

BATH AND NORTH EAST SOMERSET

CABINET

These minutes are draft until confirmed as a correct record at the next meeting.

Wednesday, 25th January, 2017

Present:

Councillor Tim Warren	Leader of the Council and Conservative Group Leader
Councillor Liz Richardson	Cabinet Member for Homes and Planning
Councillor Patrick Anketell-Jones	Cabinet Member for Economic Development, Conservative Deputy Group Leader Bath
Councillor Vic Pritchard	Cabinet Member for Adult Social Care and Health
Councillor Anthony Clarke	Cabinet Member for Transport
Councillor Martin Veal	Cabinet Member for Community Services
Councillor Michael Evans	Cabinet Member for Children's Services
Councillor Paul Myers	Cabinet Member for Policy, Localism & Partnerships

61 WELCOME AND INTRODUCTIONS

The Chair welcomed everyone to the meeting.

62 EMERGENCY EVACUATION PROCEDURE

The Senior Democratic Services Officer drew attention to the evacuation procedure as set out in the Agenda.

63 APOLOGIES FOR ABSENCE

Councillor Charles Gerrish had sent his apologies.

64 DECLARATIONS OF INTEREST

There were none.

65 STATEMENTS, DEPUTATIONS OR PETITIONS FROM PUBLIC OR COUNCILLORS

The Chair informed the meeting that speakers would have the opportunity to address the Cabinet. The list of registered speakers (*attached as Appendix and available on the Minute Book at Democratic Services*) was contained in the purple sheet and available in the public gallery. Each speaker would have up to three minutes to address the Cabinet.

66 PARK AND RIDE EAST OF BATH

Emma Adams read out the statement where she said that there was no need for another Park and Ride and that the Council had not provided business case. Emma Adams also said that visitor numbers had been inflated during Christmas Market period, and that those numbers were not true reflection on the average number of people coming to Bath. Emma Adams concluded her statement by saying that there was a lack of communication from the Council and that the whole process was undemocratic and secretive, without the relevant facts and figures.

Harry Adams (11 year old) said that he had studied proposals for the Park and Ride but that he had not seen a real need for another Park and Ride. Harry Adams also said that another 1,000 cars would not make much difference to the traffic in London Road; other Park and Rides had not been used well; concerns about the wildlife in Meadows; and that technology is moving forward so parking and pollution in Bath would not be an issue.

Annie Kilvington gave a statement (*attached as Appendix and available on the Minute Book at Democratic Services*) speaking against the Park and Ride proposals.

Lisa Brown gave a statement (*attached as Appendix and available on the Minute Book at Democratic Services*) speaking against the Park and Ride proposals.

Fiona Powell gave a statement (*attached as Appendix and available on the Minute Book at Democratic Services*) speaking against the Park and Ride proposals.

Peter Davenport gave a statement (*attached as Appendix and available on the Minute Book at Democratic Services*) speaking against the Park and Ride proposals.

Alison Smith gave a statement (*attached as Appendix and available on the Minute Book at Democratic Services*) speaking against the Park and Ride proposals.

Derek Redding gave a statement (*attached as Appendix and available on the Minute Book at Democratic Services*) speaking against the Park and Ride proposals.

Piers Taylor gave a statement (on behalf of Andrew Lea) by saying that only 57% of existing Park and Rides around Bath were used during the busiest times. Piers Taylor also said that the images presented by the officers were misleading, that Park and Ride would not be concealed by planting trees, that the proposed development was ecologically illiterate and it would be an act of environmental vandalism, and that Park and Ride East of Bath was not a solution for traffic problems.

David Dunlop gave a statement (*attached as Appendix and available on the Minute Book at Democratic Services*) speaking against the Park and Ride proposals.

Phil Johnston gave a statement (*attached as Appendix and available on the Minute Book at Democratic Services*) speaking against the Park and Ride proposals.

Christine Boyd gave a statement (*attached as Appendix and available on the Minute Book at Democratic Services*) speaking against the Park and Ride proposals.

Andrew Mercer gave a statement and presented a document to the Cabinet (*both attached as Appendices and available on the Minute Book at Democratic Services*) speaking against the Park and Ride proposals.

Stuart Feasey gave a statement by saying that Park and Ride meant to reduce the pollution though there was no evidence to back up this claim. Stuart Feasey also said that the Alliance had produced substantial evidence why there was no need for Park and Ride East of Bath though that evidence was not fully considered by the Council and that Bath residents would not benefit from this development. Stuart Feasey asked the Cabinet to reject the report.

Caroline Kay (Bath Preservation Trust) gave a statement (*attached as Appendix and available on the Minute Book at Democratic Services*) expressing concerns on behalf of the Bath Preservation Trust against the Park and Ride proposals.

Sian James gave a statement (*attached as Appendix and available on the Minute Book at Democratic Services*) speaking against the Park and Ride proposals.

Steve Horner gave a statement (*attached as Appendix and available on the Minute Book at Democratic Services*) speaking against the Park and Ride proposals.

Judy Bailey gave a statement (*attached as Appendix and available on the Minute Book at Democratic Services*) speaking against the Park and Ride proposals.

Louise Hidalgo gave a statement by saying that the Cabinet has a duty of care to look after people. Louise Hidalgo also said that she had understood that there would be so many new houses and jobs created in Bath, but proposed Park and Ride would not make any improvements towards traffic and pollution in Bath. Louise Hidalgo concluded her statement by saying that the Council had already spent £1.1m before deciding the site for the proposed Park and Ride, that the report was misleading and that the Cabinet would break their own manifesto promises if they go ahead with the Park and Ride.

Selma Crespo Neild sang a song in a protest to the proposed Park and Ride East of Bath.

Tom Boden (National Trust) gave a statement (*attached as Appendix and available on the Minute Book at Democratic Services*) expressing concerns on behalf of the National Trust against the Park and Ride proposals.

Maira Brennan (Bathampton Parish Council Chairman) gave a statement by saying that she had spoken to the Chief Executive of the RUH Bath about the Park and Ride proposals, and the RUH had not been consulted formally by the Council on these proposals. Maira Brennan said that the RUH had had an informal session with the relevant Cabinet Member and an officer on the Park and Ride issue. Maira Brennan also said that hardly any members of the RUH staff who live in Wiltshire would use Park and Ride. Maira Brennan concluded her statement by asking the Cabinet to reject the Park and Ride plans.

George Riley (Chair Batheaston Parish Council) gave a statement by saying that residents from Batheaston do not want Park and Ride. The Council had not proven their case and the car park would not be hidden behind the trees. The proposed Park and Ride would not resolve traffic problems, including school runs. George Riley concluded his statement by suggesting that the new Park and Ride would create higher risk of flooding.

Susanne Hagen gave a statement by saying that the Park and Ride scheme would generate a significant cost to the Council. Susanne Hagen said that the technology

would be moving forward and the transport would become greener. Susanne Hagen also said that in cities such as Copenhagen people are cycling to work rather than use buses, whilst other European cities had invested in trams or similar means of transport. Susanne Hagen asked the Cabinet to reject proposals.

Ron Temperton (on behalf of Ian Perkins - Chair of The Abbey Residents Association Bath) gave a statement by saying that three major residents associations in Bath strongly support the proposals to build Park and Ride East of Bath. The new Park and Ride should be East of Bath and would contribute to reduction of pollution which would not only benefit to the residents living in Bath but also to the architecture of Bath.

Patrick Rotherham (Federation of Bath Residents Association) gave a statement (*attached as Appendix and available on the Minute Book at Democratic Services*) by giving support to the Park and Ride proposals.

David Redgewell gave a statement (*attached as Appendix and available on the Minute Book at Democratic Services*) by giving support to the Park and Ride proposals.

Ian Bell – (Executive Director, Bath Chamber of Commerce and the Initiative in B&NES) gave a statement (*attached as Appendix and available on the Minute Book at Democratic Services*) by giving support to the Park and Ride proposals. Van DuBose gave a statement (*attached as Appendix and available on the Minute Book at Democratic Services*) by giving support to the Park and Ride proposals.

Councillor John Bull gave a statement as the Chair of the CTE PDS Panel. Councillor John Bull said that on of the Panel's recommendations, made at the Park and Ride Scrutiny Inquiry Day, was on boosting awareness on underuse of the Park and Ride in Lansdown. Councillor John Bull also said that Panels' other recommendations were that building Park and Ride on Bathampton Meadows would be an environmental vandalism and that the Panel had envisaged utilising one or two small sites along A4, as identified by the Local Development Framework group.

Councillor Robin Moss gave a statement by saying that the Cabinet had provided wrong answer to a wrong question. The traffic in Bath would not be resolved by building Park and Ride East of Bath, nor would the Park and Ride reduce the pollution.

Councillor Alison Millar gave a statement (*attached as Appendix and available on the Minute Book at Democratic Services*) speaking against the Park and Ride proposals.

Councillor Dine Romero gave a statement (*attached as Appendix and available on the Minute Book at Democratic Services*) speaking against the Park and Ride proposals.

Councillor Geoff Ward gave a statement (*attached as Appendix and available on the Minute Book at Democratic Services*) speaking against the Park and Ride proposals.

Councillor Lisa O'Brien gave a statement by welcoming the report and gave her support to the Park and Ride proposals. Councillor Lisa O'Brien also said that Park and Ride East of Bath would be accessible from different routes coming from Wiltshire and South Gloucestershire.

Councillor Neil Butters gave a statement (*attached as Appendix and available on the Minute Book at Democratic Services*) speaking against the Park and Ride proposals.

Councillor Colin Barrett gave a statement by taking the Cabinet through the history of traffic solutions in Bath. Councillor Colin Barrett supported the Park and Ride proposals by saying that new Park and Ride facility would receive objections from any site, yet the traffic would become worse.

Councillor Cherry Beath gave a statement by saying that the Cabinet should listen to those speakers with evidence against the Park and Ride East of Bath.

Councillor Tim Warren postponed the meeting at 7pm for a 5 minute break.

Meeting reconvened at 7.10pm

Councillor Anthony Clarke introduced the report by thanking the large number of people who had contributed to this matter, in particular the Council's officers, external advisors, the Bath Transport Commission, the Local Development Framework Steering Group, the Communities, Transport and Environment Policy Development and Scrutiny Panel, everyone else who had been involved in the extensive consultation process (Highways England, Historic England, the Federation of Bath Residents' Associations, the Parish Councils and Bathampton Meadows Alliance) and all the individual submissions from residents and other interested people.

Councillor Anthony Clarke informed the Cabinet that he responded to issues which had been raised by solicitors acting for Bathampton Meadows Alliance. Councillor Anthony Clarke also said that a letter had been received from Historic England dated 24th January making representations regarding the World Heritage Site. Councillor Anthony Clarke responded that the Cabinet would not be dealing with an application for planning permission and all the proper statutory procedures for any such determination would be gone through.

Councillor Antony Clarke reminded the Cabinet that the need for an eastern Park & Ride had featured in numerous Council policies over many years – from the Bath Transport Package to the Placemaking Plan – and that Full Council had approved the need for an Eastern Park & Ride in its November meeting in 2015. At present, 73,000 people travel to Bath daily by car and this number is set to rise to 96,000 a day by 2029. Much of this rise would relate to the new Enterprise Zone, which would boost the local economy by £1.2bn by 2030. There were firm plans to build 7,000 new homes within the City and create 11,000 new jobs by 2035.

The Park and Ride had been supported by the Local Plan in 2007, the Bath City Riverside Enterprise Area (City Deal) in 2012, the Getting Around Bath Transport Strategy, and most recently Council's Placemaking Plan. The Cabinet would continue to support the Bath Transport Strategy, which had been introduced with all-party support in 2014. Existing Park and Rides carry 2 million passengers a year – that's 1 million people into the city and 1 million people out. Prior to their recent expansion they were frequently full to capacity – particularly at Newbridge and Lansdown.

Councillor Anthony Clarke took the Cabinet through response to the recommendations from the CTE PDS Panel and also through the findings from the Local Development Framework group.

Councillor Anthony Clarke concluded his statement by saying that the Cabinet had had the following options in the report:

- The first, is to move forward with Site F at 800 or 1200 spaces
- The second option is Site B at 800 spaces, subject to purchase of the land and Highways England approval to access to the site.
- If these two criteria are not met, then Site F could be held as the reserve site.

Councillor Anthony Clarke said that the second option should be the one the Council should pursue, with the third point included as part of the resolution.

Therefore, Site B should be promoted as the preferred site, subject to the conditions set out, with Site F held in reserve if these conditions cannot be met within a reasonable timeframe – something to be a matter of weeks, not months.

Site B would have greater scope for future benefits as this whole project was about planning for the future. Councillor Anthony Clarke believed that Site B could be well-screened, be less intrusive to nearby residents, and would allow greater future opportunities for river and rail linkages. Nonetheless, due to the importance of this project, it would be important that Site F be held in reserve for the eventuality that the conditions on B can't be achieved.

Councillor Anthony Clarke moved the following recommendations from the report:

The Cabinet agree to:

1. Note that both sites F and B could deliver the required outcomes for a P&R site to the east of Bath.
2. Refuse that site F with 800 or 1,200 spaces should be promoted as the preferred site for a new Park and Ride east of Bath.
3. Authorise:-
 - A) that site B with 800 spaces should be promoted as the preferred site for a new Park and Ride east of Bath based on the advice in the report, but subject to satisfactory arrangements for the purchase of the site and agreement from Highways England on access.
 - B) If site B is not deliverable for the above reasons, within a reasonable timescale, then site F should be progressed.
4. Delegate authority to the Strategic Director (Place), in consultation with the Cabinet Member for Transport, to make all necessary arrangements to implement the above, including, as necessary, the appropriation of land under Section 122 of the Local Government Act 1972.
5. Approve all necessary expenditure to enable the site to be secured and requests the development of a full business plan for appropriate executive approval.
6. Fully approve an additional £500,000 to support delivery of the next steps.

Councillor Tim Warren seconded the motion.

Councillor Tim Warren repeated that there were plans to build 7,000 new homes within the City and create 11,000 new jobs by 2035. Also, there was expected the

3% annual growth in tourists and the desire to see an enhancement of our retail, cultural and entertainment sectors. Unless positive measures were taken now, with what was already very difficult congestion to the east of the city, Bath would, in the not too distant future, become totally gridlocked.

The existence of Park and Rides in the other three quadrants of the City and lack of Park and Ride in the Eastern quadrant had represented a serious gap in provision – particularly as the city and economy expands. It is for that reason that the Administration had remained committed to this project.

The Council had done extensive research, including traffic modelling and demand forecasting, and all these studies had reached the same conclusion – that an East of Bath Park and Ride would be well-used; it would be necessary to support the growth of the economy; and that traffic congestion and access to the city would be worse without East of Bath Park and Ride.

For those reasons this matter had had the support of local business organisations, transport lobby groups, and residents associations.

Councillors Paul Myers, Liz Richardson, Michael Evans and Patrick Anketell-Jones spoke in favour of the Park and Ride East of Bath.

Councillor Martin Veal spoke against the proposals by thanking everyone who spoke at the meeting. Councillor Martin Veal said that the Cabinet should listen to the residents who were concerned that the valley would be mutilated for ever. The Park and Ride East of Bath would contribute little to reducing the traffic and the pollution in the city. The Cabinet should consider all the evidence from people who spoke against the proposals before making their decision. Councillor Martin Veal concluded his statement by saying that he would vote against the recommendations.

A question arose as to the meaning of section 122* of the Local Government Act 1972, which was referred to in the recommendation in the officer report. There was concern that the word ‘appropriation’ referred to the Council acquiring land by way of a Compulsory Purchase Order (“CPO”). The Monitoring Officer explained that ‘appropriation’ in Section 122 referred to the purpose for which land is held by the Council. The Leader clarified that Cabinet was not considering CPO in relation to the proposed Park and Ride.

RESOLVED that the Cabinet agreed to:

1. Note that both sites F and B could deliver the required outcomes for a P&R site to the east of Bath.
2. Refuse that site F with 800 or 1,200 spaces should be promoted as the preferred site for a new Park and Ride east of Bath.
3. Authorise:-
 - a. that site B with 800 spaces should be promoted as the preferred site for a new Park and Ride east of Bath based on the advice in the report, but subject to satisfactory arrangements for the purchase of the site and agreement from Highways England on access.
 - b. If site B is not deliverable for the above reasons, within a reasonable timescale, then site F should be progressed.

4. Delegate authority to the Strategic Director (Place), in consultation with the Cabinet Member for Transport, to make all necessary arrangements to implement the above, including, as necessary, the appropriation of land under Section 122 of the Local Government Act 1972.
5. Approve all necessary expenditure to enable the site to be secured and requests the development of a full business plan for appropriate executive approval.
6. Fully approve an additional £500,000 to support delivery of the next steps.

**Appropriation in the context of Section 122 of the Local Government Act 1972 simply means transferring the allocation of the land from one purpose to another. Local authorities usually allocate land for specific purposes under different statutory powers. If the local authority decides that it needs to transfer land from one purpose or function to another, then it may appropriate the land under s.122 LGA 1972. This was explained in paragraph 8.2 of the officer report which stated: "It should be noted that Site F was acquired to provide compensatory flood capacity for the Lambridge P&R proposal. Therefore, if Cabinet decides that Site F should be the location for the Park and Ride, the Council would need to appropriate the land for that purpose under Section 122 of the Local Government Act 1972."*

The meeting ended at 8.45 pm

Chair _____

Date Confirmed and Signed _____

Prepared by Democratic Services

Special Cabinet meeting on 25th January 2017

Speakers

Speaker
Emma Adams
Harry Adams
Annie Kilvington
Lisa Brown
Fiona Powell
Peter Davenport
Alison Smith
Derek Redding
Piers Taylor (on behalf of Andrew Lea)
Dr David Dunlop
Phil Johnston
Christine Boyd
Andrew Mercer
Stuart Feasey
Caroline Kay (Bath Preservation Trust)
Sian James
Selma Crespo Neild
Steve Horler
Judy Bailey
Louise Hidalgo
Tom Boden (National Trust)
Moira Brennan (Bathampton Parish Council Chairman)
George Riley (Chair Batheaston Parish Council)
Susanne Hagen
Ron Temperton (on behalf of Ian Perkins - Chair of The Abbey Residents Association Bath)
Patrick Rotherham (FOBRA)
David Redgewell
Ian Bell – (Executive Director, Bath Chamber of Commerce and the Initiative in B&NES)
Van DuBose

Councillors who registered to speak:

Cllr John Bull

Cllr Robin Moss

Cllr Alison Millar

Cllr Dine Romero

Cllr Geoff Ward

Cllr Lisa O'Brien

Cllr Neil Butters

Cllr Colin Barrett

Cllr Chery Beath

Annie Kilvington's Statement to Special Cabinet Meeting 25.1.17

The Placemaking Plan on which the right to build a 4th Park & Ride scheme depends, is still in draft. Officers want changes to it, and these are out to consultation. So I was alarmed at a number of statements in the Cabinet Report designed to persuade you that there are no placemaking objections to the development proceeding.

The worst of these is Paragraph 8.1 of the Report, which tells Cabinet that the Planning Inspector has accepted that need for P & R has been identified. This is simply untrue and the Placemaking Programme Officer has confirmed to me in writing that this is merely the Council's interpretation of events. The Planning Inspector will not pre-judge this, and she has made clear that, based on the representations she receives, may well issue further modifications to the plan herself. Paragraph 8.1 is a major conclusion of the Council report and is grossly misleading.

I attended the Placemaking hearings last year and heard B&NES' Transport Officer tell the Inspector that need for a 4th P & R had been established - way back in 2009. The Planning Inspector asked whether the Council therefore had no intention to re-test need. B&NES Planning Policy Officer was forced to clarify that need would indeed have to be tested. Future tense. The Inspector, at no time in those hearings or subsequently, expressed any view as to whether need had been established.

Meanwhile, Council officers have presented to you the results of their internal appraisal of a number of alternative sites, before concluding that they prefer F. None of these sites has been subject to a Strategic Environmental Assessment or had the impact of national and local planning policy properly weighed (including against the emerging placemaking plan itself), in the public forum that placemaking requires. Indeed, as far as the Planning Inspector is concerned, the one site definitely not earmarked for development is Site F – since this is the site expressly dismissed from discussion in the 2013 Halcrow report.

Councillors, the seven pillars of duty which guide you in your decision taking - your duties of selflessness, integrity, objectivity, accountability, openness, honesty and leadership, all point the same way, and require you to reject the proposals before you and demand that the placemaking process is respected, and that site selection is subjected to it.

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We are living in interesting times, worrying times. The lexicon is crowded with strange new phrases:

Post-facts

Post-truth

Alternative facts

Different facts

Post-factual politics frames debate in a way that disconnects it from FACTS. It reasserts ***talking points***, and factual rebuttals are ignored. **Post-truth** demotes truth to a rank of **secondary importance**. It doesn't matter that we lie. That's an unimportant detail in the argument.

If you are a habitually dishonest person alternative facts are **whatever you need them to be** at a given point. But the other seven billion people on the planet continue to use the former term [lies].

People are interested in this. Dictionary publishers report that lookups for the word "fact" spiked after the Trump staffers' interviews were aired.

In the 2015 P&R consultation, Council emphasised congestion and pollution. You preached to the converted on this, but even then 51% voted NO, because they knew that a "greenest ever P&R" is a contradiction in terms.

Meadows Campaigners worked tirelessly to discover FACTS, as the Council had been so derelict in this duty:

The FACTS reveal lack of success of P&R in general. The Facts demonstrate underuse of existing Bath P&Rs. The Facts reveal a Council that failed to ask whether this P&R would even be used.

Council now agree it won't improve congestion and pollution, and your own consultants say it will remove only 100 cars from the London Road morning rush hour by 2029.

So what does Council do – moves the goalposts, shifts the debate to enterprise and a regional transport policy, matters irrelevant to an east of Bath P&R. And still, at every opportunity, Council quotes inaccurate figures on usage levels of our existing P&Rs.

These are not NORMAL times, when DECEPTION is being normalised in every arena, including our local government, when **alt-facts** malignantly reach into every level of our society.

Credibility matters. A lack of credibility starts small and goes large.

Credibility is the **indelible ink of administrations**. We see you, hear you, your words are **permanently** recorded. You cannot take us for fools. We are voters, we are constituents.

My recently deceased father, Dan Brown, was a writer. Amongst other things, he wrote the speech President Kennedy never gave to the **Dallas Chamber of Commerce** (because he died en route). In that speech my father (through Jack Kennedy) says “it is our **DESTINY** rather than our **CHOICE**, as the holders of elected power, that we be **vigilant watchmen** on the walls of democracy, that we must be **worthy of our power**, and must use our **strength with wisdom**”

Councillors, don't resort to **Orwellian alt-facts**. Be wise, be vigilant watchmen.

Oh, and sack your graphics team – the amateurish CGI of the wooded meadows has made you a laughing stock.

Tim, on Radio Bristol this morning, pre-recorded from last week's launch of Cabinet papers you said:

"we have to do something otherwise you'll be back here in 5 year's time asking me why I didn't do anything about the traffic"

What spin in the face of you own reports, submitted to the National Planning Inspector that say that there will only be 100 cars taken off the London Road in the morning rush hour and even then, only by 2029. And your own Q&A that says: *Any decrease in traffic volumes as a result of a park and ride to the east of Bath will not be significant enough to detect changes in air quality.*

Your own Q&A also tells you that 62% of drivers on the A4 bypass are commuters who don't use P&R today. P&R are emptiest when congestion is worst.

So absolutely yes, please – do something about the traffic – something that will actually make a difference now. Not just for congestion, but for the health of residents. You set out in your manifesto an ambition that *by the end of the first five years of implementing this Manifesto, residents will have begun to see a real improvement in our transport system*

How will you do that now if you put all your borrowed cash into this so-called '**future**' scheme?

I sat here in November 2015 and said that as a former Head of Customer Experience Measurement for Sainsbury's, the standard of analysis in the report you were taking your decision on was unacceptably low.

As you know Tim, we have recently submitted a detailed complaint about that report as it provided inaccurate and misleading information to Councillors (including Cabinet Members) and to the general public.

I sit here today telling you that if you believe that the stuff written in this report is any better than you are closing your mind to the truth. We have published an assessment of it today that I have sent to each of you. For you to use this as the basis for your decision is unacceptable.

To those speaking towards the end today who will stand up to say that the council must press on to make Bath fit for growth and new jobs etc. I entirely agree with you. We must. But I challenge you to come up with a single shred of evidence that this is the **correct year-round solution** for our city. The only time P&R is used in earnest is Christmas Market time. Quoting irrelevant and overstated passenger numbers at us from the report as evidence of success will not cut it – this is about taking cars off the road not counting people who can get on at public bus stops on the way into town.

You are supporting something that will not make the very difference to congestion that you seek - to make this a vibrant and pleasurable place to live, work and visit. Shame on you if you continue to support this sham.

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Peter Davenport

Yet another of the many issues ignored by the Council, in its obsession with an Eastern Park and Ride, has been the impact on the setting and outstanding universal values of the City of Bath World Heritage Site. The site is immediately outside, and adjacent to, the WHS eastern boundary, and an intimate and important part of its setting. Protection of the setting of the WHS is integral to the protection of the WHS itself.

In its adopted policy and guidance documents, the council commits itself to "Maintain and enhance the Outstanding Universal Values of the City of Bath World Heritage Site".

Pertinent among these Values, one stands out in the present context:

The green setting of the City in a hollow in the hills.

Priorities for action in the WHS management plan include:

- Continuing to explore ways to preserve the setting of the World Heritage Site.
- And to ensure new development does not harm the values for which the site was inscribed.

UNESCO has further recommended:

- ... enhancement of the protection of surrounding landscape to prevent any future developments which could have adverse and cumulative impact on the Outstanding Universal Value of the property;

BaNES Plan Policy BH4 says.

- ***There is a strong presumption against development that would result in harm to the Outstanding Universal Value of the World Heritage Site, its authenticity or integrity. This presumption applies equally to development within the setting of the World Heritage Site. Where***

development has a demonstrable public benefit, including mitigating and adapting to climate change, this benefit will be weighed against the level of harm to the Outstanding Universal Value of the World Heritage Site.

You have consistently and signally failed to demonstrate any kind of benefit to weigh against the very considerable harm that would result from this proposal, or that a Park and Ride would constitute sustainable development. As to mitigating or adapting to climate change, Park and Rides are now known to increase car usage overall, and reduce local bus service usage. In this and damaging ground water regimes, such development is in clear breach of such aspirations.

In your own settings SPD you acknowledge:

'that 'Substantial harm to, or loss of, designated heritage assets of the highest significance, notably...World Heritage Sites, should be wholly exceptional'

In the your own World Heritage Management Plan endorsed on 15th September 2016, you commit yourselves to

"ensure that the outstanding universal value of the site and its setting is understood, protected and sustained...Whilst the boundary of the site covers the whole city, it also includes the setting of the site in the countryside immediately beyond.

Objectives and actions of the plan identify, *inter alia*, the need to "work to control traffic growth and harm, and encourage and promote less car use, especially in the city centre".

and to "support actions to reduce air pollution, primarily caused by petrol/diesel powered vehicles, which is a direct risk to people & historic fabric within the WHS"

None of these aims and or objectives can be met by a Park and Ride

Not only have you failed to show that this can be sustainable development, but you have ignored all academic and government research and advice showing that Park and Ride is an out of date concept which can be shown to be, and indeed is, unsustainable.

This supports the view many observers now take, that the cabinet merely wishes, by any means possible, and on any spurious grounds it can find, to export city centre parking spaces, destroyed by its own developments, into the countryside.

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I read the council press release last week and was shocked by the lies and inaccuracies that it contained. It was suggested that the park and ride would reduce congestion and pollution. This is in fact untrue and the council have previously admitted that their consultant's report stated that any effect on congestion would be minimal in fact so minimal as to be considered negligible.

The press release talked about roads being at capacity at peak times and there being a need for action before the congestion worsened. Yes in term time the roads are congested at peak times but during the school holidays this is not the case. Does this not then suggest that a major part of the problem is school run traffic? How will a park and ride make any impact at all on this traffic? The council should spend some of the 16.5million it is intending to spend on this white elephant on improving public buses for our school children. Many children travel from Batheaston, Bathford, Bathampton, Larkhall and further out in Wiltshire every day to and from school. Very few of them catch school buses because there is no decent and affordable service provided to give access to the main central Bath secondary schools. This means parents get in their cars and they drive their children to school – they will never now or in the future be driving their children to a car park on Bathampton Meadows so how will the situation at peak times on the London Road be altered by this solution? The council are not giving any answers to these questions – they are merely stating that congestion and pollution levels will be eased without providing any evidence of this being the case.

The council do not know whether people travelling at peak times will use the park and ride because they have made no attempt to find out who these people are or whether a park and ride will be used by them. The very fact that London Road and Batheaston High Street are virtually clear at peak times in the school holidays should lead one to wonder whether the traffic congesting these roads is something to do with the schools – you would think they might have thought about this and taken this into account in their decision. But as congestion and pollution are truly not of any concern to the council this fact has passed them by. Why mention congestion and pollution in the press release when we all know that the facts show that a park and ride on the meadows will do nothing to impact on either of these problems. The council are making emotive statements without any evidence to back them up.

It was promised in the manifesto that a real difference would be made to residents in terms of congestion in the first 5 years. What does the council intend to do to achieve this promise? By their own admission a park and ride will not do this. What will the benefit be of this park and ride either now or in the future to the residents of Bath?

Tim Warren spoke about the future of Bath and the planned growth of the city in terms of housing and employment. Why would the people in these new houses use a park and ride to the east of the city? Where are all these houses intended to be built? Who are all these commuters who are supposedly going to be heading into Bath for all these new jobs. What evidence is there of their need for a park and ride? None of us can predict the future but the evidence of today shows that commuters are not using the existing park and rides so why would they in the future? We do not know how the car will be used in the future so how can spending this extortionate amount of our money on a possibility be justified?

This council needs to admit that they have got it wrong. To regroup, listen to the evidence and come up with a proper solution which will be sustainable and achievable both now and in the future allowing Bath to grow and survive without destroying the green setting which makes it so special.

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Statement to B&NES Cabinet 25th January 2017 by Cllr. Derek Redding, Batheaston Parish Council.

So, here we are...decision made...

You want to rip up a large part of Bathampton Meadows to concrete it over for nothing more than a...car park.

These are meadows in the middle of the green belt of our World Heritage City – a beautiful city in beautiful surroundings.

Why? There surely must be special and overriding reasons for this?

Of course there are. Bath's residents have spoken (in a survey) and therefore it MUST be built.

Ask a resident if they want to reduce congestion it is no surprise what their answer will be – mine is the same.

However, the congestion question has been thoroughly de-bunked ...and yet it MUST still be built.

No, now it's about the "future". We must plan for the long term, we must create jobs for our city to thrive. We must do deals to build mini-Trump Towers and attract "quality jobs".

The Council is both creating demand and simultaneously cutting supply – forcing at least some into P&Rs. I say "some"...it won't be the new "quality" workers...it'll be shoppers and day-trippers.

Bath's businesses support it. Of course they do. If P&Rs do anything it is clear they attract an element of NEW traffic...some useful additional shoppers no doubt. I wonder who will picking up at least some of the price tag?

I appeal to the cabinet, please can we have a large warehouse store or two instead? There's plenty of demand, local jobs and useful revenue. Would the council consider this alternative??? Serious question...No, I don't think even you would contemplate this...**so why is a car park acceptable development?**

On my travels I have made a point of visiting many P&Rs. Not one has been built on what anyone would describe as a highly visible beauty spot, far from it.

SO, in conclusion, you say you are planning for the long term...you are

not, you are looking purely to the short term; what could be longer term than securing the future of Bathampton meadows for future generations?

Whatever you think of the merits of P&Rs, the fact is there is NO suitable site for your large P&R in the east.

What a terrible legacy you will be leaving behind.

“I wish to represent the concerns and fears of those living on the East Of Bath, whose properties suffered from flooding at Christmas 2013 as a result of water from the swollen river Avon ‘over topping’ AND flood water spreading via the water table BENEATH Kensington Meadows.”

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.

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

(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.

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

Your Bath River Avon Options Appraisal (B&NES & Environment Agency) FAQ responses published in August 2015 says “In carrying out sensitivity testing of the flow in the river Avon we are planning for a large flood with a 1% chance of happening in any given year to be 25% greater in scale in the future because of climate change “

All of this was known to you and your officers since March 2016.

In 4.14 today's Briefing document says “ The delivery of the Core Strategy will need to be supported by necessary infrastructure ... Transportation, Flood mitigation and Land Remediation are three key areas requiring specific mention” Thereafter, this document omits discussion of Flood Risk until

In para 8.2 your officer simply reminds you that “Site F was acquired to provide Compensatory Flood Capacity”

This confirms the fact that F is in the Flood Plain but fails to point out your own Flood Risk experts warning which I again quote from your Local Flood Risk Management Strategic Environmental Impact Assessment (Black & Veatch 122186) “Any significant engineering schemes will require a consent, appropriate Environmental Assessment and potentially a Statutory Environmental Impact Assessment BEFORE commencement.” And repeats in Appendix (p33) “ the use of certain hard engineering solutions or land disturbance in Flood Risk Management areas... may need Statutory Environmental Impact Assessment since one of the local Flood Risk Management Strategy objectives (4) is to prevent inappropriate development which creates or increases Flood Risk.”

Your officers have included ‘guestimates’ as to how much the sites may make or lose – but they have not considered the costs of Flood Damage to our World Heritage City.

Dr David Dunlop 25.01.17

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Address to B&NES Council Special Cabinet Meeting on East Bath Park and Ride

The Guildhall, Bath

25 January 2017

In 2004, this Council adopted conclusions of the Bristol, Bath to South Coast Study in its transport policies which included: *"There is scope for improving both bus and rail services to encourage a greater modal share for public transport."*...

5 years later in 2009 it decided to grow the numbers of car journeys instead, by permitting itself extensions of park and rides and a new fourth facility East of Bath...

A further 5 years later, in its 2014 Transport Strategy for Bath, Council re-stated its 2004 aims in identifying the need for its planned Enterprise Area to: *"...focus initially on office and related development at the eastern end of the site and have limited car parking. Subsequent housing development should also focus on accessibility by non-car modes."*...

A year later in 2015, in stark contrast to that mixed-use development vision, increasing car journeys were again proposed with: *"The Enterprise Area development is necessary to ensure future employment growth, new jobs and housing. Therefore, an additional Park & Ride to the east of Bath is essential."*

These short extracts are from an extensive history that records conflicts between claims of intent to establish sustainable strategies but in which there is clear evidence of intentional duplicity in carrying out transport theories and practices, policies and actions.

For example: *"Georgian architecture achieves its effect not through individual buildings alone, but by combining...with an intensive Green Infrastructure (GI) setting... The WHS designation makes it a top priority to protect and enhance this in terms not just of the immediate settings of listed buildings but in terms of long-range views within, into and out of the WHS.*

...There is an opportunity here to make the point that the benefits from GI can be harmed not only by development on green areas, but by excessive traffic which impairs the enjoyment of them, and that it is therefore important that development not only avoids greenfield land, but is carried out in ways which will not lead to a demand for highway improvements which themselves will inhibit the benefits to be obtained from the GI."

These words written in May 2012, as part of B&NES Council's own emerging Green Infrastructure and WHS policies, were not from opponents of Eastern park and ride but one of its most vocal supporting and lobbying organisations the Federation of Bath Residents Association.

As an expression of policy based on the dubious advice of a clique of Council officers your leader said of a 4th park and ride: *"This project has been discussed and debated for nearly thirty years."*

So not because of but despite history and an overwhelming weight of evidence against it over those 30 years, we were led into more bogus debate while those decades, of finding no proof of need for it, were inexplicably discounted.

This meeting therefore ignores both the majority "No" of public consultations and your Council's divisive attempts to subvert the clear democratic consensus.

You might want to carry on, trying to convince voters that modelling forecasts are evidence of need, as you did when faced with 71 qualified objections and 242 queries. Or downplay how in subsequent "scrutiny" your officers dishonestly presented one option as the work of Avon Wildlife Trust who had no knowledge of it whatsoever.

You might dismiss refusals to serve the public by not answering questions germane to proposals, providing evidence of the true nature of your openness and transparency claims. Or try to forget the repeated misleading in false claims of environmental benefits. Or deny that a 2016 meeting between a senior officer and media professional, discussing the possibilities of countering factual objections by creating a 'Post Truth' web site, ever took place.

You may even carry on as deniers of adverse impacts of and demand for park and ride usage, or the implications of October 2015 "Frequently Asked Questions" which contained at least 15 separate falsehoods - not including the fact they were not frequently asked questions.

You might decide to ignore that without independently verified traffic studies, to prove need, no robust Business Case citing benefits to outweigh harms can be made. Or choose to overlook how your officers are now resorting to gross misleading on mitigation and misrepresenting the initial findings of the Planning Inspector.

You have arrived at this meeting despite the truths of these examples, maybe in irresponsible hope that ensuing challenges might be restricted to, or managed as, simple planning matters.

I recommend you do not delegate any decision to officers responsible for what is stated here and only apply the viable alternatives to park and ride, to avoid another 30 years of damaging, adversarial, extremely expensive, unnecessary work.

P. Johnston
High St., Batheaston

Christine Boyd statement to Cabinet 25th January 2017

- This report is at pains to argue that there is a policy background for an east park and ride. But in fact none of the policy documents cited here approve a P&R to the east or have an action to build one.
- The last definitive decision made on an east park and ride was in July 2011 when council voted to scrap the P&R on site F. The Resolution passed at that time required officers to:

work on alternatives to Bathampton Meadows P&R, possibly involving rail, as part of our future Transport Strategy

- That resolution has never been overturned, and there has been complete failure to look seriously at alternatives. (I have laid it around for you to consider)
- In 2014 the council set a 5.2m budget on the basis of that Resolution and restated that it should be used for alternatives to P&R on Bathampton meadows. The budget the report said;

*this item is in accordance with **the Council resolution** on the Bath Transport Package which agreed officers work on alternatives to Bathampton Meadows park and ride, involving rail, as part of our future Transport Strategy.*

- But today 1.1m of that budget has been spent on a P&R on Bathampton Meadows, in direct contravention of Council's Resolution.
- And now officers tell you that your preferred site is probably unachievable and is totally unaffordable at 17.5m and requiring a 102k subsidy.
- Don't you think its time to ask some searching questions of your officers, how could they have brought you to this place?
- To make a legally sound decision you must consider all relevant factors, by asking the right questions and taking reasonable steps to become acquainted with relevant information.
- But I have never seen you do this. In fact you willfully close your eyes and ears to relevant information and rely instead on irrelevant and unsubstantiated statements. The officers are all here – ask questions now!
- The problem is that officers don't want you anywhere near this decision; you are being treated like children, not as leaders.
- Accept this recommendation as it stands and you won't in fact be making a decision. You will be handing it to the very people who have got you into this mess.
- Accept this recommendation and we will all know that you don't have the stomach to choose site F yourself and, when this unworkable proposal is ditched, that you want to look Fobra in the eye and say it was not your decision.
- But that just won't wash. The people elect you to ask the questions on our behalf and to make sound, legal and rational decisions.
- Do the right thing, throw this out now without wasting any more time or money

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LOSS MAKING BUSINESS PLAN – SITE F

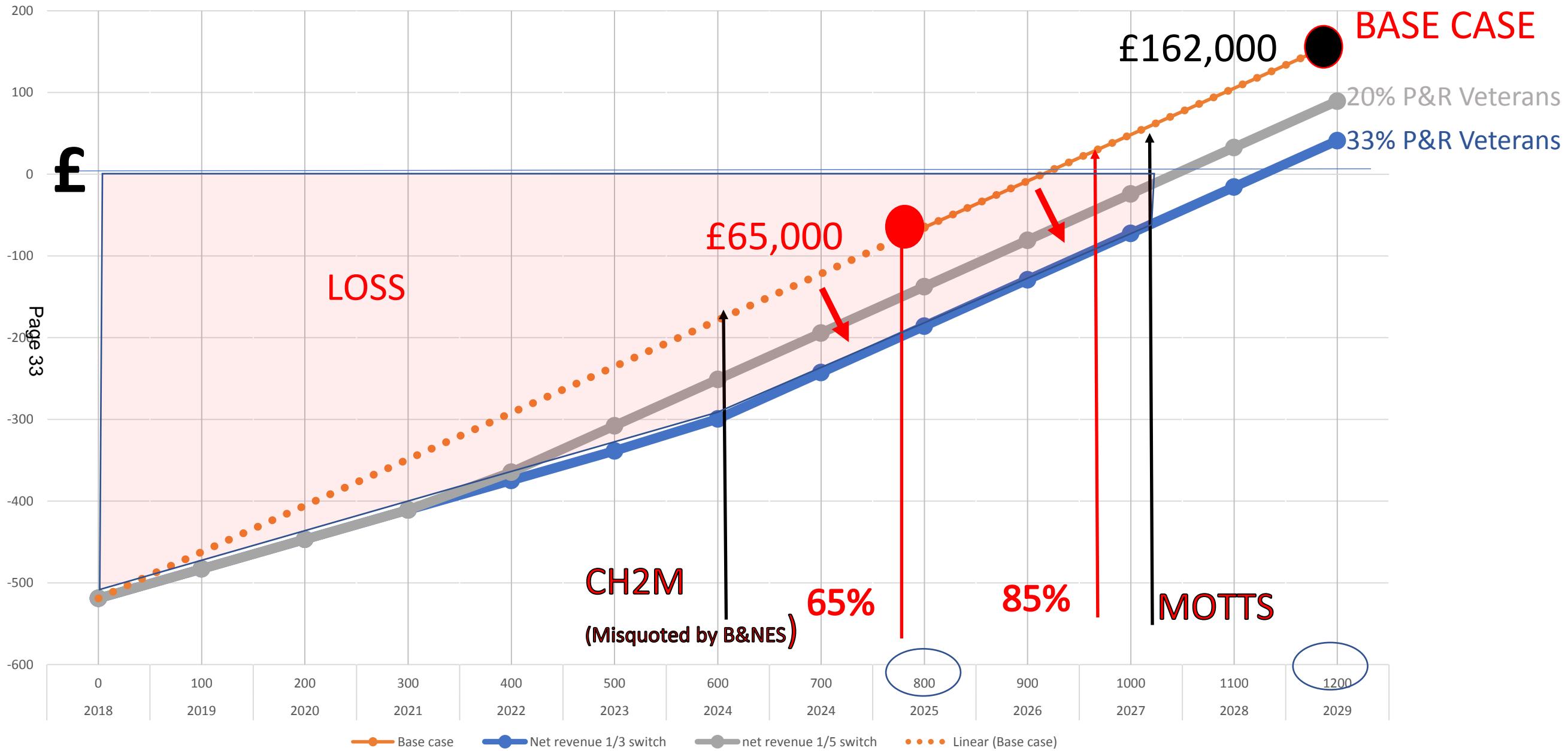
SUMMARY

1. B has been excluded because 1200 Spaces have been dismissed (Not sufficient benefit) and 800 spaces will always make losses. Its just a case of how much (see next slide)
2. If you accept the fact that there will be people leaving existing Park and Rides to use F, then you will never make a profit. Total loss just to find out **£2.6 Million!**
3. If you take the 65% average fill at existing Park and Ride sites as your benchmark (no behavior change) excluding P&R Veterans you will lose £2 million plus.
4. IF CH2M are right you will lose £200k per year or up to £300k per year. **£3.5Million!!!!**
5. If Motts are right and you need 977 and if you develop the entire EZ (and beat the maximum possible average!).....you will still lose money

Finally.....If The South Quays problem is reflected in the rest of the EZ then you will have unimaginable losses!.....and will basically show you should not have built F in the first place.

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LOSS MAKING BUSINESS PLAN –SITE F



Spaces Used By Year

LOSS MAKING BUSINESS PLAN –SITE F

		56.75	Net revenue loss impact		Net revenue]	Net revenue
			all at 1/3	all at 1/5	at 1/3	at 1/5
2018	0	-519	0	0	-519	-519
2019	100	-462.25	21	21	-483	-483
2020	200	-405.5	41	41	-447	-447
2021	300	-348.75	62	62	-411	-411
2022	400	-292	83	73	-375	-365
2023	500	-235.25	103	73	-339	-308
2024	600	-178.5	121	73	-299	-251
2024	700	-121.75	121	73	-243	-194
2025	800	-65	121	73	-186	-138
2026	900	-8.25	121	73	-129	-81
2027	1000	48.5	121	73	-72	-24
2028	1100	105.25	121	73	-16	33
2029	1200	162	121	73	41	89
TOTAL Losses pre breakeven		-2636.25			-3518	-3220
	hill	600	Shortfall by 2029			
	Motts	977	Demand by 2029			
Highest Ever utilisation	85%	1020				
Site F	£ per car when full	135				
# others	£ per car revenue	342				
Average Cars using existing sites		1756				
Potential Cars that switch to new MAX=		585(1/3 switch)				Note 1 - If you accept there will be movement from the existing Park and Rides, you will always make losses
Cars lost existing sites due to new site		3511/5 switch				Note 2 - You will need to risk losing up to 300k per year if it was only 50% full.
Note 3 - If in your wildest dreams you filled the site by 2029 you would never recover the losses that you had made						

Statement to B&NES Cabinet on East of Bath Park and Ride, 25 January 2017

[I am Caroline Kay, Chief Executive, Bath Preservation Trust, a charity whose remit covers both the City of Bath and the green countryside around it].

Others will speak convincingly about unproven need and environmental harm - points BPT agrees with. Instead I will tell you a cautionary tale from history.

In 1934, the then Bath Corporation promoted the 'Bath Bill', proposing various radical alterations to the City. A letter to the Times drew attention to the way the Bill had been passed by the Corporation through reading a summary of information, rather the details of the proposal. A national scandal ensued, the Bath Bill fell, and the Bath Preservation Trust was born.

You risk falling into your predecessors' trap with the report before you. It is misleading, and incomplete and inaccurate. I will give you just some examples of each.

First, misleading. Paragraph 8.1 says that the Inspector of the Placemaking Plan accepted that a need was established. The Inspectorate has since confirmed that (I quote) '**this is the Council's interpretation**'. What the Inspector did accept was that convincing **proof of need** would be required for any planning application.

It is also misleading to suggest that mature deciduous trees can screen the development, given light spill, all-round views from high points and the winter setting.

Secondly, incomplete. Amazingly, in the list of adopted policies, your own World Heritage Site Setting SPD is not mentioned. Also, there is no reference to the adopted 2009 UNESCO mission report. That report recommended that

- *the State Party (ie UK government) act on the reinforced protection of the surrounding landscape to prevent any future developments which could have adverse and cumulative impact on the Outstanding Universal Value of the property.*

In its response to UNESCO, the Government agreed that the green countryside was an essential part of the OUV, that key views were defined from the ridgelines around the City, and that the protection of this countryside - which includes sites B&F- from harmful development was a responsibility of the planning process.

Thirdly, inaccurate. The map in Appendix 1 shows sites B&F outside a red line described as the boundary of the World Heritage Site setting. In fact, the red line is the boundary of the World Heritage Site itself. Map 2 in the WHS Setting SPD shows the indicative boundary of the SETTING - and sites B & F are well within it.

There is a positive end to the Bath Bill story. In 1937, the Bath Corporation Act was passed, which is now quoted as a visionary and trend-setting piece of legislation establishing the principle of identifying heritage assets which should be protected, 10 years before the introduction of the national listing system.

The solution you have here is not, as B&NES' tagline has it, 'beautifully inventive'. It is unbeautiful, ill-founded and retrograde, looking at a 1970s solution to a 21st century problem. It potentially risks referral to UNESCO, following hard on the heels of the possible referral of B&NES's South Quays development.

So my question to you is, do you want to base your decision on a flawed, incomplete report which promises much but will not actually deliver? Or do you want to learn from history, be innovative, and think again?

Caroline Kay
ckay@bptrust.org.uk

 @bathprestrust

Personal mobile 07947 027 308

The Future – 25 Jan 2017 Cabinet Meeting – Sian James

You started by selling P&R to Bath as removing congestion & pollution now – which we need NOW. Ben's corridor of death is not a joke – and you need to sort it now - not at some undefined point in the FUTURE.

You finally admit that P&R will NOT reduce pollution – so now you drop that banner and instead its 'all about the future'.

The future – which you have been so poor at predicting in the past. When you modelled the P&R expansion at Odd Down – you got that wrong. Built the expansion – but numbers didn't increase. What's different this time?

I've always been taught that the only thing guaranteed about a forecast is that it is guaranteed to be WRONG!

You are building forecasts with zero EVIDENCE to base them on, and ignoring future changes that are staring us in the face.

The world is changing at an ever increasing pace – 2029 (*and your 100 cars from the morning rush hour*) is 13 years away – just think of the changes that have happened in the last 13 years – they are mindboggling – and the changes in the next decade will be equally so I'm sure.

13 years ago there was no facebook, twitter, smartphones, electric cars – it was a completely different world in the way that we work, we interact, we shop.

What are going to be the next big changes?

- The car manufacturers think it will be in the way we drive: Electric cars, driverless cars – other cities are testing them NOW – what is BANES doing? You appear to be ignoring the future – assuming that life will carry on – as it did in the 1980's and..... building car parks.
- Climate Change means that exceptional floods will be more common. The Environment Agency is predicting that the number of Bath homes at risk of flooding will quadruple with Climate Change – we should be protecting our floodplains not damaging them.
- Buses - funding changes and franchising – Ben Howlett says that the Bus Bill will have huge impact on bus prices and therefore services. You will be killing the bus services from West Wilts to Bath before they have a chance to benefit.
- Retail – its already changing – its going online.
- Hospitals – centralising or decentralising? GP's & pharmacists, less trips to hospital? Change!

- New jobs in the EA – what will they be? where will they be? Jobs are being automated, jobs are not 9 to 5, remote working is accepted. Change!

You do not need an East P&R now (or in the future), you have no evidence that anyone will use it, you do not understand why people are in their cars – and by the time that you will have built it – the world will have changed again – and it won't be returned to fields will it.....

'VHS tapes in the age of Netflix' indeed.

Read the brilliant blog by Jim Morrison. He discusses the future in a much better way than I can ever do in 3 minutes.

Chair, members of the committee. Thank you for allowing me to speak to you this evening.

My successful farming and holiday business is under threat. After changes in agriculture, Brexit and the abolition of the Common Agricultural Policy we have been encouraged to diversify. We have done what has been asked of us and many people come to stay in our holiday cottages spending tens of thousands of pounds in the local economy every year.

A Park and Ride is completely incompatible with our holiday business. People do not want to go on holiday to a park and ride!

I have been denied any meeting with the council's agents to raise my many concerns about the car park's landscaping, noise, pollution, crime and other issues which would blight my business and destroy my livelihood.

The only thing we are met with is a wall of silence from council officers. Is it right that the future of my family farming business, involving generations of toil and investment, should be discussed here publicly tonight?

This park and ride won't, as our MP says, "Stop Bath stalling". If you vote "yes" tonight, by the council's own admission, you are voting for the same crawling traffic, congestion and pollution.

As the leader of the council rightly said to ITV news, "We need to take care of tomorrow and future proof". But what future is this? A future where the connection between city and countryside is lost? A future where car parking is valued more than food production? This is a strange use of the phrase 'future proofing'

The council talks about planning for the future yet this plan is backward looking – it's way back in the 1980s when park and rides were a fashionable solution to traffic problems.

At midday today, for example, there were over 2,000 spaces available in Bath's park and rides. They aren't the answer.

When personal car ownership is about to nosedive, Bath needs to embrace exciting developments of the future that can truly help a city to flourish.

I therefore urge you to reject these proposals and instruct council officers to find solutions to Bath's traffic issues that do not involve concreting over the countryside.

Thank you for your time

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Judy Bailey Speech to Cabinet 25.1.17

Good evening Councillors

I am talking about the mitigation proposed for the environmental and economic disaster you are deciding to build on the Bathampton Meadows, in the face of considerable public opposition.

This is from the council's 'The East of Bath Park and Ride Background Information' document.

'The Council takes the issue of visual impact very seriously.' (it reads) *'As such, every effort will be made as part of any planning application to mitigate, as far is as reasonable to do so, the visual impact of the site which is finally selected.'*

In an attempt to assuage residents concerns so-say 'reassuring' photo-shopped mock-ups of the new park and ride have been circulated on the council's Twitter feed and in the Bath Chronicle, from this document. The views are shown from Little Solsbury, Bathampton Down and... Fairfield Park.....??? Where are the images from Batheaston, Bathampton and Bathford?

In what seems to be refreshing honesty, the brand new car park is shown with the cars and tarmac clearly visible. This in contrast with 15 years time in which undoubtedly there has been some kind of apocalypse and nature has reclaimed the site to such an extent that there is a forest of sequoia trees thriving in a tropical microclimate.

I see from the plans that site F's smaller car park/ forest is in fact a 25 foot strip of green nearest to Batheaston on the plan. Along with all 800 cars, it has cycle storage, a cycle path, it has 4 electric vehicle charging points. Verily, it would appear to be a triumph for sustainability.

Site B's (800 space) plans are designed with a strip of green around and between the car-parking spaces. Again, very hard to see how this will result in the promised paradise in the visuals.

But! The plan for site F (1200) spaces has none of these features. There is no miraculous forest planned for this option, no matter what the council's incredible images would lead us to believe. They haven't attempted to publish the visual impact of this one in 15 years time.

Guess which one I suspect we are about to get. Here's a clue... it's the much larger one without the tree planting.

But in any case...not to worry!

(We are told) the remainder of Site F offers the potential for significant landscape and biodiversity mitigation; the local community could be involved in developing a new riverside country park.'

Again, we are being asked to believe that nature will be even better with the car park. We know you are planning a link road and a freight consolidation centre. So don't pretend that this is one happy clappy scheme for hedgehog housing with excited children pond dipping for newts.

I want to highlight the noise pollution and increased air pollution in the valley; light pollution by night, sun shining off the cars in the day. And what about the winter when the leaves fall off the trees? These have not been addressed by the council, the reason being that there is no mitigation for these.

I can assure you that when the boundaries change to include the villages to the east of Bath, it will be remembered which political party borrowed and wasted public money (what are we up to now? 21 million pounds?) at the same time as cutting vital public services, and that local councillors should be aware that we are looking very closely at which way you vote....



East of Bath Park and Ride

National Trust statement to B&NES Cabinet – 25 Jan 2017

Tom Boden, General Manager, Bath Portfolio, National Trust

The National Trust owns and looks after Solsbury Hill, a scheduled monument and popular viewpoint which overlooks the city and the Avon Valley. The Hill lies within the Cotswolds Area of Outstanding Natural Beauty, and overlooks Bathampton Meadows, which are part of the setting of the AONB, and part of the green setting of the city itself. The Trust has a statutory duty under the National Trust Acts to promote the conservation of places of historic interest and natural beauty.

Whilst the Trust is aware of the impact of traffic and pollution within the city itself, we are concerned that a large scale park and ride development on Bathampton Meadows would cause significant harm to the green setting of the city.

Whether for 800 or 1200 cars, it is clear that this scale of development would scar the landscape for many years into the future, and would mar the wonderful views experienced from Solsbury Hill.

Whilst we note from visualisations featured in the local press, that the Council is considering mitigation in the form of tree planting, that would mature and help screen the development and the parked cars in some 15 years' time, it should be noted that the trees would lose their leaves in winter months, reducing the effect of such mitigation. In addition, consideration should also be given to the additional light pollution caused by a large P&R development, and the effect of cutting through the existing screening on the north side of the A4 to create a new junction.

We are also concerned that the Council is considering taking a decision on its preferred option before the final version of the Placemaking Plan, and its policy ST6 relating to park and ride, is available. We note that the excerpts from the Placemaking Plan in para's 4.16 and 4.17 of your report are from the earlier Submission version, and do not reflect the modifications that the Council is currently consulting on, which change the wording of key parts of the policy.

Finally, we note the complex nature of the recommendation within the report, which favours two sites as the 'least damaging' options, notwithstanding the significant damage that may be caused if either of those sites was developed.

We would therefore advocate that the selection of a preferred site for an additional park and ride site is deferred, so that councillors and officers can better understand the environmental impacts of developing a site on Bathampton Meadows, including whether mitigation would have any success in reducing the landscape and visual impacts.

We also remain concerned about the sustainability and the effectiveness of a solution that would attract cars to the edge of the city, but might not actually reduce congestion and pollution within the city.

Overall, we would stress the significant impacts on the green setting of the city that are likely to result from choosing either site B or site F, and urge the Council to give as much weight to the green setting of the city as to the city itself when coming to its decision.

B&NES CABINET 25 January 2017 – Federation of Bath Resident's Associations

Good evening. I am speaking on behalf of FOBRA, the Federation of Bath Residents' Associations, which brings together 27 residents' associations across the city representing some 4,500 residents of Bath.

FOBRA has consistently supported the creation of a Park and Ride to the east of Bath, and believes that this is an essential component of the Bath Transport Strategy. Traffic congestion and air pollution have always been our members' highest concern. Traffic congestion blights the city, and air pollution harms both people and the built heritage of Bath. Almost 15,000 cars a day pour into or out of the city centre from the east (at London Street, Walcot). This is far too many, and it keeps rising. We believe that a Park and Ride to the east of the city can help reduce traffic and pollution as part of an overall transport strategy.

It may be the case that the P&R by itself would have a fairly limited impact on traffic in the centre or the approaches. But that is looking at it back-to-front. All the top-level Council policies – the Core Strategy, the Placemaking Plan, the Transport Strategy and the Public Realm and Movement Strategy – envisage a city centre with greatly reduced traffic and less city centre parking. The point is that as parking in the city centre is restricted in accordance with these policies – which FOBRA strongly supports - an eastern P&R will be needed to provide access from the east. On top of that, the eastern P&R will be required to accommodate the increased demand arising from development of the Enterprise Area.

We recognise the concerns about the impact of a P&R on the local area, but this must be balanced against the very serious effects of present and projected future levels of traffic on the city and those who live and work here. Of course, we support reasonable and cost-effective measures to mitigate the impact of the P&R.

I hardly need remind you that the city is a World Heritage Site. Traffic must be reduced to protect this heritage and preserve it for future generations, and the P&R will play a key part.

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Statement from David Redgewell at Special Cabinet on 25th Jan 2017

SWTN, Railfuture and Bus Users UK wish to make the following points :-

- 1) we support site B because it allows us to put in a rail based platform in the future similar to Shirehampton Portway P & R and could be part of MetroWest Phase 3 to Corsham and Chippenham and Swindon.
- 2) The Park and Ride bus service to the City Centre could be supplemented by bus service to the RUH and the University to act as a transport hub.
- 3) There will be a need for through ticketing with Wessex, First Group (bus and rail), CTC and Abus Faresaver.
- 4) Buses from Chippenham, Colerne and Marshfield should operate through the Park and Ride similar to Oxford and Salisbury. The London Road requires bus lanes in both directions.
- 5) The Park and Ride will improve air quality in the City Centre, allow the development of Bath Quays including the demolition of Avon Street car park.
- 6) Traffic restrictions in Dorchester Street around the bus station subject to a study.
- 7) The site needs to be well landscape using tarmac and chippings and clear linkage to a platform in the future for a Bathampton MetroWest turnback platform.
- 8) The buses should be modern hybrid models with air conditioning, Wi-Fi, tables, UB charging points.

We hope this scheme will now go forward with the West of England Transport Board and the Metro Mayor.

David Redgewell South West Transport Network, TSSA and Director of Bus Users UK with support from John Hassall Railfuture Severnside

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**Statement to the Cabinet of Bath and North East Somerset Council.
From Ian Bell, Executive Director, Bath Chamber of Commerce and the
Initiative in B&NES.**

Subject: Eastern Park and Ride.

Date: 25.1.17

At the last election the ruling group was elected on a manifesto which pledged to create an Eastern Park and Ride. A district wide survey which followed showed a clear majority in favour of it. So you have more than enough democratic weight.

It seems to me that this has been a cliffhanger that's gone on longer than the mystery of who shot JR ? Frankly I didn't care who shot him, I was just relieved that someone did. To be honest I don't much mind which site you choose – just that you go for one of them.

By making that decision you will be putting an end to uncertainty and sending out a clear message to the world that Bath is very much open for business. You will be giving a boost to the local economy and helping to create more jobs for the young people coming out of our Universities, College and Schools.

You will be doing something to ease the transport problems which business people always mention when talking about the obstacles to economic growth in Bath. In effect you will be saying this is a “can do” sort of place.

In saying this I should say that I am not only speaking on behalf of the members of Bath Chamber of Commerce and the Initiative in B&NES but also the Business Improvement District. We all believe the new facility will enable people to travel into and out of Bath more easily to shop, work and visit.

Of course no one is claiming this additional Park and Ride will solve all our transport problems at a stroke. What I am saying is that it is one piece of the jigsaw. Over time I hope to see more pieces of that jigsaw, and an ever improving picture emerge, with perhaps further extensions to existing Park and Ride facilities, better public transport, there have even been suggestions about the introduction of trams.

All of this is to, as the Transport Commission put it, reduce the impact of vehicular traffic in the historic centre of the City. Surely that is an aspiration that everyone can sign up to. The question is how to achieve it ?

One way is to provide drivers with options. And a fourth park and ride will do that. Either site would be acceptable, though the one that's easier to deliver might just edge it. At the same time our members believe there is still scope for more underground parking provision in the city centre for those who either want to or need to use it.

This is not the end of the story, far from it. But it is a significant chapter. Let us complete it and move on to the next one.

Public Statement

Van DuBose
25 January 2017

Thank you, Chair.

I am Van DuBose and I live in Bath. The Cabinet will know that I serve as a member of the Bath Transport Commission and lead a civic initiative known as the *Bath Alliance for Transport and Public Realm*. I would like to make clear that my statement is in a private capacity and is not on behalf of either of those bodies.

Acute transport dysfunction has long prevented Bath from realising its potential as one of the 'great small cities'. The transport issues that I call **The Bath Problems** can be distilled to three:

1. Extreme congestion and unhealthy air pollution
2. Degraded public realm that restricts pedestrian movement and enjoyment of public spaces
3. Car-dependent mobility with limited scope for the alternatives of walking, cycling and public transport

Our existing transport policy framework is a good one. All of its components have been approved by the Council, it has been in place for years and it lays out a coherent set of policies that would address **The Bath Problems**. The transport project before you tonight is consistent with the policy framework and is one of several important initiatives that can work collectively over time to resolve **The Bath Problems**. I urge you to approve the Eastern Park & Ride as proposed.

So, let us all learn our lessons and move on. It is important to get this decision behind us to avoid further costly delays. It also allows the Cabinet and council officers to focus on developing and securing public approval of a broader, long term Bath Transport Plan, a plan to deliver specific initiatives in all the essential categories, which include:

- A comprehensive Parking plan (that includes the role of Park & Ride)
- A new Traffic Management plan
- The Public Realm And Movement Strategy
- A Walking and Cycling plan
- A plan for Public Transport, and
- A Commercial Vehicles plan

Let us all be aware that a small minority of us stakeholders will feel disadvantaged by almost every project within the Bath Transport Plan. But we all have a shared civic duty to support the overall plan if we are convinced that, as a package, it addresses **The Bath Problems**, because the Prize is great for the city and all its stakeholders. Let's go for the Big Prize.

Thank you very much.

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I have no words to express my disappointment today. I really thought that, after the findings of the scrutiny panel and with all the evidence produced by the incredibly motivated people of Bathavon North, that common sense would dictate that this project would never see the light of day. That the cabinet would acknowledge that it will not work, that is it so environmentally destructive of the green valley approaches to our World Heritage City that it would be beyond contemplation to pursue it. That the land would be given to residents to save it from any future development, to show this Council's commitment to the principles behind the idea of the greenbelt. Then I woke up.

So what is there left for me to say to you? I have been wracking my brains, for a new train of thought, for new ideas, for more clearly enunciated reasoning to show you the folly of this project.

The only thing I can truthfully say is that this is a terrible, terrible decision. You do have the power to take this council in whichever direction you lead it. If I were in your position I couldn't inflict something of this magnitude on a whole section of the community who are so vehemently opposed. IF a solid business case had been presented with indisputable facts, then there would be nowhere near this level of opposition and residents would have had no choice but to accept it for the good of the whole community.

But to come up with the same project as before and then present it with the same low level of justification– that is unforgiveable. To end up with senior officers having to come up with every trick in the book to FORCE it through - is wrong. What's worse is that up to £21 million of public funds is going to be wasted yet it will, as all the Council's reports agree, lead to hardly any impact on congestion and pollution levels. Don't the people of Bath deserve a scheme which will fully address their public health and transport concerns? Vague justification of it being required for the "future economic development of Bath" doesn't cut the mustard. Many residents feel strongly that future economic development is simply not worth it if projects as devastatingly harmful as this are the price we have to pay. We could lose our City's World heritage status and that is unthinkable.

I can't finish today without reiterating my key concerns:

As long as there are car parking spaces in central Bath people will drive in. You can build all the Park & Rides you like – but you can't make people use them!

Ask anyone and they will tell you that access to Bath in the school holidays is bliss. This project does not address that issue. Any Councillors in touch with the real world would tackle the school run as a priority. The HGV traffic also is not dealt with by the scheme and simply to say that a link road is coming in 10 – 20 years – well that won't help now.

What will happen when drivers park at the new Park & Ride, get on a bus and almost instantaneously hit congestion on the London Road? They might do that for a couple of days perhaps – but not long term. People will realise that Lansdown park and ride has none of these issues as the bus route is unimpeded and it's the most timely bus route in Bath (according to the MD of First Bus.)

A fully integrated transport policy for the 21st century is what is required for this City and this Tory Council has failed to produce it. Instead, purely for short term political reasons, it has come up with a rehashed version of an utterly discredited scheme that has huge drawbacks and nothing going for it.

You have said that you have no choice. I stand here now and say you have every choice. Please do not do this.

Thank you

Councillor Dine Romero – statement at the Special Cabinet meeting on 25th Jan 2017

Cabinet, you cannot be under any illusion as to the strength of feeling provoked by these proposals.

You have heard, time and again, that this park and ride plan is not wanted, that it won't work, and that it will damage the community and the environment.

You have heard from local people, from colleagues, from your own Group, and from experts.

I hope you have listened.

You have decided that now is the time to make a decision. This is your decision and your responsibility. The results cannot be blamed on officers, or the government, or the previous administration, or on sub regional policy processes.

Delegating the choice of two options to the strategic director of place is an attempt to distance yourselves from what is a truly bad decision and to deny accountability.

This is unfair to officers and to residents. Where is the transparency? How will residents find out what is going to happen – will they now need to wait for a press release or for a digger to turn up on their doorstep?

Neither site B nor site F is a good enough option.

You do not have to adopt the recommendations before you. If all the options are bad options then the work on alternatives must continue until a better solution is found.

Bath deserves better. And so does North East Somerset.

These current proposals would lead to a costly white elephant, if it ever even came to be built. You are going up against a community that is organised, resourceful and stubborn.

I do not believe this project is deliverable and in pursuing it, you continue to throw good money after bad. You will cost the council – the taxpayers – a huge sum of money. And for what?

Just to tick something off an ill-conceived manifesto?

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EAST OF BATH PARK AND RIDE - DECISION ON SITE SELECTION

I recognise the leadership role you all have in growing our economy, creating jobs and providing sufficient housing. I also understand the need to tackle congestion, reduce pollution and enhance the quality of our city environment both for residents and visitors alike.

What I can't agree with is exporting Bath's traffic woes to Bathampton, Batheaston and Bathford. Your site selection is the most damaging and destructive way forward. It's got to be a serious misjudgement to despoil our Greenbelt and the World heritage setting for Bath. If this goes ahead you'll spoil the charm and quality of life for many residents and the wider Bath community, who value the rural character right on the outskirts of our city.

Our meadows are under considerably more threat now than at any time in the past. We have proposals for car parking, a freight terminal an A46-36 link. How much of our green open space will all this infrastructure need? I see the location of this Park and Ride right in the middle of the meadows as the first step to terminal urbanisation and its quite right that my community should make a stand, otherwise something so precious us all will be lost forever.

On one fact I'll probably agree with you, I suspect this Park and Ride will be popular and busy, so popular that your initial 800 spaces will quickly be overwhelmed and you'll want to expand it to 1200 or perhaps 1400 space with consequential impact on air quality, on noise and especially light pollution, which will inevitable diminish the enjoyment of our meadows for many.

It's a mistake that you think these sites can be hidden away amongst trees and shrubbery. Many properties were built elevated on the slopes to take advantage of the wonderful view and you will destroy that forever with the site selection you are about to make. It's absolutely inconsistent that my local residents in the same location have their planning applications so

often refused on the ground of "damaging the openness of the greenbelt" but in the case for a 1200 space car park it's all fine and dandy!

I hope you see tonight that you have a chance to pull back from this detrimental and damaging step. I hope you recognise it's in your gift tonight to ask Officers to look again at solving our increasing traffic challenge. You could ask them to think a bit more "outside of the box", support local buses, perhaps smaller parking areas and maximise the excess capacity in the other park and rides. You have an opportunity now to demonstrate you are the true custodians of the greenbelt, our world heritage setting and the quality of life for my residents and the wider Bath community.

I call on you to reject the Officer report and recommendations, you have no choice in front of you, only "Hobson's choice". Thank you!

Councillor Neil Butters – statement at the Special Cabinet on 25th Jan 2017

As the Liberal Democrats Transport spokesman I would like to offer a way forward that does not involve building on the Meadows. The nature of the problem has changed over the last few years and we need to look at it with fresh eyes.

Two immediate new positives are: first the current drive to upgrade the A350 through the western outskirts of Chippenham, including improving Junction 17 on the motorway and a bypass for Westbury. I know Cllr Tony Clarke has been avidly pursuing this and I thank him for it. That should take some of the north-south traffic away.

But also, a new Junction 18A is to be built – which will take some of the east-west traffic away. That too is good news.

We can make a further dent in the traffic coming down the A46 by greatly improving the signage to Lansdown Park & Ride – with repeater signs leading up to the roundabout at Cold Ashton, and perhaps providing a further roundabout at Tog Hill.

However, my main suggestion comes in the wake of Bristol City's recent announcement for a major rail inquiry – officially known as the 'Bristol Rail Enhancements Feasibility Study' – to examine the potential for extending MetroWest; as far as we are concerned currently due to run from Bath Spa station empty to, and terminate in, the freight loop at Bathampton.

Up until very recently, the main problem with expanding rail provision has been an acute shortage of rolling stock. With the Crossrail project and GWR electrification however that is set to change radically.

Large numbers of Turbo diesel multiple units for example will become available from the Thames Valley.

We need to be looking seriously at reopening not only Corsham station but perhaps also one of the former stations at Box, and running MetroWest on at least to Chippenham – where there is an unused main platform; but probably further to Oxford.

On the Trowbridge line, there should be longer, faster trains – some perhaps running non-stop to Westbury, on to Frome – and indeed Radstock via the new, private North Somerset Railway.

In short, rail travel could easily become a great deal more attractive locally, and in a fairly short space of time. We need to seize the opportunities in front of us.

I am therefore calling for a moratorium on the East of Bath Park & Ride issue until such time as a thorough rail inquiry is held within Bath & North East Somerset and neighbouring areas – to run concurrently with the inquiry in Bristol.

It could be concluded by the end of the year and we could move on from there.

A final thought: just two of the new 10-car InterCity trains will hold some 1,400 passengers. About the same capacity, you will note, as the whole of the envisaged Meadows Park & Ride. [END]

