

**Cabinet 19 July 2017 - P&R East of Bath – speaking note by Patrick Rotheram, Federation of Bath Residents' Associations**

1. I will not spend too long on the decision not to proceed with an Eastern P&R at Site B or F. Over the last 10 years FOBRA has consistently supported the case for an Eastern P&R, because we believe P&R can contribute to reducing city traffic, *as part of a comprehensive transport strategy* which includes reducing city centre traffic. Successive Councils followed a highly successful policy of expanding P&R, in conjunction with reducing visitor parking, to reduce the volume of traffic entering the city. We still think a P&R somewhere east of Bath is likely to be needed.
2. We are left seriously concerned about your intentions on transport. The need for action to reduce traffic congestion and air pollution remains as urgent as ever. As a World Heritage Site, the historic core of Bath is a joke: clogged with traffic, a shortcut for through traffic, its iconic spaces spoiled, its air foul with exhaust fumes.
3. The weird thing is, the Council's own policies recognise the need for change. The Core Strategy calls for a car-free city centre. The Placemaking Plan calls for a city centre free of all but essential traffic, while the excellent Public Realm and Movement Strategy sets out a compelling vision of beautiful public spaces free of traffic. The Transport Strategy set out a road map for achieving this.
4. The paper before you mentions the Transport Strategy, and we would like to ask you to confirm that this still stands as Council policy. It may need updating. 'Our plan to get Bath moving' is not a strategy. It contains no coherent vision for the city, no clear strategic objective, no costs and no timescales. On air quality, there is no mention of the need to reduce traffic volumes. There is nothing about reducing traffic in the historic core of the city through parking control and traffic management. It seems that off-street parking will not be reduced as was proposed in the Transport Strategy. Even worse, it talks of increasing short-term parking, quite contrary to the Strategy. Increasing parking will simply draw more traffic into the city, adding to the congestion and the already unlawful levels of air pollution.
5. On a positive note, we welcome Councillor Shelford's appointment as Cabinet Member for Transport. Our initial discussions with Mark have been encouraging, as he has stressed the need for a clear vision for the city on which to base transport policy. We look forward to engaging constructively with him on how to transform Bath from the current mess into a city worthy of its World Heritage Site status.