

FOBRA response to Eastern Park-and-Ride consultation

1. FOBRA strongly supports the need for Park-and-Ride facilities to the east of Bath. This is a key part of the Bath Transport Strategy which was approved by the full Council in 2014.
2. FOBRA prefers the site which has the greatest capacity and which is most capable of later expansion. That appears to be Site F. Site B would be a second choice. Site A is smaller and closer both to the river and to residential buildings than either of the other sites, and access from Site A on to the A4 could be problematical. We note that the Halcrow report of June 2013 recommended against pursuing Site A.
3. More Park-and-Ride capacity will be required to the east of Bath in due course. The Council should keep open the option of developing a Park-and-Ride or a Park-and-Rail in the space at the junction of the London and south coast rail lines, and should retain ownership of property at site H, possibly for this purpose.
4. Providing a Park-and-Ride to the east of Bath is a necessary but not sufficient condition for reducing congestion and traffic into the city (Objectives 1 and 3). For that, the Park-and-Ride must be complemented by traffic management (including reduced parking in the centre), in accordance with the Bath Transport Strategy, to discourage traffic from travelling into the city. Otherwise any reduction could quickly be offset by currently unmet demand: if it becomes easier to drive into Bath, more people will do it, until the congestion builds up again to a level that deters them.
5. The selected site should operate for 7 days a week until late, with secure overnight parking, so as to enable its use by evening visitors and those staying overnight in Bath. (The same applies to the existing Park-and-Ride sites). The public transport vehicles which deliver drivers to and from the city centre should themselves minimise harmful emissions, and be inexpensive to use.
6. Objective 4 covers the need to reduce carbon emissions, but FOBRA is equally if not more concerned about the other vehicle emissions which are causing immediate harm to residents and others. Unlike CO₂, these have a highly localised impact where there are high volumes of traffic (eg Bath). The Objective 2 should be expanded by adding "...by reducing air pollution from nitrogen dioxide and diesel particulates."