

**101 RECEIPT OF INFORMATION REQUESTED BY COUNCIL ON THE PARK & RIDE/EAST OF BATH TRANSPORT ISSUES**

The Chair informed the meeting that he would first invite registered speakers to address the Cabinet. Councillor John Bull would then address the Cabinet as the CTE PDS Panel Chair.

Barry Henderson, Secretary of the Federation of Bath Residents' Associations, read out a statement *[a copy of which is attached to the Minutes as Appendix 2 and on the Council's website]* where he said that FOBRA had welcomed the integrated transport solution achieved in the Bath Transport Strategy, which was agreed by all parties on the Council in November 2014 and endorsed by the results of the general and local elections a year ago. There was a need for eastern Park and Ride which may not be the most important part but was an essential part of the overall Strategy, and FOBRA asked the Cabinet to press ahead with it.

Andrew Lea said that the Cabinet should make a decision by taking into consideration correct information provided by their officers. However, according to Andrew Lea, officers had used an out of date data and had not acknowledge that capacity of existing Park and Rides were only at its highest due to predictable events. Andrew Lea added that Transport department had overlooked revised guidance by DEFRA and concluded that the Cabinet has moral and legal requirement to make their decision against Park and Ride east of Bath.

Annie Kilvington said that the Council had misinterpreted the law related to air quality management and added that planning department cannot accept an application if an emission exceeds legal limits. Annie Kilvington also said that the Council had not used data submitted by the Bathampton Meadows Alliance (Alliance) and urged the Cabinet to reject east of Bath Park and Ride report.

Christine Boyd said that report from the Local Development Framework (LDF) group had showed that the Park and Ride was unaffordable, taking into consideration that the whole project would cost the Council £12m. Christine Boyd also said that this would be poor value for money and it would take only 5% of traffic from London Road. Christine Boyd also commented that the Council had used out of date evidence and urged the Cabinet to make reasonable decision on this matter.

Nicolette Boater read out a statement *[a copy of which is attached to the Minutes as Appendix 3 and on the Council's website]* where she felt that last November there was questionable rationale, evidence, and flawed consultative process in addressing transport challenges in Bath. However, she applauded the more informed and consensus-building approach by involving the CTE PDS Panel in the process. Overall, Nicolette Boater believed the Scrutiny Panel's recommendations were well founded and persuasive. Nicolette Boater asked the Cabinet to further develop the policy coherence and evidence base before making any decision that will shape the economic and environmental wellbeing of the community.

Councillor Dine Romero said that she had recognised that there was a need in addressing air quality, pollution and traffic issues in the city which would require sustainable long term solution. Councillor Romero also said that there had been

some talk on how standalone Park and Ride had been agreed in Transport Strategy and how bus scheme had been considered as an interim measure though this would need to be complementary to other measures without unacceptable impact on amenities, residents and on the Area of Outstanding Natural Beauty. Councillor Romero expressed her concerns with the Park and Ride consultation and asked the Cabinet to take more time to consider findings from the Scrutiny and LDF group.

Councillor John Bull, Chair of the CTE PDS Panel, said that the Scrutiny Inquiry Day had looked at integrated responses to transport difficulties and opportunities to the east of Bath. Councillor Bull also said that he was surprised that members of Alliance did not favour the report. All evidence received on the day from large number of contributors had been included in the Scrutiny report. The report also contains what had been discussed at various workshops on the day. Councillor Bull explained that there was a lot of interest in linking A36 and A46, in upgrading A350, rail and transport via River Avon.

Councillor John Bull commented that the case for 1,600 spaces at the Park and Ride east of Bath was not made. The report suggested that there should be more publicity of Lansdown Park and Ride considering that existing Park and Ride sites had not been fully used at the moment. Councillor Bull concluded his statement by saying that there was no need for a large Park and Ride site east of Bath just for people who work in Bath.

Councillor Patrick Anketell-Jones asked Councillor John Bull if there was a need for a smaller Park and Ride.

Councillor John Bull responded that, according to data from Alliance, only 25% of all Park and Ride sites were used in the period up to 9.30am. These figures would need to be validated, and if correct then there would be a case for smaller Park and Ride site.

Councillor Geoff Ward (Bathavon North) said that this issue had been challenging and urged the Cabinet to make the right decision. Councillor Ward highlighted natural beauty of Bathampton meadows and asked the Cabinet to explore all other options before making their final decision.

Councillor Liz Richardson said that the Local Development Framework (LDF) group report was a summary of a thorough process. The LDF group was not asked to look at the reasoning for having Park and Ride but to consider site options taking into account five objectives (as set out in the report). The LDF group had made a decision that Cabinet Members who were part of the group should be substituted by other Council Members. The LDF group meeting were open to Ward Members affected. The LDF group had started with seven sites to explore and ended up with a total of twenty one sites to consider. Through the sequential process some of those sites were not deemed to be viable. Councillor Richardson thanked everyone who contributed to the report and asked the Cabinet to note the report.

Councillor Anthony Clarke accepted report from the Scrutiny Inquiry Day and the LDF group. Councillor Clarke said that the Scrutiny had asked some specific questions in the report and answers to those questions would be provided by

Councillor Clarke and team off officers at one of the future CTE PDS Panel meetings. Councillor Clarke also thanked to all those involved in the process.

Councillor Anthony Clarke informed the meeting that the Cabinet have received a large amount of information through the CTE PDS Panel and the cross-party LDF group reports and from the community. Further detailed analysis is required of each site, and Cabinet have decided not to use the provisional date set for 18th May to allow this work to be completed. A revised date would be announced in the near future and the revised timetable would not impact upon the overall timeframe for the project.

Councillor Tim Warren also thanked CTE PDS Panel and the cross-party LDF group for their report and also to every single individual and organisation for their contribution in this matter. Councillor Warren highlighted that there was huge transport problem in Bath and the Cabinet would look into all data and evidence in order of making right and future proof decision which would set long term solution.

The Cabinet **NOTED** the reports outlining the findings and conclusions from the Communities, Transport and Environment Policy Development & Scrutiny Panel Inquiry Day and the sites review undertaken by the LDF Steering Group; in order to help their deliberations in determining the recommended solution to the transport issues to the east of Bath.