

EXECUTIVE SUMMARY

A combined Workplace Parking Levy and Community Congestion Charge scheme would generate **£11.3M** yearly hypothecated transport revenue stream for the council while reducing congestion by over 20%. This revenue provides the council with the autonomy to deliver an integrated transport solution without relying on handouts from the West Of England Combined Authority.

28,000 people commute by car to work in Bath. Of those 8,700 are Bath residents. Congestion costs businesses £10.4M and commuters £43.2M per year. A total congestion cost of £53.6M per year. On top of that around 100 people die in BaNES from Air Pollution and Transport Related Obesity each year.

A combined Community Congestion Charge (CCC) and Workplace Parking Levy (WPL) would significantly reduce car commuting by around 20% within the city, shifting commuters into other modes of transport. A similar impact to the effect the school holidays have on Bath traffic levels.

Park and Ride car parks and long stay car parks within the city are currently under utilised with only 2,141 out of the 6,013 spaces on average being taken by 9am on a weekday. Introduction of the CCC and WPL would significantly increase the use of those car parks potentially requiring expansion.

Assuming no change in behaviour and a WPL/CCC charge of £404 per year (Nottingham WPL), revenue from the scheme is estimated to be at **£11.3M** with an operational cost of around 10%. A 20% modal shift from the car to other forms of transport would reduce the income to £9M per year but this lost income would still be primarily spent on public transport services by those commuters.

Revenue would be invested in making Bus ticket prices throughout Bath and surrounding areas price equivalent to the Park and Ride bus services. Bus pass cost would be less than the WPL/CCC charge at £360 per year or £30 per month. The message should be clear, using the Park and Ride or catching your local bus is cheaper than driving your car into the city. Note that the current price for a Bath Outer Pass is £960 per year.

Revenue must also be used to redesign the bus network to provide good connections from rural and urban communities directly to areas of the city with high employment. That is, RUH, Locksbrook, City Centre, and University of Bath, and not simply to the city centre, as is the current situation. Park and Ride sites must become transport interchanges. Modern Dial-A-Ride (BAXI/BUXI) services should be developed to provide door to door on-demand rural bus networks.

Revenue should be leveraged, similar to Nottingham, to enable building of Saltford and Corsham railway stations. It should be noted that on a WPL income of £12M a year, Nottingham has been able to borrow £600M and build train stations and develop it's tram network.

Revenue also provides the long term funds to tackle Air Pollution and Obesity caused by our poorly designed road network, enabling the building of good cycling networks, connecting schools and centres of employment to communities, while delivering Bath "mini-holland" public realm schemes.

With the School Run being measured at 30% of our rush hour traffic on some roads, revenue from this proposal should be used to deliver free bus travel for all school age

children as well as the implementation of “school street” schemes to discourage the school run significantly.