

**B&NES CABINET MEETING 3<sup>rd</sup> SEPTEMBER 2008**

**AGENDA ITEM 13: BATH TRANSPORTATION PACKAGE - LAND ASSEMBLY**

**STATEMENT BY DAVID BATHO**

**In respect of the A4 (Batheaston) P&R proposal** it is a matter of fact that prior to the recent evaluation of P&R options by B&NES, a P&R there had already been evaluated and rejected by the 2004 BB2SC Study which was commissioned by GOSW. In the final report it is stated:

**“...that a large adverse impact on the landscape can be expected. At this location, the site would be very visually prominent and would require extensive mitigation measures that are likely to affect the character of the local area”...**

It is also stated that the appraisal of the site ....**“indicates adverse impacts on historic resources and on the water environment, particularly the River Avon that would have to accommodate the dust and runoff from the large hard standing area. Careful management would be required to overcome such impacts, but the results for the traffic reductions indicate that this Park and Ride site can be rejected on grounds of impact on the local environment and only marginal incremental benefits for traffic reduction.”**

It is clear that this major 2004 study into Bath transportation options, which was co-sponsored and co-steered by B&NES Council, rejected the A4 (Batheaston) P&R option which B&NES is now proposing.

Given that nothing has changed significantly since 2004 are the conclusions of the study now really considered to be flawed?

If they are not then -

- The proposed P&R site appears to be not viable and
- The Cabinet should therefore reconsider making further investment of public resources into an already rejected scheme which would have, in the words of the BB2SC Study, **“serious adverse environmental impacts”**.