

## BATH AND NORTH EAST SOMERSET COUNCIL

### MINUTES OF COUNCIL MEETING

Thursday, 12th November, 2015

Present:- **Councillors** Patrick Anketell-Jones, Rob Appleyard, Tim Ball, Colin Barrett, Cherry Beath, Jasper Becker, Sarah Bevan, Lisa Brett, John Bull, Neil Butters, Jonathan Carr, Anthony Clarke, Matt Cochrane, Paul Crossley, Chris Dando, Fiona Darey, Matthew Davies, Sally Davis, Douglas Deacon, Emma Dixon, Michael Evans, Andrew Furse, Charles Gerrish, Ian Gilchrist, Bob Goodman, Francine Haeberling, Alan Hale, Liz Hardman, Donal Hassett, Steve Hedges, Deirdre Horstmann, Eleanor Jackson, Steve Jeffries, Les Kew, Marie Longstaff, Barry Macrae, Paul May, Alison Millar, Robin Moss, Paul Myers, Michael Norton, Lisa O'Brien, Bryan Organ, Lin Patterson, June Player, Christopher Pearce, Vic Pritchard, Joe Rayment, Liz Richardson, Caroline Roberts, Nigel Roberts, Dine Romero, Will Sandry, Mark Shelford, Brian Simmons, Peter Turner, David Veale, Martin Veal, Karen Walker, Geoff Ward, Tim Warren, Karen Warrington and Chris Watt

Apologies for absence: **Councillors** Colin Blackburn and Shaun McGall

#### 53 EMERGENCY EVACUATION PROCEDURE

The Chairman drew attention to the emergency evacuation procedure, as set out on the agenda.

#### 54 DECLARATIONS OF INTEREST

The Chairman announced an interest on behalf of the Chief Executive and the Monitoring Officer in Appendix 2 (Scale of Fees) of agenda item 14 (Proposals for a Directly Elected Mayor) and explained that they would leave the meeting if this item needed to be discussed.

The Monitoring Officer declared a dispensation, in accordance with the Localism Act 2011, for all Councillors who would have a disclosable pecuniary interest by living near a proposed Park & Ride site.

#### 55 MINUTES - 10TH SEPTEMBER AND 16TH SEPTEMBER 2015

On a motion from Councillor Eleanor Jackson, seconded by Councillor Dine Romero, it was

**RESOLVED** that the minutes of the meeting of 10<sup>th</sup> September be confirmed as a correct record and signed by the Chairman;

and then on a further motion from Councillor Tim Warren and seconded by Councillor Jonathan Carr, it was

**RESOLVED** that the minutes of the meeting of 16<sup>th</sup> September be confirmed as a correct record and signed by the Chairman.

**56 ANNOUNCEMENTS FROM THE CHAIRMAN OF THE COUNCIL OR FROM THE CHIEF EXECUTIVE**

The Chairman made the customary housekeeping announcements regarding the webcast, mobile phones and meeting procedures.

He congratulated Councillor Shaun McGall on his recent wedding.

He invited the Chief Executive to update Council about the latest situation with Syrian Refugees.

**57 TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIRMAN**

There were no items of urgent business.

**58 QUESTIONS, STATEMENTS, PETITIONS AND DEPUTATIONS FROM THE PUBLIC**

The Chairman made reference to the Public Questions document which had been circulated to the meeting.

Joy Burt made a statement and handed in a petition of over 400 signatures calling for a ceiling on student numbers in the world heritage city of Bath.

Mr Ellis made a brief statement and handed in a petition of over 300 signatures concerning traffic problems on the Wellsway in Keynsham.

Jane Fox, on behalf of Tom Moat, made a statement supporting the continuation of the Duke of Edinburgh scheme and objecting to the changes proposed to the funding. In response to a question from Councillor Michael Evans about whether Ms Fox was aware that Academies are responsible for their own funding, she explained she was aware, but that take up was still far higher in private schools than in state schools which made it exclusive and more difficult to deliver. In response to a question from Councillor Lisa Brett about the effect on smaller charities, Ms Fox responded that the changes to funding would make it very difficult for smaller groups to deliver. Councillor Jackson expressed concern and queried whether the programme delivered through the Radstock Youth Centre would be affected, Ms Fox confirmed that it would apply to the Youth Centre who would need to provide the £1100 per annum and take on the additional workload.

Giles Denning made a statement supporting the Duke of Edinburgh scheme. In response to a question from Councillor Michael Evans about whether Mr Denning was aware that he was working with officers to alleviate the cuts and it looked likely they would be able to continue with licensing and possibly other arrangements, Mr Denning said that he was not aware.

Nigel Whitfield, a volunteer Duke of Edinburgh Leader, made a statement about the benefits of open award centres.

Jemma Rowlandson made a statement also in support of open award centres, explaining that she had recently achieved her Gold Duke of Edinburgh award at one

such centre. In response to a question from Councillor Lisa Brett about whether she felt volunteers at open award centres would have the confidence to deliver the programme without the backing of the Local Authority, Ms Rowlandson responded that she felt it was important to have Local Authority support and backing.

Nigel Sherwin made a statement about cycling on the London Road and the Gateway scheme, Bath. A full copy of his statement is linked to the minutes online. In response to a question from Councillor Lin Patterson about whether his views had support of others, Mr Sherwin responded that over 1200 people had signed a petition when it was originally proposed, and all the cycling clubs avoid the London Road when possible although there isn't really an alternative route.

Bryn Jones, Chair of Transition Larkhall, made a statement, a copy of which is linked to the online minutes, suggesting measures to reduce congestion and poor air quality on the A4/London Road into Bath. In response to a question from Councillor Lin Patterson about whether there was popular support for these measures, Mr Jones responded that there were a number of supporters who have said they would cycle more if it was safer.

Adam Reynolds, Chair of Cycle Bath, made a statement, a copy of which is linked to the online minutes, about safer cycle routes to schools. In response to a question from Councillor Lin Patterson about whether the principles of the Larkhall Safer Routes to Schools programme were compatible with safer cycle routes, Mr Reynolds responded that segregated space was needed for different road users, not shared space.

David Redgewell made a statement on behalf of the various transport groups he represents proposing support for option B and the need to integrate with the MetroWest project. A copy of David's statement is attached to the online minutes. In response to a question from Councillor Jonathan Carr about whether Mr Redgewell had seen evidence that the Administration were making progress with these issues, he responded that, through the joint Authority processes, there were making progress with MetroWest and starting to make progress on Bus Quality partnerships. In response to a question from Councillor Dine Romero about whether, if finances weren't an issue, they would support any other sites, Mr Redgewell responded that the reality was that of the sites offered, option B was the best one as it had a rail option and was the best point of integration.

The following members of the public were all speaking about the Park & Ride issue. Statements that have been provided are attached to the minutes;

David Dixon, Jan Attah, Mr Peter Martin, Arwin & Amelie from Batheaston Primary School, Tom Boden (National Trust), Caitlin Poole, Susanne Hagen, Derek Greener, Irene Greener, Sian James, Christopher Atchison, Caroline Kay (Bath Preservation Trust), Andrew Lea, David Dunlop (London Road & Snowhill partnership), George Riley (Batheaston Parish Council), Patrick Rotheram (Vineyard Residents' Association), Andrew Mercer, Bethany Hunger, Cheryl Nield de Crespo, Selma Crespo Nield, Robin Kerr (FOBRA Chairman), Mrs Bailhache, Henrietta Sherwin (Avonside CPRE), Mark Stephens, Catherine Gregory, Catherine Simpson, Maddy Donoghue, Lisa Brown, Louise Hidalgo, Carole Bond, Emma Adams, Martin Harman, Annie Kilmington, Steve Horler, Grace Deathridge, Dorian Baker, Henry

Brown, Alison Smith, Christine Boyd, Siân Hunger, John Richards, Sally Rothwell, Moira Brennan (Chairman Bathampton PC), Mark Stephens (also reading statement from Derek Redding), Lucien Stephens, Sharon Collins, Nick Cooper, Ian Perkins (TARA and City Centre Action group), Maria Naughton, Rory Geldard, Stuart Feasey, Graham Feasey, David Batho, Steven Robinson, Mark Magri-Overend, Judy Klinpikuln, Jane Natt, Bob Gore, Hannah Hyam, Peter Wardle, Jeff Owen, Caroline Cooper, Nick Cooper, Judy Bailey, Alexis Pavlou, Fiona Powell, Mark Millar.

## **59 CONSULTATION ON PROPOSALS FOR A PARK & RIDE EAST OF BATH**

Following submissions from over 80 members of the public about this issue, the Council considered the submissions to them and the report outlining the issues raised to date through the consultation process on proposals for a Park and Ride facility to the east of Bath.

On a motion from Councillor Tim Warren, seconded by Councillor Anthony Clarke, it was

### **RESOLVED**

1. To note the officer report, including the evidence of need and the results of the consultation.
2. To reaffirm its commitment to delivering an East of Bath Park & Ride as part of an integrated transport strategy which also includes improvements to local rail services through the MetroWest project, investment in safe walking and cycling routes, support for local bus services, and progress towards an East of Bath link-road.
3. To ask that the cross-party Local Development Framework Steering Group review all the options for the location of an East of Bath Park & Ride prior to Cabinet selecting a preferred site early next year, giving due consideration to the following:
  - The responses received to the East of Bath Park & Ride consultation;
  - The feasibility and deliverability of each site option;
  - The costs associated with each site option;
  - The transport benefits of each site option;
  - The visual impact of each site option.
4. That, in addition, Cabinet and officers are also asked to give consideration to:

- Measures to reduce the number of high-polluting vehicles entering Bath, such as a Low Emission Zone, alongside the delivery of the Park & Ride;
  - Measures to ensure the protection of bus services to the villages east of Bath alongside the delivery of the Park & Ride;
  - Measures to mitigate any visual and environmental impacts of the Park & Ride, whichever site is ultimately selected, including looking at 'best practice' examples from elsewhere in the country and abroad.
  - The potential of providing a shuttle-bus service from the new Park & Ride to the RUH.
5. To ask that Cabinet and officers continue to engage with the Parish Councils and communities on the East of Bath on the proposals for a Park & Ride, and that once a site has been selected and more detailed proposals produced, further public engagement is undertaken as part of the planning process.
  6. That, alongside plans for an East of Bath Park & Ride, Cabinet is asked to develop a fully costed business case for an East of Bath link-road and continues efforts to work alongside our local MPs, neighbouring authorities, Highways England, the West of England Local Enterprise Partnership and the Department for Transport to lobby for the necessary funding to deliver this project; and
  7. To call for the Communities, Transport and Environment Policy Development & Scrutiny Panel to undertake an open and transparent public scrutiny, examining a wide range of integrated transport solutions for the East of Bath.

[Notes;

1 During debate, an unsuccessful amendment was moved by Councillor John Bull and seconded by Councillor Neil Butters, covering much of the wording above, but without a specific commitment to an east of Bath Park & Ride, nor the involvement of the LDF Steering Group. This was not carried after a named vote with 24 Councillors voting in favour, 35 against and 3 abstentions as follows;

In favour: Councillors Rob Appleyard, Tim Ball, Cherry Beath, Lisa Brett, John Bull, Neil Butters, Jonathan Carr, Paul Crossley, Chris Dando, Douglas Deacon, Andrew Furse, Ian Gilchrist, Liz Hardman, Steve Hedges, Eleanor Jackson, Alison Millar, Robin Moss, Lin Patterson, June Player, Joe Rayment, Caroline Roberts, Nigel Roberts, Dine Romero, Will Sandry.

Against: Councillors Patrick Anketell-Jones, Colin Barrett, Jasper Becker, Anthony Clarke, Matt Cochrane, Fiona Darey, Matthew Davies, Sally Davis, Emma Dixon, Michael Evans, Bob Goodman, Francine Haeberling, Alan Hale, Donal Hassett, Deirdre Horstmann, Steve Jefferies, Les Kew, Marie Longstaff, Barry Macrae, Paul May, Paul Myers, Michael Norton, Lisa O'Brien, Bryan Organ, Christopher Pearce, Vic Pritchard, Liz Richardson, Mark Shelford, Brian Simmons, Peter Turner, Martin Veale, David Veale, Tim Warren, Karen Warrington, Chris Watt.

Abstentions: Councillors Sarah Bevan, Karen Walker, Geoff Ward.

2 The successful resolution above was passed on a named vote with 34 Councillors voting in favour, 26 against and 2 abstentions as follows;

In favour: Councillors Patrick Anketell-Jones, Colin Barrett, Jasper Becker, Anthony Clarke, Matt Cochrane, Fiona Darey, Matthew Davies, Sally Davis, Emma Dixon, Michael Evans, Bob Goodman, Francine Haeberling, Alan Hale,

*Donal Hassett, Deirdre Horstmann, Steve Jefferies, Les Kew, Marie Longstaff, Barry Macrae, Paul May, Paul Myers, Michael Norton, Lisa O'Brien, Bryan Organ, Christopher Pearce, Vic Pritchard, Liz Richardson, Mark Shelford, Brian Simmons, Peter Turner, David Veale, Tim Warren, Karen Warrington, Chris Watt.*  
*Against: Councillors Rob Appleyard, Tim Ball, Cherry Beath, Lisa Brett, John Bull, Neil Butters, Jonathan Carr, Paul Crossley, Chris Dando, Douglas Deacon, Andrew Furse, Ian Gilchrist, Liz Hardman, Steve Hedges, Eleanor Jackson, Alison Millar, Robin Moss, Lin Patterson, June Player, Joe Rayment, Caroline Roberts, Nigel Roberts, Dine Romero, Will Sandry, Martin Veal, Geoff Ward.*  
*Abstentions: Councillors Sarah Bevan, Karen Walker*

3 Resolution 7 above was originally part of the joint amendment and accepted into the successful motion by the mover and seconder of the substantive motion.

**60 REFERENDUM ON PROPOSAL FOR BATH & NORTH EAST SOMERSET COUNCIL TO OPERATE A DIRECTLY ELECTED MAYOR AND CABINET EXECUTIVE INSTEAD OF A LEADER AND CABINET EXECUTIVE MODEL**

Following adjournment of the meeting, this item was deferred until the next meeting to take place on December 17<sup>th</sup> 2015.

**61 BATH & NORTH EAST SOMERSET LOCAL DEVELOPMENT SCHEME 2015-2019**

Following adjournment of the meeting, this item was deferred until the next meeting to take place on December 17<sup>th</sup> 2015.

**62 THE LOCAL COUNCIL TAX SUPPORT SCHEME (LCTS) 2016-17**

Following adjournment of the meeting, this item was deferred until the next meeting to take place on December 17<sup>th</sup> 2015.

**63 PARISH COUNCILS: LOCAL COUNCIL TAX SUPPORT SCHEME GRANT**

Following adjournment of the meeting, this item was deferred until the next meeting to take place on December 17<sup>th</sup> 2015.

**64 REVIEW OF THE COUNCIL'S STATEMENT OF PRINCIPLES UNDER THE GAMBLING ACT 2005**

Following adjournment of the meeting, this item was deferred until the next meeting to take place on December 17<sup>th</sup> 2015.

**65 REQUEST BY DUNKERTON PARISH COUNCIL TO CHANGE ITS NAME TO DUNKERTON AND TUNLEY PARISH COUNCIL**

Following adjournment of the meeting, this item was deferred until the next meeting to take place on December 17<sup>th</sup> 2015.

**66 REQUIRED AND PROPOSED AMENDMENTS TO THE CONSTITUTION**

Following adjournment of the meeting, this item was deferred until the next meeting to take place on December 17<sup>th</sup> 2015.

**67 TREASURY MANAGEMENT MONITORING REPORT TO 30TH SEPTEMBER 2015**

Following adjournment of the meeting, this item was deferred until the next meeting to take place on December 17<sup>th</sup> 2015.

**68 MOTION FROM THE LABOUR GROUP - TRADE UNION BILL**

Following adjournment of the meeting, this item was deferred until the next meeting to take place on December 17<sup>th</sup> 2015.

**69 QUESTIONS, STATEMENTS, PETITIONS AND DEPUTATIONS FROM COUNCILLORS**

Following adjournment of the meeting, a statement from Councillor Will Sandry on Moorland Road was deferred until the next meeting to take place on December 17<sup>th</sup> 2015.

The meeting ended at 12:05midnight

Chairman .....

Date Confirmed and Signed .....

**Prepared by Democratic Services**

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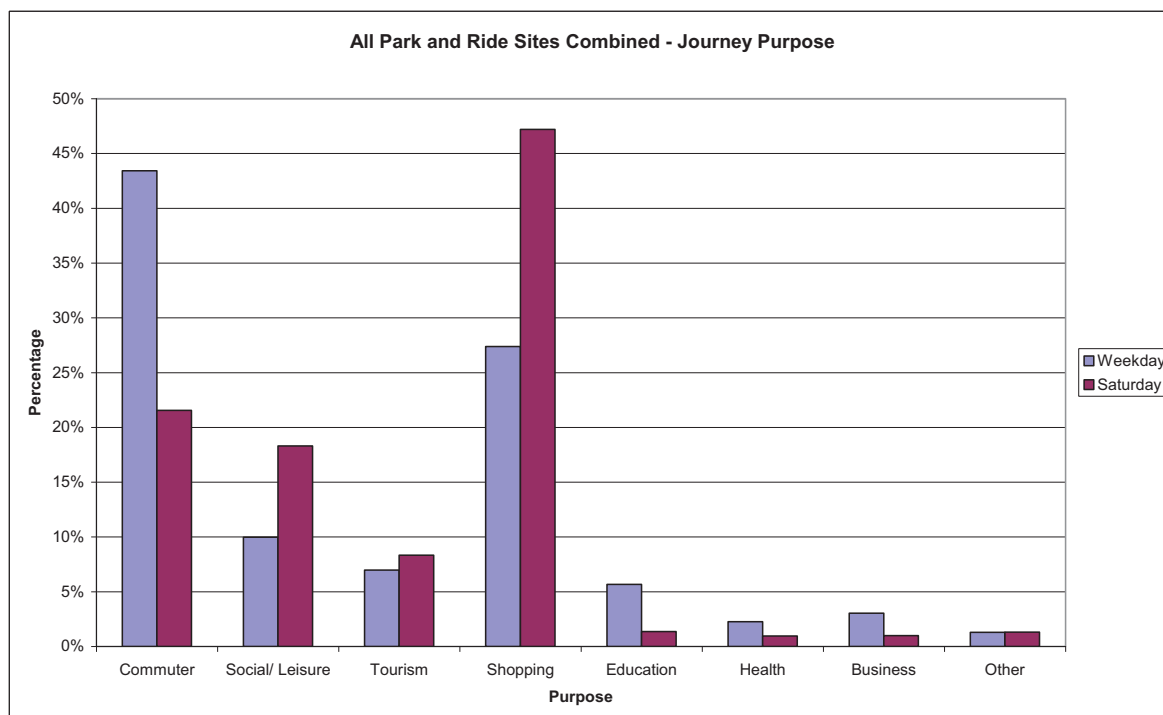
## East Park & Ride

### Frequently Asked Questions from Council meeting 12 November 15

#### Questions concerning traffic modelling and P&R usage

##### 1.1 What proportion of Park & Ride users are commuters, shoppers, day visitors etc?

All those who use the P&R are considered 'day visitors'. During the week, almost 50% are commuters going to work while at weekends the largest category are shoppers. This is illustrated in the chart below based on surveys undertaken in 2010:



##### 1.2 What percentage of park and ride users are OAPs with free bus passes?

The most recent figures we have show that in September 2015 about 29% of P&R users were concessionary passengers

##### 1.3 The three existing park & ride sites are not used to full capacity. What is being done to fill these sites?

All three existing sites have been expanded in recent times because they frequently reached capacity. While the sites may not be used to a maximum every day, we must anticipate future demand and at peak times the additional space is essential to absorb demand and reduce traffic going into the centre of Bath. Variable Message Signs have been introduced on the A4, A39 and Lansdown Road to promote use of park & ride sites at busy times. Further VMS signs are also planned for the A36 and A46/A420. In addition usage of the P&R sites will be significantly greater during school holidays and during the run up to Christmas.

**1.4 Why isn't Lansdown park & ride utilised by more traffic from the A46? If more traffic was sent to Lansdown then there would be no need to build an east park & ride.**

Lansdown park & ride is already signposted from the A46. Depending on their end destination, an east park & ride may offer a more convenient bus route for some users coming into Bath via this route. Lansdown is not well placed for other users from the east along the A4 and A363 which would be catered for by an east P&R on one of the three sites subject to public consultation.

**1.5 How has the capacity of the park & ride been calculated?**

Analysis of existing park & ride usage with additional transport modelling was used to determine a desirable capacity. Initial demand forecasts from the recently updated Bath Transport Model indicate that daily demand is in the order of 1,400 vehicles.

**1.6 Have you considered a number of smaller sites rather than one big one?**

Yes, this approach has been considered. Having a number of smaller sites further away would make servicing by bus much more difficult and costly. Increasing bus journey times and/or reducing frequency would make them less attractive to potential park & ride users.

**1.7 How would traffic from the A36 access an East Park & Ride?**

It is not proposed to direct traffic from the A36 to an east park & ride. Traffic from the south of Bath is already advised to use Odd Down Park & Ride. The Council plans to place a VMS on the A36 to provide additional guidance to drivers to direct them to Odd Down P&R.

**1.8 Won't a park & ride encourage greater car use?**

Some research has shown that people who live with easy access to a nearby site may switch from using public transport. Experience has also shown that some car drivers, having used P&R services, have switched to using public transport instead of their car. However, we anticipate that many of the potential users for an East Park & Ride would come from locations where there is not an easy public transport option into Bath. The Park and Ride facilities will provide an accessible and reliable alternative for these motorists to complete their journeys by bus, removing up to an estimated 4000 vehicles from the central Bath road network each day.

**1.9 Won't creating a Park & Ride export one area's problems onto someone else? What measures will be taken to prevent congestion around the Park & Ride site?**

Any site taken forward would be subject to a detailed transport assessment during the planning phase. This would identify any potential issues with increased traffic and recommend mitigating measures such as modified road layouts or phasing of traffic signals to protect villages.

**1.10 How would the success of the Park & Ride be measured?**

The success of a park and ride would be demonstrated through the number of people using it and the ability to reduce traffic in the core of the City and the economic development and stability that this supports.

**1.11 How long would a bus journey take from the Park & Ride site into Bath?**

This would be determined once a final site has been chosen. Existing park and ride bus routes take approximately 10 to 15 minutes depending on site, and we would aim to achieve a similar figure.

## **Questions concerning matters of environment and heritage**

### **2.1 How can a Park & Ride be considered on Green Belt land?**

Under National Planning Policy Framework, a Park and Ride is classed as an appropriate development in the Green Belt providing it meets established conditions.

### **2.2 What environmental assessment has been made of the sites?**

The 2013 Halcrow report into all potential sites made an initial assessment of landscape and biodiversity impacts. These would be considered further during the detailed design stage of any preferred site.

### **2.3 What is the flood risk associated with each of the sites?**

The 2013 Halcrow report into all prospective sites made an initial assessment of flood potential. Technical Guidance to the National Planning Policy Framework (NPPF); dated March 2012, covers the approach to be taken when considering development in areas of known flood risk. A further Flood Risk Assessment and Drainage Strategy would be undertaken during the detailed design stage to manage issues of flooding. We will develop our proposals with the Environment Agency to make sure there is no increased flood risk. The site would be developed so there is no increased rainwater run-off with permeable surfaces.

### **2.4 What impact would the proposals have on wildlife (including bats, owls and endangered species)?**

We recognise the importance of biodiversity, both to residents and also under our wider sustainability obligations. The Wildlife and Countryside Act 1981 (as amended), the Countryside Rights of Way Act 2000 and the Conservation of Habitats and Species Regulations 2010 provide statutory protection for birds, bats, dormice, reptiles and other species that could be affected. Surveys undertaken during the detailed design stage will recommend mitigation measures that would minimise impact on the ecology.

### **2.5 What is the impact on air quality from each of the sites? What is the impact on light pollution from each of the sites? What is the impact on noise pollution from each of the sites?**

All three sites included in the consultation have different characteristics and some would have more impact than others. As part of the detailed design and planning process, a comprehensive study of the environmental impact would be carried out as a necessary requirement. This would identify the impact of the above factors and recommend appropriate mitigation measures. 'Dark Skies' compliant lighting, acoustic fencing and landscape planting are all established methods.

### **2.6 How can tree planting be considered as visual mitigation?**

All mitigation would be re-visited during the detailed design stage with the aim to preserve the character and appearance of the landscape as far as practicable. Professionally-designed landscaping would be undertaken on site.

### **2.7 What would be the principle losses and benefits to the community from each of the three sites? Have you considered the impact on listed buildings in the vicinity?**

This would be determined through a future planning process, where the decision maker would judge the costs and benefits and any material impacts.

## **2.8 The impact on the landscape of the Meadows will be irreversible.**

Any site which is taken forward would be subject to appropriate mitigation and any harm would have to be assessed against the benefits of the proposal as with any planning application.

## **2.9 Has recreational use of the proposed sites been considered in the shortlisting process?**

There are no proposals to use sites B&F for 'recreational use'. As site F is owned by the Council, if it were selected, recreational use of the remainder of the site could be developed as part of the proposal. If site A were brought forward replacement rugby playing fields would need to be provided.

## **2.10 How would this affect UNESCO Heritage status?**

Of the three sites selected for public consultation one lies within the WHS while the other 2 are adjacent to the World Heritage Site boundary and are within the setting of this designation. The World Heritage Site Management Plan (2010-2016) includes Transport ('developing a comprehensive response to the City's traffic pressures') as one of its six priorities and the emerging replacement plan (2016-2022) is likely to retain this priority. Following the 2008 UNESCO 'Mission' to Bath, the UNESCO World Heritage Committee requested that 'an integrated Traffic Control Plan' was included in management planning. The response to this is the 'Getting Around Bath' Transport Strategy. The Committee also recommended 'enhanced protection of the surrounding landscape' of the site and the World Heritage Site Setting Study (2013) was developed as a key policy tool in providing this. These documents, together with the Core Strategy and emerging Placemaking Plan, ensure that the policy platform for assessment of proposals with regard to the World Heritage Site is in place.

## **Questions concerning matters of transport strategy**

### **3.1 What other measures are being considered to reduce congestion? How much does the park & ride account for?**

The Getting Around Bath Transport Strategy, which was approved by Cabinet in 2014, documents a combination of measures including walking/cycling, public transport, removal of through traffic, management of coaches and LGVs in addition to an eastern park & ride.

### **3.2 What are the Council's long term plans for car parking in the centre of Bath?**

Managing car parking capacity is a central feature of the Getting Around Bath Transport Strategy. The Council will balance the need to provide central-area parking for residents and those who cannot access alternative transport modes with the need to encourage visitors and commuters to use alternative modes of transport to access the city. Expanding long stay capacity on the periphery will enable greater emphasis to be given to walking, cycling and bus services in the historic core and on key corridors.

### **3.3 Has the Council considered a congestion charge or low emission zone for Bath? Has it plans for a high occupancy vehicle lane?**

Plans for a congestion charge are not included in the Getting Around Bath Transport Strategy. There are no current proposals for high-occupancy lanes within the city, but this will be kept under review.

### **3.4 What impact is the Enterprise Area going to have on traffic in Bath?**

The EA will be brought forward within the policies of the Adopted Getting Around Bath Transport Strategy and the Placemaking Plan which addresses parking and traffic movement. The November 2014 Hill report highlights that without the transport measures contained within the Getting Around Bath Transport Strategy traffic in Bath will continue to worsen in the years ahead.

### **3.5 What evidence is there that an eastern park & ride is needed?**

Journey surveys undertaken show the pattern of traffic heading into Bath. This shows a significant number of vehicles which could potentially use an eastern park & ride. The other park & ride sites in Bath have been extremely successful with over 1 million users every year and it is estimated that an eastern site would be equally successful.

### **3.6 How many cars use London Road? What proportion are through traffic?**

London Road currently has around 16,000 car journeys per day. Previous surveys have shown that 20% of cars and white vans constitute through traffic on London Road.

### **3.7 What is going to be done to reduce through traffic?**

The park and ride is an important way to manage traffic in and out of the city. To tackle through traffic, we are working towards a new link road east of the city with our partners in Highways England and Wiltshire Council.

### **3.8 What proportion of vehicles using London Road would be expected to use the park & ride? Will it reduce traffic?**

Depending on the site capacity, on average we would expect around 2,000 cars to use the site each weekday, with very intensive use during school holidays and during the Christmas market. This would take an estimated 4,000 trips a day off the road. We expect most of the vehicles that would use a park and ride would come from current traffic on the London Road.

### **3.9 Won't traffic using the park & ride simply be replaced by cars from other routes?**

When an east park and ride is introduced there will be a reduction in traffic on London Road and we will continue to monitor the impact. If traffic does start to increase we will address it and work with Highways England to introduce measures to prevent the reduction in traffic being replaced by suppressed demand.

### **3.10 What is the Council doing with bus/train operators to improve public transport and make it more economical? Has the Council considered re-opening the railway station at Corsham?**

Bus and train operators are commercial organisations and the Council does not have the ability to materially alter frequency or cost of services.

The Council has recently delivered a major investment in the bus network through the Bath Transportation Package, with significant improvements in shelters and real time information services. Funding from the Department for Transport's Better Bus Areas scheme is enabling the introduction of measures to help bus movements in the London Road corridor. There are also plans to introduce a bus lane on the A36 Lower Bristol Road on its approach to Windsor Bridge Junction. The MetroWest rail improvement is also looking to deliver over £100m of investment in the local rail network over the next five to ten years. The proposals are a series of large and small projects that aim to introduce fast and frequent metro rail services across the local area, by making better use of

existing passenger and freight lines and reopening viable disused lines. This may include a station at Corsham. We are also still looking at options for a rail station at Saltford .

### **3.11 What is the Council doing with employers/schools to encourage sustainable travel alternatives?**

Since 2010, the Local Sustainable Transport Fund has been working with schools and other organisations to promote sustainable travel. This has included grant funding for extra facilities, active travel roadshows and free cycle surgeries. A number of our largest employers have worked with the Council to introduce travel to work plans within their organisations.

### **3.12 Are there plans to create High Occupancy Lanes in Bath?**

There are no current proposals to introduce high-occupancy lanes within Bath, but this is something that will be kept under review and if any suitable locations for high-occupancy lanes are identified then these will be assessed on their merits in terms of improving journeys and traffic flow.

### **3.13 Are there plans to impose a weight limit on Cleveland Bridge?**

The Council has previously brought forward proposals for weight restrictions on the A4/A36 corridor through Bath. However, past experience suggests that until an alternative route for HGVs is available, like an east of Bath link road, there it would not be possible to implement a weight limit on Cleveland Bridge as this route is deemed part of the national Primary Route Network.

## **Questions concerning the consultation process**

### **4.1 How can an important decision be taken on the basis of a consultation that was not rigorously controlled?**

A consultation is taken to capture the public's views on a particular subject and is used to inform the decision making process. It is not a referendum, where voting takes place to decide an outcome. The consultation generated a substantial level of response and has highlighted areas of concern that will be given due consideration.

### **4.2 The Council actively encouraged feedback from people who have an interest in supporting a park & ride. How does this make a fair consultation?**

This proposal has regional as well as local importance and the Council wanted the consultation to include as wide a range of views as possible. The opinions of residents adjacent to the Park & Ride must be considered with those who live within Bath, travel within Bath or live in other areas.

### **4.3 Why weren't people given the option to choose 'none of the above' or propose an alternative site?**

A significant number of people chose not to answer this question and this was noted. A comments field was included so that respondents could elaborate on their answer or propose alternatives.

### **4.4 How are people supposed to make a reasoned decision without detailed information for each of the sites?**

The Council believes that the information provided was sufficient for people participating to express a preference. When any site is taken forward to detailed design, a high level of information will be made available through the formal planning consultation process.

#### **4.5 Why were we only given three sites to choose from? How were these decided? Why was Charmy Down not included?**

The 2013 Halcrow report assessed the characteristics of all sites. A set of criteria was applied to this list to determine a shortlist of the most viable and deliverable options; these were:

- Well located for main roads to capture car drivers entering the City from the East.
- Near to the city to reduce travel time from the P&R.
- Near to the city to reduce running costs.
- Large enough to support the expected demand.

The sites which we considered most closely met these criteria were put forward for the consultation. Charmy Down did not meet the appropriate criteria to be included as a shortlisted site.

#### **4.6 Have the views of stakeholders (eg the National Trust) been taken into consideration?**

We heard from a number of stakeholder organisations through the consultation process. Their views have been captured in the consultation report and will be taken into consideration.

#### **4.7 Will the comments made during the consultation be made publicly available?**

A post consultation report has been completed, which provides an overview of the comments received during the consultation process. This has been made available on the web page at [bathnes.gov.uk/eastpandr](http://bathnes.gov.uk/eastpandr).

### **Questions concerning the costs of an additional park & ride**

#### **5.1 How much will an eastern park & ride cost?**

We estimate between £6m and £10m (not including land costs), though final costs will be dependent on which site is chosen and the final design.

#### **5.2 Would it be necessary to raise the Council Tax?**

The cost of the P&R will depend on the choice of site and will be considered as part of the Council's budget setting process.

#### **5.3 Why not put the money towards public transport or cycling?**

Considerable investment in the public transport network has been made in recent years through the Bath Transportation Package. Likewise, over £1m of improvements have been carried out on the cycle network under LSTF funding. However, these measures alone will not bring the same outcome as the park & ride with regards to managing traffic demands.

#### **5.4 How much has been spent on these proposals to date?**

The November 2014 Cabinet approved a budget of £500,000 to develop solutions to improve access from the east into the city and remove through traffic.

#### **5.5 How much would it cost to develop a park and rail?**

An independent analysis by transport consultants Mott MacDonald estimated that the park and rail scheme for Bathampton junction would cost over £46m. Considerable work would be required to the rail line which makes this unaffordable. Alternative options are being considered in terms of potential linkages to the MetroWest rail scheme, in particular site B could enable a rail-stop to be added at a future date to link with the MetroWest project.



## **5.6 Why not invest the money from a park and ride towards a link road instead?**

We believe that the long term solution requires both – a Park & Ride to address the number of visitors and commuters driving into the city, and a link-road to address the issue of through-traffic; consequently the Council is also investigating possible options for a link road in partnership with Wiltshire Council and Highways England.

## **Questions concerning the way forward**

### **6.1 How has the outcome of the consultation changed the Council's plans? Given the level of opposition to the current proposals, will the Council continue?**

A Park and Ride site to the east of the city has been established in Council policy for many years and is part of the Getting Around Bath Transport Strategy, which received cross-party support. The Council still considers that there is a need for a park and ride site on the east of Bath.

The consultation has demonstrated that people have strong feelings about the shortlisted sites and therefore we will be reviewing all options going forward to determine the best location. It has been agreed that a Cross Party Steering Group will look at all the options. In addition, the Scrutiny Panel will look at integrated transport solutions. This is compliant with the Council motion that was approved which is outlined below:

*To note the officer report, including the evidence of need and the results of the consultation.*

*To reaffirm its commitment to delivering an East of Bath Park & Ride as part of an integrated transport strategy which also includes improvements to local rail services through the MetroWest project, investment in safe walking and cycling routes, support for local bus services, and progress towards an East of Bath link-road.*

*To ask that the cross-party Local Development Framework Steering Group review all the options for the location of an East of Bath Park & Ride prior to Cabinet selecting a preferred site early next year, giving due consideration to the following:*

- *The responses received to the East of Bath Park& Ride consultation;*
- *The feasibility and deliverability of each site option;*
- *The costs associated with each site option;*
- *The transport benefits of each site option;*
- *The visual impact of each site option.*

*That, in addition, Cabinet and officers are also asked to give consideration to:*

- *Measures to reduce the number of high-polluting vehicles entering Bath, such as a Low Emission Zone, alongside the delivery of the Park & Ride;*
- *Measures to ensure the protection of bus services to the villages east of Bath alongside the delivery of the Park & Ride;*
- *Measures to mitigate any visual and environmental impacts of the Park & Ride, whichever site is ultimately selected, including looking at 'best practice' examples from elsewhere in the country and abroad.*
- *The potential of providing a shuttle-bus service from the new Park & Ride to the RUH.*



*To ask that Cabinet and officers continue to engage with the Parish Councils and communities on the East of Bath on the proposals for a Park& Ride, and that once a site has been selected and more detailed proposals produced, further public engagement is undertaken as part of the planning process.*

*That, alongside plans for an East of Bath Park & Ride, Cabinet is asked to develop a fully costed business case for an East of Bath link-road and continues efforts to work alongside our local MPs, neighbouring authorities, Highways England, the West of England Local Enterprise Partnership and the Department for Transport to lobby for the necessary funding to deliver this project; and*

*To call for the Communities, Transport and Environment Policy Development & Scrutiny Panel to undertake an open and transparent public scrutiny, examining a wide range of integrated transport solutions for the East of Bath.*

## **6.2 If the Council decides an east of Bath park & ride should go ahead, will further consultation take place?**

Any site taken forward by the Council would be subject to the established planning process, including formal consultation.

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## 12<sup>th</sup> November 2015 Council Questions – Park and Ride

P01 – P33	Questions from	Mark Stephens	Cllr Anthony Clarke
	Park and Ride facilities encourage increased car use, notably attracting people who would ordinarily use Public Transport to drive to a P&R instead. What is the net estimated increase in car miles associated with P&R East and how has this figure been calculated?		
	Please see FAQ response 1.8		
	How can planting trees to screen a P&R in a naturally open landscape be considered as visual mitigation?		
	Please see FAQ response 2.6		
	The Leader of the Council has stated that there will be a net increase in the provision of parking spaces in the city centre. How does this strategy align with the stated objective of the P&R East to reduce congestion and pollution in the city		
	Not clear what this statement refers to		
	The existing P&R sites are on average only ever utilised to around 60% of capacity. What strategies are the Council employing to get these properly used?		
	Please see FAQ response 1.3		
	There are typically anywhere between 1000 and 2000 unoccupied P&R spaces around Bath, during the day. Why is the Council building another P&R given that the existing ones are woefully under- utilised?		
	Please see FAQ response 1.3		
	P&R East has been described as part of a ‘package of measures’ that will reduce traffic congestion in Bath. What percentage does P&R East contribute to this package of measures, what are the other measures and how much do each of these other measures contribute?		
	Please see FAQ response 3.1		
	What are the ‘special measures’ that will be introduced to prevent suppressed traffic demand from consuming any traffic capacity created by P&R East and why can’t these measures be introduced immediately to reduce congestion?		
	Please see FAQ response 3.9		
	How long will it take a P&R bus to reach the city centre given the single lane exit from the A46 roundabout that the buses will have to use?		
	Please see FAQ response 1.11		
	How has the amenity and recreational value of the three proposed sites been accounted for in the Council’s short-listing process?		
	Please see FAQ response 2.9		
	During the consultation, the Council actively canvassed support via social media from towns and groups of people that would be considered to have a clear interest in building a P&R East. Please explain how this strategy fits within standards for fair consultation.		
	Please see FAQ response 4.2		
	What are the success criteria for the P&R East strategy?		
	Please see FAQ response 1.10		
	What alternative strategies are the Council exploring to alleviate congestion in the City? Is building additional parking spaces in the city one of these strategies?		
	Please see FAQ response 3.1 & 3.2		

What alternative strategies are the Council exploring to alleviate congestion in the City? Is building additional parking spaces in the city one of these strategies?
As above
If a Park and Ride site is built on Site A, what will be the principal losses and impact to the community?
Please see FAQ response 2.7
If a Park and Ride site is built on Site B, what will be the principal losses and impact to the community?
As above
If a Park and Ride site is built on Site F, what will be the principal losses and impact to the community?
As above
The Council has been described as 'lacking imagination' and being 'stuck in the past' when it comes to transport planning. Please describe the Council's most imaginative and forward thinking solution to solving congestion in the city.
Please see FAQ response 3.1
Sites A and F are frequented by Tawny and Barn Owls that use the existing space for hunting. What impact will a large car park have on this activity?
Please see FAQ response 2.4
The meadow area and specifically sites A, B and F are frequented by bats who use the open, dark spaces for hunting. What impact will a large car park have on this activity?
As above
How often will Site A be flooded with river water and what liability will the Council carry for damage to cars parked on the site when it floods?
Please see FAQ response 2.3
How much noise (measured in decibels at a range of points in the vicinity of the sites) will be generated by Sites A,F and B when operated as P&Rs?
Please see FAQ response 2.5
P&Rs increase net car mileage. Does the Council disagree with this statement and if so, on the basis of what evidence?
Please see FAQ response 1.8
On what criteria will the necessary capacity of a P&R East be calculated?
Please see FAQ response 1.5
Of the average daily 16,300 car trips made on the London Road, what percentage of this traffic is 'through traffic' and what percentage might be anticipated to use the P&R facility?
Please see FAQ response 3.6
Why doesn't traffic currently heading south down the A46 from the M4 use the Lansdown P&R and why will it use a P&R East in the future?
Please see FAQ response 1.4
What percentage of P&R East patrons will be OAPs with free bus passes?
Please see FAQ response 1.2
What percentage of P&R East patrons will be people who formerly used public transport for the whole of their journey?
Please see FAQ response 1.8

P34 – P38	Question from	Steve Horler	Cllr Anthony Clarke
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What are the costings for each of the proposed park and ride sites?			
Please see FAQ response 5.1			
Ben Howlett's office says that Site B is of 'little environmental interest'. This was printed in the Bath Chronicle 31 <sup>st</sup> October 2015 What environmental impact assessment has been done to prove this?			
Please see FAQ response 2.2			
What impact would the proposed Park and Ride have on the Green Belt?			
Please see FAQ response 2.1			
Why did Ben Howlett tweet that site B, otherwise known as New Leaf Farm, is 'best for Bath'?			
That is a question for Ben Howlett MP			
What is the area of each of the 3 park and ride sites?			
To be confirmed			

P39	Question from	Rory Geldard	Cllr Anthony Clarke
The Bathampton meadows park and ride proposal is very shorted, and will not ease the congestion on the London Road. Why not save the cost of this experiment and put it towards the A36/A46 link road, which we all know will reduce the London Road traffic.			
Please see FAQ response 5.6			

P40 – P43	Question from	Jan Attah	Cllr Anthony Clarke
The Council has stated that the proposed park and ride could be hidden by landscaping and tree planting. How can this, together with a large number of parked vehicles, 'preserve the openness of the green belt'?			
Please see FAQ response 2.6			
When considering public benefits have you taken into account the detrimental effects of the park on ride on hundreds of businesses and residents in the East of Bath?			
Please see FAQ response 2.7			
Have you taken into consideration the detrimental effects of the scheme on tourism in Bath?			
As above			
Have you looked at the number of grade 2 and grade 2* listed buildings in Batheaston, Bathampton and Bathford what will be affected by the scheme?			
As above			

P44 – P46	Question from	Susan Murray	Cllr Anthony Clarke
If this proposal goes ahead are we to expect a raise in Council Tax?			
Please see FAQ response 5.2			
Has the Council considered a congestion charge for Bath?			
Please see FAQ response 3.3			

Instead of P&R has the council considered investing all the money into a widespread bus service together with congestion charge?

Please see FAQ response 3.10 & 3.3

P47	Question from	Caroline Cooper	Cllr Anthony Clarke
	<p>would like to ask how the decision to build a Park and Ride can be justified at the cost of ruining an area that is valued by so many residents of the surrounding villages as well as being seen from two scheduled monuments of Solsbury Hill and Brown's folly. It is also close to the Bathampton Conservation area and the World Heritage site of Bath. How can this be justified as being for the sake of future generations when it would be depriving these generations of their right to beautiful countryside.</p>		
	Please see FAQ response 2.8 & 2.10		

P48 – P57	Question from	Mark Magri-Overend	Cllr Anthony Clarke
	<p>Why did the B&amp;NES people at the Bathampton consultation inform me that the consultation was the first stage in numerous other consultations, yet couldn't inform me when and where other consultations would occur?</p>		
	Please see FAQ response 6.2		
	<p>When I asked the B&amp;NES people at the Bathampton consultation about data to support the assertion that an east of Bath P&amp;R is required, they informed me that there was none. This has continued until recent times when, suddenly, a report has come to light dated November 2014 i.e.: a year ago. Why has B&amp;NES kept this report secret until the last possible minute?</p> <p>i. Section 5.1 of Agenda Item 8 in the Public Reports Pack for Thursday's meeting, states <i>"Two Government funded studies - the Bristol/Bath to South Coast Study (2004) and the Greater Bristol Strategic Transport Study (2006) - both recommended the continued development of Park &amp; Ride around and to the east of Bath."</i> I contest this statement. I have looked at the former study, I confirm that report recommends expanding the <b>existing</b> P&amp;R provision at Newbridge, Odddown and Lansdown" (Section 7.1 Recommendations). However, in Section 5.19 under the heading of "Park and Ride at Bathampton Meadows" it actually states <i>"...this Park and Ride site can be <b>rejected</b> on grounds of....only marginal incremental benefits for traffic reduction"</i>. B&amp;NES has mis-used and mis-quoted material from the study. Some might question whether this is a deliberate attempt to mis-lead the public and councillors. How has this happened?</p>		
	Please see FAQ response 3.5		
	<p>Why did the B&amp;NES survey on the P&amp;R, assume that everyone would be accepting of the 3 options presented? Why didn't it include an option of "None of the above"?</p>		
	Please see FAQ response 4.3		
	<p>Based on #3, how did B&amp;NES deal with my vote, whereby I added a selection box of "None of the above"? The reason I ask is that B&amp;NES has made use of the survey results in Section 6.2 within Agenda Item 8 in the Public Reports Pack where it only provides data for <i>"those that indicated a preference for a Park and Ride facility"</i>. Why doesn't the report mention</p>		

anything about the number of responses who indicated none of the above?
<b>As above</b>
Originally, this consultation was to determine which of the 3 sites would be selected. In backing down from the original meeting, I note that the consultation seems now to be nothing about Bathampton Meadows, but more about <i>“whether to proceed with plans for an east of Bath Park &amp; Ride”</i> . Have I understood this correctly?
<b>Please see FAQ response 6.1</b>
Section 5.14 of Agenda Item 8 in the Public Reports Pack recognises what recent studies on P&R conclude, which is that P&R might improve traffic levels for a short time, until <i>“users recognise that there is less congestion on these routes”</i> when traffic levels will increase again. Acknowledging this, why doesn't B&NES make use of the more recent studies that reject P&R as a relevant option to traffic management?
<b>Please see FAQ response 3.9</b>
Section 5.14 of Agenda Item 8 in the Public Reports Pack recognises what recent studies on P&R conclude, which is that P&R might improve traffic levels for a short time, until <i>“users recognise that there is less congestion on these routes”</i> when traffic levels will increase again. B&NES continues <i>“The Council will therefore monitor traffic levels and measures can be introduced to prevent these benefits from being taken up by suppressed demand”</i> . If the Council already knows of such measures, why doesn't it make use of them immediately?
<b>As above</b>
Has the Council considered alternative measures to spending £10m on a P&R scheme. £10m would last a long time supporting alternative measures. Suggestions I can make include: <ul style="list-style-type: none"> <li>a. Making better use of existing P&amp;R schemes through improved signage – especially the Lansdown P&amp;R from the M4</li> <li>b. Congestion charging at peak times</li> <li>c. Providing benefits to car sharing schemes to improve car usage, thereby decreasing number of cars entering the city</li> <li>d. Subsidising bus fares and increasing bus frequencies making it more economical for people to use public transport both from further afield as well as locally instead of driving</li> <li>e. Subsidising train fares and increasing train frequencies making it more economical for people to use public transport both from further afield as well as locally instead of driving</li> <li>f. Do something to drastically reduce the number of cars involved in school runs</li> </ul>
<b>Please see FAQ response 3.1, 3.3, 3.10, 3.11, 1.4</b>
Why can B&NES reject plans for a farmer to build himself a house on his farm, yet, presumably, enforce a compulsory purchase order on his land and livelihood?
<b>Please see FAQ response 2.1</b>
What research has been performed regarding wildlife in the Bathampton Meadows?
<b>Please see FAQ response 2.4</b>

P58 – P59	Question from	Andrew Mercer	Cllr Anthony Clarke
Would you agree that a Park and Ride site at Bathampton does nothing to deal with through			

traffic. What is being done to deal with through traffic and when are we likely to see positive action to address this?

Please see FAQ response 3.7 & 5.6

Do you agree with the CM2MHill report released by the council last week when it concludes that taken together, all the measures set out in the Transport Strategy, including a Park and Ride in the East, would still be insufficient to prevent an increase in traffic using the highway network between 3pm and 7pm once the Enterprise Area is developed? That being the case does the council not need to review the Enterprise Area and the transport strategy as a matter of urgency?

Please see FAQ response 3.4

P60	Question from	Christine Boyd	Cllr Anthony Clarke
Given the difficulty of finding a suitable single site for 1400 cars to the East of the City, has the council considered developing two or more smaller sites, possibly located along existing bus routes so as to reduce the environmental impact of developing on the Green Belt and to ensure existing services remain viable. If not why not?			
Please see FAQ response 1.6			

P61 – P67	Question from	Alison Smith	Cllr Anthony Clarke
How without doing comprehensive research do you know that there will be sufficient people using the Park and Ride to justify the destruction of green belt land?			
Please see FAQ response 3.5			
What evidence do you have that there will be a reduction in traffic on London Road?			
Please see FAQ response 3.8			
How can you justify building on land which is part of the setting of the World Heritage Site, borders the Cotswold AONB, is important for agriculture and green belt?			
Please see FAQ response 2.1			
How are you intending to landscape the proposed Park and Ride so that it does not negatively impact views from Solsbury Hill, Bath Skyline and Brown's Folly? The view from these elevated sites would not be screened by trees, bunds or any of the other landscaping suggestions you have come up with.			
Please see FAQ response 2.6			
Have you undertaken surveys of the wildlife in all of these 3 sites? Do you know if there are any rare or endangered species of animal, bird or plant in this area?			
Please see FAQ response 2.4			
What other solutions to the traffic problems have you considered? What about improved public transport or more innovative solutions to the problem?			
Please see FAQ response 3.1, 3.10 & 3.11			
What about the impact on Batheaston High Street of increased traffic avoiding the queues for your really popular Park and Ride?			
Please see FAQ response 1.9			



P68 – P74	Question from	Elizabeth Warren	Cllr Anthony Clarke
	My children's walk to school along a narrow footpath and over a busy road can be a dangerous one, what traffic calming/safety plans will be put in place to slow the obvious increase in cars using the High Street the P & R bring?		
	Please see FAQ response 1.9		
	During the recent work on the railway the traffic outside our house came to a standstill on numerous occasions, I had to direct traffic myself on several occasions with the traffic queuing down Down Lane and backed up onto the A36. How does the council think the High St will cope with increased levels of traffic when much of the street is single carriageway?		
	As above		
	Greenbelt land should not be built on, what are the special circumstances which mean this beautiful land is being considered and it's Greenbelt status ignored		
	Please see FAQ response 2.1		
	What will be the impact of increased traffic pollution on my children's health?		
	Please see FAQ response 2.5		
	The other Park and Rides in the area are not fully utilised so why is another P & R needed.		
	Please see FAQ response 1.3		
	Exactly who benefits from the building of this P & R?		
	Please see FAQ response 1.10		
	With the obvious increase of building matter on the land where will the water go and what houses will now be at risk of flooding that perhaps were not at risk before		
	Please see FAQ response 2.3		

P75 – P82	Question from	Justine Williams	Cllr Anthony Clarke
	How can a fair consultation take place, or a rational decision be made, in the absence of evidence on traffic flow in the east of Bath, air pollution, other environmental impacts, highways engineering, loss of habitat and loss of amenity to local residents, costs, and economic benefits and dis-benefits?		
	Please see FAQ response 4.4		
	How are Banes councillors able to make a sound decision based on the report prepared by Banes' officers which is unbalanced and biased, and contains no analysis of individual objections to the park & ride? The consultation allowed respondents to explain why they opposed the proposals. The National Trust, the Campaign to Protect Rural England and many others submitted written objections, but these seem to have been ignored.		
	Please see FAQ response 4.6		
	Site A was not supported by the Halcrow report - in fact they said it did not warrant further consideration. Do Banes' Councillors agree that the consultation was misleading in offering Site A as a viable site and that it should not have been included in the consultation?		
	Site B actually requires the significant encroachment onto Site F. Do Banes' Councillors agree that the consultation was misleading in offering Site B or F - the choice is Site B AND F?		
	How has £500K been expended so far? Are Banes' Councillors satisfied that this has been		

well spent? A budget of £4.7m has been budgeted for delivery with £5m identified as "additional costs". Where is the analysis to support these figures? As the funding will come from corporate borrowing, what is the overall cost to Banes' constituents?
A "park & sail" is fanciful - yet it is one of Banes' reasons for promoting Site B. Do Banes' Councillors agree that this is purely speculative and should have no place in the consultation?
Have all the Councillors viewed the proposed sites from Solsbury Hill, Brown's Folly, The Skyline, Lansdown and visited the Meadows themselves?
<b>Cabinet members are familiar with the sites/views</b>
How can Councillors reconcile their responsibility to Banes and its constituents with the irreversible destruction of this shared landscape, which is what this proposal is asking them to do?
<b>Please see FAQ response 6.1</b>

<b>P83 – P87</b>	<b>Question from</b>	<b>Maria Naughton</b>	<b>Cllr Anthony Clarke</b>
	Who/how was the decision taken to narrow down the potential sites to three (I understand that it was not taken at a meeting)		
	<b>Please see FAQ response 4.5</b>		
	Who/ Why was Charmey Down discounted as a potential P & R site?		
	<b>As above</b>		
	with regard to the 4,000 (BANES) statistic) of daily return car trips which are allegedly going to be saved with the P & R, please advise what is the current number of car trips going down the London Road.		
	<b>Please see FAQ response 3.6</b>		
	Why were the reports submitted by National Trust, CPRE, Bath Preservation Trust not published with the consultation results?		
	<b>Please see FAQ response 4.6</b>		
	Who at BANES signed off the press release detailing the results of the consultation which were so obviously "spun" to give the impression that most Bath City residents want the East of Bath P & R?		
	<b>The press office issued the release in consultation with cabinet members</b>		
<b>P88 – P94</b>	<b>Question from</b>	<b>Eleanor Knechtli</b>	<b>Cllr Anthony Clarke</b>
	What immediate measures will the council be taking to reduce the numbers of HGVs and other through traffic that travel down the A46 and along the London Road each day to get to the A36?		
	<b>Please see FAQ response 3.1 &amp; 3.7</b>		
	What impact will an East P&R have on the World Heritage status of Bath? There is council documentation available on BANES website that states that building at sites B/F could put this at risk.		
	<b>Please see FAQ response 2.10</b>		
	Will the council take into account the views of the National Trust, the Bath Preservation Trust and the CPRE (Campaign to Protect Rural England)?		

<a href="#">Please see FAQ response 4.6</a>			
What evidence does the council have to back up the claims that the East P&R will be used by 2000 vehicles a day?			
<a href="#">Please see FAQ response 3.5</a>			
If the East P&R is meant to attract commuters coming from the M4 (who travel down the A46) will it reduce the number of vehicles that currently use the Lansdown P&R?			
<a href="#">Please see FAQ response 1.4</a>			
How will commuters coming from the A36 access the East P&R?			
<a href="#">Please see FAQ response 1.7</a>			
If the East P&R is positioned at site B/F, then how will traffic flow along the bypass be managed and maintained? If it requires traffic lights to be put onto the bypass, then how will these lights affect the traffic flow along that particular section of road? What measures will be taken to prevent people from taking alternative routes e.g. Through Batheaston High street, Bailbrook Lane & Solsbury Lane to avoid the lights. Will there be a need for a bypass to bypass the bypass?			
<a href="#">Please see FAQ response 1.9</a>			
<b>P95- P97</b>	<b>Question from</b>	<b>Philip Johnstone</b>	<b>Cllr Anthony Clarke</b>
As Council's descriptions of existing park and ride "popularity" and "success" have been proven by statistical analysis as operating at no more than 55% capacity and having no long-term effects upon congestion and pollution except additional, can any member of Cabinet please answer why such misleading descriptions were chosen and why such failure is now defined by them as "essential" and "vital" for mixed commercial/residential developments designed to not be reliant on the use of car transport?			
<a href="#">Please see FAQ response 1.3</a>			
Can Cllr Warren or any member of Cabinet, provide a complete list of all reasons for rejections of Eastern Park and Ride prior to 2015, then fully explain why it has been chosen to now ignore those democratically arrived at decisions of rejection by redefining them as "discussed and debated for nearly 30 years - it is of course vital that it is delivered..." as if those decisions have not already been made?			
<a href="#">Please see FAQ response 6.1</a>			
Can Cllr Clarke or any member of Cabinet, answer how the soliciting and encouragement of Conservative Party members' inputs from locations far removed from B&NES Council constituencies is not intentional subversion of democratic public consultation process when, in July 2015, he stated Council's role in that process only as "committed to ensuring that residents in the area are properly consulted			
<a href="#">Please see FAQ response 4.2</a>			

<b>P98- P99</b>	<b>Question from</b>	<b>Hannah Hyam</b>	<b>Cllr Anthony Clarke</b>
Who was responsible for selecting the three proposed sites out of the eight originally considered by the Halcrow Report?			
<a href="#">Please see FAQ response 4.5</a>			
How many of the 65 councillors have visited the three proposed sites to assess for themselves their suitability or otherwise for a Park & Ride?			
<a href="#">Cabinet members are familiar with the sites/views</a>			

<b>P100</b>	<b>Question from</b>	<b>Peter Wardle</b>	<b>Cllr Anthony Clarke</b>
How many different wildlife species live on Bathampton Meadows or are sustained by this sizeable habitat (e.g. feeding, roosting, hunting)? Are any of these species considered to be endangered?			
Please see FAQ response 2.4			

<b>P101 – P106</b>	<b>Question from</b>	<b>Ben Adams</b>	<b>Cllr Anthony Clarke</b>
Currently there are long queues of cars every day paying 70p each way to cross the toll bridge on Mill Lane, a rat-run connecting outlying areas to the east of Bath while avoiding London Road. How will the Council prevent any cars taken off London Road by a Park and Ride being immediately replaced by drivers who currently use the toll bridge, and other rat-runs?			
Please see FAQ response 1.9			
The majority of traffic on London Road appears to be through-traffic - vehicles in transit between the A46 and the A36, vehicles on the school-run and other errands. What hard data can the Council present that shows that a Park and Ride will actually result in a significant reduction in the number of vehicles using London Road?			
Please see FAQ response 3.5			
The proposed Park and Ride would result in significant environmental degradation for the villages to the east of Bath and accrue no obvious benefit for those communities. How would those communities be compensated for their sacrifice?			
Please see FAQ response 2.7			
If an east of Bath Park and Ride were to be built but does not turn out to reduce congestion in Bath, what will happen?			
Please see FAQ response 3.1			
If an east of Bath Park and Ride were to be built but does not turn out to be well used, will the site be returned to its current state			
We do not anticipate this occurring.			
There is significant opposition to a Park and Ride scheme on Bathampton meadows locally, and nationally from organisations such as the National Trust. Is it appropriate, or wise, to proceed with a scheme in the face of such widespread and vehement opposition			
Please see FAQ response 6.1			

<b>P107</b>	<b>Question from</b>	<b>Ruth Wardle</b>	<b>Cllr Anthony Clarke</b>
How can it be justified to export parking and congestion from one part of B&NES to another, and to seek to misrepresent the debate over the Park and Ride as a conflict between the residents of Bathavon North and residents of the City and the rest of the unitary authority, when the beauty of the Avon Valley belongs to all of us?			
Please see FAQ response 4.2			

<b>P108 -109</b>	<b>Question from</b>	<b>David Faulkner</b>	<b>Cllr Anthony Clarke</b>
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Have the potential flood risks in Bathampton Meadows have been fully and rigorously examined? The initial Council Connect magazine comments on the recent survey work were that there was “ <b>low risk of flooding</b> ” in the area to the east of Mill Lane – this had mysteriously changed to “ <b>no risk</b> ” in the public consultation meetings.			
Please see FAQ response 2.3			
Were the surveyors aware that there was significant flooding for over two months in Batheaston in 2013 and also, to a lesser extent, in 2012? A huge tarmacked area of car park will significantly increase this risk – not just to local residents but also to the use of the car park at a time (pre-Christmas) when the car park use will be at its height. The water from the proposed ponds will still have to go somewhere when full.			
As above			

P 110	Question from	Glen & Lesley Batten	Cllr Anthony Clarke
Given the likely cost of the proposed scheme, both financially and in terms of lost open space amenity, we would like to be reassured that a wide range of possible alternatives has been considered, including a full analysis of the expected benefits and impact of each, and that the terms of reference and results of that analysis will be made available for public scrutiny. These alternatives should include options such as alternative sites for a bus park and ride (including, but not limited to, Charmy Down), improvements to existing bus services to minimise the need for car use, and expansion of parking facilities at Chippenham, Bradford-on-Avon and Trowbridge railway stations. Can we please have the Council’s assurance that any decisions taken on this matter will be rational and will take full and explicit account of such analysis?			
Please see FAQ response 3.1 & 3.10			

P 111 – P112	Question from	Peter & Andy Lloyd Williams	Cllr Anthony Clarke
In view of the overwhelming objections to the proposed Park & Ride on Bathampton Meadows, and the wide range of people, would it not be wise to re-examine the proposal in far more detail before agreeing to causing irreparable damage to the ancient meadows east of Bath. Are there really no better alternatives, for example, the link road A36-A46 , or Park & Ride on Charmy Down?			
Please see FAQ response 6.1			
The traffic currently using the A36 being diverted to proposed Park and Ride would inevitably use Down Lane and Bathampton High Street to reach the Park and Ride. They are NOT going to go over Cleveland Bridge and along the A4 London Road to reach the P & R. Bathampton High Street is already dangerously busy, particularly at peak times, with traffic driving well above 20 mph.			
Please see FAQ response 1.9			

P 113	Question from	Jan Attah	Cllr Anthony Clarke
Your nitrogen dioxide monitoring data for Batheaston for 2014 shows that it is as high as 38 in places (Government's Objective 40). Have you done any analysis of how much this is			

likely to be increased by the proposed park and ride?

Please see FAQ response 2.5

P 114 – P122	Question from	Judy Bailey	Cllr Anthony Clarke
	Are BANES council prepared to risk Bath's UNESCO World Heritage Site status by building a park and ride on the green belt approaches/ landscape setting of the city?		
	Please see FAQ response 2.10		
	Why is the beautiful area of Bathampton Meadows under threat from a giant car park in the green belt, when planning permission for a 2 bedroom house was denied on the same land as it was deemed to be inappropriate development in the green belt?		
	Please see FAQ response 2.1		
	People in the villages to the east of Bath have always considered ourselves as Bath residents. Now we find out we are 'Bath Avon North'... why don't our opinions and interests matter as much as people in Bath?		
	Please see FAQ response 4.2		
	Has BANES done a study on the effects of any tarmacking on such a vast site next to the River Avon flood plain?		
	Please see FAQ response 2.3		
	Will the businesses which are already badly affected by flood damage on a regular basis be compensated when the damage is even worse, after the tarmacking? I mean Bathampton Mill, The Old Mill Hotel.		
	As above		
	What is the council's response to the National Trust, the Council for the Protection of Rural England, UNESCO's comments?		
	Please see FAQ response 4.6		
	How is a business park, attracting 9000 workers (plus all the customers, lorries etc.) going to affect traffic in Bath in the future?		
	Please see FAQ response 3.4		
	What studies have been done about the school run traffic in Bath?		
	Please see FAQ response 3.11		
	Would the council be prepared to provide free transport to all schools, state and private, in Bath, in order to get the school run traffic off the road?		
	As above		

P 123	Question from	Nick Cooper	Cllr Anthony Clarke
	Why is the council intent on choosing the most visibly offensive site possible for the Park and Ride where the residents of the East of Bath are concerned?		
	Please see FAQ response 4.5		

P 124	Question from	Caroline Cooper	Cllr Anthony Clarke
	Why does Ben Howlett claim that he is behind this scheme as it is for future generations when the scheme is actually depriving future generations of their right to beautiful countryside?		

Please see FAQ response 2.8

P 125	Question from	Nick Cooper	Cllr Anthony Clarke
As a lifelong Conservative supporter but fervent opponent of the proposed desecration of the Bathampton Meadows, have the Tory members considered the future electoral impact of a vote in favour of this scheme and the probable return to the Liberal Democrats political control.			

P 126	Question from	Caroline Cooper	Cllr Anthony Clarke
Why is the council telling the public that the reason for the Park and Ride is to reduce congestion and air pollution when it is in fact so they can build Enterprise IT business where the car parks now exist? Can the council please be honest about the true reasons behind the Park and Ride?			
Please see FAQ response 3.2 & 3.4			

P 127	Question from	Caroline Cooper	Cllr Anthony Clarke
How can the council be seriously considering the destruction of the Meadows when it is not supported by the National Trust, Bath Preservation Trust, the campaign for the Preservation of Rural England or the threat of losing the status of World Heritage site?			
Please see FAQ response 6.1			

P 128	Question from	Valerie Major	Cllr Anthony Clarke
May I suggest we, as residents in the very near locality, are informed of the pollution levels BEFORE you invite thousands of cars to drive and park here in the sacred green belt of Bathavon.			
Please see FAQ response 2.5			

P 129	Question from	Deb Turner	Cllr Anthony Clarke
Certain elected officials have suggested that a 'Vocal minority' are opposed to the Meadows scheme, but how many people have actually voted in favour of the scheme? Is it more than 6000 who make up the so called 'vocal minority'?			
Please see FAQ response 6.1			

P 130	Question from	Deb Turner	Cllr Anthony Clarke
What sane individual favours the destruction of a treasured green belt site over the use of an extensive brown field site not two miles away at the Charmy Down runways which is not overlooked or would cause such devastation?			
Please see FAQ response 4.5			

P 131 – P 136	Question from	Jeff Owen	Cllr Anthony Clarke
	The BANES website provides a number documents to inform the community on the park and ride consultation with details on the various sites. With regards to Site F, the detail provided is absent assuming the reader has knowledge of a previous planning application and the site is not assessed to the level of detail as that outlined for the other sites. See page 26 Halcrow May 2103 report. This inconsistency in the information must render this consultation invalid as the viewer of such documents cannot make a balanced and informed judgement of the facts. Can the council confirm this lack of information renders this consultation void until such time as a balanced presentation of detail is provided?		
	Please see FAQ response 4.4		
	The site proposed will have an enormous negative visual impact. Please advise when a winter visual impact study will be undertaken as the sites are highly visible in winter. Please confirm the consultation will be placed on hold pending this winter visual impact study		
	Please see FAQ response 2.2 & 2.6		
	Please confirm the pollution impact of each site offered for consultation. Please confirm if pollution levels will rise in the area for the park and ride sites? Please confirm the factual data referenced?		
	Please see FAQ response 2.5		
	Given the significant lighting required for safe parking what is the impact of the park and ride on the Browns Folly bat protection site?		
	Please see FAQ response 2.4		
	Can you confirm that the impact of the park and ride sites being proposed have been fully assessed in accordance with BANES World Heritage Site supplementary planning document? Will the findings be presented for new consultation? <a href="http://www.bathnes.gov.uk/sites/default/files/sitedocuments/Environment/Landscape/WH/S/whs_spd_low_res.pdf">http://www.bathnes.gov.uk/sites/default/files/sitedocuments/Environment/Landscape/WH/S/whs_spd_low_res.pdf</a>		
	Please see FAQ response 2.10		

P 137 – P141	Question from	Cheryl Nield de Crespo	Cllr Anthony Clarke
	Ben Howlett said face to face to Cheryl Nield de Crespo at his Manvers St Drop- In on 30 <sup>th</sup> October 2015 [ witnessed by two other people]:  <i>“ The consultation is weak in many areas. You can quote me on that.”</i> Can the council explain how they can trust any of the findings of the consultation when even Bath’s MP has no faith in the process?		
	Please see FAQ response 4.1		
	Given the supposed importance of the P and R to BANES’ economic development, could the council explain what economic cost/ benefit analysis has been done on the impact of the proposed East of Bath P and R on businesses to the east of Bath,[ ranging from farms to		



pubs, hotels, architects, design consultancies etc...
Please see FAQ response 2.7
Could the council explain why the public were presented with a consultation which focussed completely on reducing congestion and pollution levels, whereas all along the real purpose of the P and R has been to facilitate increasing numbers of vehicles coming to the city[ i.e. economic development strategy]?
Please see FAQ response 3.4 & 3.1
Could the council explain why more innovative twenty-first century alternative solutions to congestion problems were not included as options in the public consultation?
Please see FAQ response 3.1
Could the council please explain what technical economic cost/ benefit analysis has been done, [ including full social costs and benefits] of the proposed East of Bath P and R?
Please see FAQ response 2.7

P 142 – P149	Question from	Bob Gore	Cllr Anthony Clarke
	Given in the 2013 Halcrow report made recommendations <u>not to consider site A further</u> - what was the purpose of including site A , when it had already deemed inappropriate by experts?		
	Are the council treating this "consultation " as a first past the post vote ? If not what weight are the council placing on past general consultations and the previous objections to the Bathampton meadows site.		
	Please see FAQ response 4.1		
	A number of well-respected bodies e.g. National Trust and The Bath Perseveration trust have expressed opinions regarding the consultation. It wasn't clear in the councils update on the consultation responses how they are considering stakeholders other than Bath residents and what weight they are giving to these opinions. Can the council please make this clear how they are dealing with these responses.?		
	Please see FAQ response 4.6		
	Given the council refused planning Application No: 12/05631/FUL (Erection of a permanent agricultural workers dwelling for New Leaf Farm Mill Lane Bathampton Bath as it " <b>would have an unacceptable impact on the openness of the Green Belt</b> ", what <u>objective</u> "special reasons" are there now for allowing 1400 car parking spaces , associated tunnel and exit roads from the A4 on the nearby site ?		
	Please see FAQ response 2.1		
	What proportion of commuters are expected to use the proposed P&R site ? Has an investigation i.e. market research been conducted into this to validate the modelling ?		
	What is the impact on the proposal if the commuters do not use this park and ride as expected? What mitigants are there against this outcome?		
	Please see FAQ response 3.8		
	What actual factual information e.g. concrete research on tourist/ commuters behaviour or traffic modelling information exists to inform and make a case for the proposed East of		

Bath park and ride? If it exists why was it not made available at the time of consultation and put in the public domain? If doesn't exist why is this proposal being discussed without it as it would seem to be fairly essential?

**Please see FAQ response 3.5**

The status of parking when I was writing this in my lunch time on Monday 9th November was :

Name	Occupancy	Capacity	% occupied
Odd Down P+R	739	1252	59%
Newbridge P+R	491	698	70%
SouthGate Rail CP	125	140	89%
SouthGateGeneralCP	528	720	73%
Charlotte Street CP	469	1056	44%
Avon Street CP	393	630	62%
Lansdown P+R	506	827	61%
Podium CP	343	521	66%
<b>Total</b>	<b>3594</b>	<b>5844</b>	<b>61%</b>

source : [data.bathhacked.org](http://data.bathhacked.org)

This is just one day and seems to say there are over 2000 parking spaces available round Bath, but I realise parking capacity is changing..

What parking capacity is due to be lost from the centre of Bath in the next few years? What proportion of the proposed East of Bath park and ride is expected to meet this lost capacity? What justification is there for this proportion being met?

**Please see FAQ response 1.3 & 3.2**

Beyond Planning and Land Constraints, Agriculture & Land Use and Biodiversity considerations, what wider environmental assessment of proposed sites has been carried out?

P150 - 153	Question from	Annie Dobb	Cllr Anthony Clarke
	Are the council aware that the raw data from the consultation has not been released to the public upon request? Keeping this information does not allow for objective analysis by any other party and there has been no analysis of the comments made in the 'open comments' box.		
	<b>Please see FAQ response 4.7</b>		
	Why would the council support another park and ride, bearing in mind the huge number of empty spaces daily in the existing three park and rides around Bath? Bearing in mind the current safeguards for our green spaces, can the council really justify desecrating culturally and environmental land for car provision?		
	Does the council accept the limitations of park and rides as a solution to Bath's traffic issues and recognise that other more modern and innovative solutions have not been explored sufficiently.		
	<b>Please see FAQ response 1.3</b>		
	Is the council aware that Green Belt development for a Park and Ride is only permitted by the		

National Planning Policy Framework after three specific criteria have been satisfied, namely

1. the P&R sites need to be in a Green Belt location, AND
2. it would preserve the openness of the Green Belt, AND
3. it would not conflict with the purposes of including land in the Green Belt.

And clearly these criteria are not satisfied by this proposal?

**The Council is aware of the criteria.**

In spite of all the comments for and against, surely plain common sense would tell any interested party that sacrificing our beautiful natural environment for car parking is simply wrong?

**Please see FAQ response 2.8**

<b>P 154 - 155</b>	<b>Question from</b>	<b>Claire Warnes</b>	<b>Cllr Anthony Clarke</b>
	What is the specific economic case for a park & ride on any of the 3 sites proposed, giving evidence of anticipated usage particular to these sites, cost and the financial impact on the local economies?		
	<b>Please see FAQ response 2.7</b>		
	Why is there no specific evidence available of the very special circumstances that are required to develop on the Green belt. Why have non-green belt alternatives been given no serious consideration?		
	<b>Please see FAQ response 4.5</b>		

<b>P 156</b>	<b>Question from</b>	<b>Alexis Pavlou</b>	<b>Cllr Anthony Clarke</b>
	I would like to ask of the evidence as to whom will benefit (and how these are costed) and who will lose from the proposed Park and Ride and if the Councillors believe a windfall gain and loss should be compensated or should residents just rely on luck?		
	I'd like to know whether councillors believe that environmental damage will have a positive effect on Bath Rugby Club's proposed expansion. And also if the council members believe it is its responsibility to benefit a private, professional club based on public land at the expense of the environment and non central residents and how would it plan to recoup these windfall benefits?		

<b>P 157- P162</b>	<b>Question from</b>	<b>Dr Sharon Collins</b>	<b>Cllr Anthony Clarke</b>
	Where is the evidence on who would use a P&R East? Where do they come from? How do they currently travel to Bath?		
	<b>Please see FAQ response 3.5</b>		
	Where is the evidence that traffic would be reduced on London Road following the construction of a P&R East?		
	<b>Please see FAQ response 3.8</b>		
	Where is the evidence that emissions would be reduced on London Road following the construction of a P&R East		
	<b>Please see FAQ response 3.8</b>		
	How many car journeys could be saved by investment in bus services, cycling and walking; modes that are also promoted by the transport strategy?		
	<b>Please see FAQ response 3.10 &amp; 3.11</b>		

Sites F and B were rejected by previous administrations on environmental grounds. Why do you now think that they are suitable sites for a Park and Ride?

Please see FAQ response 6.1

Do you think it's 'fair and reasonable' to conduct a consultation into the P&R East then urge people to vote 'yes' to avoid a "political disaster"?

Please see FAQ response 4.2

P 163 – P168	Question from	Mark Miller	Cllr Anthony Clarke
	If the Full Council Meeting determines that an Eastern Park and Ride is necessary, will a proper, transparent and fair assessment of appropriate sites then be undertaken, including all relevant information such as direction of travel statistics, and then a proper consultation process? Or will it be used to justify one of the three sites selected in the recent “consultation”?		
	Please see FAQ response 6.2		
	Please explain to the meeting what the process was to select the three sites involved in the consultation from the Consultant’s report. Who approved that decision?		
	Please see FAQ response 4.5		
	How much money (on both consultants and internal staff) has been spent on the East of Bath park and ride since May 2015?		
	Please see FAQ response 5.4		
	Given that the Council officers, who have expertise in transport, put forward no credible evidence demonstrating that a park and ride to the East of Bath is necessary in the consultation, how can elected councillors make a decision that one is necessary?		
	Please see FAQ response 6.1		
	Given that 46% of the traffic on the London Road (confirmed by Peter Dawson) comes from the north - A46/A420 junction, was creating better links from that junction to the Lansdown Park and Ride (which regularly has capacity and could be extended further) considered? What would be the cost of such a step?		
	Please see FAQ response 1.4		
	How much would adding a rail link to Site B cost? At the consultation Nick Richardson from Mott MacDonald said the cost was an additional £6m and would require a loop. Where would such loop go?		
	This would be subject to detailed design.		

P 169 – P227	Question from	Sian James	Cllr Anthony Clarke
	In the final Q&A you say that the expected budget is £6m - £10m <u>excluding</u> land costs. In the agenda paper it states in 3.2 that £4.7m plus £5m for additional costs re land acquisition etc. What is the latest estimate of costs? Do these costs include all likely costs regarding CPO and legal challenges to the planning process?		
	Please see FAQ response 5.1		
	It is stated in section 4.1 of the agenda paper that the ‘consultation must be at a time when proposals are still at a formative stage’. The Bath MP Ben Howlett has stated that “almost no chance the plan will be shelved” (Twitter 27/09/15) – so it appears that a decision has already been made and this is just a tick box exercise. Why does the MP think that proposal is so certain if it is still at a formative stage?		

Please see FAQ response 6.1

Also in 4.1 it states 'proposer must give sufficient reasons for any proposal to permit of intelligent consideration and response'. Why did the consultation not include any data around why a Park & Ride was necessary? Why did the CH2M Hill paper only appear in the Agenda paper – why was it not published, or even referred to, during the consultation process? It's titled as dated November 2014, but when was the final version signed off?

5.1 of the agenda report states that 2 studies recommended the continued development of Park & Ride around & to the east of Bath.

- In fact the Bristol/Bath to South Coast Study specifically states: in section 5.19: "the results for the traffic reductions indicate that this P&R site (at Bathampton Meadows) can be rejected on grounds of impact on the local environment and only marginal incremental benefits for traffic reduction". And under 5.20 it states "Fundamental to an integrated transportation strategy for Bath is to increase the availability, quality and accessibility of public transport services – essential if demand management measures are to progress."
- The Greater Bristol Strategic Transport Study is appraising the overall Bath Package of which a small part was the Lambridge P&R which was already in the planning process. But P&R is not mentioned at all in its Executive Summary recommendations. How have these 2 reports been reported as supporting this proposal – when they do not actually do that?

In the 51 pages of the UK Overview document of the 'Draft plans to improve air quality in the UK' P&R is mentioned TWICE with no detail behind it. The emphasis is on encouraging cleaner vehicles and a move to cycling, walking and public transport AWAY from private vehicles. Why have you suggested that it has emphasised P&R when it has not? What are the Bath plans for FirstBus to move to green vehicles, and for a Low (or Ultra Low) Emissions Zone? Those would make significantly more difference than a P&R to emissions – especially in the wider area including Bathavon.

Please see FAQ response 3.3

In 5.3 it states that the 'Getting Around Bath' Transport Strategy supports a new Park & Ride east of the city. In fact the Transport Study consultation was for a Park & Ride/Rail east of the city. Of the 160 respondents to the consultation that said yes to a P&R/Rail to the East, 32 said that they would use it. Of these 32 possible users – 14 were local to the site (ie Bathampton, Batheaston, Bathford & Northend), 10 were in the target area east of Bath (Colerne, Corsham, Biddestone, Melksham and surrounding roads) but the other 8 were from locations such as Bear Flat, Weston, Newbridge, Keynsham which suggests that the interpretation was for a new RAIL site and not a P&R into the centre of Bath. Do you agree with my conclusion?

5.3 also states that the Strategy demonstrates how a combination of better rail and bus services are essential – what is B&NES doing to improve rail and bus services with FGW and FirstBus?

Please see FAQ response 3.10

5.4 states that 2812 more housing units are forecast to be built in Bath in the next 5 years. Where are these locations in Bath? How many are in the city centre and how many are out of the city centre?

5.4 states that the 'Core Strategy' states that a P&R is required to 'reduce commuter traffic'. How much of the commuter car traffic goes into the city centre and how much is outside of the city centre?

Have B&NES worked with key employers in the area (eg Future, Wessex Water, Rotork, University of Bath, RUH etc) to understand the hours that they work, the transport methods that they use and the directions of travel? What are the plans in place to encourage

employers to encourage staff to move to public transport and car sharing?
Please see FAQ response 3.11
There appears to be a significant difference in morning rush hour traffic on the London Road during school holidays – therefore it is assumed that school run traffic is significant. Are B&NES working with schools to reduce this? Which schools are they working with regarding London Road traffic – and what are the plans
Please see FAQ response 3.11
5.5 states that the Economic Strategy is to create a net increase of 7700 jobs in Bath, mainly in the Western Riverside area? What percentage of these jobs are assumed to be filled by residents – and how many from outside Bath? What type of jobs are these assumed to be? What type of hours are these jobs assumed to work?
For the new employment facilities in the WR Enterprise area – what parking provision is planned? How many car parking spaces are planned – and who for? (i.e. for residents of the new flats, or employees, or general public?). Are there plans to put restrictions in place on the use of these parking spaces – eg electric vehicles and car sharing use only? What specific restrictions are you planning to put in place?
Please see FAQ response 3.2
5.5 states that there is a need to address coach parking provision – is this envisaged to be in the East of Bath Park & Ride facility?
5.5 states the need to address a36 as well as a4 routes. How is the a36 going to be impacted by this P&R? How will any a36 traffic that wishes to use the P&R (eg from Limpley Stoke) access the site?
Please see FAQ response 1.7
5.8 states that the existing 3 P&R's has enabled those without ready access to public transport to travel in and out of the city quickly. How many of the existing P&R users have been abstracted from public transport? What was the impact on local buses when the P&R's were first opened? I personally know people that previously got a bus from Combe Down that moved to driving to the P&R at Odd Down – so its definitely not true that all cars are a reduction – many are an increase. Has a survey ever been done on Odd Down usage? Or on local patronage via VNR?
Please see FAQ response 1.8
5.9 states that the existing P&R have enabled the council to introduce RPZ and cycle lanes. How have the P&R actually enabled this? How have they enabled the potential Low Emission Zones?
Regarding a bus lane a P&R on the east of bath – there is an existing bus lane going in, but not one coming out. How are the buses coming out of the city going to get priority over cars queuing on the London Road?
5.15.10 refers to an estimate of 4000 people who commute into Bath by car from the East every day. Where is this data from Mott MacDonald? Why has this not been shared as part of the consultation? Where are these 4000 people going? How many are working in the centre of Bath in 9-5 jobs? How many work outside of city centre? How many work in jobs that would require transport outside of the P&R core hours? How many could get the existing bus service if it was cheaper, more reliable, quicker? How many already car share? How many could car share if there was sufficient incentive to do so? What is the basis of this data?
5.5.11 refers to a recent modelling exercise by CH2M Hill – why was this not referred to

<p>during the consultation? The CH2MHill paper states that it is based on the previous work by Mott MacDonald (also not released to the consultation) but states that the Mott MacDonald work “did not explicitly assess the operational impact of the expected additional EA traffic on the highway network” and “Critically, the work previously undertaken made no quantitative estimate as to the amount of existing vehicle traffic which might be removed by Strategy measure to encourage the use of Park and ride and rail, walking and cycling”. Hence the modelling that has been done by CH2M Hill has made high level assumptions on not only P&amp;R expansion as well as P&amp;R East, growth in rail use, Metro West and increases in walking and cycling – all of which do not appear to be substantiated by data – but by modelling assumptions. Why is this so?</p>
<p>CCH2M Hill paper states “the Transport Strategy will need to be successful in achieving a level of reduction <u>which largely balances out</u> the increased traffic effects of the EA”. How has this been translated to there will be a significant reduction in congestion on the London Road?</p>
<p>The CH2M Hill paper states in 3.2.2 that the traffic distribution was agreed “following dialogue between Mott MacDonald and B&amp;NES officers” which suggests that it was not based on data. The “agreed” number of 23% was used for A4 East/A46. What was the difference in data for this approach direction between B&amp;NES and Mott MacDonald? What is the % split between A4 and A46?</p>
<p>Table 3.1 Enterprise Area in CH2M Hill paper – what is the total area split between Restaurants/cafes, Offices/Innov, Hotels, Residential, Shops? What is the employment split assumption between these different categories?</p>
<p>Under table 3.4 in the CH2M Hill report it states ‘An overall car driver mode share of only circa 20% for all trips made to/from the EA developments is possibly optimistic, even allowing for the ‘bus’ component using P&amp;R trips which are arguably trips made as a car driver at origin’. What does this mean in laymans terms?</p>
<p>ThThe CH2M Hill report assumes a East P&amp;R of 1600 spaces – but the max in the consultation is 1400. It also assumes further expansion in Odd Down (300) and Lansdown (300) over and above the recent expansions. Is this correct – or have these expansions already been completed? What is the impact on the CH2M Hill analysis if 1400 spaces are used rather than 1600?</p>
<p>CH2M Hill report in 4.1.2 states that Odd Down site is used as a proxy for the hourly flows for East of Bath. Please explain how the P&amp;R catchment area of Odd Down is similar to East of Bath?</p>
<p>What is the assumption within the CH2M Hill report for abstraction from the local bus services for East of Bath P&amp;R?</p>
<p>In 4.1.4 if the CH2MHill report it states that “the increase in walking/cycling seen in the last 10 years...were not associated with a drop in car driver use of anywhere near the same magnitude. The figures show instead that local bus usage for internal trips has showed a decline (-24.4%) and trip making as a car passenger also reduced (-26.5%)” What is thought to have driven these changes in behaviours?</p>
<p>In In summary in 4.2 of the CH2M Hill paper it states “The estimated ‘net’ traffic increases predicted..... suggests that this ‘balance’ is achievable in weekday 0700-1000, but that the</p>



expected traffic increase in the 3.00 to 7.00 pm period is likely to outweigh the mode shift reduction in existing car use possible". This suggests whereas the congestion on the morning rush hour may stay flat – that there is an increase (over current position) in the afternoon/evening – is this the correct interpretation of this?

) Under 6.3.1 CH2M Hill states " In the 0800-099 period the westbound congestion on the A4 London Road is reduced..... in contrast the westbound congestion here worsens in the weekday 5.00 – 6.00pm period. As such the journey time is noticeably higher than the existing, with the plots showing congestion leading to mean speeds of <15mph extending back to A46 interchange." So based on the CH2M Hill modelling assumptions - the morning rush hour will be better but the evening incoming (ie Bath residents that work outside Bath) will be much worse? Is my conclusion correct?

) Based on the evening incoming traffic being significantly worse – what is the conclusion on the A46/A4 roundabout if you have a very busy London Road – and you also have all the P&R exit traffic?

In the conclusions of the CH2M Hill paper 7.2 it states "the level of existing car trips reduction achieved by the Bath Transport Strategy will need to balance or cancel out any expected 'net' increase in traffic generated". It talks about increased rail and P&R – but there is NO mention of increasing bus (non P&R) or car sharing travel. With all the new development in Bath it would be relatively easy to push any new jobs to sustainable non-car travel – why is this not being considered?

The CH2M Hill 7.2 conclusions state "the operation of the highway network is likely to be severely compromised if the development of the EA proceeds apace, but the implementation of a new P&R on the east is unavoidably delayed....". Given that this P&R proposal is based on Green Belt land, will require a CPO for Site B, with a large number of planning hurdles to get through – and likely to face challenge at every stage – what is the Plan B? What is in the risk register for this project?

Agenda paper 5.13 states that each parking space is currently used 1.4 vehicles each day. Where does this data come from? In the B&NES Q&A it states 1.5 cars per space. Which is it? Looking at the Bath Hacked data site it appears that the average utilisation is approx. 50%. What proportion of the P&R East is assumed to be commuters and what proportion shoppers/tourists for less than half a day?

In the Bristol/Bath to South Coast study it states in 5.4 that "76% of their capacity which is near to practical capacity". What is the current practical capacity assumptions for P&R East?

5.15.14 states that "over time traffic levels might increase as users recognise that there is less congestion on these routes". How long do you think it will take a satnav such as TomTom to reroute someone?

5.14 also states that "measures can be introduced to prevent these benefits from being taken up by suppressed demand". What exactly are these measures that can be introduced? Why cant they be introduced now?

see [FAQ response 3.9](#)



5.15.15 states that the modal shift is from car to P&R. What is the assumption on modal shift from local bus, walking, cycling, car share passenger, taxi to the P&R?
HHas any survey (with VNR?) been done to establish 'local' users of the existing P&R's?
) 5.15 states that a shuttle service to the RUH is a potential option – but this was not suggested in the consultation. Why not? Is this an additional shuttle to the 4 buses proposed?
5.15.15 states that York and Oxford are expanding their P&R provisions. What is their business case for expansion and how much are they expecting congestion to be improved by P&R? Both York and Oxford have existing ring roads – doesn't this make the proposition very different?
) 6.1 states that the overall consultation count was 49% for and 51% against. What were the numbers when split between paper and online returns? What were the numbers prior to the final week of the consultation ie up to Friday 9 <sup>th</sup> October?
6.3 states that the shortlist of 3 sites were selected in effect for reasons of purely operational cost effectiveness – not feasibility or damage to the local area, or overall cost/benefit. Who decided on this short list of 3?
6.5 Why are the issues raised by the consultation feedback of need; benefit; impact and potential alternatives not discussed in more detail in this paper? As 51% of the respondents did not agree with the proposal – should they not be discussed in more length in this paper to the council?
8.1 should cover other options considered. What are the other options that the council has considered? What is the Plan B if this proposal is not approved?
Planning and Green Belt – New Leaf Farm has previously had planning applications refused to build a small farm workers cottage on the farm as it is on Green Belt. How can it be OK that a giant car park is OK but a small farm workers cottage is not?
Please see FAQ response 2.1
Planning and flood plain. Avon Rugby Club is regularly flooded each year and were not allowed to put in drainage as it is an active flood plain – so how can it be approved for a giant car park?
Council employees. I understand that B&NES either have car parking permits or Rail passes – but not bus passes. Why is that?
Are there any plans to create HOV (High Occupancy Vehicle) lanes in Bath? If so – when? If not, why not?
Please see FAQ response 3.3
Are there any plans to create HOV parking in Bath? If so, when? If not, why not?

What are the plans to expand parking provision at Chippenham, Bradford on Avon and Trowbridge railway stations – and also to increase peak hour services from these stations?
ase see FAQ response 3.10
How is B&NES working with First Bus on the subject of pricing? On many occasions car parking is the cheapest option, followed by park and ride. A local bus option is normally far more than driving – even with the cost of petrol taken into account. To encourage people onto public transport and out of cars the cost differential has to be there. What is B&NES doing to make sure that the car is not the cheapest option?
ase see FAQ response 3.10
Has an underground P&R been considered?
If the aim of the P&R is to attract commuters rather than shoppers, can the P&R cope with the numbers at rush hour?
ase see FAQ response 1.9
In the final Q&A published you state that the benefits to congestion, air quality are 'significant'. Please quantify this in percentage terms?
In the Q&A "Some people think that a new P&R will increase traffic through the villages" the response is "there is no evidence....." is that because there has been no traffic study yet? So therefore there is no evidence to suggest that it wont increase?
In the Q&A under bus service impacts it is suggested that "Local residents can also benefit as they will be able to use the P&R". Are you suggesting that Bathampton residents will be able to access the P&R on foot via Mill Lane?
What is the impact on the new cycle way from Bathampton to Batheaston across the meadows?

P 228	Question from	Chris Hunger	Cllr Anthony Clarke
Does the fact that there is already ample and largely unused free parking in Batheaston with a frequent bus service into the city which together offer already a park and ride facility, not provide hard evidence that a park and ride is surplus to requirements			
Need clarification on the location of this 'ample and unused' parking.			

P 229 – P234	Question from	Andrew Lea	Cllr Anthony Clarke
How do the council members feel that such an important decision with regards to the Park and Ride in Bathampton is being influenced by a piece of research that was undertaken in a biased and unprofessional way?			

<a href="#">Please see FAQ response 4.1</a>
Why has the raw data set (excluding the respondents comments) for the consultation with regards to the Park and Ride in Bathampton not been released for analysis even though it has been available to the transport department for nearly two weeks?
<a href="#">Please see FAQ response 4.7</a>
Could I ask who in the council chamber has visited the actual proposed Park and Ride Bathampton sites? If not, why not?
<a href="#">Cabinet members are familiar with the sites/views</a>
Councillor Warren speaks of how successful Park and Ride schemes are around Bath. How is he measuring this success? What does success look like? How has this success been quantified?
<a href="#">Please see FAQ response 3.5 &amp; 1.10</a>
Given that current Park and Rides over the last year have very rarely achieved over 50% capacity ( <i>Data sourced from Bath Parking usage data provided by Bath Hack a joint council and community initiative with a primary mission to bring bright people and quality data together</i> ) does the council in these austere days feel it more prudent to maximise the usage of the existing locations by better signage and incentives than indebting the people of Bath with another.
<a href="#">Please see FAQ response 1.3</a>
Do members of the council believe that the consultation process for Bathampton meadows is 100% credible? If you have any slight doubts then can we assume that you will be voting against the motion? If you are not voting against the motion but have doubts in the consultation then why are you doing this?
<a href="#">Please see FAQ response 4.1</a>

<b>P235 - P236</b>	<b>Question from</b>	<b>Tony Ambrose</b>	<b>Cllr Anthony Clarke</b>
	What evidence can the council provide to show that the proposed park and ride and tarmacking of land on or near a flood plain will not worsen the risk of flooding?		
	<a href="#">Please see FAQ response 2.3</a>		
	What evidence can the council provide to demonstrate that traffic flows into Bath will demonstrably and permanently decrease as a result of sacrificing this green field site to a park and ride?		
	<a href="#">Please see FAQ response 3.1 &amp; 3.5</a>		

<b>P237 – P238</b>	<b>Question from</b>	<b>Graham Feasey</b>	<b>Cllr Anthony Clarke</b>
	The council wants to bring 9000 new jobs to the city and to allow more housing development and student accommodation. It also knows that a Park and Ride at Bathampton will not prevent traffic grinding to a halt. So what happens next? Should we expect to see plans to take up even more of our Green Belt for parking?		
	<a href="#">Please see FAQ response 3.4</a>		
	What thought has been given to light pollution? How many lights will there be, what type of lighting will be used and what will be the hours of operation?		
	<a href="#">Please see FAQ response 2.5</a>		

<b>P239 - 242</b>	<b>Question from</b>	<b>Jennie Franks</b>	<b>Cllr Anthony Clarke</b>
	Why is the disused airfield site at Charmy Down no longer under consideration?		
	<a href="#">Please see FAQ response 4.5</a>		
	Why is the council not pursuing the simple option of imposing a weight limit on Cleveland Bridge to		

deter damaging HGVs from passing through?
Please see FAQ response 3.13
Has the council considered the impact on traffic in Bath of reopening the railway station at Corsham?
Please see FAQ response 3.10
Has the council attempted to have any local roads, particularly Cleveland Bridge and the London Road, classed as 'roads to avoid' with Ordnance Survey in order to discourage through traffic?
Please see FAQ response 3.7

## COUNCIL MEETING 12<sup>th</sup> Nov 2015

### PUBLIC QUESTIONS SUBMITTED IN ADVANCE OF THE MEETING

#### **Cabinet response to all questions;**

*A large number of questions have been submitted on the issue of the P&R east of Bath. The majority of these are addressed by the Q&A already available on the website [www.bathnes.gov.uk/eastpandr](http://www.bathnes.gov.uk/eastpandr). As many of these questions were submitted only this week, it has not been possible to provide a response to all of the more specific questions and we have therefore asked officers to update the Q&A to address outstanding questions and indicate to all those who have raised questions where a response can be found. We want to ensure that those who have submitted questions receive the fullest possible answers and, whilst we hope this can be completed within 5 working days, we recognise that this might not be possible in all instances given the volume of questions submitted.*

<b>P 01</b>	<b>Question from:</b>	Mark Stephens
The proposal states that the Park and Ride East will reduce congestion in Bath. By how much (as a percentage of current traffic volume) and at what locations in the city will congestion be reduced specifically by the construction of a Park and Ride to the east of the city?		
<b>P 02</b>	<b>Question from:</b>	Mark Stephens
Department for Transport annual figures show an overall decline in traffic volume on the London Road during the period 2000 to 2013 of 31%. In 2009 the Council announced that congestion would get '14% worse than it is now'. In reality, congestion has reduced by 17% between 2009 and 2013. What is the basis (statistical evidence and data) on which the Council believes that building a Park and Ride will reduce congestion?		
<b>P 03</b>	<b>Question from:</b>	Mark Stephens
By what percentage and at which specific locations air quality will be improved in the City as a direct a consequence of building a Park and Ride to the East of Bath?		
<b>P 04</b>	<b>Question from:</b>	Mark Stephens
Car traffic is increasingly comprised of hybrid and electric vehicles and this trend is set to continue, exponentially. How has the Council included this in its assessment of future air quality in the City in relation to construction of P&R East?		
<b>P 05</b>	<b>Question from:</b>	Mark Stephens
By what criteria were the three proposed Park and Ride sites (A,B and F) shortlisted, which other sites were analysed and what were their respective ranked scores?		
<b>P 06</b>	<b>Question from:</b>	Mark Stephens

Site B requires the use of Site F to gain access to the bypass. How much of Site F (as a percentage of the whole and in hectares) will be required for this purpose?		
<b>P 07</b>	<b>Question from:</b>	Mark Stephens
How can the potential mitigation of the visual impact of a P&R site by planting trees in itself be described as a 'benefit'?		
<b>P 08</b>	<b>Question from:</b>	Mark Stephens
Park and Ride facilities encourage increased car use, notably attracting people who would ordinarily use Public Transport to drive to a P&R instead. What is the net estimated increase in car miles associated with P&R East and how has this figure been calculated?		
<b>P 09</b>	<b>Question from:</b>	Mark Stephens
How can planting trees to screen a P&R in a naturally open landscape be considered as visual mitigation?		
<b>P 10</b>	<b>Question from:</b>	Mark Stephens
The Leader of the Council has stated that there will be a net increase in the provision of parking spaces in the city centre. How does this strategy align with the stated objective of the P&R East to reduce congestion and pollution in the city?		
<b>P 11</b>	<b>Question from:</b>	Mark Stephens
The existing P&R sites are on average only ever utilised to around 60% of capacity. What strategies are the Council employing to get these properly used?		
<b>P 12</b>	<b>Question from:</b>	Mark Stephens
There are typically anywhere between 1000 and 2000 unoccupied P&R spaces around Bath, during the day. Why is the Council building another P&R given that the existing ones are woefully under utilised?		
<b>P 13</b>	<b>Question from:</b>	Mark Stephens
P&R East has been described as part of a 'package of measures' that will reduce traffic congestion in Bath. What percentage does P&R East contribute to this package of measures, what are the other measures and how much do each of these other measures contribute?		
<b>P 14</b>	<b>Question from:</b>	Mark Stephens
What are the 'special measures' that will be introduced to prevent suppressed traffic demand from consuming any traffic capacity created by P&R East and why can't these measures be introduced immediately to reduce congestion?		
<b>P 15</b>	<b>Question from:</b>	Mark Stephens

How long will it take a P&R bus to reach the city centre given the single lane exit from the A46 roundabout that the buses will have to use?		
<b>P 16</b>	<b>Question from:</b>	Mark Stephens
How has the amenity and recreational value of the three proposed sites been accounted for in the Council's short-listing process?		
<b>P 17</b>	<b>Question from:</b>	Mark Stephens
During the consultation, the Council actively canvassed support via social media from towns and groups of people that would be considered to have a clear interest in building a P&R East. Please explain how this strategy fits within standards for fair consultation.		
<b>P 18</b>	<b>Question from:</b>	Mark Stephens
What are the success criteria for the P&R East strategy?		
<b>P 19</b>	<b>Question from:</b>	Mark Stephens
What alternative strategies are the Council exploring to alleviate congestion in the City? Is building additional parking spaces in the city one of these strategies?		
<b>P 20</b>	<b>Question from:</b>	Mark Stephens
If a Park and Ride site is built on Site A, what will be the principal losses and impact to the community?		
<b>P 21</b>	<b>Question from:</b>	Mark Stephens
If a Park and Ride site is built on Site B, what will be the principal losses and impact to the community?		
<b>P 22</b>	<b>Question from:</b>	Mark Stephens
If a Park and Ride site is built on Site F, what will be the principal losses and impact to the community?		
<b>P 23</b>	<b>Question from:</b>	Mark Stephens
The Council has been described as 'lacking imagination' and being 'stuck in the past' when it comes to transport planning. Please describe the Council's most imaginative and forward thinking solution to solving congestion in the city.		
<b>P 24</b>	<b>Question from:</b>	Mark Stephens
Sites A and F are frequented by Tawny and Barn Owls that use the existing space for hunting. What impact will a large car park have on this activity?		

<b>P 25</b>	<b>Question from:</b>	Mark Stephens
The meadow area and specifically sites A, B and F are frequented by bats who use the open, dark spaces for hunting. What impact will a large car park have on this activity?		
<b>P 26</b>	<b>Question from:</b>	Mark Stephens
How often will Site A be flooded with river water and what liability will the Council carry for damage to cars parked on the site when it floods?		
<b>P 27</b>	<b>Question from:</b>	Mark Stephens
How much noise (measured in decibels at a range of points in the vicinity of the sites) will be generated by Sites A,F and B when operated as P&Rs?		
<b>P 28</b>	<b>Question from:</b>	Mark Stephens
P&Rs increase net car mileage. Does the Council disagree with this statement and if so, on the basis of what evidence?		
<b>P 29</b>	<b>Question from:</b>	Mark Stephens
On what criteria will the necessary capacity of a P&R East be calculated?		
<b>30</b>	<b>Question from:</b>	Mark Stephens
Of the average daily 16,300 car trips made on the London Road, what percentage of this traffic is 'through traffic' and what percentage might be anticipated to use the P&R facility?		
<b>P 31</b>	<b>Question from:</b>	Mark Stephens
Why doesn't traffic currently heading south down the A46 from the M4 use the Lansdown P&R and why will it use a P&R East in the future?		
<b>P 32</b>	<b>Question from:</b>	Mark Stephens
What percentage of P&R East patrons will be OAPs with free bus passes?		
<b>P 33</b>	<b>Question from:</b>	Steve Horler
What percentage of P&R East patrons will be people who formerly used public transport for the whole of their journey?		
<b>P 34</b>	<b>Question from:</b>	Steve Horler
What are the costings for each of the proposed park and ride sites?		



<b>P 35</b>	<b>Question from:</b>	Steve Horler
Ben Howlett's office says that Site B is of 'little environmental interest'. This was printed in the Bath Chronicle 31 <sup>st</sup> October 2015 What environmental impact assessment has been done to prove this?		
<b>P 36</b>	<b>Question from:</b>	Steve Horler
What impact would the proposed Park and Ride have on the Green Belt?		
<b>P 37</b>	<b>Question from:</b>	Steve Horler
Why did Ben Howlett tweet that site B, otherwise known as New Leaf Farm, is 'best for Bath'?		
<b>P 38</b>	<b>Question from:</b>	Steve Horler
What is the area of each of the 3 park and ride sites?		
<b>P 39</b>	<b>Question from:</b>	Rory Geldard
The Bathampton meadows park and ride proposal is very shorted, and will not ease the congestion on the London Road. Why not save the cost of this experiment and put it towards the A36/A46 link road, which we all know will reduce the London Road traffic.		
<b>P 40</b>	<b>Question from:</b>	Jan Attah
The Council has stated that the proposed park and ride could be hidden by landscaping and tree planting. How can this, together with a large number of parked vehicles, 'preserve the openness of the green belt'?		
<b>P 41</b>	<b>Question from:</b>	Jan Attah
When considering public benefits have you taken into account the detrimental effects of the park on ride on hundreds of businesses and residents in the East of Bath?		
<b>P 42</b>	<b>Question from:</b>	Jan Attah
Have you taken into consideration the detrimental effects of the scheme on tourism in Bath?		
<b>P 43</b>	<b>Question from:</b>	Jan Attah
Have you looked at the number of grade 2 and grade 2* listed buildings in Batheaston, Bathampton and Bathford what will be affected by the schemed?		

<b>P 44</b>	<b>Question from:</b>	Susan Murray
If this proposal goes ahead are we to expect a raise in Council Tax?		
<b>P 45</b>	<b>Question from:</b>	Susan Murray
Has the Council considered a congestion charge for Bath?		
<b>P 46</b>	<b>Question from:</b>	Susan Murray
Instead of P&R has the council considered investing all the money into a widespread bus service together with congestion charge?		
<b>P 47</b>	<b>Question from:</b>	Caroline Cooper
<p>I would like to ask how the decision to build a Park and Ride can be justified at the cost of ruining an area that is valued by so many residents of the surrounding villages as well as being seen from two scheduled monuments of Solsbury Hill and Brown's folly. It is also close to the Bathampton Conservation area and the World Heritage site of Bath.</p> <p>How can this be justified as being for the sake of future generations when it would be depriving these generations of their right to beautiful countryside.</p>		
<b>P 48</b>	<b>Question from:</b>	Mark Magri-Overend
Why did the B&NES people at the Bathampton consultation inform me that the consultation was the first stage in numerous other consultations, yet couldn't inform me when and where other consultations would occur?		
<b>P 49</b>	<b>Question from:</b>	Mark Magri-Overend
<p>When I asked the B&amp;NES people at the Bathampton consultation about data to support the assertion that an east of Bath P&amp;R is required, they informed me that there was none. This has continued until recent times when, suddenly, a report has come to light dated November 2014 i.e.: a year ago. Why has B&amp;NES kept this report secret until the last possible minute?</p> <p>i. Section 5.1 of Agenda Item 8 in the Public Reports Pack for Thursday's meeting, states <i>"Two Government funded studies - the Bristol/Bath to South Coast Study (2004) and the Greater Bristol Strategic Transport Study (2006) - both recommended the continued development of Park &amp; Ride around and to the east of Bath."</i> I contest this statement. I have looked at the former study, I confirm that report recommends expanding the <b>existing</b> P&amp;R provision at Newbridge, Oddown and Lansdown" (Section 7.1 Recommendations). However, in Section 5.19 under the heading of "Park and Ride at Bathampton Meadows" it actually states <i>"...this Park and Ride site can be <b>rejected</b> on grounds of....only marginal incremental benefits for traffic reduction".</i> B&amp;NES has mis-used and mis-quoted material from the study. Some might question whether this is a deliberate attempt to mis-lead the public and councillors. How has this happened?</p>		

<b>P 50</b>	<b>Question from:</b>	Mark Magri-Overend
Why did the B&NES survey on the P&R, assume that everyone would be accepting of the 3 options presented? Why didn't it include an option of "None of the above"?		
<b>P 51</b>	<b>Question from:</b>	Mark Magri-Overend
Based on #50, how did B&NES deal with my vote, whereby I added a selection box of "None of the above"? The reason I ask is that B&NES has made use of the survey results in Section 6.2 within Agenda Item 8 in the Public Reports Pack where it only provides data for <i>"those that indicated a preference for a Park and Ride facility"</i> . Why doesn't the report mention anything about the number of responses who indicated none of the above?		
<b>P 52</b>	<b>Question from:</b>	Mark Magri-Overend
Originally, this consultation was to determine which of the 3 sites would be selected. In backing down from the original meeting, I note that the consultation seems now to be nothing about Bathampton Meadows, but more about <i>"whether to proceed with plans for an east of Bath Park &amp; Ride"</i> . Have I understood this correctly?		
<b>P 53</b>	<b>Question from:</b>	Mark Magri-Overend
Section 5.14 of Agenda Item 8 in the Public Reports Pack recognises what recent studies on P&R conclude, which is that P&R might improve traffic levels for a short time, until <i>"users recognise that there is less congestion on these routes"</i> when traffic levels will increase again. Acknowledging this, why doesn't B&NES make use of the more recent studies that reject P&R as a relevant option to traffic management?		
<b>P 54</b>	<b>Question from:</b>	Mark Magri-Overend
Section 5.14 of Agenda Item 8 in the Public Reports Pack recognises what recent studies on P&R conclude, which is that P&R might improve traffic levels for a short time, until <i>"users recognise that there is less congestion on these routes"</i> when traffic levels will increase again. B&NES continues <i>"The Council will therefore monitor traffic levels and measures can be introduced to prevent these benefits from being taken up by suppressed demand"</i> . If the Council already knows of such measures, why doesn't it make use of them immediately?		
<b>P 55</b>	<b>Question from:</b>	Mark Magri-Overend
<p>Has the Council considered alternative measures to spending £10m on a P&amp;R scheme. £10m would last a long time supporting alternative measures. Suggestions I can make include:</p> <ol style="list-style-type: none"> <li>Making better use of existing P&amp;R schemes through improved signage – especially the Lansdown P&amp;R from the M4</li> <li>Congestion charging at peak times</li> <li>Providing benefits to car sharing schemes to improve car usage, thereby decreasing number of cars entering the city</li> <li>Subsidising bus fares and increasing bus frequencies making it more economical for people to use public transport both from further afield as well as</li> </ol>		

<p>locally instead of driving</p> <p>e. Subsidising train fares and increasing train frequencies making it more economical for people to use public transport both from further afield as well as locally instead of driving</p> <p>f. Do something to drastically reduce the number of cars involved in school runs</p>		
<b>P 56</b>	<b>Question from:</b>	Mark Magri-Overend
Why can B&NES reject plans for a farmer to build himself a house on his farm, yet, presumably, enforce a compulsory purchase order on his land and livelihood?		
<b>P 57</b>	<b>Question from:</b>	Mark Magri-Overend
What research has been performed regarding wildlife in the Bathampton Meadows?		
<b>P 58</b>	<b>Question from:</b>	Andrew Mercer
Would you agree that a Park and Ride site at Bathampton does nothing to deal with through traffic. What is being done to deal with through traffic and when are we likely to see positive action to address this?		
<b>P 59</b>	<b>Question from:</b>	Andrew Mercer
Do you agree with the CM2MHIII report released by the council last week when it concludes that taken together, all the measures set out in the Transport Strategy, including a Park and Ride in the East, would still be insufficient to prevent an increase in traffic using the highway network between 3pm and 7pm once the Enterprise Area is developed? That being the case does the council not need to review the Enterprise Area and the transport strategy as a matter of urgency?		
<b>P 60</b>	<b>Question from:</b>	Christine Boyd
Given the difficulty of finding a suitable single site for 1400 cars to the East of the City, has the council considered developing two or more smaller sites, possibly located along existing bus routes so as to reduce the environmental impact of developing on the Green Belt and to ensure existing services remain viable. If not why not?		
<b>P 61</b>	<b>Question from:</b>	Alison Smith
How without doing comprehensive research do you know that there will be sufficient people using the Park and Ride to justify the destruction of green belt land?		
<b>P 62</b>	<b>Question from:</b>	Alison Smith
What evidence do you have that there will be a reduction in traffic on London Road?		

<b>P 63</b>	<b>Question from:</b>	Alison Smith
How can you justify building on land which is part of the setting of the World Heritage Site, borders the Cotswold AONB, is important for agriculture and green belt?		
<b>P 64</b>	<b>Question from:</b>	Alison Smith
How are you intending to landscape the proposed Park and Ride so that it does not negatively impact views from Solsbury Hill, Bath Skyline and Brown's Folly? The view from these elevated sites would not be screened by trees, bunds or any of the other landscaping suggestions you have come up with.		
<b>P 65</b>	<b>Question from:</b>	Alison Smith
Have you undertaken surveys of the wildlife in all of these 3 sites? Do you know if there are any rare or endangered species of animal, bird or plant in this area?		
<b>P 66</b>	<b>Question from:</b>	Alison Smith
What other solutions to the traffic problems have you considered? What about improved public transport or more innovative solutions to the problem?		
<b>P 67</b>	<b>Question from:</b>	Alison Smith
What about the impact on Batheaston High Street of increased traffic avoiding the queues for your really popular Park and Ride?		
<b>P 68</b>	<b>Question from:</b>	Elizabeth Warren
My children's walk to school along a narrow footpath and over a busy road can be a dangerous one, what traffic calming/safety plans will be put in place to slow the obvious increase in cars using the High Street the P & R bring?		
<b>P 69</b>	<b>Question from:</b>	Elizabeth Warren
During the recent work on the railway the traffic outside our house came to a standstill on numerous occasions, I had to direct traffic myself on several occasions with the traffic queuing down Down Lane and backed up onto the A36. How does the council think the High St will cope with increased levels of traffic when much of the street is single carriageway?		
<b>P 70</b>	<b>Question from:</b>	Elizabeth Warren
Greenbelt land should not be built on, what are the special circumstances which mean this beautiful land is being considered and it's Greenbelt status ignored.		
<b>P 71</b>	<b>Question from:</b>	Elizabeth Warren

What will be the impact of increased traffic pollution on my children's health?		
<b>Answer from:</b>		
<b>P 72</b>	<b>Question from:</b>	Elizabeth Warren
The other Park and Rides in the area are not fully utilised so why is another P & R needed?		
<b>P 73</b>	<b>Question from:</b>	Elizabeth Warren
Exactly who benefits from the building of this P & R?		
<b>P 74</b>	<b>Question from:</b>	Elizabeth Warren
With the obvious increase of building matter on the land where will the water go and what houses will now be at risk of flooding that perhaps were not at risk before?		
<b>P 75</b>	<b>Question from:</b>	Justine Williams
How can a fair consultation take place, or a rational decision be made, in the absence of evidence on traffic flow in the east of Bath, air pollution, other environmental impacts, highways engineering, loss of habitat and loss of amenity to local residents, costs, and economic benefits and dis-benefits?		
<b>P 76</b>	<b>Question from:</b>	Justine Williams
How are Banes councillors able to make a sound decision based on the report prepared by Banes' officers which is unbalanced and biased, and contains no analysis of individual objections to the park & ride? The consultation allowed respondents to explain why they opposed the proposals. The National Trust, the Campaign to Protect Rural England and many others submitted written objections, but these seem to have been ignored.		
<b>P 77</b>	<b>Question from:</b>	Justine Williams
Site A was not supported by the Halcrow report - in fact they said it did not warrant further consideration. Do Banes' Councillors agree that the consultation was misleading in offering Site A as a viable site and that it should not have been included in the consultation?		
<b>P 78</b>	<b>Question from:</b>	Justine Williams
Site B actually requires the significant encroachment onto Site F. Do Banes' Councillors agree that the consultation was misleading in offering Site B or F - the choice is Site B AND F?		
<b>P 79</b>	<b>Question from:</b>	Justine Williams

How has £500K been expended so far? Are Banes' Councillors satisfied that this has been well spent? A budget of £4.7m has been budgeted for delivery with £5m identified as "additional costs". Where is the analysis to support these figures? As the funding will come from corporate borrowing, what is the overall cost to Banes' constituents?		
<b>P 80</b>	<b>Question from:</b>	Justine Williams
A "park & sail" is fanciful - yet it is one of Banes' reasons for promoting Site B. Do Banes' Councillors agree that this is purely speculative and should have no place in the consultation?		
<b>P 81</b>	<b>Question from:</b>	Justine Williams
Have all the Councillors viewed the proposed sites from Solsbury Hill, Brown's Folly, The Skyline, Lansdown and visited the Meadows themselves?		
<b>P 82</b>	<b>Question from:</b>	Justine Williams
How can Councillors reconcile their responsibility to Banes and its constituents with the irreversible destruction of this shared landscape, which is what this proposal is asking them to do?		
<b>P 83</b>	<b>Question from:</b>	Maria Naughton
Who/how was the decision taken to narrow down the potential sites to three (I understand that it was not taken at a meeting)?		
<b>P 84</b>	<b>Question from:</b>	Maria Naughton
Who/why was Charmey Down discounted as a potential P & R site?		
<b>P 85</b>	<b>Question from:</b>	Maria Naughton
With regard to the 4,000 (BANES) statistic) of daily return car trips which are allegedly going to be saved with the P & R, please advise what is the current number of car trips going down the London Road.		
<b>P 86</b>	<b>Question from:</b>	Maria Naughton
Why were the reports submitted by National Trust, CPRE, Bath Preservation Trust not published with the consultation results?		
<b>P 87</b>	<b>Question from:</b>	Maria Naughton
Who at BANES signed off the press release detailing the results of the consultation which were so obviously "spun" to give the impression that most Bath City residents want the East of Bath P & R?		

<b>P 88</b>	<b>Question from:</b>	Eleanor Knechtli
What immediate measures will the council be taking to reduce the numbers of HGVs and other through traffic that travel down the A46 and along the London Road each day to get to the A36?		
<b>P 89</b>	<b>Question from:</b>	Eleanor Knechtli
What impact will an East P&R have on the World Heritage status of Bath? There is council documentation available on BANES website that states that building at sites B/F could put this at risk?		
<b>P 90</b>	<b>Question from:</b>	Eleanor Knechtli
Will the council take into account the views of the National Trust, the Bath Preservation Trust and the CPRE (Campain to Protect Rural England)?		
<b>P 91</b>	<b>Question from:</b>	Eleanor Knechtli
What evidence does the council have to back up the claims that the East P&R will be used by 2000 vehicles a day?		
<b>P 92</b>	<b>Question from:</b>	Eleanor Knechtli
If the East P&R is meant to attract commuters coming from the M4 (who travel down the A46) will it reduce the number of vehicles that currently use the Lansdown P&R?		
<b>P 93</b>	<b>Question from:</b>	Eleanor Knechtli
How will commuters coming from the A36 access the East P&R?		
<b>P 94</b>	<b>Question from:</b>	Eleanor Knechtli
If the East P&R is positioned at site B/F, then how will traffic flow along the bypass be managed and maintained? If it requires traffic lights to be put onto the bypass, then how will these lights affect the traffic flow along that particular section of road? What measures will be taken to prevent people from taking alternative routes e.g. Through Batheaston High street, Bailbrook Lane & Solsbury Lane to avoid the lights. Will there be a need for a bypass to bypass the bypass?		
<b>P 95</b>	<b>Question from:</b>	Philip G Johnston
As Council's descriptions of existing park and ride "popularity" and "success" have been proven by statistical analysis as operating at no more than 55% capacity and having no long-term effects upon congestion and pollution except additional, can any member of Cabinet please answer why such misleading descriptions were chosen and why such failure is now defined by them as "essential" and "vital" for mixed commercial/residential developments designed to not be reliant on the use of car transport?		



<b>P 96</b>	<b>Question from:</b>	Philip G Johnston
Can Cllr Warren or any member of Cabinet, provide a complete list of all reasons for rejections of Eastern Park and Ride prior to 2015, then fully explain why it has been chosen to now ignore those democratically arrived at decisions of rejection by redefining them as "discussed and debated for nearly 30 years - it is of course vital that it is delivered..." as if those decisions have not already been made?		
<b>P 97</b>	<b>Question from:</b>	Philip G Johnston
Can Cllr Clarke or any member of Cabinet, answer how the soliciting and encouragement of Conservative Party members' inputs from locations far removed from B&NES Council constituencies is not intentional subversion of democratic public consultation process when, in July 2015, he stated Council's role in that process only as "committed to ensuring that residents in the area are properly consulted"?		
<b>P 98</b>	<b>Question from:</b>	Hannah Hyam
Who was responsible for selecting the three proposed sites out of the eight originally considered by the Halcrow Report?		
<b>P 99</b>	<b>Question from:</b>	Hannah Hyam
How many of the 65 councillors have visited the three proposed sites to assess for themselves their suitability or otherwise for a Park & Ride?		
<b>P 100</b>	<b>Question from:</b>	Peter Wardle
How many different wildlife species live on Bathampton Meadows or are sustained by this sizeable habitat (e.g. feeding, roosting, hunting)? Are any of these species considered to be endangered?		
<b>P 101</b>	<b>Question from:</b>	Ben Adams
Currently there are long queues of cars every day paying 70p each way to cross the toll bridge on Mill Lane, a rat-run connecting outlying areas to the east of Bath while avoiding London Road. How will the Council prevent any cars taken off London Road by a Park and Ride being immediately replaced by drivers who currently use the toll bridge, and other rat-runs?		
<b>P 102</b>	<b>Question from:</b>	Ben Adams
The majority of traffic on London Road appears to be through-traffic - vehicles in transit between the A46 and the A36, vehicles on the school-run and other errands. What hard data can the Council present that shows that a Park and Ride will actually result in a significant reduction in the number of vehicles using London Road?		
<b>P 103</b>	<b>Question from:</b>	Ben Adams

The proposed Park and Ride would result in significant environmental degradation for the villages to the east of Bath and accrue no obvious benefit for those communities. How would those communities be compensated for their sacrifice?		
<b>P 104</b>	<b>Question from:</b>	Ben Adams
If an east of Bath Park and Ride were to be built but does not turn out to reduce congestion in Bath, what will happen?		
<b>P 105</b>	<b>Question from:</b>	Ben Adams
If an east of Bath Park and Ride were to be built but does not turn out to be well used, will the site be returned to its current state?		
<b>P 106</b>	<b>Question from:</b>	Ben Adams
There is significant opposition to a Park and Ride scheme on Bathampton meadows locally, and nationally from organisations such as the National Trust. Is it is appropriate, or wise, to proceed with a scheme in the face of such widespread and vehement opposition?		
<b>P 107</b>	<b>Question from:</b>	Ruth Wardle
How can it be justified to export parking and congestion from one part of B&NES to another, and to seek to misrepresent the debate over the Park and Ride as a conflict between the residents of Bathavon North and residents of the City and the rest of the unitary authority, when the beauty of the Avon Valley belongs to all of us?		
<b>P 108</b>	<b>Question from:</b>	David Faulkner
<p><u>Have the potential flood risks in Bathampton Meadows have been fully and rigorously examined?</u></p> <p>The initial Council Connect magazine comments on the recent survey work were that there was “<b>low risk of flooding</b>” in the area to the east of Mill Lane – this had mysteriously changed to “<b>no risk</b>” in the public consultation meetings.</p>		
<b>P 109</b>	<b>Question from:</b>	David Faulkner
<p><u>Were the surveyors aware that there was significant flooding for over two months in Batheaston in 2013 and also, to a lesser extent, in 2012?</u> A huge tarmacked area of car park will significantly increase this risk – not just to local residents but also to the use of the car park at a time (pre-Christmas) when the car park use will be at its height. The water from the proposed ponds will still have to go somewhere when full.</p>		
<b>P 110</b>	<b>Question from:</b>	Glen and Lesley BATTEN
Our question concerns the proposal for an East of Bath Park & Ride facility. Given the likely cost of the proposed scheme, both financially and in terms of lost open space amenity, we would like to be reassured that a wide range of possible alternatives has been considered, including a full analysis of the expected benefits and impact of each, and that the terms of		

reference and results of that analysis will be made available for public scrutiny. These alternatives should include options such as alternative sites for a bus park and ride (including, but not limited to, Charmy Down), improvements to existing bus services to minimise the need for car use, and expansion of parking facilities at Chippenham, Bradford-on-Avon and Trowbridge railway stations. Can we please have the Council's assurance that any decisions taken on this matter will be rational and will take full and explicit account of such analysis?		
<b>P 111</b>	<b>Question from:</b>	Peter and Andy Lloyd Williams
In view of the overwhelming objections to the proposed Park & Ride on Bathampton Meadows, and the wide range of people, would it not be wise to re-examine the proposal in far more detail before agreeing to causing irreparable damage to the ancient meadows east of Bath. Are there really no better alternatives, for example, the link road A36-A46 , or Park & Ride on Charmy Down?		
<b>P 112</b>	<b>Question from:</b>	Peter and Andy Lloyd Williams
The traffic currently using the A36 being diverted to proposed Park and Ride would inevitably use Down Lane and Bathampton High Street to reach the Park and Ride. They are NOT going to go over Cleveland Bridge and along the A4 London Road to reach the P & R. Bathampton High Street is already dangerously busy, particularly at peak times, with traffic driving well above 20 mph.		
<b>P 113</b>	<b>Question from:</b>	Jan Attah
Your nitrogen dioxide monitoring data for Batheaston for 2014 shows that it is as high as 38 in places (Government's Objective 40). Have you done any analysis of how much this is likely to be increased by the proposed park and ride?		
<b>P 114</b>	<b>Question from:</b>	Judy Bailey
Are BANES council prepared to risk Bath's UNESCO World Heritage Site status by building a park and ride on the green belt approaches/ landscape setting of the city?		
<b>P 115</b>	<b>Question from:</b>	Judy Bailey
Why is the beautiful area of Bathampton Meadows under threat from a giant car park in the green belt, when planning permission for a 2 bedroom house was denied on the same land as it was deemed to be inappropriate development in the green belt?		
<b>P 116</b>	<b>Question from:</b>	Judy Bailey
People in the villages to the east of Bath have always considered ourselves as Bath residents. Now we find out we are 'Bath Avon North'... why don't our opinions and interests matter as much as people in Bath?		
<b>P 117</b>	<b>Question from:</b>	Judy Bailey

Has BANES done a study on the effects of any tarmacking on such a vast site next to the River Avon flood plain?		
<b>P 118</b>	<b>Question from:</b>	Judy Bailey
Will the businesses which are already badly affected by flood damage on a regular basis be compensated when the damage is even worse, after the tarmacking? I mean Bathampton Mill, The Old Mill Hotel.		
<b>P 119</b>	<b>Question from:</b>	Judy Bailey
What is the council's response to the National Trust, the Council for the Protection of Rural England, UNESCO's comments?		
<b>P 120</b>	<b>Question from:</b>	Judy Bailey
How is a business park, attracting 9000 workers (plus all the customers, lorries etc.) going to affect traffic in Bath in the future?		
<b>P 121</b>	<b>Question from:</b>	Judy Bailey
What studies have been done about the school run traffic in Bath?		
<b>P 122</b>	<b>Question from:</b>	Judy Bailey
Would the council be prepared to provide free transport to all schools, state and private, in Bath, in order to get the school run traffic off the road?		
<b>P 123</b>	<b>Question from:</b>	Caroline Cooper
Why does Ben Howlett claim that he is behind this scheme as it is for future generations when the scheme is actually depriving future generations of their right to beautiful countryside?		
<b>P 124</b>	<b>Question from:</b>	Nick Cooper
Why is the council intent on choosing the most visibly offensive site possible for the Park and Ride where the residents of the East of Bath are concerned?		
<b>P 125</b>	<b>Question from:</b>	Nick Cooper
As a lifelong Conservative supporter but fervent opponent of the proposed desecration of the Bathampton Meadows, have the Tory members considered the future electoral impact of a vote in favour of this scheme and the probable return to the Liberal Democrats political control.		
<b>P 126</b>	<b>Question from:</b>	Caroline Cooper
Why is the council telling the public that the reason for the Park and Ride is to reduce		

congestion and air pollution when it is in fact so they can build Enterprise IT business where the car parks now exist? Can the council please be honest about the true reasons behind the Park and Ride?		
<b>P 127</b>	<b>Question from:</b>	Caroline Cooper
How can the council be seriously considering the destruction of the Meadows when it is not supported by the National Trust, Bath Preservation Trust, the campaign for the Preservation of Rural England or the threat of losing the status of World Heritage site?		
<b>P 128</b>	<b>Question from:</b>	Valerie Major
May I suggest we, as residents in the very near locality, are informed of the pollution levels BEFORE you invite thousands of cars to drive and park here in the sacred green belt of Bathavon .		
<b>P 129</b>	<b>Question from:</b>	Deb Turner
Certain elected officials have suggested that a 'Vocal minority' are opposed to the Meadows scheme, but how many people have actually voted in favour of the scheme? Is it more than 6000 who make up the so called 'vocal minority'?		
<b>P 130</b>	<b>Question from:</b>	Deb Turner
What sane individual favours the destruction of a treasured green belt site over the use of an extensive brown field site not two miles away at the Charmy Down runways which is not overlooked or would cause such devastation?		
<b>P 131</b>	<b>Question from:</b>	Jeff Owen
The BANES website provides a number of documents to inform the community on the park and ride consultation with details on the various sites. With regards to Site F, the detail provided is absent assuming the reader has knowledge of a previous planning application and the site is not assessed to the level of detail as that outlined for the other sites. See page 26 Halcrow May 2103 report. This inconsistency in the information must render this consultation invalid as the viewer of such documents cannot make a balanced and informed judgement of the facts. Can the council confirm this lack of information renders this consultation void until such time as a balanced presentation of detail is provided/		
<b>P 132</b>	<b>Question from:</b>	Jeff Owen
The site proposed will have an enormous negative visual impact. Please advise when a winter visual impact study will be undertaken as the sites are highly visible in winter . Please confirm the consultation will be placed on hold pending this winter visual impact study?		
<b>P 133</b>	<b>Question from:</b>	Jeff Owen
Please confirm the pollution impact of each site offered for consultation. Please confirm if pollution levels will rise in the area for the park and ride sites? Please confirm the factual data		

referenced?		
<b>P 134</b>	<b>Question from:</b>	Jeff Owen
Given the significant lighting required for safe parking what is the impact of the park and ride on the Browns Folly bat protection site?		
<b>P 135</b>	<b>Question from:</b>	Jeff Owen
Can you confirm that the impact of the park and ride sites being proposed have been fully assessed in accordance with BANES World Heritage Site supplementary planning document? Will the findings be presented for new consultation?		
<b>P 136</b>	<b>Question from:</b>	Jeff Owen
Can you confirm that the visual impact of the sites being offered has been assessed and how this compares with the other 11 sites? It's hard to believe these sites could pass such a test, given the detrimental visual and environmental impact.		
<b>P 137</b>	<b>Question from:</b>	<b>Mrs Cheryl Nield De Crespo</b>
Ben Howlett said face to face to Cheryl Nield de Crespo at his Manvers St Drop- In on 30 <sup>th</sup> October 2015 [ witnessed by two other people]:  “ <i>The consultation is weak in many areas. You can quote me on that.</i> ” Can the council explain how they can trust any of the findings of the consultation when even Bath's MP has no faith in the process?		
<b>P 138</b>	<b>Question from:</b>	<b>Mrs Cheryl Nield De Crespo</b>
Given the supposed importance of the P and R to BANES' economic development, could the council explain what economic cost/ benefit analysis has been done on the impact of the proposed East of Bath P and R on businesses to the east of Bath,[ ranging from farms to pubs, hotels, architects, design consultancies etc...]		
<b>P 139</b>	<b>Question from:</b>	<b>Mrs Cheryl Nield De Crespo</b>
Could the council explain why the public were presented with a consultation which focussed completely on reducing congestion and pollution levels, whereas all along the real purpose of the P and R has been to facilitate increasing numbers of vehicles coming to the city[ i.e. economic development strategy]?		
<b>P 140</b>	<b>Question from:</b>	<b>Mrs Cheryl Nield De Crespo</b>
Could the council explain why more innovative twenty-first century alternative solutions to		

congestion problems were not included as options in the public consultation?		
<b>P 141</b>	<b>Question from:</b>	<b>Mrs Cheryl Nield De Crespo</b>
Could the council please explain what technical economic cost/ benefit analysis has been done, [ including full social costs and benefits] of the proposed East of Bath P and R?		
<b>P 142</b>	<b>Question from:</b>	Bob Gore
<b>Consultation Process</b>  Given in the 2013 Halcrow report made recommendations <u>not to consider site A further</u> -what was the purpose of including site A , when it had already deemed inappropriate by experts?		
<b>P 143</b>	<b>Question from:</b>	Bob Gore
<b>Consultation Process</b>  Are the council treating this "consultation " as a first past the post vote ? If not what weight are the council placing on past general consultations and the previous objections to the Bathampton meadows site.		
<b>P 144</b>	<b>Question from:</b>	Bob Gore
<b>Other Stakeholders Opinions</b>  A number of well respected bodies e.g. National Trust and The Bath Presevation trust have expressed opinions regarding the consultation. It wasn't clear in the councils update on the consultation responses how they are considering stakeholders other than Bath residents and what weight they are giving to these opinions. Can the council please make this clear how they are dealing with these responses.?		
<b>P 145</b>	<b>Question from:</b>	Bob Gore
<b>Development of park and ride in a greenbelt area</b> Given the council refused planning Application No: 12/05631/FUL (Erection of a permanent agricultural workers dwelling for New Leaf Farm Mill Lane Bathampton Bath as it " <b>would have an unacceptable impact on the openness of the Green Belt</b> ", what <u>objective</u> "special reasons" are there now for allowing 1400 car parking spaces , associated tunnel and exit roads from the A4 on the nearby site ?		
<b>P 146</b>	<b>Question from:</b>	Bob Gore
<b>Impact of commuters on the proposed P&amp;R site</b> What proportion of commuters are expected to use the proposed P&R site ? Has an investigation i.e. market research been conducted into this to validate the modelling ?  What is the impact on the proposal if the commuters do not use this park and ride as expected?		

What mitigants are there against this outcome?																																										
P 147	Question from:	Bob Gore																																								
<b>Objective information on the case for the Park and Ride.</b>  What actual factual information e.g. concrete research on tourist/ commuters behaviour or traffic modelling information exists to inform and make a case for the proposed East of Bath park and ride? If it exists why was it not made available at the time of consultation and put in the public domain? If doesn't exist why is this proposal being discussed without it as it would seem to be fairly essential?																																										
P 148	Question from:	Bob Gore																																								
<b>The Loss of Parking Capacity in Bath and linkage to east of Bath P&amp;R</b>  The status of parking when I was writing this in my lunch time on Monday9th November was :  <table><tr><td>Name</td><td>Occupancy</td><td>Capacity</td><td>% occupied</td></tr><tr><td>Odd Down P+R</td><td>739</td><td>1252</td><td>59%</td></tr><tr><td>Newbridge P+R</td><td>491</td><td>698</td><td>70%</td></tr><tr><td>SouthGate Rail CP</td><td>125</td><td>140</td><td>89%</td></tr><tr><td>SouthGateGeneralCP</td><td>528</td><td>720</td><td>73%</td></tr><tr><td>Charlotte Street CP</td><td>469</td><td>1056</td><td>44%</td></tr><tr><td>Avon Street CP</td><td>393</td><td>630</td><td>62%</td></tr><tr><td>Lansdown P+R</td><td>506</td><td>827</td><td>61%</td></tr><tr><td>Podium CP</td><td>343</td><td>521</td><td>66%</td></tr><tr><td><b>Total</b></td><td><b>3594</b></td><td><b>5844</b></td><td><b>61%</b></td></tr></table> source : data.bathhacked.org  This is just one day and seems to say there are over 2000 parking spaces available round Bath, but I realise parking capacity is changing..  What parking capacity is due to be lost from the centre of Bath in the next few years? What proportion of the proposed East of Bath park and ride is expected to meet this lost capacity? What justification is there for this proportion being met?			Name	Occupancy	Capacity	% occupied	Odd Down P+R	739	1252	59%	Newbridge P+R	491	698	70%	SouthGate Rail CP	125	140	89%	SouthGateGeneralCP	528	720	73%	Charlotte Street CP	469	1056	44%	Avon Street CP	393	630	62%	Lansdown P+R	506	827	61%	Podium CP	343	521	66%	<b>Total</b>	<b>3594</b>	<b>5844</b>	<b>61%</b>
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P 149	Question from:	Bob Gore																																								
<b>Environmental aspects</b>  Beyond Planning and Land Constraints, Agriculture & Land Use and Biodiversity considerations , what wider environmental assessment of proposed sites has been carried out																																										
P 150	Question from:	Annie Dodd																																								
<b>Consultation</b> Are the council aware that the raw data from the consultation has not been released to the public upon request? Keeping this information does not allow for objective analysis by any other																																										



party and there has been no analysis of the comments made in the 'open comments' box.		
<b>P 151</b>	<b>Question from:</b>	Annie Dodd
<p><b>Park and Rides</b></p> <p>Why would the council support another park and ride, bearing in mind the huge number of empty spaces daily in the existing three park and rides around Bath?</p> <p>Bearing in mind the current safeguards for our green spaces, can the council really justify desecrating culturally and environmental land for car provision?</p> <p>Does the council accept the limitations of park and rides as a solution to Bath's traffic issues and recognise that other more modern and innovative solutions have not been explored sufficiently.</p>		
<b>P 152</b>	<b>Question from:</b>	Annie Dodd
<p><b>Green Belt</b></p> <p>Is the council aware that Green Belt development for a Park and Ride is only permitted by the National Planning Policy Framework after three specific criteria have been satisfied, namely</p> <ol style="list-style-type: none"> <li>1. the P&amp;R sites need to be in a Green Belt location, AND</li> <li>2. it would preserve the openness of the Green Belt, AND</li> <li>3. it would not conflict with the purposes of including land in the Green Belt.</li> </ol> <p>And clearly these criteria are not satisfied by this proposal?</p>		
<b>P 153</b>	<b>Question from:</b>	Annie Dodd
<p><b>Common Sense</b></p> <p>In spite of all the comments for and against, surely plain common sense would tell any interested party that sacrificing our beautiful natural environment for car parking is simply wrong?</p>		
<b>P 154</b>	<b>Question from:</b>	Claire Warnes
<p>What is the specific economic case for a park &amp; ride on any of the 3 sites proposed, giving evidence of anticipated usage particular to these sites, cost and the financial impact on the local economies?</p>		
<b>P 155</b>	<b>Question from:</b>	Claire Warnes
<p>Why is there no specific evidence available of the very special circumstances that are required to develop on the Green belt. Why have non-green belt alternatives been given no serious consideration?</p>		
<b>P 156</b>	<b>Question from:</b>	Alexis Pavlou
<p>I would like to speak about the damaging environmental policies of increasing the supply of parking spaces in the Bath City Centre and the proposed park and ride scheme and what local government plans to do about the ensuing increase in traffic in the City Centre and outside.</p>		

Also, I would like to ask of the evidence as to whom will benefit (and how these are costed) and who will lose from the proposed Park and Ride and if the Councillors believe a windfall gain and loss should be compensated or should residents just rely on luck?

Finally, I'd like to know whether councillors believe that environmental damage will have a positive effect on Bath Rugby Club's proposed expansion. And also if the council members believe it is its responsibility to benefit a private, professional club based on public land at the expense of the environment and non central residents and how would it plan to recoup these windfall benefits?

<b>P 157</b>	<b>Question from:</b>	Dr Sharon Collins
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Where is the evidence on who would use a P&R East? Where do they come from? How do they currently travel to Bath?

<b>P 158</b>	<b>Question from:</b>	Dr Sharon Collins
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Where is the evidence that traffic would be reduced on London Road following the construction of a P&R East?

<b>P 159</b>	<b>Question from:</b>	Dr Sharon Collins
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Where is the evidence that emissions would be reduced on London Road following the construction of a P&R East?

<b>P 160</b>	<b>Question from:</b>	Dr Sharon Collins
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How many car journeys could be saved by investment in bus services, cycling and walking; modes that are also promoted by the transport strategy?

<b>P 161</b>	<b>Question from:</b>	Dr Sharon Collins
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Sites F and B were rejected by previous administrations on environmental grounds. Why do you now think that they are suitable sites for a Park and Ride?

<b>P 162</b>	<b>Question from:</b>	Dr Sharon Collins
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Do you think it's 'fair and reasonable' to conduct a consultation into the P&R East then urge people to vote 'yes' to avoid a "political disaster"?

<b>P 163</b>	<b>Question from:</b>	Mark Millar
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If the Full Council Meeting determines that an Eastern Park and Ride is necessary, will a proper, transparent and fair assessment of appropriate sites then be undertaken, including all relevant information such as direction of travel statistics, and then a proper consultation process? Or will it be used to justify one of the three sites selected in the recent "consultation"?

<b>P 164</b>	<b>Question from:</b>	Mark Millar
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Please explain to the meeting what the process was to select the three sites involved in the consultation from the Consultant's report. Who approved that decision?		
<b>P 165</b>	<b>Question from:</b>	Mark Millar
How much money (on both consultants and internal staff) has been spent on the East of Bath park and ride since May 2015?		
<b>P 166</b>	<b>Question from:</b>	Mark Millar
Given that the Council officers, who have expertise in transport, put forward no credible evidence demonstrating that a park and ride to the East of Bath is necessary in the consultation, how can elected councillors make a decision that one is necessary?		
<b>P 167</b>	<b>Question from:</b>	Mark Millar
Given that 46% of the traffic on the London Road (confirmed by Peter Dawson) comes from the north - A46/A420 junction, was creating better links from that junction to the Lansdown Park and Ride (which regularly has capacity and could be extended further) considered? What would be the cost of such a step?		
<b>P 168</b>	<b>Question from:</b>	Mark Millar
How much would adding a rail link to Site B cost? At the consultation Nick Richardson from Mott MacDonald said the cost was an additional £6m and would require a loop. Where would such loop go?		
<b>P 169</b>	<b>Question from:</b>	Sian James
In the final Q&A you say that the expected budget is £6m - £10m <u>excluding</u> land costs. In the agenda paper it states in 3.2 that £4.7m plus £5m for additional costs re land acquisition etc. What is the latest estimate of costs? Do these costs include all likely costs regarding CPO and legal challenges to the planning process?		
<b>P 170</b>	<b>Question from:</b>	Sian James
It is stated in section 4.1 of the agenda paper that the 'consultation must be at a time when proposals are still at a formative stage'. The Bath MP Ben Howlett has stated that "almost no chance the plan will be shelved" (Twitter 27/09/15) – so it appears that a decision has already been made and this is just a tick box exercise. Why does the MP think that proposal is so certain if it is still at a formative stage?		
<b>P 171</b>	<b>Question from:</b>	Sian James
Also in 4.1 it states 'proposer must give sufficient reasons for any proposal to permit of intelligent consideration and response'. Why did the consultation not include any data around why a Park & Ride was necessary? Why did the CH2M Hill paper only appear in the Agenda paper – why was it not published, or even referred to, during the consultation process? It's titled as dated November 2014, but when was the final version signed off?		

<b>P 172</b>	<b>Question from:</b>	Sian James
<p>5.1 of the agenda report states that 2 studies recommended the continued development of Park &amp; Ride around &amp; to the east of Bath.</p> <p>a) In fact the Bristol/Bath to South Coast Study specifically states: in section 5.19: “the results for the traffic reductions indicate that this P&amp;R site (at Bathampton Meadows) can be rejected on grounds of impact on the local environment and only marginal incremental benefits for traffic reduction”. And under 5.20 it states “Fundamental to an integrated transportation strategy for Bath is to increase the availability, quality and accessibility of public transport services – essential if demand management measures are to progress.”</p> <p>b) The Greater Bristol Strategic Transport Study is appraising the overall Bath Package of which a small part was the Lambridge P&amp;R which was already in the planning process. But P&amp;R is not mentioned at all in its Executive Summary recommendations.</p> <p>How have these 2 reports been reported as supporting this proposal – when they do not actually do that?</p>		
<b>P 173</b>	<b>Question from:</b>	Sian James
<p>In the 51 pages of the UK Overview document of the ‘Draft plans to improve air quality in the UK’ P&amp;R is mentioned TWICE with no detail behind it. The emphasis is on encouraging cleaner vehicles and a move to cycling, walking and public transport AWAY from private vehicles. Why have you suggested that it has emphasised P&amp;R when it has not? What are the Bath plans for FirstBus to move to green vehicles, and for a Low (or Ultra Low) Emissions Zone? Those would make significantly more difference than a P&amp;R to emissions – especially in the wider area including Bathavon.</p>		
<b>P 174</b>	<b>Question from:</b>	Sian James
<p>In 5.3 it states that the ‘Getting Around Bath’ Transport Strategy supports a new Park &amp; Ride east of the city. In fact the Transport Study consultation was for a Park &amp; Ride/Rail east of the city. Of the 160 respondents to the consultation that said yes to a P&amp;R/Rail to the East, 32 said that they would use it. Of these 32 possible users – 14 were local to the site (ie Bathampton, Batheaston, Bathford &amp; Northend), 10 were in the target area east of Bath (Colerne, Corsham, Biddestone, Melksham and surrounding roads) but the other 8 were from locations such as Bear Flat, Weston, Newbridge, Keynsham which suggests that the interpretation was for a new RAIL site and not a P&amp;R into the centre of Bath. Do you agree with my conclusion?</p>		
<b>P 175</b>	<b>Question from:</b>	Sian James
<p>5.3 also states that the Strategy demonstrates how a combination of better rail and bus services are essential – what is B&amp;NES doing to improve rail and bus services with FGW and FirstBus?</p>		
<b>P 176</b>	<b>Question from:</b>	Sian James
<p>5.4 states that 2812 more housing units are forecast to be built in Bath in the next 5 years. Where are these locations in Bath? How many are in the city centre and how many are out of the city centre?</p>		
<b>P 177</b>	<b>Question from:</b>	Sian James

5.4 states that the 'Core Strategy' states that a P&R is required to 'reduce commuter traffic'. How much of the commuter car traffic goes into the city centre and how much is outside of the city centre?		
<b>P 178</b>	<b>Question from:</b>	Sian James
Have B&NES worked with key employers in the area (eg Future, Wessex Water, Rotork, University of Bath, RUH etc) to understand the hours that they work, the transport methods that they use and the directions of travel? What are the plans in place to encourage employers to encourage staff to move to public transport and car sharing?		
<b>P 179</b>	<b>Question from:</b>	Sian James
There appears to be a significant difference in morning rush hour traffic on the London Road during school holidays – therefore it is assumed that school run traffic is significant. Are B&NES working with schools to reduce this? Which schools are they working with regarding London Road traffic – and what are the plans?		
<b>P 180</b>	<b>Question from:</b>	Sian James
5.5 states that the Economic Strategy is to create a net increase of 7700 jobs in Bath, mainly in the Western Riverside area? What percentage of these jobs are assumed to be filled by residents – and how many from outside Bath? What type of jobs are these assumed to be? What type of hours are these jobs assumed to work?		
<b>P 181</b>	<b>Question from:</b>	Sian James
For the new employment facilities in the WR Enterprise area – what parking provision is planned? How many car parking spaces are planned – and who for? (i.e. for residents of the new flats, or employees, or general public?). Are there plans to put restrictions in place on the use of these parking spaces – eg electric vehicles and car sharing use only? What specific restrictions are you planning to put in place?		
<b>P 182</b>	<b>Question from:</b>	Sian James
5.5 states that there is a need to address coach parking provision – is this envisaged to be in the East of Bath Park & Ride facility?		
<b>P 183</b>	<b>Question from:</b>	Sian James
5.5 states the need to address a36 as well as a4 routes. How is the a36 going to be impacted by this P&R? How will any a36 traffic that wishes to use the P&R (eg from Limpley Stoke) access the site?		
<b>P 184</b>	<b>Question from:</b>	Sian James
5.8 states that the existing 3 P&R's has enabled those without ready access tp public transport to travel in and out of the city quickly. How many of the existing P&R users have been abstracted from public transport? What was the impact on local buses when the P&R's were		

<p>first opened? I personally know people that previously got a bus from Combe Down that moved to driving to the P&amp;R at Odd Down – so its definitely not true that all cars are a reduction – many are an increase. Has a survey ever been done on Odd Down usage? Or on local patronage via VNR?</p>		
<b>P 185</b>	<b>Question from:</b>	Sian James
<p>5.9 states that the existing P&amp;R have enabled the council to introduce RPZ and cycle lanes. How have the P&amp;R actually enabled this? How have they enabled the potential Low Emission Zones?</p>		
<b>P 186</b>	<b>Question from:</b>	Sian James
<p>Regarding a bus lane a P&amp;R on the east of bath – there is an existing bus lane going in, but not one coming out. How are the buses coming out of the city going to get priority over cars queuing on the London Road?</p>		
<b>P 187</b>	<b>Question from:</b>	Sian James
<p>5.10 refers to an estimate of 4000 people who commute into Bath by car from the East every day. Where is this data from Mott MacDonald? Why has this not been shared as part of the consultation? Where are these 4000 people going? How many are working in the centre of Bath in 9-5 jobs? How many work outside of city centre? How many work in jobs that would require transport outside of the P&amp;R core hours? How many could get the existing bus service if it was cheaper, more reliable, quicker? How many already car share? How many could car share if there was sufficient incentive to do so? What is the basis of this data?</p>		
<b>P 188</b>	<b>Question from:</b>	Sian James
<p>5.11 refers to a recent modelling exercise by CH2M Hill – why was this not referred to during the consultation? The CH2MHill paper states that it is based on the previous work by Mott MacDonald (also not released to the consultation) but states that the Mott MacDonald work “did not explicitly assess the operational impact of the expected additional EA traffic on the highway network” and “Critically, the work previously undertaken made no quantitative estimate as to the amount of existing vehicle traffic which might be removed by Strategy measure to encourage the use of Park and ride and rail, walking and cycling”. Hence the modelling that has been done by CH2M Hill has made high level assumptions on not only P&amp;R expansion as well as P&amp;R East, growth in rail use, Metro West and increases in walking and cycling – all of which do not appear to be substantiated by data – but by modelling assumptions. Why is this so?</p>		
<b>P 189</b>	<b>Question from:</b>	Sian James
<p>CH2M Hill paper states “the Transport Strategy will need to be successful in achieving a level of reduction <u>which largely balances out</u> the increased traffic effects of the EA”. How has this been translated to there will be a significant reduction in congestion on the London Road?</p>		
<b>P 190</b>	<b>Question from:</b>	Sian James
<p>The CH2M Hill paper states in 3.2.2 that the traffic distribution was agreed “following dialogue between Mott MacDonald and B&amp;NES officers” which suggests that it was not based on data.</p>		

The “agreed” number of 23% was used for A4 East/A46. What was the difference in data for this approach direction between B&NES and Mott MacDonald? What is the % split between A4 and A46?		
<b>P 191</b>	<b>Question from:</b>	Sian James
Table 3.1 Enterprise Area in CH2M Hill paper – what is the total area split between Restaurants/cafes, Offices/Innov, Hotels, Residential, Shops? What is the employment split assumption between these different categories?		
<b>P 192</b>	<b>Question from:</b>	Sian James
Under table 3.4 in the CH2M Hill report it states ‘An overall car driver mode share of only circa 20% for all trips made to/from the EA developments is possibly optimistic, even allowing for the ‘bus’ component using P&R trips which are arguably trips made as a car driver at origin’. What does this mean in laymans terms?		
<b>P 193</b>	<b>Question from:</b>	Sian James
The CH2M Hill report assumes a East P&R of 1600 spaces – but the max in the consultation is 1400. It also assumes further expansion in Odd Down (300) and Lansdown (300) over and above the recent expansions. Is this correct – or have these expansions already been completed? What is the impact on the CH2M Hill analysis if 1400 spaces are used rather than 1600?		
<b>P 194</b>	<b>Question from:</b>	Sian James
CH2M Hill report in 4.1.2 states that Odd Down site is used as a proxy for the hourly flows for East of Bath. Please explain how the P&R catchment area of Odd Down is similar to East of Bath?		
<b>P 195</b>	<b>Question from:</b>	Sian James
What is the assumption within the CH2M Hill report for abstraction from the local bus services for East of Bath P&R?		
<b>P 196</b>	<b>Question from:</b>	Sian James
in 4.1.4 if the CH2MHill report it states that “the increase in walking/cycling seen in the last 10 years...were not associated with a drop in car driver use of anywhere near the same magnitude. The figures show instead that local bus usage for internal trips has showed a decline (-24.4%) and trip making as a car passenger also reduced (-26.5%)” What is thought to have driven these changes in behaviours?		
<b>P 197</b>	<b>Question from:</b>	Sian James
In summary in 4.2 of the CH2M Hill paper it states “The estimated ‘net’ traffic increases predicted..... suggests that this ‘balance’ is achievable in weekday 0700-1000, but that the expected traffic increase in the 3.00 to 7.00 pm period is likely to outweigh the mode shift		



reduction in existing car use possible". This suggests whereas the congestion on the morning rush hour may stay flat – that there is an increase (over current position) in the afternoon/evening – is this the correct interpretation of this?		
<b>P 198</b>	<b>Question from:</b>	Sian James
Under 6.3.1 CH2M Hill states " In the 0800-099 period the westbound congestion on the A4 London Road is reduced..... in contrast the westbound congestion here worsens in the weekday 5.00 – 6.00pm period. As such the journey time is noticeably higher than the existing, with the plots showing congestion leading to mean speeds of <15mph extending back to A46 interchange." So based on the CH2M Hill modelling assumptions - the morning rush hour will be better but the evening incoming (ie Bath residents that work outside Bath) will be much worse? Is my conclusion correct?		
<b>P 199</b>	<b>Question from:</b>	Sian James
Based on the evening incoming traffic being significantly worse – what is the conclusion on the A46/A4 roundabout if you have a very busy London Road – and you also have all the P&R exit traffic?		
<b>P 200</b>	<b>Question from:</b>	Sian James
In the conclusions of the CH2M Hill paper 7.2 it states "the level of existing car trips reduction achieved by the Bath Transport Strategy will need to balance or cancel out any expected 'net' increase in traffic generated". It talks about increased rail and P&R – but there is NO mention of increasing bus (non P&R) or car sharing travel. With all the new development in Bath it would be relatively easy to push any new jobs to sustainable non-car travel – why is this not being considered?		
<b>P 201</b>	<b>Question from:</b>	Sian James
The CH2M Hill 7.2 conclusions state "the operation of the highway network is likely to be severely compromised if the development of the EA proceeds apace, but the implementation of a new P&R on the east is unavoidably delayed....". Given that this P&R proposal is based on Green Belt land, will require a CPO for Site B, with a large number of planning hurdles to get through – and likely to face challenge at every stage – what is the Plan B? What is in the risk register for this project?		
<b>P 202</b>	<b>Question from:</b>	Sian James
Agenda paper 5.13 states that each parking space is currently used 1.4 vehicles each day. Where does this data come from? In the B&NES Q&A it states 1.5 cars per space. Which is it? Looking at the Bath Hacked data site it appears that the average utilisation is approx. 50%. What proportion of the P&R East is assumed to be commuters and what proportion shoppers/tourists for less than half a day?		
<b>P 203</b>	<b>Question from:</b>	Sian James
In the Bristol/Bath to South Coast study it states in 5.4 that "76% of their capacity which is near to practical capacity". What is the current practical capacity assumptions for P&R East?		



<b>P 204</b>	<b>Question from:</b>	Sian James
5.14 states that “over time traffic levels might increase as users recognise that there is less congestion on these routes”. How long do you think it will take a satnav such as TomTom to reroute someone?		
<b>P 205</b>	<b>Question from:</b>	Sian James
5.14 also states that “measures can be introduced to prevent these benefits from being taken up by suppressed demand”. What exactly are these measures that can be introduced? Why can't they be introduced now?		
<b>P 206</b>	<b>Question from:</b>	Sian James
5.15 states that the modal shift is from car to P&R. What is the assumption on modal shift from local bus, walking, cycling, car share passenger, taxi to the P&R?		
<b>P 207</b>	<b>Question from:</b>	Sian James
Has any survey (with VNR?) been done to establish 'local' users of the existing P&R's?		
<b>P 208</b>	<b>Question from:</b>	Sian James
5.15 states that a shuttle service to the RUH is a potential option – but this was not suggested in the consultation. Why not? Is this an additional shuttle to the 4 buses proposed?		
<b>P 209</b>	<b>Question from:</b>	Sian James
5.15 states that the P&R will address air quality – by what percentage will the emissions be reduced? What will the air quality impact be in the Bathavon valley?		
<b>P 210</b>	<b>Question from:</b>	Sian James
5.15 states that York and Oxford are expanding their P&R provisions. What is their business case for expansion and how much are they expecting congestion to be improved by P&R? Both York and Oxford have existing ring roads – doesn't this make the proposition very different?		
<b>P 211</b>	<b>Question from:</b>	Sian James
6.1 states that the overall consultation count was 49% for and 51% against. What were the numbers when split between paper and online returns? What were the numbers prior to the final week of the consultation ie up to Friday 9 <sup>th</sup> October?		
<b>P 212</b>	<b>Question from:</b>	Sian James
6.3 states that the shortlist of 3 sites were selected in effect for reasons of purely operational		

cost effectiveness – not feasibility or damage to the local area, or overall cost/benefit. Who decided on this short list of 3?		
<b>P 213</b>	<b>Question from:</b>	Sian James
6.5 Why are the issues raised by the consultation feedback of need; benefit; impact and potential alternatives not discussed in more detail in this paper? As 51% of the respondents did not agree with the proposal – should they not be discussed in more length in this paper to the council?		
<b>P 214</b>	<b>Question from:</b>	Sian James
8.1 should cover other options considered. What are the other options that the council has considered? What is the Plan B if this proposal is not approved?		
<b>P 215</b>	<b>Question from:</b>	Sian James
Planning and Green Belt – New Leaf Farm has previously had planning applications refused to build a small farm workers cottage on the farm as it is on Green Belt. How can it be OK that a giant car park is OK but a small farm workers cottage is not?		
<b>P 216</b>	<b>Question from:</b>	Sian James
Planning and flood plain. Avon Rugby Club is regularly flooded each year and were not allowed to put in drainage as it is an active flood plain – so how can it be approved for a giant car park?		
<b>P 217</b>	<b>Question from:</b>	Sian James
Council employees. I understand that B&NES either have car parking permits or Rail passes – but not bus passes. Why is that?		
<b>P 218</b>	<b>Question from:</b>	Sian James
Are there any plans to create HOV (High Occupancy Vehicle) lanes in Bath? If so – when? If not, why not?		
<b>P 219</b>	<b>Question from:</b>	Sian James
Are there any plans to create HOV parking in Bath? If so, when? If not, why not?		
<b>P 220</b>	<b>Question from:</b>	Sian James
What are the plans to expand parking provision at Chippenham, Bradford on Avon and Trowbridge railway stations – and also to increase peak hour services from these stations?		
<b>P 221</b>	<b>Question from:</b>	Sian James

How is B&NES working with First Bus on the subject of pricing? On many occasions car parking is the cheapest option, followed by park and ride. A local bus option is normally far more than driving – even with the cost of petrol taken into account. To encourage people onto public transport and out of cars the cost differential has to be there. What is B&NES doing to make sure that the car is not the cheapest option?		
<b>P 222</b>	<b>Question from:</b>	Sian James
Has an underground P&R been considered?		
<b>P 223</b>	<b>Question from:</b>	Sian James
If the aim of the P&R is to attract commuters rather than shoppers, can the P&R cope with the numbers at rush hour?		
<b>P 224</b>	<b>Question from:</b>	Sian James
In the final Q&A published you state that the benefits to congestion, air quality are ‘significant’. Please quantify this in percentage terms?		
<b>P 225</b>	<b>Question from:</b>	Sian James
In the Q&A “Some people think that a new P&R will increase traffic through the villages” the response is “there is no evidence.....” is that because there has been no traffic study yet? So therefore there is no evidence to suggest that it won’t increase?		
<b>P 226</b>	<b>Question from:</b>	Sian James
In the Q&A under bus service impacts it is suggested that “Local residents can also benefit as they will be able to use the P&R”. Are you suggesting that Bathampton residents will be able to access the P&R on foot via Mill Lane?		
<b>P 227</b>	<b>Question from:</b>	Sian James
What is the impact on the new cycle way from Bathampton to Batheaston across the meadows?		
<b>P 228</b>	<b>Question from:</b>	Chris Hunger
Does the fact that there is already ample and largely unused free parking in Batheaston with a frequent bus service into the city which together offer already a park and ride facility, not provide hard evidence that a park and ride is surplus to requirements?		
<b>P 229</b>	<b>Question from:</b>	Andrew Lea
How do the council members feel that such an important decision with regards to the Park and Ride in Bathampton is being influenced by a piece of research that was undertaken in a biased and unprofessional way?		

<b>P 230</b>	<b>Question from:</b>	Andrew Lea
Why has the raw data set (excluding the respondents comments) for the consultation with regards to the Park and Ride in Bathampton not been released for analysis even though it has been available to the transport department for nearly two weeks?		
<b>P 231</b>	<b>Question from:</b>	Andrew Lea
Could I ask who in the council chamber has visited the actual proposed Park and Ride Bathampton sites?If not, why not?		
<b>P 232</b>	<b>Question from:</b>	Andrew Lea
Councillor Warren speaks of how successful Park and Ride schemes are around Bath. How is he measuring this success? What does success look like? How has this success been quantified?		
<b>P 233</b>	<b>Question from:</b>	Andrew Lea
Given that current Park and Rides over the last year have very rarely achieved over 50% capacity ( <i>Data sourced from Bath Parking usage data provided by Bath Hack a joint council and community initiative with a primary mission to bring bright people and quality data together</i> ) does the council in these austere days feel it more prudent to maximise the usage of the existing locations by better signage and incentives than indebting the people of Bath with another.		
<b>P 234</b>	<b>Question from:</b>	Andrew Lea
Do members of the council believe that the consultation process for Bathampton meadows is 100% credible? If you have any slight doubts then can we assume that you will be voting against the motion? If you are not voting against the motion but have doubts in the consultation then why are you doing this?		
<b>P 235</b>	<b>Question from:</b>	Tony Ambrose
What evidence can the council provide to show that the proposed park and ride and tarmacking of land on or near a flood plain will not worsen the risk of flooding?		
<b>P 236</b>	<b>Question from:</b>	Tony Ambrose
What evidence can the council provide to demonstrate that traffic flows into Bath will demonstrably and permanently decrease as a result of sacrificing this green field site to a park and ride?		
<b>P 237</b>	<b>Question from:</b>	Graham Feasey
The council wants to bring 9000 new jobs to the city and to allow more housing development and student accommodation. It also knows that a Park and Ride at Bathampton will not prevent		

traffic grinding to a halt. So what happens next? Should we expect to see plans to take up even more of our Green Belt for parking?		
<b>P 238</b>	<b>Question from:</b>	Graham Feasey
What thought has been given to light pollution? How many lights will there be, what type of lighting will be used and what will be the hours of operation?		
<b>P 239</b>	<b>Question from:</b>	Jennie Franks
Why is the disused airfield site at Charmy Down no longer under consideration?		
<b>P 240</b>	<b>Question from:</b>	Jennie Franks
Why is the council not pursuing the simple option of imposing a weight limit on Cleveland Bridge to deter damaging HGVs from passing through?		
<b>P 241</b>	<b>Question from:</b>	Jennie Franks
Has the council considered the impact on traffic in Bath of reopening the railway station at Corsham?		
<b>P 242</b>	<b>Question from:</b>	Jennie Franks
Has the council attempted to have any local roads, particularly Cleveland Bridge and the London Road, classed as 'roads to avoid' with Ordnance Survey in order to discourage through traffic?		

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## **2 Minute Version: Presentation to B&NES Council on the 12<sup>th</sup> November 2015 by Nigel Sherwen**

### **Cycling on the London Road and the Gateway Scheme, Bath**

Before 2005 there was a segregated cycle lane here near Cleveland Place with a loading ban. This was ruined as a cycle lane when vehicles were allowed to park on it. 1200 signed a petition against loss of the cycle lane for car parking in the Gateway scheme; that scheme failed the safety audit. Typical comments posted: "I would cycle if the traffic did not make it so frightening". "This is the worst part of my journey, cycling in the midst of heavy traffic". The recently completed scheme has provided a segregated cycle lane. Now it is proposed to put back the parking again making the cycle lane useless!

This is not progress!

Cycling is known to be beneficial to health and wellbeing, saving money for the NHS, but as a means of transport it can also help to reduce congestion and pollution in Bath. The Secretary for State, Transport recognised the benefits of providing safer cycling infrastructure when he visited Copenhagen recently (\*1) stating that the UK is 30 years behind on this and needs to catch up. The London Road is a practically flat route in to the city. There is no real alternative for people to the east. The tow-path is not a good alternative for commuting, or cycling to schools as it is unlit, close to water, and far from direct.

Last year The Bath Transport Strategy had all party support. I quote: *That cycling be promoted through better cycling routes with appropriate infrastructure where needed, building a cycling culture for people of all abilities.* (\*2)

I also quote from this administration's recent transport manifesto: **OUR KEY COMMITMENTS**

1. *Support Sustainable transport: ...make ...cycling a genuinely attractive, realistic transport option.*(\*3)

I would like to know how destroying a newly recreated segregated cycle lane by re-introducing parking and loading bays is going to meet these policies & manifesto commitments.

#### References:

\*1. Robert Goodwill MP Under Secretary of State Transport, a report on the British Cycling Website regarding his recent visit to see cycling as a means of transport in Copenhagen.

\*2. Policy GABP5 (see also GABP1, GABA7, GABAA8 & GABA9 and section 3.6)

\*3. Getting B&NES Moving, Transport Manifesto for B&NES page 5

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**BATH & NE SOMERSET FULL COUNCIL – 12<sup>th</sup> December 2015**

**Questions from the Public**

From Bryn Jones  
Chair, Transition Larkhall

**To all Members of Council**

**This Suggestion Could Save You Money**

P&R at Bathampton has become a political totem but different kinds of measures are needed to reduce congestion and poor air quality on A4/London Rd into Bath.

- 1) The council's best estimate is that the P&R could eliminate between 7% and 10% of vehicle journeys but suppressed demand means some replacement by others exploiting the extra road capacity.
- 2) A simpler and cheapest alternatives is safer cycling infrastructure between Batheaston and central Bath.
- 3) Nationally, up to 28% say they would like to switch to cycling and safe protected cycle lanes would lead 80% of these actually to do so <http://www.sustrans.org.uk/bike-life/overall-survey>
- 4) At present 12% of commuters cycle from the Locksbrook area west of Bath compared to 5% from Lambridge in the East. Why the difference? Because Locksbrook has a protected cycle path along the river towpath. Lambridge has the London Rd.
- 5) BaNES' proposed contribution to the Bathampton P&R is £8 million; to remove, maybe 1,500 of the 20,000 vehicles using London Rd each day.
- 6) *For a fraction of this cost (below £1 million) a protected cycle lane on the A4 London Rd. would encourage up to 28% of drivers to cycle from the residential areas between Batheaston and Cleveland Place.*

***Cut costs! Cut air pollution! Get commuters cycling!***

***Put protected cycling on London Road!***

THANK YOU FOR YOUR TIME AND ATTENTION





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The school run is estimated to be about 23% of rush hour traffic. It is particularly noticeable during school holidays how easy it is to travel around Bath by car. We need to give children travel independence. We have to provide child safe, cycle routes to schools. We need to persuade parents it is safe to let their child cycle to school. We need to give people that want to cycle, but feel the roads are too dangerous, protected good cycle networks.

It is important to recognise that a cycle route is only as good as it's weakest link. If we create an on road cycle track that stops and asks an unconfident cyclist to merge with motorised traffic, we fail and create pavement cyclists.

CycleBath wants to create the "Scholar's Way" on the south side of Bath connecting over 20,000 students to 13 educational establishments. It could be delivered in months if it wasn't for on-road parking on one major arterial road.

We could have A protected cycle lane heading east on London Road, if it wasn't for 23 on-road parking spaces.

I am calling on the council to do something the previous council failed to do. To recognise that modal share on major routes is a priority over the provision of on-road parking. That schemes increasing modal-share on major roads cannot be objected to on grounds of removal of parking IF alternative nearby parking can be provided.

We need to recognise that Modal-share prioritisation over on-road parking on major routes is key to delivering a lower congestion and a healthier population. However I'm not sure there is the political will to move parking away from BaNES residents despite the health and wellbeing it would bring to future generations.

Adam Reynolds, Cycle Bath Chair

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# Taking Control of the Future

With the Government's devolution settlement high on the political agenda, it is very important that Bath does not miss out on devolved powers to run its own bus and rail network jointly with the Bristol City Region along with the ability to take executive control over the planning and delivery of all local transport. The current discussions may allow us to make real improvements to the bus network around (and attached to) the proposed Bathampton Park and Ride facility, particularly in view of the enhanced transport options available with the planned rail platform.

RailFuture, Bus Users UK (Sevenside), South West Transport Network, TfGBA and FOSBR and the public transport unions have been calling for a fully integrated MetroBus/MetroWest rail and bus network across Greater Bristol to be fully integrated into a public transport system for the City Region as the Green Capital of Europe 2015. All the listed groups are also pressing for the urgent establishment of a combined transport authority as soon as the enabling legislation allows us to set up a Western Powerhouse, with the support of North Somerset, BANES and South Gloucestershire. We also need to set up a Public Transport Forum for Bristol and the City Region as supported by the Mayor and Bristol Full Council.

The Direct Award from the DfT will allow the Secretary of State to devolve rail and public transport powers to Devon and Cornwall and the Bristol/Bath City Region travel to work area (extending into the counties of

# South West Transport Network **Statement** for

*BaNES Cabinet on 4 November 2015*

*BaNES Full Council on 11 November 2015*

*BaNES Transport Board 16 November 2015*

Somerset, Gloucestershire, Wiltshire and Swindon including the Weymouth line into Dorset) so it is important to take up the Government's offer to create a combined authority for the Bristol/Bath City Region taking over the powers of the West of England LEP on transport, planning, strategic housing and waste management. This would give the Combined Authority specific responsibility for public transport delivery, which in the context means taking overall control of the MetroBus and MetroWest projects along with the Greater Bristol bus network.

The new Buses Bill, following consultation in Bristol and Exeter over the last few days, has revealed that the Government intends to press for Combined Authorities and Joint Transport Boards. These authorities will work in statutory partnership with the bus industry and public transport operating groups, local authorities and passenger groups, to take control of the bus network through quality contracts or quality partnerships including through-ticketing and smart-cards allowing modal interchange with rail and ferry services. This will also take full control over franchising and regulation of the bus network including working with, or optionally taking over the duties of, the traffic commissioner.

With the South West Trains franchise due for re-letting in 2017 and the Great Western franchise in 2019, one of the options is for Combined Authorities at regional level across the networks to be able to specify the details of train service, frequency, station improvements and access for all. (This would give us an equivalent body to Transport for the North — i.e. Transport for the South West).



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The current problems with funding local bus and rail services and the impact this is having on the MetroWest project whose successful delivery is vital for the economic development of the whole city region, means that this is an issue which demands a proper devolution settlement. The Bristol and Bath City Region is in real danger of being left behind by more adventurous regions like the North, the Midlands, Devon and Cornwall and even Bournemouth and Poole! We would urge the Leaders Board to carry out full consultation on devolution across the city region. We would remind the board that devolution can also involve strengthening the roles of parish and town councils to deliver more public services as part of the settlement. For instance, this could involve giving greater powers to Weston-super-Mare town council or creating a new town council for Kingswood and Staple Hill (perhaps combined with the current Hanham town council).

Unless we go forward with some urgent proposals for devolution we will be in danger of being one of the last parts of the South West to be under direct Whitehall control for transport and local government.

David Redgewell

Martin Cinnamond

Ian Beckey

**South West Transport Network – Tel 07814 794953**

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Since 2010 National Legislation, in the form of the Flood and Water Management Act makes B&NES Council – and B&NES councillors – responsible for managing Flood Risk from local sources and also to produce a local Flood Management Strategy.

As you may know, a Public Consultation on the latter concluded last month.

Perhaps I can remind you of some elements within B&NES Flood Risk Strategy.

For example :- (i) Objective 4 seeks to prevent development that creates or increases Flood Risk.

and it notes (ii) Rivers contribute 82% to Flooding.

and (iii) B&NES population density is higher than the rest of the South West and England as a whole.

(iv) The most densely occupied wards in our World Heritage City are Abbey, Westmoreland, Kingsmead and WALCOT with its many Listed buildings.

page 49 (v) In the next 35 years the sea level will increase by 21.8 cms and winter rainfall will increase by 17%. Strangely precise !

Your Assessment Document ( Black & Veitch) says “ Any significant engineering schemes will require a consent, appropriate Environment Assessment and potentially a statutory Environmental Impact Assessment BEFORE commencement.”

It then says - “ If engineering schemes are required in the AONB, the respective AONB Partners MUST be consulted ....to ensure that NO potential impacts on B&NES Landscape character and AONBs occur ”.

These are a few factors for you to consider before you can agree with your officers claim that the three Park and Ride sites chosen are ‘VIABLE’.

Dr David Dunlop [bath.dunlops@btinternet.com](mailto:bath.dunlops@btinternet.com)

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## **FoBRA speaking notes - Eastern Park-and-Ride Council Meeting - 12<sup>th</sup> Nov 15**

I am Robin Kerr, Chairman of the Federation of Bath Residents' Associations.

FoBRA is the main representative voice for residents' groups in Bath and currently has 25 full members, across all wards in Bath, and six affiliates, including both students' unions.

We have heard a lot about the impact of a park-and-ride on Bathampton and Batheaston. However, this is also about the impact of traffic on Bath. It is a choice between protecting the World Heritage City, and the lives of the many thousands of people who live or work here, and protecting fields to the east.

It is clear there is too much traffic in Bath and it needs to be reduced. Traffic congestion spoils the experience of the World Heritage City for everyone. Free and safe movement is constrained for pedestrians and cyclists. Vibration and air pollution from traffic is damaging the very fabric of the Georgian city, while air pollution harms the health of us all. New evidence is always emerging about the damage to health done by pollution.

Park-and-ride can make a major contribution to reducing traffic coming into cities. Oxford and York are well provided with Park & Ride sites, but Bath lacks one to serve traffic from the east, which is why the eastern park and ride is central to the Bath Transport Strategy, approved by the full Council, with cross-party agreement, last year. In the public consultation on this, 66% of Bath residents supported a Park and Ride to the east.

The new facility on its own will not solve Bath's congestion problem. However, provided parking capacity is reduced in the centre to offset the new park and ride spaces, in line with the Transport Strategy, it will have a substantial impact.

Some will oppose *any* park-and-ride to the east, and claim that removing the A36-A46 traffic is more important, but in reality we need *both*, as is clearly recognized by the Strategy.

The current administration was elected on a promise to build an eastern park and ride. They *must* move forward on this - for the sake of the city and people of Bath.

Robin Kerr, draft 4 12<sup>th</sup> Nov 15

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## **B&NES COUNCIL MEETING - 12<sup>th</sup> NOVEMBER 2015**

### **ITEM 8: EAST OF BATH P&R**

I welcome the proposal for all potential options to be reviewed by a cross-party group but suggest that your top priority must be your responsibility to protect our World Heritage City landscape setting - as set out in numerous UNESCO, Government and Council documents.

Park & Ride is, however, only the tip of the iceberg for the east of Bath environs. There is also the threat of another attempt to build an A36/A46 link road.

Most alarming is the fact that the Council's preferred route for such a link road is not the Beckford Spur, as our two MPS told George Osborne, but a bridge structure which would straddle the Limpley Stoke Valley to link the A363 at Bathford to the A36 near Bathampton. This is the very option *discarded* by the Government commissioned Bristol/Bath to South Coast Study in 2004.

Such a scheme remains unjustifiable - whether intended as a Bath relief road or a trunk route improvement. It would come at enormous cost and have severe (undisputed) adverse impacts on the Cotswolds AONB and World Heritage City landscape setting, recreation and tourism and blight irreversibly the Avon & Limpley Stoke Valley.

The Council is putting out a red alert that it is willing to abandon Bath's magnificent landscape setting.

Protection of Bath's landscape setting not only has value in its own right in protecting the authenticity of the World Heritage City but also contributes directly to the economy, health and welfare of the city and its surrounding communities. The city and its environs are indivisible.

To conclude - I urge you to explore, with Wiltshire Council, a solution to Bath's through-traffic problems which centres on further improvements to the strategically important A350 route.

This - together with public transport improvements and implementation of other measures to reduce the impact of local and through-traffic - would make the idea of any link road redundant and achieve the overriding objective of protecting the unique status of *both* our World Heritage City and its landscape setting.

Thank you.

**David Batho, 12<sup>th</sup> November 2015**

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**STATEMENT BY DEREK REDDING TO BATH COUNCIL MEMBERS ON 12  
NOVEMBER 2015 (TO BE READ BY MARK STEPHENS)**

In support of the local economy and to meet demand, would the council members countenance a retail park to be built on the meadows?

A large Park and Ride will be every bit as damaging to the character of the east of Bath as a retail park in scale and impact; no amount of shrubs and turning lights off in the small hours is going to hide it from the many surrounding vantage points near and far. This is why so many people who know the area feel so strongly about these proposals.

It concerns me that the need for an additional Park & Ride is being promoted falsely as a measure to reduce congestion. Any reduction in congestion on the London Road and elsewhere is wishful thinking. Park & Ride is beneficial to narrow groups of users and suppressed demand will soon fill any notional freed up space. Park and Rides attract new journeys and this proposal has been artificially linked to development in the west of the city, which can be expected to generate significant traffic and congestion throughout the city, not just in the east.

If you were to consult residents on how they view the loss of significant town centre parking capacity you will undoubtedly get a very different result than asking them if they support measures to reduce congestion.

I urge the council members to scrutinize the evidence and ask themselves why this has been linked and why alternative plans are not being given serious consideration?

I ask the council to consider why a Park and Ride has been debated for so long without resolution and suggest it is because there is no suitable site for a single large facility. This delay is not an argument for bulldozing this through as your cabinet colleagues appear determined to do.

Whatever you feel the benefits might be, they do not come close to outweighing the enormous costs involved. If you support this proposal on the basis it is an enabler for development elsewhere you are engaging in short term thinking at the long term cost to the unique character of our city.

I urge members not to support this proposal.

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Derek Redding  
School Lane  
Batheaston

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I want to tell you why I think this park and ride needs to be knocked on the head once and for all.

At the end of 2013 there were 29 million private cars licensed for use in the UK. That is 37 % more cars than when I moved to Bath 21 years ago. It's no surprise congestion is worse than ever, pollution so often breaks the legal limits, and people who use their car to access Bath get so frustrated.

But will a park and ride really make any noticeable difference to congestion and pollution in Bath when traffic continues to grow each year, and are there better solutions?

There is plenty of well researched evidence that concludes that Park and rides may slightly change the journeys some people make but that overall they result in more car mileage, and damage public transport, forcing yet more people into cars. (Parkhurst, G. and Meek, S. (2014) The effectiveness of park-and-ride as a policy measure for more sustainable mobility.)

If the council is so confident that this scheme will reduce traffic on the London road will they make the evidence of their research public before they make a decision, so they can reassure the CPRE, the National Trust, The Bath Preservation Trust, Jacob Rees Mogg, and many thousands of local residents that it is justified to destroy Bathampton Meadows.

Even if the park and ride was built and there was a temporary reduction in traffic on the London road, it will only be a short time till it is overflowing again as traffic increases year on year. So we will have gained nothing but lost Bathampton Meadows forever to a car park..

What to do? The much talked about link road from the A46 to the A36 might push the problem into someone else's backyard, but as with all new roads it is likely to attract even more traffic into our region.

There is an alternative. If we look to many other comparable cities in Europe they have taken action to control the car rather than be controlled by the car, resulting in those glorious urban environments we enjoy so much on our holidays. We can do the same but it will take vision and courage.

We need a joined up strategy that links all the possible elements. If there are to be park and rides then we must also take action to make it much harder for anyone to drive into or across the city. We can do this with more bus gates, more pedestrianisation and road charging. This will free up road space for more bus lanes and segregated cycle lanes making bus travel and cycling much more attractive than sitting in a car. We can use the income from road charging and parking charges to subsidise rural bus routes and new rail stations at Corsham and Saltford, so more people will choose to travel into Bath by bus and train.

Or if you prefer, we can just continue feeding the voracious appetite of the car, with a continued lack of imagination, and yet more pollution, congestion, and frustration.

Tony Ambrose