

The Editor  
Bath Chronicle

19<sup>th</sup> Feb 16

Dear Editor,

### **Park and Ride or Cable Car?**

David Dixon's letter published on 18<sup>th</sup> February proposes abandoning a Park and Ride to the east of Bath in favour of the Mulberry Park Cable Car.

Leaving aside the merits or otherwise of a cable car, the key issue which Mr Dixon rightly identifies is that of parking in the centre of Bath. This is indeed a critical issue, since it is a well-established principle of transport planning that parking generates traffic. The availability of parking in central Bath creates traffic not only there but on all the approach roads to the centre. That is why a central element of the Bath Transport Strategy is to replace a significant element of city centre parking with parking at P&R sites on the periphery of the city.

As Mr Dixon points out, the existing P&R sites are popular with visitors and commuters and it is logical to provide a site to the east, the only side of the city which currently lacks one.

He argues that it is not politically viable to reduce city centre parking but if that is the case why was the Bath Transport Strategy, of which this is a key feature, approved by all parties in November 2014? As Deputy Leader of the Council that brought forward the Strategy, David Dixon presumably supported it at the time: or are we to suppose that he and the other Councillors were voting for something that they did not really believe in?

Bath has severe problems of traffic and air pollution. It is high time for the Council to make a start on implementing the Transport Strategy as a whole and tackling Bath's traffic problems.

Yours sincerely,

Robin Kerr, Chairman