

BATH AND NORTH EAST SOMERSET COUNCIL

MINUTES OF COUNCIL MEETING

Thursday, 11th September, 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, Nicholas Coombes, Paul Crossley, Gerry Curran, Sally Davis, David Dixon, Peter Edwards, Michael Evans, 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, Robin Moss, Paul Myers, Douglas Nicol, 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** Douglas Deacon, Paul Fox, Andrew Furse, Terry Gazzard, Loraine Morgan-Brinkhurst MBE and Bryan Organ

24 EMERGENCY EVACUATION PROCEDURE

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

25 DECLARATIONS OF INTEREST

Councillor Eleanor Jackson declared an 'other' interest in item 10, "Youth Justice Plan 2014-2015" as trustee of the Radstock Youth Partnership.

26 MINUTES - 10TH JULY 2014

On a motion from Councillor Paul Crossley, seconded by Councillor Tim Warren, it was

RESOLVED that the minutes of 10th July 2014 be approved as a correct record and signed by the Chairman.

27 ANNOUNCEMENTS FROM THE CHAIRMAN OF THE COUNCIL OR FROM THE CHIEF EXECUTIVE

The Chairman made the customary announcements regarding mobile phones and the meeting being webcast.

He also asked the Council to stand in silence as a mark of respect following the recent death of former Councillor Alan French.

28 URGENT BUSINESS - KELSTON ROAD LANSLIP REPAIRS - UPDATED POSITION

The Chairman informed Council that, following consultation with Group Leaders, he had agreed to take as an item of urgent business, a report concerning the funding of remedial works at Kelston road.

He explained the reason why he considered it necessary for the report to be dealt with at this meeting so that the necessary funding, over and above the approved budget, is identified and the necessary commitments made. This would ensure that the revised programme of works could be commenced without delay and the project completed at the earliest opportunity.

During debate, Councillors wished to pass their thanks to Kelvin Packer and his team for their work on this challenging project.

On a motion from Councillor Paul Crossley, seconded by Councillor Tim Warren, it was

RESOLVED

1. That a virement of £0.66m from the Bath Transport package capital budget to the Kelston Road Capital budget be approved, taking the total approved budget for this project to £2.66m;
2. To instruct the Cabinet to continue to lobby government directly, and through our local MPs, for funding to help with the repairs of Kelston Road; and
3. To amend and replace paragraph 3.3 of the report to read;

“As part of the management of Approved Capital Programme, all existing scheme programmes will be reviewed to establish if there are any further potential underspends that could be utilised to reduce the need for Corporately Supported Borrowing for this project. This review should not delay, cancel or impact on any projects within the 2014/15 Transport Capital Programme or Structural Maintenance Programme. The Council should also continue to seek financial assistance from Government for the repair work required to reopen Kelston Road, even if retrospectively.”

[Notes;

1. *Resolution 2 above was proposed by Councillor Caroline Roberts and accepted into the substantive motion by the mover and seconder.*
2. *Resolution 3 above was proposed by Councillor Charles Gerrish and accepted into the substantive motion by the mover and seconder.*
3. *The resolutions were passed unanimously.]*

29 REPORT OF CHIEF OFFICER URGENT DECISION

On a motion from Councillor Paul Crossley, seconded by Councillor Tim Warren, it was

RESOLVED to note that, in accordance with the rules within the Constitution concerning Chief Officer's action (Urgency, Part 4G, rule 3), the Chief Executive has taken the following decisions since the last meeting of Council;

1. To approve an increase from 217 million to 229 million of the authorised borrowing limit for 2015/16 and from 183 million to 195 million of the operational budget for 2015/16 to enable the Council to be in a position, if it is considered to be financially beneficial, to finance an element of the capital costs of the enhancement of the Council's leisure facilities; and
2. To approve the virement of £800,000 of capital funding from the approved capital contingency for the Keynsham Development Project to enable the acquisition of land and rights over land to facilitate future redevelopment at Manvers Street.

[These decisions were taken following consultation with Political Group Leaders, the Chief Financial Officer and the Monitoring Officer.]

30 QUESTIONS, STATEMENTS, PETITIONS AND DEPUTATIONS FROM THE PUBLIC

A question had been submitted by Nicolette Boater. The question and response can be viewed in the attached document.

Statements were made by the following people;

Marian McNeir MBE, Co-Chairman of the Bath Area Cultural Forum, made a statement on behalf of the Forum and the Child Friendly City Steering Group asking for Council support in seeking UNICEF accreditation for Bath and North East Somerset as a Child Friendly city/area. In response to a question from Councillor John Bull about the parish and town councils' roles in children's facilities, the need to work with them and yet the title having the word 'city', Mrs McNeir responded that it was a tricky one as the UNICEF title was 'city' but the idea was clearly to encompass the whole of the Authority. The Chairman referred the statement to the Cabinet Member for Early Years, Children and Youth. A copy of the statement has been linked to the online minutes and placed on the Council's Minute book.

David Redgewell made a statement regarding various transport issues. In response to a question from Councillor Eleanor Jackson about cuts in bus services to Paulton and Writhlington, Mr Redgewell responded that they did need to be reviewed with officers costing options for continuity of service. The Chairman referred the statement to the Cabinet Member for Transport. A copy of the statement has been linked to the online minutes and placed on the Council's Minute book.

Peter Duppa-Miller, Secretary of the B&NES Local Council's Association, made a statement in support of the work done thus far by the working group on the Bath community governance issues and offering assistance from the Association in any relevant aspects of its future work. The Chairman referred the statement to the Leader. A copy of the statement has been linked to the online minutes and placed on the Council's Minute book.

Nicolette Boater made a statement on the Bath community governance issues. She suggested various aspects of approach that the working group should incorporate to progress its future work. The Chairman referred the statement to the Leader. A copy of the statement has been linked to the online minutes and placed on the Council's Minute book.

31 OPTIONS TO STRENGTHEN COMMUNITY REPRESENTATION AND CIVIC GOVERNANCE WITHIN BATH

The Council considered the interim report of the working group established to consider options to strengthen community representation and civic governance within Bath.

On a motion from Councillor Paul Crossley, seconded by Councillor Tim Warren, it was

RESOLVED

1. To note the interim report of the working group to strengthen community representation and civic governance within Bath and thank its members for their work so far;
2. To agree that the working group continue its work, based on the next steps set out in paragraph 5.8 of the report, to provide an evidence base for the newly-elected Council in May 2015 to determine this issue; and
3. To agree to extend the life of the working group, as currently comprised, to deliver the remit set out in 2 above.

[Notes; The above resolution was passed with one abstention from Councillor Nicholas Coombes, all other Councillors voted in favour.]

32 YOUTH JUSTICE PLAN 2014 - 2015

The Council considered a report presenting the Youth Justice Plan 2014-15, which sets out work to be undertaken to prevent youth offending and re-offending across Bath and North East Somerset.

On a motion from Councillor Dine Romero, seconded by Councillor Michael Evans, it was

RESOLVED

1. To agree that the Youth Justice Plan fulfils the requirements of the Crime and Disorder Act 1998 and can therefore be submitted to the national Youth Justice Board;
2. To agree that the Youth Justice Plan is adopted as part of the Council's Policy and Budget framework and can be accommodated within the Council's budget; and

3. That the relevant Policy Development and Scrutiny Panel oversees progress and performance.

33 CORPORATE AUDIT COMMITTEE ANNUAL REPORT

The Council considered the annual report of the Corporate Audit Committee which details its work over the last year. Members thanked the Committee members and service officers for their work on this Committee.

On a motion from Councillor Gerry Curran, seconded by Councillor Dave Laming, it was

RESOLVED to note the annual report of the Corporate Audit Committee.

34 REFERRAL FROM WELLBEING POLICY DEVELOPMENT & SCRUTINY PANEL - "HALVE IT" CAMPAIGN

The Council considered a referral from the Wellbeing Policy Development and Scrutiny Panel on 25th July 2014 on this issue.

On a motion from Councillor Vic Pritchard, seconded by Councillor Sarah Bevan, it was

RESOLVED to sign up to the *Halve It* campaign to reduce the proportion of people undiagnosed, or diagnosed late with HIV, through policy reform and good practice.

35 MOTION FROM THE CONSERVATIVE GROUP - PUBLIC TOILET CLOSURES

On a motion from Councillor Tim Warren, seconded by Councillor Geoff Ward, it was

RESOLVED as set out below;

This Council:

- Welcomes investment to modernise public toilet provision within Bath and North East Somerset as part of the contract with Healthmatic, but has a number of serious concerns about some of the planned changes as set out below.
- Believes that the closure of a number of public toilets within Bath and North East Somerset, as well as the planned reductions in capacity in many of the Council's remaining public toilets, has been handled in a way which has caused unnecessary and avoidable anger and opposition amongst many of the communities impacted.
- Is concerned that the Cabinet have denied the public any opportunity to have their views heard on this matter, with no consultation on the planned closures and alterations to public toilets with service users or residents.
- Is deeply concerned at the way in which the Cabinet has ignored the requests contained within a number of petitions which have called for the Council to

rethink the reductions in toilet cubicles, in particular in parks and busy family areas.

- Is deeply concerned at the lack of democratic accountability which has surrounded the process of toilet closures and alterations, with no Cabinet decision relating to the closure of public toilets that can be democratically challenged and called-in by Councillors.
- Strongly disapproves of the way in which Cabinet has acted in a manner which is not in the spirit of the February Budget resolution, which included £120,000 to meet the cost of delaying the reduction in public conveniences for up to a year 'to provide further time to consider opportunities for alternative provision', as well as a further £100,000 of capital expenditure to 'develop concessionary opportunities alongside public toilets to increase use of Council assets, minimise liability and retain local toilet provision'.
- Believes that through its actions, the Cabinet has demonstrated contempt for the views of residents on this matter and has shown a complete unwillingness to listen to alternative points of view.

Council resolves:

1. To place on record its strong disapproval for the way in which the closures and changes to public toilets have been undertaken to date.
2. To request that Cabinet instruct Healthmatic to pause any further alterations to public toilets which it is responsible for, whilst an up-to-date review is undertaken of the toilet capacity needed at each location, this time including a full consultation which takes into account the views of residents and users of the public toilets, and that similar reviews and consultation exercises are undertaken at locations where a reduction in cubicle numbers has already taken place.
3. To request that Cabinet hold further discussions with Healthmatic to seek options to increase toilet capacity at locations where the consultation mentioned in (2) reveals it to be necessary.
4. That in the case of toilets recently shut by the Council, Cabinet is asked to revisit and abide by the resolutions contained within the Council motion passed in September 2013 in relation to public toilets (which was passed unanimously by Council), as well as the subsequent Budget resolution of February 2014.

[Note; The above resolution was carried with 33 Councillors voting in favour, 26 against and no abstentions.]

36 QUESTIONS, STATEMENTS, PETITIONS AND DEPUTATIONS FROM COUNCILLORS

Councillor Cherry Beath made a statement supporting the Child Friendly City initiative. She invited Councillors to an event on 1st October and to contact her for

further information. The statement was referred to the Cabinet Member for Early Years, Children and Youth. A copy of the statement is attached to the minutes online and has been added to the Council's Minute book.

The meeting ended at 7.25 pm

Chairman

Date Confirmed and Signed

Prepared by Democratic Services

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Bath & North East Somerset Council

MEETING/ DECISION MAKER:	Council	
MEETING/ DECISION DATE:	11 September 2014	EXECUTIVE FORWARD PLAN REFERENCE:
TITLE:	Kelston Road Landslip Repairs – updated position	
WARD:	Bathavon North	
AN OPEN PUBLIC ITEM		
List of attachments to this report:		
None		

1 THE ISSUE

- 1.1 Kelston Road was closed due to a major landslip in February 2014. This busy A-road has subsequently remained closed to all vehicular traffic, causing an impact on the local community, businesses and the wider highway network. Following emergency repairs, further investigation work has been completed by the appointed contractor and the Authority now needs to undertake more comprehensive works to prevent a collapse, stabilise the road and reopen it to all traffic.

2 RECOMMENDATION

- 2.1 That a virement of £0.66m from the Bath Transport Package capital budget to the Kelston Road Capital budget be approved taking the total approved budget for this project to £2.66m.

3 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

- 3.1 The Department for Transport has confirmed that it will not fund the repairs to Kelston although we continue to lobby directly and via our local MPs.
- 3.2 The current approved capital budget is £2m funded by Council borrowing. The additional budget of £0.66m is available through release of borrowing from the

Bath Transport Package (BTP) project as a result of using available section 106 balances to fund BTP.

3.3 As part of the considerations for the Capital Programme 2015/2016 Budget, all existing scheme programmes will be reviewed to establish if there are any further potential underspends or reprioritisation that could be undertaken to reduce the need for Corporately Supported Borrowing for this project.

3.4 A detailed capital budget review for the project will also be undertaken to ensure appropriate cost management measures are in place.

4 STATUTORY CONSIDERATIONS AND BASIS FOR PROPOSAL

4.1 The Council is responsible for ensuring the safety and availability of highways.

5 THE REPORT

5.1 The Council has made a commitment to repair the road as quickly as possible. Any delays in implementing the work would increase the risk of further landslips (and thus increase cost), incur weather related delay (of up to six months) and damage to the Council's reputation.

5.2 The closure has impacted on neighbouring South Gloucestershire who have incurred additional maintenance costs as a result.

5.3 Further to the urgent decision taken on the 14th July 2014, the contractor selected to carry out the work, Skanska, has, after further detailed design and technical appraisal, returned an increased cost estimate, largely due to increased piling costs. Their proposals have been reviewed and verified by a third party (Atkins) and are considered to represent the optimum balance of risk, speed and cost.

6 RATIONALE

6.1 The rationale is due to the continued impact on local communities and the travelling public, the cost of the continuing impact on the wider network and the increased risk of further landslips. The latter generates both public safety and additional cost risks.

7 OTHER OPTIONS CONSIDERED

7.1 None

8 CONSULTATION

8.1 The Council's Section 151 officer, Monitoring Officer and Chief Executive have been consulted on the contents of 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.

Contact person	Matthew Smith (Divisional Director, Environmental Services. Tel 01225 396888)
Background papers	Officer Delegated Decision Kelston Road – Landslip repairs 14/7/2014
Please contact the report author if you need to access this report in an alternative format	

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COUNCIL 11th SEPTEMBER 2014

PUBLIC STATEMENTS & QUESTIONS

List of registered public speakers

Items not listed on the agenda – taken at item 8

1. Marian McNeir MBE - Co-Chairman of the Bath Area Cultural Forum
2. David Redgewell

Governance options – item 9

3. Peter Duppa-Miller – Combe Hay Parish Council
4. Nicolette Boater

- **Statements, when supplied in advance, are attached at the end of the document.**

Public Questions for Council 10th July 2014

(NOTE: The following questions and answers will be published on the Council's website as soon as possible after the meeting and linked to the published draft minutes of this meeting.)

1. Question from Nicolette Boater

Building on the reforms introduced by the 2000 Local Government Act, the 2009 Local Democracy, Economic Development and Construction Act requires local authorities to designate a Scrutiny Officer (and other statutory officers are excluded from this designation), who will "engage" with "Members, the Executive and Officers" so as to "promote", "support" and "guide" the work of "overview and scrutiny committee(s)."

At the 12.9.2013 meeting of this Council I further highlighted the business value and strategic importance of having a non executive officer working alongside those with more formal roles and responsibilities and implored the Council "to specify, budget, appoint and only then designate" such an officer.

Furthermore, in observing how Council policies have or have not been developed, and how decisions are in fact made and influenced, my belief in the strategic as well as statutory importance of the Scrutiny Officer role has only grown since the passage of the 2009 Act.

Therefore, **can the Council confirm that adequate and appropriate Scrutiny Officer resource has or will be put in place**, such that whatever the political shape and colour of the administration, the policies and decisions of this Council will be rigorously overviewed and scrutinised in the enduring interests of its entire electorate?

Answer from the Leader of the Council

The Council keeps under regular review the contribution that Overview and Scrutiny makes to effective decision-making through its research, analysis, policy development and challenge to decision makers. On behalf of the Council and the members of its six panels I can assure the questioner that we and they are satisfied with the quality and effectiveness of the function and believe it is appropriately resourced, supported and respected by decision makers.

Statement to B&NES Council -- 11 Sept 2014

I'm Marian McNeir, Co Chairman of the Bath Area Cultural Forum which represents 80 + Arts Organisations in the Bath area. I am addressing you this evening on behalf of the CF but also on behalf of the Child Friendly City Steering Group, which is representative of local arts and education groups including 5x5x5= creativity, BSU, the egg, Mentoring Plus, St Andrews Primary School , Creative Bath and Bath Festivals.

One of our main aims is to seek UNICEF accreditation for Bath and N.E.Somerset as a Child Friendly City / Area. To do that we would have to meet the UNICEF criteria which we endorse anyway and feel very confident in achieving with the support of B&NES Council.

Cabinet heard yesterday how it is essential for children and young people to believe they can be part of the social and cultural life of the City / Authority. An important aspect of this would be to show a public commitment to the next generation.

Young people would be involved in developing services and opportunities within their communities. We plan

to work with various youth organisations including the Youth Parliament. One example has been their desire to have safe places to play and members have worked with Parks Dept and Mentoring Plus to develop the Skate Park in Victoria Park. This is only one example of good practise – we need to support other community youth initiatives which would also be in accordance with the UN Convention of the Rights of the Child.

Bath and N.E.Somerset could lead the way with many organisations and schools and colleges working together with a common aim, thus inspiring and uniting communities.

It's not a pipe dream – Newry in N Ireland has done it and consequently has become a model of citizenship and involvement for young people, who now take a pride in their city.

Our vision would be to designate 2015 as Bath and N. E Somerset's Child Friendly City Year. For example we could involve the children and young people in the Good Ideas Grant for the Child Friendly City to get things off to a lively start. And why not do a Family Trail like Bristol did with Wallace and Grommit -- it would be a great way to bring Art onto our streets and excite

the imagination of children and their families. This is just another example of making the presence of children visible in our communities.

It's an exciting project which would make a difference to so many young lives and we, as the Child Friendly City Steering Group, would hope to be able to work with the Council to progress achieving the UNICEF Child Friendly City Status Award.

Addendum with details of CFC Steering Group and Partners to be attached.

Marian McNeir Sept 11 2014

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MetroWest, Economic Strategy for Transport and the Duty to Co-Operate in the South West of England

Under the Duty to Co-operate we are concerned that the Secretary of State is imposing a large number of new homes and a quantity of employment land in the Greater Bristol and Bath city region and the adjoining areas, Wiltshire, Swindon, Somerset and Gloucestershire. This is being done without reference to public transport infrastructure and improvements across the sub-region. We already lag well behind such centres as Greater Manchester, West Yorkshire and Newcastle/Gateshead, (the last of which includes large rural areas, like our own region). We are looking to the local authorities to ensure that realistic, future-proof public transport strategies are put in place in advance of the large increase in population. Any other option will lead to gridlock and economic and social damage.

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. If the ORR is not prepared to see sense in this, we must at least

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ensure that the station is both as close as possible to the town centre and as user-friendly as can be afforded. In addition to optimum siting, the plan must include bus-rail interchange facilities and become the focus for transport in the town. The station site adjoining the Lidl car park provides easy pedestrian access to the town centre and shopping facilities, as well as the opportunity for convenient and visible bus/rail/taxi integration.

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. Under the duty to co-operate between North Somerset and Bristol City Council, we need clear planning around the Portishead railway line and associated infrastructure.

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. In addition this helps towards the City Council's regeneration planning of South Bristol as per their core strategy and BaNES core strategy.

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

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Loop around Henbury, Filton (at North Platform) and Charlton Halt, and protect sites at Hallen and Chittening for future halt/s — which are likely to be required in the next phase of the Metro to meet huge future development in housing and employment (Sevenside Plan). A bus network solution alone to this access issue will not do and will end up trapped in yet more gridlock. 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.

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

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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.

Under the duty to co-operate and the SHMA which would include BaNES, North Somerset, South Gloucestershire, Bristol, Mendip and western Wiltshire, the various transport boards which cover the Bristol and Bath travel to work area need to work together and dovetail their planning on transport and land use in the way that Newcastle and Gateshead work together or the various authorities in Greater Manchester. Using these examples, the way forward for this area would be a Combined Authority and Transport Board.

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 to serve the new development areas within the core strategy (for instance from Keynsham to Whitchurch, South Bristol Hospital and the proposed Whitchurch Park-and-Ride).

The Somer Valley development which will see a large increase in residential and employment provision within Radstock, Midsomer Norton and Chilcompton, means that there is increasing pressure to provide a rail link to Radstock along the existing trackbed with a station in the town centre linking to a high quality bus/rail interchange within the NRR land. This is subject to

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discussion between Norton-Radstock Regeneration Ltd, BaNES, the North Somerset Railway Ltd and the Somer Valley Trust. There is a clear duty of co-operation between BaNES, Mendip and Somerset County Council over the planning of this area. There is some urgency here to protect the Radstock line and the Frome to Wells and Shepton Mallet rail corridor as consultation on the Mendip Core Strategy, which includes public transport as well as housing and economic development, finishes on 4 August.

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 under the duty to co-operate.

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. Even with Network Rail's confirmation of four-tracking at Filton Bank and the extra platforms at Bristol Parkway and Temple Meads and East Bristol Junction, the rest of the Metro is not included beyond Phase One.

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

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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 duty to co-operate 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 Dursley and Gloucester because these supply long-distance commuter and leisure services into and out of the city.

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, currently owned and underwritten by Somerset County Council.

We believe that one future option for this asset, given the fact we are almost certainly heading into a period of increasingly extreme and unpredictable weather due to climate change, would be to transfer ownership of the permanent way and associated infrastructure 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.

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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 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. As the government inspector has directed North Somerset to include a great deal more new homes in its Core Strategy, we would support allocations along the rail corridor at Yatton, Nailsea and Backwell, Flax Bourton and Pill.

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

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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 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 – Tel 07814 794953

From: The SECRETARY, B&NES LOCAL COUNCILS ASSOCIATION.

To: B&NES COUNCIL.

Date: 11 September 2014.

STRENGTHENING COMMUNITY REPRESENTATION AND CIVIC GOVERNANCE IN BATH CITY.

- 1. I am Peter Duppa-Miller – I am the Secretary of the B&NES Local Councils Association.**
- 2. The Association warmly applauds the work done so far by the Working Group.**
- 3. The Association stands ready, able and most willing to assist with the provision of any information regarding Civil Parish Councils, which the Working Group may, in the future, require.**
- 4. Supported by the National Association of Local Councils and the West of England Local Councils Association, the B&NES Local Councils Association is equally willing to provide information and advice with regard to the establishing of new Civil Parish Councils.**

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Statement to the 11.9.2014 meeting of Bath and North East Somerset Council

[The italicised text in footnotes overleaf, was not part of the spoken statement but for the information of the cross party Member led project team and/or other project stakeholders, has been included here.]

"Thank you Chairman for allowing me to preface the Council's discussion of how best to progress its work on the governance of Bath and the representation of its communities - an **important subjectⁱ with wider implications** for the future direction of our local democracy at a point in history when constitutional changes both nationally and locally, are gathering momentum.

Bath and North East Somerset is fortunate not only to contain **many different communities** but also, that many of these have **able and dedicated participants**, and many more who could and would like to participate, as evidenced in the 56 such people who, notwithstanding their holiday commitments, contributed to appendix 2, and without whose informed insights and detailed feedback, the recommendations of this report would be much less persuasive.

We, the residents are also fortunate in having such hardworking elected representatives and I for one would like **this particular cross party working group to continue for the remainder of this Council year.**

However, and I wouldn't be here tonight if there were not a however, I am concerned about the approach that has been taken thus far and is proposed for the completion of this review. This is not the place to explain in detail how these concerns might be addressed, but in short, I would like recommendation 2.2 of this interim report to require future work overseen and done by the Working Group to include:

1. **A strong terms of referenceⁱⁱ**;
2. **Impartial strategic evaluation of the issues and evidence** - essential if the work is to be more than just a rhetorical flourish and actually make a difference to the standing, governance and vibrancy of our city - and be assured this won't happenⁱⁱⁱ by chance;
3. **Rigorous stakeholder engagement and consultation**, for as our national political leaders now know only too well, securing a particular outcome requires popular as well as political support. This means engaging with the "harder to reach" stakeholder groups such as those alienated by the political and business elite, and time-poor individuals, rather than over rely on existing Parish Councils and other ready organized business and community groups;
4. **Resource commitment commensurate with the demands of the work^{iv}.**

So with these provisos, please give your support to the motion that is about to be put before you, and thereby **ensure that in May 2015, Bath and North East Somerset Council is well placed to resolve this important issue, getting it right first time round, for the future as well as the present and for all the communities that comprise this locality."**

ⁱ *for how best to secure the social, economic and environmental outcomes we desire in our locality*

ⁱⁱ *The 8.5.14 Council resolution instigating this Member Working Group was tagged on at the meeting itself, as the fifteenth resolution to a much longer report on non-executive and regulatory committee arrangements, and consequently without first securing agreement to the objectives, scope, approach, or resource required for the work.*

ⁱⁱⁱ *To empower the 2015-9 administration to make such a difference, this 6 month review (a short period of time relative to the task) needs to target the collection and interpretation of evidence on areas and aspects critical to the effective and efficient resolution of the issue, and to then be reported in a manner most likely to catalyse the required change.*

^{iv} *In addition to the expert officer advice and secretariat support already made available to the Working Group, as indicated in my second bullet point above, impartial expert strategic project direction is also critical to the success of this review. Members also need to be assured that staff resource is being allocated to the review on the basis of the functional demands of the work, rather than just on the capacity remaining in over-stretched divisional budgets.*

Nicolette Boater, M.A.(Oxon.), M.Phil.
Strategist, policy analyst and economist,
working at the interface of the public, private and voluntary sector.

Statement to Council, September 11th 2014

Council heard earlier tonight a statement relating to the Child Friendly City initiative. A Statement was also made to Cabinet last night.

I have every confidence that this Administration embraces the principles of the UNICEF promoted Child Friendly City and Communities Initiative, first launched in 1998 to act on the resolution of the Second United Nations Conference on Human Settlements, to make cities liveable places for all; in UNICEF terms, aiming to put "children first", recognising the importance of their rights and creative input. The UN Conference declared that the well-being of children is the ultimate indicator of a healthy habitat, a democratic society and of good governance.

A number of key Partnership Organisations and individuals, within the Local Authority Area have formed a Steering Group with aspirations to work towards achieving the Unesco supported Status, I am on the steering Group, and I recommend Council to *work in partnership with the Group* to enable our area to achieve this status.

Certainly this Authority Area of Bath is already welcoming and friendly for all, and particularly families, with its excellent Schools and sport, culture and leisure opportunities, and the many local creative child orientated community initiatives such as the "Kickstart" Project, "School without Walls"

<https://vimeo.com/schoolwithoutwalls> and "Forest of The imagination"

<http://www.forestofimagination.com/>

it is also recognised the value the Council places on the youngest voices in our communities, and it would be a natural progression to seek to be more formally considered a "Child Friendly City and Community" alongside the many other international cities and communities across the World, who have sought to be awarded this status.

Currently only Newry in Northern Ireland in the UK is recognised. This is a journey of progression and there are steps to take for Bath and surrounding communities to achieve and maintain this status, but I believe it deserves to join Newry and other UK Cities who are now aspiring towards this recognition.

The first event in which the Group will be seeking to involve young people and children's input in how they see their City, and how they might influence change, will take place at the Egg Theatre on 1st October:

<http://us2.campaign->

[archive2.com/?u=84a16c0e3e73b6ddb0522310a&id=cf750fa943&e=d4ffe5ec4a](http://us2.campaign-archive2.com/?u=84a16c0e3e73b6ddb0522310a&id=cf750fa943&e=d4ffe5ec4a)

There will be a series of events following with the aim to make 2015 The year of our Child Friendly City. Please do contact the Bath Cultural Forum for more information, or myself.

Councillor Cherry Beath

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