

Bath & North East Somerset Council

DECISION MAKER:	Cllr Clarke, Cabinet Member for Transport Cllr Gerrish, Cabinet Member for Resources	
DECISION DATE:	On or after 29 th October 2016	EXECUTIVE FORWARD PLAN REFERENCE
		E 2900
TITLE:	Funding Approval for the Getting Around Bath Transport Strategy	
WARD:	Bath Wards and Bath Avon North	
AN OPEN PUBLIC ITEM		
List of attachments to this report: none		

1 THE ISSUE

- 1.1 Approval is sought to draw down a further £300,000 from the provisional capital budget to provide continued support for the study to improve access to Bath and remove through traffic from the city. The original budget was approved by the November 2014 [Cabinet report](#) on the Getting Around Bath Transport Strategy.

2 RECOMMENDATION

The Cabinet Members are asked to agree:

- 2.1 Approval to release a further £300,000 to support continued study work.
- 2.2 Note that the revenue reversion risk is increasing as highlighted in the resource implications.

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 largely committed on works, including that agreed by Council at their meeting in November, to review options for the P&R through work. Following the report to Cabinet in May 2016 further work has been commissioned to refine the site options including commissioning planning and property agents.
- 3.3 This request seeks to approve a further £300k of the remaining £4.4m provisional budget to fund the progression of this important work.

- 3.4 Should a Park & Ride not ultimately be developed then this funding, along with the initial £800k, would be at risk of revenue reversion. The value attached to this risk is now significant, although some of this work will contribute to the business case for a new link road to the east of the city, therefore reducing the revenue reversion risk to potentially less than 100% of the spend. In the event that there is ultimately a recommendation not to proceed with this project the funding of the revenue reversion costs will need to be considered by Council.

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 The funds released in this report will allow the project for the P&R to be taken forward to site selection. The work now includes the appointment of land agents to negotiate options for site acquisition, planning agents to develop pre-application submissions and landscape architects to contribute to this strategy.
- 5.5 A cabinet meeting later this year should be in a position to make a firm decision on which site should be promoted as a P&R, at this point a fuller budget and business case will be made 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.

Contact person	<i>Peter Dawson 01225-395181</i>
Background papers	<i>Bath Transport Strategy – available on public website.</i>
Please contact the report author if you need to access this report in an alternative format	