

UPDATE ON STATUS OF OUTSTANDING PLANNING CONDITIONS AND RELATED MATTERS

Prepared for Newton St Loe Parish Council – May 2018

1. Traffic management

The University has made a concerted effort to deter both staff, students and other visitors from parking in the village, through direct methods utilising security and green travel initiatives, (Money has been set aside to fund initiatives such as bus season ticket tasters, electric cycle schemes, car sharing) .

The University has always been aware of the issue of changes to its parking levels and management giving rise to issues of overspill parking on roads surrounding the campus – this was acknowledged in the transport assessments for both the Academic and Residential developments, as evidenced in this extract from the Residential Transport Assessment (TA).

6.2.4 The University is committed to its Travel Plan and seeking to reduce car usage and encourage use of non-car modes of travel as part of its on-going commitment. As part of this commitment, the University is seeking to improve access to the campus by bus, cycle and on-foot, and hence to improve access for non-car users.

6.2.5 The University is in the process of updating its Travel Plan in discussion with B&NES Council, and the marking of its submission for the West of England Travel Plan awards has formed a useful guide for the University to see where improvements can be made.

6.2.6 The two areas that are highlighted by the process are the need to understand business travel and then seek to make improvements in this area, with the other area being that of parking control.

6.2.7 The University will be looking to improve in both these areas, however, in terms of parking, it is very much aware of its rural and sensitive setting, and the problems that might be created by the displacement of parking to the perimeter of the site, especially Newton St Loe.

The University has been encouraged to control car usage associated with the Newton Park Campus, and to reduce parking levels on the campus, including a legal planning requirement to reduce parking by the start of the academic year 2020/2021. The University was required, as part of the planning permission for the residential development, to prepare a Parking Management Plan for approval by B&NES Council, a copy of which is attached*. We are unclear if the Parish Council was consulted by B&NES, but the Management Plan that was agreed by the B&NES included proposals for charging to help meet the requirement to reduce parking at the campus

2. Closure of Newton Drive

Newton Drive is closed to traffic most of the time, the exception being at the end of the afternoon when it is opened one way. This is done to prevent congestion caused by the continuing restricted width of parts of Corston Drive, as set out in the planning application extracts below:

- the following extract is from the TA (Oct 2010) for the academic application relating to the Commons building:

Last summer the University reconstructed and widened the A39 end of the drive, the purpose of the widening being to improve bus, pedestrian and cycle access. The widening of the Corston Drive, which has an extant planning permission, is the University's preferred solution to improving access by non-car modes, and, subject to receiving the necessary approvals from the Local Authority and Duchy of Cornwall, the University intends to continue the widening through to the main campus. Should this be possible, the University would then close the Newton Drive to motorised traffic other than in exceptional circumstances."

- from the TA (April 2012) for the campus residential application:

In summer 2009 the University reconstructed and widened the A39 end of the Drive, the purpose of the widening being to improve bus, pedestrian and cycle access. In summer 2011 it undertook further widening at the campus end of the Drive between the Fishermen's Car Park and the Security Lodge. The widening of the Corston Drive, which has an extant planning permission (ref: 05/03494/ful and 10/04476/NMA), is the University's preferred solution to improving access by non-car modes, and, subject to receiving the necessary approvals from the Duchy of Cornwall, the University intends to continue the widening through to the main campus. Should this be possible, the University would then close the Newton Drive to motorised traffic other than in exceptional circumstance?"

3. Other traffic and transport obligations

In terms of other obligations on transport issues, these are set out below:

Academic

Planning conditions only:

No part of the building hereby permitted shall be occupied or used until an update to Bath Spa University's Travel Plan for Newton Park, taking into account all aspects of the proposed development including vehicle movements associated with staff, students, visitors and servicing (including the delivery of fuel to the energy centre(s) on the campus), has been submitted to and approved in writing by the local planning authority. The updated travel plan shall include a requirement for traffic flows to and from the University to be measured by automatic traffic counters for a minimum period of one week in the November prior to occupation of the approved academic building at a time when the university is in full occupation (the 'baseline survey'), and for traffic flows to be measured in the same way annually each November thereafter. If the average weekday traffic flow (Monday to Friday between 07:00 and 18:00) measured subsequently exceeds the average weekday traffic flow measured in the baseline survey by 10% or more, then a review of the travel plan, including a programme for

the implementation of any necessary measures identified within the review, shall be submitted to the local planning authority for approval within 4 months of the survey.

The data used in any such approved review of the travel plan shall then become the baseline survey data against which subsequent annual survey results must be compared for the purposes of this Condition, and any necessary measures identified in any approved review of the travel plan shall be implemented in full accordance with the programme and details included in the most recent approved review document.
Reason:

In order to ensure that the transportation implications of the proposed development, and of potential changes in the numbers and travel patterns of staff and students associated with the university, are monitored annually and that the university's Travel Plan is updated and implemented as necessary.

Monitoring: The University carries out transport surveys every year, the results of which are reported to B&NES. The following sets out recorded average weekday flows (07:00-19:00) since 2010. The bracketed figures are the average weekday flow and percentage of traffic using the Newton Drive:

2010 – 2987 (379/12.7%)
2011 – 2845 (365/12.8%)
2012 – 2466 (233/9.4%)
2013 – 2518 (169/6.7%)
2014 – 2643 (148/5.5%)
2015 – 2681 (146/5.4%)
2016 – 2709 (142/5.2%)
2017 – 2844 (145/5.1%)

Hence flows in 2017 are still lower than were recorded in 2010. The Commons Building opened in June 2014. This is the first year since average weekday flows have exceeded the flows preceding the opening of Commons by more than 10% (2844 c/w 2518 = +12.9%), although at the time the Commons was approved, there was a Government cap on student numbers and hence no or limited growth was expected at that time.

Residential

There is a legal requirement for the University to reduce the number of parking spaces at the Newton Park campus; this is set out in the S106 agreement relating to planning application 12/02141/FUL for student residential accommodation which was granted permission in May 2012. The December 2012 S106 agreement includes a Car Parking Provision and Review Mechanism which requires the University to:

- carry out annual parking surveys every October commencing in October 2014;
- reduce parking to the level recorded by the October 2014 survey if less than the baseline of 774 spaces and set this as the new baseline accumulation;
- after 2014, if two consecutive annual parking surveys record a parking accumulation less than the baseline accumulation, reduce the level of parking to the higher of two accumulations and set this value as the new baseline accumulation;
- At the start of the Academic Year 2020/2021, reduce parking provision to 690 spaces if it has not already been reduced below this level.

- Condition 17 of the planning permission for the residential development required the University to develop a Parking Management Plan. A copy of the approved Parking Management Plan is attached.

The approved plan included in Section 2 a schedule of all forms of parking bays, and highlighted in Section 3 that the reduction in bays should relate to general parking spaces and not to disability bays, visitor bays or operational bays, as by definition the latter may not be fully used on the day of the survey but are still required to meet particular needs. This was agreed by B&NES.

Parking has been monitored as required by the S106 since the residential development was opened, however demand has not reduced to a point whereby a reduction in parking is justified. Again this requirement to reduce parking was set in the context of no expected increase in student numbers due to the Government cap. However, as the table below shows, since 2010, staff and student numbers have increased by 41.3%.

Academic Year	FTE Students	Staff FTE	Total FTE	Year on Year Change	Change Relative to 2014/15
2010/11	4117	384	4501	-	-
2011/12	4201	398	4599	2.2%	-
2012/13	3942	400	4342	-5.6%	-
2013/14	4409	484	4893	12.7%	-
2014/15	4444	538	4982	1.8%	-
2015/16	4775	604	5379	8.0%	8.0%
2016/17	5410	654	6064	12.7%	21.7%
2017/18	5611	748	6359	4.9%	27.6%

Furthermore the table below shows parking recorded since 2014, from which it can be seen that general parking bays have always been fully utilised, and hence no reduction in parking has been justified.

Year	Peak Parking Demand (Spaces)		Change in demand (spaces), general bays, relative to Oct 2014
	General Bays	All Non-Operational Bays	
October 2014	510 (517)	744 (544)	
October 2015	624 (626)	705 (708)	22.3% (21.1%)
October 2016	597 (605)	653 (688)	17.0% (17.0%)
October 2017	608 (607)	672 (689)	19.2% (17.4%)

It can thus be seen that since 2014/15, the growth in peak demand has been less than the growth in the population, and that the increase in the number of general parking spaces (not including Disabled, Car Share, EV, Drop off and Motorcycle Bays) has broadly matched the increase in demand.

The S106 Agreement as currently drafted requires parking to be reduced to 690 spaces (from 766 spaces) at the start of the Academic Year 2020/2021 – which would mean losing around 75 spaces. We are proposing to seek for B&NES to review this as reducing parking on-site, may, unless demand is reduced, lead to more parking on

roads surrounding the campus unless they are restricted to prevent use other than by residents.

* Attachment – Parking Management Plan