

## Bath & North East Somerset Council

DECISION MAKER:	<b>Cabinet</b>	
DECISION DATE:	<b>13<sup>th</sup> July 2016</b>	EXECUTIVE FORWARD PLAN REFERENCE
		<b>E 2890</b>
TITLE:	<b>Update on P&amp;R East of Bath and response to CTE Panel's recommendation from the Scrutiny day on 22<sup>nd</sup> March 2016</b>	
WARD:	Bath Wards and Bath Avon North	
<b>AN OPEN PUBLIC ITEM</b>		
<b>List of attachments to this report:</b> Appendix 1 – Cabinet Response to Panel Recommendations		

### **1 THE ISSUE**

- 1.1 This report updates the Cabinet on the work being undertaken to identify a preferred location for a new P&R to the east of Bath and provides a response to the recommendations from the Scrutiny Inquiry day held on 22<sup>nd</sup> March 2016.

### **2 RECOMMENDATION**

- 2.1 Note the work currently being undertaken by officers to progress this important issue.
- 2.2 That Appendix 1 be agreed as the Cabinet's response to the recommendations from the Communities Transport and Environment Policy Development & Scrutiny Panel's Scrutiny Inquiry Day. The next meeting of the Panel is on 25<sup>th</sup> July 2016.

### **3 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)**

- 3.1 The Council in February 2014 approved a provisional budget of £5.2m to develop a transport solution for the east of Bath.
- 3.2 Of this budget £500k was approved by Cabinet in November 2014 and £300k by way of a Single Member Decision in January 2016. This has now been committed on works, including consultation and the work commissioned by Cabinet at their meeting in May 2016.
- 3.3 Further funds will need to be agreed to continue to progress this work and will be the subject to a Single Member Decision and reported in full to the next Cabinet. This decision will be brought forward in the coming weeks and will amount to request for approval of £400k further of the provisional budget, bringing the total approved budget to date to £1.2m, This decision will highlight risks around the

current project, including the revenue reversion risk around the current spend against approved budget.

#### **4 STATUTORY CONSIDERATIONS AND BASIS FOR PROPOSAL**

4.1 Sustainability, planning. Further consideration will be given once projects identified by this work have been fully evaluated.

#### **5 THE REPORT**

5.1 Approval was given in November 2014 for work to develop options for a P&R east of the city. This work has also supported the review of options to remove through traffic from the city of Bath. This has included the development of a new transport model which will provide an analytic basis for the business case for both a new P&R and for the link road east of the city. This latter work is being taken forward with Wiltshire County and Highways England.

5.2 The project originally planned for the selection of a site during the summer of 2015, and this was referred to in the report last November. The extended public consultation undertaken in September and the Council resolution in November have extended this process beyond the expected programme and further resource is required to continue the project.

5.3 Earlier this year there were 4 meetings of the Local Development Framework Steering Group which completed an extensive review of possible sites for a P&R east of the city. This included significant work on landscape impact and continued development of the transport model to review the likely demand for the use of these sites as P&R.

5.4 Members will recall that the report to the May Cabinet summarised the position reached by the LDF SG as:

*The overall conclusion from the site analysis is:*

*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 Box Road that could be developed as part of an incremental approach to development; they included sites 4, 8, 9 and 10 of which 10 was the largest. They could effectively cater for a smaller scale provision. This approach would have to be combined with a future extension to the Lansdown Park and Ride (approximately an extra 100 spaces).*

5.5 In addition the Communities Transport and Environment Policy Development & Scrutiny Panel held a full day to discuss the options for an integrated transport strategy for the east of Bath. They made 6 recommendations which are considered in **Appendix 1**.

5.6 Since the meeting officers have appointed both property and planning agents to progress options for site acquisition and to develop initial proposals to submit to the Planning service as part of formal pre-application considerations. This

should allow for a final decision on site(s) selection later this year and will significantly reduce the timescale for the submission of planning application(s) in due course. The work being undertaken will de-risk the project and allow more speedy delivery of the selected site(s).

5.7 A cabinet meeting later this year should be in a position to make a firm decision on which site(s) should be promoted as a P&R, at this point a fuller budget and business case will be available for approval.

## **6 RATIONALE**

6.1 Continuation of the work of this project is essential and will play a critical role in the development of the Getting Around Bath Transport Strategy and support the Council's Core Strategy

## **7 OTHER OPTIONS CONSIDERED**

7.1 None.

## **8 CONSULTATION**

8.1 Cabinet member, Monitoring Officer, Section 151 Officer and the Strategic Director Place have been consulted on this report.

## **9 RISK MANAGEMENT**

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

9.2 There remains a significant risk that if no site is brought forward for a P&R the costs spent to date and those approved now might have to be written back to a revenue budget as no assets will have been created. Any reversion would create a significant additional budget pressure for which there is no mitigation available at the moment.

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<b>Background papers</b>	<i>Getting Around Bath Transport Strategy – available on public website.</i>
<b>Please contact the report author if you need to access this report in an alternative format</b>	

## Appendix 1

### Cabinet response to Panel Recommendations

1. To support moves to increase the use of the Lansdown P&R together with a smaller site or sites east of Bath to 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 low emission buses serving the P&R.

**Response:**

*The cabinet are still considering how they meet the need for a P&R to the east of the city and this will be discussed at a future meeting. Lansdown P&R will continue to have an important role, which may indeed need to be expanded in the future. The existing P&R service includes the use of low emission buses which we will seek to continue in the future. Both rail and river options have been considered. The cost of providing a rail option would be very high and also would lead to a delay of a number of years, due to considerable uncertainties about time-tabling and identifying the location of a rail station. As far as the river is concerned, this would not offer sufficient capacity to transport the numbers of expected passengers to the City. Speed restrictions and environmental concerns mean that this option may offer a tourist opportunity. Use of the river is not a serious contender for large number of passenger journeys.*

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.

**Response:**

*The Cabinet welcomes this recommendation and will be including it in the strategy going forward. Officers have been asked to review the current signage in association with the installation of new Variable Message Signs in the vicinity of the Cold Ashton Roundabout, one of the final elements of the Bath Transportation Package. In particular, the Council acknowledges that the need to make clear that the Lansdown site is the P&R for Bath. Preliminary discussions with South Gloucestershire Council have taken place concerning the improvement of the access to the Lansdown P&R from the A420.*

3. To investigate the Nottingham City integrated 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.

**Response:**

*The initial view of officers is that it is unlikely that a Work Place Parking Levy scheme would work in a city the size of Bath. However, there is value in reviewing this policy option and officers will provide Cabinet with a more detailed report at a future meeting.*

4. To investigate a possible link road between the A46 and A36 while recognising the environmental impact.

**Response:**

*This work is underway and is being taken forward with Wiltshire Council and Highways England.*

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.

**Response:**

*The cabinet supports this recommendation and will continue to discuss with the RUH what initiatives can be taken to reduce the impact of their traffic on the city. The RUH have expressed an interest in supporting a dedicated service from a new east of Bath P&R.*

6. The panel request early sight of the conclusions of the LDF Steering Group review of possible P&R sites.

**Response:**

*The LDF report and background documents are now available on the Council's web site.*