

Please note the following summary of B&NES Transportation and Highways comments were omitted from the original report

Original Application – the application has been assessed against local and national planning policies, with a focus on improving sustainable modes of transport and reducing car traffic. The Transport Assessment (TA) highlights the need for sustainable travel options, particularly on weekend matchdays including measures such as increased Park & Ride capacity and services and additional coach services. Bath Rugby's limited ability to schedule home fixtures has led to matches when the Bath Christmas Market and University Open Days have been taking place increasing pressures on the transport system. The proposed stadium expansion would exacerbate this situation and the proposed Travel Plan's effectiveness in reducing car usage is questioned, especially during event clashes. Travel Plan measures need to be clear, concrete, achievable and enforceable. Concerns also exist regarding the proposed pedestrian access arrangements and the need for a robust management plan to mitigate potential impacts. The submitted Transport Statement for the stadium expansion is supported by modelling of pedestrian movement, but there are concerns regarding potential overcrowding and the adequacy of existing infrastructure to cope with increased walking and cycling to the stadium.

Amendments – the TA Update identifies potential mitigation measures for increased Park & Ride use and non-match day events at the stadium. While some measures are proposed, their deliverability, funding, and impact on the Bath transport network remain areas of concern.

Further Response – a Technical Note (TN-7) includes measures to be included in a Travel Plan, with targets to reduce car usage, such as a commitment to providing additional coach services and liaison with bus and rail operators. The Note also commits to providing and, if required, financial support a match day Bath University Park & Ride service and expansion of the Lansdown service (including overspill parking if required). There are no significant concerns with the forecast traffic flows to the Park & Ride sites. The pedestrian movement strategy for the new stadium relies on a hospitality strategy that encourages early arrival and late departure of spectators to spread the numbers using key routes including the riverside. A traffic management scheme has already been implemented by Bath Rugby, and this will need to be reviewed by the Safety Advisory Group as well as other matters relating to crowd safety and security. The Technical Note includes mode share targets for future seasons which seek to reduce the number of car drivers to the city centre. It is considered essential that a variety of measures would need to be implemented to ensure that targets are met and these are presented as 'Heads of Terms' for a Travel Plan. Given the potential length of the construction phase, and that the stadium could become a permanent sports venue, it would be expected that the Travel Plan would need to be a live document for as long as the stadium was used. It is strongly recommended that monitoring and reporting should also continue beyond the suggested timescales. A mechanism to control the number and capacity of non-rugby events at the stadium is also recommended. In response to earlier concerns regarding the lack of cycle parking spaces, and this leading to unacceptable impacts at other parking sites, the scheme now proposes an additional 20 cycle parking spaces to be provided at the William Street gate area. This is supported, and the provision would need to be secured as part of any planning permission.