

## **CABINET MEETING 13<sup>th</sup> July 2016**

### **REGISTERED SPEAKERS**

Where the intention is to speak about an item on the Agenda, the speaker will be offered the option to speak near the beginning of the meeting or just before the Agenda item.

#### **Statements about issues NOT on the Agenda**

- Susan Charles on the subject of warm water exercise and swimming pool in Bath

#### **Statements about issues on the Agenda**

- Nicolette Boater re: Cabinet response to CTE PDS recommendations on Park and Ride
- Annie Harman re: Cabinet response to CTE PDS recommendations on Park and Ride

## QUESTIONS AND ANSWERS - COUNCILLORS

<b>M 01</b>	<b>Question from:</b>	Councillor Andrew Furse
<p>With the reduced parking area for coaches in Riverside coach park, the city now is subject to random uncontrolled coach parking. What plans does the cabinet have to:</p> <ol style="list-style-type: none"> <li>1. Immediately control random coach parking?</li> <li>2. Provide a suitable drop off and pick up, in line with current facilities at Riverside?</li> </ol>		
<b>Answer from:</b>		Councillor Anthony Clarke
<ol style="list-style-type: none"> <li>1. <i>All coaches are expected to park in accordance with the regulations in place and any vehicle in contravention of parking restrictions is subject to the issue of a Penalty Charge Notice. Information on coach operators parking illegally or in locations where it may have a detrimental effect on the city as a whole is being collated and operators are being written to reminding them of their responsibilities and copying in the Traffic Commissioner. Additionally, where the vehicle is an obstruction the Police are being informed to allow them to take any appropriate action.</i></li> <li>2. <i>To support the Council's Economic Strategy and Place Making Plan and facilitate the regeneration of Bath Quays, the Council is currently procuring specialist support to develop a sustainable coach parking and drop-off strategy for the City of Bath. The strategy will support the delivery of Bath Quays by identifying solutions that enable the relocation of the Riverside Coach Park with an effective long term plan for management of coaches in the City and adequate infrastructure provision. The strategy will consider best practice from around comparator Authorities, the wider county and Europe to define the necessary actions to ensure that coach management within the city helps support the retail and visitor economies and reduces any impact on residents and other road users.</i></li> </ol>		

## QUESTIONS AND ANSWERS - PUBLIC

<b>P 01</b>	<b>Question from:</b>	Nicolette Boater
<p>AS in some ways the "update on P&amp;R East of Bath" (Item 10 on 13.7.16 Cabinet agenda) raises more questions than it answers, it would be helpful if you could clarify and/or advise :</p> <ol style="list-style-type: none"> <li>1. What type of activities has/will the £1.2m of approved budget for developing an East of Bath transport solution (detailed in paragraph 3) been/be spent on? For example, what is the balance of adviser/agent fees (property, planning and transport</li> </ol>		

modelling) to stakeholder consultation ones (both Council led consultations and externally commissioned ones such as the current IPSOS Mori survey of residents preferences for different types of transport infrastructure investment?)

2. Will the "new transport model which will provide an analytic basis for the business case for a new P&R " referred to in paragraphs 5.1 & 5.3, together with the assumptions and evidence on which the resulting demand projections are based, be made publicly available for public scrutiny in advance of the Council's "final decision on site(s) selection" being announced "later this year" (Paragraph 5.6)?
3. Given the Council's responsibilities to manage the UNESCO World Heritage Site Setting (within which all but one of the potential sites evaluated by the LDF Steering Group lie) as well as the World Heritage Site, have their diverse contributions to the universal value of the Bath WHS been taken into account when comparing the relative benefits, costs and risk associated with shortlisted P&R sites?

**Answer from:**

Councillor Anthony Clarke

1. *Since this project was approved in November 2014 about £737,000 has been spent. The majority on the following areas: surveys; base model development; forecasts/business case/consultation; network rail advice; highway design and environmental work; governance; police advice; and Council services. The project has followed DfT national guidance in the development of transportation models which covers the majority of these costs.*
2. *Yes, the forecast reports and model validation reports have been published for some months and available to the public*
3. *Yes, this will be one of the material considerations for the selection of the preferred site(s).*