

Review Title: Scrutiny Inquiry Day to examine a Range of Integrated Transport Solutions to the East of Bath
Policy Development & Scrutiny Panel: Communities, Transport & Environment Panel
Panel Chair & Vice Chair: Cllr Bull & Simmonds
Policy Development & Scrutiny Project Officer(s): Donna Vercoe
Steering Group Service Officer(s): Louise Fradd, Peter Dawson

Process for Tracking PD&S Recommendations - Guidance note for Cabinet Members

The enclosed table lists all the recommendations arising from the above Policy Development & Scrutiny Review. Individual recommendations are referred to the relevant named Cabinet Members (or whole Cabinet in the case of a whole Cabinet referral) as listed in the ‘**Cabinet Member**’ column of the table. Cabinet members are requested to seek help from your relevant service Officers within your portfolio to help complete the Rationale for your response. A copy of this has also been forwarded to your appropriate Lead Officer. In order to provide the PD&S Panel with a Cabinet response on each recommendation, the named Cabinet member (or whole Cabinet) is asked to complete the last 3 columns of the table as follows:

Decision Response

The Cabinet has the following options:

- **Accept** the Panel’s recommendation
- **Reject** the Panel’s recommendation
- **Defer** a decision on the recommendation because a response cannot be given at this time. This could be because the recommendation needs to be considered in light of a future Cabinet decision, imminent legislation, relevant strategy development or budget considerations, etc.

Implementation Date

- For ‘Accept’ decision responses, give the date that the recommendation will be implemented.
- For ‘Defer’ decision responses, give the date that the recommendation will be reconsidered.
- For ‘Reject’ decisions this is not applicable so write n/a

Rationale

Recommendations from the CTE Panel

Recommendation	Cabinet Member	Decision Response	Implementation Date	Rationale
<p>Recommendation 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.</p> <p>Financial Assessment: No direct financial implications as can be met within existing resources/commitments.</p>	<p>Cllr Anthony Clarke</p>	<p>Accept in part.</p>	<p>Cabinet will receive a full report on the options for a P&R east of Bath later this year.</p>	<p>The cabinet are still considering how the 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.</p> <p>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.</p> <p>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.</p>
<p>Recommendation 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</p>	<p>Cllr Anthony Clarke</p>	<p>Accept</p>	<p>Work will need to be programmed with South Gloucestershir</p>	<p>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</p>

Communities Transport & Environment Panel: Cabinet Response Table

Recommendation	Cabinet Member	Decision Response	Implementation Date	Rationale
<p>the A46.</p> <p>Financial Assessment: No direct financial implications as can be met within existing resources.</p>			e and Highways England	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.
<p>Recommendation 3</p> <p>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.</p> <p>Financial Assessment: No direct financial implications as can be met within existing resources.</p>	Cllr Anthony Clarke	Accept	Officers will prepare a report on the scheme for Cabinet later in the year.	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.
<p>Recommendation 4</p> <p>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.</p> <p>Financial Assessment: No direct financial implications as can be met within existing resources.</p>	Cllr Anthony Clarke	Accept	The aim of this work is to seek approval for the scheme to be place in Highways England's next investment strategy in 2018/19	This work is underway and is being taken forward with Wiltshire Council and Highways England.

Communities Transport & Environment Panel: Cabinet Response Table

Recommendation	Cabinet Member	Decision Response	Implementation Date	Rationale
<p>Recommendation 5</p> <p>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.</p> <p>Financial Assessment: No direct financial implications as can be met within existing resources.</p>	<p>Cllr Anthony Clarke</p>	<p>Accept</p>	<p>On-going</p>	<p>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.</p>
<p>Recommendation 6</p> <p>The panel request early sight of the conclusions of the LDF Steering Group review of possible P&R sites.</p> <p>Financial Assessment: No direct financial implications as can be met within existing resources.</p>	<p>Cllr Anthony Clarke</p>	<p>Accept</p>	<p>May 2016</p>	<p>The LDF report and background documents are now available on the Council's web site.</p>