

## BATH AND NORTH EAST SOMERSET COUNCIL

### MINUTES OF COUNCIL MEETING

Tuesday, 18th February, 2014

Present:- **Councillors** Simon Allen, Patrick Anketell-Jones, Rob Appleyard, Sharon Ball, Tim Ball, Colin Barrett, Cherry Beath, David Bellotti, Sarah Bevan, Mathew Blankley, Lisa Brett, John Bull, Neil Butters, Bryan Chalker, Anthony Clarke, Paul Crossley, Gerry Curran, Sally Davis, Douglas Deacon, David Dixon, Peter Edwards, Michael Evans, Paul Fox, Andrew Furse, Charles Gerrish, Ian Gilchrist, Francine Haerberling, Alan Hale, Katie Hall, Liz Hardman, Nathan Hartley, Steve Hedges, Eleanor Jackson, Les Kew, Dave Laming, Malcolm Lees, Marie Longstaff, Barry Macrae, David Martin, Loraine Morgan-Brinkhurst MBE, Robin Moss, Paul Myers, Douglas Nicol, Bryan Organ, June Player, Vic Pritchard, Liz Richardson, Manda Rigby, Caroline Roberts, Nigel Roberts, Dine Romero, Will Sandry, Brian Simmons, Kate Simmons, Jeremy Sparks, Ben Stevens, Roger Symonds, David Veale, Martin Veal, Geoff Ward, Tim Warren, Chris Watt and Brian Webber

Apologies for absence: **Councillors** Gabriel Batt and Nicholas Coombes

#### 62 EMERGENCY EVACUATION PROCEDURE

The Chairman drew attention to the emergency evacuation procedure as set out on the agenda.

#### 63 DECLARATIONS OF INTEREST

#### 64 MINUTES - 16TH JANUARY 2014

On a motion from Councillor Tim Warren, seconded by Councillor Dave Dixon, it was

**RESOLVED** that the minutes of 16<sup>th</sup> January 2014 be confirmed as a correct record and signed by the Chairman.

#### 65 ANNOUNCEMENTS FROM THE CHAIRMAN OF THE COUNCIL OR FROM THE CHIEF EXECUTIVE

The Chairman made the customary announcements regarding mobile phones, webcasting the meeting and a comfort break.

He checked that everyone had seen the extra documents that had been circulated following the despatch of the agenda; the Resources Policy Development & Scrutiny Panel minutes, the Formal Council Tax setting resolutions (Appendix 7 to the budget report), the revised Budget recommendations and the various amendments. He explained that a recorded vote would be taken for all budget decisions on item 8, in accordance with new legislation.

The Chairman announced his intention to take item 10, the petition for debate, straight after item 7, before the budget consideration.

He also offered congratulations to Lizzie Yarnold from the University of Bath for her success in winning a gold medal at the Winter Olympics.

## **66 TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIRMAN**

There were no items of urgent business.

## **67 QUESTIONS, STATEMENTS, PETITIONS AND DEPUTATIONS FROM THE PUBLIC**

Statements were made by the following people;

- Leonie Robertson made a statement regarding a proposed zebra crossing on Lansdown road. She referred to the petition she had brought to the November Council and asked Councillors to now vote to secure the funds that were needed.
- Karen Avent made a statement in support of the zebra crossing on Lansdown road, a copy of which has been placed on the Council's Minute book and is attached electronically to the minutes.
- Stephen Little made a statement also in support of a zebra crossing on Lansdown road. In response to a question from Councillor Patrick Anketell-Jones about having a traffic island, Mr Little responded that it was a step in the right direction but not as good.
- Jess Entwistle also made a statement in support of a crossing, as a parent of 2 sons at St Andrew's school who had difficulty crossing the road and stressed the danger of the current situation. In response to a question from Councillor Paul Crossley acknowledging the awkward and complex nature of the crossing and seeking agreement that it was a good thing that money had been allocated to this in the budget, Ms Entwistle agreed that it was.
- Conor Haughton made a statement regarding the zebra crossing on Lansdown road. A copy of the statement has been placed on the Council's Minute book and is attached electronically to the minutes.
- David Redgewell made a statement regarding the Greater Bristol Supported Bus network. A copy of the statement has been placed on the Council's Minute book and is attached electronically to the minutes. The statement was referred to the Cabinet member for Transport.
- David Redgewell made a statement regarding MetroWest, economic strategy for Transport and rail resilience. In response to a question from Councillor Paul Crossley about whether David Redgewell was aware that the Cabinet were talking to Network Rail about CCTV on stations, David said that he was aware and he welcomed it. A copy of the statement has been placed on the Council's Minute book and is attached electronically to the minutes. The statement was referred to the Cabinet member for Transport.

- David Redgewell made a statement regarding South West regional rail resilience and investment. A copy of the statement has been placed on the Council's Minute book and is attached electronically to the minutes. The statement was referred to the Cabinet member for Transport.

## **68 MEDIUM TERM SERVICE & RESOURCE PLANNING 2014/15 - 2015/16, & BUDGET AND COUNCIL TAX 2014/15**

The Council considered a report presenting the Cabinet's draft and medium term financial plan, and revenue and capital budgets for the 2014/15 financial year together with a proposal for a Council tax level for 2014/15.

In addition to the reports circulated with the agenda, all Councillors received a copy of the draft minute of the Resources Policy Development and Scrutiny Panel meeting held on 10<sup>th</sup> February with the Panel's comments on the budget proposals. Councillors also received Appendix 7 – Formal Council Tax Setting resolutions (incorporating precepts from Parishes, Fire and Police).

On a motion from Councillor Paul Crossley, seconded by Councillor Tim Warren, it was **RESOLVED** that the Council suspends Council rule 42, Content and Length of Speeches, for the duration of this debate so as to enable variations to be permitted to the length of speeches by the Cabinet Member for Community Resources, the Conservative, Labour and Independent Groups and the Chair of the Resources Policy Development and Scrutiny Panel. During the debate, a motion was received from Councillor Paul Crossley that the meeting continue until 1am in accordance with Council rule 48. This was accepted by the meeting.

On a motion from Councillor David Bellotti, seconded by Councillor Paul Crossley, it was

### **RESOLVED**

1. To approve:
  - a. The General Fund net revenue budget for 2014/15 of £120.386m with no increase in Council Tax, with the additional sums allocated from the Financial Planning Reserve;
    - i. £100k over two years to support the delivery of the Council's Advice Services Strategy and protect as far as possible the universal advice services currently provided under contract for the Council;
    - ii. £200k as a revenue contribution to capital for additional funding for Disabled Facilities Grants;
    - iii. £50k to create a Looked After Children & Disabled Young Persons fund, which can be used to enable foster carers to access grants to provide activities, facilities and equipment for children in their care, to meet exceptional needs linked to the

learning and achievement of Looked After children, particularly at Key Stage 4 and to enable parents, foster carers and legal guardians of young disabled people supported by the Council's Disabled Children's Team to access funds to meet or enhance the equipment needs of these children;

- b. That no special Expenses be charged other than Town and Parish Council precepts for 2014/15;
- c. The adequacy of reserves at Appendix 1, table 8 with a risk-assessed level of £10.5m;
- d. The individual service cash limits for 2014/15 summarised at Appendix 1, table 4 and detailed in Annex 1;
- e. That the specific arrangements for the governance and release of reserves, including invest to save proposals, be delegated to the Council's Section 151 Officer in consultation with the Cabinet Member for Community Resources and the Chief Executive;
- f. Recognising the proposals and feedback from the Resources PDS Panel;
  - i. To earmark an on-going revenue allocation of £300k for 2015/16 onwards to be ring-fenced to further reduce the savings required specifically relating to Children's Centre Services. It is intended that this funding will be allocated as part of the 2015/2016 revenue budget;
  - ii. To allocate a sum of up to £200k in 2014/2015 to support the transition and implementation of the new delivery model for Early Years and Children's Centre Services. This funding will be allocated from the Council's Financial Planning Reserve as may be required during the financial year;
  - iii. To allocate a sum of up to £40k as one-off funding to fund a temporary increase in capacity to support the delivery of the recommendations arising from the Boat Dwellers and River Travellers Task and Finish Group. This funding will be allocated from the Council's Financial Planning Reserve as may be required during the financial year;
  - iv. To allocate £100k on-going revenue funding from 2014/2015 to provide additional resources to support subsidised bus routes in new housing developments;
  - v. To allocate £60k on-going revenue funding from 2014/15 to maintain appropriate existing or alternative provisions for emergency alarms for vulnerable adults;

2. To delegate the sign-off of the Better Care Plan on behalf of the Council to the Health & Wellbeing Board in consultation with the Chief Executive, the Leader and the Cabinet Member for Community Resources;
3. To delegate the updating of the Council's discretionary rate relief policy, to reflect the measures announced in the Autumn Budget statement, to the Council's Section 151 Officer, in consultation with the Chief Executive and the Cabinet Member for Community Resources;
4. That the Council includes in its Council Tax setting, the precepts set and approved by other bodies including the local precepts of Town Councils, Parish Councils and the Charter Trustees of the City of Bath, and those of the Fire and Police Authorities;
5. To note the Section 151 officer's report on the robustness of the proposed budget and the adequacy of the Council's reserves (Appendix 1, Annex 2) and approves the conditions upon which the recommendations are made as set out throughout Appendix 1;
6. That in relation to the capital budget, the Council;
  - a. Approves a capital programme of £66,065m for 2014/15 and notes items for provisional approval in 2014/15 and the programme for 2015/16 to 2018/19 as shown at Appendix 1, Annex 3 including the planned sources of funding;
  - b. Delegates implementation, subject to consultation where appropriate, of the capital programmes set out in Annex 3i to Annex 3iii to the relevant Strategic Director in consultation with the appropriate Cabinet Member;
  - c. Approves the Minimum Revenue Provision Policy as shown at Appendix 1, Annex 4;
  - d. Approves the Capital Prudential Indicators as set out in Appendix 1, Table 6;
7. To agree the Council's proposed pay policy statement, including the arrangements for senior severance practice, as out in Appendix 4;
8. To note the approach to Community Asset as set out in Appendix 5;
9. To note the issues raised in Appendix 6 and agree that the proposals in the budget properly reflect the Council's duties under the Equalities Act 2010; and
10. To approve the technical resolutions that are derived from the budget report, and all figures in that report, including the precepts for towns, parishes and other precepting bodies as set out in Appendix 7;
11. To authorise the Section 151 Officer to make any necessary calculations and adjustments within the Approved Budget and associated Council Tax Setting

resolution consequent upon, and to reflect, the decisions of Council during the debate and make all relevant changes to the presentation to reflect the final Approved budget.

**THE COUNCIL APPROVES THE BUDGET AND COUNCIL TAX FOR 2014/15 AS INDICATED ABOVE AND ACCORDINGLY RESOLVES:**

12. That the 2014/15 expenditure is funded as follows:

	Total £
<b>2014/15 Gross Expenditure</b>	<b>315,456,763</b>
2014/15 Income (service income and specific grants)	184,738,854
Core Funding:	
Revenue Support Grant	26,468,526
Retained Business Rates*	30,606,583
Collection Fund Surplus	1,011,000
<b>2014/15 Gross Income</b>	<b>242,824,963</b>
<b>Council Tax Requirement (excluding Parish Precepts)</b>	<b>72,631,800</b>

\* Before Tariff Payment

13. That it be noted that

- a. on the 30th December 2013 the Divisional Director of Business Support (as authorised section 151 officer) agreed 60,433.33 Band D property equivalent as the Council Tax Base for the year 2014/15 in accordance with regulation 3 of the Local Authorities (Calculation of Council Tax Base) Regulations 1992 made under Section 35(5) of the Local Government Finance Act 1992.
- b. The amounts calculated by the Council, in accordance with Regulation 6 of the Regulations, as the amount of its Council Tax Base for the year for dwellings in those parts of its area to which one or more special items relate is given as Annex 1 (1). *[Annex 1 (1) gives Band D Tax base by parish]*

14. That the following amounts be now calculated by the Council for the 2014/15 financial year in accordance with Sections 31 to 36 of the Local Government and Finance Act 1992, as amended:

- a. **£317,615,334** (=£315,456,763 (gross expenditure including contribution to reserves) +£2,158,571 (Parish precepts)) being the aggregate of the amounts which the Council estimates for the items set out in Section 31A(2) of the 1992 Act.  
*[This is the gross expenditure incurred in performing functions and charged to the revenue account, contingencies for revenue, any financial reserves to be raised, financial reserves to meet prior year deficit not yet provided for, any amounts transferred from its general fund to its collection fund in accordance with section 97(4) of the Local Government Finance 1988 Act, and any amounts transferred from general fund to collection fund under section 98(5) of 1988 Act.]*

- b. **£242,824,963** (gross income) being the aggregate of the amounts which the Council estimates for the items set out in Section 31A(3) of the 1992 Act.  
*[This is the income estimated to accrue which will be credited into the revenue account for the year in accordance with proper practices, any amounts transferred in the year from the collection fund to the general fund in accordance with section 97(3) of the 1988 Act, any amounts which will be transferred from the collection fund to the general fund pursuant to a direction under section 98(4) of the 1988 Act and will be credited to the revenue account for the year, and financial reserves used to provide for items in Section 31A(2)]*
- c. **£74,790,371** being the amount by which the aggregate at 14(a) above exceeds the aggregate at 14(b) above calculated by the Council in accordance with Section 31A(4) of the 1992 Act as its Council Tax requirement for the year.
- d. **£1,237.57** being the amount at 14(c) above divided by the amount at 13(a) above, calculated in accordance with Section 31B of the 1992 Act, as the basic amount of Council Tax for the year. *[This is the average Council tax including B&NES and parish precepts]*
- e. **£2,158,571** being the aggregate amount of all special items (Parish precepts) referred to in Section 34(1) of the 1992 Act. *[This is the total of parish precepts]*
- f. **£1,201.85** being the amount at 14(d) above less the result given by dividing the amount at 14(e) above by the amount at 13(a) above, calculated by the Council, in accordance with Section 34(2) of the 1992 Act, as the basic amount of its council tax for the year for dwellings in those parts of its area to which no special item relates. *[This is the B&NES Council tax only excluding parish precepts]*
- g. The amounts given by adding to the amount at 14(f) above the amounts of special items or items relating to dwellings in those parts of the Council's area mentioned above divided in each case by the amount at 13(b) above, calculated by the Council, in accordance with section 34(3) of the 1992 Act, as the basic amount of its Council Tax for the year for dwellings in those parts of its area to which one or more special items relate are given at Annex 1 (3). *[Annex 1 (3) gives the Band D Council tax for each area **including** the parish precepts]*
- h. The amounts given by multiplying the amounts at 14(g) above by the number which, in the proportion set out in Section 5(1) of the Act, is applicable to dwellings listed in a particular valuation band divided by the number which in that proportion is applicable to dwellings listed in valuation band D, calculated by the Council, in accordance with Section 36(1) of the 1992 Act, as the amounts to be taken into account for the year in respect of categories of dwellings listed in different valuation bands are given in Annex 1 (4). *[Annex 1 (4) shows the B&NES and Parish Council Tax for all bands.]*

## Precepting Authorities

15. That it be noted that for the year 2014/15 the Police & Crime Commissioner for Avon and Somerset has determined the amount in precepts issued to the Council in accordance with Section 40 of the Local Government Finance Act 1992, for each of the categories of the dwellings shown in the report:-

### 16. Avon and Somerset Police

#### Valuation Bands

A	B	C	D	E	F	G	H
<b>£114.25</b>	<b>£133.29</b>	<b>£152.33</b>	<b>£171.37</b>	<b>£209.45</b>	<b>£247.53</b>	<b>£285.62</b>	<b>£342.74</b>

17. That it be noted that for the year 2014/15 Avon Fire Authority met on 7th February 2014 to determine the amounts in precepts issued to the Council in accordance with Section 40 of the Local Government Finance Act 1992, for each of the categories of the dwellings shown in the report:-

### 18. Avon Fire Authority

#### Valuation Bands

A	B	C	D	E	F	G	H
<b>£43.53</b>	<b>£50.79</b>	<b>£58.04</b>	<b>£65.30</b>	<b>£79.81</b>	<b>£94.32</b>	<b>£108.83</b>	<b>£130.60</b>

19. That, having calculated the aggregate in each case of the amounts 16, 18 and 14(h) above, the Council, in accordance with Sections 30 and 36 of the Local Government Finance Act 1992 hereby sets the following amounts as the amounts of Council Tax for the 2014/15 financial year for each of the categories of dwellings shown, as listed in Annex 1 (5).

20. On average (for a Band D, 2 adult household) the Council Tax for 2014/15 will be as follows:

<i>Reference Band D 2013/14 £</i>		£ Band D 2014/15	% Increase on 2013/14
1,201.85	Bath and North East Somerset Council	1,201.85	0.00
34.45	Average Parish Precept	35.72	3.69
64.02	Avon Fire Authority	65.30	2.00
168.03	Avon and Somerset Police	171.37	1.99
1,468.35	Total Tax charged	1,474.24	0.40

*[Overall annual increase in average Band D Council Tax is £5.89]*

21. The Council's basic amount of Council Tax for 2014/15 is not determined to be excessive in accordance with principles approved under section 52ZB Local Government Finance Act 1992.

*[Notes:*



1. *The above motion was carried with 30 Councillors voting in favour and 28 Councillors abstaining;*
  - a. *Councillors in favour – Simon Allen, Sharon Ball, Tim Ball, Cherry Beath, David Bellotti, Lisa Brett, Neil Butters, Bryan Chalker, Paul Crossley, Gerry Curran, David Dixon, Paul Fox, Andrew Furse, Ian Gilchrist, Katie Hall, Steve Hedges, Dave Laming, Malcolm Lees, David Martin, Loraine Morgan- Brinkhurst MBE, Douglas Nicol, June Player, Manda Rigby, Caroline Roberts, Nigel Roberts, Dine Romero, Will Sandry, Jeremy Sparks, Ben Stevens, Roger Symonds;*
  - b. *Councillors abstaining – Patrick Anketell-Jones, Rob Appleyard, Colin Barrett, Matthew Blankley, John Bull, Anthony Clarke, Sally Davis, Peter Edwards, Michael Evans, Charles Gerrish, Alan Hale, Liz Hardman, Eleanor Jackson, Lew Kew, Barry Macrae, Robin Moss, Paul Myers, Bryan Organ, Vic Pritchard, Liz Richardson, Brian Simmons, Kate Simmons, David Veale, Martin Veal, Geoff Ward, Tim Warren, Chris Watt, Brian Webber.*
  
2. *An amendment was moved on behalf of the Conservative Group by Councillor Vic Pritchard, seconded by Councillor Francine Haerberling with regard to support for Advice Services. This wording is incorporated as resolution 1.a.i above and was carried with 32 Councillors voting in favour, 3 Councillors voting against and 28 Councillors abstaining, as set out below;*
  - a. *Councillors in favour – Patrick Anketell-Jones, Colin Barrett, Matthew Blankley, John Bull, Anthony Clarke, Sally Davis, Doug Deacon, Peter Edwards, Michael Evans, Charles Gerrish, Francine Haerberling, Alan Hale, Liz Hardman, Nathan Hartley, Eleanor Jackson, Les Kew, Marie Longstaff, Barry Macrae, Robin Moss, Paul Myers, Bryan Organ, June Player, Vic Pritchard, Liz Richardson, Brian Simmons, Kate Simmons, David Veale, Martin Veal, Geoff Ward, Tim Warren, Chris Watt, Brian Webber;*
  - b. *Councillors voting against – Bryan Chalker, Dave Laming, Malcolm Lees;*
  - c. *Councillors abstaining – Simon Allen, Rob Appleyard, Sharon Ball, Tim Ball, Cherry Beath, David Bellotti, Sarah Bevan, Lisa Brett, Neil Butters, Paul Crossley, Gerry Curran, David Dixon, Paul Fox, Andy Furse, Ian Gilchrist, Katie Hall, Steve Hedges, David Martin, Loraine Morgan-Brinkhurst MBE, Doug Nicol, Manda Rigby, Caroline Roberts, Nigel Roberts, Dine Romero, Will Sandry, Jeremy Sparks, Ben Stevens, Roger Symonds.*
  
3. *An amendment was moved on behalf of the Conservative Group by Councillor Francine Haerberling, seconded by Councillor Sally Davis, with regard to Disabled Facilities Grants. This wording is incorporated as resolution 1.a.ii above and was carried with 32 Councillors voting in favour, 30 Councillors voting against, as set out below;*
  - a. *Councillors in favour - Patrick Anketell-Jones, Rob Appleyard, Colin Barrett, Matthew Blankley, John Bull, Anthony Clarke, Sally Davis, Peter Edwards, Michael Evans, Charles Gerrish, Francine Haerberling,*

*Alan Hale, Liz Hardman, Nathan Hartley, Eleanor Jackson, Les Kew, Marie Longstaff, Barry Macrae, Robin Moss, Paul Myers, Bryan Organ, June Player, Vic Pritchard, Liz Richardson, Brian Simmons, Kate Simmons, David Veale, Martin Veal, Geoff Ward, Tim Warren, Chris Watt, Brian Webber;*

*b. Councillors voting against - Simon Allen, Sharon Ball, Tim Ball, Cherry Beath, David Bellotti, Sarah Bevan, Lisa Brett, Neil Butters, Bryan Chalker, Paul Crossley, Gerry Curran, David Dixon, Paul Fox, Andy Furse, Ian Gilchrist, Katie Hall, Steve Hedges, Dave Laming, Malcolm Lees, David Martin, Loraine Morgan-Brinkhurst MBE, Doug Nicol, Manda Rigby, Caroline Roberts, Nigel Roberts, Dine Romero, Will Sandry, Jeremy Sparks, Ben Stevens, Roger Symonds*

*4. An amendment was moved on behalf of the Conservative Group by Councillor Chris Watt, seconded by Councillor Michael Evans, with regard to support for Looked After children and young people with disabilities. This wording is incorporated as resolution 1.a.iii above and contains underlined wording proposed by Councillor Liz Hardman and accepted by the mover and seconder of the amendment. It was carried with 31 Councillors voting in favour, 2 Councillors voting against, and 26 Councillors abstaining as set out below;*

*a. Councillors in favour – Patrick Anketell-Jones, Rob Appleyard, Colin Barrett, Matthew Blankley, John Bull, Anthony Clarke, Sally Davis, Peter Edwards, Michael Evans, Charles Gerrish, Alan Hale, Liz Hardman, Nathan Hartley, Eleanor Jackson, Les Kew, Marie Longstaff, Barry Macrae, Robin Moss, Paul Myers, Bryan Organ, June Player, Vic Pritchard, Liz Richardson, Brian Simmons, Kate Simmons, David Veale, Martin Veal, Geoff Ward, Tim Warren, Chris Watt, Brian Webber;*

*b. Councillors against – Bryan Chalker, Dave Laming*

*c. Councillors abstaining - Simon Allen, Sharon Ball, Tim Ball, Cherry Beath, David Bellotti, Lisa Brett, Neil Butters, Paul Crossley, Gerry Curran, David Dixon, Paul Fox, Andy Furse, Ian Gilchrist, Katie Hall, Steve Hedges, David Martin, Loraine Morgan-Brinkhurst MBE, Doug Nicol, Manda Rigby, Caroline Roberts, Nigel Roberts, Dine Romero, Will Sandry, Jeremy Sparks, Ben Stevens, Roger Symonds*

*5. An amendment was moved by Councillor Nathan Hartley, seconded by Councillor June Player, requesting inclusion within the capital programme of a sum of £20,000 (to be taken from the identified £100,000 for Public WC conversions on page 47 of Appendix 1) to fund renovation works for Greenlands Road toilets, Peasedown St John and for the works to commence as soon as possible, and for support to Councillor Hartley and Healthmatic with work on finding a suitable tenant for the new commercial/community space. The amendment was not carried with 29 Councillors voting in favour, 33 Councillors voting against and 1 Councillor abstaining, as set out below;*

*a. Councillors in favour - Patrick Anketell-Jones, Colin Barrett, Matthew Blankley, Anthony Clarke, Sally Davis, Doug Deacon, Peter Edwards, Michael Evans, Charles Gerrish, Francine Haerberling, Alan Hale,*

*Nathan Hartley, Les Kew, Marie Longstaff, Barry Macrae, Paul Myers, Bryan Organ, June Player, Vic Pritchard, Liz Richardson, Brian Simmons, Kate Simmons, Jeremy Sparks, David Veale, Martin Veal, Geoff Ward, Tim Warren, Chris Watt, Brian Webber;*

*b. Councillors against - Simon Allen, Rob Appleyard, Sharon Ball, Tim Ball, Cherry Beath, David Bellotti, Sarah Bevan, Lisa Brett, John Bull, Neil Butters, Bryan Chalker, Paul Crossley, David Dixon, Paul Fox, Andy Furse, Ian Gilchrist, Katie Hall, Liz Hardman, Steve Hedges, Eleanor Jackson, Dave Laming, Malcolm Lees, David Martin, Loraine Morgan-Brinkhurst MBE, Robin Moss, Doug Nicol, Manda Rigby, Caroline Roberts, Nigel Roberts, Dine Romero, Will Sandry, Ben Stevens, Roger Symonds*

*c. Councillors abstaining - Gerry Curran,*

*6. An amendment was moved on behalf of the Conservative Group by Councillor Anthony Clarke, seconded by Councillor Charles Gerrish, with regard to support for local bus services, requesting £150k be allocated from the Financial Planning Reserve to create a new Community Bus Services Fund to assist in the set-up costs of new Community Bus Services throughout the district and further requesting Cabinet give serious consideration to utilising funds within either the Revenue Budget Contingency or Financial Planning Reserve to support and protect tendered bus services as contracts come up for renewal if any tendered services in areas with clear need become at-risk of reduction or cancellation. The amendment was not carried with 25 Councillors voting in favour, 37 Councillors voting against and 1 Councillor abstaining, as set out below;*

*a. Councillors in favour - Patrick Anketell-Jones, Colin Barrett, Matthew Blankley, Anthony Clarke, Sally Davis, Peter Edwards, Michael Evans, Charles Gerrish, Francine Haeberling, Alan Hale, Les Kew, Marie Longstaff, Barry Macrae, Paul Myers, Bryan Organ, Vic Pritchard, Liz Richardson, Brian Simmons, Kate Simmons, David Veale, Martin Veal, Geoff Ward, Tim Warren, Chris Watt, Brian Webber;*

*b. Councillors voting against – Simon Allen, Rob Appleyard, Sharon Ball, Tim Ball, Cherry Beath, David Bellotti, Sarah Bevan, Lisa Brett, John Bull, Neil Butters, Bryan Chalker, Paul Crossley, Gerry Curran, Doug Deacon, David Dixon, Paul Fox, Andy Furse, Ian Gilchrist, Katie Hall, Liz Hardman, Steve Hedges, Eleanor Jackson, Dave Laming, Malcolm Lees, David Martin, Loraine Morgan-Brinkhurst MBE, June Player, Robin Moss, Doug Nicol, Manda Rigby, Caroline Roberts, Nigel Roberts, Dine Romero, Will Sandry, Jeremy Sparks, Ben Stevens, Roger Symonds.*

*c. Councillors abstaining - Nathan Hartley*

*7. An amendment was moved on behalf of the Conservative Group by Councillor Patrick Anketell-Jones, seconded by Brian Webber, with regard to action to tackle urban gulls, requesting an allocation of up to £104,000 from the Financial Planning Reserve to undertake a two-year intensive trail of measures to reduce the impact and number of urban gulls and including funding towards meeting the cost of implementing the recommendations of the PT&E PDS Urban Gulls Scrutiny Inquiry day. The amendment was not*

*carried with 25 Councillors voting in favour, 34 Councillors voting against and 4 Councillors abstaining, as set out below;*

- a. *Councillors in favour - Patrick Anketell-Jones, Colin Barrett, Matthew Blankley, Anthony Clarke, Sally Davis, Peter Edwards, Michael Evans, Charles Gerrish, Francine Haeberling, Alan Hale, Les Kew, Marie Longstaff, Barry Macrae, Paul Myers, Bryan Organ, Vic Pritchard, Liz Richardson, Brian Simmons, Kate Simmons, David Veale, Martin Veal, Geoff Ward, Tim Warren, Chris Watt, Brian Webber;*
  - b. *Councillors voting against – Simon Allen, Rob Appleyard, Sharon Ball, Tim Ball, Cherry Beath, David Bellotti, Sarah Bevan, Lisa Brett, Neil Butters, Bryan Chalker, Paul Crossley, Gerry Curran, Doug Deacon, David Dixon, Paul Fox, Andy Furse, Ian Gilchrist, Katie Hall, Nathan Hartley, Steve Hedges, Dave Laming, Malcolm Lees, David Martin, Loraine Morgan-Brinkhurst MBE, June Player, Doug Nicol, Manda Rigby, Caroline Roberts, Nigel Roberts, Dine Romero, Will Sandry, Jeremy Sparks, Ben Stevens, Roger Symonds.*
  - c. *Councillors abstaining - John Bull, Liz Hardman, Eleanor Jackson, Robin Moss.*
8. *An amendment was moved on behalf of the Conservative Group by Councillor Liz Richardson, seconded by Councillor Geoff Ward, with regard to safer routes to school and highway investment, requesting a one-off allocation of £200,000 from the Financial Planning Reserve as a revenue contribution to capital to provide for the delivery of Safer Routes to Schools Schemes in the period 2014/2015 – 2015/16, to be reviewed at the end of the 2014/2015 financial year as part of the Council's capital financing requirement in the event any underspend is available from the funding allocated to meet the cost of the Gypsy and Traveller Site on Lower Bristol Road, to provide an alternative source of capital finance, and that, once the total required budget to deliver the 13-pitch traveller site is known, any further remaining surplus, over and above the £200,000 mentioned above, serious consideration be given by Cabinet to using at least a proportion of the remaining surplus to provide extra resources for highway resurfacing, noting that investing in highway surfaces saves the Council maintenance costs in the longer term. The amendment was not carried with 25 Councillors voting in favour and 37 Councillors voting against, as set out below;*
- a. *Councillors in favour - Patrick Anketell-Jones, Colin Barrett, Matthew Blankley, Anthony Clarke, Sally Davis, Peter Edwards, Michael Evans, Charles Gerrish, Francine Haeberling, Alan Hale, Les Kew, Marie Longstaff, Barry Macrae, Paul Myers, Bryan Organ, Vic Pritchard, Liz Richardson, Brian Simmons, Kate Simmons, David Veale, Martin Veal, Geoff Ward, Tim Warren, Chris Watt, Brian Webber;*
  - b. *Councillors voting against – Simon Allen, Rob Appleyard, Sharon Ball, Tim Ball, Cherry Beath, David Bellotti, Sarah Bevan, Lisa Brett, John Bull, Neil Butters, Bryan Chalker, Paul Crossley, Gerry Curran, David Dixon, Paul Fox, Andy Furse, Ian Gilchrist, Katie Hall, Liz Hardman, Nathan Hartley, Steve Hedges, Eleanor Jackson, Dave Laming, Malcolm Lees, David Martin, Loraine Morgan-Brinkhurst MBE, June Player, Robin Moss, Doug Nicol, Manda Rigby, Caroline Roberts,*

*Nigel Roberts, Dine Romero, Will Sandry, Jeremy Sparks, Ben Stevens, Roger Symonds.*

9. *An amendment was moved on behalf of the Conservative Group by Councillor Paul Myers, seconded by Councillor Chris Watt, with regard to Midsomer Norton traffic light and pavement realignments, requesting an allocation of up to £45,000 from the Financial Planning Reserve as a revenue contribution to capital to enable the necessary highway adjustments to the traffic lights and island as well as the pavement at the entrance to Midsomer Norton High Street to allow the return of Midsomer Norton Carnival on a route which encompasses Midsomer Norton, Radstock and Westfield in November 2014, subject to a workable scheme being agreed with Officers. The amendment was not carried with 27 Councillors voting in favour and 33 Councillors voting against, as set out below;*

- a. Councillors in favour - Patrick Anketell-Jones, Colin Barrett, Matthew Blankley, Anthony Clarke, Bryan Chalker, Sally Davis, Peter Edwards, Michael Evans, Charles Gerrish, Alan Hale, Nathan Hartley, Les Kew, Marie Longstaff, Barry Macrae, Paul Myers, Bryan Organ, Vic Pritchard, June Player, Liz Richardson, Brian Simmons, Kate Simmons, David Veale, Martin Veal, Geoff Ward, Tim Warren, Chris Watt, Brian Webber;*
- b. Councillors voting against – Simon Allen, Rob Appleyard, Sharon Ball, Tim Ball, Cherry Beath, David Bellotti, Lisa Brett, John Bull, Neil Butters, Paul Crossley, Gerry Curran, David Dixon, Paul Fox, Andy Furse, Ian Gilchrist, Katie Hall, Liz Hardman, Steve Hedges, Eleanor Jackson, Dave Laming, Malcolm Lees, David Martin, Loraine Morgan-Brinkhurst MBE, Robin Moss, Doug Nicol, Manda Rigby, Caroline Roberts, Nigel Roberts, Dine Romero, Will Sandry, Jeremy Sparks, Ben Stevens, Roger Symonds.*

*10. During the debate, a short comfort break was taken.*

## **69 TREASURY MANAGEMENT STRATEGY STATEMENT & ANNUAL INVESTMENT STRATEGY 2014/15**

Councillors considered a report which fulfilled the Council's legal obligation under the Local Government Act 2003 to approve a Treasury Management Strategy and an Investment Strategy before the start of each financial year, in accordance with the CIPFA Code and the CLG Guidance.

The report had also been scrutinised by the Corporate Audit Committee on 4<sup>th</sup> February 2014.

On a motion from Councillor David Bellotti, seconded by Councillor Andy Furse, it was

**RESOLVED** (unan)

1. To approve the actions proposed within the Treasury Management Strategy Statement (Appendix 1);

2. To approve the Investment Strategy (Appendix 2);
3. To approve the authorised lending lists detailed in Appendix 2 and highlighted in Appendix 3.

## **70 PETITION FOR DEBATE - LONDON RD - SAFE PASSAGE FOR CYCLISTS**

An electronic petition had been received regarding London road regeneration and the effect on cyclists. According to the Council's petition scheme, if a petition with over 1000 qualifying signatures of people who live, work and study in Bath & North East Somerset is received, a debate is held at Council.

The following members of the public made statements at this item;

- Polly Cassidy made a statement concerning her cycle route to work along London road and the difficulties she encountered. She considered most of the scheme to be fine but it needed to be safe for cyclists.
- Francesca Thompson made a statement as a resident of London road and Chair of the Gateway Steering group. She outlined the work that had taken place thus far and the plans which were designed to benefit the whole community.
- Alex Schlesinger made a statement in support of the Gateway project. A copy of the statement has been placed on the Council's Minute book and is attached electronically to the minutes.
- Ian Parsons spoke as a local resident and mentioned the links Gateway had made with other organisations which had already attracted private investment. He urged the Council not to delay in enabling the project to go forward.
- Katy Mallia made a statement in support of the Gateway proposals which had been amended to incorporate a positive response to concerns about cycling. She stressed the need to consider the area as a neighbourhood, not just a route to pass through. In response to a question from Councillor Bryan Chalker about whether a police presence would make a difference, Ms Mallia responded that it did make a real difference when a PCSO was present to check that cycle boxes and traffic lights were kept clear.
- Susan Traill made a statement as a resident of London Road and a pedestrian and public transport user. She commented on the congestion and conflicting uses of the pavement, which could not be considered for just one set of users in isolation.
- Michelle Farmer spoke as a resident of Walcot Terrace who was concerned about potential proposals to change the Walcot Terrace area which has wide pavements, a loading bay and a cycle lane, and set out her reasons why this would be detrimental. In response to a question from Councillor Patrick Anketell-Jones enquiring whether Ms Farmer was aware that B&NES had a

road user hierarchy which placed pedestrians at the top, she responded that she was aware but still did not consider the area should be changed for the reasons she had outlined.

Bryn Jones, lead petitioner, spoke in support of the petition of 1150 signatures and on behalf of the community cycling groups.

Following contributions from Members, the Chairman announced that the comments would be fed into the ongoing consultation on the project.

**71 NOMINATION OF CHAIR(MAN) DESIGNATE FOR 2014/15**

This report allows Council to indicate which Councillor is likely to take over as Chairman from the Annual General meeting in May. This allows advance planning of the Chairman's diary but will still require a formal election to take place at the May meeting.

On a motion from Councillor Paul Crossley, seconded by Councillor Tim Warren and with an indication of support from Councillors John Bull and Bryan Chalker, it was

**RESOLVED** (unan) that Councillor Martin Veal be designated as Council Chairman for the Council year 2014/15 and that a Liberal Democrat Councillor be nominated as Vice-Chairman at the May Council meeting.

**72 QUESTIONS, STATEMENTS, PETITIONS AND DEPUTATIONS FROM COUNCILLORS**

There were none.

The meeting ended at 11.25 pm

Chair(person) .....

Date Confirmed and Signed .....

**Prepared by Democratic Services**

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STATEMENT TO COUNCIL - Re: Proposed Lansdown Road Pedestrian Crossing.

REASONS FOR MY SUPPORT FOR A PEDESTRIAN CROSSING ON LANSDOWN ROAD, BATH:

There is no full crossing anywhere at all along the whole length of Lansdown Road. In effect this cuts off the eastern side from shops, services and facilities (including three food shops, two churches, a school, a postbox, a vet, dry cleaner's, domestic appliance shop, takeaway, hairdresser's, and our local polling station) on the western side, mainly in Julian Road, without taking some risk in crossing a main road.

I am completely against internet shopping; my belief is that we should support our local businesses. Even if some of them are parts of chains and franchises, they still give valuable employment to local people, as well as serving the community. We should do all we can to keep that, as once it's gone, it's gone. However, as I get older, my quick sprint across Lansdown Road feels ever more precarious. My elderly next-door neighbour has watched the disappearance of all the useful shops on the eastern side during her 80 years of living here. She still shops in Julian Road, but is increasingly nervous and less confident about it. Morrison's (on the London Road) is too far for her to walk.

During my 20 years' living in Alpine Gardens (to the east of Lansdown Road), I have never seen a wheelchair user attempt to cross Lansdown Road. When my late partner (who lived all his life on the eastern side of Lansdown) became wheelchair dependent, his trips to Julian Road stopped altogether.

This begs the question: how can wheelchair users get to our designated polling station in Julian Road to vote? It's dodgy enough for the able-bodied, as it's surprisingly difficult to judge the speed of approaching traffic on such a slope.

When I moved into Alpine Gardens 20 years ago, my daughter was 9 years old. I based my choice of primary school for her on NOT having to cross Lansdown Road. That shouldn't be a reason, but to me, safety had to come first.

Finally, on behalf of my elderly neighbour and myself, we are grateful for the halfway island, which certainly makes crossing easier for non-wheelchair users. We'd both be happier still with a full pedestrian crossing, which would give us (and wheelchair users) much more freedom to participate in our local community of shops, postbox, vet's, dry cleaner's, voting, etc...

Many thanks for your attention.

Yours faithfully,

Karen Avent.

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**Statement from Conor Houghton to Bath & North East Somerset Council meeting – 18<sup>th</sup> February 2014.**

I wish to also speak in favour of a pedestrian crossing at Julian Road. I know this junction as a cyclist and as someone who brings children to school at St Andrews school. It is terrifying. I know that the configuration of the crossing makes it awkward to locate a crossing there, but it is precisely these details of the configuration that make it so difficult for pedestrians and cyclists; it encourages crazy behaviour from motorists, they are like teenagers at a disco, they have eyes only for each other and no self-control.

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*Statement from South West Transport Network for  
BaNES PTSE on 14 Jan, BaNES Major Projects on 21 Jan,  
Bristol Cabinet on 16 Jan,  
West of England Partnership Joint Scrutiny on 20 Jan,  
South Gloucestershire PTSE on 31 Jan*

## **Greater Bristol Supported Bus Network and its role within the Strategic Economic Plan**

We are extremely concerned about proposals to take £700K out of the Greater Bristol Bus Network funding. This 33% cut is a very serious threat to the survival of the network as a coherent set of routes. We would also insist that the Bristol Mayor and Council acknowledge the cross-boundary nature of the network and accept that cuts in Bristol will inevitably entail severe disruption to services in South Gloucestershire, BANES and North Somerset. In particular there will be knock-on service-reduction (potentially large-scale withdrawal) of services through Filton, Patchway, Cribbs Causeway, Bradley Stoke, Emerson's Green, Staple Hill, Kingswood, Longwell Green, Keynsham, Bath, Nailsea, Clevedon and Portishead. This will also likely kill off the Mayor's and BANES newly established and very well received 6-days-a-week Night Bus Network. This project was originally funded by central government to the tune of £70m from the DfT and £20m from First Group to improve the bus network including investment in new vehicles which is ongoing.

Whilst we understand that cuts have to fall somewhere, it seems extremely short-sighted to jeopardise one of the most successful and high-profile developments in local public transport in recent years (including the investment in new vehicles by First and Wessex, the dropping of fares by both companies and the campaign by the WEP to get more people onto the bus and rail network).

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The proposed network reductions, especially in the South Gloucestershire/Kingswood area, would make a mockery of the current government funded projects through the Better Bus Area and the Local Sustainable Transport Fund in the city region. Having plans to invest in bus routes 6 and 7 as well as a new bus interchange in Kingswood whilst First is replacing out-of-date vehicles on Kingswood Town services means that we may be left with lots of shiny new infrastructure which has no worthwhile bus service to justify it. That is a guaranteed way of losing public confidence in transport delivery.

It might be possible to look for significant savings in renegotiating or commercialising the Park and Ride network, especially as MetroWest Buses are supposed to run subsidy-free (including the Park and Ride services). We remain somewhat sceptical of the subsidy-free plans as no other city in Europe manages this feat at the moment. It must also be said that there is a strange lack of coherence in making the currently proposed cuts whilst pushing ahead with plans for the Metro Bus Network across the city region which is likely to leave the public with a confused and unconvincing feeling about the region's transport planning.

We are also concerned at the proposals to slash £470K from the Community Transport budget, particularly as there are still more than twenty buses providing services across the city which are non-low-floor and disability-unfriendly, thus making the Community Transport service all the more necessary.

It is essential that we have a clear policy on access for all to public transport in the Greater Bristol area and this will necessitate the

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commitment of WEP to a clear date and planned program for the removal of the remaining non-low-floor vehicles from the network in Bristol, Bath, Wells and Weston-super-Mare. The Bristol and Bath city region is lagging well behind comparable urban centres across the UK and Europe in modernising its bus and rail fleets to achieve proper access for all. This issue also has clear implications for the modernisation of the region's rail stations, many of which have limited, partial or absolutely no disabled access. With the forthcoming Intercity Electrification Program, this is the perfect opportunity for WEP to bid with FGW for Access for All grants from the DfT.

The proposals for wholesale closure of public (and disabled) toilet facilities across the region should be approached quite differently by "translating" standalone facilities into shared units within cafes, shopping centres and transport interchanges. This requires a coherent policy and a structured plan (similar to the Bath model) to ensure that these facilities do not simply disappear to the detriment of the travelling public. (Notwithstanding the fact that the Bath Bus Station toilets and café are presently closed due to a flood!)

The recent discovery of large amounts of drug paraphernalia at the toilets at Bristol Bus station led to the temporary closure of the facilities whilst they were cleaned and made safe, pending extensive repairs. In the meantime, bus passengers have had to use the toilets in the "Bear Pit" and disabled passengers have been redirected to the Subway café. It should be remembered that the facilities are owned by Avon and Somerset Support Services (a PFI company consisting of the four greater Bristol authorities and Somerset County Council) with an operating lease

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to First Group and National Express. At the moment the problem is being managed by First Group but they feel that the origins of the drugs issue at the toilets are related to the closure of other facilities across the city and that responsibility for staff and passenger safety and comfort needs to be a joint agency approach with Bristol City Council, the West of England Partnership, the PCC, Avon and Somerset Chief Constable and Safer Bristol. Ideally this should be set up as a working group under Safer Bristol.

The following remedial precautions should be considered:

- CCTV fitted to the washroom area
- more PCSO/police officer coverage
- painting out graffiti on exterior of and approaches to bus station
- missing and expired timetables should be replaced with up-to-date information.

Within the bus policy there is a very urgent need to upgrade the interchanges and bus stations. At the moment this seems to represent a very serious omission in the city region's transport strategy. A corresponding lack of policy in Wiltshire has allowed the closure of the bus stations in Salisbury and Amesbury with no adequate replacement facilities. In the Bristol and Bath city region the sites most in need of upgrading and development are Bristol Parkway, Filton Abbey Wood, Kingswood Town Centre (partially completed), Locking Road and Weston-super-Mare station, Bristol Temple Meads (the Friary), Portishead and the proposed Ashton Gate station, Nailsea and Backwell, Keynsham Ashton Way, the City Centre and Broadmead, Cribbs Causeway and Radstock town centre.



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These interchanges need to be upgraded with waiting shelters, CCTV, good quality timetable displays and real-time information and (where possible) toilets and catering. An interchange audit for the city region needs to be carried out and government funding sought for the implementation of these improvements as part of Metro Bus and Metro Rail.

As a result of decisions taken by Somerset Council a number of Cross-boundary bus routes into Bath and Weston-super-Mare are under threat: 184 Bath to Frome via Mells, 267 Bath to Frome via Hinton Charterhouse, 768 Farrington Gurney to Bath, 102 Weston to Bridgwater, 668 Lower Langford to Street (connection with 121 Bristol to Weston service), 670 Burnham to Wells, 19 Bridgwater to Street, 376 and 377 Bristol to Yeovil and Bridgwater via Pensford, Glastonbury and Street. Amongst weekly (shopping) services under threat are 754, 636, 683, 757, 752, 185 and 640 which provide in some cases the only public transport access for smaller population centres around Bath. Rather than considering withdrawal of service, the 636 route should be upgraded to provide hospital access from Keynsham.

BaNES needs to raise with Wiltshire Council the implications for passengers to and from Bath which follow from the closure of Salisbury and Amesbury bus stations.

In summing up we would like to emphasise the importance of coherent public transport policy and planning within the WEP/LEP's Economic and Strategic Plan. Linking communities, access to services and facilities, jobs, education and employment are all tightly bound up with the

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provision of adequate and locally appropriate public transport. These issues are fundamental to the prosperity of the city region and should not be compromised.

David Redgewell

**South West Transport Network** – Tel 07814 794953

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BaNES Cabinet on 12 Feb, full Council on 18 Feb;  
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## MetroWest, Economic Strategy for Transport and Rail Resilience in the South West of England

*The final plans for Phase One of MetroWest are due to be completed later this year and concurrently to work their way through the Network Rail GRIP stages 1 to 9. As of writing, there remain serious questions about some elements of the plan. In particular, the retrenchment over the siting of Portishead station is very concerning as this will undoubtedly have a serious negative impact on future take-up of rail services. We need to know if pressure has been brought to bear on Network Rail and the ORR to look at a "Stop and Proceed" arrangement into the station, similar to the Barnstaple branch. The rail authorities need to be made aware of the detrimental effect of applying over-rigid safety protocol. We understand that £7m for a bridge is unaffordable in the current climate, but we equally need to be assured that the economic and social success of the Portishead project is not jeopardized by "red tape". In addition to optimum siting, the plan must include bus-rail interchange facilities and become the focus for transport in the town.*

*We have not yet seen evidence of a realistic MetroBus/MetroRail interchange at the proposed Ashton Gate station or integration with the Stadium, though we understand that this is currently out for consultation with the MetroBus plans.*

*Statement from South West Transport Network for BaNES Cabinet on 12 Feb, full Council on 18 Feb; Bristol full Council on 18 Feb; South Gloucestershire full Council on 19 Feb; Gloucestershire County Council full Council on 26 Feb; West of England Partnership Joint Scrutiny (date not known) and Joint Transport Board (date not known)*

*The current proposed service pattern for the Portishead line still does not include stops at Bedminster or Parson Street which for a headway of 17 minutes end-to-end as against 22 minutes does not seem to be especially critical, especially when set against bus timings and rush-hour car journey timings of an hour or more. There is also the question of integration with the Weston and Taunton line which the current service plan ignores. And finally, it should be pointed out that stopping trains in Bedminster and Parson Street provides gateway access from otherwise ill-served areas of South Bristol.*

*With the final adoption of the South Gloucestershire Local Plan, it is essential that a clear and defined provision is made for station sites on the Henbury Loop around Henbury, Filton (at North Platform) and Charlton Halt, and protect sites at Hallen and Chittening for future halt/s — which may not be required in the first two phases of the Metro. Park-and-Ride and Bus-Rail interchanges must also be built into the plans to ensure the maximum benefit to the local populace and the greatest uptake of services. In the case of Charlton Hayes, it would be highly beneficial to the development of the emergent community if the building of the station and transport interchanges preceded the construction of the area (in very much the opposite way to how Bradley Stoke was allowed to develop without any public services).*

*It is also imperative that work is commissioned with Network Rail for extra holding sidings for freight trains around Hallen/Chittening, and to the north of Bristol Parkway.*

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*The signalling on the Henbury line also needs to be upgraded as part of the Thames Valley Signaling Centre when Bristol signal box is transferred to Didcot.*

*We welcome the local electrification study of the Greater Bristol Metro and Filton Bank and the proposed new stations at Ashley Down and Horfield/Lockleaze, but this needs to be broadened to ensure that the study encompasses not only EMUs but tram-train operation for Henbury, the Severn Beach Line and Portishead once the 165 units are cascaded.*

*For future transport strategy, extensions to Taunton, Frome, Westbury, Warminster, Swindon and Gloucester/Cheltenham should be put on the agenda.*

*Within BaNES the emphasis needs to be on ramps and CCTV at Keynsham, a new station at Saltford, CCTV at Oldfield Park and new stations at Bathampton and Corsham with appropriate bus-rail interchanges and onward links (for instance from Keynsham to Whitchurch, South Bristol Hospital and the proposed Whitchurch Park-and-Ride)*

*The inclusion of stations at Charfield (for Wotton-under-Edge), Stonehouse Bristol Road (Bristol-Gloucester line) and Royal Wootton Bassett need to be built into neighbouring local authority and LEP economic plans. To this end, we would like to see evidence of this joint working in progress.*

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*A clear plan for the delivery of new stations and lines needs to be drawn up. With the IEP being constructed through the Bristol area (on a timeplan driven by the DfT and the Welsh Government), timescales for construction or passive provision of local stations and related infrastructure need to be clear and coordinated with the IEP. If this is not done, the local rail project is likely to be marginalized, and therefore difficult and increasingly expensive to achieve.*

*Intermodal interchanges need to be prioritised at Bristol Temple Meads, Bristol Parkway, Filton Abbey Wood, Lawrence Hill, Clifton Down, Weston-super-Mare, Yatton, Nailsea and Backwell, Bath Spa and Oldfield Park. In the case of Temple Meads, "Intermodal" should include ferry services as well as local and Metro buses. Any new ferry services at Bath or along the Bristol Channel should also be dovetailed into the MetroWest system.*

*Beyond the major projects, the economic plan needs to take account of the specific requirements of several local areas.*

*The rural hinterland to Bristol and Bath and within the counties of Somerset and Gloucestershire has transport networks and requirements which are significantly different from the urban areas, and need to be recognized and protected as such to allow access to jobs and services. Two examples would be maintaining bus services south to Wells, Street and Shepton Mallet and north to Dursely and Gloucester because these supply long-distance commuter and leisure services into and out of the city.*

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*Tourism is a major determinant in the economic survival of the West Somerset coast and the Quantocks. The West Somerset Railway is an iconic tourist attraction which is currently owned and underwritten by Somerset County Council. In a cost-cutting measure, the Council is proposing to transfer the ownership of the infrastructure to a Railway Society. However, in light of the devastation which recent weather conditions have wrought on virtually every line in the South West (from Reading to Cheltenham to Penzance), there must be serious questions about how a private railway company could manage such an economically unpredictable and uninsurable piece of major infrastructure. This is a coastal line in part and has been washed away in the past. Other parts of the route are also liable to landslip, and there are numerous bridges, any of which is liable to bridge strikes or water damage.*

*We believe that, if Somerset wishes not to manage this asset, and given the fact we are almost certainly heading into a period of increasingly extreme and unpredictable weather due to climate change, the permanent way and associated infrastructure would be better protected by transferring the assets to Network Rail (who have both the wherewithal and the experience to deal with contingency and emergency planning) with a long-term lease back to the West Somerset PLC.*

*It should also be pointed out that Somerset County Council have themselves supported a bid through the Heart of the South West Transport Board and LEP to reopen the route to network trains along with the Okehampton line. This would allow for a year-round seven-day a week*

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*service to run through from Bristol/Taunton to Minehead, opening up the  
line to serve other economic drivers beyond pure tourism.*

*South Bristol has traditionally been the poor relation in local planning and it  
would benefit the area enormously to create a local enterprise zone  
centered on Hartcliffe and Filwood hopefully including MetroBus/MetroRail  
links to Parson Street, Ashton Gate and Keynsham. A future option which  
would also benefit the area would be a Park and Ride facility at Flax  
Bourton on the Weston rail line.*

*On the overall strategy we are very concerned that the current plan  
displays an over-emphasis on aerospace and related industries, which  
may well not remain as major employers in the Greater Bristol city region.  
At the same time there appears to be a lack of focus on tourism which is  
not only one of the largest employers but also likely to see growth in the  
coming decades.*

*Finally, the lack of a combined transport authority for the city region is a  
severe hindrance to the delivery of high quality public services and also to  
giving local projects the clout and authority they need in the face of  
competition from treasury-driven planning and national strategies. When  
projects are brought to completion, the lack of an ITA means that  
maintenance is not necessarily followed through. Bristol Bus Station, Bath  
Bus Station and Cribbs Causeway are all good examples, where the  
fracturing of responsibility means that information services, toilets and  
cafés tend to be discoordinated rather than integral to the running of the*



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*facility. In all of the transport planning for our region, the lack of a transport authority with real powers is probably the greatest barrier to delivery.*

*David Redgewell*

*South West Transport Network*

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*with support from Rail Futures (Sevenside)  
and Transport for Greater Bristol Alliance*

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and Joint Transport Board (date not known)  
South West Councils (next meeting for information)  
Heart of the South West LEP (next meeting for information)*

## South West Regional Rail Resilience and Economic Investment Strategy

The recent unprecedented weather patterns in the South West of England, which are the latest manifestation of climate change in Western Europe, have caused considerable, unbudgeted problems for the regional rail network. As of writing, Exeter and the whole of the South West peninsula are completely cut off from the UK rail network. Bristol Temple Meads has become the largest bus station in the region and the Met Office is predicting worse weather to come.

Clearly, these events are unprecedented, but we much accept that such weather patterns will become more frequent, along with other kinds of extreme weather. The problem faced by the rail network in this region is that investment and planning have been given unduly low priorities in comparison to other English regions and that we are now reaping the rewards of underinvestment in any major projects since the Cornish Main Line project, the Falmouth branch improvements and the Exeter to Waterloo upgrade.

The current Intercity Express Project is at heart an upgrade for the London to South Wales main line. Bristol happens to fall along the edge of the route as a major junction and as such will benefit from the works.

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Heart of the South West LEP (next meeting for information)*

However, Bristol is in reality a South West railway hub and electrification of the local network, as well as the main line to Exeter, Plymouth, Penzance, Gloucester and Cheltenham should be seen as an essential part of the South West Region's economic development.

The lack of investment in the following sections of line is causing major concern and represents a real worry for future development:

- Dawlish sea wall (which needs £100m of new build and was scheduled for Network Rail control period 6 — 2019-24)
- Cowley Bridge near Exeter (raising the track to avoid flooding)
- the Exeter to Cullompton stretch through Hale (again flood prevention)
- Exeter to Yeovil section (needs to be double-tracked as a diversionary route for London and Bristol trains)
- Yeovil to Castle Cary on Weymouth line (needs to be double-tracked for diversionary options)
- Taunton to Bridgwater, Highbridge and Weston-super-Mare over the low-lying western edge of the Somerset Levels (track needs to be raised)
- Taunton to Castle Cary line near Athelney and Currymoor (track needs to be raised above flooding levels)
- Flax Bourton where flood prevention measures need to be undertaken in the cutting
- Chipping Sodbury tunnel (which requires a more effective pumping solution)
- Bristol to Gloucester line around Wickwar and Charfield (needs

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upgrading for floodwater resilience)

- Severn Tunnel Junction to Gloucester via Lydney route (line needs to be raised above normal flood levels)
- diversionary route between Exeter and Plymouth via Tavistock and Okehampton (needs to be rebuilt and brought into use)
- Chippenham to Bath via Bradford Junction diversionary route need a new chord at Bradford (-on-Avon) Junction

These works need to be programmed into a South West Rail Resilience Plan along with the mainline electrification and the Greater Bristol and Devon Metros. Without commitment to significant investment in the South West region's rail network, we are in danger of an endless patch-up and mend approach to regional transport which will further serve to detach the South West economically and socially from the rest of the country.

At the same time, there is a grave danger that budgets for project work such as MetroWest or the Devon Metro, or even the electrification of local services will be diverted into the maintenance of regional infrastructure. We must ensure that the budgets for forthcoming development is not subsumed into crisis management.

David Redgewell

**South West Transport Network** – Tel 07814 794953

*Statement from South West Transport Network for  
BaNES Cabinet on 12 Feb, full Council on 18 Feb;  
Bristol full Council on 18 Feb;  
South Gloucestershire full Council on 19 Feb;  
Gloucestershire County Council full Council on 26 Feb;  
West of England Partnership Joint Scrutiny (date not known)  
and Joint Transport Board (date not known)  
South West Councils (next meeting for information)  
Heart of the South West LEP (next meeting for information)*

## **Revised Budget Recommendations**

2.1 That the Council approve:

- a) The General Fund net revenue budget for 2014/2015 of £120.086m with no increase in Council Tax
- b) to e) are unchanged
- f) Recognising the proposals and feedback from the Resources PDS Panel:
  - (i) To earmark an on-going revenue allocation of £300K for 2015/2016 onwards to be ring-fenced to further reduce the savings required specifically relating to Children's Centre Services. It is intended that this funding will be allocated as part of the 2015/2016 revenue budget.
  - (ii) To allocate a sum of up to £200K in 2014/2015 to support the transition and implementation of the new delivery model for Early Years and Children's Centre services. This funding will be allocated from the Council's Financial Planning Reserve as may be required during the financial year.
  - (iii) To allocate a sum of up to £40K as one-off funding to fund a temporary increase in capacity to support the delivery of the recommendations arising from the Boat Dwellers and River Travellers Task and Finish Group. This funding will be allocated from the Council's Financial Planning Reserve as may be required during the financial year.
  - (iv) To allocate £100K on-going revenue funding from 2014/2015 to provide additional resources to support subsidised bus routes in new housing developments.
  - (v) To allocate £60K on-going revenue funding from 2014/2015 to maintain appropriate existing or alternative provisions for emergency alarms for vulnerable adults.

2.2 to 2.10 are unchanged

2.11 That the Council authorise the Section 151 Officer to make any necessary calculations and adjustments within the Approved Budget and associated Council Tax Setting Resolution consequential upon, and to reflect, the decisions of Council during the debate and make all relevant changes to the presentation to reflect the final Approved Budget.

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Address to the Full Council. 18<sup>th</sup> February 2014.

Gateway Project on London Road.

I have lived on the London Road and run a business there since 1995. A few of you who have lived in Bath for that long, will remember London Road as it was then. Perhaps our surveyor noticed when he wrote in his survey in 1995:

*16 Walcot Buildings is a semi derelict building in a moribund terrace in what the surveyor described as a cosmopolitan part of the city. Today, most of us have no problem with: cosmopolitan. But rightly, we do have, or should have, a problem with moribund and semi derelict.*

In 1995, when my partner and I looked at London Road, we recognised that it had nowhere to go but..... back up.....That was to be a hard undertaking on a street where it was blatantly evident that it was a shorter walk to buy a bag of heroin than to buy a bag of sugar. In those far off days there were 17 empty shop fronts on London Road, and serious street crime was a nightly occurrence. However, change was on the way.....residents and businesses met the B&NES Chief Executive Officer and London Road Partnership came into being with the aid of council officers. With the help of our ward councillors we began to push for small changes, and then, larger changes.

In the intervening years we have had no fewer than 10 Walcot ward councillors, of whom, I am happy to say seven were on a scale between good and brilliant.....but even with all of their help, it has taken nineteen years to get a scheme drawn up that at last recognises that the London Road is *not* a motorway linking Southampton with the M4, that London Road is *not* a road to somewhere else. .... nor is not bed-sit land. But, Yes, it is a living community. Yes, it is a place where literally hundreds of people actually live and work. It is a fixed and stable community, where neighbour knows neighbour.....and helps neighbour. It`s a street where parents walk with their children. It`s a place where there are real, old established businesses.....not city centre pop-up shops.

The community has had to work hard to get this far. There is always a lot of undesirable investment in urban decay, and we experienced that nasty presence at our early public meetings; and Yes, we did get windows broken and Yes, we did get a swastika gouged deep into the woodwork of our shop front.....But, it was always the real and decent community members who set the positive agenda.

It is the same community that now forms the Gateway Group; residents and businesses. As a community we know what the problems are. As a community, we have set the priorities that finally puts people on an equal footing with traffic, The Gateway Scheme is also the final recognition that London Road is the Gateway to a World Heritage City.....and street of nearly 200 listed buildings of which 42 are Grade 1

Our greatest problem is traffic.....particularly heavy goods traffic.....most of which has nothing to do with the local economy.....London Road remains one of the most polluted streets in England and is currently under Air Quality monitoring. You will all know that Bath is under a legal requirement to reduce atmospheric pollution by 2020, or face heavy fines.....The proposals as laid out in the Gateway Scheme, by reducing traffic to one lane for much of the length of London Road, will effectively do that. Quite simply, if you do not solve the problem now..... you will have to solve the problem by 2020, or face heavy fines.

Our project should have started in January, Now, with this late introduced delay into a project; we risk losing the funding for the whole project.....and if the Gateway Project is shelved no one will benefit.....not even the cycling lobby.

The victim of a wrong decision tonight will not be the motorist or the cyclist on the urban motorway called The London Road. The victim will be the community that lives and works there, a community that deserves your protection and your goodwill.