

Bath & North East Somerset Council

MEETING	Communities, Transport and Environment Policy Development and Scrutiny Panel	
MEETING	14 September 2015	
TITLE:	East of Bath Park & Ride	
WARD:	Bath Avon North & Lambridge	
AN OPEN PUBLIC ITEM		
List of attachments to this report: Appendix 1 - Sites which might support a new P&R east of Bath Appendix 2 - Sites not to be taken forward for public consultation		

1 THE ISSUE

- 1.1 This report provides the Panel with an update on the public consultation on the potential sites for a new P&R east of Bath.

2 RECOMMENDATION

- 2.1 The Panel are asked to note the progress made on this work.

3 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

- 3.1 The cost of the consultation work of £5k is managed within the Capital Programme approved budget of £500k, of which £291k was spent in 2014/15.
- 3.2 There is a small risk of revenue reversion of the costs incurred against this budget in the case that a capital project does not go ahead.
- 3.3 There is a provisional budget for 2016/17 of £4.7m for the delivery of the capital project, funded by corporate borrowing. This will require a future formal decision and project costings for the options will be considered as part of the usual capital approval process.

4 STATUTORY CONSIDERATIONS AND BASIS FOR PROPOSAL

- 4.1 Economic Development, Sustainability and Equality.

5 THE REPORT

- 5.1 The Council at its meeting in November 2014 adopted the Getting Around Bath Transport Strategy which once again affirmed the need for a new P&R east of Bath. Cabinet at its meeting in July agreed that a public consultation should be undertaken on the options for this important facility.
- 5.2 The map attached as Appendix 1 shows three sites which the public are being asked to comment on. These are sites which are likely to have sufficient capacity to support the expected demand for the new P&R. They are also located near to or adjoining the main routes into the city from the east where drivers might be attracted to transfer to a bus to complete their journey. Finally the sites are near enough to the city to provide quick and affordable journeys.
- 5.3 The consultation is open until the beginning of October and the Cabinet in November will consider how to take this project forward in the light of representations received. The latest issue of Council Connect has an article on the consultation inviting comments from all residents. We are holding 2 exhibitions on Saturday 19th September from 2.00 – 6.00pm in Bathampton and on Tuesday 22nd September from 4.00 – 8.00 in the Guildhall. Finally there is a web site where representations can be made. This is at www.bathnes.gov.uk/eastpandr
- 5.4 The table below shows the advantages and disadvantages of these three sites:

Site	Benefits	Constraints
Land east of A4/A46 junction (Site A)	Near to the city Visual impact could be reduced by landscaping and planting Could provide access to the river for Park and Sail	High risk of flooding and would require placement flood capacity. Part of the River Avon Site of Nature Conservation Interest. Inside City of Bath World Heritage Site and Bath Conservation Area. Would need to replace playing fields elsewhere. Split site with part to the west of the A4. Could not be served by a new rail station In private ownership.
Land west of Mill Lane (Site B)	Not considered to be at risk of flooding Outside City of Bath World Heritage Site Visual impact could be reduced by landscaping and plating Could be served by a new rail station Could provide access to the river for Park and Sail	Requires a new access from the A4. Might require access from adjoining site with a tunnel under Mill Lane. In private ownership.
Land east of Mill Lane (Site F)	Not considered to be at risk of flooding Outside City of Bath World Heritage Site Visual impact could be reduced by landscape and planting In public ownership	Requires a new access from the A4 Could not be served by a new rail station

- 5.5 Some of these sites might allow the development of a new railway station on the main line.

6 RATIONALE

6.1 The need for wide public engagement to identify the right site for this facility is important.

7 OTHER OPTIONS CONSIDERED

7.1 A site could have been selected without this engagement but Cabinet wanted any decision on a site to be informed by public comment and representations.

8 CONSULTATION

8.1 Public consultation will be undertaken during September with public exhibitions in Bathampton on 19th September and in the Guildhall on 22nd September. There is a web page inviting comments and the current issue of Council Connect refers to the public consultation.

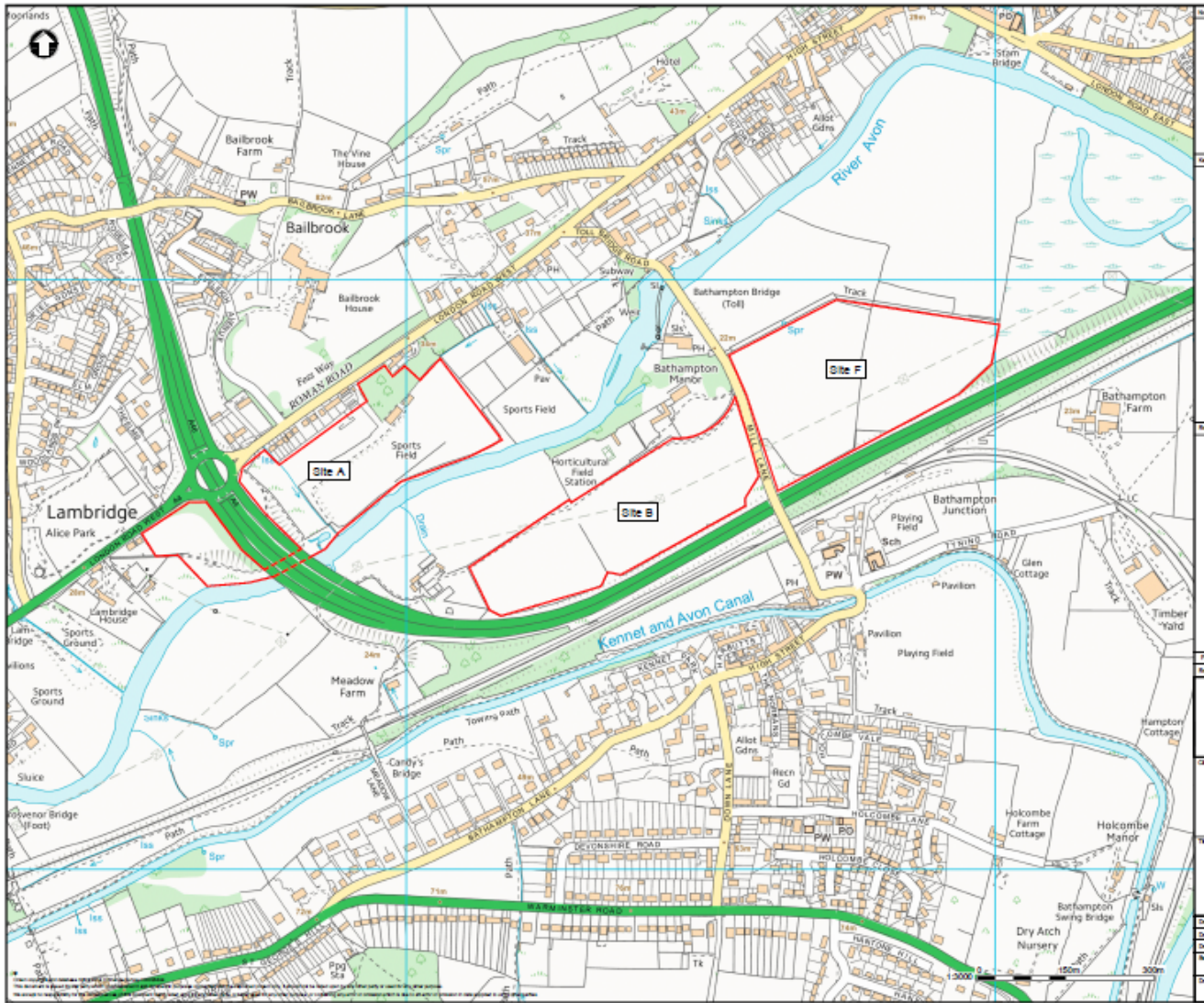
9 RISK MANAGEMENT

9.1 A risk assessment related to the issue and recommendations has been undertaken, in compliance with the Council's decision making risk management guidance.

Contact person	<i>Peter Dawson 01225 - 395181</i>
Background papers	
Please contact the report author if you need to access this report in an alternative format	

Appendix 1

Sites which might support a new P&R east of Bath



Appendix 2

Sites not to be taken forward for public consultation.

Site C – Charmy Down	Too far from Bath, misses key routes and difficult access
Site E - Bathford	Lack of capacity – site too small to cater for assessed demand for Park & Ride
Site G – Lansdown Park and Ride	Misses key routes from the east
Site H – Bathampton Junction	Too expensive and not supported by rail industry. Impact of moving the railway line on Listed Buildings and SSSI and adjoining homes. Visual impact of a multi-story car park
Site I – Land south of Box Bridge	Lack of capacity – site too small to cater for assessed demand for Park & Ride

