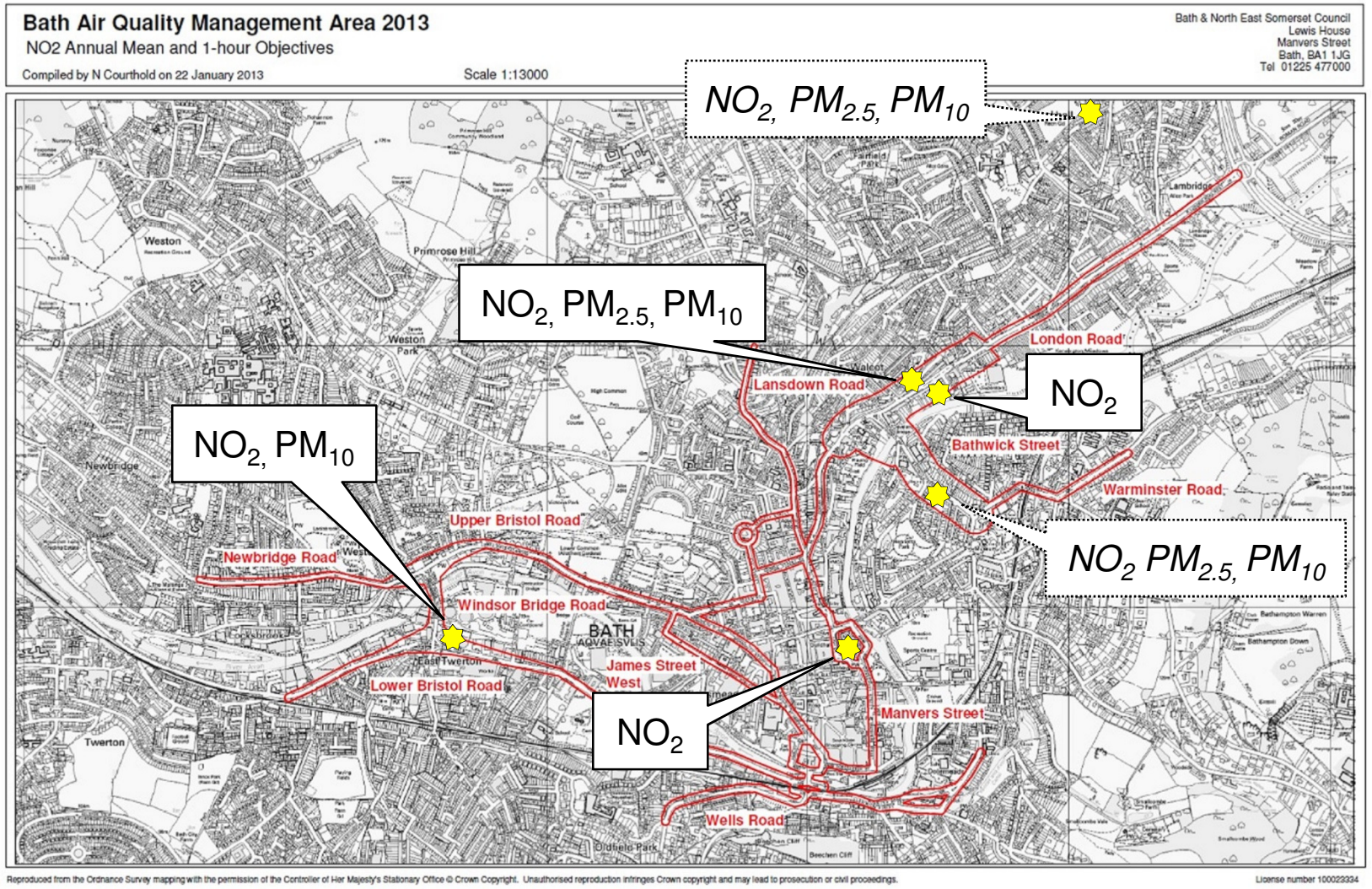
Automatic monitoring



Monitoring Sites

Batheaston

Author: N Courthold
Date: 16/03/2016
Scale: 1:6000

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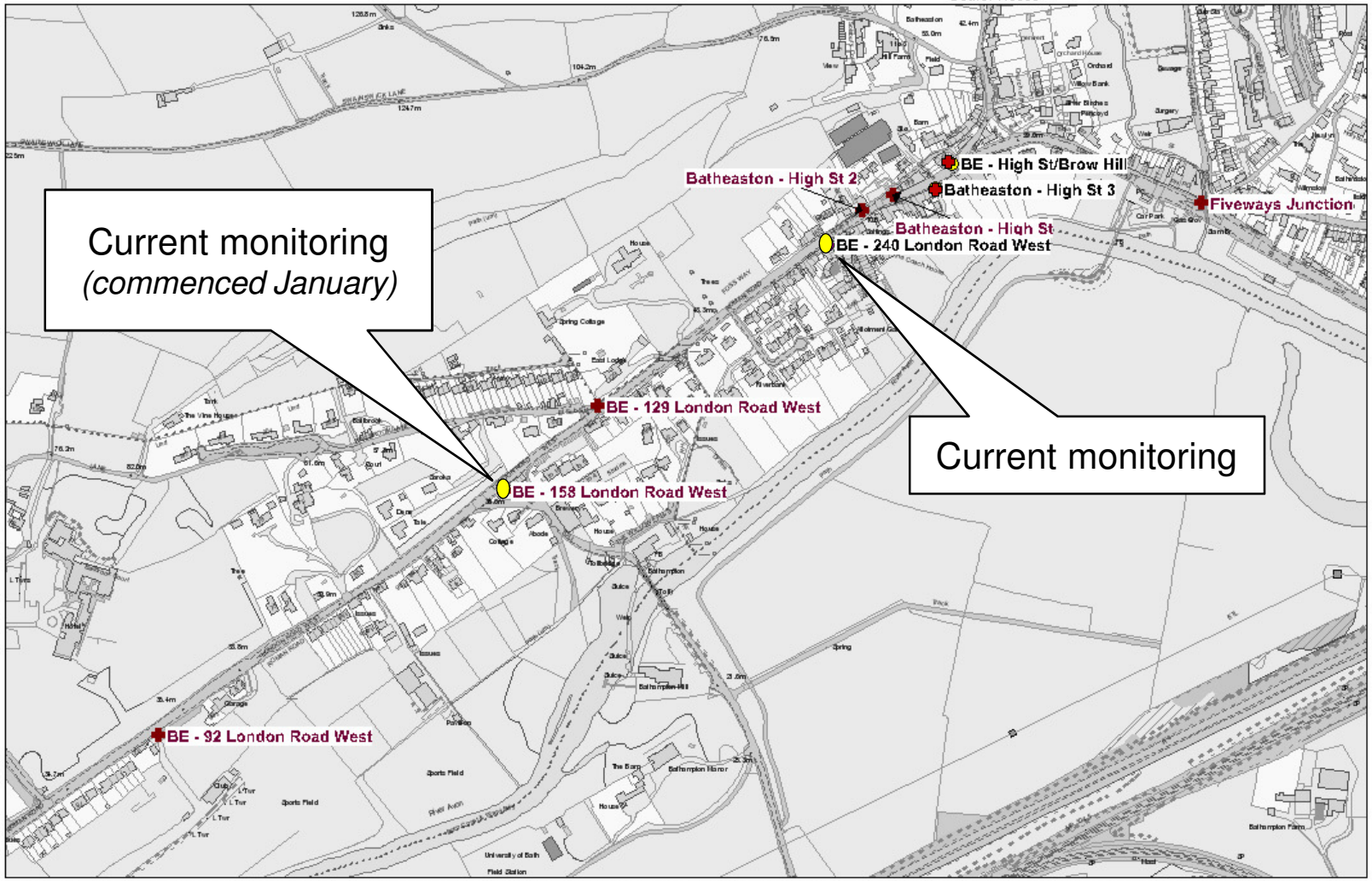

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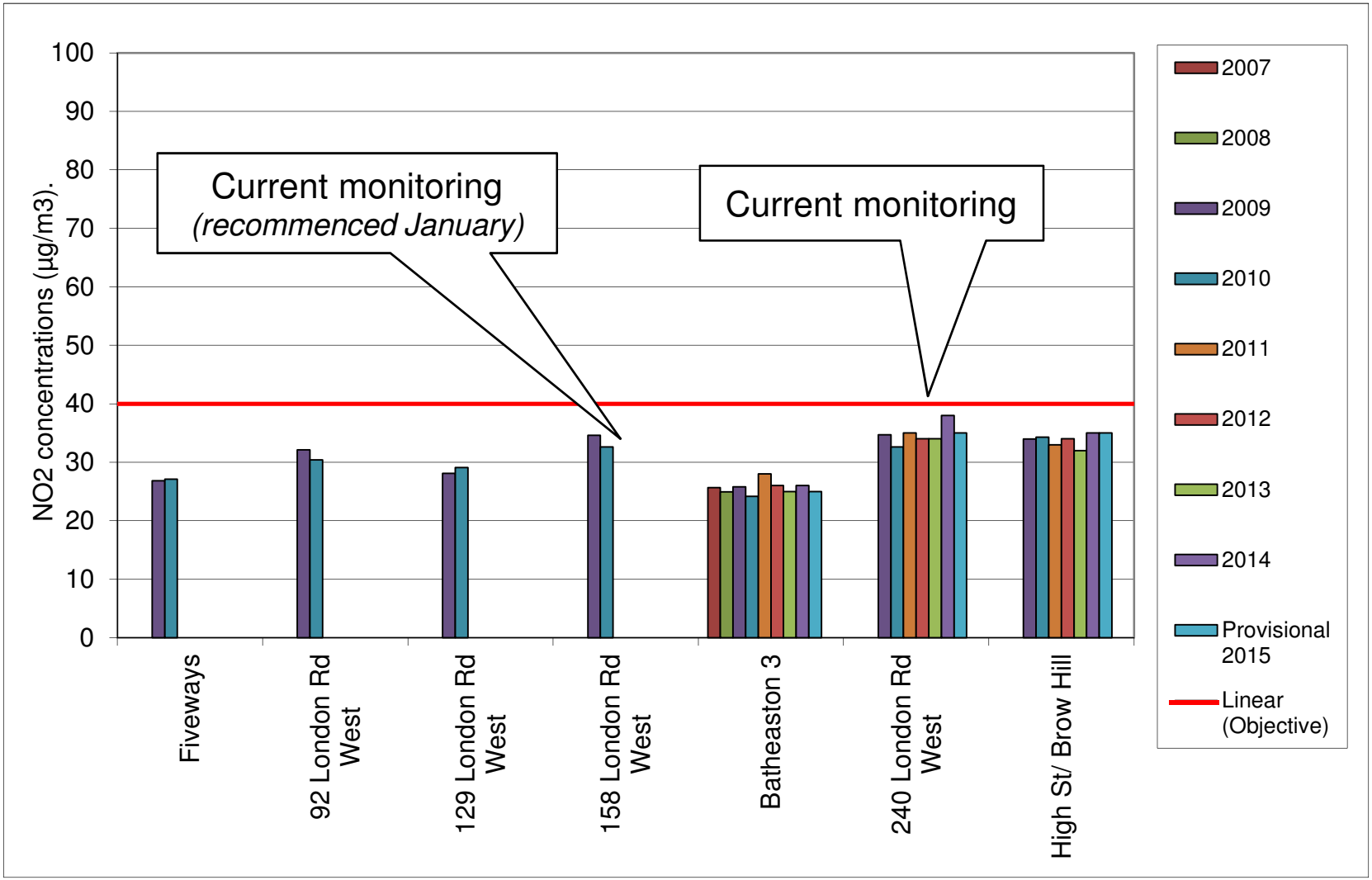
Batheaston monitoring



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Thank you for listening

Any Questions?