

Bath and North East Somerset Council

**Communities Transport and Environment Policy
Development & Scrutiny Panel**

**Scrutiny Inquiry Day to examine a range of integrated
transport solutions to the East of Bath**

Review Panel Members

Cllr John Bull (Chair)

Cllr Brian Simmons

Cllr Bob Goodman

Cllr Pete Turner

Cllr Alan Hale

Cllr Neil Butters

Cllr Jonathan Carr (Substitute Cllr Lin Patterson)

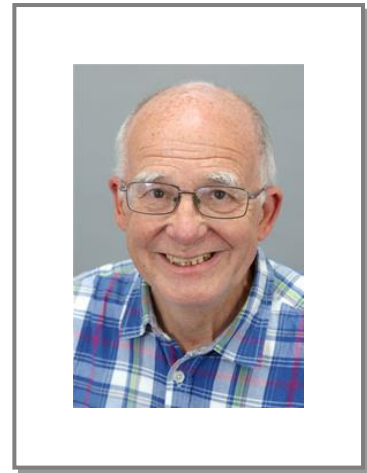
Cllr Dine Romero

Cllr Michael Norton

Cllr Les Kew

Foreword

The Communities Transport and Environment Panel undertook a scrutiny inquiry day on the 22nd of March 2016. This was an opportunity for the public alongside key partners, and professionals to consider existing information and work collaboratively in identifying alternative wider integrated transport solutions for the east of Bath area.



The day involved a variety of guest speakers which provided the panel with an opportunity to understand what work has already been achieved both within Bath and North East Somerset and around the country. A workshop session was held during the afternoon where we heard from members of the public about their ideas and thoughts on integrated transport solutions and possible models for the East of Bath. Further public speaking slots and submitted statements and questions also highlighted further key issues and concerns from the local community.

The collective findings from the scrutiny day have informed this report which sets out to provide you with the background to the day and the panels key findings and recommendations for consideration by the Cabinet.

Yours sincerely

Chair, Cllr John Bull

(Chair of the Communities, Transport & Environment PDS Panel, B&NES)

Contents

Introduction	5
Background to day	5
Purpose & Objectives	5
Methodology	5
Panel Findings	9
Panel Recommendations	11
Next steps	12
Appendices	13

Introduction

Background to day¹

The Council at its meeting on the 12th November 2015 received a report which outlined the issues raised to date through the consultation process and the wider issues surrounding proposals for a Park and Ride facility to the east of Bath.

At this meeting it was resolved to:-

1. *'call for the Communities, Transport and Environment Policy Development & Scrutiny Panel to undertake an open and transparent public scrutiny, examining a wide range of integrated transport solutions for the East of Bath.'*
2. In addition to the above the Council also resolved that the Local Development Framework Steering Group meets to consider:
 - the public responses received during the consultation;
 - an analysis of the anticipated transport and environmental consequences linked to the proposal;
 - approximate construction costs; and
 - potential visual impact

Purpose and Objectives

The PDS Panel for Communities, Transport & Environment is the lead Panel and was nominated to undertake the scrutiny Inquiry day (SID) (*open invite to all other PDS Panels*).

Methodology

What we did

¹ Appendix 1 – Terms of Reference for SID

- A working group was set up to help facilitate the planning and development of a scrutiny inquiry day which included the Chair of the Panel, Scrutiny Officer and support from senior service officers within the Council.
- On the 22nd of March the CTE Panel held a scrutiny inquiry day which ran from 10:00 until 19:00 hrs.
- A room was also used on the same day to display key briefing material and was also an opportunity for the community share their views and speak to officers.

Who did we hear from:-

1. A range of speakers:²-

- **Sir Peter Hendy (CBE) - Transport Commissioner** – Video Link
- **Peter Dawson– Group Manager, Planning Policy & Transport development (B&NES)**, who set the policy context , included within this report was an update on air quality from Rob Spalding
- **Andrew Lea, Fiona Meldrum, Christine Boyd -Bathampton Community Alliance representatives who** talked about the Park and Ride usage in Bath & traffic emissions to the east of Bath
- **James Freeman -Managing Director (First Bus) provided his perspective**
- **John Usher -Programme Manager, Bristol & West of England (Sustrans)**
- **Chris Carter - Transport Service Strategy Manager (Nottingham Integrated Transport Approach)** who provided a best practice example
- **Nick Richardson – Technical Director (Mott MacDonald)** who provided an overview of the consultation and forecast modelling for the East of Bath
- **James White - Transport & Rail Co-ordinator, Metro West (West of England LEP)**
- **Patrick Rotheram - Transport Lead (Federation of Bath Residents Association)** providing a perspective from one section of the community
- **George Riley- Chairman of the Batheaston Parish Council**
- **Caroline Kay – Chief Executive (Bath Preservation Trust)**
- **Professor Graham Parkhurst - Director, Centre for Transport and Society (University of the West of England, Bristol)**

² Appendix 2- Webcast and copies of presentation slides available on line

2. We had approximately 154 attendees on the day, this included:-

Elected representatives and officers from:

- B&NES Councillors and officers
- Wiltshire Councillor
- Bathford Parish Council
- Whitchurch Parish Council
- Bathampton Parish Council
- Batheaston Parish Council
- Nottingham City Council
- Monkton Combe Parish Council
- Claverton Parish Council

Transport sector:

- First West of England
- Mott MacDonald
- Sustrans
- West of England LEP
- UWE, Bristol

Local community transport campaign and groups:

- Corsham Transport Group
- Bath Cycling Club
- Corsham Station Campaign
- Cycle Bath
- Bath Cycle Club
- B&NES Cycle Forum
- Railfuture Severnside

Local built environment, residents and environmental groups:

- Bath Preservation Trust
- Bathmeadows Alliance
- Transition Bath

- Transition Larkhall
- National Trust
- Campaign for clean air
- Federation of Bath Residents Associations (FoBRA)
- Circus Area Residents Association (CARA)

Local business groups:

- Bath Chamber of Commerce and the Initiative in B&NES

Local people:

- Residents
- Batheaston Primary School
- Bath Spa University
- Bath and North East Somerset Liberal Democrats

3. We undertook a facilitated workshop session

Discussed two key questions:-

Q1. What do you consider an integrated transport solution is?

Q2. Consider & prioritise your top two alternative integrated solutions for the East of Bath

4. Opportunity for the community to speak during a dedicated speaking slot

On the day 17 speakers from a wide range of the community shared their thoughts and ideas to the Panel.

Panel Findings

THE PANEL NOTES:

1. The need for an integrated transport policy rather than a 'one solution' approach.
2. The considerable volume of objections by the local community to the three sites for a potential East of Bath P&R consulted on last autumn.
3. The status of the Bathampton Meadows sites in terms of landscape and recreational value, overlooked by an area of outstanding natural beauty (AONB) and in the Green Belt.
4. That an East of Bath P&R is included in the adopted Core Strategy and Bath Transport Strategy based on a projection of what our transport needs will be in the future. There were strong feeling expressed for and against the concept of a P&R as well as proposals to locate one in the meadows.
5. The case made at the SID by the Bathampton Meadows Alliance and others against the value of P&R as a means of solving the East of Bath traffic problem, as suggested by the following:-
 - Excess capacity at existing P&R sites except on a few specific occasions
 - The comparatively low usage of the existing P&R sites by those travelling to work (25% occupancy before 10 a.m.)
 - Consequently the prediction by Mott McDonald that the effect of an Eastern P&R would only be to reduce congestion on the A4 by 5% in the morning and 10% in the evening peak periods.
 - The likelihood that the existence of an Eastern P&R would encourage local vehicle movements by residents who might have formerly used service buses.
6. There were arguments from the Transport Commissioner Sir Peter Hendy and from the Federation of Bath Residents association in support of a P&R illustrated by:
 - its need to be delivered in the near future in order to relieve traffic pressure on the London Road

- To meet the future needs of the economic developments in Bath.
- The likely demand for and use of a P&R in the future was also evidenced
- Recognition of the need to tackle existing traffic and air quality issues.

7. The Panel acknowledges the potential to increase the capacity of the Lansdown Park and Ride in view of its proximity to the A46.
8. The significant concerns from local residents regarding the potential impact on Air Quality as a consequence of any P&R on the London Road West and Batheaston High Street and the consequent need to evaluate the validity of these concerns.
9. The need for the Council to develop a strategy to remove HGVs and other through traffic from the London Road
10. The importance of improvements to alternative transport modes such as cycling and walking.
11. The potential value of a 'link road' from the A46 and A36, while recognising the damage effect such a road might have on the environment and on local traffic.
12. The current negotiations surrounding the A350 and its potential for diverting HGV traffic from Bath.

Panel Recommendations

- 1. To support moves to increase the use of the Lansdown P&R together with site or sites smaller than the original 1600 capacity discussed, to the east of Bath. This should provide sufficient spaces for current and future need recognising the concerns of the population around the Meadows proposals. The potential use of rail and river should be considered as well as the advantages of low emission buses serving the Park and Rides.**
- 2. To improve publicity and signage for the Lansdown site and the opening of discussions with South Gloucestershire Council on improvements to the access for this site so as to meet the needs of visitors approaching Bath from the A46.**
- 3. To investigate the Nottingham City integrated transport strategy and in particular its Work Place Parking Levy scheme with the aim of raising revenue that might be used for e.g. subsidising bus travel during periods of congestion, including travel by school students.**
- 4. To investigate a possible link road between the A46 and A36 while recognising the environmental impact and limitations, which might be solved by carrying the road in a tunnel.**
- 5. To encourage the incorporation into the Travel Plans of the RUH and other health facilities of measures to improve the access from the East of Bath.**
- 6. The panel request early sight of the conclusions of the LDF Steering Group review of possible P&R sites.**

Next Steps

This report will be presented at the Cabinet meeting on the 4th May 2016, they will then have 8 weeks to consider and respond to these recommendations. The individual decision and rationale will then be presented back to the Community Transport & Environment PDS Panel at its next available meeting.

Appendices

1. Full Terms of Reference

2. Presentation slides & supporting statements:

<https://democracy.bathnes.gov.uk/ieListDocuments.aspx?CId=576&MId=4832&Ver=4>

Appendix 1

Terms of Reference

Scrutiny Inquiry Day (SID) to examine a range of integrated transport options for the East of Bath.

Date: 22nd March 2016

Time: 10:00 - 16:30

Venue: (Banqueting Room)

Background

Cabinet decision making

- The Cabinet, at its meeting on 8th July, agreed to undertake a public consultation on the options to identify a preferred location for a new Park & Ride east of Bath. This report outlined the issues raised to date through the consultation process and the wider issues surrounding proposals for a Park and Ride facility to the east of Bath. (Extract from Cabinet minutes)

Council decision making

- The Council at its meeting on the 12th November 2015. Received a report which outlined the issues raised to date through the consultation process and the wider issues surrounding proposals for a Park and Ride facility to the east of Bath. At this meeting it was resolved to:-
 3. *'call for the Communities, Transport and Environment Policy Development & Scrutiny Panel to undertake an open and transparent public scrutiny, examining a wide range of integrated transport solutions for the East of Bath.'*
 4. In addition to the above the Council also resolved that the Local Development Framework Steering Group meets to consider:
 - the public responses received during the consultation;
 - an analysis of the anticipated transport and environmental consequences linked to the proposal;
 - approximate construction costs; and
 - potential visual impact
- The PDS Panel for Communities, Transport & Environment are the lead Panel who have been nominated to undertake a scrutiny Inquiry day (*open invite to all other PDS Panels*).

(Extract from Council minutes)

Purpose of a public scrutiny inquiry

The purpose of this CTE Panel inquiry day is to 'scrutinise' East of Bath transport options.

This will include:

- The day will focus on understanding the historical context to the transport Policy for Bath transport East of Bath.
- It will also be an opportunity for Members of the CTE Panel and key partners to have an understanding of the transport strategy for Bath and the analysis undertaken on Bath Park & Ride's.
- Consider all key information gathered from the members briefing session which will include the findings from the Local Development Framework report and other key reports
- Listen to best practice transport options from around the country and consider the advantages and disadvantages of different transport solutions
- Collectively develop a range of integrated transport options and which can be presented to the Cabinet for consideration.

Ultimately the purpose of the scrutiny inquiry day is to examine the evidence from key information gathering, and alongside key partners, professionals, and the community collectively consider and formulate a wide range of integrated transport solutions, prior to a final report being presented to Cabinet.

The day will not only be reviewing whether we should be having a Park & Ride to the east of Bath. The focus will also be on wider integrated transport solutions for this area.

Plan for the day

Scrutiny Inquiry day (purpose as above) all day event

Draft plan: The day will be in two parts:

Part one

- The first part will be context setting (i.e. key report findings, best practice examples – integrated Transport Solutions, LDF findings etc.)

Part two

- There are a range of options as to how we run part two; this will largely depend on attendance numbers. This may include representation from community groups, work shop sessions, questions to a panel or flip chart exercises.

Standard practice in terms of public questions:

1. Members of the public, may have the opportunity to submit any statements in advance of the meeting (with written submissions at least 5 days before the event to try to avoid duplication and to ensure that everyone has the opportunity to engage in the event). It is envisaged these statements will be supplied as part of the briefing pack / papers on the SID day.

Considerations

We will need to manage the level of interest and time, consideration may be given to requesting a maximum of 2 representatives from each of the key community campaign groups, who will be able to sit on each table during the facilitated workshop session.

The number of attendees may also be capped

Output

A report to CTE / Cabinet

Attendees (Draft list)

Council:

Policy Development and Scrutiny Panels: Invitations sent to all members of the CTE, PH&ED,

Full Cabinet Members: An invitation will be sent to all Cabinet members.

Town & Parish Cllrs

Open invite to the Chief Executive (Jo Farrar) and all Strategic and Divisional Directors.

Comms & Marketing

Community:

Key campaign groups,

Speakers that attended the full council meeting on the 12th November

Potential invitees:

Invitation to a number of key professionals in the transport field to contribute to discussions:

- Sir Peter Hendy: Chair of the Bath Transport Commission
- Chief Executive of Sustrans
- First Bus Operations Manager
- Community Transport Representative
- Nick Richards: Mott MacDonalds (consultant who has been undertaking the Transport Strategy for Bath and the analysis to date on the Park and Ride options
- Heads of Transport from Wiltshire, York and Oxford (provide best practice examples)

Enquiries

For further information, contact:

Chair Cllr:

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Lead Strategic Officer:

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