



Overall Transition Bath is supportive of the Transport and Development SPD as it prioritises cycling and walking over other forms of transport, and aims to reduce vehicle mileage by 25%, and the switch to electric vehicles.

Further information and consultation feedback: deadline 8th October 2021

Consultation document can be found here: https://beta.bathnes.gov.uk/sites/default/files/2021-08/B%26NES%20Transport%20and%20Development%20SPD_Optimized%20COMPRESSED_0.pdf

Provide your online responses here: <https://beta.bathnes.gov.uk/transport-and-developments-supplementary-planning-document-spd-public-consultation/have-your-say> (again respond by Friday 8 October 2021, its largely a quick multiple choice response lots of questions but takes very little time to complete)

Background Notes

- **Maximum Parking standards p59:** This is a significant policy shift – meaning that developers can have a “maximum” of X number of spaces versus a “minimum” of X spaces. In effect this will prevent developers from delivering buildings with lots of car parking space, reducing inefficient use of land area of parked vehicles which don’t move for 97% of their life in favour of alternative means of transport and car clubs where the vehicles have much higher utilisation, making better use of land area and lower embodied carbon in manufacture
- **EV charging policy p109:** This is a requirement for all new dwellings and major projects on renovations to have at least one EV charging point, and requirements for non-residential schemes also. However, there appears to be an ambiguity as to whether this is 1 EV charging point per site or per parking space
- **Car clubs for student accommodation (p64) and p82**
4.12.8 B&NES considers the provision of 100 dwellings as a threshold for providing a viable car club space, with additional spaces viable for each 100 dwellings thereafter. Where car club spaces are to be provided, there will be material time and financial costs associated with the installation of a TRO on the local highway network (to allocate road space for car club only vehicles) which will need to be provided by the developer or otherwise agreed with B&NES. This is to ensure that a financially viable car club service from the outset, without risk to the operator which may result in the car club not being available in the long term. 4.12.9 The NPPF states that local authorities are encouraged to provide EV / ULEV charging infrastructure in new developments. Therefore, car club provision is required to include the associated charging facilities essential for electric car club vehicles. Further information in relation to electric charging infrastructure requirements can be found in Section 5 of this SPD.