

Bath & North East Somerset Council		
MEETING	Cabinet	
MEETING	4th May 2016	
		E 2855
TITLE:	Park & Ride East of Bath - report & conclusions from the Local Development Framework (LDF) Steering Group	
WARD:	Bath Avon North, Lambridge and Wards in Bath	
AN OPEN PUBLIC ITEM		
<p>List of attachments to this report:</p> <p>Appendix 1: Copies of presentations made to LDF Steering Group</p> <p>Appendix 2: Plans identifying key designations Green Belt, AONB, Flood Zone and World Heritage Site Setting</p> <p>Appendix 3: Meadows Community Alliance Report</p> <p>Appendix 4: Table and Plan of Site Analysis</p>		

1 THE ISSUE

- 1.1 Following the resolution at the November Council meeting the Local Development Framework (LDF) Steering Group was asked to review all the options for the location of an east of Bath Park and Ride prior to Cabinet selecting a preferred site.

2 RECOMMENDATION

- 2.1 Cabinet notes the conclusions arising from the review undertaken by the LDF Steering Group.

3 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

- 3.1 The costs of the LDF Steering Group works undertaken to date have been managed within existing approved capital programme budgets.
- 3.2 The full cost of delivering a P&R site, including the revenue implications, will depend on the preferred location. Full costing and business case will be required once a decision is given around site preference.

4 BACKGROUND

- 4.1 The Council meeting on 12th November 2015 agreed that the LDF Steering Group should review the options for a Park & Ride east of Bath and consider the:
- *the responses received to the east of Bath Park and Ride consultation;*
 - *feasibility and deliverability of each site option;*

- *costs associated with each site option;*
- *transport benefits of each site option; and*
- *visual impact of each site option.*

4.2 The Steering Group met 4 times and visited multiple sites. Local ward members were invited to the meetings and their input was welcomed. The meetings looked at 21 site options for a potential Park & Ride. The meetings considered:

- (1) the evidence supporting the integrated transport approach including the need for a P&R east of Bath;
- (2) a review of possible sites for the P&R;
- (3) a number of additional sites suggested by both Members and the Community and how they might work in combination ; and
- (4) a shortlist of sites and reviewed them in line with the Council resolution.

The presentations associated with each of these meetings can be found in appendix 1.

The Review:

4.3 The review process highlighted the complexities associated with identifying a Park and Ride site to the east of Bath. The area to the east of Bath encompasses a number of key designations that impact on a number of the sites identified; these designations include Green Belt, Area of Outstanding Natural Beauty, the setting of the World Heritage site and areas liable to flood. These areas are identified on Plans 1 to 4 in appendix 2 to this report. Consequently there are technical highway, planning and construction issues to consider, with associated costs for each site option.

4.4 Air quality also became an area of concern and was therefore considered as part of the review process.

4.5 The views and suggestions from the local community were also considered as part of the site options appraisal. The Meadows Community Alliance sent a report to the Steering Group for consideration this is attached as appendix 3.

Generic Improvements

4.6 The review highlighted the need for a number of generic improvements which are required in addition to a proposed Park & Ride site, these are outlined below:

- better signage to the existing Park and Ride sites, it is proposed that this should be undertaken as part of any agreed solution and should be implemented as soon as possible;
- greater linkages considered as part of a more integrated transport solution to the river/canal, rail, walking and cycling corridors ; and
- implement an appropriate bus lane, which would allow a dedicated link from the A46 Batheaston Bypass into the existing eastbound bus lane on the London Road.

Potential Sites for a Park and Ride

- 4.7 The review has looked at 21 sites (which includes a desk top analysis of a number of new sites that were suggested) to ensure that all possibilities and suggestions have been investigated. The table and plan in appendix 4 highlights the sites that have been investigated and the conclusions associated with the analysis.
- 4.8 In addition the Steering Group asked that greater detailed consideration be given to three specific sites to determine their suitability against the criteria mentioned in paragraph 4 and in comparison to sites B and F. They are sites A+, 10 and H+ the conclusions are outlined below:
- 4.9 **Site A+:** is situated to the east of the A46 roundabout and south of the London Road. This is an area of land left after the construction of the Batheaston Bypass which runs down to the river and is crossed by a cycle/footpath. It was suggested that this might provide a site for a small P&R facility. The site could accommodate only 300 spaces without being decked. While the site was clearly located to attract many users it would need to be developed as a multi-storey car park. This would have a significant impact on the World Heritage Site of Bath. Due to level differences and the proximity to the River Avon, the access from A+ to A, to the east of the roundabout, is challenging even if the existing cycle path below the bypass is considered. This adds considerably to the costs of over £23m. There was also a concern that cars might queue back onto the A46 roundabout waiting to get into the site adding to congestion in the area and to air pollution levels, including along the London Road West.
- 4.10 **Site 10:** is situated within the Cotswold AONB, on the border with Wiltshire, and is just north of the A4 Box Road. It is currently undeveloped farm land with significant mature trees on it and is within a parkland setting. The site could accommodate significant numbers of parking spaces but its prominent position, within the AONB, would make this very difficult to mitigate. This site is also further from Bath than other developed sites on the A4 Box Road. As the site has not been developed it would be very difficult to make a case to grant planning permission having regard to advice in the National Planning Policy Framework consequently Planning Permission on this site is not likely to be achievable.
- 4.11 **Site H+:** This site would need to be accessed via a new tunnel under the A4 Batheaston Roundabout and the GWR mainline. The site is within in the Cotswold AONB and a P&R facility would also have to be constructed around the Grade 2 listed farmhouse in this location. The proposal would have a significant impact on important local views which would be difficult to mitigate. The cost of the proposal was estimated to be over £51m due to the structures required to access the site. This was considered to be prohibitively expensive and for these reasons this was not taken forward.
- 4.12 The overall conclusion from the site analysis is outlined below.
1. Only two sites can effectively cater for a large park and ride facility (1500 spaces) when taking into account the constraints highlighted above. They are sites B and F. It is assumed with both of these options that large scale mitigation would take place on the majority of site F. However, it is recognised that both these sites cause concern due to the visual impact.

2. Smaller sites have been identified on the A4 that could be developed as part of an incremental approach to development. They could effectively cater for a smaller scale provision, but would have to be combined with a future extension to the Lansdown Park and Ride (approximately 100 spaces).

4.13 The Steering Group recognise that the site analysis has identified private land holdings as potential options going forward. It is therefore important to note that negotiations with the land owners would be required.

5 RATIONALE

5.1 The Council's Getting Around Bath Strategy and the adopted Core Strategy indicate the need for an east of Bath Park and Ride as part of an integrated transport solution.

6 OTHER OPTIONS CONSIDERED

6.1 The LDF Steering Group has considered all reasonable potential sites

7 CONSULTATION

7.1 The report has been considered by the Monitoring Officer and the Section 151 Officer.

8 RISK MANAGEMENT

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

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Background papers – available here http://www.bathnes.gov.uk/services/parking-and-travel/transport-plans-and-policies/east-bath-park-ride-proposals	Green Belt impact summary matrix v3 EW	B&NES
	East of Bath P&R - Response to Alliance Report Final	Mott MacDonald
	Draft Air Quality Assessment of East of Bath	B&NES
	Consultation briefing report	B&NES
	Bathampton Station layouts site B	Mott MacDonald
	Bathampton Report -Final.pdf (1589752763)	Mott MacDonald
	Bath Park and Ride_Preliminary Environmental Appraisal	Mott MacDonald
	Bath Forecasting Technical Note RevA	Mott MacDonald
	Bath Forecasting Report Charmy Down Box Bridge	Mott MacDonald
	Bath Forecasting Report A4 Eastern	Mott MacDonald
	Bath East Access PT LMVR	Mott MacDonald
	Bath East Access Highway LMVR	Mott MacDonald
	Bath East Access - Visual Baseline Appraisal with A4 Appendices	Mott MacDonald
Access into Site B from A4	Mott MacDonald	
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