

Bath Transport Scrutiny Day



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BPT perspective and remit



- Promote the preservation, protection, development and improvement for the public benefit of the **character, amenities** and buildings of historical, architectural or public interest in **and around** the City of Bath;
- **Protect and preserve** public rights of way **and the beauty of the countryside around the City of Bath** (and to promote its fullest enjoyment by the public); and
- Provide and/or participate in the provision and maintenance for the public benefit of museums.....

Transport in Bath has always been challenging....



1960s

1930s



Christmas jam ^{5/12/81}



The city's car parks were full by 10.30 today, according to Bath described the city's jams as "very bad indeed" and are urging shoppers to park and ride at the weekends. Drivers at the long in the picture were hoping to get into the already full Avon Str

1981

2001



...and many experts have had a go



Many people in Bath will be expecting straightforward understandable proposals for highway improvements and car parks – proposals which will solve all the City's traffic problems within a reasonably short period of time. Unhappily there is no prospect whatever of such expectations being gratified.

Sir Colin Buchanan, 1965

...and look what his solution was



Buchanan tunnel – artist's impression of Western exit

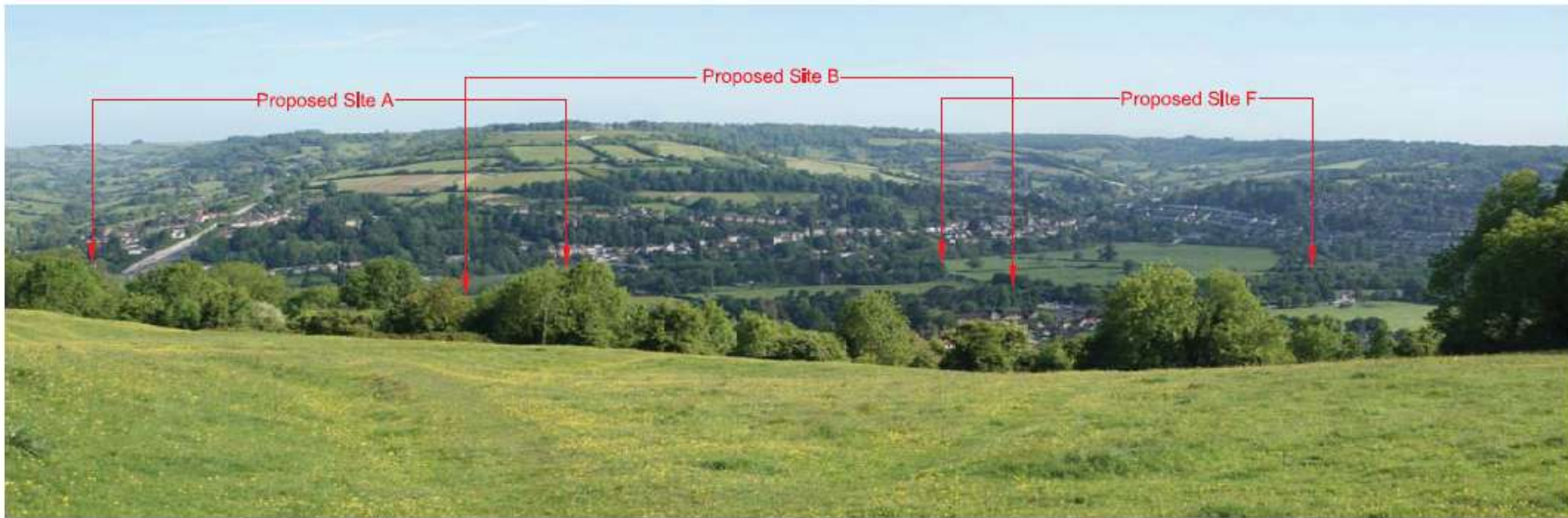


First...



- **Do No Harm**
- For any interventions that cause harm, the test is whether the public benefit outweighs the harm

Potential harm to the environment



Key Viewpoint 11. View south towards proposed sites A,B and F from Public Right of Way (BA1/30) adjacent to Bathampton Down



Key Viewpoint 1. View south east towards proposed Site F from Mill Lane toll bridge over the River Avon



Key Viewpoint 2. View north east towards proposed Site F from Mill Lane bridge over the A4

So what's the public benefit?



- The 'evidence' in the public domain is unconvincing with respect to public benefit
- Independent origin/destination research has not been undertaken
- Specifically, the supposed benefit on improved air quality/ congestion on the London Road at peak times can be shown NOT to be the case
- Therefore a P&R on the meadows would fail the test.

Policy ST6 (Placemaking Plan) states that



- New P&Rs will be permitted provided
- No unacceptable impact on environmental assets...
- No unacceptable impact on surrounding road network
- No suitable non-green belt sites available

There is no evidence to suggest the first test has been passed for the meadows and much of the evidence required for the second seems not to have been commissioned; any test of the third not available

Measures that do no harm



Low emissions zones (possibly with Bristol)

Integrated school transport strategy (with carrots and sticks)

Close examination of public transport provision and affordability, working through the Joint West of England Transport Strategy

Working more closely with Wiltshire

Make compulsory the Freight Consolidation system for B&NES City Centre tenants

So...



- Before you do anything, do proper research about origin/destination and understand your data about the existing P&Rs
- Be clear about how many parking places you are or are not going to retain in the City Centre
- Extend any analysis for Bath Transport to cover all of the Bath Housing Market Area (ie West Wiltshire, some of South Glos and Mendip)
- Drop the East of Bath P&R proposals as the case not made.

.....In partnership



- There is a great deal of expertise in the community
- Work with it, rather than against it
- The outcome will be a better Bath