

Democratic Services

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Date: 1 June 2012

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To: All Members of the Cabinet

Councillor Paul Crossley	Leader of the Council
Councillor Nathan Hartley	Deputy Leader of the Council and Cabinet Member for Early Years, Children and Youth
Councillor David Bellotti	Cabinet Member for Community Resources
Councillor Simon Allen	Cabinet Member for Wellbeing
Councillor Tim Ball	Cabinet Member for Homes and Planning
Councillor Cherry Beath	Cabinet Member for Sustainable Development
Councillor David Dixon	Cabinet Member for Neighbourhoods
Councillor Roger Symonds	Cabinet Member for Transport

Chief Executive and other appropriate officers
Press and Public

Dear Member

Cabinet: Wednesday, 13th June, 2012

You are invited to attend a meeting of the **Cabinet**, to be held on **Wednesday, 13th June, 2012** at **6.30 pm** in the **Council Chamber - Guildhall, Bath**.

The agenda is set out overleaf.

Yours sincerely

Col Spring
for Chief Executive

The decisions taken at this meeting of the Cabinet are subject to the Council's call-in procedures. Within 5 clear working days of publication of decisions, at least 10 Councillors may signify in writing to the Chief Executive their wish for a decision to be called-in for review. If a decision is not called-in, it will be implemented after the expiry of the 5 clear working day period.

If you need to access this agenda or any of the supporting reports in an alternative accessible format please contact Democratic Services or the relevant report author whose details are listed at the end of each report.

This Agenda and all accompanying reports are printed on recycled paper

NOTES:

- 1. Inspection of Papers:** Any person wishing to inspect minutes, reports, or a list of the background papers relating to any item on this Agenda should contact Col Spring who is available by telephoning Bath 01225 394942 or by calling at the Riverside Offices Keynsham (during normal office hours).
- 2. Public Speaking at Meetings:** The Council has a scheme to encourage the public to make their views known at meetings. They may make a statement relevant to what the meeting has power to do. They may also present a petition or a deputation on behalf of a group. Advance notice is required not less than two full working days before the meeting (this means that for meetings held on Wednesdays, notice must normally be received in Democratic Services by 4.30pm the previous Friday but Bank Holidays will cause this to be brought forward).

The public may also ask a question to which a written answer will be given. Questions must be submitted in writing to Democratic Services at least two full working days in advance of the meeting (this means that for meetings held on Wednesdays, notice must normally be received in Democratic Services by 4.30pm the previous Friday but Bank Holidays will cause this to be brought forward). If an answer cannot be prepared in time for the meeting it will be sent out within five days afterwards. Further details of the scheme can be obtained by contacting Col Spring as above.

- 3. Details of Decisions taken at this meeting** can be found in the minutes which will be published as soon as possible after the meeting, and also circulated with the agenda for the next meeting. In the meantime details can be obtained by contacting Col Spring as above.

Appendices to reports are available for inspection as follows:-

Public Access points - Riverside - Keynsham, Guildhall - Bath, Hollies - Midsomer Norton, and Bath Central, Keynsham and Midsomer Norton public libraries.

For Councillors and Officers papers may be inspected via Political Group Research Assistants and Group Rooms/Members' Rooms.

- 4. Attendance Register:** Members should sign the Register which will be circulated at the meeting.
- 5. THE APPENDED SUPPORTING DOCUMENTS ARE IDENTIFIED BY AGENDA ITEM NUMBER.**
- 6. Emergency Evacuation Procedure**

When the continuous alarm sounds, you must evacuate the building by one of the designated exits and proceed to the named assembly point. The designated exits are sign-posted.

Arrangements are in place for the safe evacuation of disabled people.

- 7. Officer Support to the Cabinet**
Cabinet meetings will be supported by the Director's Group.
- 8. Recorded votes**
A recorded vote will be taken on each item.

Cabinet - Wednesday, 13th June, 2012

in the Council Chamber - Guildhall, Bath

A G E N D A

1. WELCOME AND INTRODUCTIONS

2. EMERGENCY EVACUATION PROCEDURE

The Chair will draw attention to the emergency evacuation procedure as set out under Note 6

3. APOLOGIES FOR ABSENCE

4. DECLARATIONS OF INTEREST UNDER THE LOCAL GOVERNMENT ACT 1972

To receive any declarations from Members/Officers of personal or prejudicial interests in respect of matters for consideration at this meeting. Members who have an interest to declare are asked to:

- a) State the Item Number in which they have the interest;*
- b) The nature of the interest;*
- c) Whether the interest is personal, or personal and prejudicial.*

Any Member who is unsure about the above should seek advice from the Monitoring Officer prior to the meeting in order to expedite matters at the meeting itself.

5. TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIR

6. QUESTIONS FROM PUBLIC AND COUNCILLORS

At the time of publication, no items had been submitted

7. STATEMENTS, DEPUTATIONS OR PETITIONS FROM PUBLIC OR COUNCILLORS

At the time of publication, no items had been notified

8. MINUTES OF PREVIOUS CABINET MEETING (Pages 7 - 20)

To be confirmed as a correct record and signed by the Chair

9. CONSIDERATION OF SINGLE MEMBER ITEMS REQUISITIONED TO CABINET

This is a standard agenda item, to cover any reports originally placed on the Weekly list for single Member decision making, which have subsequently been the subject of a Cabinet Member requisition to the full Cabinet, under the Council's procedural rules

10. CONSIDERATION OF MATTERS REFERRED BY POLICY DEVELOPMENT AND SCRUTINY BODIES (Pages 21 - 22)

This is a standing agenda item (Constitution rule 21, part 4D – Executive Procedure Rules) for matters referred by Policy Development and Scrutiny bodies. The Chair(person) of the relevant PDS body will have the right to attend and at the discretion of the Leader to speak to the item, but not vote

11. SINGLE MEMBER CABINET DECISIONS TAKEN SINCE PREVIOUS CABINET

MEETING

On this occasion, there were none.

12. ROSSITER ROAD SCHEME DESIGN (Pages 23 - 32)

This scheme to remove through traffic from Widcombe Parade by reversing the direction of Widcombe Parade traffic and introducing 2-way traffic onto Rossiter Road received overwhelming public support but concern was expressed over some of the detailed design. A Steering Group was established to commission an independent review which endorsed the original design of the scheme but recommended some changes to allow the retention of some mature trees, an improved drop-off for Bath Spa Railway station on Rossiter Road itself and improved access to Lyncombe Hill. This report seeks agreement to proceed with the design of the scheme.

13. VICTORIA BRIDGE (Pages 33 - 48)

Victoria Bridge is a Grade II Listed structure, currently on English Heritage's schedule of structures at risk. It is a key route connecting communities, providing a safe route for school children, and a primary link for cyclists on a safe, traffic-free route between the Upper & Lower Bristol Roads. It is a major composing element of the BWR masterplan, providing both connection and an historic focal point for the new housing regeneration.*

Recent structural monitoring of the bridge recorded significant cracks within critical structural members necessitating emergency works to stabilise and protect the bridge from the risk of collapse. The future permanent solution must meet a complex set of design criteria associated with heritage, engineering, safety and maintenance requirements. The Cabinet is requested to agree its preferred option and approve funding for the remainder of the project.

14. LONDON ROAD REGENERATION (Pages 49 - 58)

The Council working closely with the local community, Ward Councillors and Sponsoring Cabinet Member have now created a project framework capable of delivering the objectives of the London Road Scheme. Approval is sought from Cabinet on the project framework and budget to deliver projects within this framework.

15. SALTFORD STATION BUSINESS CASE (Pages 59 - 62)

The potential for reopening Saltford Station has been highlighted recently by a local campaign and the response to the GWR franchise from the West of England. In order to develop the business case for this project funds are required in the order of £250,000 over the next three years. This report seeks funding to take this work forward.

16. VARIOUS ROADS, BATH 2011, TRAFFIC REGULATION ORDER (Pages 63 - 120)

To consider the points raised during the public consultation of Traffic Regulation Order "(Various Roads, Bath) (Prohibition & Restriction of Waiting)(Authorised Parking Places) Order 201x" and decide whether to proceed with the proposed scheme. The TROs have been proposed for road safety and traffic flow issues within the city.

17. REVIEW OF TAXI LIMITATION POLICY FOLLOWING AN UNMET DEMAND SURVEY (Pages 121 - 132)

The Council regulates the number of taxi licences in the city of Bath. Because of this the Council is under a duty to carry out a review of Unmet Demand from time to time. This report asks the Cabinet to consider the findings of the latest survey and to decide on future policy.

18. JOINT LOCAL TRANSPORT PLAN 3: THREE YEAR DELIVERY PLAN 2012/13 TO 2014/15 (Pages 133 - 176)

A Delivery Plan is part of the statutory requirement (Local Transport Act 2008) to produce a replacement Local Transport Plan and is an essential part of JLTP3. Cabinet will be asked to approve the plan.

19. STREET LIGHTING - CONVERSION OF LED STREET LIGHTS (Pages 177 - 184)

Cabinet will be asked to approve an initiative to enable half the Councils Street Lighting assets to be converted to modern Light Emitting Diode technology, this would bring significant longer term benefits resulting in reductions in energy usage, carbon emissions and maintenance costs.

20. PROCEDURE FOR DESIGNATION OF LOCAL SITES IN BATH & NORTH EAST SOMERSET (Pages 185 - 202)

This paper sets out the procedure for assessing and designating Sites of Nature Conservation Interest and Regionally Important Geological Sites (collectively known as "Local Sites") using an objective process and criteria. Adoption of this criteria-based and objective process for designation of Local Sites will bring the Council in line with the current guidance, increase the robustness and defensibility of the system, raise standards and improve consistency of approach.

21. RADSTOCK NURSERY ACCOMMODATION (Pages 203 - 216)

The Cabinet will be asked to agree works to separate Radstock Nursery accommodation from Academy of Trinity School, Woodborough Lane for nursery and children centre activities and to provide purpose built modular building for 2-3 yr old and baby day care on another site

22. CORPORATE PLAN (Pages 217 - 240)

This report introduces the Corporate Plan 2012 - 2015 ready for submission to Council on 19 July

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BATH AND NORTH EAST SOMERSET

CABINET

Wednesday, 9th May, 2012

These minutes are draft until confirmed as a correct record at the next meeting.
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Present:

Councillor Paul Crossley	Leader of the Council
Councillor Nathan Hartley	Deputy Leader of the Council and Cabinet Member for Early Years, Children and Youth
Councillor David Bellotti	Cabinet Member for Community Resources
Councillor Simon Allen	Cabinet Member for Wellbeing
Councillor Tim Ball	Cabinet Member for Homes and Planning
Councillor Cherry Beath	Cabinet Member for Sustainable Development
Councillor David Dixon	Cabinet Member for Neighbourhoods
Councillor Roger Symonds	Cabinet Member for Transport

207 WELCOME AND INTRODUCTIONS

The Chair was taken by Councillor Paul Crossley, Leader of the Council.

The Chair welcomed everyone to the meeting.

208 EMERGENCY EVACUATION PROCEDURE

The Chair drew attention to the evacuation procedure as set out in the Agenda.

209 APOLOGIES FOR ABSENCE

There were no apologies for absence.

210 DECLARATIONS OF INTEREST UNDER THE LOCAL GOVERNMENT ACT 1972

There were none.

211 TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIR

There was none.

212 QUESTIONS FROM PUBLIC AND COUNCILLORS

There were 18 questions from the following people: Councillors Nigel Roberts, Eleanor Jackson (2), John Bull, Tim Warren (2), Patrick Anketell-Jones (2), Vic Pritchard, Mathew Blankley, Anthony Clarke, Colin Barrett (2), Kate Simmons; and members of the public Sarah Moore, Katrina Davies, Mrs S Osborne, Liz Richardson.

[Copies of the questions and response, including supplementary questions and responses if any, have been placed on the Minute book as Appendix 1 and are available on the Council's website.]

213 STATEMENTS, DEPUTATIONS OR PETITIONS FROM PUBLIC OR COUNCILLORS

Councillor Patrick Anketell-Jones, in a statement about Urban Broadband [*a copy of which is attached to the Minutes as Appendix 2 and on the Council's website*], noted the award by government of £100M to cities (including Bristol) and the additional £15M for smaller cities. He felt that the council must not be left behind in this race and called on the Cabinet to do the work necessary to submit an application to DCMS.

The Chair referred the statement to Councillor Cherry Beath for her consideration. There were a number of other speakers, all of whom made their statements at the relevant agenda item.

214 MINUTES OF PREVIOUS CABINET MEETING

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

RESOLVED that the minutes of the meeting held on Wednesday 11th April 2012 be confirmed as a correct record and signed by the Chair.

215 CONSIDERATION OF SINGLE MEMBER ITEMS REQUISITIONED TO CABINET

There were none.

216 CONSIDERATION OF MATTERS REFERRED BY POLICY DEVELOPMENT AND SCRUTINY BODIES

The Chair announced that recommendations from the Resource PDS Panel would be considered at item 18 on the Agenda.

217 SINGLE MEMBER CABINET DECISIONS TAKEN SINCE PREVIOUS CABINET MEETING

The Cabinet agreed to note the report.

218 WORLD HERITAGE SITE SETTING SUPPLEMENTARY PLANNING DOCUMENT

Councillor Tim Ball said that the proposals spoke for themselves and he moved the recommendations.

Councillor Cherry Beath seconded the proposal and gave her full support. She said the document was an important step in protecting the world heritage status of Bath.

On a motion from Councillor Tim Ball, seconded by Councillor Cherry Beath, it was **RESOLVED** (unanimously)

- (1) To APPROVE the Draft City of Bath World Heritage Site Setting Supplementary Planning Document for public consultation as part of the process leading to adoption as a Supplementary Planning Document to policies BH.1 in the Bath and North East Somerset Council Local Plan and B4 in the Core Strategy once it is adopted; and
- (2) To DELEGATE authority to the Divisional Director for Planning and Transport Development, in consultation with the Cabinet Member for Homes and Planning, to make minor text changes and minor design changes to the layout, if required, and for the inclusion of the rest of the appendices and changes to the selection of photos to the Draft Supplementary Planning Document.

219 GYPSIES, TRAVELLERS AND TRAVELLING SHOWPEOPLE SITE ALLOCATIONS PLAN PREFERRED OPTIONS CONSULTATION

Councillor Judith Chubb-Whittle (Chair, Stanton Drew Parish Council) in a statement [*a copy of which is attached to the Minutes as Appendix 3 and on the Council's website*] expressed the view of the Parish Council that the site at Stanton Wick should be removed from the consultation list.

Councillor Ashton Broad (Whitchurch Parish Council) made a statement [*a copy of which is attached to the Minutes as Appendix 21 and on the Council's website*] asking for the Woollard Lane site to be removed from the consultation list.

Cllr Maggie Hutton (Vice-Chair, Camerton Parish Council) made a statement [*a copy of which is attached to the Minutes as Appendix 4 and on the Council's website*] explaining why the Parish Council felt so strongly that the open site at Daglands in Camerton should be removed from the consultation list. She presented two petitions, one of 370 signatures from residents of Camerton, and one of 75 signatures from Camerton children together with their art, letters and poems asking for the site to be saved.

The Chair referred the petitions to Councillor Tim Ball for his consideration.

Philip Townshend (Stanton Wick Action Group) in a statement [*a copy of which is attached to the Minutes as Appendix 5 and on the Council's website*] asked the Cabinet to remove the Stanton Wick site from the consultation list.

Clark Osborne (Stanton Wick Action Group) in a statement [*a copy of which is attached to the Minutes as Appendix 6 and on the Council's website*] asked the Cabinet to remove the Stanton Wick site from the consultation list.

Dr Christopher Ree (Stanton Wick Action Group) in a statement [*a copy of which is attached to the Minutes as Appendix 7 and on the Council's website*] asked the Cabinet to remove the Stanton Wick site from the consultation list.

Karen Abolkheir (Stanton Wick Action Group) in a statement [*a copy of which is attached to the Minutes as Appendix 8 and on the Council's website*] asked the Cabinet to remove the Stanton Wick site from the consultation list.

Liz Richardson (Stanton Wick Action Group) in a statement [*a copy of which is attached to the Minutes as Appendix 9 and on the Council's website*] asked the Cabinet to remove the Stanton Wick site from the consultation list.

Sue Osborne (Stanton Wick Action Group) in a statement [*a copy of which is attached to the Minutes as Appendix 10 and on the Council's website*] asked the Cabinet to remove the Stanton Wick site from the consultation list.

Jennie Jones (Stanton Wick Action Group) in a statement [*a copy of which is attached to the Minutes as Appendix 11 and on the Council's website*] asked the Cabinet to remove the Stanton Wick site from the consultation list. She presented a petition to Cabinet of 1161 signatures objecting to the inclusion of the site in the consultation.

The Chair referred the petition to Councillor Tim Ball for his consideration.

Paul Baxter (Stanton Wick Action Group) in a statement [*a copy of which is attached to the Minutes as Appendix 12 and on the Council's website*] asked the Cabinet to remove the Stanton Wick site from the consultation list.

Cllr David Veale in a statement [*a copy of which is attached to the Minutes as Appendix 22 and on the Council's website*] asked the Cabinet to remove the Camerton play area from the consultation list. He felt that access onto the highway made the site unviable and the loss of the play area to the community would be too great.

Mary Walsh (Joint Chair, Whitchurch Action Group) made a statement [*a copy of which is attached to the Minutes as Appendix 13 and on the Council's website*] asking the Cabinet to remove the Woollard Lane site from the consultation list. She disputed the contention that the site was brown-field, and explained that it had historically been acknowledged as green belt.

Peter Duppa-Miller (Secretary, B&NES Local Councils Association) in a statement [*a copy of which is attached to the Minutes as Appendix 14 and on the Council's website*] said that the West of England Gypsies and Travellers Accommodation Assessment 2007 was out of date and should be reviewed. He felt that further suitable non green-belt land should be identified to the far south of the area.

Cllr John Kelly (Publow with Pensford Parish Council) in a statement [*a copy of which is attached to the Minutes as Appendix 23 and on the Council's website*] said he was horrified and angered by the inclusion of the Stanton Wick site which he felt was totally unsuitable.

Cllr Tony Marwood (Chair, Clutton Parish Council) in a statement [*a copy of which is attached to the Minutes as Appendix 15 and on the Council's website*] asking Cabinet to remove the Clutton open space from the consultation list.

Christine Saunders (a resident of Whitchurch) in a statement [*a copy of which is attached to the Minutes as Appendix 16 and on the Council's website*] asked Cabinet to remove the Woollard Lane site from the consultation list.

Alison Ginty (a resident of Camerton) in a statement [*a copy of which is attached to the Minutes as Appendix 17 and on the Council's website*] appealed to Cabinet to remove the Camerton play park from the consultation list. She reminded Cabinet that the play park had been developed by local people and that it was the only safe play area in the village.

Suzanne Arnold in a statement [*a copy of which is attached to the Minutes as Appendix 18 and on the Council's website*] appealed to Cabinet to remove the Stanton Wick site from the consultation list.

Debbie Saunders (a resident of Stanton Wick) in a statement [*a copy of which is attached to the Minutes as Appendix 19 and on the Council's website*] referred to the extremely low matrix score achieved by the Stanton Wick site and asked Cabinet to remove it from the consultation list.

Jacqui Darbyshire (a past resident of Stanton Wick) made a statement [*a copy of which is attached to the Minutes as Appendix 20 and on the Council's website*] appealing to Cabinet to remove the Stanton Wick site from the consultation list.

Tracey Cuthbert (a resident of Twerton Travellers Site) in an *ad hoc* statement explained that she felt part of the community and had no problems with the local community. Her daughter was at the local school and they had found the Head, staff and other children very helpful and friendly. She felt that gypsies and travellers can be valued members of a local community.

Councillor Jeremy Sparks in an *ad hoc* statement supported the concept of suitably managed sites. He felt however that Stanton Wick would not be a suitable site because there were highway concerns and no local shops or facilities. He felt the site had only been shortlisted because of its size.

Councillor Tim Warren in an *ad hoc* statement expressed grave concerns that the list was unbalanced and that some of the sites did not meet government guidelines. He asked Cabinet to reconsider the list.

Councillor Vic Pritchard in an *ad hoc* statement said he was against the Stanton Wick site. The Cabinet proposals were based on an out-of-date government directive and a Regional Spatial Strategy which was now defunct. He felt that Cabinet should review the requirements now it had more freedom.

Councillor Tim Ball introduced the item by reminding Cabinet that the Council had been guilty of failing in its duty for not identifying sites after so many years. He emphasised that the proposals would be the beginning of at least 8 weeks of consultation. The Cabinet was determined to consult as widely as possible on the proposals. He emphasised that if a site were shown not to be suitable, he would not allow it to stay on the list at the end of the consultation. He explained that there would be another Cabinet report in September, then a government inspector would make comments, then a final decision would be made by Cabinet in December. He made brief mention of the key points about each site. Finally, he said that after visiting all the sites he had been struck that the Camerton play park space was totally inappropriate, so that site would be removed from the list before consultation. He explained therefore that the proposal he was moving was different from the one published in the report.

Councillor Paul Crossley seconded the proposal and emphasised that what was being proposed was that the Council would start the statutory consultation process.

Councillor David Dixon said he understood why residents were turning out in large numbers about the proposals. He felt it was because in the past the Council had not appeared to be listening to residents – but he assured those present that the Cabinet was determined to listen to what the community was saying during the consultation process.

Councillor Nathan Hartley thanked all those who had spoken. He reminded the Cabinet of the obligation to identify gypsy sites in the area. He thanked Tracey Cuthbert for her statement and for making him welcome when he visited the Lower Bristol Road site. He knew that many people had a particular interest in home to school transport issues, and confirmed that gypsy children had exactly the same rights as other children. He responded to one comment that secondary schools had been excluded from the matrix by saying that many gypsy children's attendance past the age of about 12 is sporadic; the law specifically protects gypsy parents from prosecution because it is recognised that many gypsy children start training in the family business at that age. He referred to a chart, which had been put into the

public galley before the meeting [*a copy of which is attached to the Minutes as Appendix 24 and on the Council's website*] which he had asked to be prepared and which showed the places available and the walking distances from each proposed site to each of the nearest primary and secondary schools. He expressed support for the recommendations.

Councillor Simon Allen thanked all the speakers. He acknowledged that there was a lot of detail to take in, and that there would be more to come. He promised an open and honest consultation. He had attended a meeting in his ward at which about 150 people had expressed their opposition, and he asked everyone to take part in the consultation. He himself was supportive of the proposals.

Councillor Cherry Beath said that the debate proved that people felt passionate about their communities. It was precisely this kind of debate which would ensure that the right sites would be eventually chosen. Her main concern was to get assurances about the wellbeing of local communities and about the suggestions of contamination on some of the sites.

Councillor David Bellotti thanked Councillor Ball for making it clear that this would be only the beginning of the consultation period and that sites could and would be withdrawn if they were shown to be unviable; other sites would be added as they were suggested. He emphasised the huge risk of taking no action – which might end in a costly legal battle as had been seen in the news. He explained that if the Council had no identified sites, it would not be possible to clear an illegal encampment. But if the Council had designated sites, then it was possible to clear an illegal encampment. He observed that travellers were real people, with real needs which the Council had a duty to support.

Councillor Roger Symonds responded to some of the comments about the pressure on the local transport infrastructure at some of the proposed sites. He guaranteed that transportation officers would properly appraise the viability of each site to make sure that local road systems could support any proposed sites.

Councillor Tim Ball summed up by thanking all the speakers. He confirmed that at the end of the process he did not expect all the sites to go forward because the Cabinet would listen to all the comments made during the consultation.

On a motion from Councillor Tim Ball, seconded by Councillor Paul Crossley, it was **RESOLVED** (unanimously)

(1) To NOTE that an Issues and Options consultation was carried out between 21 November 2011 and 16 January 2012 during which the broad site assessment criteria were consulted on and a Call for Sites conducted. The response to that consultation is set out in the Consultation Statement (Appendix 3) and formed the basis for the technical site assessment (Appendix 2);

(2) To NOTE that the list of preferred sites in the report was derived from the longer list of sites considered in the technical assessment (Appendix 2);

(3) To AGREE that the Preferred Options document (Appendix 1), which includes the list of preferred sites in para. 5.8, is taken forward for public consultation;

(4) To AGREE that the public consultation on the preferred sites is undertaken over an extended period of 8 weeks to run from mid-May 2012 to maximise the period over which comments can be submitted;

- (5) To NOTE that an initial report on the Preferred Options public consultation will be made to Cabinet in September 2012, which may include an assessment of additional sites coming forward;
- (6) To NOTE that the list of preferred sites will be reviewed in light of the public consultation and as part of the preparation of the draft Plan which is due to be considered by Cabinet in December 2012 for formal public consultation;
- (7) To AGREE that only new sites will be considered for inclusion and not those already rejected through the initial site assessment;
- (8) To NOTE that the Council will seek to review and update the 2007 needs assessment in liaison with the West of England partner authorities;
- (9) To DELEGATE authority to the Divisional Director of Planning & Transport, in consultation with the Cabinet Member for Homes and Planning, to make minor textual amendments prior to publication of the Preferred Options document; and
- (10) To NOTE as an erratum to paragraph 5.8 of the report that the site at Camerton is deleted from the list and that it could accommodate only 8 not 9 pitches.

220 COMMUNITY EMPOWERMENT FUND

Councillor Paul Crossley in proposing the item thanked the officers of Policy and Partnerships for their hard work in preparing the arrangements for the fund. He was delighted that the main recommendations for use of the fund had come from the community.

Councillor Nathan Hartley seconded the proposal. He also was delighted with the proposals. He announced the launch of a brand new fund of £100K, to be used to ensure that the young people we work with have a better chance of fulfilling their goals and aspirations. £60K of the fund was earmarked to fund groups and initiatives that support young people to get involved with positive activities and £40,000 was for young people who were struggling to find training or employment. He was confident that the fund would make a huge difference in a number of young lives.

On a motion from Councillor Paul Crossley, seconded by Councillor Nathan Hartley, it was

RESOLVED (unanimously)

- (1) To AGREE the provisional funding allocations in relation to the Performance Reward Programme Main Grant Fund and that conditional offers be made with regard to the projects identified, subject to successful negotiations on grant agreements as set out in the report;
- (2) To DELEGATE authority to the Divisional Director, Policy and Partnerships, in consultation with the Council Leader and Section 151 Officer, to sign funding agreements that have been finalised according to this process, put in place performance management arrangements and reallocate any sums returned to the fund in accordance with the prioritisation assessment agreed by the LSP Board;
- (3) To AGREE the proposed funding allocations in relation to the Fund for disadvantaged communities, regeneration and localism projects, including the £60,000 allocation for equalities projects recommended by the LSP Board following its deliberations on the Main Grant Fund;

(4) To DELEGATE authority to the identified Divisional Directors, in consultation with relevant Cabinet members and the Section 151 Officer, to manage the budgets allocated under the Fund for disadvantaged communities, regeneration and localism projects;

(5) To AGREE the funding profile for the Ward Councillors Initiative as follows:

2012-13: £3000 for each member

2013-14: £3000 for each member

2014-15: No allocation

(6) To AGREE the allocation of £100,000 from the Fund for disadvantaged communities, regeneration and localism projects for a new Future Fund.

221 THE GUILD CO-WORKING HUB

Councillor Patrick Anketell-Jones in an *ad hoc* statement welcomed the initiative. He noted that the area was in competition with a number of larger cities such as Bristol. He felt that the proposed hub would be an excellent start – but that it would only be a test-bed which would inform other developments such as Bath Quays and Bath Western Riverside.

Councillor Cherry Beath in proposing the item said that there was clear evidence of demand for the provision. The area had high levels of self-employment, with many looking for work space, but that cost was a major factor. She referred to a letter of support which she had received, signed by the Chair of Creative Bath and the two Universities. She strongly supported the development, and congratulated John Wilkinson (Economic Enterprise & Business Development Manager) for the work he had done in getting third parties involved.

Councillor David Dixon seconded the proposal.

Councillor Paul Crossley said that he was excited that the Council was working with a range of businesses and manufacturers to set up the hub.

Councillor Cherry Beath summed up by observing that the proposed arrangements would be for a community interest company.

On a motion from Councillor Cherry Beath, seconded by Councillor Paul Crossley, it was

RESOLVED (unanimously)

(1) To APPROVE that up to £500,000 capital provisionally allocated in the 2012/13 budget be used to redevelop an area in the Guildhall to become a Co-Working Hub;

(2) To AGREE that the final layout of the Co-Working Hub will be agreed by Council officers in conjunction with the Cabinet members for Sustainable Development and Community Resources;

To AGREE that a lease be granted by the council to a Community Interest Company to deliver the Co-Working Hub. The specific details of the governance arrangements will need to be agreed by the Council's Section 151 officer in consultation with the Cabinet member for Sustainable Development and Community Resources.

222 KEYNSHAM TOWN CENTRE REGENERATION AND WORKPLACES PROGRAMME – RIVERSIDE SITE ASSEMBLY AND COMPULSORY PURCHASE ORDER

Councillor David Bellotti in proposing the item said that the issues were straightforward. He referred to paragraph (2) of the proposals and explained that the Council needed the powers because it could not in all conscience leave the secondary site to degenerate next to the site which was being renewed. The Cabinet intended to bring forward plans for the secondary site in due course.

Councillor Cherry Beath seconded the proposal and gave her full support to the plans and the need to use the CPO powers if necessary.

On a motion from Councillor David Bellotti, seconded by Councillor Cherry Beath, it was

RESOLVED (unanimously)

(1) To AUTHORISE the Chief Property Officer, in consultation with the Cabinet Member for Community Resources to take all necessary steps to make, as necessary, a CPO or CPOs under Section 226(1) of the Town & Country Planning Act 1990 for the acquisition of land and/or the creation of new rights pursuant to Section 13 of the Local Government (Miscellaneous Provisions) Act 1976 (or any such other legislation may be appropriate for the delivery of the scheme) in respect of acquisition of land and/or rights within the indicative area shown on the attached site plan for the Riverside office block and its environs, Temple Street, Keynsham to bring forward the area for redevelopment following the Council's vacation in 2014.

The Chief Property Officer is authorised, in consultation with the Cabinet Member for Community Resources, to take all necessary steps in the process of making, confirmation and implementation of any CPO, including the publication and service of all notices, and the presentation of the Council's case at Public Inquiry.

(2) To AUTHORISE the Chief Property Officer, in consultation with the Cabinet Member for Community Resources, to acquire interests in land and new rights within any CPO either by agreement(s) or compulsorily and approve agreement(s) with land owners setting out the terms of the withdrawal of objections to the Order, including where appropriate seeking exclusion of land or new rights from the Order and or making arrangements for re-housing or relocation of occupiers;

(3) To AGREE that any use of the CPO powers is subject to authorisation from the S151 Officer in consultation with the Cabinet Member for Community Resources in respect of the anticipated financial implications of the authorisation.

223 NEWBRIDGE AND WESTON - PARKING RESTRICTIONS TRO

Councillor Roger Symonds in proposing the item explained that there had been a backlog of yellow line proposals, and that officers from the Transportation Division had worked hard to bring them to this point. He observed that his recommendation was to implement some of the proposals as advertised, but in some cases to overturn or to amend the proposals.

Councillor Paul Crossley seconded the motion.

On a motion from Councillor Roger Symonds, seconded by Councillor Paul Crossley, it was

RESOLVED (unanimously)

To AGREE that in regard to the advertised proposals below that the proposals are implemented, modified or withdrawn as below:

(1) proposal to prohibit parking in lengths of Apsley Road, Burleigh Gardens, Cedric Road, Chelsea Road, East Lea Road, Manor Road, Meadow Gardens, Newbridge Gardens, Newbridge Hill, Newbridge Road, Partis Way, Penn Gardens, Penn Hill Road, Penn Lea Road, South Lea Road, Westfield Park, West Lea Road and Weston Park;

Apsley Road: That the Double Yellow Line (DYL) junction protection in Apsley Road from Newbridge Road is implemented as advertised. That the proposal for DYL on the west side of Apsley Road from Newbridge Hill is modified to reduce the length of DYL to commence at a point 94 metres south of the junction of Newbridge Hill, extending for a distance of 20 metres in a south westerly direction into the western cul-de-sac, in response to public feedback.

Burleigh Gardens: That the proposal to implement DYL on the east side from its junction with South Lea Road for a distance of 190 metres in a southerly then westerly direction encompassing the turning head in the western spur of Burleigh Gardens is modified to implement DYL on the east side from its junction with South Lea Road for a distance of 11 metres in a southerly direction. Then DYL on the south side of Burleigh Gardens from a point 150 metres south westerly from the eastern kerbline of its junction with South Lea Road in a westerly direction for a distance of 44 metres, encompassing the turning head in the western spur of Burleigh Gardens to allow traffic movement.

That the DYL on the west side of the road from the junction from its junction with South Lea Road for a distance of 11 metres in a southerly direction is implemented as advertised for junction protection purposes.

Cedric Road: That the proposals are implemented as advertised as no objections were received.

Chelsea Road: That the proposals are implemented as advertised as no objections were received.

East Lea Road: To implement DYL on the junction on the east side from its junction with South Lea Road for a distance of 19 meters as advertised to ensure traffic flow and road safety issues are resolved. To modify the proposal on the western side of East Lea Road to DYL from the junction of South Lea Road for a distance of 19 meters then reduce restriction to Single Yellow Lines in operation 10am till 4pm Monday to Friday only for a distance of 155 meters in response to public feedback on the issues faced in the location.

Manor Road: That the proposals are implemented as advertised as no objections were received.

Meadow Gardens: That the proposals are implemented as advertised as no objections were received.

Newbridge Gardens: That the proposals are implemented as advertised as no objections were received.

Newbridge Hill: That the proposals are implemented as advertised as no objections were received.

Newbridge Road: That the proposals for DYL at the junction with Apsley Road are implemented as advertised to protect the junction. That the proposals for DYL at the junction of Westfield Park are modified and reduced from a point 8 meters west of its junction with Westfield Park for a distance of 28 metres in an easterly direction.

Partis Way: That the proposal to implement DYL on the west side of Partis Way from its junction with South Lea Road for a distance of 20 metres in a southerly direction is implemented as advertised.

That the proposal to implement DYL on the east side of Partis Way from a point 5 metres south of its junction with South Lea Road for a distance of 182 metres in a southerly direction is modified to DYL from a point 5 metres south of its junction with South Lea Road for a distance of 15 meters in a southerly direction then Single Yellow Lines from a point 20 metres south of its junction with South Lea Road for a distance of 167 metres in southerly direction in operation 10am till 4pm Monday to Friday only.

That the proposal to implement DYL on the west side of Partis Way from its junction with Newbridge Hill for a distance of 43 metres in a northerly direction is modified and reduced to 20 metres in length.

That the proposal to implement DYL on the east side of Partis Way from its junction with Newbridge Hill for a distance of 209 metres in a northerly direction then easterly direction encompassing the turning head in the eastern spur of Partis Way is modified to DYL on the east side of Partis Way from its junction with Newbridge Hill for a distance of 20 metres in a northerly direction for junction protection purposes, then Single Yellow Lines in operation 10am till 4pm Monday to Friday only on the east and south side of Partis Way, in response to public feedback on the issues faced in this location, from a point 20 metres north of its junction with Newbridge Hill for a distance of 132 metres in a northerly then easterly direction and DYL in the turning head in the eastern spur of Partis Way on the south side from a point 152 metres north easterly of its junction with Newbridge Hill for a distance of 55 metres encompassing the turning head for traffic flow purposes.

Penn Gardens: That the proposal is modified and the DYL are reduced in length on the north side to extend a distance of 15 metres in an easterly direction from its junction with Penn Hill Road to increase residential parking availability whilst protecting the junction for safety reasons.

Penn Hill Road: That the proposals are implemented as advertised as no objections were received.

Penn Lea Road: That the proposals are withdrawn and not implemented at this time due to public objections to the proposals.

South Lea Road: To implement DYL on north side junctions with West Lea, East Lea and Penn Lea Roads as advertised to ensure traffic flow and road safety issues are resolved. To modify the proposal on the south side of South Lea Road from DYL to Single Yellow Lines in operation 10am till 4pm Monday to Friday only in response to public feedback on the issues faced in the location apart from the following junctions; with West Lea Road where DYL will be implemented from its junction with West Lea Road for a distance of 23 metres in an easterly direction, from its junction with Burleigh Gardens where DYL will be implemented from a point 8 metres west of its junction with Burleigh Gardens for a distance of 29 metres in an easterly direction and Partis Way where DYL will be implemented from a point 8 metres west of its junction with Partis Way for a distance of 8 metres in an easterly direction for junction protection purposes.

Westfield Park: To modify the advertised restrictions of DYL on both sides of Westfield Park from its junction with Newbridge Road for a distance of 18

metres in a southerly direction to a reduced length of 10 metres extending from its junction with Newbridge Road in a southerly direction in response to public feedback. This will strike the best possible balance between junction protection and availability of parking.

West Lea Road: To implement DYL on East side for a distance of 9 meters as advertised to ensure traffic flow and road safety issues are resolved. To modify the proposal on the western side of West Lea Road to DYL from the junction of South Lea Road for a distance of 9 meters then reduce restriction to Single Yellow Lines in operation 10am till 4pm Monday to Friday only for a distance of 211 meters in response to public feedback on the issues faced in the location.

Weston Park: That the proposals are implemented as advertised as the changes will increase road safety at the junction.

(2) proposal to restrict parking in lengths of Lucklands Road, Purlewent Drive and Chelsea Road:

Lucklands Road: That the proposals are withdrawn and not implemented at this time.

Purlewent Drive: That the proposals are withdrawn and not implemented at this time.

Chelsea Road: That the restrictions are implemented as proposed as no objections were received.

(3) proposal to introduce prohibition of loading /unloading in lengths of Cedric Road:

That the proposals are implemented as advertised as no objection have been received.

(4) proposal to vary the residents' parking places in Cedric Road:

That the proposals are implemented as advertised as no objection have been received.

(5) proposal to remove 2 disabled parking bays in Chandler Close:

That the proposal is implemented as advertised. Chandler Close will still retain 3 disabled bays for use by residents whilst increasing the availability of parking of all.

224 CABINET RESPONSE TO RESOURCES PDS WORKING GROUP RECOMMENDATIONS

The Chair welcomed Councillor John Bull (Chair of the Resources PDS Panel), and invited him to introduce the Panel's recommendations.

Councillor John Bull explained that a cross-party group of four members of the Panel had worked on the report. They had interviewed a number of officers. The broad conclusions had been that there was not great abuse of the system. They had identified clear criteria for the use of consultants in the Council although it was not always evident whether they had been applied.

He referred to the advice of the National Audit Office that agency accounts could be an efficient way of engaging consultants where necessary, because this would enable the Council to dip in and out of the agency provision as required.

He made two particular recommendations:

- (i) Council expenditure on consultants is of such public interest that it should be identified in Service Action Plans;
- (ii) The Resources PDS Panel should be given an analysis from the Staff Satisfaction Survey relating to working with consultants.

Councillor David Bellotti thanked Councillor Bull and his Panel for their work in bringing this to Cabinet's attention, and agreed that this was a very timely debate. He had arranged to attend the forthcoming Panel meeting, at which he would give a response to the Panel. He assured the Panel that he would listen to their views and would report back to Cabinet.

The meeting ended at 9.15 pm

Chair _____

Date Confirmed and Signed _____

Prepared by Democratic Services

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Planning, Transport and Environment Policy Development & Scrutiny Panel

Tuesday 15th May 2012

Item 12 - Gypsies, Travellers and Travelling Showpeople Site Allocations Development Plan Document (DPD): Preferred Options consultation paper.

The Panel resolved to ask the Cabinet to consider at its next public meeting the postponement of the consultation until it has conducted an updated needs assessment and reconsidered the suitability of the various sites listed in the report having regard to the concerns expressed by the Panel. The Panel requests that the updated needs assessment is then presented to the Panel prior to any further decision by Cabinet.

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Bath & North East Somerset Council		
MEETING:	Cabinet	
MEETING DATE:	13th June 2012	EXECUTIVE FORWARD PLAN REFERENCE:
		E 2427
TITLE:	A36 Rossiter Road/Widcombe Parade Scheme	
WARD:	Widcombe	
AN OPEN PUBLIC ITEM		
List of attachments to this report:		
Appendix 1: Recommendations of the report on public consultations February 2011: Consultation Response Report (for Consultation of February 2011)		
Appendix 2: Terms of Reference for review of proposal to remove through traffic from Widcombe parade		

1 THE ISSUE

- 1.1 The Rossiter Road scheme has been provisionally included in the Capital Programme for a number of years and a proposed scheme which removed through traffic from Widcombe Parade (by reversing the direction of Widcombe Parade traffic and introducing 2-way traffic onto Rossiter Road) was subject to public consultation in February 2011. Whilst the scheme received overwhelming public support concern was expressed over some of the detailed design. A Steering Group was established to commission an independent review of the scheme by Halcrow .
- 1.2 The independent review endorsed the original design of the scheme and recommended some changes which will allow for the retention of some mature trees, the provision of an improved drop-off for Bath Spa Railway station on Rossiter Road itself and improved access to Lyncombe Hill. The review also concluded that whilst the replacement of traffic signals at the White Hart junction with mini roundabouts was possible the original scheme managed peak traffic flows more effectively and reduced queuing in Widcombe Parade. The Steering Group accepted the changes but considered that the benefits of removing the signals in favour of mini-roundabouts outweighed the risk of increased congestion. The Steering Group also considered that this risk could be mitigated by installing ducting that would enable signals to be installed at a later date should congestion prove to be a problem.
- 1.3 This report seeks agreement to proceed with the design of the scheme in accordance with the wishes of the Steering Group. It should be noted that the changes proposed above cover the main issues raised during the public consultation in February 2011.

2 RECOMMENDATION

The Cabinet is asked to

2.1 Agree that The Rossiter Road Scheme is progressed in line with the Steering Group's recommendations namely that:

(i) A 4 vehicle "drop off" layby is provided in Rossiter Road to provide improved access to Bath Spa Railway Station.

(ii) Cars and light traffic travelling east should be allowed to access Lyncombe Hill direct from Rossiter Road by a revised junction arrangement.

(iii) The mature tree behind Claverton Buildings could be retained by redesigning the approach to the new signal controlled junction at the western end of Widcombe Parade (subject to detailed design).

2.2 note that the above recommendations accord with the recommendations from the report on public consultation attached as Appendix 1.

2.3 And decide whether it wishes to agree that

EITHER

2.3.1 The proposed traffic signals at the White Hart junction be replaced with mini roundabouts, and note that the risk of increased congestion is mitigated by works that would facilitate the installation of traffic signals at a late date should they prove to be necessary

OR

2.3.2 retain the proposed traffic signals at the White Hart junction as shown in the public consultation

3 FINANCIAL IMPLICATIONS

3.3 The Rossiter Road capital budget is included in the Capital Programme at £1.8m. £0.2m of this has been approved in prior years, £1.6m is currently in the programme for Provisional Approval subject to the outcome of current scheme redesign work and the granting of any necessary planning consent. This £1.6m is part funded through capital contingency (£1.3m) and part through corporate headroom (£0.3m), included as part of the revenue budget approved by Council in February 2012.

3.4 The cost of the scheme will be established once the final detailed design has been carried out. It is anticipated that costs will be contained within the £1.8m above (particularly without the need for Traffic Signals at White Hart Junction).

3.5 In the event of these signals being required due to congestion from the scheme additional funds would need to be identified (£167,500) and this funding might be made available from the Capital contingency. In the event of the scheme not being progressed there is a risk of some of the capital costs incurred to date having to revert to a revenue account as explained in paragraph 6.1 below.

4 CORPORATE OBJECTIVES

4.3 The objectives of the A36 Rossiter Road/Widcombe Parade Scheme are to:

- Maintain or improve a strategic route for through traffic passing through Bath to/ from Bristol and the A36 South, the A4 East and the A46 North.
- Minimise secondary redistribution of traffic to other sensitive areas beyond the Rossiter road/ Widcombe Parade scheme
- Improve the safety for road users and those wishing to cross the road
- Reduce “through” traffic including HGV’s in Widcombe Parade
- Improve the Widcombe Parade environment

4.4 These objectives support the following Corporate objectives

- *Promoting independence and positive lives for everyone*
- *Creating neighbourhoods where people are proud to live*

5 THE REPORT

5.3 The Rossiter Road Scheme aims to remove through traffic and in particular HGVs from the Widcombe shopping parade without adding to congestion on the A36 and the Churchill Bridge Gyratory. The project has been in the Capital Programme for some years. A scheme which reversed the direction of traffic on Widcombe Parade was subject to public consultation in February 2011. The original scheme included a set of traffic signals at the White Hart junction which were designed to ensure that the scheme does not add to the congestion on the network. The signals would provide the ability to actively manage the network to ensure traffic queues on Rossiter Road do not back up to the Churchill Bridge Gyratory. This element of the scheme was subject to some criticism from the Widcombe Association who saw the introduction of so many traffic signals as detracting from the environmental benefits which the scheme was designed to deliver. The Association is concerned that this number of signals in close proximity would have a detrimental impact on the public realm in this location. It was also suggested that signals would not be necessary as drivers would adapt their travel patterns in the light of any congestion that they might experience. The recommendations of the report on the public consultation are attached in Appendix 1.

5.4 As a result of the public consultation an independent review of the scheme was commissioned reporting to a Steering Group of representatives of the Widcombe Association, local ward members, officer and cabinet members. The terms of reference for this review are attached at Appendix 2.

5.5 The review has concluded that the scheme can be amended to:

- 5.5.1 Provide a 4 vehicle ‘drop off’ layby in Rossiter Road to provide improved access to Bath Spa Railway Station.
- 5.5.2 Cars and Light traffic travelling east should be allowed to access Lyncombe Hill direct from Rossiter Road by a revised junction arrangement.
- 5.5.3 The mature tree behind Claverton Buildings could be retained by redesigning the approach to the new signal controlled junction at the western end of Widcombe Parade (subject to completion of the detail design).

- 5.6 These conclusions accord with those in Appendix 1.
- 5.7 In developing the current proposals the Council asked Halcrow to test the proposal using its traffic model to ensure that traffic on the A36 either side of Widcombe Parade is not adversely affected by the new arrangement. The scheme was originally designed to include a set of traffic signals controlling traffic emerging from Prior Park Road and Widcombe Hill onto Pulteney Road. This was the proposal which was subject to public consultation. These traffic signals would be a significant cost within this scheme.
- 5.8 Halcrow considered whether a set of double mini-roundabouts might be an acceptable alternative. Their conclusion was notwithstanding that the mini-roundabouts could be accepted in terms of visibility etc., that the priority provided to traffic from Prior Park Road and Widcombe Hill could be disruptive to the A36 and local highway network.
- 5.9 Firstly, there is a risk that the inability to actively manage traffic entering Pulteney Road could result in this traffic queuing as it attempts to exit onto the A36. If this traffic builds up queues could extend back blocking the double mini-roundabout causing congestion on the network. Secondly, the lengths of standing traffic in Widcombe parade as traffic waits to get through the mini-roundabouts are longer than if signals were installed. Finally, there is a risk that Prior Park Road and Widcombe Hill will become more attractive to drivers and this could lead to more traffic using these routes potentially causing further delays and queuing in Widcombe Parade.
- 5.10 The Steering Group considered these risks and noted that the traffic flows in the model had been set at current levels plus 10%. The Group considered that it was preferable to construct the mini-roundabouts and establish whether the risk of congestion would actually materialise given the built-in safety margin. In addition allowing traffic direct access into Lyncombe Hill (see 5.3 (2) above) will reduce the amount of traffic having to travel through Widcombe Parade approaching the White Hart Junction. The Steering Group also suggested that the electrical ducting for traffic signals should still be installed when the scheme is taken forward to allow traffic signals to be installed in the event that the potential problems identified by the traffic model did occur.
- 5.11 The cost of the different junctions at the White Hart junction are as follows:
- 5.11.1 Cost for traffic signal option (as per public consultation) = £263,000
 - 5.11.2 Cost for double mini roundabouts no ducting or other "advance" traffic signal requirements = £54,500
 - 5.11.3 Cost for double mini roundabouts with ducting and other "advance" traffic signal requirements (as before) = £90,500
 - 5.11.4 Cost of changing from double mini's with ducting etc to traffic signals = £167,500
 - 5.11.5 Cost of changing from double mini's without ducting etc to traffic signals = £203,500
- 5.12 Timescales are as follows :
- 5.12.1 The time to change from a double mini with ducting etc to a traffic signal junction = 2 months as previously advised.
 - 5.12.2 The time to change from a double mini with no ducting etc to a traffic signal junction = 4 months.

6 RISK MANAGEMENT

6.3 The report author and Lead Cabinet member have fully reviewed the risk assessment related to the issue and recommendations, in compliance with the Council's decision making risk management guidance. There is a risk that in the event of the scheme not progressing that the Capital expenditure to date might be subject to reversion to revenue. We estimate that the capital cost of the scheme currently stands at approximately £200,000. How much of this would still be eligible as capital expenditure would have to be determined in the event of the scheme not going ahead.

6.4 The risks of the proposed arrangement for the scheme are set out in the body of the report.

7 EQUALITIES

7.3 An Equality Impact Assessment (EqIA) has been completed. Potential adverse impacts for some mobility groups were identified due to the removal of the controlled pedestrian in Claverton Street. This potential impact is mitigated through reductions in expected traffic levels in the parade and will be considered further in the Road Safety Audit.

8 RATIONALE

8.3 The Steering Group have identified a number of amendments to the scheme to reduce costs and improving its impact on the public realm.

9 OTHER OPTIONS CONSIDERED

9.3 None.

10 CONSULTATION

10.3 Ward Councillors; Cabinet members; Local Residents; Community Interest Groups; Stakeholders/Partners; Section 151 Finance Officer; Chief Executive; Monitoring Officer

10.4 Public consultation was undertaken by an exhibition and questionnaire in February 2011.

11 ISSUES TO CONSIDER IN REACHING THE DECISION

11.3 Customer Focus; Sustainability; Health & Safety;

12 ADVICE SOUGHT

12.3 The Council's Monitoring Officer (Divisional Director – Legal and Democratic Services) and Section 151 Officer (Divisional Director - Finance)

have had the opportunity to input to this report and have cleared it for publication.

12.4 Halcrow, the Council's term consultants have provided detailed reports on the design of the proposal and provide verbal advice to the Steering Group at its meetings.

Contact person	Peter Dawson – Group Manager 01225-395181
Sponsoring Cabinet Member	Councillor Roger Symonds
Background papers	<ul style="list-style-type: none">• Reports to Rossiter Road Steering Group• Consultation Response Report (for Consultation of February 2011)
Please contact the report author if you need to access this report in an alternative format	

Appendix 1

Recommendations of the report on public consultations February 2011:

8. Recommendations

- 8.1. It is recommended that the provision of double mini roundabouts at the White Hart junction together with the underground works needed for the conversion of this junction to traffic signal control should be the subject of a Cabinet decision.
- 8.2. It is recommended that a revised junction arrangement should be provided at the cross over junction so that cars and light vehicles travelling east are allowed to access Lyncombe Hill direct from Rossiter Road.
- 8.3. It is recommended that a 4 vehicle drop off layby is provided on Rossiter Road to improve access to Bath Spa railway station.
- 8.4. It is recommended that, subject to completion of the detailed design, the approach to the new signal controlled at the west end of Widcombe Parade should be redesigned to retain the mature tree behind Claverton Buildings.
- 8.5. It is recommended that advice is sought from public realm designers as part of the detailed design process.

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Appendix 2

Terms of Reference for review of proposal to remove through traffic from Widcombe parade

The Council would like to commission an independent review of the scheme to advise on:

1. The use of DMRB design standards for the new junction to the west of Widcombe Parade where westbound traffic moves back from Rossiter Road to Claverton Street.
2. The arrangement of the junctions at the eastern end of Claverton Street particularly whether these need to have traffic signals in the light of the need to avoid additional congestion on the A36.
3. The use of the most recent advice from DfT found in Manual for Streets 2 to develop an alternative approach to the junction layouts.
4. Is it realistic that £1.8m will provide a scheme to meet the objectives outlined above? If an alternative scheme would meet the objectives could you provide indicative costings.
5. Whether a new junction design at Rossiter Road/Widcombe Parade, that does not involve a heavily engineered solution, could provide for eastbound traffic to turn right from Rossiter Road into Lyncombe Hill. (The Highway Authority did consider the proposal shown on drawing no. TC8821/07.)
6. Whether a drop off can be provided on the north side of Rossiter Road in the vicinity of the footbridge that provides access to Bath Spa train station.
7. To comment on any liabilities the Council would be subject to as a result of further amendments to these design proposals.
8. The review should commence as soon as the commission has been accepted
9. The conduct of the project will be overseen by a Steering Committee whose members include Councillors, Officers and Widcombe Association (the local residents' association) members.
10. As a first step the consultants will interview members of the steering committee in order to obtain a clear view of the issues.
11. The consultants will then address the issue of DMRB standards (item 1. above) and report back on their conclusions.
12. The consultants' final report will be considered by the Steering Committee on 15 December. It must be available at least a week beforehand to enable members to consider any issues raised.
13. In their price submission, the consultants should provide an estimate of maximum project cost, outlining assumed man hours and fee scales

14. The use of DMRB design standards for the new junction to the west of Widcombe Parade where westbound traffic moves back from Rossiter Road to Claverton Street.
15. The arrangement of the junctions at the eastern end of Claverton Street particularly whether these need to have traffic signals in the light of the need to avoid additional congestion on the A36.
16. The use of the most recent advice from DfT found in Manual for Streets 2 to develop an alternative approach to the junction layouts.
17. Is it realistic that £1.8m will provide a scheme to meet the objectives outlined above? If an alternative scheme would meet the objectives could you provide indicative costings.
18. Whether a new junction design at Rossiter Road/Widcombe Parade, that does not involve a heavily engineered solution, could provide for eastbound traffic to turn right from Rossiter Road into Lyncombe Hill. (The Highway Authority did consider the proposal shown on drawing no. TC8821/07.)
19. Whether a drop off can be provided on the north side of Rossiter Road in the vicinity of the footbridge that provides access to Bath Spa train station.
20. To comment on any liabilities the Council would be subject to as a result of further amendments to these design proposals.
21. The review should commence as soon as the commission has been accepted
22. The conduct of the project will be overseen by a Steering Committee whose members include Councillors, Officers and Widcombe Association (the local residents' association) members.
23. As a first step the consultants will interview members of the steering committee in order to obtain a clear view of the issues.
24. The consultants will then address the issue of DMRB standards (item 1. above) and report back on their conclusions.
25. The consultants' final report will be considered by the Steering Committee on 15 December. It must be available at least a week beforehand to enable members to consider any issues raised.
26. In their price submission, the consultants should provide an estimate of maximum project cost, outlining assumed man hours and fee scales

Bath & North East Somerset Council		
MEETING:	Cabinet	
MEETING DATE:	June 2012	EXECUTIVE FORWARD PLAN REFERENCE:
		E2428
TITLE:	Victoria Bridge	
WARD:	Kingsmead, Westmoreland, Widcombe	
AN OPEN PUBLIC ITEM		
List of attachments to this report:		
Appendix 1- Project Programme		
Appendix 2- Cost estimates		

1 THE ISSUE

- 1.1 Victoria Bridge is a Grade II* Listed structure, currently on English Heritage's Heritage At Risk Register. The bridge is a key route connecting communities, particularly in providing a safe route for school children between a number of primary schools and communities. It provides a primary link for cyclists on a safe, traffic-free route between the Upper & Lower Bristol Roads. Finally, it is a major composing element of the BWR masterplan, providing both connection and an historic focal point for the new housing regeneration.
- 1.2 Following structural inspections carried out in 2010, Victoria Bridge was closed to pedestrians and cyclists in the interests of public safety. Recent, (September 2011) structural monitoring of the bridge recorded significant cracks within critical structural members necessitating emergency works to stabilise and protect the bridge from the risk of collapse. These temporary works were successfully completed in December 2011.
- 1.3 Options have been considered for the future of the crossing. The future permanent solution has to meet a complex set of design criteria associated with heritage, engineering, safety and maintenance requirements. Of the options considered, Option 1 is viewed to achieve the best balance between these criteria. The Cabinet is requested to approve the funding source associated with delivery of the remainder of the project.

2 RECOMMENDATION

THE CABINET AGREES THAT:

- 2.1 The project funds are approved to progress the project in the capital programme, with funding as outlined in 3.5 below.
- 2.2 Cabinet is requested to consider and select the option that best meets the requirements of the brief for a permanent re-opening of the Bridge.
- 2.3 The Project Programme set out in Appendix 1 is approved.

3 FINANCIAL IMPLICATIONS

- 3.1 The estimated cost to deliver the project, based upon the option 1 solution including an average risk allowance, is £2.587m excluding VAT, which as broken down as illustrated below.

	Option 1
Works	£1,655k
Fees	£538k
Average. risk	£394k
Total	£2,587k

- 3.2 The estimated costs to the deliver the project, based upon the other solutions including average risk allowance described herein are set out below excluding VAT.

	Option 2	Option 3	Option 4
Works	£985k	£2135k	£235k
Fees	£538k	£538k	£388k
Average risk	£755k	£505k	£285k
Total	£2,278k	£3,178k	£908k

- 3.3 Tender submissions have recently been received for the roles of designer and design checker for the proposed Bridge solution. Tender prices were generally higher than project budget allowances. Estimated project costs have been increased to reflect this and the addition to the project scope of improving the linkage between the towpath and Victoria Bridge Road with a ramp connection, giving rise to the increase from the previous estimated delivery cost of £2.47m to the current £2.587m for Option 1.
- 3.4 A solution to improve the linkage between Victoria Bridge Road and the River Avon towpath is now part of the project scope. Officers will investigate whether there are any opportunities to fund these works through future development projects.

3.5 Sources of funds for Option 1 are identified as follows:-

BWR s106 contribution	£500k
Council borrowing (headroom)	£1,900k
Capital contingency	£187k
Total	£2,587k

3.6 For the option 1 solution, funding of circa £500k is available from the Bath Western Riverside section 106 Agreement; although this funding is confined to non-structural works to the Bridge. The section 106 contribution may not be available for options 2, 3 and 4 in which case funding for each of these options would comprise Council borrowing up to £1,900k with any remaining funding sourced from capital contingency.

3.7 The cost of Council borrowing is to be funded from existing resources identified in the February 2012 Budget Report up to £1.9m. Any balance of funding required is requested from Capital Contingency. If additional funding is forthcoming or the scheme costs less, then drawdown from Capital Contingency can be repaid.

3.8 Additional funding may be forthcoming from other adjoining developments by negotiation, should these developments see the benefit of the reinstated bridge link.

3.9 Funding from English Heritage would be limited to contributing towards project development costs, which could include historical research costs, and towards minor repair costs. Any application for funding assistance from English Heritage would be subject to a competitive process and therefore a successful application cannot be guaranteed. Even if successful it is considered unlikely that an application would have a significant impact upon the secured level of funding for the project.

3.10 The costs associated with the delivery of the emergency works to secure the structure, (complete December 2011) were subject to a previous approval and therefore are not part of the approval being sought herein. Funding of £830k was granted for these works and delivery of the peer review study which preceded them.

3.11 On-going revenue costs for the inspection and maintenance regime, based upon the Option 1 solution, are estimated to be approx. £8k per annum from 2014/15, on average. This is estimated to be similar in magnitude to the required annual cost prior to the project of adequately inspecting and maintaining the Bridge in line with statutory bridge code requirements. It has been agreed that the inspection and maintenance costs will be funded from the Highway Authority's structures maintenance budget.

4 CORPORATE PRIORITIES

- *Addressing the causes and effects of Climate Change*
The bridge provides a key pedestrian and cycle link to and from the Bath Western Riverside development helping to avoid dependency on motor vehicles
- *Improving transport and the public realm*
The structure forms part of a key safe route school helping to promote alternative modes of transport.

5 THE REPORT

5.1 Victoria Bridge was built in 1836 and designed by James Dredge, a brewer and bridge designer who was a resident of Bath. Very few bridges of this unusual design remain; it is the oldest example. The Bridge has a Grade 2* listing.

5.2 The Bridge is fifty years beyond what would now be considered a suitable design life for a modern, new Bridge and is now in a poor condition. Following routine structural assessments in 2010 it was found necessary to close the bridge to pedestrians and cyclists.

5.3 Monitoring in Autumn 2011 highlighted a significant and rapid deterioration in the condition of some of the principal components of the Bridge. With structural failure being a significant risk action was taken to install temporary works to secure the Bridge. This work was completed in December 2011.

5.4 A peer review process was undertaken in the Summer of 2011 to investigate the options available to ensure the crossing at Victoria Bridge can be reopened for public use on a permanent basis. With advice from Planning Services, the process considered nine options, which are summarised as follows:-

1. Replace with faithful replica in steel, retaining original wrought iron fabric where feasible.
2. Introduce new deck (on new supporting structure) in place of existing deck with existing Bridge refurbished but not used.
3. Replace existing with high quality, contemporary bridge.
4. Abandon the Bridge retaining only the towers.
5. Refurbish/repair using wrought iron with essential interventions to make the Bridge usable.
6. Introduce new deck (on new supporting structure) above existing with existing Bridge refurbished but not used.
7. Introduce new bridge alongside existing with existing Bridge refurbished and retained but not used.
8. Replace existing with utilitarian bridge.
9. Abandon the Bridge and retain the temporary support structure as the permanent crossing.

5.5 Fundamental requirements and design objectives for the project have been developed in conjunction with English Heritage and the relative merits of the nine options considered against those requirements and objectives. The requirements and objectives are as follows:-

Fundamental requirements

- Enable the route across the River to be reopened on a permanent basis as soon as reasonably practicable.
- Comply with appropriate modern design standards and loading criteria.
- Crossing width to be adequate for pedestrians/cyclists/crowd loading.

Design objectives

- Reasonable value for money.
- Design life of at least 50 years.

- Provide safe and efficient maintenance access.
- Preserve and enhance the special architectural and historic interest of the Bridge.
- Retain the structural form.
- Where possible retain historic fabric.
- Allow interventions to improve dynamic performance.
- Undo earlier in appropriate structural interventions.
- Improve structural detailing where practicable and appropriate.

5.6 Of the nine options considered, 4 have been summarised in this paper to provide a cross spectrum of the 9 options considered. The other 5 were discounted against the above criteria including being undeliverable, (option 7 due to land ownership constraints), not being able to provide an adequate crossing width, (options 5 and 9) and low probability of securing the necessary consents (option 8). With option 6 being discounted for the reason that it is broadly similar in nature to option 2, albeit with a different deck height.

5.7 Option 1, (dismantling the existing superstructure and reconstructing in its original form and function, using steel components to achieve the necessary strength and performance criteria for the Bridge to be used as a Public Highway asset, whilst retaining original ironwork where otherwise possible) is the option which best meets the requirements and achieves the objectives. English Heritage have accepted in principle that of the options considered, Option 1 is an appropriate solution to take forward, given the various technical and heritage related constraints which need to be overcome.

5.8 The consultations held to date with English Heritage have highlighted that maximising the retention of the Bridge's historic fabric and retaining its overall form, engineering function and appearance are all important factors that would be considered by them in the assessment of any statutory consents required for the design. Whilst Option 1 would lead to the loss of a significant portion of the historic fabric, English Heritage has confirmed that Option 1 is worth taking forward to the next stage of development, however they are unable to fully endorse this option as an acceptable scheme without the benefit of the more detailed design proposals, which would be produced during the next stage of design. Whilst statutory consents would be the Council's responsibility as Local Planning Authority, English Heritage would be a statutory consultee under the planning process and therefore their views would be highly significant.

5.9 RISK MANAGEMENT

5.10 The report author and Lead Cabinet member have fully reviewed the risk assessment related to the issue and recommendations, in compliance with the Council's decision making risk management guidance.

5.11 A risk analysis for the four options has been undertaken and the findings used to inform this report. For each of the four options, average and maximum likely risk sums were derived. These are presented below:-

Option	Average risk sum	Maximum risk sum
1	£394k	£682k
2	£755k	£1,590k
3	£505k	£1,205k
4	£285k	£1,288k

5.12 Option 1 presents the lowest risk option in terms of overall deliverability when factoring in all project risks associated with design and the ability to achieve statutory consents within the project programme and construction.

5.13 The probability of the design development process being delayed and prolonged in trying to secure the necessary statutory consents is considered to be high for options 2, 3 and 4 in comparison with option 1.

5.14 Whilst securing necessary consents is not guaranteed for any of the options, the consultations undertaken to date with the Planning Authority and English Heritage suggest that securing the necessary consents for a design based on option 1 is most feasible.

5.15 Each of the above options can comply with the relevant engineering and life safety requirements for a highway asset, albeit Option 4 does not provide a River crossing. The principal differences between the options are associated with the likelihood of being able to obtain the necessary statutory consents, (particularly listed building and planning consents) programme and cost, appearance and maintenance requirements.

6 EQUALITIES

6.1 An equalities assessment has been carried out in accordance with corporate guidelines. Failure to repair the bridge will disadvantage young people and the elderly who do not have access a motor vehicle and will be denied a desirable pedestrian route across the River.

6.2 A solution to improve the linkage between Victoria Bridge Road and the River Avon towpath is now part of the project scope. This has the potential to improve local access for pedestrians, cyclists and wheelchair users.

7 RATIONALE

7.1 As the Bridge has an historic value, provides an important route for pedestrians (including a route to school) and is a key gateway to the Western Riverside development the Council should take the necessary steps to ensure the Bridge is restored. Failure to restore the crossing will inevitably raise reputational issues highlighted by the Council's statutory responsibility for safeguarding heritage assets.

7.2 In selecting Option 1 a balance would be achieved between whole life future maintenance costs and protecting the character and historic value of the structure.

8 OTHER OPTIONS CONSIDERED

8.1 Nine options have been considered, four of which have been put forward in this report. Option 1 is the solution which is recommended for approval. The other three are as follows:-

Option 2 – Introduce a new structural deck and up-stand beam solution within the footprint of the existing deck, whilst retaining and refurbishing the remainder of the existing iron superstructure in a non-structural capacity. The historic structure would no longer be a suspension bridge and the new introduced structure would dominate the visual appearance of the bridge.

Option 3 – Complete removal of the existing superstructure followed by the introduction of a completely new bridge of a contemporary and high quality design.

Option 4 – Complete removal of the existing superstructure and the permanent abandonment of the crossing.

Each of the above options could incorporate the retention of the original stone piers.

8.2 It is considered unlikely that English Heritage would be supportive of any application seeking statutory consents in relation to option 2, which would significantly alter the appearance, form and function of the bridge.

Whilst option 4 would have a similar impact to option 3 in terms of degree of loss of heritage infrastructure, it is conceivable that the necessary consents could be secured for option 3, if an appropriate innovative new design were proposed. However, it would be necessary in either case to demonstrate why restoration would be inappropriate. Option 4 also fails to provide a pedestrian/cycling route across the River.

9 CONSULTATION

9.1 The Cabinet Member for Transport, Section 151 Finance Officer; Chief Executive, Divisional Director for Planning and Transportation and the Monitoring Officer have been consulted on the report. Their comments have been included in the body of the report.

9.2 Initial consultation with ward councillors, statutory bodies, (including planning and conservations offices and English Heritage) and relevant stakeholder organisations has been undertaken during the option appraisal process.

9.3 Further consultation will be carried out with relevant stakeholders in order to secure the various consents required to enable the restoration to be completed.

10 ISSUES TO CONSIDER IN REACHING THE DECISION

10.1 The Bridge is a Grade II* Listed structure and is therefore of significant importance both nationally and locally, and of more than special interest.

10.2 Before being closed for safety reasons, the Bridge provided a safe and amenable route across the River Avon for pedestrians and cyclists.

- 10.3 The introduction of a sizeable new population at Bath Western Riverside will increase the importance of the crossing point provided by the Bridge.
- 10.4 Statutory consents will need to be secured for the chosen option following a period of design development. Each of the four options will require a planning consent and listed building consent.
- 10.5 Completion of the works is required by Q2 2014 in order to avoid the Bridge works being operationally constrained by BWR construction works which are to be carried out to the south west of the Bridge.

11 ADVICE SOUGHT

- 11.1 The Council's Monitoring Officer (Divisional Director – Legal and Democratic Services) and Section 151 Officer (Divisional Director - Finance) have had the opportunity to input to this report and have cleared it for publication.

Contact person	<i>Matthew Smith, Divisional Director, Environmental Services 01225 396887</i> <i>Kelvin Packer, Service Manager, Highways 01225 394339</i> <i>Simon Martin, Operations Manager, Major Projects 01225 477407</i>
Sponsoring Cabinet Member	<i>Councillor Roger Symonds</i>
Background papers	<i>None</i>
Please contact the report author if you need to access this report in an alternative format	

Appendix 1 – Outline Programme

Cabinet approval	June 2012
Commence design	June 2012
Commence works (temporary crossing closes to public)	April 2013
Works completed	April 2014
Bridge open to public	April 2014

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APPENDIX 2 - COST ESTIMATES

Option Ref.	Description	Design life (yrs)	Baseline delivery cost (works plus fees)	Average risk delivery cost	Average risk B&NES funding requirement	Maximum risk delivery cost	Maximum risk B&NES funding requirement	Notes	Required inspection frequency	50yr inspection & maintenance cost	Average risk 50yr lifecycle cost	Average risk 50yr B&NES funding requirement	Maximum risk 50yr lifecycle cost	Maximum risk 50yr B&NES funding requirement
1	REFURBISHMENT TO RETAIN STRUCTURAL FORM AND IMPROVE STRUCTURAL PERFORMANCE													
	Dismantle the existing superstructure, fabricate new steelwork to match the existing design, retaining existing ironwork elements where possible. Re-build and re-deck. Retain and refurbish the towers.	At least 50 years	£2,193,000	£2,587,000	£2,087,000	£2,875,000	£2,375,000	Capital costs include £200k for removal of existing structure	Annual inspections. Principal Inspection every 3 years.	£412,000	£3,054,000	£2,554,000	£3,376,000	£2,876,000
2	REFURBISHMENT WITH NEW STEEL DECK	120 years for new structure, less than 50 for retained ironwork												
	Dismantle the existing superstructure, introduce new steel beam deck with new supports. Refurbish the towers, re-erect hangers, chains and parapets.		£1,523,000	£2,278,000	£1,978,000	£3,113,000	£3,113,000	Capital costs include £800k for new structure and £150k for refurbishment of existing bridge.	Annual inspections. Principal Inspection every 3 years.	£767,000	£3,165,000	£2,865,000	£4,013,000	£4,013,000
3	NEW BRIDGE TO A HIGH QUALITY DESIGN													
	Remove the existing superstructure and piers and design and build a new deck to a very high standard of design. Option to incorporate the existing piers in a non-structural form.	120 years	£2,673,000	£3,178,000	£3,128,000	£3,878,000	£3,878,000	Capital costs include £200k for removal of existing structure	Inspection every 3 yrs. Principal inspection every 6yrs.	£341,000	£3,549,000	£3,499,000	£4,255,000	£4,255,000
4	ABANDON THE CROSSING													
	Dismantle the existing superstructure, abandon the crossing point, and retain only the towers.	N/A	£623,000	£908,000	£858,000	£1,911,000	£1,911,000	Capital costs include £200k for removal of existing structure. Fees reduced to reflect minimal design effort required.	N/A	£8,000	£926,000	£876,000	£1,929,000	£1,929,000

Notes

- For each option, average and maximum risk B&NES funding requirement figures are derived by subtracting the amount of funding deemed as obtainable from the BWR s106 Agreement under average and maximum risk scenarios from the respective average and maximum risk delivery costs
- For each option, average and maximum risk 50yr lifecycle B&NES funding requirement figures are derived by subtracting the amount of funding deemed as obtainable from the BWR s106 Agreement under average and maximum risk scenarios from the respective average and maximum risk 50yr lifecycle costs
- All costs are assumed to be at present day rates.
- No allowance has been made for Net Present Values or inflation.
- VAT is not included.

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Bath & North East Somerset Council		
MEETING:	Cabinet Paper	
MEETING DATE:	13th June 2012	EXECUTIVE FORWARD PLAN REFERENCE:
		E 2434
TITLE:	London Road Regeneration Update	
WARD:	Walcott	
AN OPEN PUBLIC ITEM		
List of attachments to this report:		
Appendix 1: Red line Boundary, Appendix 2: Governance Structure		

1 THE ISSUE

1.1 The London Road Project has a provisional capital budget allocation of £750,000. The London Road Project Team working closely with the local community, Ward Councillors and Sponsoring Cabinet Member have now created a project framework capable of delivering the objectives of the London Road Scheme. Approval is sought from Cabinet on the project framework and budget to deliver projects within this framework.

2 RECOMMENDATION

The Cabinet are recommended to:

- (1) Approve the project framework and the Governance structure in Appendix 2; and
- (2) Authorise the Strategic Director of Place in consultation with the Cabinet Member for Sustainable Development to approve individual allocations of the budget.

3 FINANCIAL IMPLICATIONS

- 3.1 £750,000 has been included in the 2012 / 13 capital programme for provisional approval subject to approval of a detailed project plan whilst some slippage might be anticipated, this should not extend beyond 31st March 2014
- 3.2 Appropriate revenue funding or the associated borrowing costs have been included within the approved revenue budget.
- 3.3 Where appropriate, the officer costs associated with management and delivery of this project will need to be met from within the £750K capital funding.
- 3.4 Each project element, when brought forward in detail will be reviewed by the Project Initiation Document (PID) Group and Capital Strategy Group (CSG) prior to approval; part of this process will be a robust review of potential revenue consequences of each project element to ensure there is no future commitment to council spend outside of this capital budget.

4 CORPORATE OBJECTIVES

- 4.1 The London Road Regeneration Project meets all three of the Councils objectives. The project puts people and communities first by putting them at the heart of the decision making process. This enables local people to become actively engaged in identifying projects that will make specific, measurable improvements to their environment and **create a neighbourhood in which they are proud to live**. The project will also help **build a stronger economy** through the improvement of physical environment. This will change the perception of, and promote confidence in the London Road area which will in turn attract private sector investment to help resolve a number of the areas longstanding issues which will help **promote independence and positive lives for everyone** in the local community.

5 THE REPORT

Background

- 5.1 The overall objective of the London Road Regeneration scheme was defined through consultation with the community and Ward Councillors. This is to arrest the environmental decline of a major gateway in Bath through initiatives to improve the street scene, encourage property regeneration, improve air quality and attract private sector investment. The outcome will be an improved environment that changes perceptions and facilitates confidence in the area as an area to invest, live and work. The consequential impact will be a positive entry point into Bath further enhancing the City's' reputation as a world class visitor attraction

Description

- 5.2 .The project will identify a series of physical regeneration projects to improve the environment of the area within the red line boundary shown in Appendix 1. Projects will be proposed by a community group created specifically to generate project ideas that will then be assessed by the Council against a set of agreed criteria. Likely projects (based on previous community consultation) include public realm improvements, bringing empty properties back into use, highways improvements and match funded grant schemes to improve buildings.

Project structure

- 5.3 The proposed Governance Structure for the project is illustrated in Appendix 2. This highlights that the new community Group specifically created for this project, 'The Gateway Group' will identify projects the community wish to implement to

improve the London Road area. The membership of the Gateway Group includes 12 members of the local community that represent a cross section of the community that includes business owners and residents. The group also includes the Ward Councillors and is supported by officers from Policy and Partnerships and Development and Major Projects.

- 5.4 The Gateway Group will escalate projects to the Officer Working Group, led by Development and Major Projects. The Officer Working Group will test the feasibility and cost of projects, working closely with officers from different directorates as and when required and dependant on the type of project being reviewed (e.g. Planning, Property services, highways etc.)

Project Assessment

- 5.5 After the feasibility has been assessed and projects have been costed they will then be assessed against a set of criteria that will reflect the overall objectives of the London Road Regeneration Project. The overall objectives and criteria for assessment will be defined by the Gateway Group before being approved by the Sponsoring Cabinet Member in consultation with the Strategic Director of Place. Projects will be tested against these criteria by the Officer Working Group in conjunction with Ward Councillors. Those projects that successfully pass the testing process will then be escalated to the Sponsoring Cabinet Member for Sustainable Development / Strategic Director of Place & Cabinet Member for Resources for approval.
- 5.6 These projects will then be discussed at PID Group and CSG before the Strategic Director of Place in consultation with Cabinet approves individual allocations of the budget.
- 5.7 formally approve individual allocations of the budget
- 5.8 Projects will then be delivered by the lead officer in liaison with the relevant Council departments (dependant on type of project)

6 RISK MANAGEMENT

- 6.1 The report author and Lead Cabinet member have fully reviewed the risk assessment related to the issue and recommendations, in compliance with the Council's decision making risk management guidance.
- 6.2 The Directorate maintains a risk register, updated and reported regularly to Corporate standards, which captures and seeks to mitigate all project and operational risks

7 EQUALITIES

- 7.1 An initial high level Equities Impact Assessment of the intended outcomes of the Project has been undertaken. This highlights no adverse impacts are generated by the scheme and in fact should result in positive impacts.

8 RATIONALE

- 8.1 The project framework and Governance structure recommended to Cabinet ensures the community are at the heart of the decision making process through the Gateway Group and planned communication and consultation with the wider community through a variety of mediums including a dedicated project website. This will ensure the local community are actively involved in shaping their neighbourhood.

8.2 A clear, transparent process has been created in line with audit / procurement legislation to assess projects identified by the Gateway Group. The Corporate Procurement Team will be consulted as part of the wider project management of specific projects (when identified) to ensure due protocol is followed. .

9 OTHER OPTIONS CONSIDERED

9.1 An alternative strategy for London Road would be ‘ top down’ change with the Council identifying physical interventions and then consulting with the local community through the planning process. The chosen approach meets the Councils vision, values and objectives better than this option. Due to the history of the area, previous consultation and the need for continued engagement with the community the chosen option was preferred.

10 CONSULTATION

Ward Councillor; Cabinet members; Staff; Other B&NES Services; Service Users; Local Residents; Community Interest Groups; Stakeholders/Partners; Other Public Sector Bodies;; Section 151 Finance Officer;; Monitoring Officer

10.1 Significant consultation has been undertaken that led directly to the area being designated as a regeneration area. Over 600 residents have provide their views on the physical regeneration of the area working with RE:generate who were procured by the Council to engage with the community and produce a report on their findings. This work identified a variety of priority projects the community would like to see delivered in the area. The community continue to be at the centre of the London Road Project through a community group, the Gateway Group, on which Local Councillors and Council Officers also sit.

11 ISSUES TO CONSIDER IN REACHING THE DECISION

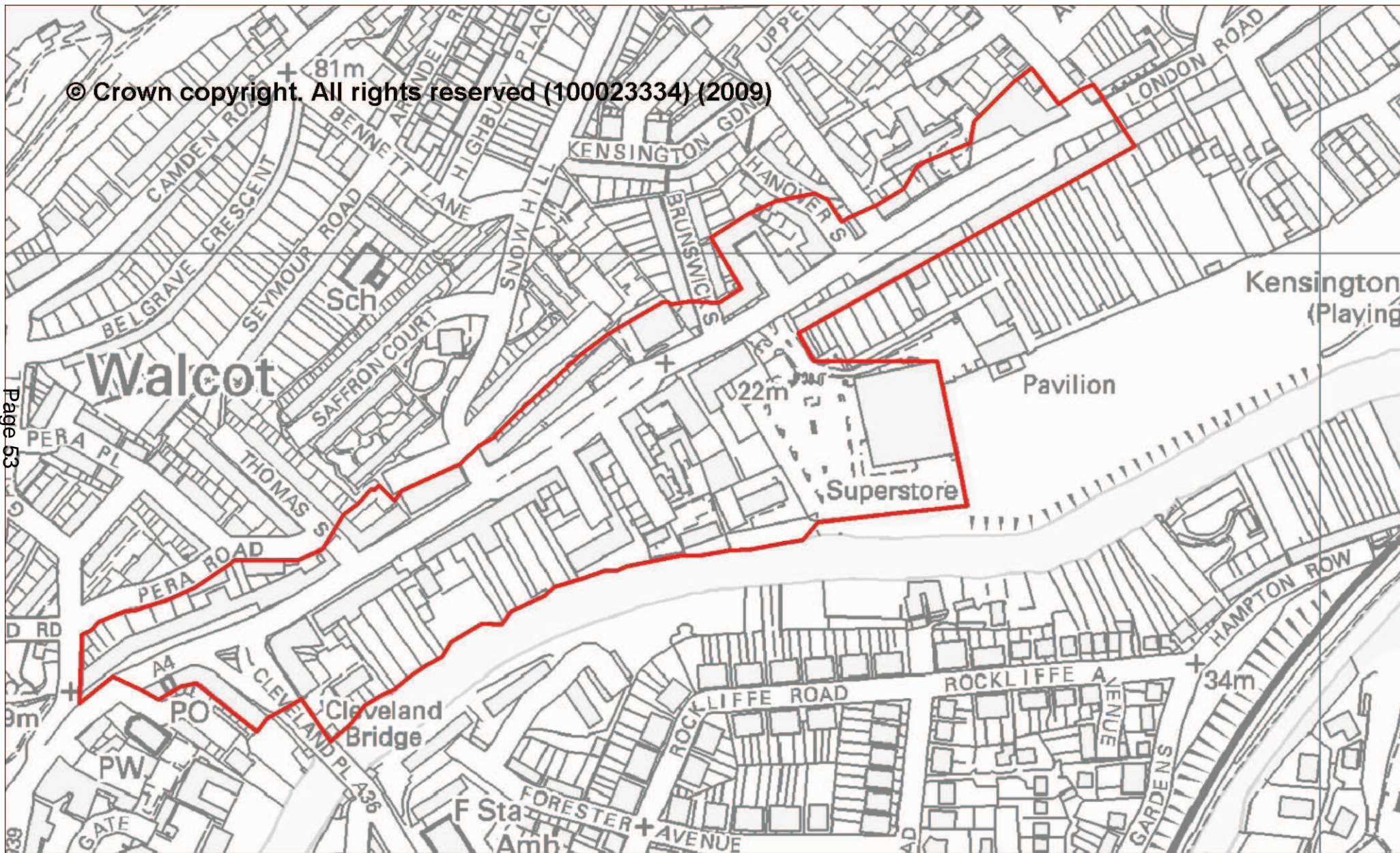
11.1 Social Inclusion; Customer Focus; Sustainability; Property; Corporate; Health & Safety; Impact on Staff; Other Legal Considerations

12 ADVICE SOUGHT

12.1 The Council's Monitoring Officer (Divisional Director – Legal and Democratic Services) and Section 151 Officer (Divisional Director - Finance) have had the opportunity to input to this report and have cleared it for publication.

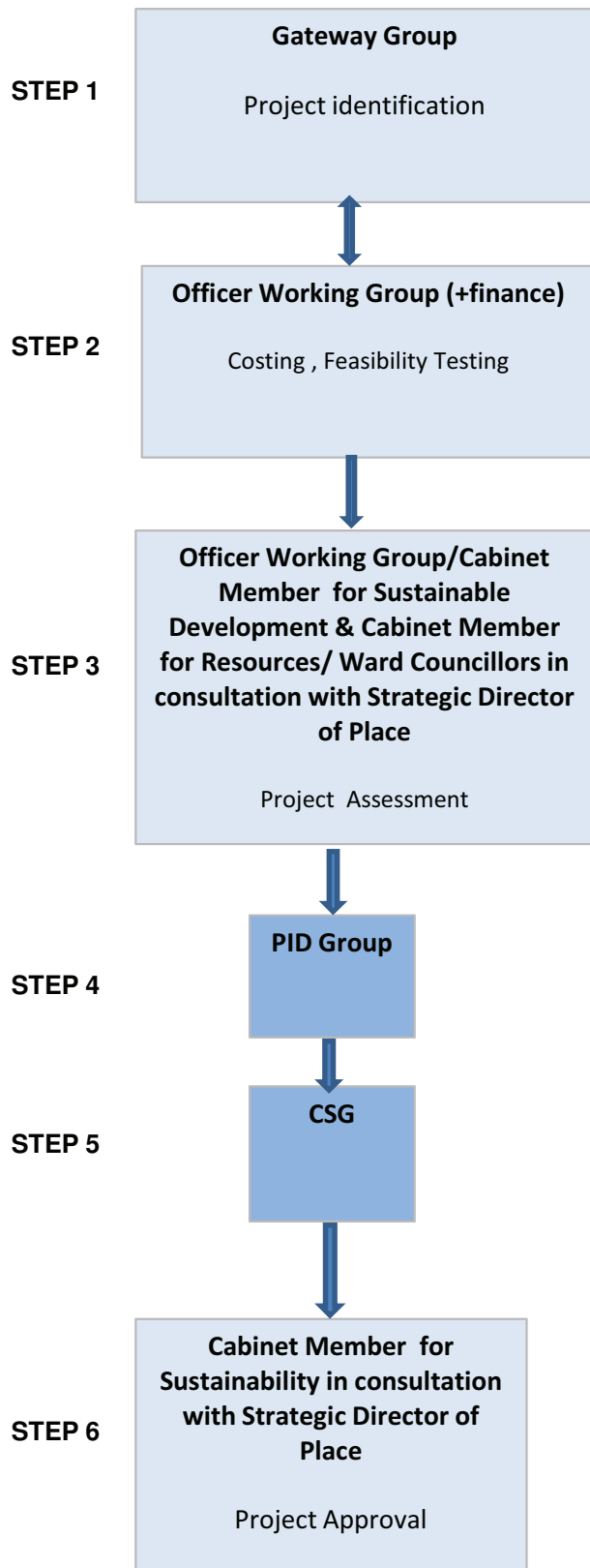
Contact person	<i>Paul Ward 01225 47 7696</i>
Sponsoring Cabinet Member	<i>Councillor Cherry Beath</i>
Background papers	<i>N/A</i>
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Appendix 2: London Road Project Approval Route



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Bath & North East Somerset Council		
MEETING:	Cabinet	
MEETING DATE:	13th June 2012	EXECUTIVE FORWARD PLAN REFERENCE:
		E 2426
TITLE:	Saltford Station Business Case	
WARD:	Saltford	
AN OPEN PUBLIC ITEM		
List of attachments to this report: None		

1 THE ISSUE

1.1 The potential for reopening Saltford Station has been highlighted recently by a local campaign and the response to the GWR franchise from the West of England. In order to develop the business case for this project funds are required in the order of £250,000 over the next three years. This report seeks funding for an initial £100,000 to take the initial phase of this work forward.

2 RECOMMENDATION

The Cabinet agrees that:

2.1 To agree a budget of £100,000 to undertake a High Level Option Assessment as set out in the report, to be funded from the Council's Revenue Budget Contingency. Any further requests for funding will be considered following completion and consideration of this Assessment.

3 FINANCIAL IMPLICATIONS

- 3.1 The early estimated costs for the initial phase of this project is £100,000 (revenue) to undertake a 'High Level Option Assessment' of a re-opened Station at Saltford.
- 3.2 Once the High Level Option Assessment has been completed further approvals will be sought. These approvals will include estimates of cost of design, capital costs of the station and annual revenue costs associated with supporting train services using the station. A report to Cabinet will be prepared once the initial work has been completed.
- 3.3 For further stages of development of the project, funding will need to be identified as part of the medium term service and resources planning in 2013/14 - 2015/16. At this point the project would then be required to pass through the Council's capital approval process, starting with a Project Initiations Document, which is part of the Council's internal project management arrangements.

4 CORPORATE OBJECTIVES

- *Promoting independence and positive lives for everyone*
- *Creating neighbourhoods where people are proud to live*

5 THE REPORT

- 5.1 Saltford Station was closed in 1970 at which time the platforms and station buildings were removed. The site of the station has not been redeveloped since and has been used for a variety of building and storage purposes. A campaign to reopen the station was started by local residents last year and has been pressing for this project in the local media and with well supported petitions.
- 5.2 The site of the station is located 8km west of Bath Spa Station on the line towards Bristol Temple Meads some 11km further. Trains stopping at a new Saltford Station would have to fit into with those services which stop at Keynsham and/or Oldfield Park Station. These two stations currently enjoy an hourly service. It is unlikely that the rail industry would wish to or could afford to stop other regional services at a Saltford Station. The new 15 year franchise for Great Western Service represents an opportunity to press for the re-opening of the station.
- 5.3 The West of England, as part of its representations to the Department of Transport on the replacement Great Western Franchise Consultation, has shown that one additional station could be provided between Bristol and Bath within the service pattern provided as part of the 'Greater Bristol Metro' project which aims to provide ½ hourly clock face service across the conurbation. This increase in local services could provide a service to stop at a new Saltford Station. We are awaiting the publication of the Invitation to Tender for the Great Western Franchise on which 4 train operators will bid. Saltford Station could be included in this franchise as a priced option i.e. a budget would be required to provide the facility and fund the train services using it. There has been ambiguous advice from the rail industry on the prospects of Saltford Station being re-opened in the next few years.
- 5.4 The Council has recently commissioned Halcrow to undertake a study into the feasibility of re-opening Saltford Station. This report suggests that the station

might attract some 200 new passengers to rail services (400 trips/day). However they highlight that the size of the car park available to these users might be a critical constraint on station usage.

- 5.5 In order to develop the business case for the new station the Council would need to engage experts to work with Network Rail and the new operator for Great Western Franchise. An initial £100,000 is required to develop the business case to the next stage, 'High Level Option Assessment' (GRIP - Governance for Rail Investment Projects stage 2) with a further £150,000 to £200,000 (for which approval will be required) to take the project to Detailed Design (GRIP 4). This latter work will be dependent upon the support and engagement of Network Rail. The initial requirement is therefore to identify funding for the GRIP 2 work.
- 5.6 In the event of the GRIP 2 work being successful a further report to Cabinet and approval will be needed to identify the emerging cost of the further GRIP work and the capital cost of the station and any on-gong revenue support that might be identified.
- 5.7 The Halcrow report estimates that an indicative capital cost of building the station might be £5.5m, with a running cost of between £35k to £140k per annum. No specific work has been undertaken by Halcrow at Saltford to verify this estimate which is based on their industry experience. Some funding for the capital cost might be available from Major transport Scheme funding soon to be devolved to the LEP who would have to prioritise funds for this project. The report estimates that the revenue generated by the patronage illustrated above might be between £100k to £250k.

6 RISK MANAGEMENT

- 6.1 The report author and Lead Cabinet member have fully reviewed the risk assessment related to the issue and recommendations, in compliance with the Council's decision making risk management guidance.

7 EQUALITIES

- 7.1 An Equalities Impact Assessment has not been completed at the present time. An assessment will be undertaken as part of the development of the Business Case for the re-opening of the station and will be more informed at that time.

8 RATIONALE

- 8.1 There is wide spread support for the re-opening of Saltford Station which would provide a quick means of traveling into both Bristol and Bath allowing interchange to longer distance services. Transfer of car users to train use would reduce pressures on existing road and reduce congestion.

9 OTHER OPTIONS CONSIDERED

- 9.1 None.

10 CONSULTATION

- 10.1 Cabinet members; Section 151 Finance Officer; Chief Executive; Monitoring Officer

10.2 Officers have commented and agreed the report.

11 ISSUES TO CONSIDER IN REACHING THE DECISION

11.1 Social Inclusion; Customer Focus; Sustainability;

12 ADVICE SOUGHT

12.1 The Council's Monitoring Officer (Divisional Director – Legal and Democratic Services) and Section 151 Officer (Divisional Director - Finance) have had the opportunity to input to this report and have cleared it for publication.

Contact person	Peter Dawson 01225 395181
Sponsoring Cabinet Member	Councillor Roger Symonds
Background papers	Salford Railway Station Feasibility Investigation – Halcrow Technical note – Salford Station GRIP Advice - Halcrow
Please contact the report author if you need to access this report in an alternative format	

Bath & North East Somerset Council		
MEETING:	Cabinet	
MEETING DATE:	13th June 2012	EXECUTIVE FORWARD PLAN REFERENCE:
		E 2379
TITLE:	(Various Roads Bath)(Prohibition & Restriction of Waiting)(Authorised Parking Places) Order 201x	
WARD:	Bathwick, Combe Down, Kingsmead, Lambridge, Lyncombe, Newbridge, Odd Down, Oldfield, Twerton, Walcot, Westmoreland, Weston, Widcombe,	
AN OPEN PUBLIC ITEM		
<p>List of attachments to this report:</p> <p>Appendix 1 containing comments received during Public Consultation.</p> <p>Appendix 2 containing map schedules of all proposed schemes for implementation after modification where recommended.</p>		

1 THE ISSUE

- 1.1 To consider the points raised during the public consultation of Traffic Regulation Order "(Various Roads, Bath) (Prohibition & Restriction of Waiting)(Authorised Parking Places) Order 201x" and decide whether to proceed with the proposed scheme.
- 1.2 The TROs have been proposed for road safety and traffic flow issues within the city.

2 RECOMMENDATION

Recommendation - The Cabinet member is asked to agree that in regard to the advertised proposals below that the proposals are implemented, modified or withdrawn as below:

- 2.1 (i) prohibit and restrict parking in lengths of road in Bath. The affected roads are Ayr Street, Bailbrook Lane, Beckford Road, Bedford Street, Beechen Cliff Road, Bradford Road, Brook Road, Bruton Avenue, Caledonian Road, Chilton Road, Church Street, Claremont Buildings, Englishcombe Lane, Fairfield Park Road, Frankley Buildings, Gloucester Road, Greendown Place, Grosvenor Place, Hayesfield Park, Junction Road, King Edward Road, Lane behind Crescent Gardens off Marlborough Lane, Lower Bristol Road, Monksdale Road, Newbridge Hill, Newton Road, Ragland Lane, Ragland Street, Ringswell Gardens, Sabin Close, Shaws Way, Snow Hill, South Avenue, St John's Road, St Michael's Road, Stuart Place, Third Avenue, Triangle North, Tynning Lane, Warminster Road, West Avenue, Wood Street and Woodlands Park;

Ayr Street / Stuart Place: That the proposals are implemented as advertised as no objections were received. The changes will improve road safety at the junction.

Bedford Street: That the proposals are implemented as advertised as no objections were received. The changes will improve road safety at the turning head.

Beechen Cliff Road: That the proposals are modified to reflect the feedback from the public consultation by removing the proposal to implement Double Yellow Lines on the south side of the road. The Double Yellow Lines proposed for the northern side of the road are implemented as advertised.

Bradford Road / Greendown Place: That the proposals are implemented as advertised as no objections were received. The changes will improve road safety at the junction and increase availability of parking by reducing the Single Yellow Line restriction in this location to Monday to Friday rather than the existing Monday to Saturday.

Bruton Avenue: That the proposals are implemented as advertised as no objections were received. The changes will improve road safety at the junctions.

Caledonian Road: That the proposals are implemented as advertised as no objections were received. The changes will improve road safety at the junction.

Claremont Buildings: That the proposals are implemented as advertised as no objections were received. The changes will improve traffic movement by protecting the turning head.

Church Street: That the proposals are implemented as advertised as no objections were received to increase road safety and traffic flow.

Englishcombe Lane / Sabin Close: That the proposals are implemented as advertised as no objections were received. The changes will improve road safety at the junction and improve traffic safety in Englishcombe Lane.

Fairfield Park Road: That the proposals are implemented as advertised as no objections were received. The changes will improve road safety.

Frankly buildings / Tynning Lane / Snow Hill: That the proposals are implemented as advertised as no objections were received. The changes will improve road safety at the junctions and improve traffic flow and safety on Tynning Lane.

Gloucester Road / Bailbrook Lane: That the proposals are implemented as advertised as no objections were received. The changes will improve road safety at the junction.

Gloucester Road / Alice Park: That the proposals are withdrawn and not implemented at this time due to public objections to the proposals. The support from some residents in the area is also acknowledged and location will be reassessed and a revised proposal will be advertised in due course.

Grosvenor Place: That the proposals are implemented as advertised as no objections were received. The changes will improve road safety at the junction.

Hayesfield Park: That the proposals are implemented as advertised. Objections were received to the proposal due to the loss of parking spaces but it is considered that the restrictions are necessary to ensure access and improve safety.

Junction Road: That the proposals are modified so that the Double Yellow Lines are implemented from the junction of Shaftsbury Road for a distance of 5 metres in a north easterly direction to protect the junction visibility and then reduce the proposal so that the Double Yellow Lines recommence at a point 27 metres from the junction for a 14.5 metres travelling in a north easterly direction to protect the entrance and garages rather than as a continuous restriction. This provides the best compromise between safety, access and allowing parking in the area.

Lower Bristol Road: That the proposals are implemented as advertised as no objections were received.

Monksdale Road: That the proposals are implemented as advertised as no objections were received. The changes will improve road safety and traffic flow by extending the existing Double Yellow Line restriction.

Newbridge Hill: That the proposals are implemented as advertised as no objections were received. The changes will improve road safety and traffic flow by extending the existing Double Yellow Line restriction.

Ragland Street / Ragland Lane: That the proposals are modified to reflect the feedback from the public consultation so the restrictions are implemented on the adopted length of Ragland Street from its junction with Ragland Lane for a distance of 6.5 metres in a northerly direction on the eastern side and from its junction with Ragland Lane for a distance of 4.5 metres in a northerly direction on the western side of the road. On Ragland Lane south side from a point 110 metres east of its junction with Solsbury Way for a distance of 3.8 metres in an easterly direction. The modified restrictions give improved visibility at the junction of Ragland Street to improve road safety whilst recognising the pressures of parking in the area.

Shaws Way / Newton Road: That the proposals are implemented as advertised as no objections were received. The changes will improve road safety at the junction by extending the existing Double Yellow Line restriction and installing additional Double Yellow Line restrictions on the opposite side of the junction.

St Michaels Road / St Johns Road: That the proposals are implemented as advertised as no objections were received. The changes will improve road safety at the junction and the entrance to the cemetery.

Third Avenue / King Edward Road: That the proposals are implemented as advertised as no objections were received. The changes will improve road safety at the junction by converting the existing Single Yellow Line Restriction to a Double Yellow Line restriction on to the northern side of the junction and installing an additional Double Yellow Line restriction on the southern side of the junction.

Lane Behind Crescent Gardens: That the proposals are withdrawn and not implemented at this time due to public objections to the proposals. The area will be monitored and reassess in the future.

Lower Bristol Road / Wood Street: That the proposals are implemented as advertised as no objections were received. The changes will improve road safety by converting the existing Single Yellow Line restriction to a Double Yellow Line.

West Avenue / South Avenue / Triangle: That the proposals are implemented as advertised except the Double Yellow Lines outside no 47/48 West Avenue and 97/98 West Avenue which will be withdrawn from the proposals due to objections from residents.

Warminster Road: That the proposals are implemented as advertised as no objections were received to the specific Double Yellow Lines within the proposal which protect accesses to properties and garages. .

- 2.2 (ii) limit waiting in lengths of road in Bath. The affected roads are Beckford Road, Lower Bristol Road and Warminster Road.:

Recommendation –

Beckford Road: That the proposals are withdrawn and not implemented at this time due to public feedback. The area will be reassessed in due course.

Lower Bristol Road: That the proposals are implemented as advertised as no objections were received.

Warminster Road: That the restrictions are implemented as proposed to improve the ability of parents to park by the school and discourage all day parking by commuters.

3 FINANCIAL IMPLICATIONS

3.1 Funding for the schemes is estimated as between £3,620 – 4,344. Funds are confirmed as available from within the Local Transport Plan Capital Budget for this financial year.

3.2 Lines have a life expectancy of between 7 and 10 years. The consultation process included Highways and no concerns were raised regarding on-going maintenance costs and these works can be incorporated within the existing revenue budget. The highways maintenance budget is prioritised for road safety issues in the first instance, however parking restrictions do need to be maintained to ensure enforcement can be undertaken.

4 CORPORATE OBJECTIVES

- *Building communities where people feel safe and secure*
- *Improving transport and the public realm*

4.1 Comment on the Proposed Changes to Parking Restrictions (see Appendix 1), take into account the matters referred to above.

5 THE REPORT

- 5.1 The proposals were developed as the result of the concerns of the Traffic and Safety Team, Ward Councillors and local residents caused by increasing problems as a result of the growing number of vehicles parking in inappropriate places in the area throughout the day. These vehicles park in close proximity to junctions (causing visibility problems), on narrow sections of road and close to driveways (where vehicle access is restricted).
- 5.2 Consideration needs to be given to the responses received and a decision made on the way forward. Common Law states the highway is for the passage and re-passage of persons and goods, and consequently any parking on the highway is an obstruction of that right of passage. There are no rights to park on the highway but parking is condoned where the right of passage along the highway is not impeded. The consideration of the objections to the introduction of controls has to be considered in this context. There is also no legal right to park on the highway either outside a property or even within a specific street.
- 5.3 The TRO is being proposed is the duty of every local authority to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities as set out in section 122 Road Traffic Regulation Act 1984 (RTRA) .
- 5.4 The points raised in relation to the proposed scheme are set out in the attached Appendix with officer comments.

6 RISK MANAGEMENT

- 6.1 The report author and Lead Cabinet member have fully reviewed the risk assessment related to the issue and recommendations, in compliance with the Council's decision making risk management guidance.

7 EQUALITIES

- 7.1 An EqIA has been completed. No adverse or other significant issues were found.
- 7.2 The proposals will improve access to and from residential properties in the area and traffic flow including bus services. Additionally the proposals will improve pedestrian access at junctions by removing parking vehicles to allow full use of the pedestrian dropped kerb crossings, facilitating access for pedestrians with wheelchairs and pushchairs.

8 RATIONALE

- 8.1 The recommended restrictions are proposed so as to avoid danger to persons or other traffic using the road or to prevent the likelihood of any such danger arising and to facilitate the passage on the road or any other road of any class or traffic.
- 8.2 Under Section 1 of the Road Traffic Regulation Act 1984 a Traffic Authority may make an Order as specified below:

The traffic authority for a road outside Greater London may make an order under this section (referred to in this Act as a "traffic regulation order") in respect of the road] where it appears to the authority making the order that it is expedient to make it—

(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or

(b) for preventing damage to the road or to any building on or near the road, or

(c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or

(d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or

(e) (without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or

(f) for preserving or improving the amenities of the area through which the road runs or

(g) for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality).

9 OTHER OPTIONS CONSIDERED

9.1 To implement all restrictions as advertised. This option was rejected based on the public feedback to the proposals as advertised.

9.2 To not implement any of the schemes. This option was rejected as the proposals, including those modified, improve the road safety, parking and traffic flow on the specified roads.

10 CONSULTATION

10.1 *Ward Councillors; Other B&NES Services; Local Residents; Stakeholders/Partners; Other Public Sector Bodies*

10.2 The proposals were advertised by erecting notices along the affected lengths of road for a 21 day period ending on 1st March 2012, inviting written comments to the proposal. At the same time a copy of the notice was placed in the Public Notice section of the local newspaper. Responses made are set out in the Appendix to this report.

11 ISSUES TO CONSIDER IN REACHING THE DECISION

11.1 *Customer Focus; Health & Safety; Other Legal Considerations*

12 ADVICE SOUGHT

12.1 The Council's Monitoring Officer (Divisional Director – Legal and Democratic Services) and Section 151 Officer (Divisional Director - Finance) have had the opportunity to input to this report and have cleared it for publication.

Contact person	Chris Major 01225 394231
Sponsoring Cabinet Member	<i>Councillor Symonds</i>
Background papers	Nil
Please contact the report author if you need to access this report in an alternative format	

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Number	Plan	Object	Support	Support In part	Neither	Comments	
1	Caledonian Street/Stuart Place				1	No direct comments about proposal, would like to see drop off points for South Twerton Infants School.	Noted.
2	Ayr Street		1			Parking around the corner of the street does cause problems.	Noted.
3	Ayr Street		1			Fully support proposal.	Noted.
4	Beechen Cliff Road			1		Support line on north side, object to line on south side as feel road is wide enough at that point. Suggest two other areas for restrictions in the future.	Noted. Restrictions modified to take comments into account regarding the south side of the road. Additional restriction request will be placed on the forward plan.
5	Beechen Cliff Road			1		Support line on north side, feels the lining does not take into account the narrowest part of the road and would like some additional restrictions.	Noted. Additional restriction request will be placed on the forward plan.
6	Beechen Cliff Road		1			Support lines on both sides, feels the south side one needs to be extended .	The restriction on the south side is not supported by all residents and therefore assessed to not be necessary.
7	Beechen Cliff Road			1		Support lines on north side, feels the south side one needs to be further up where the road is narrower.	The restriction on the south side is not supported by all residents and therefore assessed to not be necessary.
8	Beechen Cliff Road		1			Support lines on both sides, feels the biggest concern is the bottle neck from Cliff Lodge to Croftside. Many also obstruct the pavement.	The restriction on the south side is not supported by all residents and therefore assessed to not be necessary.

9	Beechen Cliff Road		1		Support lines on both sides, feels the south side one needs to be extended . Continue line to outside Croftside side of the road just below their driveway, this is a narrow section and frequently vehicles mount the pavement.	The restriction on the south side is not supported by all residents and therefore assessed to not be necessary.
10	Beechen Cliff Road			1	Support line on north side, object to line on south side as feel road is wide enough at that point. Suggest two other areas for restrictions in the future.	Noted. Restrictions modified to take comments into account regarding the south side of the road. Additional restriction request will be placed on the forward plan.
11	Beechen Cliff Road			1	Support line on north side, object to line on south side as feel road is wide enough at that point. Suggest two other areas for restrictions in the future.	Noted. Restrictions modified to take comments into account regarding the south side of the road. Additional restriction request will be placed on the forward plan.
12	Beechen Cliff Road			1	Support line on north side, object to line on south side as feel road is wide enough at that point. Suggest two other areas for restrictions in the future.	Noted. Restrictions modified to take comments into account regarding the south side of the road. Additional restriction request will be placed on the forward plan.
13	Beechen Cliff Road			1	Support line on north side, object to line on south side as feel road is wide enough at that point. Suggest two other areas for restrictions in the future.	Noted. Restrictions modified to take comments into account regarding the south side of the road. Additional restriction request will be placed on the forward plan.
14	Bradford Road/Greendown Place		1		Support changes, will help visibility at junction and increase parking for residents on Saturday.	Noted.
15	Bradford Road/Greendown Place		1		Support changes.	Noted.

16	Bradford Road/Greendown Place		1			support changes will improve junction.	Noted.
17	Bradford Road/Greendown Place		1			Fully support proposal.	Noted.
18	Bruton Avenue		1			Support proposal - would like resident parking considered.	Noted.
19	Bruton Avenue		1			support proposal - would like additional lines considered.	Noted.
20	Claremont Buildings		1			Support proposal, this vital access area needs protecting	Noted.
21	Claremont Buildings		1			Proposal makes sense	Noted.
22 Page 73	Alice Park Gloucester Road	1				Would like to keep the parking de-restricted on the basis that the knock-on effect will be to severely restrict and kill off the viability of the Café at Alice Park. Since the building of the bypass the traffic flow on Gloucester Road has been reduced to a dribble. Hopes that the proposed restrictions will be dropped or completely amend so that Park users can legitimately park for at least three hours.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
23	Alice Park Gloucester Road	1				Oppose these plans for parking, feel the parking has a 'slowing down' effect and cannot recall one single accident on this stretch of the Gloucester Road.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
24	Alice Park Gloucester Road	1				Would mean we have to park miles away from the park, very difficult with 2 children, buggy, bicycle and picnic. These parking restrictions will put of majority of families from coming.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.

25	Alice Park Gloucester Road	1				During the time have been visiting park have seen the café grow into a thriving community hub which has enriched the park and brought people together. Concerned that these proposals would strangle the business and leave the community bereft of this little gem.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
26	Alice Park Gloucester Road			1		Has consulted with local residents and amended proposal so that it would allow for sensible parking and full use of the wonderful amenity that Alice Park provides to all residents and visitors.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
27	Alice Park Gloucester Road			1		Fully support proposal, however, would suggest the restriction is extended on the east side of the carriageway between Woodlands Park and Elm Grove.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
28	Alice Park Gloucester Road		1			Fully in support, these plans should resolve issues.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
29	Alice Park Gloucester Road	1				Proposal will make it almost impossible for families to make use of Alice Park given the very small amount of on-site parking available.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
30	Alice Park Gloucester Road	1				Strongly object, would be a great shame to restrict accessibility to one of our city's Great parks. I'm sure the restrictions would have significant impact and it would be a massive loss for the whole community.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
31	Alice Park Gloucester Road			1		I think the dyl lines should be limited to the absolute minimum.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.

32	Alice Park Gloucester Road	1				Preventing parents parking will meant they don't come to the park anymore. This will lead to an inevitable decline in business, and we will ultimately have to close the business.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
33	Alice Park Gloucester Road			1		Proposal is heavy handed and draconian. Parking can get very dangerous, especially with visibility around the zebra crossing. Some parking acts as traffic calming. It would make sense to allow parking only on ones side of the road.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
34	Alice Park Gloucester Road	1				Shocked and disappointed about parking restrictions. I can see it can be busy at the park and parking along both sides means cars have to slow down, but cars should slow down as there are many children about.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
35	Alice Park Gloucester Road	1				formal complaint. Proposals would mean people would be unable to visit the Park or enjoy the Café.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
36	Alice Park Gloucester Road	1				It seems illogical to add parking restrictions to this section of road, where the Council should be encouraging residents to make more use of our Greenfield areas.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
37	Alice Park Gloucester Road	1				I feel the proposals would deter people from coming to the park.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
38	Alice Park Gloucester Road	1				I believe the proposed lines are heavy handed and unnecessary. The traffic along this road is relatively light.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.

39	Alice Park Gloucester Road	1				This will impact badly on the business at the café, I would request that you reconsider this proposal.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
40	Alice Park Gloucester Road	1				We need this parking facility, without this on road parking we would probably not be able to use the park, I do not see the need for double yellow lines in this area.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
41	Alice Park Gloucester Road	1				I object and am surprised that restrictions are necessary. I am a resident on Gloucester Road and people often park outside our house, but this is not really a problem. To put people off the park would be a great shame.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
42	Alice Park Gloucester Road	1				It is vital that there is parking available, I urge you to reconsider.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
43	Alice Park Gloucester Road	1				Lots of negatives, the parking is ot a safety problem. Over the last few years the park is full of life and a centre of the community.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
44	Alice Park Gloucester Road	1				I strongly ask that you do not place parking restrictions around the alice park roads.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
45	Alice Park Gloucester Road	1				Yellow lines around the park will encourage parking on other roads where they are narrower and have to move young children along the road will be more dangerous.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
46	Alice Park Gloucester Road	1				Not sure why the lines are planned. The lines would be a terrible shame and stop use of the park.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.

47	Alice Park Gloucester Road	1				Please rethink and abandon your plans, the restrictions would affect our park and its' café so badly.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
48	Alice Park Gloucester Road	1				I am very disappointed that your attempt to resolve one problem will severely impact access to the one park in Bath which has shown real flair and imagination.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
49	Alice Park Gloucester Road	1				very concerned about these proposals.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
50	Alice Park Gloucester Road	1				the proposal is awful. It is too dangerous to walk with young children and bikes.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
51	Alice Park Gloucester Road	1				The restrictions would be a great shame as this park has many facilities.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
52	Alice Park Gloucester Road	1				Parents with young children and buggies really do need to be near the crossing, it's fast road and deceptive for children.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
53	Alice Park Gloucester Road	1				Ridiculous proposal, I come up the road several times a day and the parking is not a problem, the small car park gets full and there would be no where to park. It would kill the park which is a real asset and encourage cars into smaller roads.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.

54	Alice Park Gloucester Road	1				Will prevent easy access to Park, this is Bath's first and foremost park for kids to cycle in, the car park is tiny.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
55	Alice Park Gloucester Road	1				Please don't restrict the parking.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
56	Alice Park Gloucester Road	1				Lines would limit access.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
57	Alice Park Gloucester Road	1				Restrictions would make park far less accessible. The cycle path is a fantastic place to teach your child road safety.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
Page 78	Alice Park Gloucester Road	1				Concerned that not visit park or have to park further away and deal with young excited kids on bikes getting to the park on the pavement. Suggest leave parking as it is and install a pelican crossing to control traffic.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
59	Alice Park Gloucester Road	1				Not the right thing to do.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
60	Alice Park Gloucester Road	1				Please consider other less drastic proposals.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
61	Alice Park Gloucester Road	1				Gloucester road is no longer the main thoroughfare up to the motorway so it really doesn't matter if it is used for parking, it is wide even with parked cars.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.

62	Alice Park Gloucester Road	1				Impact on park	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
63	Alice Park Gloucester Road	1				Proposal will make it difficult and less safe for parents.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
64	Alice Park Gloucester Road	1				Vital to be able to park.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
65	Alice Park Gloucester Road	1				Not possible to park too far way with young children, a very precious facility.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
Page 79	Alice Park Gloucester Road	1				Park is crucial to the community, many users do have to use car the car park is too small to accommodate even a fraction of the visitors.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
67	Alice Park Gloucester Road	1				This proposal will only have an adverse effect on the residents of all the side roads being used for parking.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
68	Alice Park Gloucester Road	1				Loss of parking on Gloucester Road would seriously impede access to the park facilities.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
69	Alice Park Gloucester Road	1				The road is wide enough for the current parking.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.

70	Alice Park Gloucester Road	1				I use the road on a daily basis and cannot understand why the yellow lines are being considered. Will impact residents on other residential streets close by.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
71	Alice Park Gloucester Road	1				Please think again, restrictions would deter parents of young children from using facilities.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
72	Alice Park Gloucester Road	1				Negative impact on park and events.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
73	Alice Park Gloucester Road	1				Cannot see any need for the restrictions.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
74	Alice Park Gloucester Road	1				I understand that at times there are many cars parked, could a compromise be reached, maybe yellow lines one side only?	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
75	Alice Park Gloucester Road	1				I would have to reconsider using park if I have to park further away as it would be more dangerous for my children.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
76	Alice Park Gloucester Road			1		While I understand the need to do something about parking to put dyl down both sides is preposterous.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
77	Alice Park Gloucester Road	1				See no benefit. The bypass relieved traffic congestion many years ago, I occasionally drive up this road even when cars are parked on both sides I have never found myself held up.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.

78	Alice Park Gloucester Road	1				object to restrictions, will seriously affect our ability to use the wonderful facilities.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
79	Alice Park Gloucester Road			1		The proposals would mean more cars park opposite some drives, would like to see more lines outside driveways and further up the road. Also why not talk to the owners of the former Harvester to use there car park?	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
80	Alice Park Gloucester Road	1				If I can't park then I will not use the park nearly as much.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
81	Alice Park Gloucester Road			1		As residents of Woodlands Park accept plan to place dyl as parking intrusion on private dwellings is considerable. However the plan will shift the parking problem further up, we need keep clear lines across entrances to dwellings to alleviate problems.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
82	Alice Park Gloucester Road	1				Tennis courts used by tennis group. If parking is too difficult will have to consider another venue.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
83	Alice Park Gloucester Road	1				Live walking distance but sometimes with bay and toddler bikes and picnic have to use car. Have never felt that on-street parking around park has caused any obstruction.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
84	Alice Park Gloucester Road	1				Residents at Alice Park would struggle to park. Often the car park is full and there would be little alternative for residents or visitors	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.

85	Alice Park Gloucester Road	1				I can see no real need to place restrictions in this area. Whilst I am sure residents do not like cars parking near their homes these are all houses with private driveways set well back from the road . They do not need the road to be free from vehicles.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
86	Alice Park Gloucester Road	1				These measures will seriously restrict the community from using the park, café and pre-school.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
87	Alice Park Gloucester Road	1				Understand need to reduce congestion and discourage driving the proposal will not achieve either.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
88	Alice Park Gloucester Road	1				Negative impact on park and events.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
89	Alice Park Gloucester Road	1				Negative impact on park and events.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
90	Alice Park Gloucester Road			1		Would cause parking opposite driveways. The driveways need to be kept clear. Propose alternative positioning of lines/	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
91	Alice Park Gloucester Road	1				I have never had a problem driving along Gloucester Road.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.

92	Alice Park Gloucester Road	1				think it would make area unsafe, suggest 20 mph zone.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
93	Alice Park Gloucester Road	1				use the nursery and have never notices that the parking is causing a problem.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
94	Alice Park Gloucester Road	1				On paper the idea may be good but it will be counterproductive. If the restrictions go ahead it will force the same cars to park further along and make matters worse than better.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
95	Alice Park Gloucester Road	1				I appreciate there may be obstruction issues but a few signs alerting drivers to the fact would make things safer. Suggest use of unused building area as car park.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
96	Alice Park Gloucester Road	1				changes would create huge safety concerns. Nothing wrong with current markings.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
97	Alice Park Gloucester Road	1				please leave some parking	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
98	Alice Park Gloucester Road	1				Seems totally unnecessary, never a problem of passing cars.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
99	Alice Park Gloucester Road	1				needs more parking not less	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.

100	Alice Park Gloucester Road	1				Negative impact on park and events.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
101	Alice Park Gloucester Road	1				parking creates an element of traffic calming. Overall proposal would be damaging to park and safety.	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
102	Alice Park Gloucester Road	1				Parking acts as traffic calming, council should be encouraging park use .	Due to the high level of objection the proposal has been withdrawn and a new proposal will be developed with all affected parties.
103	Grosvenor Place		1			Quite content.	Noted.
104	Hayesfield Park	1				Would mean the loss of four spaces in an area where it is hard to find any space, falls in between zones 4 and 5.	Noted, however after assessment it is considered that the restrictions are necessary to ensure access and improve safety.
105	Hayesfield Park		1			Support dyl will improve access to driveways.	Noted.
106	Hayesfield Park		1			Support, would like it extended further up.	Noted. It is considered that at this time the restrictions are the correct balance between the competing demands for road space.
107	Hayesfield Park		1			Support	Noted.
108	Hayesfield Park	1				would mean the loss of precious spaces - problems with zone capacity.	Noted, however after assessment it is considered that the restrictions are necessary to ensure access and improve safety.

109	Junction Road	1				Removes six parking spaces where parking is short. Lines do not connect with current markings leaving spaces opposite each other which creates a choke point which would not improve passage of traffic. Proximity of road to CPZ means commuters use area for free parking. Removing parking from adjacent to the rear access alleyway will make it difficult for those residents when they use contractors who need access for building materials etc., would be better on the other side.	Noted. Proposal has been modified to reduce the impact of the restrictions.
110	Junction Road	1				As a resident not aware of any accidents at that end of the road will put more pressure on the restricted spaces. Will only improve things for drivers who use road as a short cut, that might increase speed and cause danger to the pupils at hayesfield school.	Noted. Proposal has been modified to reduce the impact of the restrictions.
111	Junction Road	1				Concerned it would restrict access to back of property for bulky deliveries, garden rubbish etc.. Would only help those who use it as a rat run to Bear Flat. If lines are to be used please could it be on the opposite side where the access lane would not be hampered. Can't understand the logic of reducing parking, furthermore lots of empty spaces in nearby zones where residents have driveways.	Noted. Proposal has been modified to reduce the impact of the restrictions.

112	Ragland Street			1		Proposed line too long on Ragland Lane, only needs to be length of the current white line. No need for the DYL adjacent to Hyland, if the line on the other side of the road is in place then access should be fine. No need for line from 1 Kingsdown View to 12 Fairfield View. Most of that area rarely parked and gather that the police have never objected to how vehicles park. Thinks a resident meeting would be advisable to discuss the issues.	Noted.
113	Ragland Street			1		Concerned that if lines are painted on Ragland Street it would no longer be seen as private. Parking is a source of conflict in the neighbourhood. Support proposals for lining at the junction as sometimes people park badly and turned into the street can be challenging.	Noted. After assessment it is considered that the proposals are withdrawn and not implemented at this time due to public objections to the proposals and the un-adopted status of Ragland Street. The area will be monitored and reassess in the future.
114	Ragland Street			1		Feels the proposals are a sledgehammer to crack a nut. To allow clearance a small amount of yellow line on the corners of Raglan Street may be all that is required. The arbitrary line across the frontage of 13 Fairfield Terrace does not make sense as it removes one space, equally the line across Kingsdown View where no one ever parks, a couple of metres on the corners may serve? The line down the raised path along the side of 13 would improve access, the rest of the line is completely pointless.	Noted. After assessment it is considered that the proposals are withdrawn and not implemented at this time due to public objections to the proposals and the un-adopted status of Ragland Street. The area will be monitored and reassess in the future.

115	Ragland Street	1			Object to all the restrictions. The road has never been blocked to the best of our knowledge, parking can be tight from time to time but this is something we endure in order to live in this community area. The markings will cause ill feelings. If you restrict the parking for 4/5 vehicles at this junction you will simply move the problem to other congested areas. conversely clearing the proposed area will allow passing drives to move through at a faster speed, more likelihood of an accident.	Noted. After assessment it is considered that the proposals are withdrawn and not implemented at this time due to public objections to the proposals and the un-adopted status of Ragland Street. The area will be monitored and reassess in the future.
116	Ragland Street		1		Offer full support. Illegal parking at this junction is a safety issue and the situation continues to grow. Many do have parking spaces and garages which are cluttered with rubbish they choose not to use.	Noted. After assessment it is considered that the proposals are withdrawn and not implemented at this time due to public objections to the proposals and the un-adopted status of Ragland Street. The area will be monitored and reassess in the future.
117	Ragland Street		1		Delighted to note the proposed introduction of the scheme as this area is often congested with poorly parked cars. Fear the introduction of the lines will result in cars parking illegally in other locations.	Noted. After assessment it is considered that the proposals are withdrawn and not implemented at this time due to public objections to the proposals and the un-adopted status of Ragland Street. The area will be monitored and reassess in the future.

118	Ragland Street	1				Request that things are left as they are. Can see no benefit to residents of Ragland Lane only the risk of more congestion in neighbouring roads. Also believe that current parking is not a danger but helps reduce speed of vehicles. Perhaps an argument for one corner to have a restriction to ensure that access to Ragland Street is maintained.	Noted. After assessment it is considered that the proposals are withdrawn and not implemented at this time due to public objections to the proposals and the un-adopted status of Ragland Street. The area will be monitored and reassess in the future.
119	Ragland Street		1			Support proposal for markings, visibility of traffic moving up or down Ragland Lane is limited. The combination of visibility problems, gradient and limited room can and has caused accidents and damage to cars and could result in an injury.	Noted. After assessment it is considered that the proposals are withdrawn and not implemented at this time due to public objections to the proposals and the un-adopted status of Ragland Street. The area will be monitored and reassess in the future.
120	St Michaels Road Cemetery			1		Welcome plan, it should extend to cover the existing white line where the road narrows.	Noted. Impact will be monitored for future changes.
121	Third Avenue		1			Welcome additional double yellow lines.	Noted.
122	Lane Behind Crescent Gardens	1				I would consider the proposed changes as unnecessary. The lane has three access and exit points and I have had no issue with parked cars when driving my vehicle in the lane. Providing these places could promote extra traffic and excessive speed.	Noted. After assessment it is considered that the proposals are withdrawn and not implemented at this time due to public objections to the proposals. The area will be monitored and reassess in the future.

123	Lane Behind Crescent Gardens	1				Putting yellow lines in the lane would only make things worse for those residents who don't have parking spaces and the ones that do will use it as their secondary parking space even with no yellow lines, the fair thing is not to let a couple of people spoil it for all. Perhaps consider reinstating bollards near to Parkside school to stop the 'through traffic'.	Noted. After assessment it is considered that the proposals are withdrawn and not implemented at this time due to public objections to the proposals. The area will be monitored and reassessed in the future.
124	Warminster Road			1		We do hope that at long-last new restrictions will ease the problem of congestion in Darlington Road and allow parents to 'park and stride'. The old restrictions do not support the School Travel Plan or provide helpful alternatives to parents who have no choice about using a car. The new suggested times do not help, we need parent spaces between 8am and 9.30 am each morning and 2pm to 4pm each afternoon.	Noted. The restrictions are proposed to remove all day commuters in Warminster Road and Beckford Road and to provide some Double Yellow Lines to protect access on Warminster Road. After assessment it is considered that the proposal for Beckford Road does not provide the necessary solution and will be withdrawn.
125	Warminster Road		1			Please do make parking on Warminster Road 1 hour as it would really facilitate pick up.	Noted. The restrictions are proposed to remove all day commuters in Warminster Road and Beckford Road and to provide some Double Yellow Lines to protect access on Warminster Road. After assessment it is considered that the proposal for Beckford Road does not provide the necessary solution and will be withdrawn. The proposals for Warminster Road will be implemented.

126	Warminster Road	1				Object as not easy to park and I can't afford to use car parks. Bus is not an option for me.	Noted. However all day commuter parking in this location is not seen as beneficial to other users and therefore the implementation of a time limit will increase vehicular turnover.
127	Warminster Road	1				Object as this area is essential to her and others as free long term parking. Daily long term parking is too expensive and resident parking has forced them out this far.	Noted. However all day commuter parking in this location is not seen as beneficial to other users and therefore the implementation of a time limit will increase vehicular turnover.
128	Warminster Road			1		Waiting around the school is a problem for those few parents who need to bring their children to school by car. The proposed restrictions on Beckford Road would not make any difference as it is already one hour no return, the 9.30 to 2.30 would still make it difficult for parents to stop for a short time to pick up their children. A better solution would be for a very limited waiting of say 15-20 minutes between 8am and 9.30 each morning and 2.30 to 4 each afternoon.	Noted. The restrictions are proposed to remove all day commuters in Warminster Road and Beckford Road and to provide some Double Yellow Lines to protect access on Warminster Road. After assessment it is considered that the proposal for Beckford Road do not provide the necessary solution and will be withdrawn. The proposals for Warminster Road will be implemented.

129	Warminster Road			1		1 hour no return seems to be a short time to be able to do anything useful. No shops or services near by and a long walk to town, would it not be more helpful to have a 2 hour limit?	Noted. The restrictions are proposed to remove all day commuters in Warminster Road and Beckford Road and to provide some Double Yellow Lines to protect access on Warminster Road. After assessment it is considered that the proposal for Beckford Road do not provide the necessary solution and will be withdrawn. The proposals for Warminster Road will be implemented.
130	Warminster Road			1		The proposed restrictions are not very helpful to parents, preferred solution would be retain the existing restriction on Beckford Road and a new 1 hour restriction on Warminster Road from 8am to 6pm.	Noted. The restrictions are proposed to remove all day commuters in Warminster Road and Beckford Road and to provide some Double Yellow Lines to protect access on Warminster Road. After assessment it is considered that the proposal for Beckford Road do not provide the necessary solution and will be withdrawn. The proposals for Warminster Road will be implemented.
131	West Avenue, South Avenue and Triangle		1			Write to agree. Concerns about traffic congestion in the street. Cars park both sides of road causing danger. Buses and Lorries hold up traffic as they can't get through.	Noted.

132	West Avenue, South Avenue and Triangle			1		Objects strongly to the lines outside their property. This street cannot afford to lose any more parking spaces due to the high percentage of student multi occupancy housing. This is going to lower our standard of living, this would be very off putting for buyers should we decide to sell.	Noted. Specified restriction removed from proposal.
133	West Avenue, South Avenue and Triangle			1		Support the lining around Triangle North and South Avenue - object to the areas outside properties 98 and 97, 48 and 47. The location of those spaces is unnecessary as there is not need for traffic to pass at those locations. Removing 4-6 spaces will make parking more difficult. Will encourage idling cars outside resident houses thus adding to noise pollution.	Noted. Specified restrictions removed from proposal.
134	West Avenue, South Avenue and Triangle			1		Object to scheme in West Avenue. Unnecessary and it would be unfortunate to lose spaces in the street. Those spaces are in front of houses that belong to families.	Noted. Specified restrictions removed from proposal.
135	West Avenue, South Avenue and Triangle			1		Object to the small restrictions outside 48 and 100 these are superfluous. The rest of the proposal I agree with.	Noted. The junction protection has been assessed and considered necessary for road safety. Other specified restrictions removed from proposal.

136	West Avenue, South Avenue and Triangle			1		Support the lines near the railway bridge. Does not need any on the bend as this will encourage drivers to come round at full speed without thought for traffic coming up towards the bend. Rest of road is safe without proposed lines, especially at the corner of South Avenue. Also the lines proposed outside 47 and 98 are not needed, these will cause confrontation.	Noted. Specified restrictions removed from proposal.
137	West Avenue, South Avenue and Triangle			1		Support all but the lines outside 97 and 98, no concerns there. The others will stop dangerous parking and congestion which has been highlighted.	Noted. Specified restrictions removed from proposal.
138 Page 93	West Avenue, South Avenue and Triangle			1		Object specifically to lines outside 47 and 48. Limited parking to reduce these spaces will make parking even more difficult. Sufficient pulling in areas already exist. No gain to anyone.	Noted. Specified restrictions removed from proposal.
139	West Avenue, South Avenue and Triangle		1			Agree in principle with proposals although not clear where lines will actually extend.	Noted.
140	West Avenue, South Avenue and Triangle			1		Agree with lines but would like it increased to no loading to prevent blue badge holders from causing an obstruction.	Noted.

141	West Avenue, South Avenue and Triangle		1			It is about time that yellow lines were put down in west avenue at the bottom and around the corner up to the bungalow. A few minor accidents have happened but no fatalities yet. If the road is clear they will be able to go that much faster.	Noted.
142	West Avenue, South Avenue and Triangle		1			I am fully supportive of the proposed measures. I have always found that the parking that currently takes place makes the tight corners dangerous to negotiate by car and bicycle.	Noted.
143	West Avenue, South Avenue and Triangle					Support the lines near the railway bridge. Does not need any on the bend as this will encourage drivers to come round at full speed without thought for traffic coming up towards the bend. Rest of road is safe without proposed lines, especially at the co	Noted.
144	West Avenue, South Avenue and Triangle	1				Does not support the scheme as proposed although would strongly support an improved scheme that would address issues of traffic speeds/volumes in order to make this stretch safer. The scheme may not solve problems but make the situation worse. New restrictions will increase speeds and remove the barrier between pedestrians and road traffic that parked cars currently provide. Pavement is narrow and has high levels of pedestrian traffic, particularly around school drop off and pick up times.	Points raised in objection considered fully by Traffic Engineer and Head of Parking. The points raised are valid but on balance it is considered that the proposal around Triangle North/ West Avenue should be implemented.

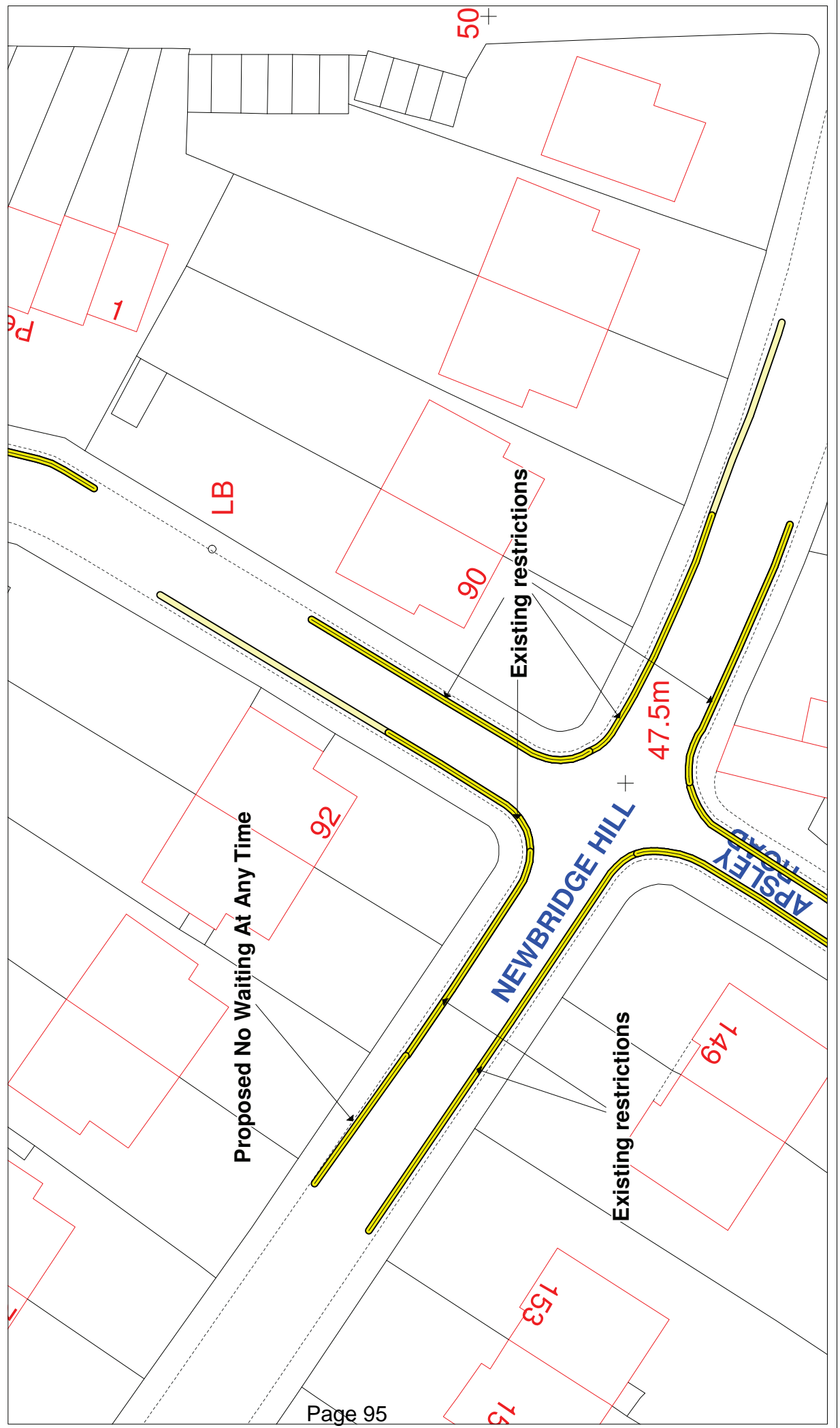
Newbridge Hill

Proposed No Waiting At Any Time

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Scale 1:500

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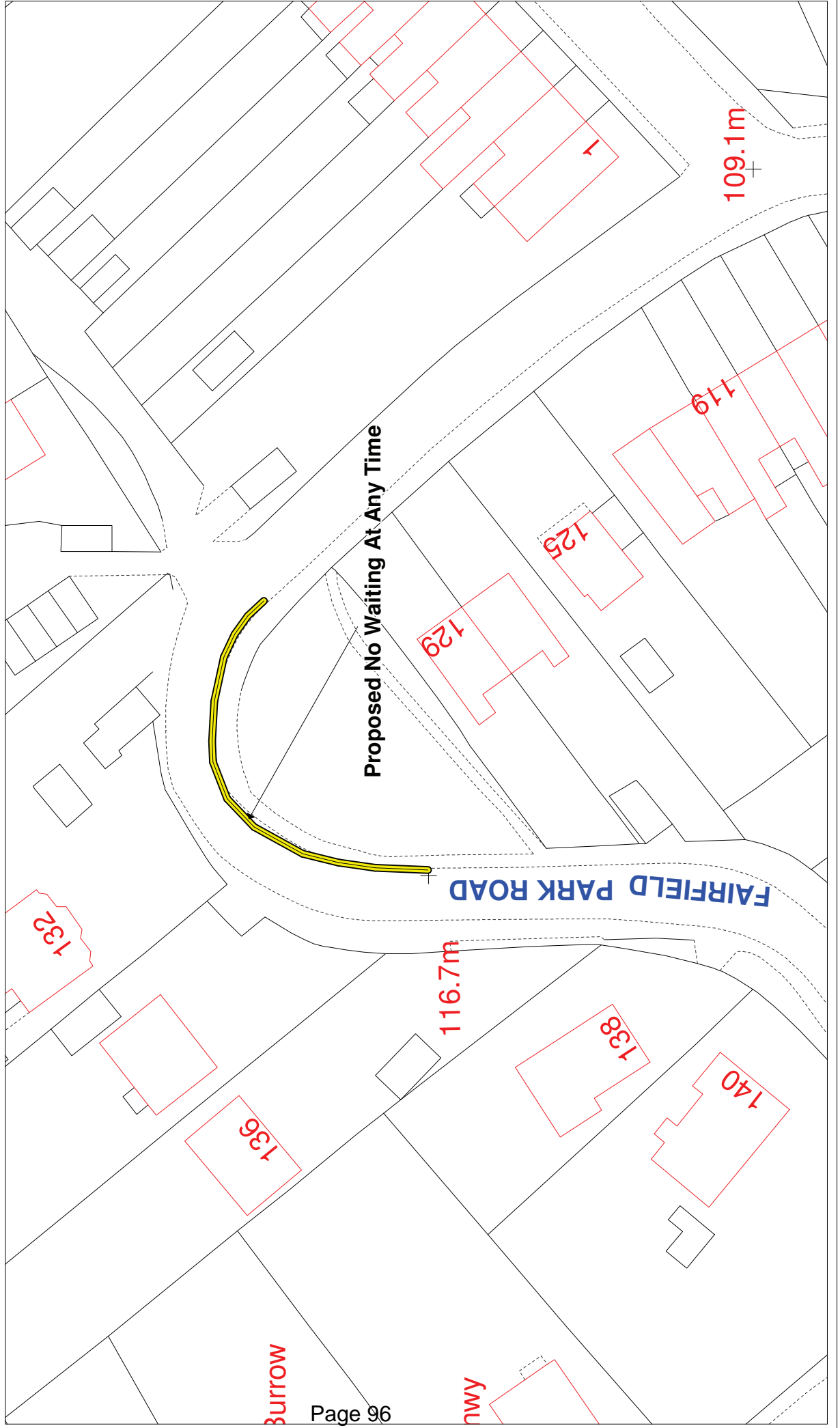
Fairfield Park Road

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Ayr Street / Stuart Place

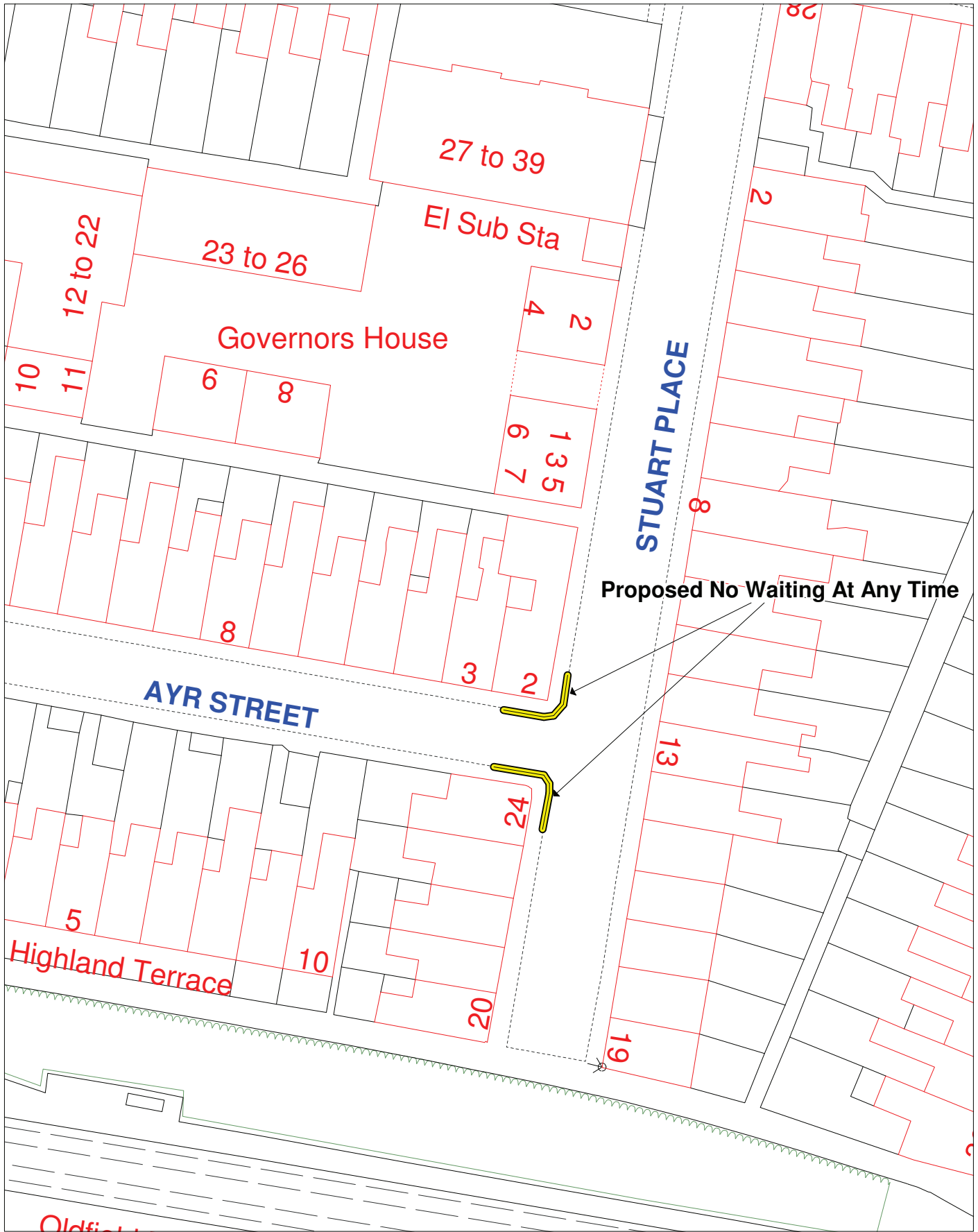
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Bradford Road / Greendown Place Junction

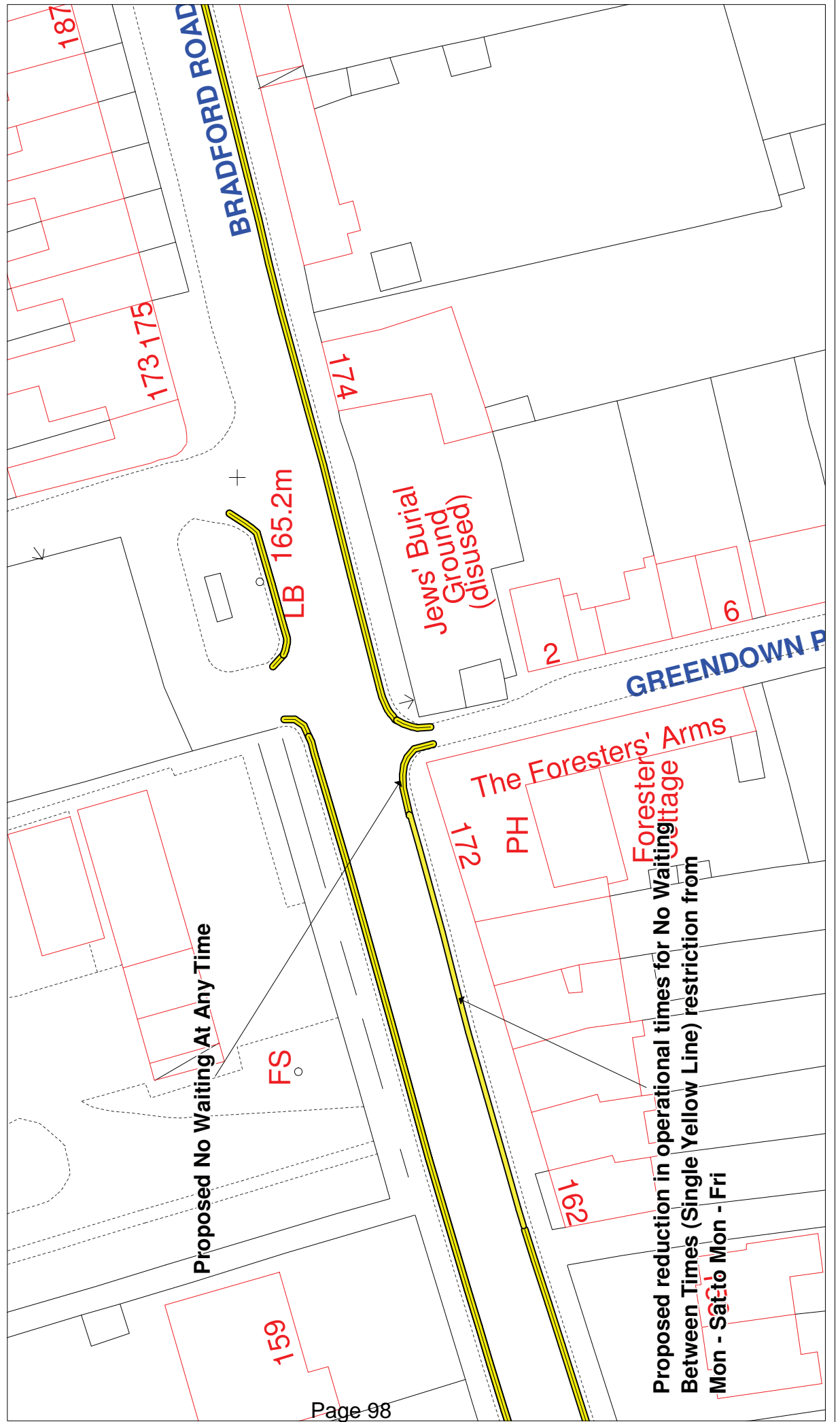
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Proposed No Waiting At Any Time & Reduction in Operating Times on Single Yellow Line

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St Michael's Road & St John's Road

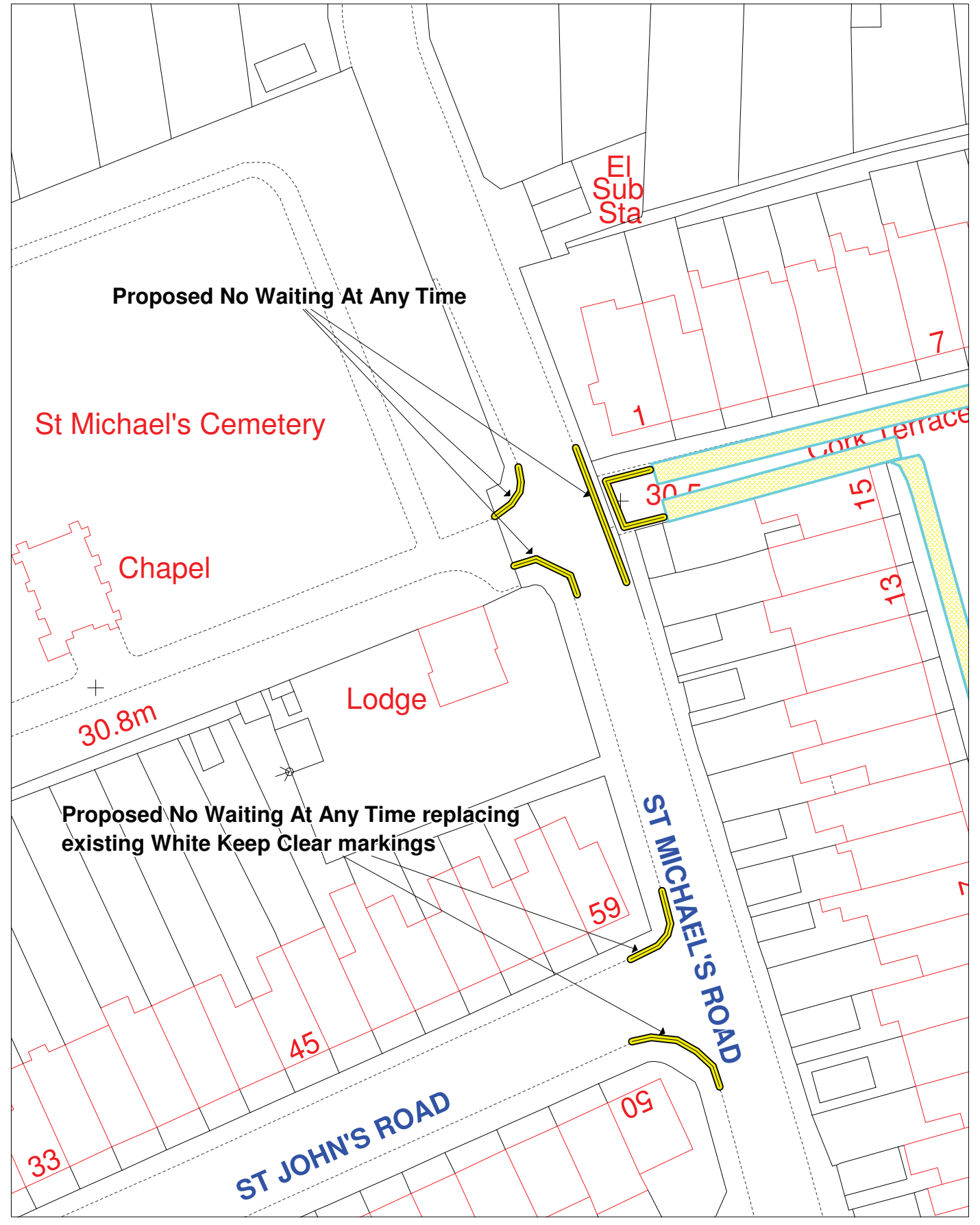
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Proposed No Waiting At Any Time



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Gloucester Road & Bailbrook Lane, Lambridge

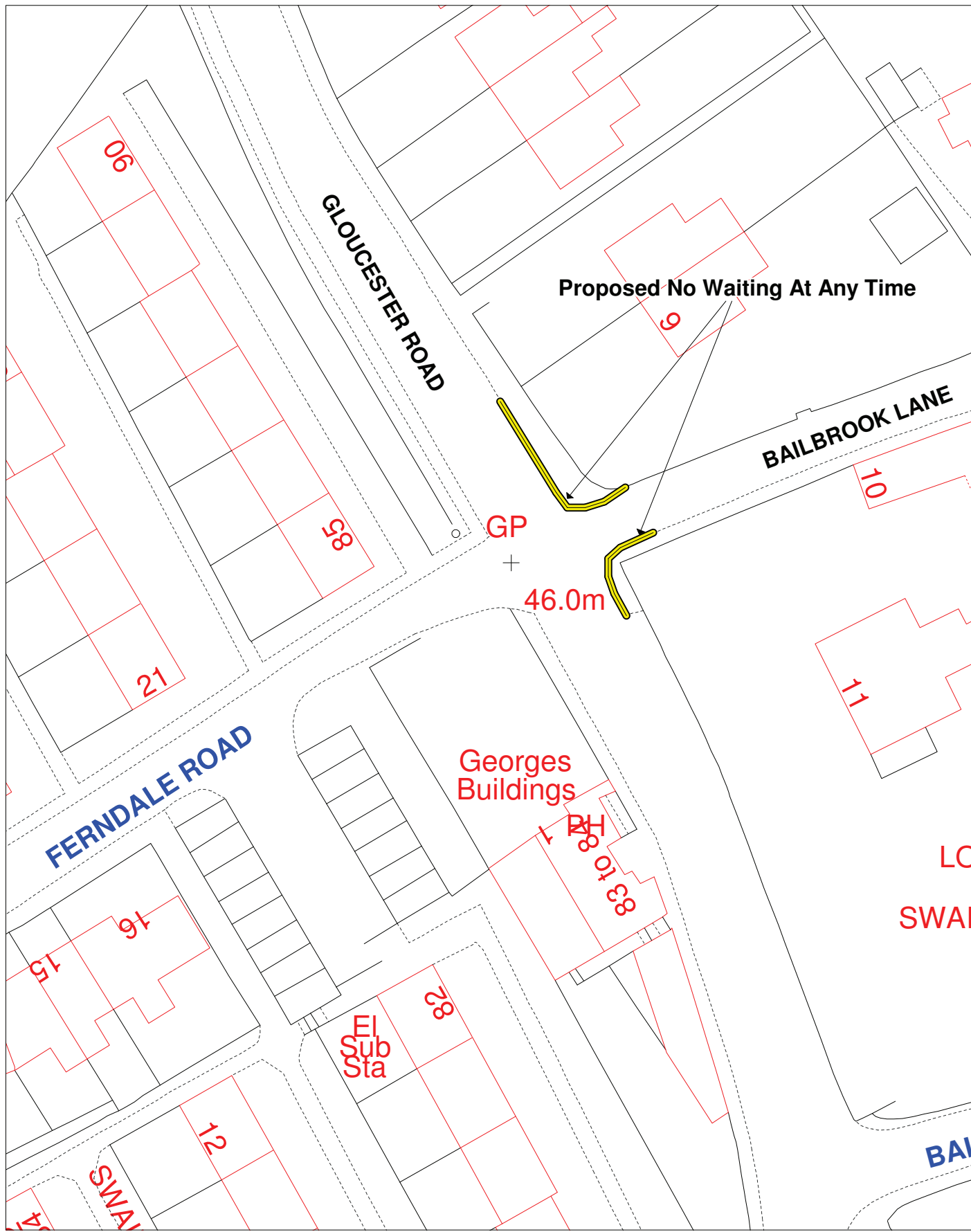
Proposed No Waiting At Any Time

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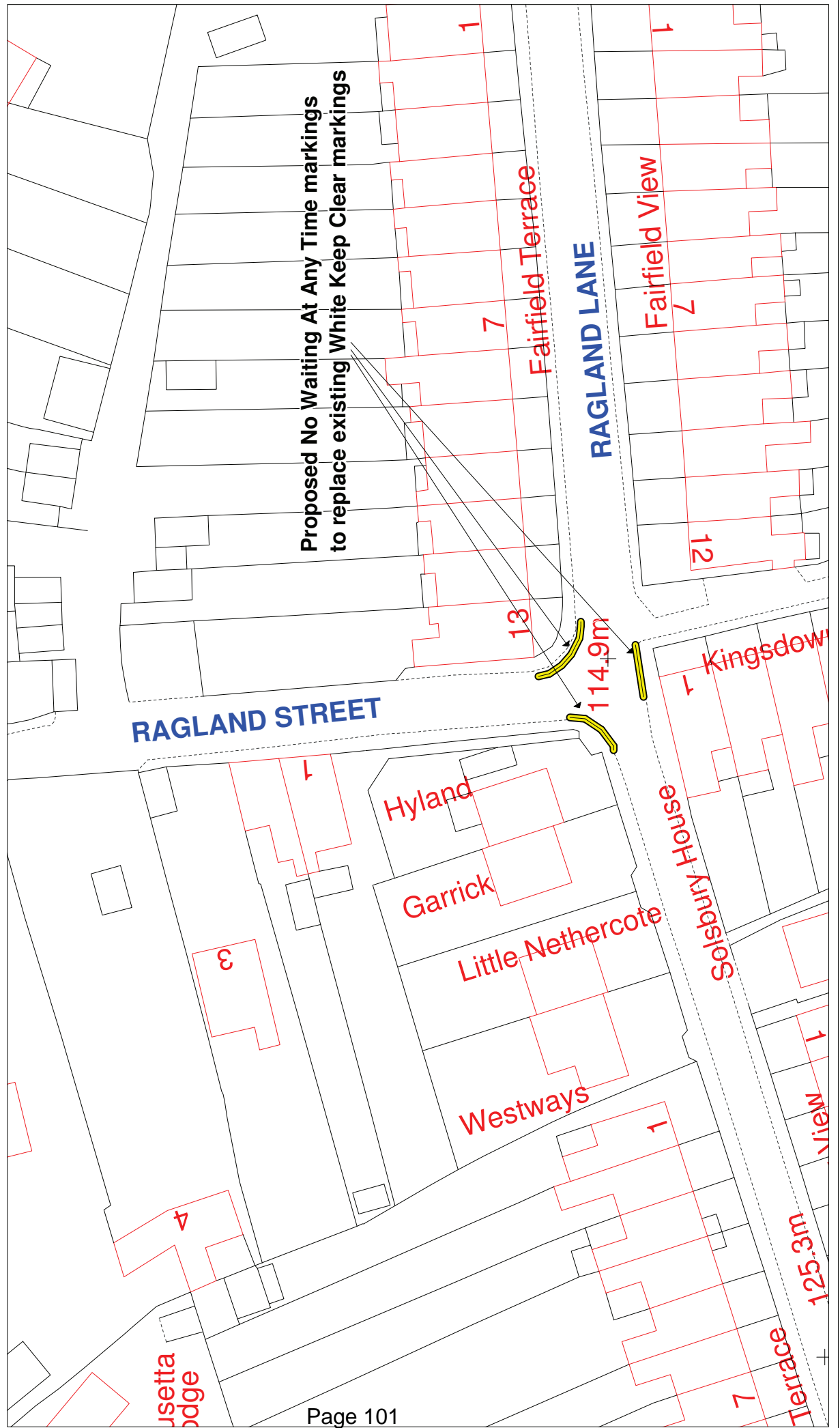
Ragland Street & Ragland Lane, Lambridge

Proposed No Waiting At Any Time

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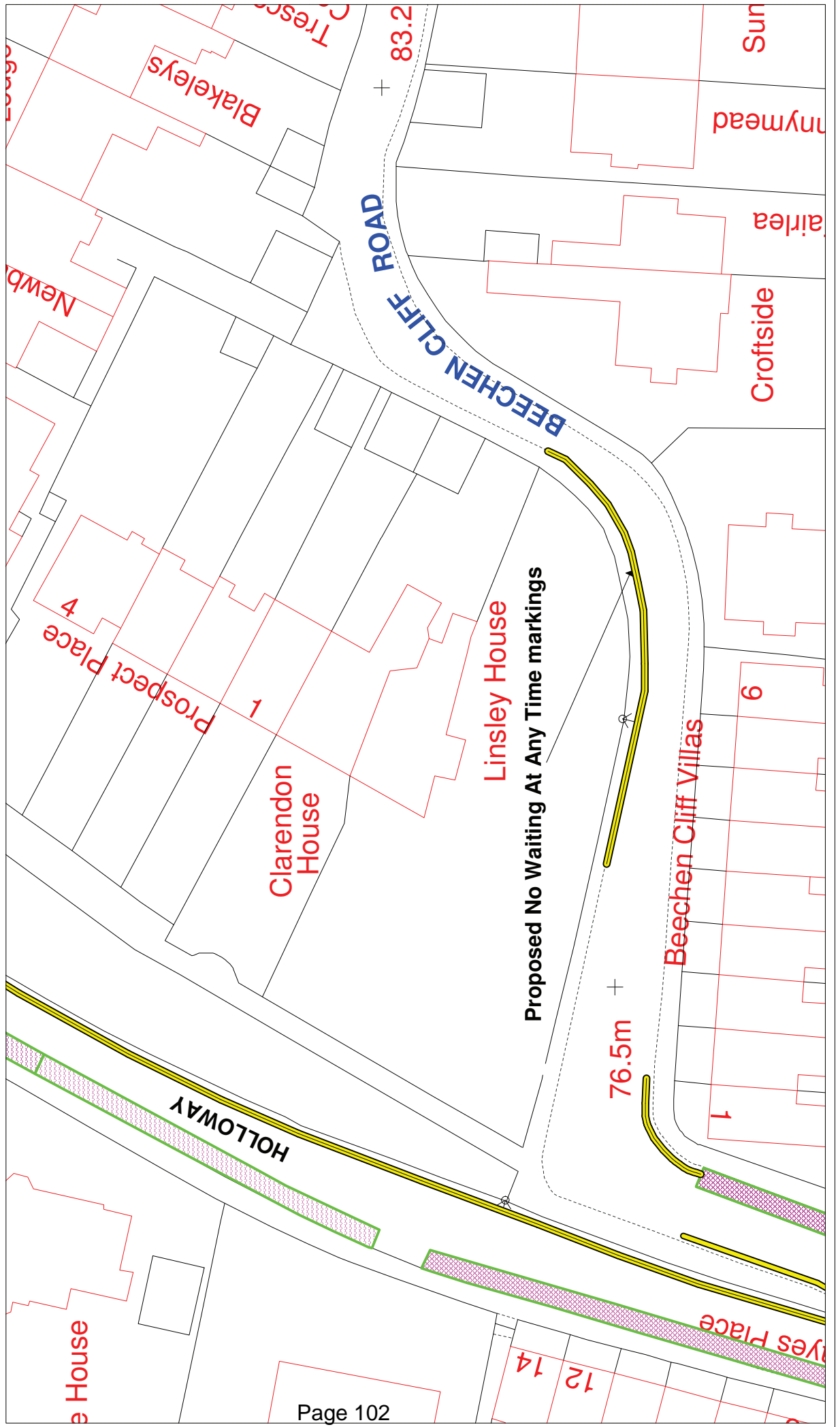
Beechen Cliff

Proposed No Waiting At Any Time

Compiled by KG on 11 May 2012

Scale 1:500

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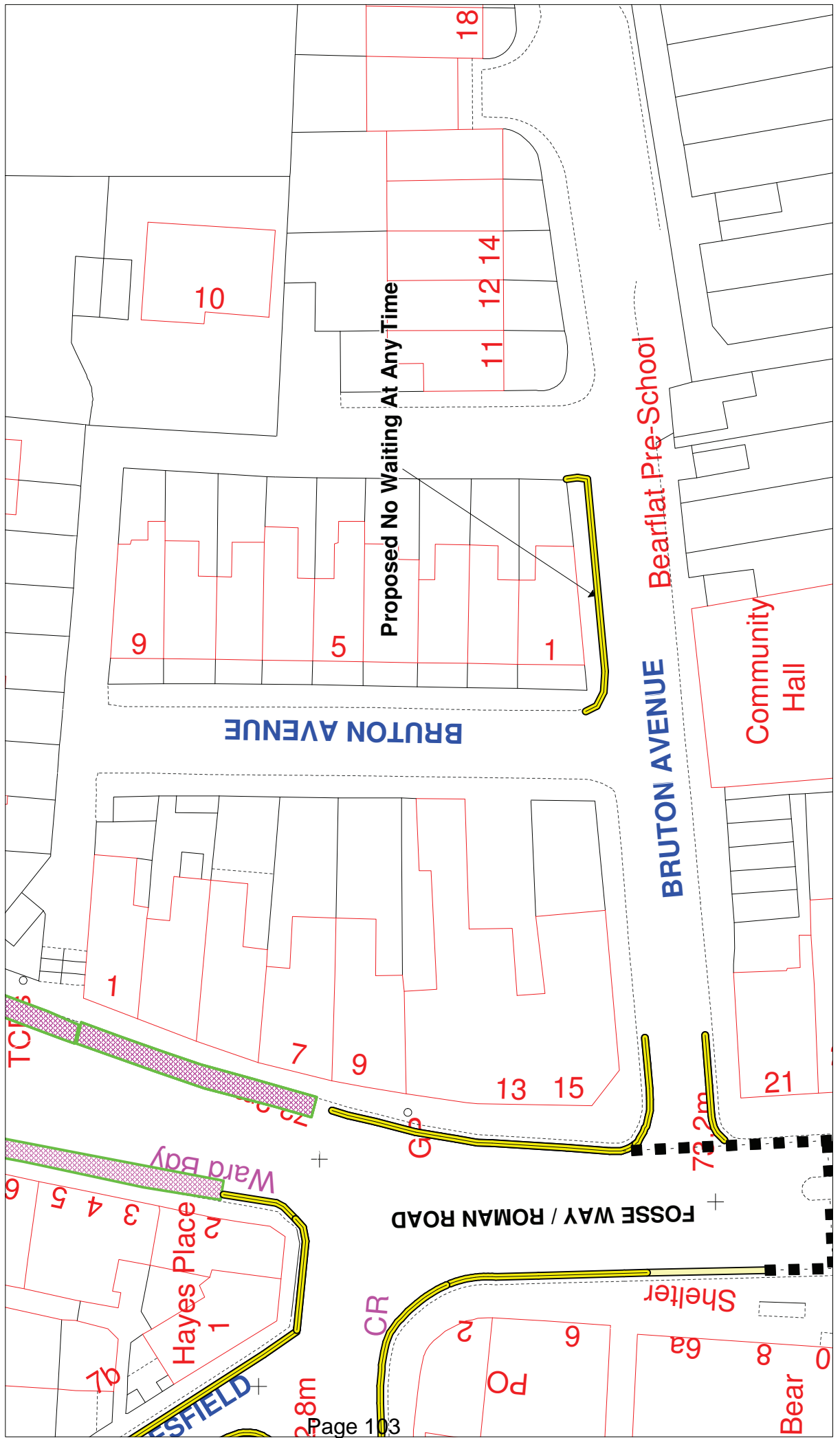
Bruton Avenue

Proposed No Waiting At Any Time

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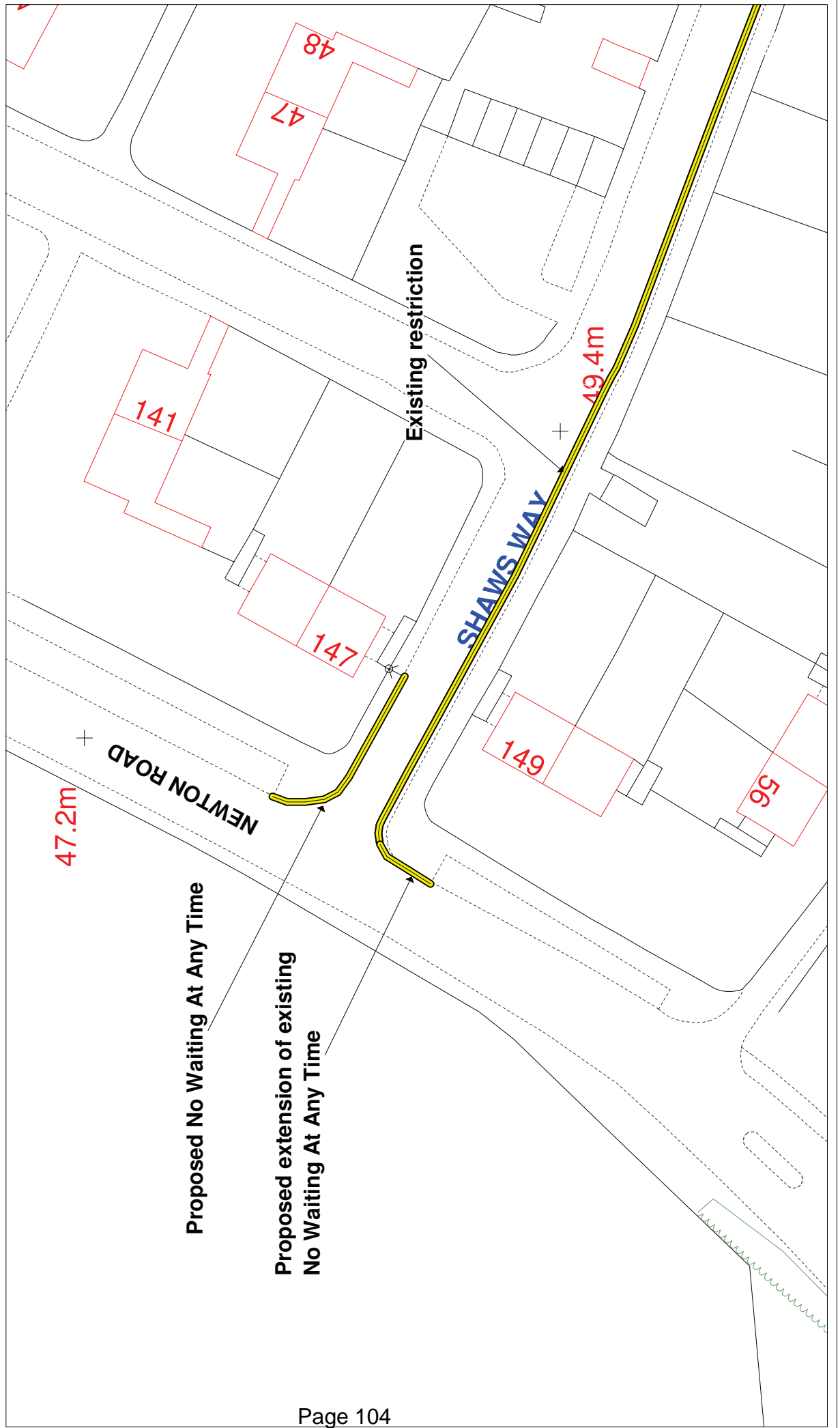
Shaws Way & Newton Road

Proposed No Waiting At Any Time

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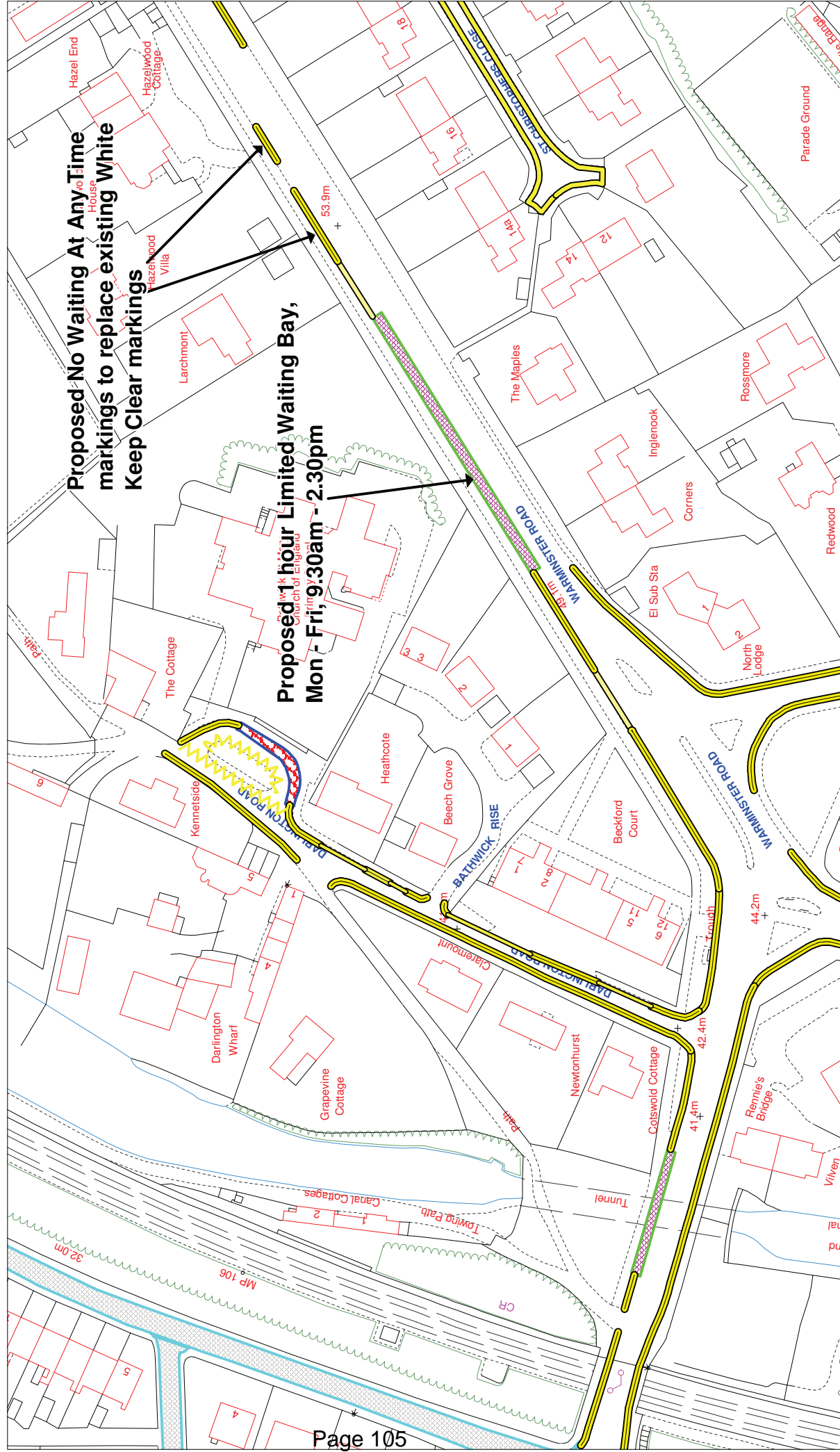
Warminster Road, Bathwick

Proposed Restrictions

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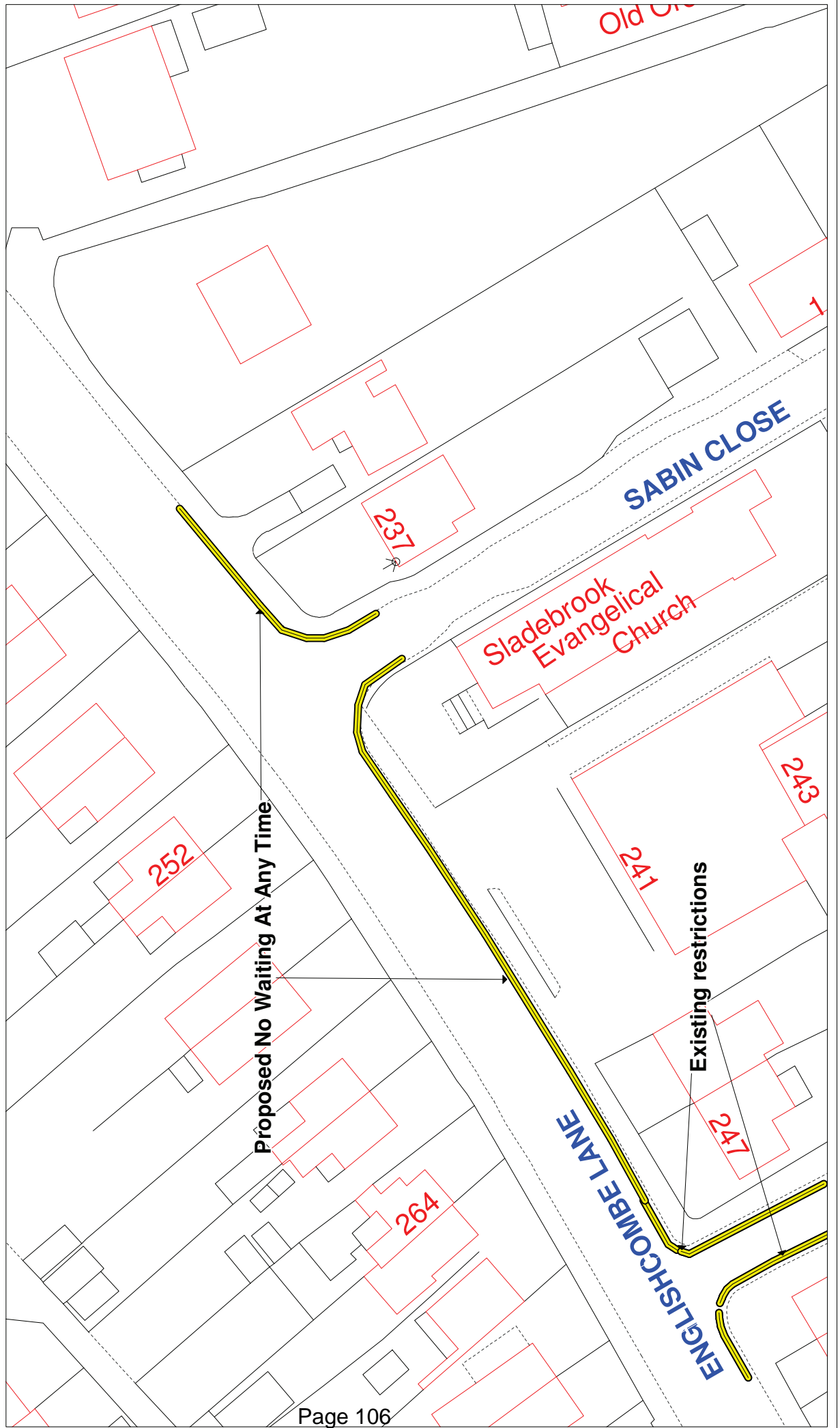
Englishcombe Lane & Sabin Close, Oldfield

Proposed No Waiting At Any Time

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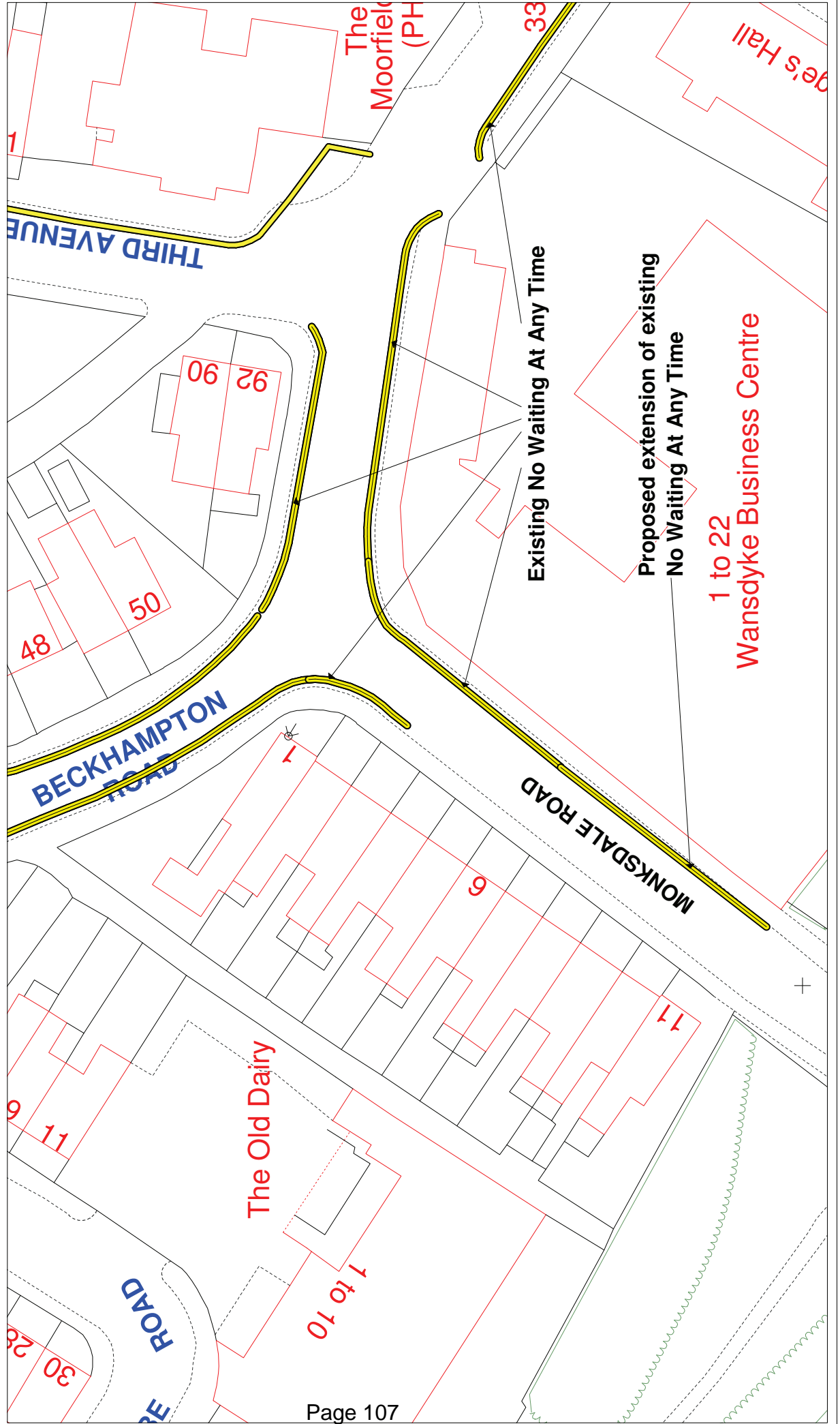
Monksdale Road

Proposed No Waiting At Any Time

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Junction Road

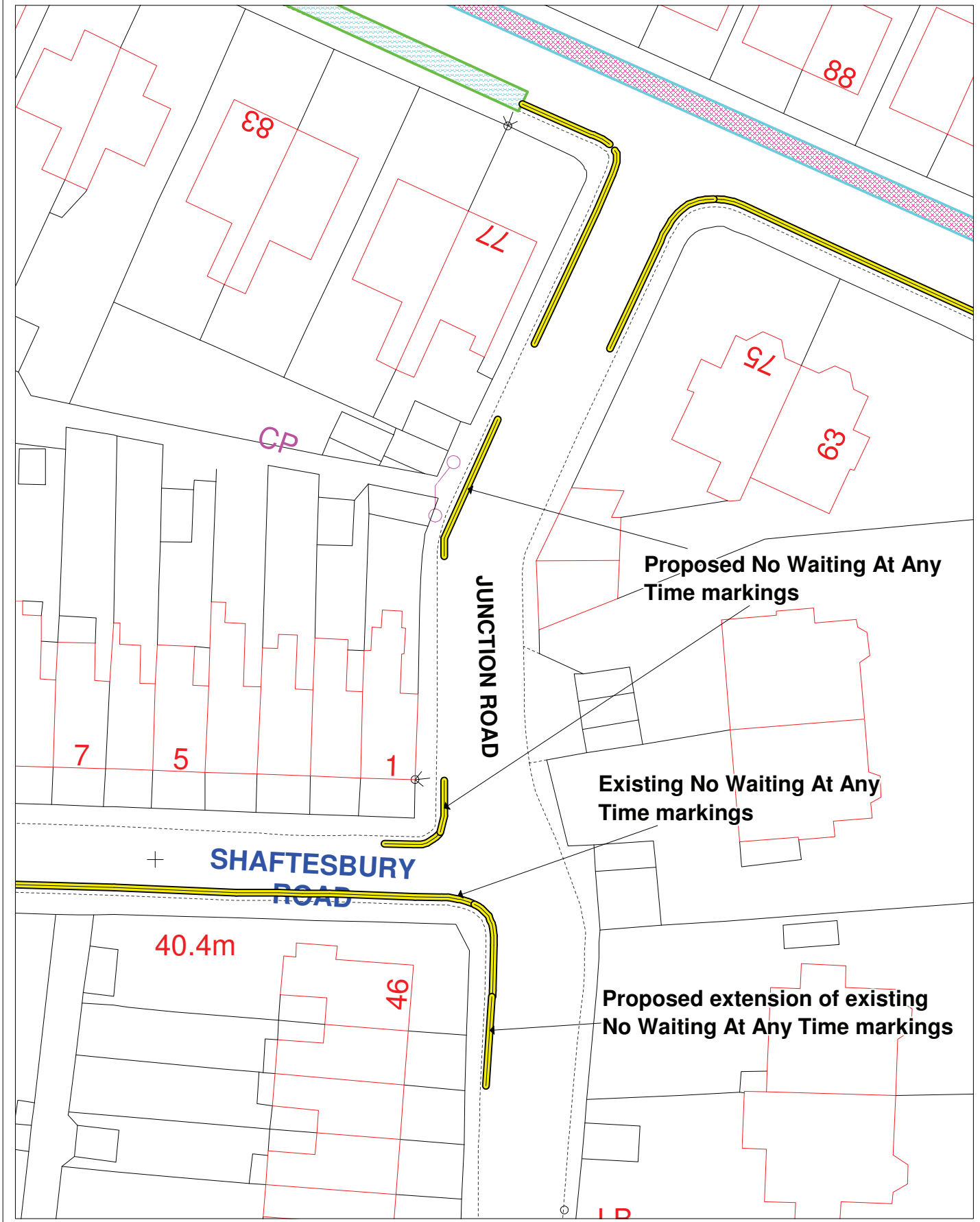
Proposed No Waiting At Any Time

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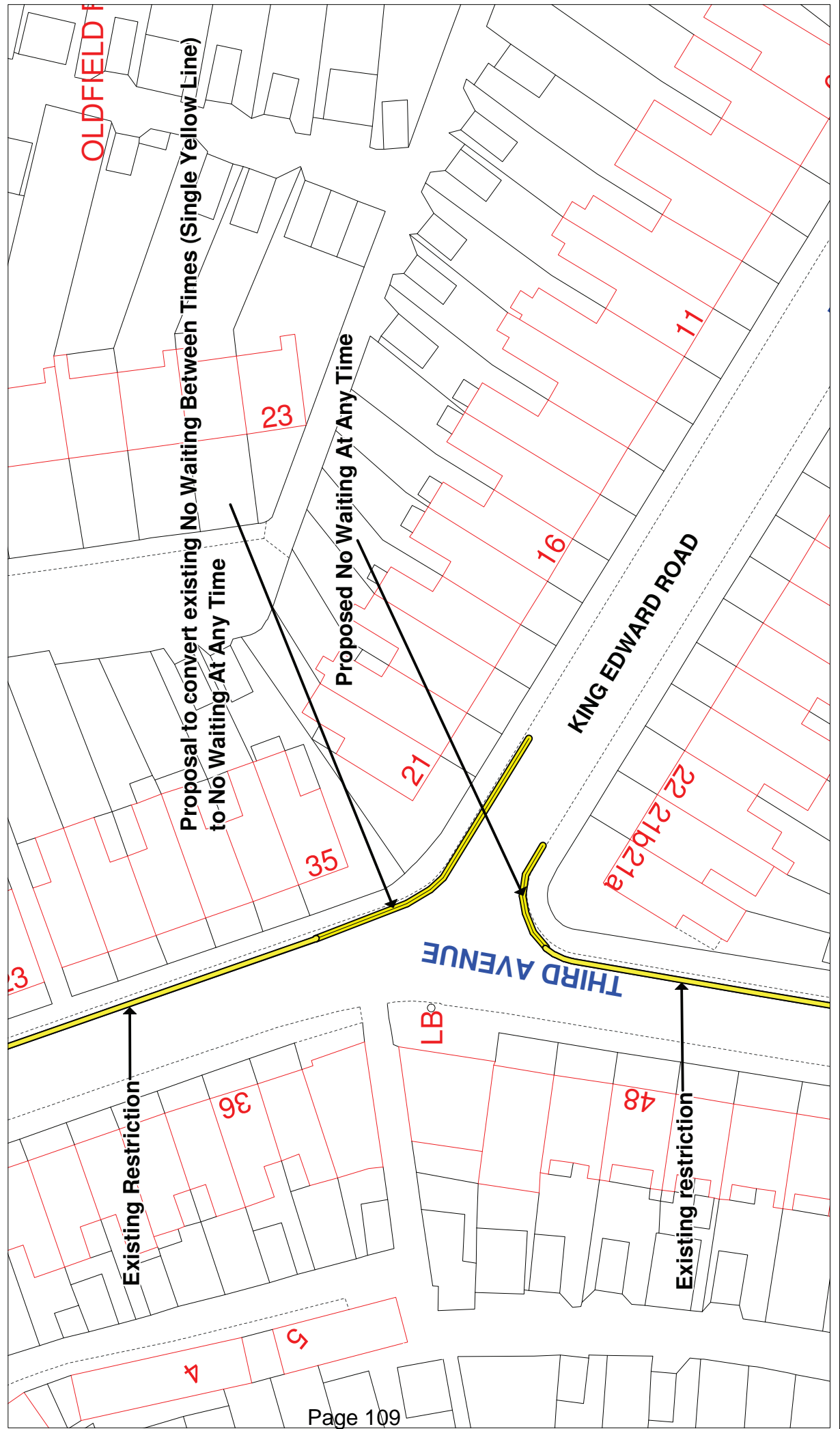
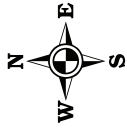
Third Avenue & King Edward Road

Proposed No Waiting At Any Time

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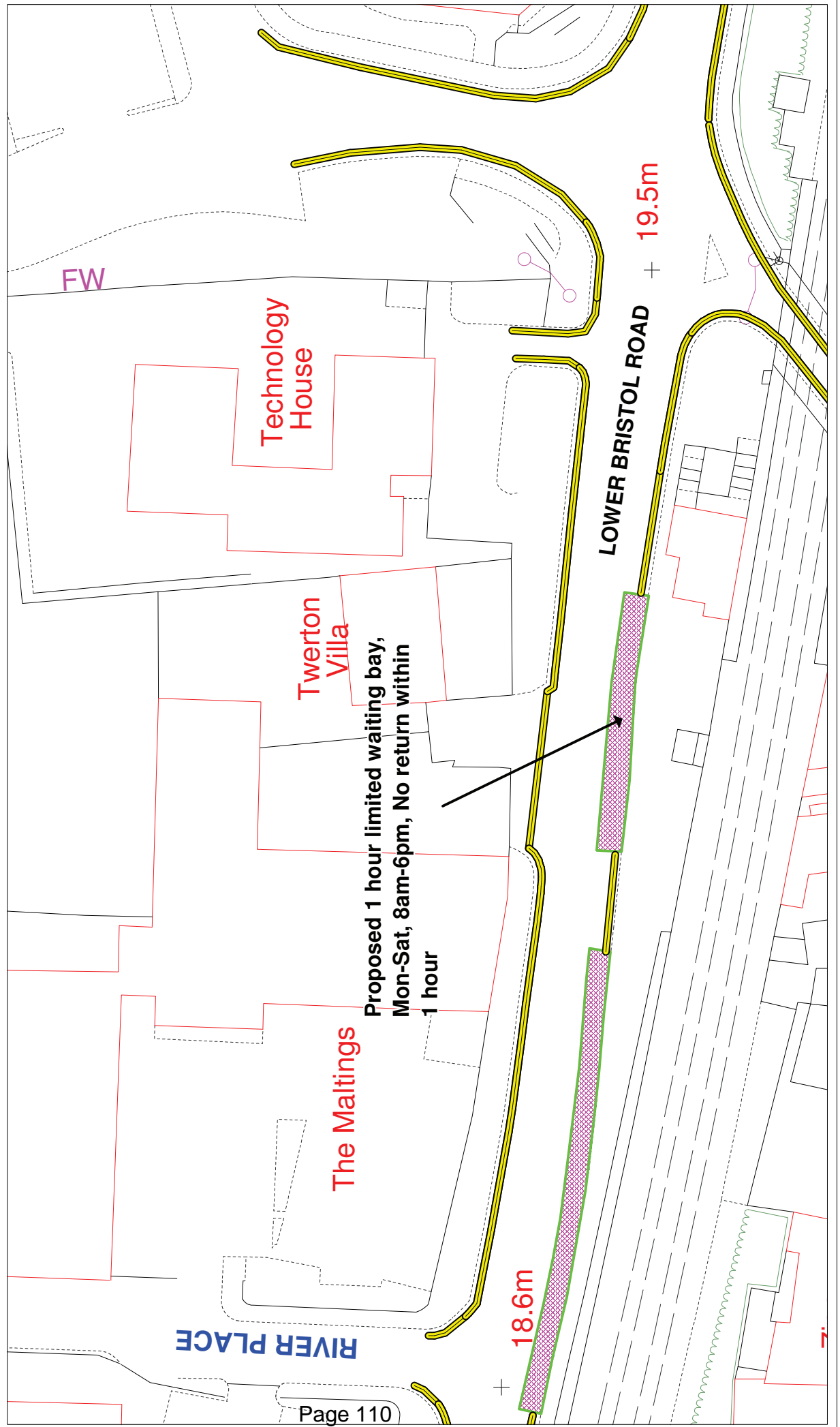
Lower Bristol Road, Twerton

Proposed Limited Waiting Bay

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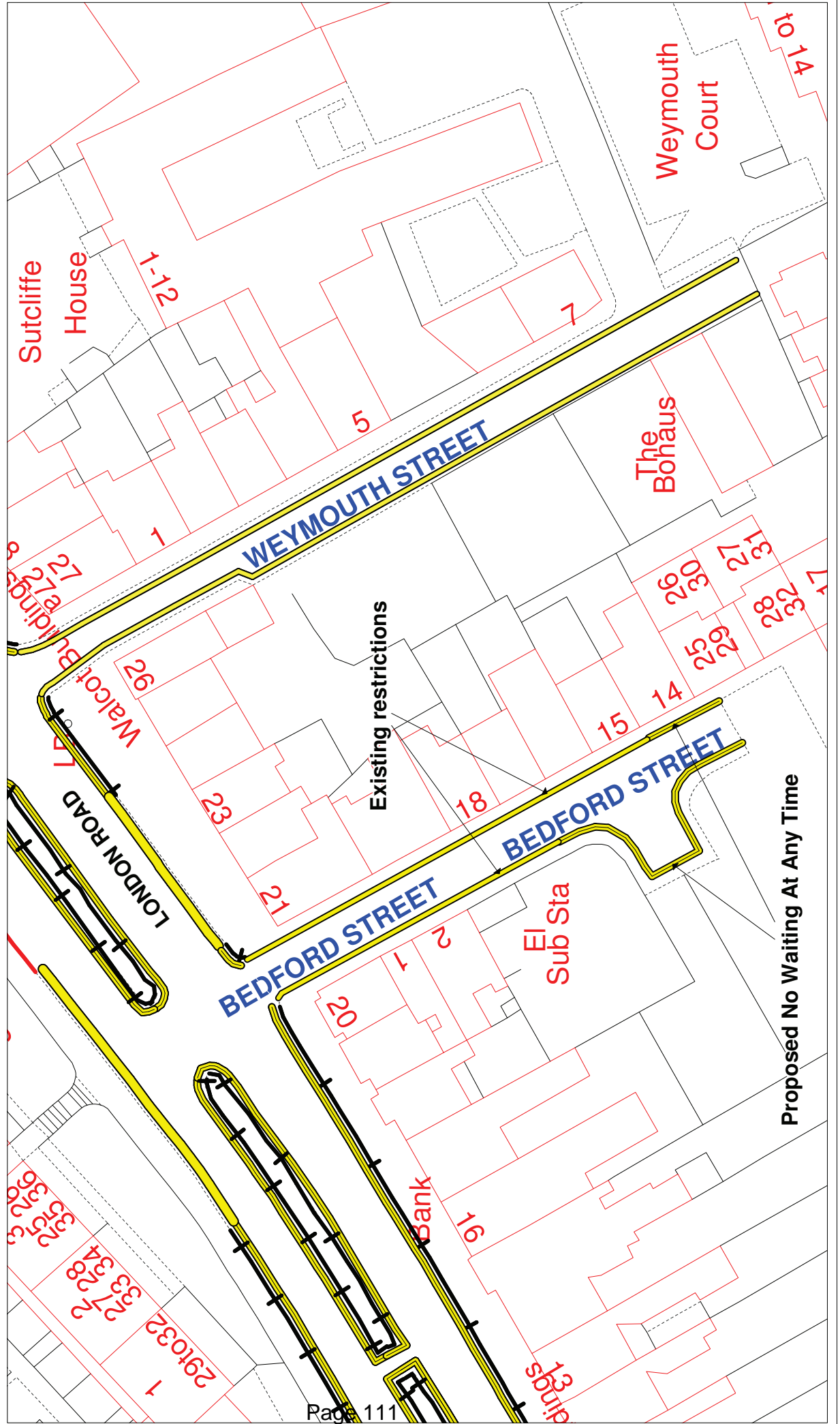
Bedford Street

Proposed No Waiting At Any Time

Compiled by KG on 20 January 2012

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Bath & North East Somerset Council
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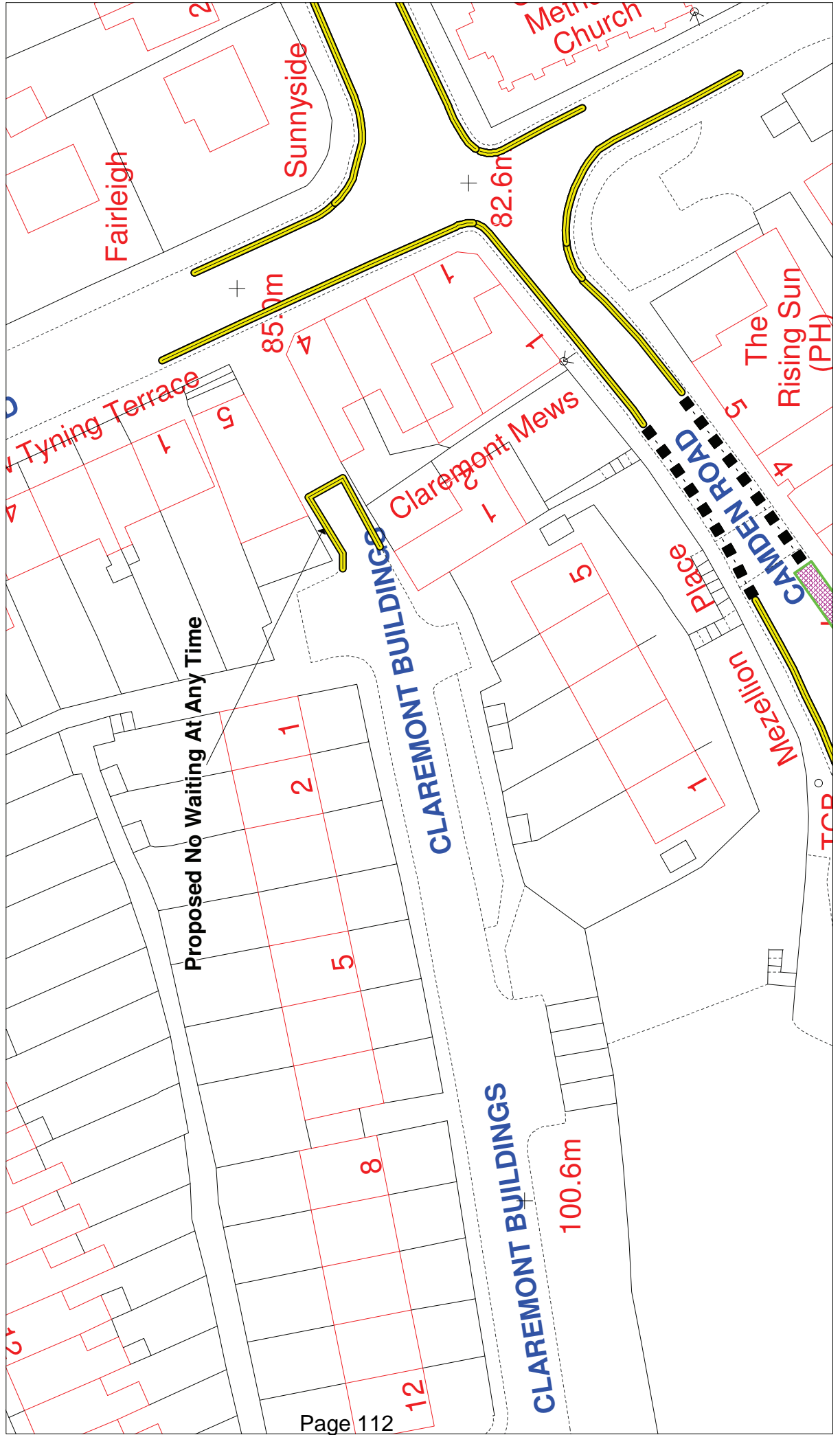
Claremont Buildings

Proposed No Waiting At Any Time

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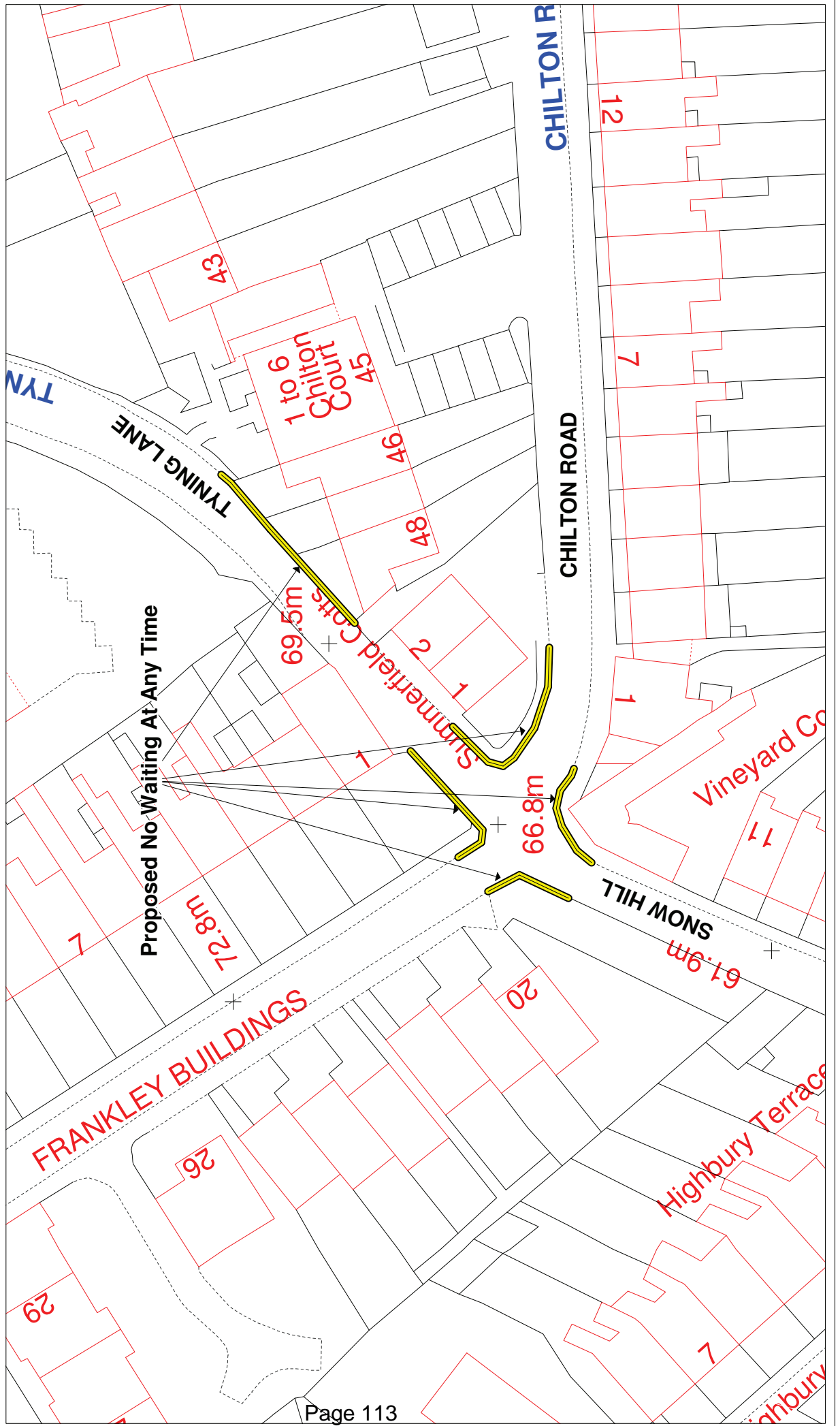
Frankley Buildings, Tynning Lane, Chilton Road & Snow Hill

Proposed No Waiting At Any Time

Compiled by KG on 19 January 2012

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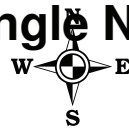


West Avenue, South Avenue & Triangle North

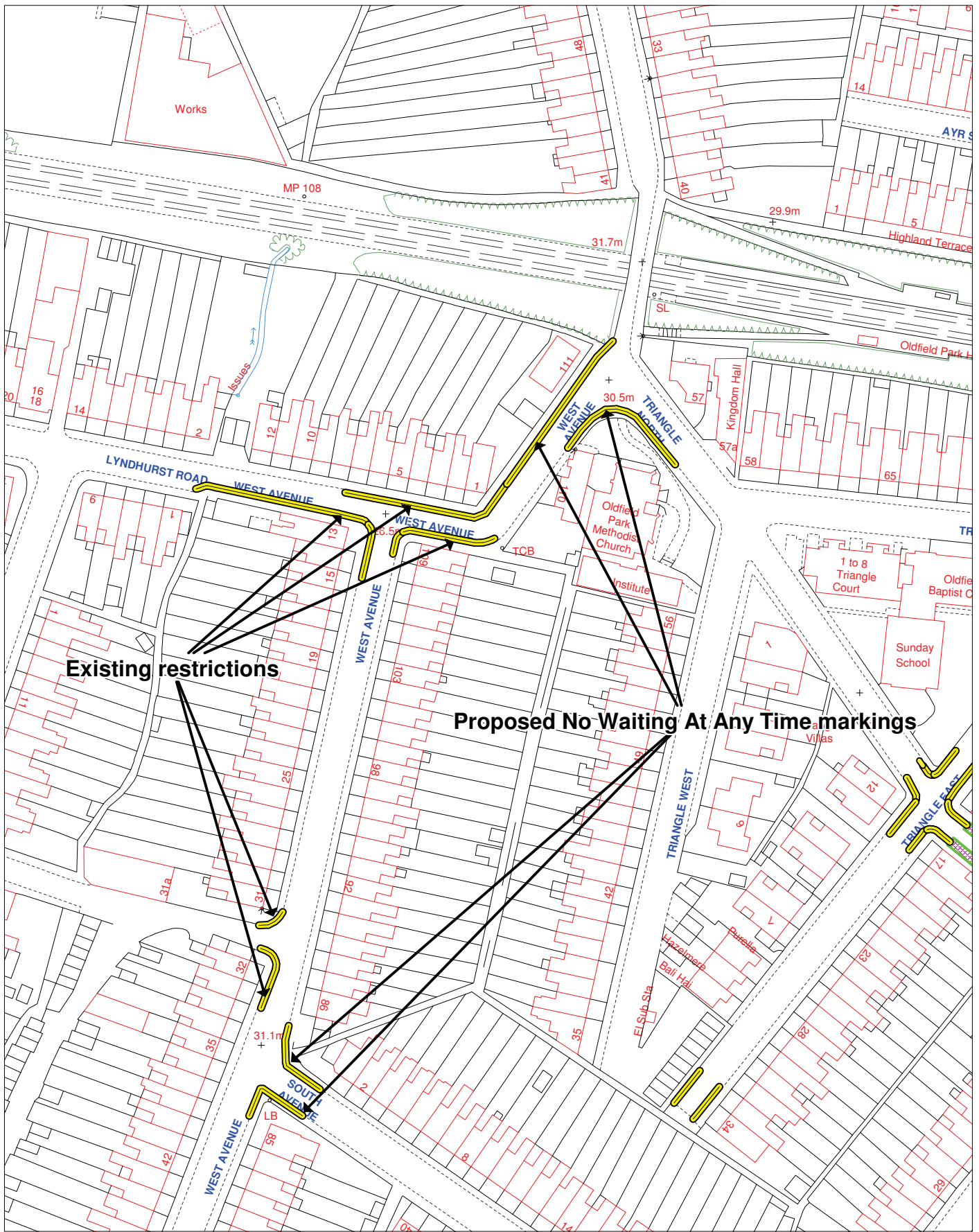
Proposed No Waiting At Any Time

Compiled by KG on 11 May 2012

Scale 1:1250



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Church Street, Widcombe, Bath

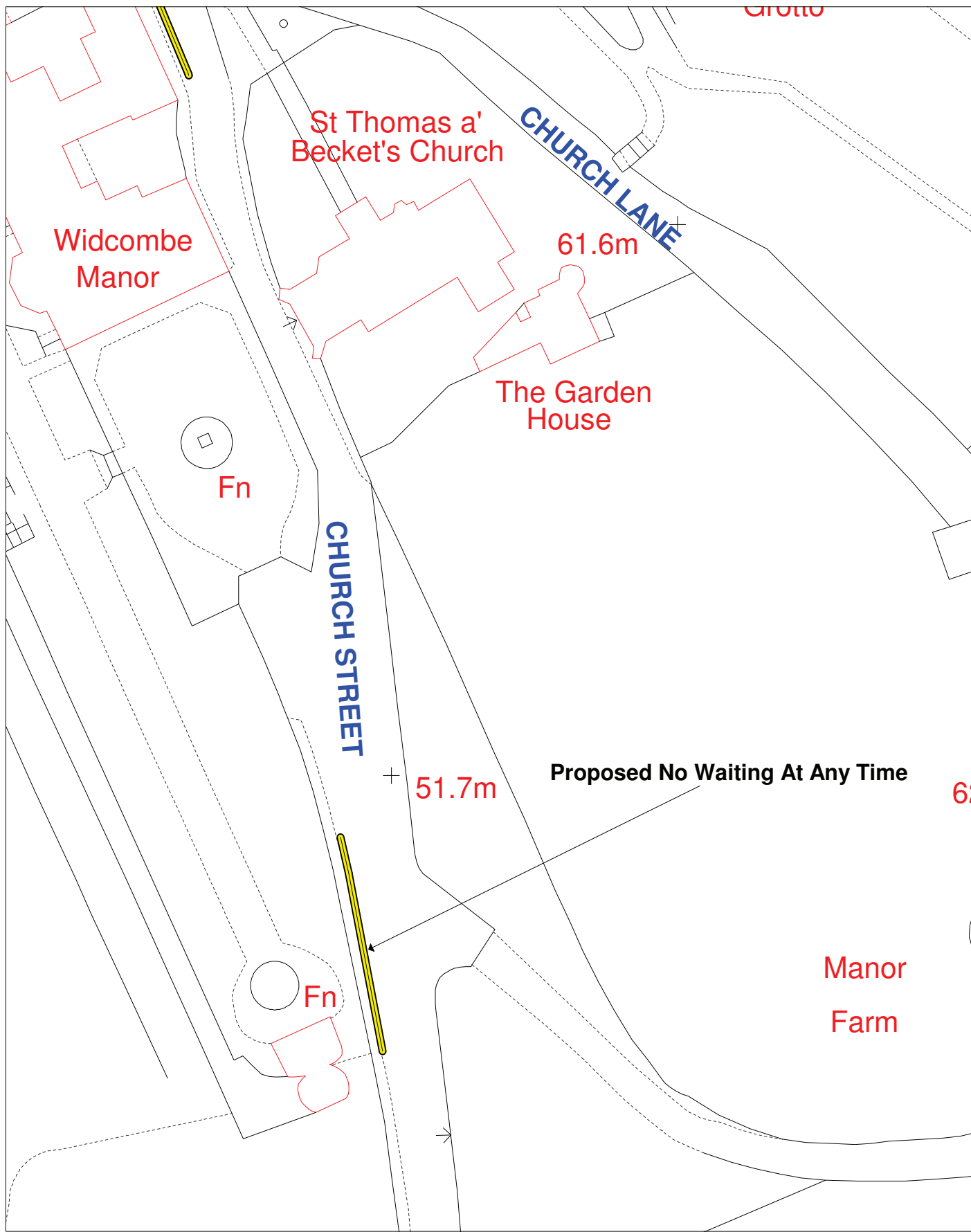
Proposed No Waiting At Any Time

Compiled by KG on 19 January 2012

Scale 1:500



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Riverside
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Keynsham
Bristol BS31 1LA
Tel 01225 477000



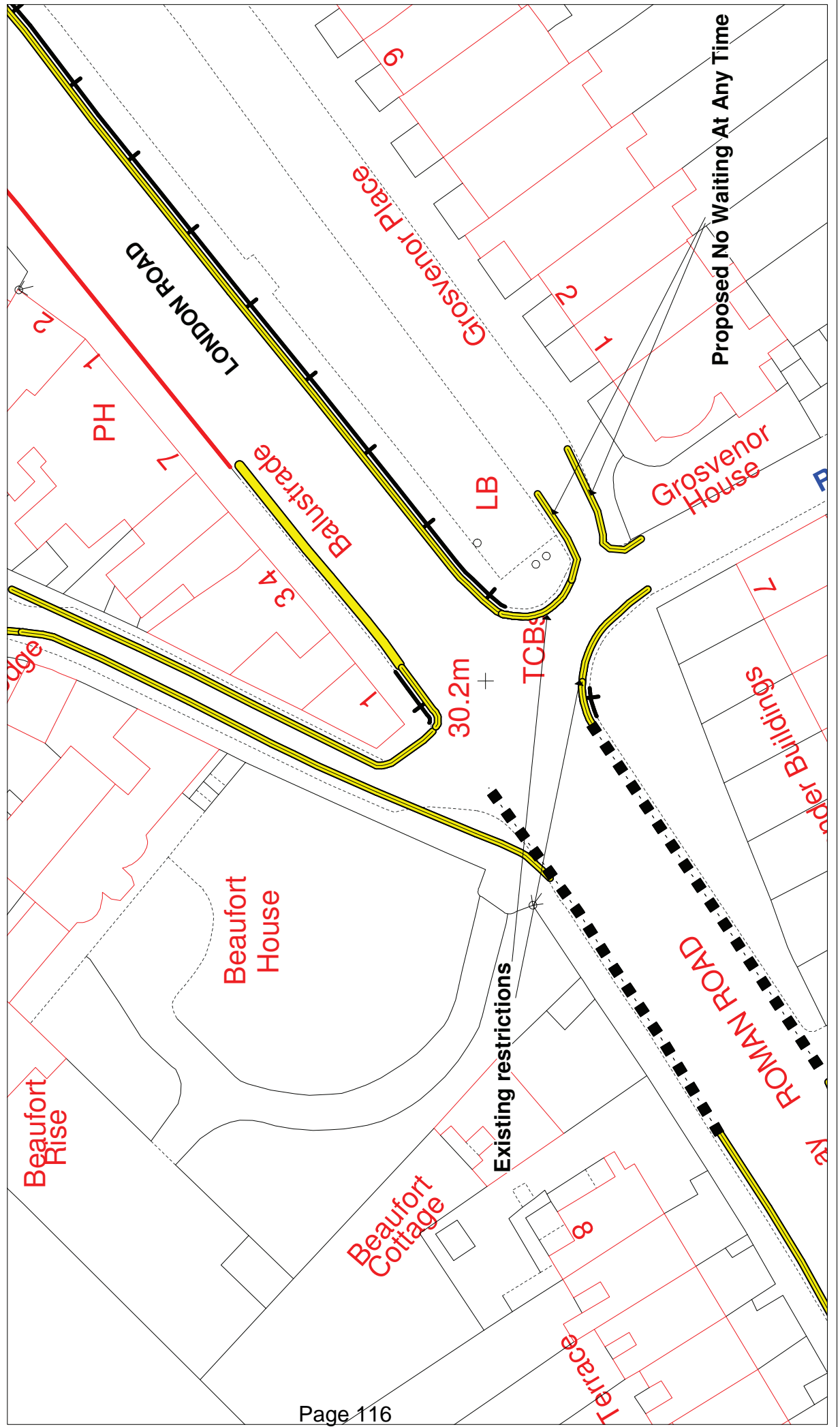
Grosvenor Place, Bath

Proposed No Waiting At Any Time

Compiled by KG on 20 January 2012

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Tel 01225 477000



Hayesfield Park

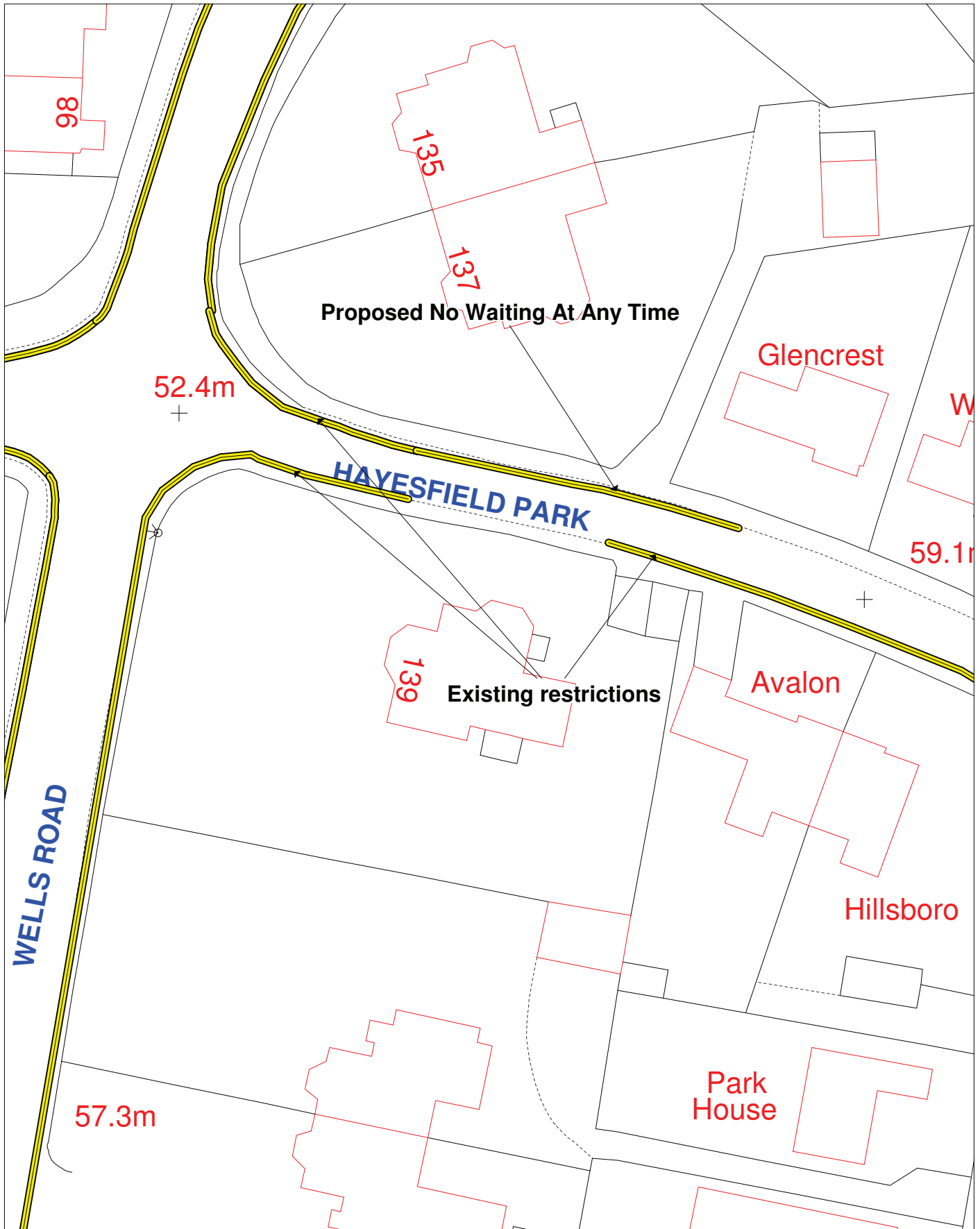
Proposed No Waiting At Any Time

Compiled by KG on 20 January 2012

Scale 1:500



Bath & North East Somerset Council
Riverside
Temple Street
Keynsham
Bristol BS31 1LA
Tel 01225 477000



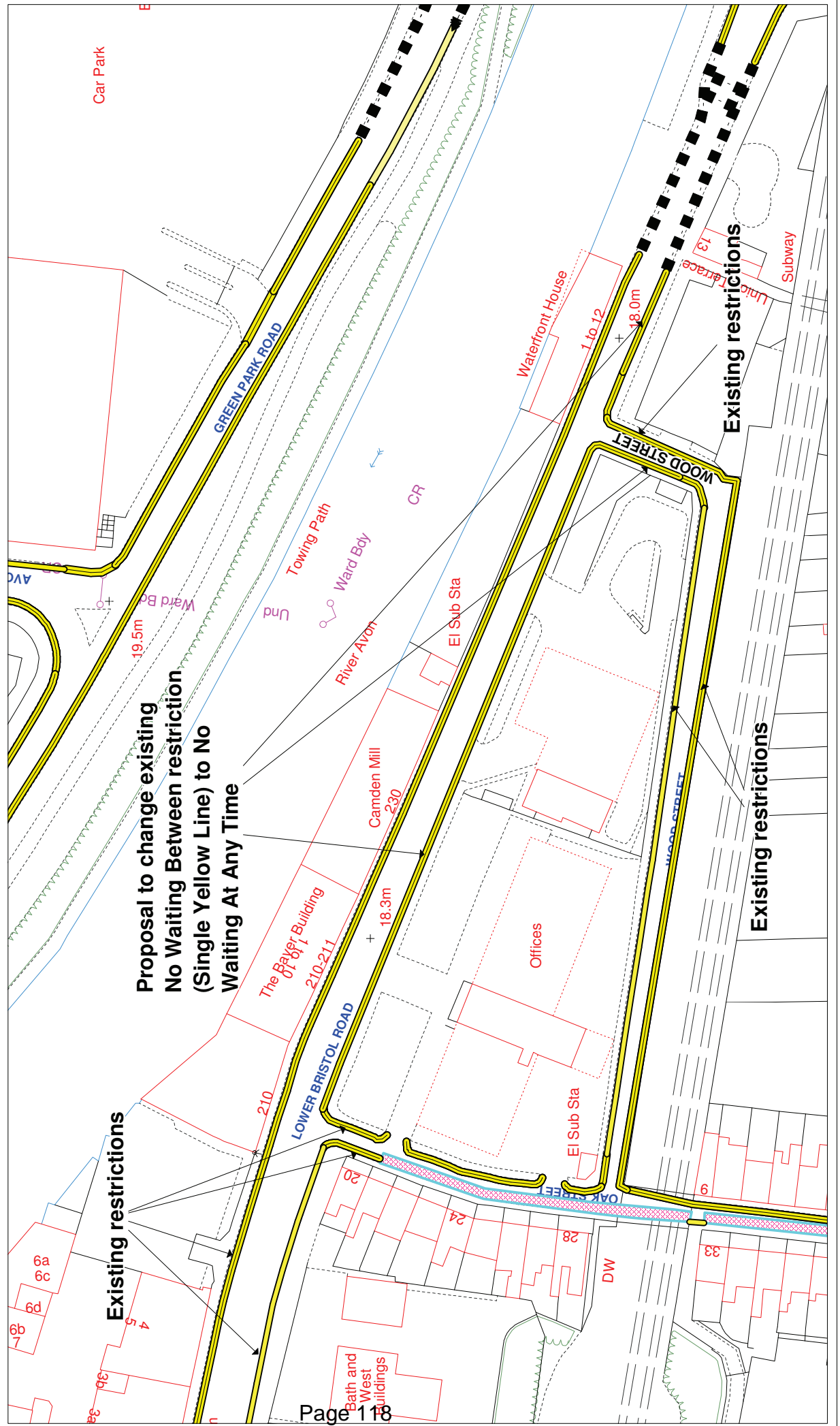
Lower Bristol Road

Proposed No Waiting At Any Time

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Scale 1:1000

Bath & North East Somerset Council
Riverside
Temple Street
Keynsham
Bristol BS31 1LA
Tel 01225 477000



Caledonian Road

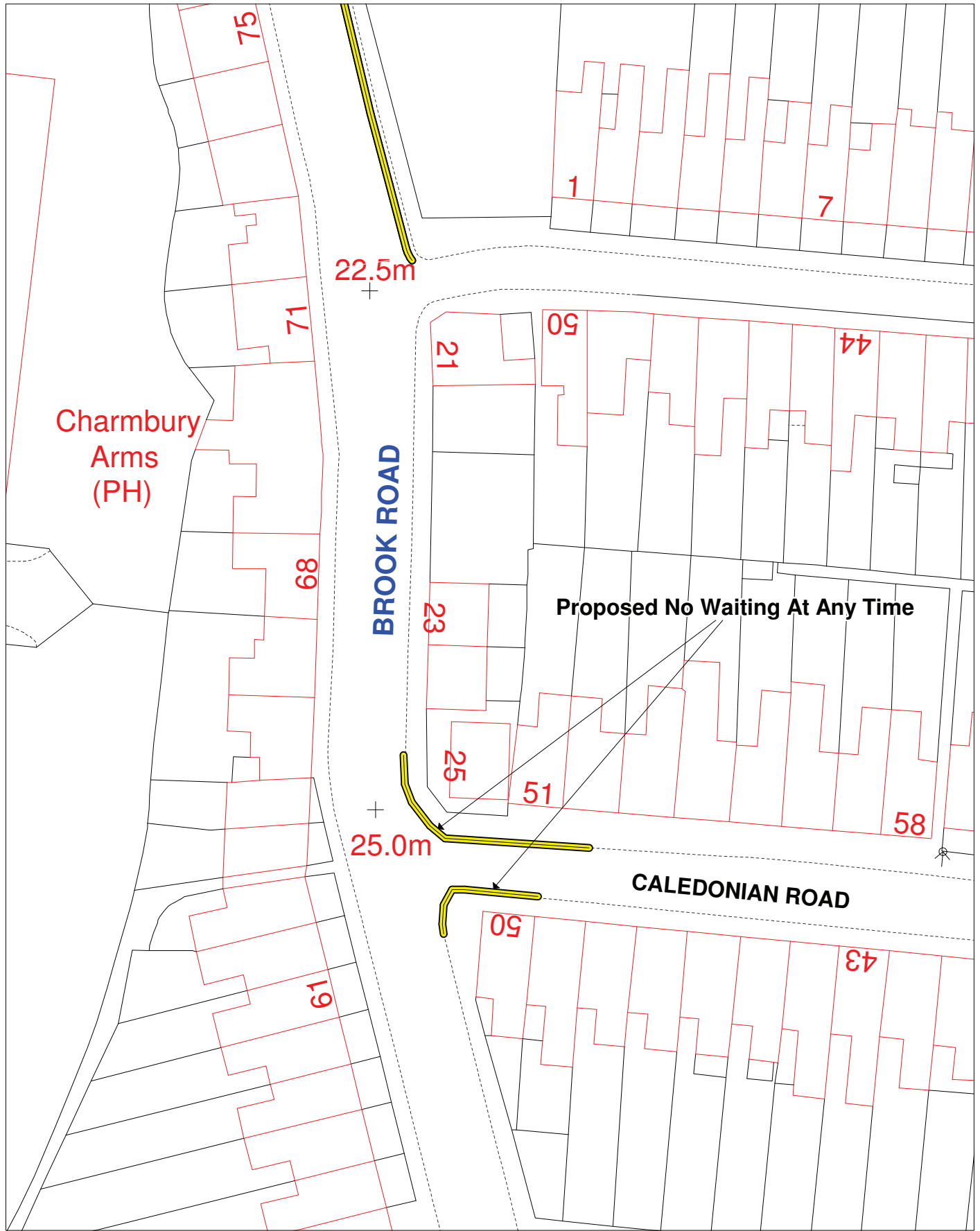
Proposed No Waiting At Any Time

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Scale 1:500



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Bath & North East Somerset Council		
MEETING:	Cabinet	
MEETING DATE:	13th June 2012	EXECUTIVE FORWARD PLAN REFERENCE:
		E 2417
TITLE:	Review of taxi limitation policy following an Unmet Demand Survey.	
WARD:	All	
AN OPEN PUBLIC ITEM		
List of attachments to this report:		
Annex A: Conclusions and Recommendations from Unmet Demand Survey		

1 THE ISSUE

1.1 The Council currently regulates the number of taxi licences in the city of Bath. Because of this the Council is under a duty to carry out a review of Unmet Demand from time to time. This report asks the Cabinet to consider the findings of the latest survey and to decide on future policy.

2 RECOMMENDATION

The Cabinet agrees that:

2.1 The Council continues with the policy of regulating the number of hackney carriage vehicle licences in zone 1 (Bath) and continues with the limitation of hackney carriage vehicle licences in zone 1 (Bath) to 122.

2.2 A further survey into the unmet demand in zone 1 (Bath) is carried out in 2014.

3 FINANCIAL IMPLICATIONS

- 3.1 The Council sets the fee rates for both hackney carriages and private hire vehicles (currently £355 and £315 respectively). Total income in 2011/12 from fees was £185,000 including fees for transfer of vehicles.
- 3.2 If the number of hackney carriages is allowed to increase this will not necessarily result in an increase in income overall, as it may be offset by a reduction in private hire vehicles.
- 3.3 The cost of future Unmet Demand surveys, required to continue with a limitation policy, will be in the region of £16K - £20K. The cost of carrying out the survey is contained within the annual licence fee for all hackney carriages.
- 3.4 If the limitation policy is removed then the application fee for a hackney carriage vehicle will be the same as for a private hire vehicle.
- 3.5 If the decision is taken to continue with a limitation policy then there is the possibility of legal challenge to the decision in court. The cost of any challenge could be in the region of £30K and the costs would have to be borne from within existing budgets, funded from the fee income.
- 3.6 If the decision is taken to delimit the number of taxis then there will be a need to expand the number of ranks, which the Council would be responsible for funding. Costs would range from a few hundred pounds to a few thousand pounds depending on what was required in the specific circumstances. Also, as there is no evidence of unmet demand within zone 1 (Bath) the removal of the current limitation policy could result in a legal challenge from the existing vehicle licence holders.

4 CORPORATE OBJECTIVES

- Building a stronger economy

5 THE REPORT

- 5.1 The Council is the licensing authority for hackney carriages. Under the Town Police Clauses Act 1847, a licensing authority had an unfettered discretion to limit the number of hackney carriage licences by being able to licence only such numbers as it thought fit. It was a power, which was widely used by many authorities to restrict the numbers of hackney carriages for the purposes of exercising control and supervision over them. Under the Transport Act 1985, the position in law changed and the 1847 Act, as now amended by Section 16 of the Transport Act, provides as follows: *“That the grant of a licence may be refused for purposes of limiting the number of hackney carriages..., if but only if, the person authorised to grant a licence is satisfied that there is no significant demand for the services of hackney carriages..., which is unmet”*.
- 5.2 Currently hackney carriages are restricted by zone and numbers within the authority. There are two zones which were set up at the time of reorganisation in 1996. Zone 1 has the same boundaries as the former Bath City Council and zone 2 has the same boundaries as the former Wansdyke District Council.

- 5.3 There is no restriction on the number of hackney carriage licences in zone 2 (North East Somerset). Following the previous survey of unmet demand the approved number of licences in zone 1 (Bath) was set at 122 as recommended from the consultant's report.
- 5.4 In July 2009 Cllr Charles Gerrish, Cabinet Member for Customer Services, considered a report on the findings of an unmet demand survey and to decide on future policy. It was decided:-
- (1) To continue with the policy of limiting the number of hackney carriage vehicles in zone 1 (Bath);
 - (2) To increase the number of hackney carriage vehicle licences in zone 1 (Bath) to 122;
 - (3) Only fully accessible vehicles should be granted one of the new licences;
 - (4) Members of the Licensing Team enter into negotiations with First Great Western about increasing the number of taxis which can operate from outside the Bath Spa railway station.
 - (5) An additional rank is provided in the Milsom Street/George Street area of Bath;
 - (6) To review the provision of additional taxi marshals at key ranks in the city to encourage more drivers to operate late at night and at the weekends.
- 5.5 In October/November 2011 a survey was undertaken to see if there was any unmet demand within Bath, a summary of the consultant's report is provided in Annex A.
- 5.6 In addition to the unmet demand survey the consultants were also contracted to address the requirements specified by the Department for Transport (DfT) for those local authorities who decide to continue with limitation policies. In 2006 the DfT produced "Best Practice Guidance" for taxi licensing; the guidance stated that the DfT considers it to be best practice not to impose quantity restrictions. However, where restrictions are imposed, the Department urges that the matter is regularly reconsidered. This guidance has been followed in determining the conclusions of the unmet demand survey carried out in 2011.
- 5.7 In the conclusions of the consultant's report, which are summarised in Annex A, it states that there is no current evidence of unmet demand and that the number of hackney carriage licences in zone 1 (Bath) should remain at 122.

6 RISK MANAGEMENT

- 6.1 The report author and Lead Cabinet member have fully reviewed the risk assessment related to the issue and recommendations, in compliance with the Council's decision making risk management guidance.

7 EQUALITIES

- 3.1 An Equalities Impact Assessment has been completed. No adverse or other significant issues were found.

8 RATIONALE

- 8.1 Government has recommended to local licensing authorities that a restriction on numbers should only be applied where there is a demonstrable benefit to the consumer and that it would not be in the interest of consumers for market entry to be refused to anyone who meets the application criteria.

The 2011 study has identified, “on balance, it is not considered this potential unmet demand is substantial enough on its own to warrant a recommendation for additional Hackneys to be licensed”.

9 OTHER OPTIONS CONSIDERED

- 9.1 The options available to the Cabinet are to:

(a) To partially delimit. Case law shows that it would be feasible to issue batches of licences at a time which would allow a Council to assess the impact of each tranche and decide when there is significant unmet demand. This option has been rejected as such assessments would require additional budgetary provision and may result in periods of uncertainty within the trade and elsewhere.

(b) To delimit altogether. This option has been rejected as there is no evidence of unmet demand within zone 1 (Bath) and the removal of the current limitation policy could result in a legal challenge from the existing vehicle licence holders.

10 CONSULTATION

- 10.1 As part of the unmet demand survey the following groups were consulted on the issue of taxi availability:- Ward Councillor; Cabinet members; Other B&NES Services; Service Users; Local Residents; Community Interest Groups. Consultation was carried out using questionnaires, letters and street surveys. Details of exactly who were consulted and the results of the consultation are provided in the consultant’s report, which is available via the Council’s web site.

11 ISSUES TO CONSIDER IN REACHING THE DECISION

- 11.1 Social Inclusion; hackney carriages are seen as an integral part of the public transport service and are able to offer a personal service, which operates outside the hours of other forms of public transport.

- 11.2 Customer Focus the opinions of the public and local businesses into the level of service provided by the hackney carriages operating within the district were sought as part of the unmet demand survey.

- 11.3 Other Legal Considerations; there is a legal requirement for local authorities to review the provision of the taxi service within their area, from time to time, to ensure that there is no unmet demand.

11.4 Human Rights. In order to be compatible with the European Convention of Human Rights regard must be had to Convention rights in the decision making process and a fair balance struck between the rights of individuals and the community as a whole.

12 ADVICE SOUGHT

12.1 The Council's Monitoring Officer (Divisional Director – Legal and Democratic Services) and Section 151 Officer (Divisional Director - Finance) have had the opportunity to input to this report and have cleared it for publication.

Contact person	Andrew Jones Environmental Monitoring and Licensing Manager Tel: 01225 477557 E-mail: Andrew_Jones@bathnes.gov.uk
Sponsoring Cabinet Member	Councillor Roger Symonds
Background papers	Department of Transport: Taxi and Private Hire Vehicle Licensing Best Practice Guidance (March 2010).
Please contact the report author if you need to access this report in an alternative format	

Unmet Demand Survey carried out by TPi in 2011

7.0 CONCLUSIONS

7.1. Unmet Demand

- 7.1.1. Based on rank observations the ISUD model shows an overall value of 0.00. As this is well below the threshold of 80, it is concluded that significant unmet demand for Hackney carriages does not exist in the overall Bath rank based market. This is the case specifically for Zone 1 Bath City the focus of this study, as well as throughout the Council area (i.e. across both zones). This finding is supported by the relatively low level of excess demand to be found at ranks during the week (0% on weekdays and 6% weekday nights) and that supply is in equilibrium most (81.25%) of the time. It is also supported by all members of the trade, both Hackney and PHV drivers, amongst whom 100% said they believed the number of Hackneys licensed in Bath to be adequate and by the fact that overall demand for Hackneys in the City has reduced by 25% since the previous survey.
- 7.1.2. However, the balance of supply and demand does shift somewhat at weekends, especially weekend nights, to show excess demand of 12% on Saturday and 25% weekend nights suggesting there may potentially be some unmet demand at these times. This is clearly reflected by the comments of some of the stakeholders consulted and it should also be noted that just over a third (34%) of the general public when asked specifically about the numbers of Hackneys provided stated there were not enough, although this is offset by only 8% seeking more taxis when asked how they would like to see Hackney provision improved. It's also the case that the greatest proportion of drivers said they worked Saturdays and that this was their busiest day, although the time most worked was afternoons and amongst Hackney drivers alone, rush hour and evenings, rather than at night. The latter will probably be a function of some drivers sharing their cab with others meaning only some will work the 'night shift' and this is supported by the consultant observing 80% of the Hackney fleet to be active at this time, the most observed across all times of day.
- 7.1.3. Therefore, on balance, it is not considered this potential unmet demand is substantial enough on its own to warrant a recommendation for additional Hackneys to be licensed. If this were to be done it is likely supply will be too great at all other times apart from the night time peak and as suggested by the responses from drivers, this is likely to have a knock on effect on their economic viability. However, it is considered an issue that needs to be addressed, probably by working with existing operators and drivers to encourage more to provide a service at weekends, especially on a Friday and Saturday night time, to take advantage of the greater market available then. Based on our own observations and feedback from those consulted there is also potentially a need to encourage a greater dispersal of Hackneys across all ranks in the City, especially at night, to provide a wider choice of locations for the public to obtain a Hackney from.
- 7.1.4. In terms of the rank locations in the City there is clearly a concern amongst both the general public and the individual stakeholders consulted about the rank provision in the North or 'top' of the City, where there are significant night time leisure facilities. The Taxi Owners Association when consulted raised concerns about using the only rank in this area, in George St and both they and the taxi drivers consulted suggested a new rank would be useful in the area, in Milsom St. To this end the Association asked if it might be possible to utilise the Park and Ride bus stop in Milsom St as a rank after the buses cease operating in the early evening. It appears that as a result of the limited rank provision in this area visitors to the leisure facilities often walk

through the city to get to the rank at Orange Grove or Westgate Buildings and in so doing can cause some disturbance to local residents.

7.1.5. This is also a particular issue that should be addressed. The solution proposed by the Association to use Milsom St Park and Ride bus stops was welcomed by many of the stakeholders who raised concerns. However, there were also other alternatives proposed such as Southgate or Kingsmead. All of the alternatives, including Milsom St are said to have been tried in the past but failed, so it is clear there is no straight forward solution and it may be that other infrastructure to attract people to any rank put in place may also need to be considered, as suggested by Bath University, Students Union representatives consulted.

Other Significant Issues

7.2.1. Just over two thirds of the general public surveyed thought the quality of taxi services in Bath to be good or very good. However, when asked to rate specific aspects of quality the general public rated driver helpfulness and appearances significantly lower than other considerations. The former was also the area highlighted by those recent Hackney passengers consulted who were not entirely satisfied with their journey, while the latter was the greatest concern amongst all drivers when asked about customer care.

7.2.2. The on street survey highlighted cost as the biggest barrier to use of taxis amongst the general public. This was confirmed by cheaper fares being by far the most common response to the question about what improvements to Hackneys the general public would like to see introduced.

7.2.3. Amongst stakeholders the need for taxi drivers to take on a more ambassadorial role was a common suggestion. This was also supported by the taxi drivers themselves with 49% of all drivers expressing a willingness to consider this, rising to 54% amongst Hackney drivers.

7.2.4. Significant numbers of drivers also supported the need for language skills to be improved, sought more advertising opportunities, improved signage at/to ranks and the need to promote the use of greener fuels, although, primarily, they thought the latter should be the responsibility of government.

7.2.5. Both the Taxi Owners Association and drivers of Hackneys also wanted more spaces at ranks, solutions to congestion, especially in Dorchester St and to see greater enforcement activity.

8.0 OPTIONS AND RECOMMENDATIONS

8.1 Options

8.1.1. In the absence of any significant unmet demand in Zone 1 Bath and North East Somerset Council can currently choose to:

- maintain its limit at the current level of Hackney Carriage licences;
- issue that number of Hackney Carriage licences as it sees fit (in one or in stages); or
- remove the current limit on Hackney Carriages (de-limitation)

8.1.2. The choice of policy is ultimately a political decision and TPi therefore, does not make any specific recommendations in this report on which option the Council should choose. However, for information we provide below a summary of some of the key positive and negative impacts that need to be taken into account when considering the choices available:

Option	Positives	Negatives
Maintain the current limit on hackney licenses	Most closely meets the preference of local consultation Most likely to sustain operator viability Most likely to maintain service quality No disruption in provision	Little scope for increased provision Least likely to encourage improvements in service provision Sustains the current 'premium' on hackney licenses
Increase the current limit on hackney licenses (in one)	Closely meets thrust of regional policy Provides for the impact on operator viability to be limited Can maintain or improve service quality through entry standards and controls Can address demand for more accessible taxis Can meet some demands for increased vehicle provision and market entry Can allow specific entry requirements to be placed alongside the new licenses available Continues regulation while allowing for growth in operations	Requires operators to incur costs of changing or obtaining new vehicles Offers neither the benefits of retaining a limit or of deregulating Maintains the possibility of a court challenge by both those who do not think there should be a limit and those that do not wish to see it removed Increasing the limit requires further study to establish by how much it should be raised. This will require modelling of the elasticity of demand for new ranks and calculating the extent of other latent demand. Increasing the limit in one go risks introducing too many hackneys if the above calculations prove inaccurate
Increase the current limit on hackney licenses (in stages)	Most closely meets thrust of regional policy Provides for a controlled increase in hackney numbers Can maintain or improve service quality through entry standards and controls Can address demand for more accessible taxis Can meet some demands for increased vehicle provision and market entry, over time Can allow specific entry requirements to be placed alongside the new licenses available and improved/	Requires operators to incur costs of changing or obtaining new vehicles Offers neither the benefits of retaining a limit or of deregulating Maintains the possibility of a court challenge by both those who do not think there should be a limit and those that do not wish to see it removed Will take time to bring about any service improvements and market growth.

Option	Positives	Negatives
	<p>changed at each issue Continues regulation while allowing for controlled growth in operations Increasing the limit in stages negates the need for detailed further study to establish by how much it should be raised, as long as impacts of each increase are monitored Avoids the risk of over supply to the market Can be used as a 'stepping stone' towards deregulation</p>	
Remove the limit on hackney licenses	<p>Most closely meets thrust of national policy Most likely to bring consumer benefits Assuming transfer of PHVs to hackneys, most likely to increase hackney and reduce PHV numbers bringing vehicle mix more in line with the national average Most likely to meet the demands of those consulted who sought increased numbers of taxis or opportunities for market entry (ie drivers on the waiting list, 50% of drivers leasing a vehicle) No need for costly unmet demand surveys to be undertaken every 3 years Can lead to reduced fares</p>	<p>May generate excessive competition for prime demand (ie as the 'bus wars' that developed following the 1985 transport ACT) May cause a reduction in service quality Can be disruptive to markets until new arrangements are understood Can require substantial administration and enforcement effort until markets and the trade settle New licence holders cannot easily be required to serve particular or new aspects of the taxi market Can lead to a reduction in the viability/sustainability of operators</p>

Recommendations

It is recommended that:

- Based on our analyses, in zone 1, Bath and North East Somerset Council has the discretion to either:
 - i) maintain the limit at the current level of Hackney licences;
 - ii) issue that number of Hackney Carriage licences as it sees fit; or
 - iii) remove the current limit on Hackney Carriages (de-limitation)

- If there is to be any change, to the current policy, this should be considered in the light of the latest DfT guidance to licensing authorities and the outcome of government considerations of the section on taxis in the Single Equalities Act, once this becomes available.
- Consideration is given to increasing the spaces (taxi bays) available at the Orange Grove Rank at night through use of the current coach parking bays in the vicinity of this.
- Consideration is given to the provision of a new rank in the North of the City, in a location that is near to food and drink and toilet facilities, that is secure and well lit and which can readily be managed by Taxi Marshalls where these are made available. If a location with these additional facilities already in place cannot be found then a suitable location which can be served by mobile/portable facilities should be identified. This should include consideration of the suggestion by the Taxi Owners Association to use the Park and Ride Bus stop in Milsom St as a night time rank.
- Discussion takes place with hackney operators and drivers to establish a voluntary agreement, prior to any work taking place on the above, that any new rank put in place will be used by them to serve the North of the City, especially at weekend night time. Also, within the same agreement, to establish a means by which drivers agree to communicate with one another and when available Taxi Marshalls (probably using mobile phone or in vehicle radio), to make each other aware of which ranks in the City have spaces available for hackneys/require supply in order to ensure a good spread of vehicles at all ranks at all times and especially at weekend night time.
- In the course of the above there should also be discussion about the need to add, in general, to the current supply of vehicles available on a Saturday night/early Sunday morning and how this might be resolved. This may also need to be supported by additional provision of Taxi Marshalls, including extending the hours Marshalls are available to 04.00 on a Sunday morning on a permanent basis. Funds for this may need to be found through an increase in hackney license fees.
- Training should be made available as a matter of course to hackney drivers on renewal of their license (with a requirement that this should be undertaken within 6 months of this) covering the following. The only exception to this should be where drivers are already in receipt of an appropriate, accredited, qualification in each/any of the following or who intend to obtain such a qualification (and do so) within 6 months of obtaining their license.
 - Customer Care
 - Language skills (only for drivers whose first language is not English)
 - Being an Ambassador for Bath
 - Safe driving techniques
 - Environmentally friendly driving and fuels
- A leaflet (credit card size fold out) should be produced by the Council, listing within it the telephone numbers of any hackney operator and/or driver who wishes to be included and that also identifies which amongst these operate wheelchair accessible vehicles, provides a map of the locations of all hackney ranks in the City and information on how to distinguish between hackneys and PHVs.
- Further work is undertaken by traffic planners to identify potential solutions, in the form of low cost 'quick fixes', to congestion faced by taxis in the City, in general and in particular in Dorchester St. This work should be undertaken in consultation with the taxi licensing officer, taxi owners and drivers and, especially in relation to the latter, 1st Great Western.

- Consideration should be given to increasing the opportunities for hackney operators to accept advertising on their vehicles as a means to meet the cost of any additional fees introduced for providing additional hours for Taxi Marshalls and training.
- Consideration should be given to the introduction of a dress code for all taxi (hackney and PHV) drivers.
- Future Public/Passenger Transport Strategies and policy documents, including the Local Transport Plan for Bath and North East Somerset, should take account of this report.

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Bath & North East Somerset Council		
MEETING:	Cabinet	
MEETING DATE:	13th June 2012	EXECUTIVE FORWARD PLAN REFERENCE:
		E 4129
TITLE:	Joint Local Transport Plan 3 Three Year Delivery Plan 2012/13 to 2014/15	
WARD:	All	
AN OPEN PUBLIC ITEM		
List of attachments to this report:		
Appendix A: Joint Local Transport Plan 3 Three Year Delivery Plan 2012/13 to 2014/15		

1 THE ISSUE

1.1 A Delivery Plan is part of the statutory requirement (Local Transport Act 2008) to produce a replacement Local Transport Plan. The Delivery Plan sets out how the four unitary authorities in the West of England Partnership aim to co-ordinate investment through Integrated Transport and Maintenance block grants, Major Scheme funding streams, the councils' own resources and funding from developers and other sources.

2 RECOMMENDATION

The Cabinet agrees that:

2.1 The Joint Local Transport Three Year Delivery Plan 2012/13 to 2014/15 in Appendix A be approved

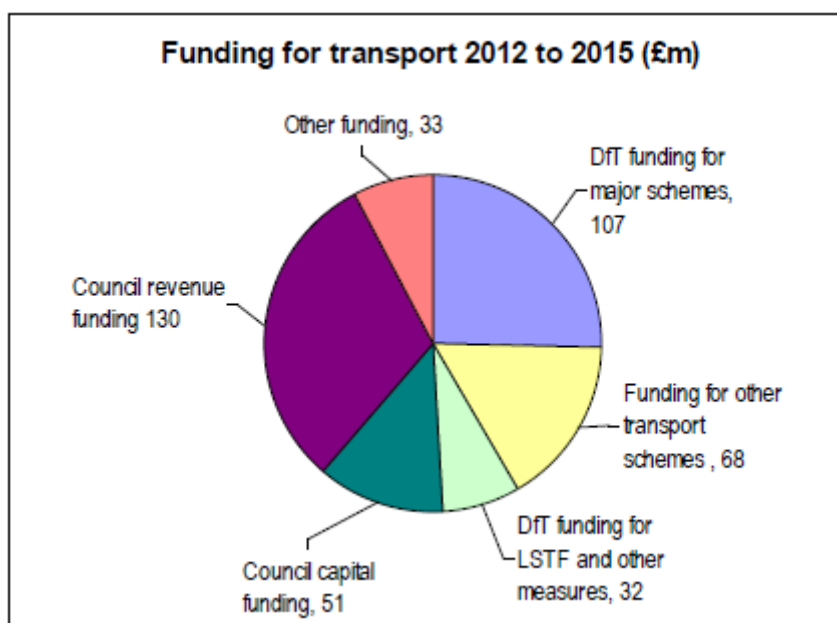
3 FINANCIAL IMPLICATIONS

3.1 Headline figures for revenue and capital funding for transport are shown in Figure 1. In all, spending across the West of England area is forecast to be some £420m.

3.2. The DfT has allocated £22.7m to the four councils for capital spending in 2012/13 on integrated transport and maintenance projects. This is in the form of Government grants. The grants are not ring fenced and it is open to the council to switch funding between the two categories or to direct it towards other corporate priorities.

Table 3.1 gives a breakdown of the grant figures by each council.

Figure 1



Capital - DfT Block Allocations

Table 3.1: DfT Block Grants for Integrated Transport and Maintenance 2012/13 to 2014/15 (£k)

Area	2012/13 (Fixed)			2013/14 (Indicative)			2014/15 (Indicative)		
	IT	Maint	All	IT	Maint	All	IT	Maint	All
Bath & North East Somerset	1,225	3,821	5,046	1,225	3,867	4,892	1,723	3,435	5,158
Bristol	3,527	3,479	7,006	3,527	3,163	6,890	4,980	2,978	7,938
North Somerset	1,018	3,543	4,561	1,018	3,399	4,417	1,431	3,200	4,631
South Gloucestershire	1,466	4,632	6,098	1,466	4,325	5,791	2,061	4,125	6,186
West of England	7,236	15,475	22,711	7,236	14,554	21,790	10,175	13,738	23,913

Note: Since the delivery plan was approved by the Joint Transport Executive Committee, the indicative block grants for 2013/14 and 2014/15 have been confirmed by the DfT

3.3 As a result of announcements in November and December 2011 the DfT has agreed to invest £135m in five other major schemes with about £107m of this focused on the 3 years of this Delivery Plan (see Table 3.1). Additional funding of at least £85m will be

provided from local contributions by the councils and third parties, approximately half of this in the next three years.

3.4 Any funding indicated from B&NES for 2013/2014 and beyond will be subject to the Medium Term Service and Resource Planning process including consideration and approval as part of the Annual Budget by the full Council in February 2013.

3.5 With reference to para 3.12 of the Delivery Plan, B&NES 2012/13 programme will be supplemented by capital funding for transport from the councils' own resources. In total we anticipate providing an extra £9.452 m towards integrated transport and maintenance schemes in this way. Further council funding of £9.377m is expected for 2013/14 and 2014/15. See Table 3.2 below.

Table 3.2 B&NES Additional Resources

	2012/13 (£m)	2013/14 (£m)	2015/16 (£m)
Bath Transport Package	0.972	7.542	0.835
Victoria Bridge	2.44		
Street Lighting	1.0	1.0	0
Rossiter Rd	1.8		
Public Realm	2.74		
20mph Speed limits	0.5		
Ttotal;	9.452	8.542	0.835

3.6 With reference to other sources of funding mentioned in Para 3.15 of the Delivery Plan, it is noted NHB funding last for only 6 years and the Council is currently utilising this to support the costs of service delivery, however the West of England UA's have recently been awarded £5m from the DfT's Better Bus Area Fund.

4 CORPORATE OBJECTIVES

- *Promoting independence and positive lives for everyone*
- *Creating neighbourhoods where people are proud to live*
- *Building a stronger economy*

The Joint Local Transport Plan 3 vision is to achieve a more competitive economy, and better connected, more active and healthy communities. The objectives of JLTP3 closely match the corporate objectives by supporting economic growth and improving accessibility and quality of life.

5 THE REPORT

5.3 The replacement Joint Local Transport Plan 3 (JLTP3) covers the period from 2011 to 2026. Council at its meeting on 20th January 2011 adopted JLTP3.

5.4 Time constraints and the need to consider the impact on the Delivery Plan of the Comprehensive Spending Review and subsequent Grant settlements meant a one year indicative Delivery Plan was produced for 2011/12.

5.5 With the end of the Interim One Year Delivery Plan, a new Three Year Delivery Plan 2012/13 to 2014/15 was agreed with JTEC on 7th March 2012 and can be found in Appendix A.

5.6 To give a flavour of the sort of schemes that will be implemented over 2012/13 to 2014/15 see the list below. Details of more measures can be found in section 5 of the Delivery Plan. Included in this list are projects such as BTP, Rossiter Road and Victoria Bridge, none of which yet have Council approval to proceed and are provisional items in the capital programme.

- The Bath Transportation Package will make up a major element of scheme delivery.
- The successful £5m LSTF Key Component bid includes two ‘Key Commuter Routes’ in B&NES.
- The Key Component project forms part of a larger, more comprehensive, West of England- wide LSTF bid. A full business case was submitted to the DfT in December 2011 and a decision is expected in June 2012.
- A36 Rossiter Road traffic management scheme in Bath.
- Victoria Bridge in Bath refurbished as a cycling and pedestrian route.
- Introduction of 20mph speed limits in Bath
- New puffin crossing on A37 at Clutton and Zebra crossings on Bathwick Hill and Julian Road in Bath.
- New ramp at Keynsham station.
- Accessibility improvements at Freshford station.
- Electrification of the Great Western Main Line – completed to Bristol by December 2016.

5.7 The potential for reopening Saltford Station has been highlighted recently by a local campaign and the response to the GWR franchise from the West of England. In order to develop the business case for this project funds are required in the

Indicator	Target
Road safety	30% reduction in KSI’s, compare to the 205-09 average
CO ₂	16% reduction by 2020
Cycling	76% increase by 2016
Bus Passengers	11% increase by 2015/16
Rail	41% increase by 2019

order of £250,000 over the next three years. (See item E2426 elsewhere on Cabinet Agenda papers).

5.8 The Government has replaced the National Indicators introduced in 2008 and the previous mandatory LTP indicators with a ‘Single List’ of local government data requirements as from April 2011. It is open for local authorities to supplement these with local indicators so that we are accountable locally.

Table One: West of England’s Five Targets

5.9 For supporting indicators we will use a traffic light system for monitoring. Green means performance is improving, amber no change whilst red means performance is slipping. This is a simple but cost effective approach providing direction of travel. The indicators are:

- Maintenance – principal and non-principal roads
- Congestion
- Air Quality
- Bus punctuality

5.10 Together the targets and indicators will help track how our schemes are doing. Where progress looks to be falling short we will consider what additional prioritisation and/or measures will be appropriate to get it back on track.

As with the last JLTP an Annual Progress Report will provide an update on scheme delivery, spending and progress towards targets and indicators. It will also provide a review point to take on board changing Government policies.

6 RISK MANAGEMENT

6.1 The report author and Lead Cabinet member have fully reviewed the risk assessment related to the issue and recommendations, in compliance with the Council's decision making risk management guidance.

7 EQUALITIES

7.1 An Equality Impact Assessment (EqIA) has not been completed for the following reasons: An EqIA was completed for JLTP3 and adverse impacts were identified and mitigated as part of the JLTP3 adoption process.

8 RATIONALE

8.1 A Delivery Plan is part of the statutory requirement (Local Transport Act 2008) to produce a replacement Local Transport Plan.

9 OTHER OPTIONS CONSIDERED

9.1 The JLTP3 Strategic Environmental Assessment considered a number of alternatives. The identified options were:

- Option 1: Integrated Transport Package
- Option 2: Highway-focused Improvement Package
- Option 3: Enhanced Public Transport Package
- Option 4: Enhanced Smarter Choices Package
- Option 5: Demand management Package
- Option 6: Road User and/or Workplace Charging

The preferred strategy adopted was Option 1: Integrated Transport Package

10 CONSULTATION

Extensive public consultation was carried out on Joint Local Transport Plan 3 on which the Delivery Plan has been based. Details of the consultation can be found at:

<http://travelplus.org.uk/media/198963/jltp3%20engagement%20report%20with%20appendices.pdf>

10.1 In the course of the preparation of this report consultation has been carried out with Cabinet members; Stakeholders/Partners; 151 Finance Officer; Chief Executive; Monitoring Officer.

10.2 The consultation was carried out by email.

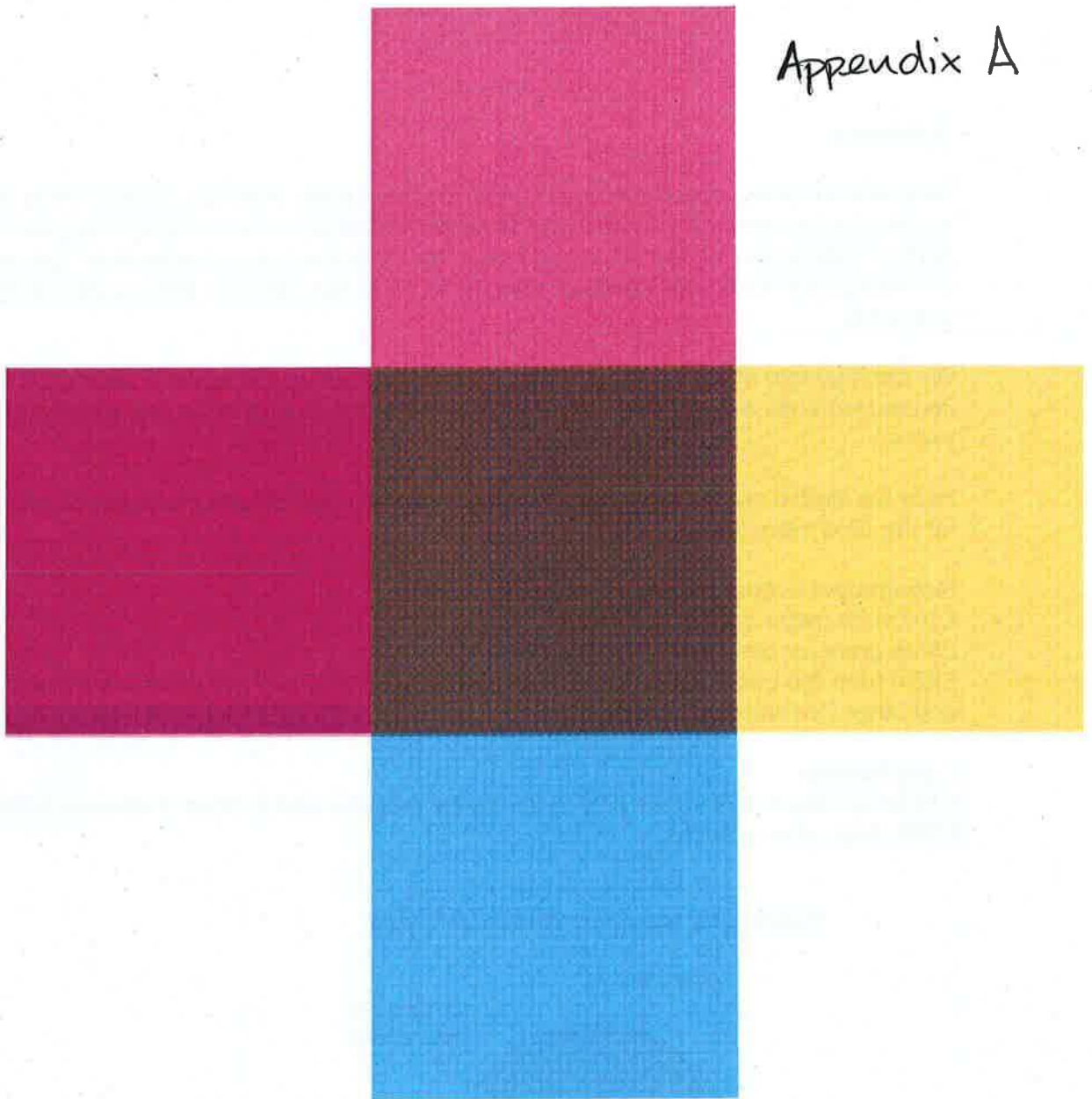
11 ISSUES TO CONSIDER IN REACHING THE DECISION

11.1 *Social Inclusion; Customer Focus; Sustainability; Safety; Other Legal Considerations*

12 ADVICE SOUGHT

12.1 The Council's Monitoring Officer (Divisional Director – Legal and Democratic Services) and Section 151 Officer (Divisional Director - Finance) have had the opportunity to input to this report and have cleared it for publication.

Contact person	Adrian_Clarke@BathNES.gov.uk 01225 395223
Sponsoring Cabinet Member	Councillor Roger Symonds
Background papers	JLTP3: http://travelplus.org.uk/media/205985/jltp3%20march%202011.pdf
Please contact the report author if you need to access this report in an alternative format	



**West of England
Joint Local Transport Plan 3
Delivery Plan 2012/13 - 2014/15**

Bath & North East
Somerset Council



North
Somerset
Council

South Gloucestershire
Council

Summary

What are we doing about transport? Well look no further than this Delivery Plan for an exciting programme of schemes and projects. Whether it is a major scheme such as the Ashton Vale to Bristol Temple Meads rapid transit or the Local Sustainable Transport Fund promoting key commuter routes or support for local bus services there's something for everyone.

We can't go into every single scheme. The Plan would run to several volumes if we did. Instead we outline a selection of the schemes that we expect to be delivered in the next 3 years.

Here we sketch out the bigger picture and to kick things off here are some headline figures for the next three years:

Government (Department for Transport) funding:

£107m for major transport schemes

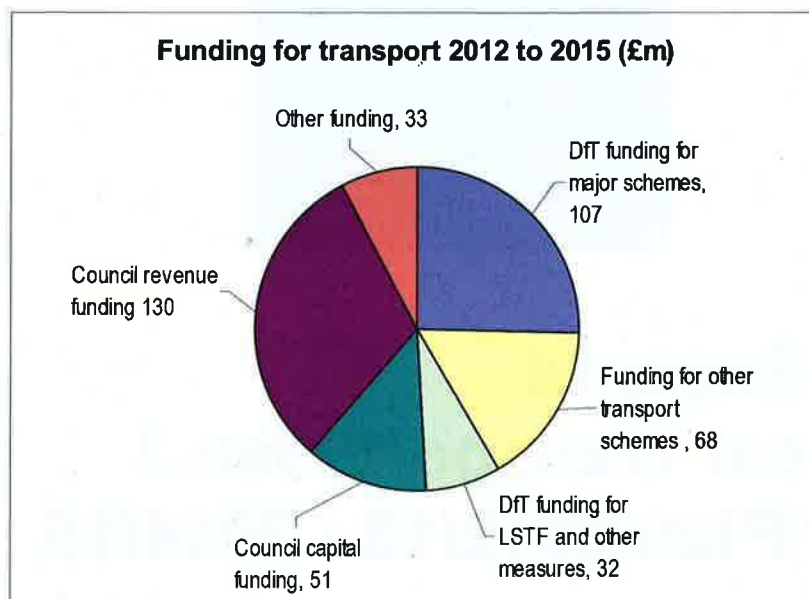
£68m grant for other transport schemes

£32m from the Local Sustainable Transport Fund (LSTF) - if our current bid is accepted - and other Government funding

Local funding:

£181m of council resources (£51m for capital projects and £130m of revenue funding)

£33m from other sources.



So that makes over £420m on transport, an impressive figure. And yes it will make a difference. Our indicators and targets will keep tabs on progress and look out for our annual reports in future years.

Flexibility is the name of the game and in an ever changing world some figures and schemes will chop and change. We will still deliver. Read on to find out more.

Contents

1. Introduction
2. Approach to developing the plan
3. Funding sources
4. Local Sustainable Transport Fund
5. Three- Year Programme
6. Programme and risk management
7. Evaluation
8. Joint Transport Asset Management Plan
9. Rights of Way Improvement Plans
10. Our partners' programmes
11. Indicators and Targets .
12. JLTP3 updates
13. Joint Transport Executive Committee
14. Local Enterprise Partnership
15. Annual Progress Report
16. Beyond 2014/15

More information

JOINT LOCAL TRANSPORT PLAN 3

DELIVERY PLAN FOR 2012/13 to 2015/15

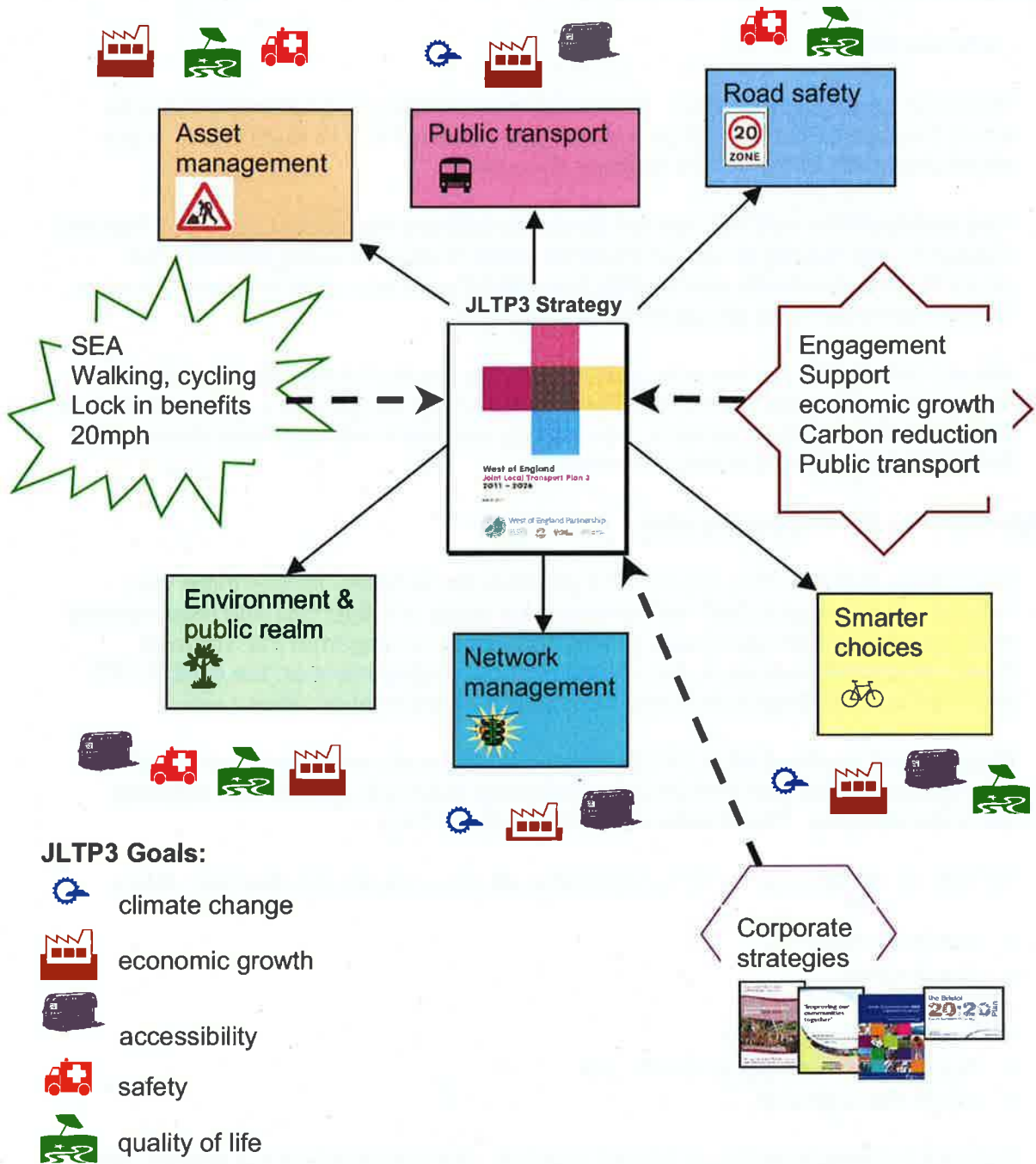
1. Introduction

- 1.1. Welcome to our Delivery Plan. It sets out how we intend to implement the Joint Local Transport Plan 3 (JLTP3) over the three years 2012/13 to 2014/15. It is a sister document to the JLTP3 strategy document.
- 1.2. The Delivery Plan sets out how we aim to co-ordinate investment through Integrated Transport and Maintenance block grants, Major Scheme funding streams, the councils' own resources and funding from developers and other sources. We also look at schemes being proposed by our partners.
- 1.3. We are building on the success gained from the last five years. We have a proven record of joint co-ordination and effective delivery on the ground – schemes such as the Greater Bristol Bus Network, Cycling City and measures delivered through the West of England Road Safety Partnership.

2. Approach to developing the plan

- 2.1. Our interim Delivery Plan for 2011/12 provides the template for this three year version. In developing both we considered a range of influences and requirements such as our key transport goals, recommendations arising from the Strategic Environmental Assessment, the results of public engagement on the draft JLTP3 and the Councils' corporate plans, to establish investment priorities.
- 2.2. Engagement on the draft JLTP3 generated 4,500 responses providing us with a strong steer for the plan focusing on supporting economic growth and reducing carbon emissions. This is reflected in the Delivery Plan.
- 2.3. To help us develop our JLTP3 programme we have identified 6 thematic areas:
 - Public transport;
 - Road safety;
 - Smarter choices;
 - Network management;
 - Environment and public realm; and
 - Asset management.
- 2.4. Figure 2.1 shows how this all comes together. We are confident the Delivery Plan hits all the right buttons.

Figure 2.1: Developing the Delivery Plan



3. Funding sources

3.1. We are looking to maximise funding from as wide a range of sources as possible including block grants and major scheme funding from the Department for Transport (DfT), the Local Sustainable Transport Fund, the Better Bus Area Fund, funding from Council resources and contributions from developers.

Capital - DfT Block Allocations

- 3.2. The DfT has allocated £22.7m to the four councils for capital spending in 2012/13 on integrated transport and maintenance. This is in the form of Government grants. The grants are not ring fenced and it is open to the councils to switch funding between the two categories or to direct it towards other corporate priorities.
- 3.3. DfT grant allocations for the following two years are indicative at this stage. They show a drop in 2013/14 to £21.8m followed by an increase to £23.9m in 2014/15. Table 3.1 gives a breakdown of the grant figures by each council.

Table 3.1: DfT Block Grants for Integrated Transport and Maintenance 2012/13 to 2014/15 (£k)

Area	2012/13 (Fixed)			2013/14 (Indicative)			2014/15 (Indicative)		
	IT	Maint	All	IT	Maint	All	IT	Maint	All
Bath & North East Somerset	1,225	3,821	5,046	1,225	3,667	4,892	1,723	3,435	5,158
Bristol	3,527	3,479	7,006	3,527	3,163	6,690	4,960	2,978	7,938
North Somerset	1,018	3,543	4,561	1,018	3,399	4,417	1,431	3,200	4,631
South Gloucestershire	1,466	4,632	6,098	1,466	4,325	5,791	2,061	4,125	6,186
West of England	7,236	15,475	22,711	7,236	14,554	21,790	10,175	13,738	23,913

DfT Major Scheme Funding

- 3.4. As a result of announcements in November and December 2011 we are pleased that the DfT has agreed to invest £135m in five other major schemes with about £107m of this focused on the 3 years of this Delivery Plan (see Figure 3.1). Additional funding of at least £85m will be provided from local contributions by the councils and third parties, approximately half of this in the next three years. The five schemes are:

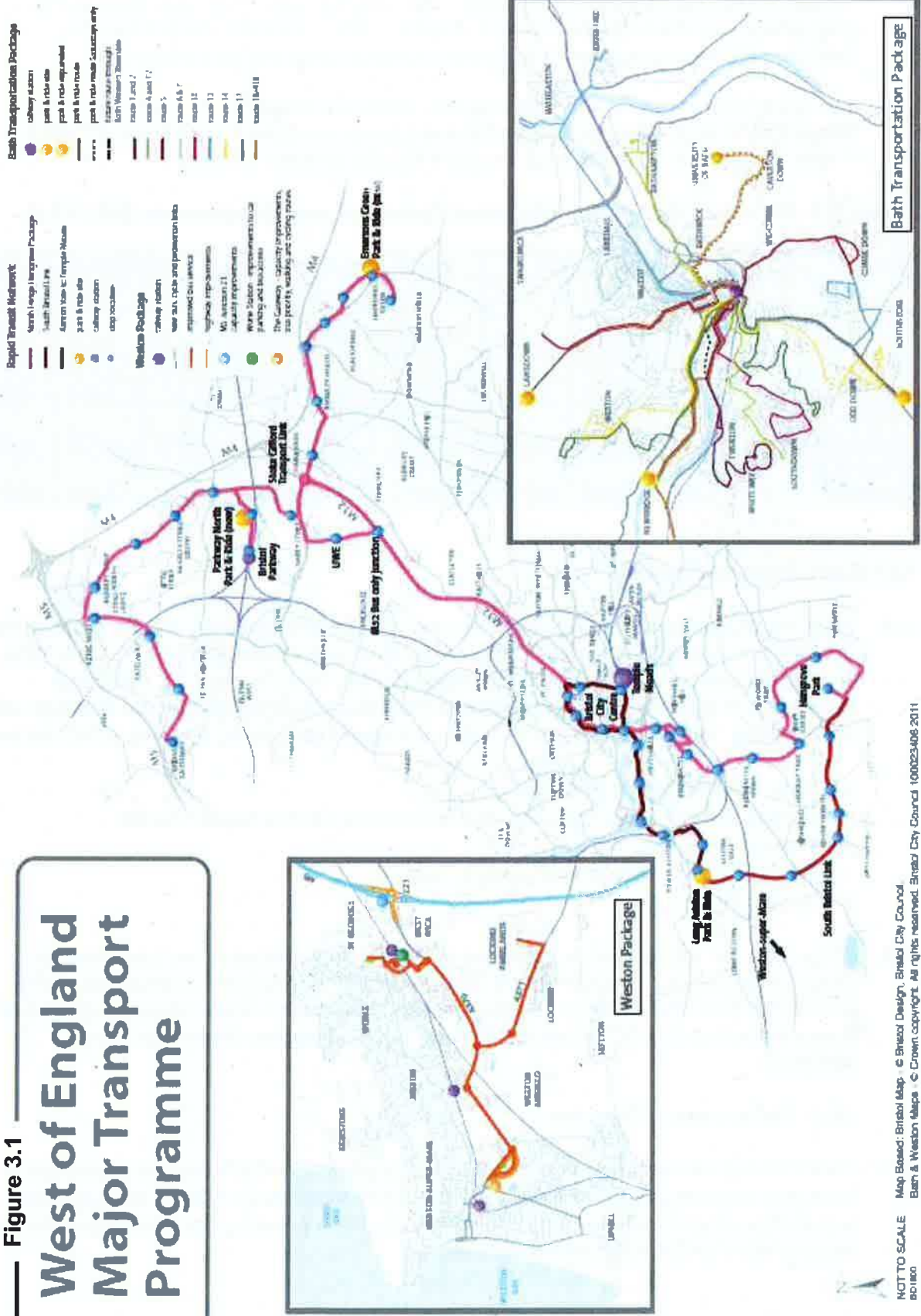
- Bath Transportation Package;
- Ashton Vale to Temple Meads and Bristol City Centre Rapid Transit;
- Weston Package;
- North Fringe to Hengrove Package; and
- South Bristol Link.

- 3.5. These are our top five major schemes and build on the support we had from the Government for our Greater Bristol Bus Network major scheme, completed at the end of 2011/12. Below we give a brief description of each scheme (costs quoted are those agreed by the DfT). See the Beyond 2014/15 section for longer term ambitions.

Bath Transportation Package

- 3.6. This £28.6m scheme is designed to tackle congestion in Bath and the surrounding area and consists of upgraded bus infrastructure, expansion of park and ride sites, installation of Variable Message Signs, city centre improvements and support for the regeneration of Bath Western Riverside.

Figure 3.1
West of England
Major Transport
Programme



NOT TO SCALE
 Map Based: Bristol Map - © Bristol Design, Bristol City Council
 Barn & Weston Maps - © Crown copyright. All rights reserved. Bristol City Council 100023408 2011

Ashton Vale to Temple Meads and Bristol City Centre Rapid Transit

- 3.7. This £41.5m scheme is a public transport link approximately 8km long providing a bus-based rapid transit service from Long Ashton park and ride to Bristol Temple Meads and onto Cabot Circus, Broadmead and the Centre. Most of the route is segregated from general traffic and comprises new and existing busway together with an adjacent segregated cycle and pedestrian corridor. A range of bus services from North Somerset towns will also feed into the busway, spreading the reach of the scheme further afield.

Weston Package

- 3.8. The £15m Weston Package is a series of critical transport infrastructure improvements to support the employment led regeneration of Weston-super-Mare. The proposals include capacity improvements on the main route into the town from Junction 21 of the M5 to improve access by bus, walking, cycling and car; together with a new interchange and car park at Worle railway station to provide capacity to address increased demand for rail commuting, along with a number of bus and active mode improvements.

North Fringe to Hengrove Package

- 3.9. This is a £92.9m series of complementary projects that facilitate the development of three new rapid transit routes, linking the North Fringe, East Fringe and South Bristol areas via Bristol City Centre. It includes the Stoke Gifford Transport link to relieve congestion in the North Fringe, as well as major public transport improvements to the M32 and Bristol City Centre to integrate with the rapid transit network.

South Bristol Link

- 3.10. This is a £44.6m transport link approximately 5km long between the Long Ashton Park and Ride site and the A370 to the west of Bristol and Hengrove Park in South Bristol. It will include rapid transit, highway and segregated cycle and pedestrian facilities. The rapid transit element extends the Ashton Vale to Temple Meads and Bristol City Centre scheme to south Bristol and serves the express bus services between Bristol Airport and the city centre.
- 3.11. For more information on the five schemes see <http://www.travelplus.org.uk/>

Council Resources

- 3.12. Our 2012/13 programme will be supplemented by capital funding for transport from the councils' own resources. In total we anticipate providing an extra £21m² towards integrated transport and maintenance schemes in this way. Much of this will go to support our major schemes. Further council funding of almost £30m² is expected for 2013/14 and 2014/15.
- 3.13. Revenue budgets are under severe pressure and will limit what we can achieve in 2012/13. Transport revenue spend by the four councils is likely to total over £44m. The bulk of it, as in previous years, is likely to be spent on highway maintenance (39%) support for public transport (21%) and the concessionary bus travel scheme

1. In B&NES £9.452m is allocated from Council resources towards integrated transport and maintenance schemes.

2. In B&NES £9.377m is expected from Council resources in 2013/14 and 2014/15 towards integrated transport and maintenance schemes.

(30%). Looking ahead to 2013/14 and 2014/15, revenue funding will continue to be constrained by squeezes on council budgets.

Other and New Funding Sources

- 3.14. Apart from the Local Sustainable Transport Fund (see Section 4), additional funding will arise from developer contributions under S106 of the Town and Country Planning Act 1990 and from the DfT Access for All stations fund. On current estimates these funding sources could yield up to £9m in 2012/13 and a further 20m in the following two years.
- 3.15. We expect other funding will arise from a variety of other sources, for example from council regeneration and other budgets, the Homes and Communities Agency and the New Homes Bonus.¹ Another source could be the new DfT Better Bus Area Fund: we have submitted a bid for improvements to local bus services and look forward to a successful outcome.
- 3.16. There will also be benefits from new funding being pursued by the West of England Local Enterprise Partnership through the Government's Regional Growth Fund and Growing Places Fund. Other things to look out for in the next 3 years are the introduction of Community Infrastructure Levy schemes by the four planning authorities and the proposed transfer of public health funding from the Primary Care Trusts to the councils; both could have an influence on new transport investment.

Local Area Funding

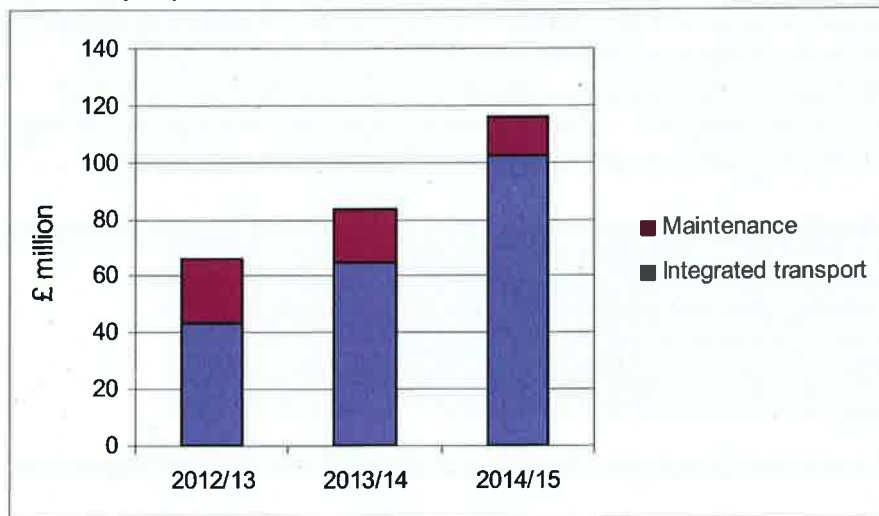
- 3.17. In Bristol and South Gloucestershire local communities can choose and fund their own transport schemes. Bristol's 14 Neighbourhood Partnerships, developed in response to local needs, have been given greater powers over some council services for their local area including minor traffic schemes and highway maintenance. In 2012/13 each Partnership has £25,000 and they have a further £300,000 between them per annum for progressing local transport initiatives as part of the City Council's Investing in Bristol's Future Programme. South Gloucestershire's five Local Area Forums have a budget of £100,000 each in 2012/13 to spend on small scale traffic schemes. Safer & Stronger Groups provide a mechanism for flagging up highway issues.

Summary of Transport Budget

- 3.18. In summary we expect about £266m to be available for capital investment in transport during the 3 years: see Figure 3.3. From some £66m in 2012/13 we envisage the capital budget expanding substantially in the following two years as DfT funding for our Major Scheme programme continues to grow. In 2013/14 total capital investment could reach about £84m, increasing to almost £116m in 2014/15.

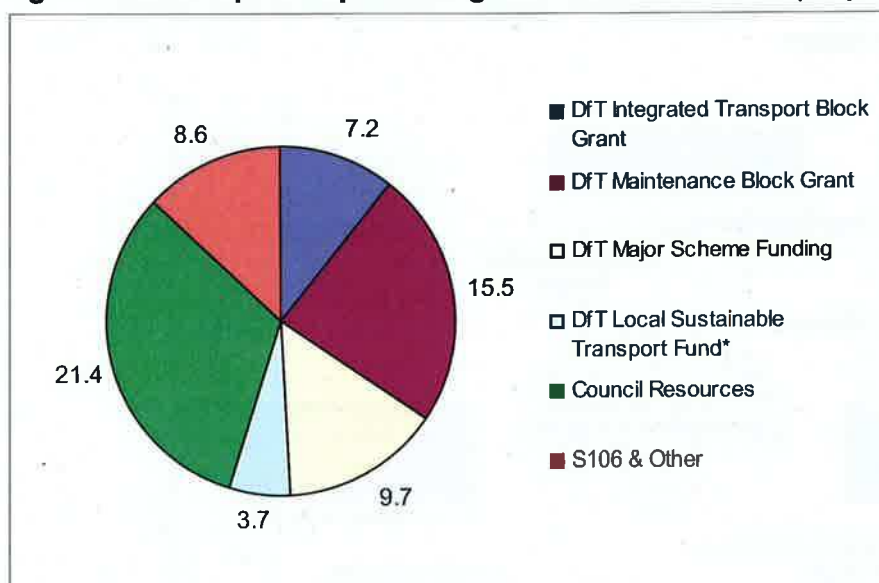
1. It is noted that New Homes Bonus funding lasts for only 6 years and in B&NES this funding is being used to support the costs of service delivery.

Figure 3.1: Capital Budget for Integrated Transport and Maintenance 2012/13 to 2014/15 (£m)



3.19. In 2012/13 just over half of the capital budget is expected to come from the DfT block grants and major scheme funding. Almost a third will be provided from council resources. Figure 3.2 gives the breakdown.

Figure 3.2 Transport Capital Budget 2012/13 to 2014/15 (£m)



*assumes WEST bid is successful

4. Local Sustainable Transport Fund

- 4.1. The introduction by the DfT of the Local Sustainable Transport Fund (LSTF) was welcome and we are pleased that our Key Component bid for funding was supported. This means that the DfT will provide £5m towards the total package cost of £12.085m. The spend profile, spread over two years, is shown in Table 4.1.
- 4.2. The project is built around six 'Key Commuter Routes' and represents an integrated package promoting low carbon alternatives to single occupancy car use which

currently make up 40% of journeys to work. It focuses on the whole commuter journey by engaging employers, enabling journey choice by providing alternatives to the car and working with commuters to address information and awareness barriers. Each works together to increase sustainable commuting, contribute to reducing carbon emissions and supporting economic growth through congestion reduction and improving access to employment. The commuter routes serve a number of key city, town and employment centres together providing 74% of the area's jobs.

Table 4.1: Local Sustainable Transport Fund Key Component Spend Profile £k

Type of Funding	2011/12	2012/13	Total
DfT Revenue	1,156	1,496	2,652
DfT Capital	968	1,380	2,348
Local Contribution	4,304	2,781	7,085
Total	6,428	5,657	12,085

- 4.3. Figure 4.1 shows the six Key Commuter Routes and some of the planned measures.
- 4.4. Our Key Component project forms part of a larger, more comprehensive, West of England- wide LSTF bid. This larger West of England Sustainable Travel (WEST) project focuses on supporting sustainable travel choices to ensure maximum benefits from other transport investments and to support the achievement of the JLTP3's key goals for reducing carbon emissions and supporting economic growth. The project encompasses three main themes, A. stimulating Growth in Priority Areas; B. Connected and Thriving Centres; and C. Transition to Low Carbon Lifestyles as shown below:

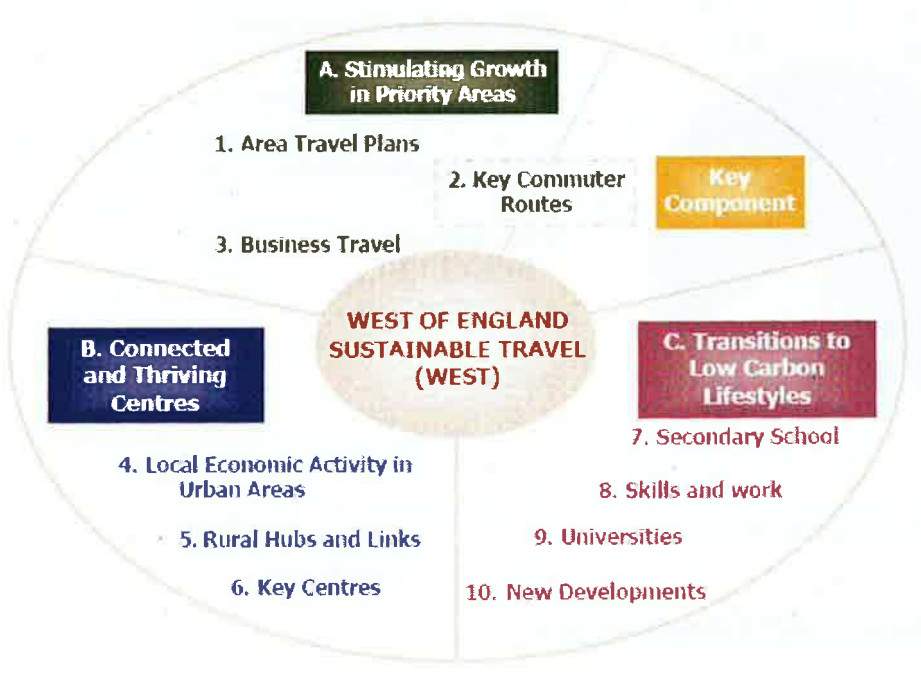


Figure 4.1: Key Commuter Routes in Local Sustainable Transport Fund Key Component

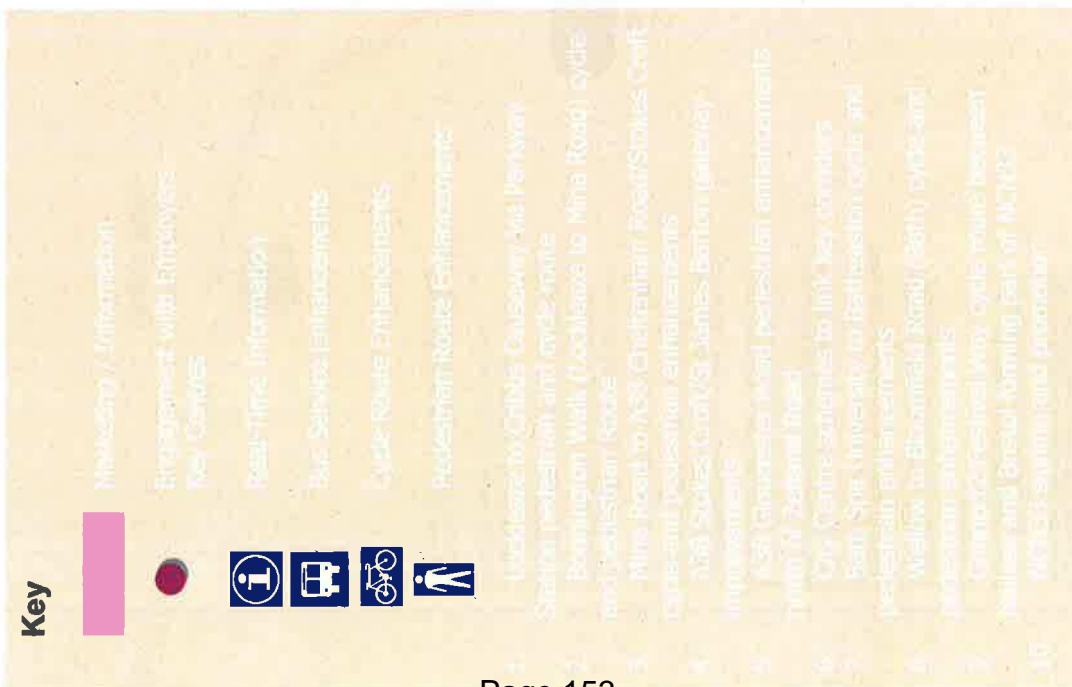


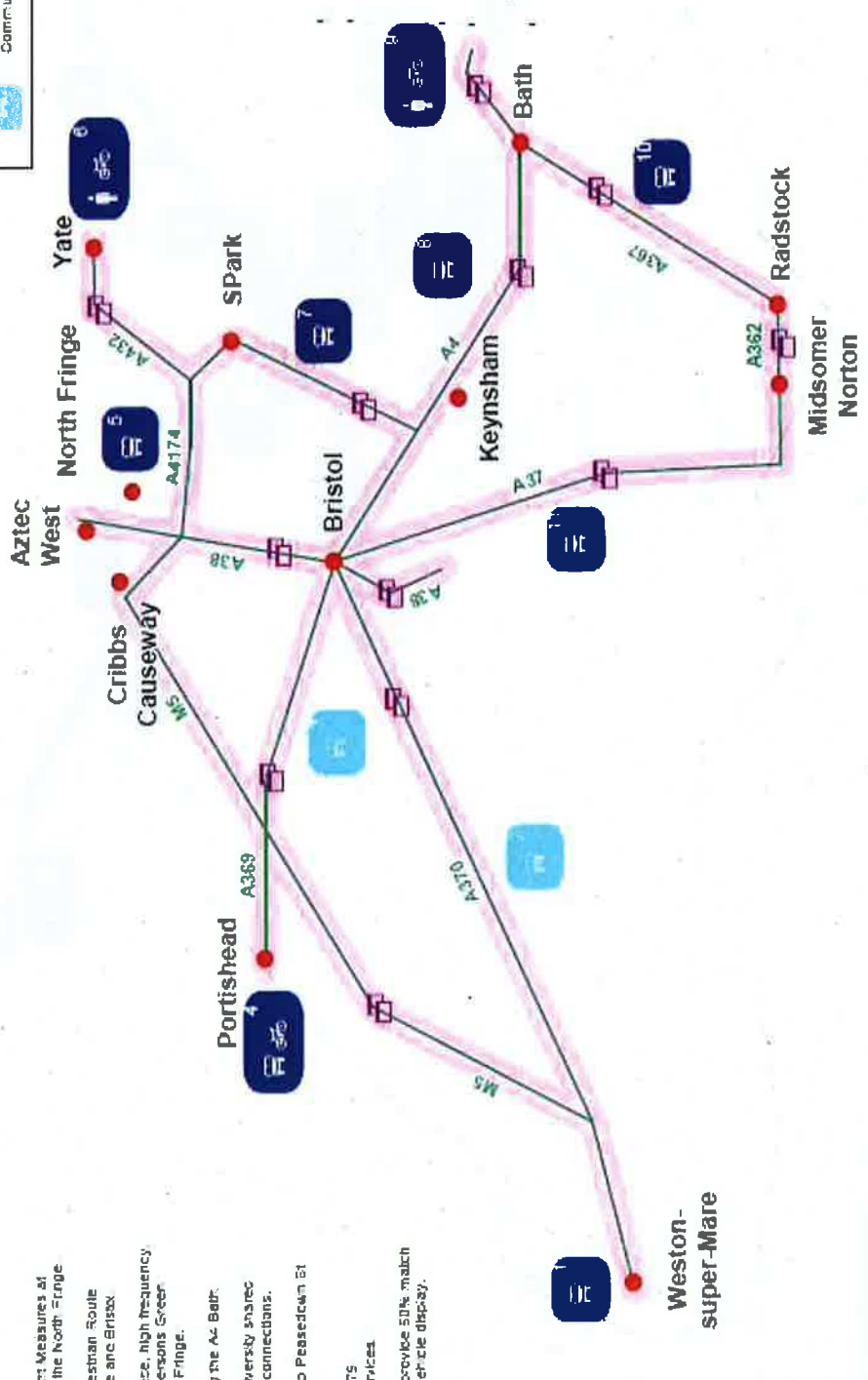
Figure 4.2 Local Sustainable Transport Fund WEST Proposals

Key Commuter Routes - Infrastructure & Measures

1. New express service between Weston and Bristol / North Fringe. High quality coaches to include WiFi access, toilets, drinks facilities etc.
2. Demand Responsive Computer Service linking rural communities to GBEN corridors.
3. Community Transport Scheme focussed on access to employment and training
3. As above
4. Market led computer route/extension to GBEN route between Portishead and Bristol
- Portishead to Bristol - Cycle Route linking Royal Portbury dock and villages.
5. Bus Punctuality Improvement Measures at five separate locations across the North Fringe
5. Yale Spur - New Cycle/Pedestrian Route linking Yale to the North Fringe and Bristol
7. New Orbital commuter service, high frequency, limited stop service linking Emersons Green employment area to the North Fringe.
8. Bus Priority Measures along the A4 Bath.
9. Batherton to Bath Spa University shared use path via M24, plus local connections.
10. Maintenance of IFS Bath to Peasedown Bt John service.
11. Puma winning exceptional 375 Midsomer Norton to Bristol services
- On Vehicle Displays - Firstbus provide 50% match funding to install 100 new on-vehicle display.

Key

- Engagement with Employers
- Marketing/Promotion
- On-vehicle Displays
- Bus Service Improvement Measures
- Cycle Route Enhancements
- Pedestrian Route Enhancements
- Demand Responsive Community Transport Improvements



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- 4.5. In August 2011 we were invited by the DfT to prepare a full business case for our WEST project which they consider 'is a well targeted proposal focusing on major employment areas, showing genuine private sector involvement'.¹ Our full business case was submitted to the DfT for the 20th December 2011 deadline and Figure 4.2 summarises what we propose. A funding decision is due to be made by June 2012. We look forward to the DfT supporting our bid which would provide some £25.4m of Government capital and revenue funding over the 3 years of this Delivery Plan. This funding would be matched by £16.9m from the public, private and third sectors: see Table 4.2.

Table 4.2: Local Sustainable Transport Fund WEST Spend Profile £k

Type of Funding	2012/13	2013/14	2014/15	Total
DfT Revenue	2,741	5,700	5,526	13,966
DfT Capital	2,278	4,954	4,234	11,466
Local Contribution	5,462	5,351	6,069	16,883
Total	10,481	16,005	15,829	42,315

5. Three-Year Programme

Selection of Schemes and Measures

- 5.1. In these challenging times we have selected schemes and measures that offer the greatest value for money whilst offering the greatest contribution to JLTP3 objectives and providing a balance between the six thematic areas.
- 5.2. To give a flavour of the types of schemes and measures we will be delivering over the next three years some examples are given below for each of the thematic areas. In implementing schemes we will look for opportunities for joint procurement to secure maximum value for money.

Public transport

- 5.3. Following the successful completion of our Greater Bristol Bus Network (GBBN) major scheme we will continue investment in public transport in the next 3 years and beyond. Our new major scheme funding will give us a boost and we will be able to deliver even more improvements if, as we hope, DfT support our LSTF WEST project and Better Bus Area Fund bid.
- 5.4. We will deliver a range of further improvements to bus infrastructure. Examples include:
- the Queens Way Bus Link and Elmham Way Gateway Improvement schemes in Weston-super-Mare to achieve better bus access to Worle station and completion of the Cheswick Bus Link in South Gloucestershire;
 - enhanced bus access to developments at Hengrove Park in Bristol and Western Riverside in Bath;
 - upgrading of 9 routes in Bath to showcase status including real time information;

¹ Letter from DfT 3rd August 2011

- increased real time information at bus stops and interchanges on the Weston-super-Mare- Bristol, Portishead- Bristol and Bath- Bristol corridors with on-board equipment on more buses to improve operational efficiency;
- bus priorities and removal of pinchpoints in Bristol North Fringe and A4 Bath (LSTF WEST project, if our bid is accepted);
- bus priorities and improved bus stops on routes away from the strategic corridors including provision of raised kerbs to make it easier to get on and off buses (scope would be extended if our Better Bus Area Fund bid is accepted);
- more information, with new route maps and timetables at bus stops; roadshows at major employment sites; web-based services; smart phone apps;
- bus 'taster' tickets to encourage employees to try commuting by bus; and
- 'e-purse' with stored value for bus travel to be launched in Bath and rolled out to the rest of the West of England.

5.5. In the next 3 years we will continue to give financial support to socially necessary bus services that complement the commercial network as well as to community transport. Added to this will be funding from developers and other sources to contribute towards, for example, more frequent orbital 20A/C services in Bath, the 'Wessex Red' services in Bristol and South Gloucestershire and improved services at Paulton. The LSTF Key Component will deliver more buses between Weston-super-Mare. The bigger WEST project will, if our bid is successful, bring a range of other bus service improvements including:

- new express commuter bus services between Weston-super-Mare and Bristol North Fringe;
- new orbital bus route linking east Bristol with the Bristol North Fringe employment area supporting MoD relocation;
- new demand responsive commuter services to link rural communities to GBBN corridors; and
- more on-bus displays and upgraded buses between Bath and Bristol with high quality interior, leather seats and wi-fi.

5.6. In Bath we will be introducing more frequent bus services to serve the park and ride sites at Odd Down, Newbridge and Lansdown which together will have almost 900 extra parking spaces. The buses that currently serve the park and ride site at Ashton Way will be replaced by new services to be introduced as part of our Ashton Vale-Bristol City Centre rapid transit major scheme. By the end of 2015, all going well, people will be able to use this high quality rapid transit service to travel to Temple Meads, Cabot Circus, Broadmead and The Centre. This scheme will be the forerunner of other rapid transit services to come forward in the North Fringe to Hengrove Package and South Bristol Link major schemes: we plan to start construction of both in the next 3 years.

Rail

5.7. These are exciting times for rail. A new Great Western franchise in 2013 will bring we hope the first steps towards a Greater Bristol Metro of half hourly train services criss crossing the city from Bath to Yate to Weston-super-Mare to the reopened Portishead line. We will be submitting our response to the franchise consultation with proposals for a Greater Bristol Metro Phase 1 and 2 to the DfT at the end of March 2012. Bristol City Council has allocated funding to continue developing the

Greater Bristol Metro and South Gloucestershire Council will be appointing a strategic rail officer to support this work.

- 5.8. Launched in February 2012 the Greater Bristol Metro 2013 campaign will continue to galvanise local support and lobbying to deliver our rail aspirations. The web based campaign will provide information, facts and figures, questions to ask and template letters to write to local M.Ps, train operating companies, Network Rail and the DfT.
- 5.9. On existing services Bristol City Council and South Gloucestershire Council will continue to support enhanced services on the Severn Beach line. Proposals to open a new platform at Portway park and ride side on the line are well advanced with possible opening in 2013/14. Pioneering a new low cost approach to small station design we hope Portway will set a template for future stations.
- 5.10. Financial support of the award winning Severnside and Heart of Wessex Community Rail Partnerships will continue. Their work has done a great deal to improving local stations and promoting local train services.
- 5.11. Significant progress has been made on reopening the Portishead line and it is currently at GRIP Stage 3 – option selection in Network Rail’s project management process. The biggest challenge for taking the scheme forward is securing funding. Options are being explored for its inclusion in the Great Western franchise and through future devolved major scheme funding. The scheme remains a priority for the area and work will continue to source appropriate funding.
- 5.12. Other planned rail schemes are:
 - New ramp at Keynsham (funded through Access for All and Bath and North East Somerset Council);
 - New ramps at Nailsea & Backwell station (Access for All);
 - Access improvements at Freshford, Lawrence Hill and Stapleton Road stations;
 - Completion of access works at Bath Spa station.
- 5.13. The Great Western Route Utilisation Strategy, March 2010 and the Industry Investment Plan, September 2011 include proposals for the four tracking of Filton Bank. We believe this is vital for increasing capacity on the network to help deliver the Greater Bristol Metro as well as provide for the new IEP electric trains. We are urging the Government to include the scheme in the High Level Output Specification expected in July 2012.
- 5.14. Works on electrifying the Great Western Main Line will also start during the life of the Delivery Plan although services will reach Bristol by December 2016. In the short term it is important to ensure electrification is future proofed, through passive provision, to enable future network enhancements, in particular Greater Bristol Metro, to be implemented. We are working closely with Network Rail and the DfT to ensure careful consideration is given to the locations of masts/stanchions, gantries, transformer stations, signalling and telecommunications and other ancillary equipment. By making passive provision now, future costs and disruptions can be minimised.
- 5.15. The tight timescale for the new Great Western Franchise mean there will be insufficient time for a full devolution of rail powers. The DfT propose that the new

franchise should be structured in a way that could allow the transfer of certain responsibilities after the award of the franchise. A Rail Decentralisation paper is expected to be published in 2012. Discussions will continue with the DfT over the devolution of rail powers.

Road safety

5.16. In the next three years we will seek to deliver the JLTP3 Road Safety Strategy whilst taking account of changes in national policy² and the DfT's withdrawal of Road Safety Grant. Our activities will focus on:

- education, training and publicity programmes, capturing hearts and minds of road users across all age groups and evaluating their impact; (for example Bikeability cyclist training; motorcycle training; South Gloucestershire's initiative to help older people to 'be safe, be seen'; Bath and North East Somerset's provision of School Speed Watch kits; and the West of England Road Safety Partnership 'wrecked west' project aimed at young road users) ;
- schemes targeted at children, motorcyclists, cyclists and disadvantaged areas and addressing specific problems in both urban areas (engineering projects and carrying out safety audits of traffic schemes) and rural areas (for example 'casualty reduction route action' proposed for 'B' roads in South Gloucestershire);
- speed management and effective enforcement measures to reduce casualties and improve quality of life where there is evidence of vehicles travelling at inappropriate speeds (for example Community Speedwatch schemes; introduction of 20 mph speed limits in Bath and North East Somerset and Bristol; and speed limit measures for rural communities in South Gloucestershire);
- linking road safety initiatives to schemes being delivered under other thematic areas including major schemes, smarter choices and public realm enhancement.

Smarter choices

5.17. Building on the successful Cycling City project we will continue to invest in cycling and walking schemes. We will be able to extend our programme thanks to the extra resources provided by the LSTF Key Component project. Among other things, we intend to fill 'missing links' in the walking/ cycling network, create new spur routes and provide facilities to encourage more people to cycle. Examples include:

- a series of pedestrian and cycle routes along the A38 corridor between Bristol city centre and the North Fringe including an enhanced Lockleaze- Cribbs Causeway link, gateway treatment at Stokes Croft/ St James Barton and improvements along Gloucester Road and between Mina Road and Cheltenham Road;
- an enhanced route linking Bath Spa University to Batheaston and working with Sustrans on the Two Tunnels project to link Bath with NCN24 at Midford and thence via Colliers Way to Wellow and Radstock;
- Connect2 Festival Way cycle route between Nailsea and Bristol: working with Sustrans on further development of this section of NCN33 with the completion of this continuous cycle route expected by April 2013;

² Strategic Framework for Road Safety, DfT May 2011

- a loan bike service to commuters; promotion of the cycle to work purchase scheme; cycle shelters and parking; a 'bike buddy' service; cycle maps and other publicity and information; and adult cycle training;
- working with education partners to improve key routes to encourage more pupils to walk and cycle safely to school, for example the development of links and signposting at Clevedon;
- new pedestrian crossings and footways, for example zebras at Bathwick Hill and Julian Road in Bath; a puffin crossing in the village of Clutton on the busy A37; and creating footways to serve rural communities in South Gloucestershire;
- pedestrian and cycling improvements associated with development and regeneration schemes such as Bath Western Riverside, Royal Portbury Dock and between Temple Meads and the Floating Pontoon in Bristol.

5.18. If our LSTF WEST project bid is successful we will expand the walking and cycling programme to deliver for example enhancements to the Bristol to Bath Railway Path, pedestrian and 'wayfinding' improvements in the centres of Bath, Bristol and Weston-super-Mare and better cycling facilities in the Bedminster area.

5.19. As well as schemes to make cycling and walking more attractive we plan in the next three years to carry out a whole range of initiatives under the 'smarter choices' theme. Again, LSTF Key Component funding means that we can do much more than we could relying solely on our own resources; by the same token extra funding for the WEST project would give a significant boost. Examples of schemes and measures that we have in mind include:

- working with existing employer travel plan networks (SusCom in north Bristol, the North Somerset Travel Plan Network and the Bath and North East Somerset Employers/ Travel Forum) to enable firms and organisations located along key commuter corridors to implement bespoke packages promoting more sustainable travel by staff;
- extending employer travel plan activities, if we get WEST project funding, to support implementation of the North Fringe Area Travel Plan and develop area travel plans for the Port of Bristol and Bristol Airport;
- promotional campaigns to motivate behavioural change, building on 'Jam Busting June' and other initiatives we carried out in the JLTP2 period;
- working with developers on producing travel plans to promote sustainable transport opportunities in new developments, for example at Hengrove Park and Avonmouth in Bristol and SPark science park in South Gloucestershire;
- working through 'village agents' and others to address rural access and transport problems (LSTF WEST); and
- working with education partners on travel planning (LSTF WEST proposes more activities with secondary schools and universities).

5.20. We intend to carry on the promotion of car sharing and car clubs that we undertook in the JLTP2 period. A pilot charging scheme for electric vehicles is planned in Bristol and our LSTF WEST project proposes the installation of further charging points across the West of England as well as an increasing role for 'Go-Low', a scheme to provide electric and very low emission cars (and electric bikes) for business travel. Our aim too is to continue the use of electric vehicles for the freight consolidation centre that serves retailers and other businesses in the city centres of Bath and Bristol.

Network management

5.21. Schemes and measure within this thematic area focus on:

- Managing speed or capacity;
- Congestion reduction;
- Urban Traffic Management & Control (UTMC) systems;
- Car parking enforcement and parking controls.

5.22. The four Traffic Managers will continue to work together on meeting their respective 'network management duty' under the Traffic Management Act 2004. We will keep close liaison with the Highways Agency through our Memorandum of Understanding (see 6.1). The Bristol Traffic Control Centre will have an important role.

5.23. Investment in measures to tackle traffic congestion in this Delivery Plan period will be dominated by the Highways Agency's 'managed motorway' scheme for the M4 and M5 (see 10.2) but our major schemes include some significant traffic network projects:

- enhanced capacity at Junction 21 of the M5 with better traffic flow on slip roads and around the gyratory system;
- delivery of the 'Weston Gateway' scheme, remodelling of the A370 gyratory system; and
- 'active traffic management/ information signing system in Bath involving variable message signs, 'selective vehicle detection' to speed up bus travel and links to UTMC; and
- a start being made on delivery of the South Bristol Link and the Stoke Gifford Transport Link.

5.24. Bath and North East Somerset Council is investing in a traffic management scheme on the A36 at Rossiter Road in Bath to allow environmental improvements to take place in this local shopping/ community centre. Also in Bath a scheme is planned to reduce the number of vehicles travelling through The Circus, an important part of the city's heritage. To complement the Weston Package major scheme proposals for Junction 21 of the M5 a low cost scheme has been developed by North Somerset Council to relieve peak hour congestion on the approach roads. In Bristol the City Council is going ahead with the expansion of the current 20 mph speed limit pilot areas and area- wide 20mph schemes are also proposed in Bath and North East Somerset.

5.25. In the next three years we will continue to manage council car parks and on-street parking. Significant income will be generated from parking, particularly in Bath and Bristol city centres, but this will depend on levels of retail and business activity. On the other hand we will be putting resources into day-to-day management and- where necessary- enforcement. North Somerset Council are considering the future approach to car parking and in particular how parking controls in Weston-super-Mare town centre can be improved, taking into town centre vitality and traffic management. In both Bath and Weston-super-Mare we will be making parking more user-friendly with new guidance/ signing systems. In Bristol, work will be taken forward on developing further Residents' Parking Zones around the central area, building on the successful implementation of the Kingsdown zone.

Environment and public realm

5.26. In the next three years we plan to improve the public realm in the centres of Bath, Bristol and Weston-super-Mare, extending the work we undertook in the JLTP2 period. The speed of delivery will depend on the success of our LSTF WEST bid and levels of developer funding but we envisage investment being carried out in:

- enhancements in Bath city centre including High Street, Cheap Street, Westgate Street and Orange Grove;
- environmental improvements in Bristol city centre including the A38 Stokes Croft area (incorporating enhanced crossing facilities for pedestrians at the St James Barton roundabout) and further work on the Legible City strategic pedestrian network;
- public realm projects supporting the regeneration of Dolphin Square in Weston-super-Mare; and
- regeneration projects for Radstock and London Road Bath; improved pedestrian areas for Bath Western Riverside.

Asset management

5.27. A significant proportion of our total capital and revenue spending will go on managing our transport assets ranging from carriageways, footways and cycleways to bridges, retaining walls, lighting, traffic signals, bus stops and drainage. Schemes will be selected using the framework provided by the Joint Transport Asset Management Plan and the priorities of each Council.

5.28. In Bath a programme is being drawn up to bring back Victoria Bridge, a listed structure across the River Avon, into active use as a pedestrian and cycling route. Also in Bath and North East Somerset a street lighting replacement programme is proposed with the likely focus being on converting lights on main roads to LED technology. This will reduce energy consumption and costs and make a significant contribution to meeting the authority's carbon reduction targets.

5.29. In South Gloucestershire a major maintenance scheme will see the widening of the Teewell Hill bridge which spans the Bristol/ Bath Railway Path, including traffic management measures.

6. Programme and risk management

Programme Management

6.1. Over the period of the JLTP 2006 - 2011 we developed programme management practices to ensure that delivery on the ground was coordinated, monitored and kept under review. This programme approach will continue in the JLTP3 period and be flexible and capable of accommodating changing circumstances. Performance monitoring will be an integral part of managing the JLTP3 programme and we also aim to have effective performance management in place at scheme level, embracing major schemes, projects coming forward with LSTF and/ or Better Bus Area Fund support as well as schemes from our mainstream integrated transport and maintenance programmes.

- 6.2. A key role of programme management is clearly defining the projects that make up the programme. Projects will have definite start and finish dates, a clearly defined output and a well defined development path. Programme management processes will continue to ensure all projects have a business case and are 'health checked' throughout their life to make certain anticipated benefits are realised.

Risk Management

- 6.3. How we will manage risk, from programme level down to individual projects, is set out in Table 6.1 below. It does not include major schemes which have their own bespoke risk management.

Table 6.1: Delivery Plan Risk Assessment Table

Risk	Mitigation
Reduced DfT funding	Re-prioritisation of measures against JLTP3 goals
Reduced revenue funding allocations	
In-house staff resources being reduced/unavailable	Councils have term consultants who can be called upon to provide support
Change in government priorities	Adapt to changing priorities
Robust governance	Strengthening the role of the Joint Transport Executive Committee
Robust project management	Continued professional development in project management techniques (Prince2)
Robust skills development	Continued professional development
Risks to individual schemes (various)	Scheme managers identify and mitigate against risks.

Note: Major schemes excluded

Programme monitoring

- 6.4. Programme monitoring is key to shorter-term delivery. The programme as a whole is monitored and reviewed by the four councils on a monthly basis. They consider all aspects of delivering the programme (finance, resources, priorities, delivery and risk). Where appropriate, adjustments are made to ensure continued delivery.
- 6.5. For performance monitoring see indicators and targets below.

7. Evaluation

- 7.1 In these challenging times identifying schemes that offer the greatest value for money whilst offering the greatest contribution to goals is critical.
- 7.2 Each council has its own methodology for evaluating the impact of its proposed schemes and forming these into a programme. All are guided by the JLTP3 Strategy and its five key transport goals (see Table 2.1) as well as their own corporate priorities. Other criteria used for appraising schemes include the availability of funding from other sources, 'deliverability', contribution towards serving local communities and equalities impact. Maintenance schemes are evaluated using technical data, for example road condition surveys; projects involving highway structures use risk assessment criteria.

8. Joint Transport Asset Management Plan

- 8.1 We estimate that the 'gross replacement cost' of our highway and transport assets is at least £8.5 billion, emphasising the importance of properly maintaining our roads, footways, bridges and other components of the transport network. The Joint Transport Asset Management Plan (JTAMP), endorsed by the JTEC in July 2009, is a long term plan for the delivery of sustainable maintenance in the West of England. It is a living document which we will continue to update as more detailed information about the condition of our assets becomes available. This will enable us to develop financial models based on CIPFA guidance to ensure that the right maintenance is carried out at the right time.

9. Rights of Way Improvement Plans

- 9.1 There are two Rights of Way Improvement Plans (ROWIP) covering the West of England area. The Joint ROWIP covers the areas of Bath and North East Somerset, Bristol City and South Gloucestershire. A separate ROWIP covers North Somerset. The North Somerset plan was reviewed in 2010/11 to take account of changes in legislation, clarify some sections and update the 'statement of action'. Two new actions have been included in the JLTP3 programme: the completion of the Nailsea-Bristol Festival Way and the development of a cross-moor link between Nailsea and Clevedon.
- 9.2 The Joint ROWIP will be similarly refreshed but meanwhile the focus will be on continuing delivery of the measures put forward in the statement of action based on 4 themes:
- Improving maintenance and safety taking into account the infrastructure and network condition surveys carried out in the JLTP2 period;
 - Signing routes;
 - Providing information, including the further development of the online mapping and information service www.outdoorswest.org.uk; and
 - Improving access for local travel- closely linked to the West of England smarter choices programme.

10. Our Partners' Programmes

- 10.1 Through the Memoranda of Understanding (MoU) with our partners in the Highways Agency, the rail industry and health sector we are seeking to increase opportunities for co-ordinating our respective programmes and demonstrating how the JLTP3 fits into the wider delivery picture. Over 2012/13 to 2014/15 we will continue to build on these MoUs and the associated action plans.
- 10.2 Major construction work was officially started in January 2012 by Roads Minister Mike Penning on the Highways Agency's £88.6m M4/M5 'managed motorway' scheme. The project, due to be completed by Spring 2014, is aimed at improving journey times by use of variable speed limits to smooth out traffic flows and opening up the hard shoulder as an extra traffic lane. It will cover 3.4 miles of the M4 between junctions 19 and 20 and 3.1 miles of the M5 between Junction 15 and Junction 17 on the approaches to the busy Almondsbury Interchange. Work will include strengthening the hard shoulder, building emergency refuge areas, installing

gantries and electronic signs, installing sensors in the road to measure traffic flow, and CCTV cameras.

- 10.3 See section 5 for what our rail partners are doing in terms of electrification, accessibility improvements and the new Great Western franchise.
- 10.4 The Government's proposed changes to the NHS and public health responsibilities mean that duties and powers in relation to health will become a stronger part of councils' work, exercised through new 'Health and Wellbeing Boards'. Through the MoU and an agreed 'Health and Transport Action Plan' we have been working with health sector colleagues on a range of issues of mutual interest, for example assessing the health impact of our major scheme programme, seeking better public transport access to the new Southmead Hospital and supporting our LSTF projects. We see this partnership work continuing and helping us to prepare for the councils' new statutory duties.

11. Indicators and Targets

- 11.1 The Government has replaced the National Indicators introduced in 2008 and the previous mandatory LTP indicators with a 'Single List' of local government data requirements as from April 2011. It is open for local authorities to supplement these with local indicators so that we are accountable locally and able to publish data which can be benchmarked. In Table 11.1 we set out our Top Five Targets followed in Table 11.3 by our Supporting Indicators.
- 11.2 Targets take account of our successful major scheme bids (see section 3.5) and assume full funding for the WEST LSTF bid (see section 4.4). Targets will be revised if necessary in the light of the outcome of the WEST LSTF bid.

Table 11.1: Top Five Targets

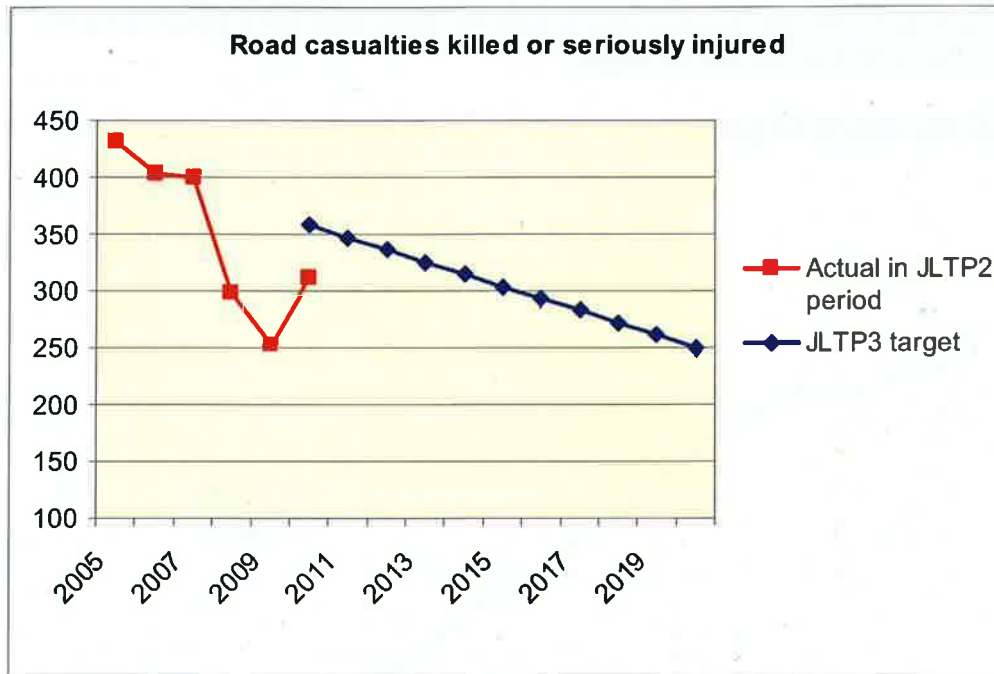
Top 5 Targets	Target	Comment
Road Safety	30% reduction in KSIs by 2020, compared to the 2005-09 average	Using data collected by the police on people Killed or Seriously Injured
CO ₂	16% reduction by 2020	Reduction on per capita road traffic emissions in 2006 as estimated by Department of Energy and Climate Change
Cycling	76% increase by 2016	Using annualised index with 2008/09 as base year
Bus passengers	11% by 2015/16	Growth in patronage since base year of 2008/09
Rail	41% increase by 2019	Based on forecasts in Great Western Route Utilisation Strategy using 2008 as base year

Road Safety

- 11.3 The JLTP 2006 to 2011 made substantial progress in reducing road casualties. Sustaining this progress will bring new challenges particularly as many of the measures likely to have a high impact have already been delivered.

11.4 Whilst the Government's 'A Safer Way' framework for road safety abandons national targets for reducing casualties it is felt that a local target is still required to maintain the momentum of progress made under the previous JLTP. Figure 12.1 shows a 30% reduction in Killed and Seriously Injured across the West of England by 2020. This will mean a reduction from a baseline of 358 to 250 by 2020.

Figure 11.1: Road safety target



CO₂ emissions

11.5 This target purely relates to road transport and has been modelled as part of the West of England Delivering a Sustainable Transport System Transport Study undertaken in May 2010. The target will be measured using data supplied by the Department of Energy and Climate Change (DECC). This data is provided annually approximately 2 years in arrears. The baseline year will be 2006 as modelled by the Transport Study. The formula applied for measuring this target will be the total Kt CO₂ for Road Transport divided by the total population to calculate the per capita emissions for the West of England area.

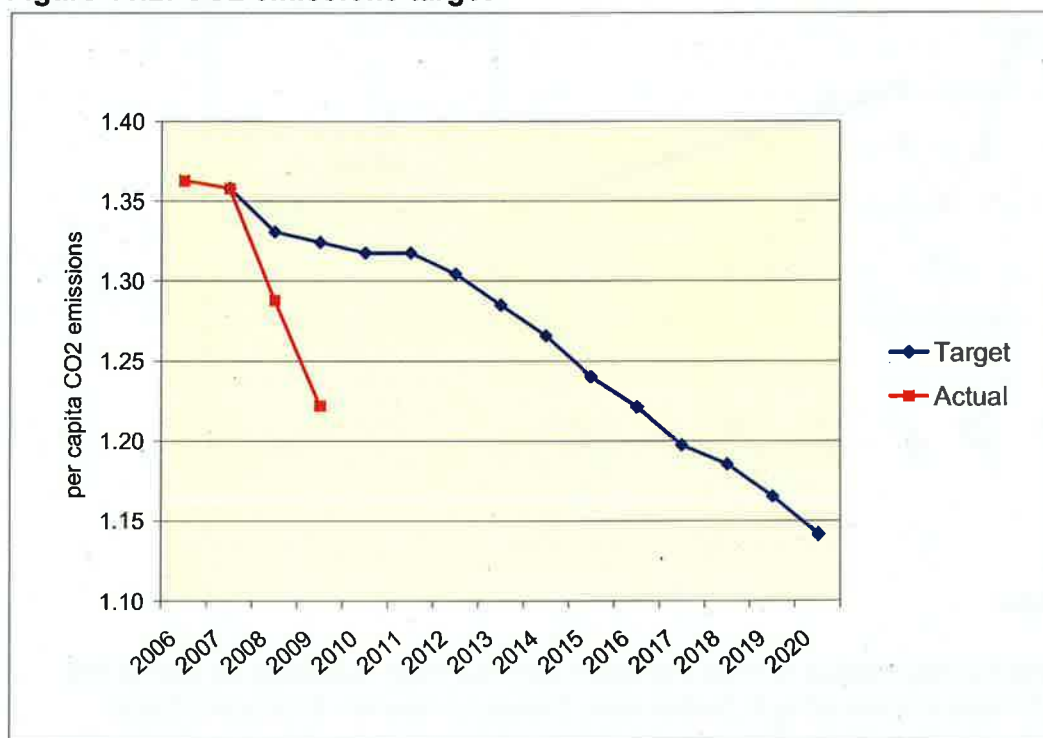
11.6 The national target established by the Climate Change Act 2008 is to reduce CO₂ emissions by 34% by 2020 from a baseline year of 2005. The UK Low Carbon Transition Plan published by DECC places a greater emphasis on domestic / industrial emissions than on transport and suggests a 14% reduction in CO₂ emissions from road transport between 2008 and 2022 is realistic. The Carbon Impact Assessment undertaken as part of the West of England DaSTS study reinforces this and suggests the maximum reduction that could be achieved by taking into account the implementation of all the proposed major schemes, smarter choices, fleet measures as well as national forecasts and measures is a 16% reduction. On this basis our target is for a 16% reduction in per capita CO₂ emissions from road transport by 2020 from a 2006 baseline of 1.35.

11.7 Figure 11.2 shows the trajectory for this target taking into account the following:

- national forecasts for transport emissions;
- local progress in short term regarding smarter choices and other measures; and
- the importance of major schemes.

11.8 The most recent DECC data suggests, as shown in Figure 11.2, that there was an unexpectedly large drop in per capita emissions between 2007 and 2009. This is likely to be related to reductions in traffic levels associated with the national economic downturn. We will assess DECC data for 2010 and 2011 when released and review the JLTP3 target at that stage.

Figure 11.2: CO2 emissions target

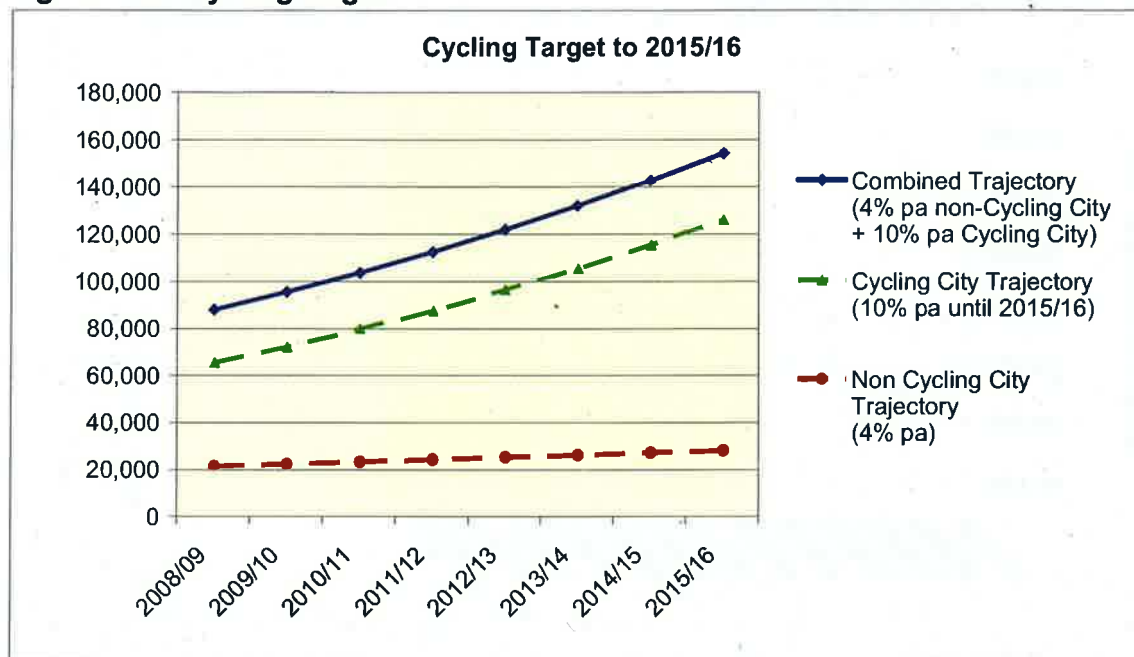


Cycling

11.9 Cycling has been a major success story. A new West of England target has been set using an annualised Index of Cycling Trips with a base year of 2008/9. Cycle data is recorded as an Annual Average Weekday Total (AAWT), collected through a network of cycle count sites acting as a proxy for cycling trips across the West of England area.

11.10 In 2008, Bristol and the western areas of South Gloucestershire within the motorway boundary was awarded money to become the UK's first 'Cycling City', with aims to significantly improve cycling infrastructure and encourage the use of this mode. Monitoring sites have been set up across this area with a target to increase cycling by 91% by 2015/16 (an annual increase of 10%). In addition to this target, monitoring sites that fall outside of this area will continue to aim for an annual 4% annual increase. When combined with the 'Cycling City' trajectory this equates to a 76% increase across the West of England by 2015/16 (Figure 11.3).

Figure 11.3: Cycling target



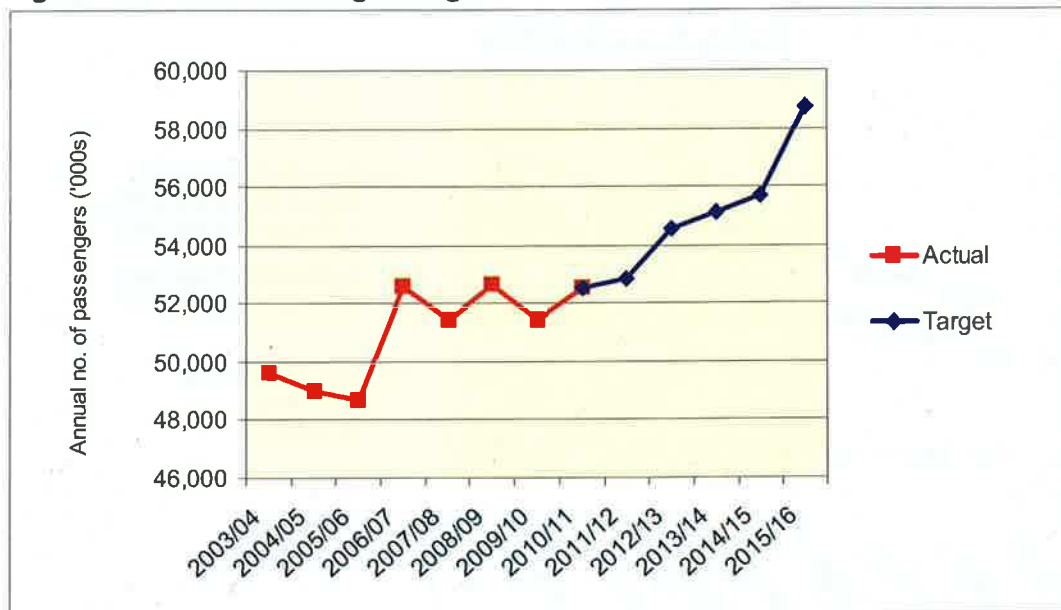
Bus Passengers

11.11 The bus patronage target takes account of and builds upon the predicted growth arising from the Greater Bristol Bus Network (GBBN), the Bath Transportation Package, the Weston Package and Ashton Vale to Bristol City Centre Rapid Transit scheme (see Figure 11.4). This represents an overall target of over 11% growth between 2008/09 and 2015/16 based on three factors:

- The continuation of 'background' growth in patronage between the 2008/09 base year and 2015/16 to reflect joint working between the councils and operators, central area parking policy, smarter choices and promoting sustainable travel;
- Additional growth to 2012/13 to take account of the completion of GBBN; and
- Further growth after 2012/13 to represent the delivery of the Ashton Vale to Bristol city centre rapid transit route, the Bath Transportation Package and the Weston Package.

11.12 Bus patronage will also be significantly influenced by fare levels and bus reliability. As assumed in the above target, our major scheme programme is forecast to significantly improve reliability and the progression of Quality Partnership Schemes (QPSs) on our key GBBN corridors will include opportunities for setting maximum fare levels and frequency specifications to assist with increasing patronage. Closer working with the operators will also assist in the targeted marketing of bus service improvements.

Figure 11.4: Bus Passenger target



Rail

11.13 Rail patronage has grown substantially during the JLTP 2006 to 2011. Network Rail’s Great Western Route Utilisation Strategy (RUS) published in 2010 predicts a further 41% growth in passengers from 2008 to 2019 at an annual rate of 3.2%. The West of England has seen a significant increase in rail travel in recent years with a growth of 50% between 2004 and 2009. The potential to sustain these significant increases may be limited and for the JLTP3 we will be setting a target using the RUS figures as above (see Table 11.2).

Table 11.2: Rail target

Index of rail passenger numbers (boarders)										
Year	2008 Baseline	2011	2012	2013	2014	2015 Period 1 target	2016	2017	2018	2019
Target	100	111	115	119	122	126	130	133	137	141

Supporting Indicators

11.14 Table 11.3 sets out our 4 Supporting Indicators. We will measure our performance in maintaining the West of England’s principal and non-principal roads (mainly ‘A’ and ‘B’ roads respectively) and in improving bus punctuality – both indicators included in the Government’s ‘Single List’ (see 11.1). It is also important to monitor our progress on tackling congestion and improving air quality.

Table 11.3: Supporting Indicators

Indicator
Maintenance – principal and non principal roads
Congestion
Air Quality
Bus punctuality

Note: The Supporting Indicators will not have targets.

Monitoring the Indicators

11.15 We will use a traffic light system for monitoring our indicators. Green means performance is improving, amber no change whilst red means performance is slipping. This is a simple but cost effective approach providing direction of travel. It is increasingly being used by other authorities such as Somerset, Gloucestershire and Wiltshire County Councils.

11.16 Our indicators and targets will help track how our schemes are doing. Where progress looks to be falling short we will consider what additional prioritisation and/or measures will be appropriate to get it back on track.

11.17 Benchmarking our performance with neighbouring authorities will be undertaken using National Highways and Transport Public Satisfaction Survey data.

12. JLTP3 Updates

12.1 Since we finished the JLTP3 Strategy in December 2010 there have been a number of Government publications including:

- Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen
- Road Safety Framework (May 2011)
- Revised set of indicators (introduced in April 2011);
- Developing a sustainable framework of UK aviation: Scoping Document (draft framework due to be published for consultation in March 2012);
- Initial Industry Plan for rail in England and Wales (September 2011)
- Green Light for Light Rail (September 2011);
- National Infrastructure Plan (November 2011);
- Devolving Local Major Transport Schemes (consultation paper January 2012);
- Rail Command Paper (due to be published by end of March 2012).

12.2 None of these change the direction of the JLTP3. Indeed they actually serve to strengthen our approach. Creating Growth, Cutting Carbon in particular with its focus on sustainable transport measures reflects what we have been doing for years.

13. Joint Transport Executive Committee

13.1 The Joint Transport Executive Committee (JTEC), comprising the four Executive Members with responsibility for transport in each council, will continue in its current form and meet at regular intervals. The advent of the West of England Local Enterprise Partnership (see below) gives a golden opportunity for achieving closer

partnership working not only between the councils but with the business community and other stakeholders.

14. Local Enterprise Partnership

- 14.1 The West of England Local Enterprise Partnership (LEP), set up with the Government's agreement in 2010, brings together the leaders of the four local authorities with key leaders from business and from one of our four world class universities. This mix of Board Members provides strong strategic leadership to prioritise and take actions and make a real difference to creating the right conditions for sustainable economic growth. Reporting to the Board are 5 cross-cutting groups and 11 specialist sector groups.
- 14.2 Transport features prominently in the work of the Infrastructure and Place Group which is directly linked to the councils' statutory responsibilities and acts in an advisory capacity to the JTEC. The Group comprises the membership of JTEC alongside an equal representation of business members.
- 14.3 In the LEP Business Plan 2011-13 the Board puts priority on transport improvements, endorsing the major scheme programme and LSTF proposals and providing input into national and local rail issues. The Business Plan also highlights the role of the LEP in prioritising the programme of major schemes for implementation post 2014/15 (see 16.2).

15. Annual Progress Report

- 15.1 Keeping tabs on what we're doing is important. Not just to make sure we do what we said we were going to do but to check what we're doing is making a difference. Our Annual Progress Report will provide this. Expect the Report for the first year (2011/12) of the JLTP3 in summer 2012.

More Information

Our travel+ website www.travelplus.org.uk has loads more on the JLTP3 including the major schemes. For more information on each council's scheme programme see the links below:

www.bathnes.gov.uk
www.bristol.gov.uk
www.n-somerset.gov.uk
www.southglos.gov.uk

16. Beyond 2014/15

- 16.1 Not everything can be done at once and indeed our JLTP3 is a 15 year plan so you would expect some things to take a little longer. So here are some of the schemes we will be pursuing from 2015/16 onwards:
- Completion of our 5 major schemes by 2017/18 (see section 3.5);
 - Portishead railway line reopening;
 - Greater Bristol Metro for half hourly cross city train services;
 - Emerson's Green to Bristol Temple Meads Rapid Transit;

- M5 Junction 21 Bypass; and
- Callington Road Link/Bath Road Improvements

16.2 There are Government plans³ for authorities, together with the LEP, to get more involved with taking decisions on funding for major schemes after 2015/16. We will work to maximise funding opportunities for the West of England. Looking even further ahead we will work on more rapid transit routes, park and ride, rail and road enhancements.

16.3 We will of course continue to promote cycling, walking and public transport.

³ 'Devolving local major transport schemes', DfT 31st January 2012 for consultation until 2nd April 2012.

Bath & North East Somerset Council		
MEETING:	Cabinet	
MEETING DATE:	13 June 2012	EXECUTIVE FORWARD PLAN REFERENCE:
		E 2429
TITLE:	Street Lighting - Conversion of LED Street Lights	
WARD:	All	
AN OPEN PUBLIC ITEM		
List of attachments to this report:		
Appendix A:- Delivery Plan		

1 THE ISSUE

1.1 This initiative will enable half the Council's Street Lighting assets to be converted to modern Light Emitting Diode (LED) technology, this will bring significant longer term benefits resulting in reductions in:- energy usage, carbon emissions and maintenance costs.

2 RECOMMENDATION

The Cabinet agrees that:

2.1 The budget of £2m for this project is approved for spend in 2012/13 and the project to convert all main road lights to LED source during 2012-2013 is progressed in line with the programme in Appendix A.

2.2 The use of optimised multi-staged dimming profiles for use on both main roads and within residential streets is implemented to maximise savings and ensure such localities remain lit to appropriate levels.

3 FINANCIAL IMPLICATIONS

3.1 The 2012/13 Council Budget Report provisionally approved budget for a LED street lighting replacement programme of £0.75m in 2012/13 and £1.25m in 2013/14. This report proposes that the whole spend is accelerated to 2012/13 in order to deliver savings more quickly.

3.2 A £2m spend to replace main road lights with LED and to implement a dimming profile on these lights is estimated to deliver the following revenue savings:

- Maintenance: £50kpa
- Energy savings: £135kpa, 60% of energy cost
- Carbon tax saving: £10kpa (from 2014)

In addition there would be a small saving as a result of dimming residential lights.

The capital spend will be funded by service supported borrowing, and the net annual saving is forecast to be £25k per annum, this will increase to 35k per annum when the carbon tax savings are realised.

We anticipate a significant energy price increase in October and the delivery of this project will go some way towards mitigating this increase; these additional costs and savings do not form part of this report.

4 CORPORATE OBJECTIVES

4.1 IMPROVING TRANSPORT AND THE PUBLIC REALM:- Introducing LED lighting will bring a better quality, more consistent level of lighting, aiding road safety. Lighting styles will be applied to all areas covered improving the wider public realm project.

4.2 BUILDING COMMUNITIES WHERE PEOPLE FEEL SAFE AND SECURE:- LED lanterns will distribute light in a more controlled manner thus improving the recognition of colours and facial features assisting with crime reduction on street. Dark spots are often perceived to increase the risk of personal attacks taking place the fear of crime

4.3 ADDRESSING THE CAUSES AND EFFECTS OF CLIMATE CHANGE:- Action has already been taken to avoid the current carbon reduction credit (CRC) tax at £12 per tonne (this equates to £41K on the total street lighting budget) until April 2014 by changing the way we purchase our energy. This has already resulting in a £123K (avoidance) saving centrally. After April 2014 this tax loop hole shall be closed and we will have to revert to dynamic trading, at this stage the figure of £41K will have been reduced to circa £31K as a result of the project. Increases in the CRC tax will be announced as part of the Treasury's annual budget process. Furthermore this initiative will reduce the Council overall carbon emissions by 783 tonnes of Co² per annum which equates to 3% of the Councils total carbon emissions.

5 THE REPORT

5.1 The Council currently has 16,000 street lights, 2,000 lit signs / bollards and 100 traffic signal and controlled pedestrian crossing sites. These accounts for 13% of the Council's total energy spend. 89% of this energy is consumed by the street lights (4,000 units on main traffic routes and 12,000 in residential streets), 8% on lighting signs and bollards and 3% consumed by traffic signals here.

5.2 The Council undertook a trial of LED technology in April 2011 this involved the conversion of 71 high powered lights on the A4 and A4174 Hicks Gate roundabout. These units contained static dimming devices that enabled the use of multi stage dimming to be deployed as follows between the following hours:-

- 0% from Dusk to 21.30)
- 25% from 21.30 to 00.00)
- 50% from 00.00 to 05.00) level of dimming employed
- 25% from 05.00 to 07.00)
- 0% from 07.00 to Dawn)

This maximised the possible savings of Co² by reducing high levels of unnecessary light outside of peak traffic hours, effectively optimising the light to ensure in busy traffic periods the routes are lit to maximum levels and then reduced throughout the rest of the evening based upon traffic use whilst not compromising on Road Safety.

The roll out of LED technology on main roads would initially be rolled out utilising the same profile.

Furthermore we have undertaken a review of all the strategic traffic routes that are currently lit considering usage and geometry. This has identified we currently have two sections of relatively straight roads with little conflict except one T junction on each. The Council's accident investigation specialists have undertaken a review of the risks associated with these two links to see if the lighting on these sections (A4 from the Globe roundabout to Saltford and A367 Peasedown to Radstock). This research has concluded that we should initially switch off these sections of lighting with a longer term view to completely remove these sections of lights.

5.3 LED lanterns utilise full cut off optical control with flat glass fittings this ensures that no upward light is sent into the atmosphere, this being the major cause of light pollution.

5.4 Procurement of this project will be delivered through the Council current maintenance contract arrangements with Scottish and Southern Energy

6 RISK MANAGEMENT

6.1 The report author and Lead Cabinet member have fully reviewed the risk assessment related to the issue and recommendations, in compliance with the Council's decision making risk management guidance.

7 EQUALITIES

7.1 An Equality Impact Assessment (EqIA) has not been completed. Because there is no impact in converting the existing road lighting and all areas converted will remain adequately lit and meet the British Standard for Road Lighting BS5489.

8 RATIONALE

- 8.1 A number of options have been considered to minimise the Council's financial exposure to energy price rises and future carbon tax liabilities effective from 1 April 2014.
- 8.2 These options have included switching off lights, consideration of part night lighting, conversion of existing lanterns utilising older technology and replacement with the latest LED technology. The recommended option of utilising LED technology will substantially reduce carbon emissions whilst the lights remain operational throughout the hours of darkness. By utilising optimised static dimming profiles the levels of light deployed throughout the night in all localities can be tuned to reflect varying social needs though considering the activity and or use of the space lit whilst ensuring future revenue cost controls are carbon savings are maximised.

9 OTHER OPTIONS CONSIDERED

- 9.1 **TURNING OFF LIGHTS:-** A project was undertaken last year in Swindon where four hundred lights were turned off, this resulted in significant social pressure from the communities affected and this year all lights have been restored back into operational service, the trial being clearly acknowledged as a disappointment which cost the Council more to re-commission the lights than the savings made.
- 9.2 **PART NIGHT LIGHTING:-** Has been considered however longer term views suggest this solution may well saves carbon emissions at the same time as placing the streets into darkness, more importantly this option has not realise the substantive savings claimed. This being because the periods when the lights are required relate directly to when the largest demands for electricity exists. Authorities already choosing this path are now seeing substantial rises in their energy rates where part night lighting is deployed.
- 9.3 **CONVERSION OF EXISTING LAMP SOURCES:-** Existing units may be converted to dimming technology, however due to the way discharge lighting operates the power losses are not linear as with modern LED technology so savings and carbon reduction are less. Projected maintenance savings would be less due to the on-going need to maintain planned lamp replacements.

10 CONSULTATION

- 10.1 Cabinet members; Parish Council; Town Council; Overview & Scrutiny Panel; Staff; Section 151 Finance Officer; Monitoring Officer.
- 10.2 Significant discussion has been undertaken with the Cabinet Member for Transport and Strategic Director for Place, and other Senior Officers which has outlined the benefits and financing of this invest to save and invest to avoid initiative. Furthermore a number of reports and papers were taken to the Safer Stronger Communities Overview and Scrutiny Panel during 2009-2010 which resulted in the recommendation being approved and content referred back to the Cabinet Member for Transport. Thus resulting in provisional budget being included within the 12-13 and 13-14 budgets.

11 ISSUES TO CONSIDER IN REACHING THE DECISION

11.1 Social Inclusion; Customer Focus; Sustainability.

12 ADVICE SOUGHT

12.1 The Council's Monitoring Officer (Divisional Director – Legal and Democratic Services) and Section 151 Officer (Divisional Director - Finance) have had the opportunity to input to this report and have cleared it for publication.

Contact person	Keith Showering 01225 394342
Sponsoring Cabinet Member	Councillor Roger Symonds
Background papers	29 January 2009 Safer Stronger Communities Overview and Scrutiny Panel. 22 July 2010 Safer Stronger Communities Overview and Scrutiny Panel. 08 February 2012 Financial Plan 2012/13 - 2014/15, Budget & Council Tax 2012/13
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Bath & North East Somerset Council		
MEETING:	Cabinet	
MEETING DATE:	13th June 2012	EXECUTIVE FORWARD PLAN REFERENCE:
		E 2387
TITLE:	Procedure for designation of Local Sites in Bath & North East Somerset	
WARD:	All	
AN OPEN PUBLIC ITEM		
List of attachments to this report:		
Appendix 1: Local Sites Designation Procedure		

1 THE ISSUE

- 1.1 This paper sets out the procedure for assessing and designating Sites of Nature Conservation Interest (SNCIs) and Regionally Important Geological Sites (RIGS), collectively known as "Local Sites" using an objective process and criteria.
- 1.2 This procedure has been recommended as standard good practice for some time, but has never yet been formally adopted by the Council.
- 1.3 Adoption of this criteria-based and objective process for designation of Local Sites within the District will bring the Council in line with the current guidance, increase the robustness and defensibility of the system, raise standards and improve consistency of approach.

2 RECOMMENDATION

The Cabinet agrees that:

- 2.1 The procedure as detailed in **Appendix 1** shall be followed for designation of Local Sites in Bath & North East Somerset.

3 FINANCIAL IMPLICATIONS

There are no additional financial implications to the Council arising from adoption of this procedure. This proposal describes how the existing system of Local Sites can be best implemented, using a clear criteria-based designation procedure. Clarification and adoption of this designation procedure does not commit the Council to additional site designations or amendments nor would additional work be expected as a result. The current level of implementation is as resources allow and according to need. The Council is already a funding partner to the Bristol Regional Environmental Records Centre (BRERC) which (among other services) provides the necessary ecological and geological data and mapping services that underpin the Local Sites System for the former Avon area. Surveys and reviews of Bath and North East Somerset Local Sites are initiated by Bath and North East Somerset Council as and when required, and as and when resources allow. This will not change as a result of this proposal. All other work is already within the remit of the Council Ecologist.

4 CORPORATE OBJECTIVES

- This report describes a system and process that delivers environmental protection and enhancement through the network of Local Sites within the District, and contributes to the key objective for the Council of *Building a Stronger Economy*, directly impacting on the Council's stated outcome of this objective of *Maintaining and enhancing the quality of the environment*.
- There are, additionally, well-known benefits from a high quality natural environment for the health and wellbeing of people. There is therefore a positive contribution towards the Council's other key objectives of *Creating Neighbourhoods where People are Proud to Live* and *Promoting Independence and Positive Lives for Everyone*.

5 THE REPORT

- 5.1 Sites of Nature Conservation Importance (SNCI's) and Regionally Important Geological Sites (RIGS) are collectively termed Local Sites. Where they have additional particular value for public enjoyment, education and research they may be further designated as Local Nature Reserves. In addition to scientific biological or geological importance, local community value may contribute to the designation of a site.
- 5.2 There are currently over 300 Local Sites within the District; this network forms one of many "Local Sites Systems" across the UK.
- 5.3 Local Sites in Bath and North East Somerset are designated through the Local Sites Partnership for the West of England. The Partnership is made up of Local Authority Ecologists from the four Unitary Authorities, together with local representatives from relevant statutory and non-statutory environmental organisations including Natural England and the Environment Agency. Proposed sites are judged objectively against set criteria based on governmental guidance.
- 5.4 The Authority uses best endeavours to consult with owners of land before designating their land as a Local Site.
- 5.5 Human Rights Act 1998: It is considered that the designation and/or modification of Local Sites may impact upon Article 1 of the First Protocol (peaceful enjoyment of possessions) and Article 8 (right to respect for private and family life, home and

correspondence) of the European Convention on Human Rights since the ecological or geological value recognised by designation as a Local Site is capable of restricting the future development of the land in question. However, as outlined above, in all cases the Council will use its best endeavours to liaise with the owner of the land and take their views into account prior to making a decision. This will enable the Council to consider the human rights implications in each individual case.

5.6 In April 2000 the then Department of the Environment, Transport and the Regions (DETR) defined the overall objective of a Local Sites system as follows: *“The series of non-statutory Local Sites seek to ensure, in the public interest, the conservation, maintenance and enhancement of species, habitats, geological and geomorphological features of substantive nature conservation value. Local Site systems should select all areas of substantive value including both the most important and the most distinctive species, habitats, geological and geomorphological features within a national, regional and local context. Sites within the series may also have an important role in contributing to the public enjoyment of nature conservation.”*

5.7 Local Sites Systems:

- Provide a comprehensive rather than representative suite of sites.
- Provide wildlife refuges for most of the UK’s fauna and flora and through their connecting and buffering qualities, they complement other site networks.
- Play a significant role in meeting overall national biodiversity targets.
- Local Sites represent local character and distinctiveness
- Local Sites contribute to the quality of life and the well-being of the community, with many sites providing opportunities for research and education.

5.8 This Designation Procedure brings Bath and North East Somerset in line with the national guidance “Local Sites – Guidance on their Identification, Selection and Management” (Defra 2006) which was published to promote a more robust and consistent approach to the operation of Local Sites Systems across the UK.

5.9 The designation of Local Sites aids their conservation by all by facilitating promotion, by a range of organisations, of best practice methods of management; facilitating and prioritising provision of advice, support and grant aid as and when available; enabling identification and addressing of potential threats and risks to Local Sites such from climate change and changes to hydrology, land use and farming practices; development; waste and pollution; both on site or locally as well as threats from further afield.

5.10 The Local Sites System supports the current government thinking for wildlife and habitats of *“more, bigger, better and joined”* (Natural Choices: securing the value of nature - HM Government, February 2012).

6 RISK MANAGEMENT

6.1 The report author and Lead Cabinet member have fully reviewed the risk assessment related to the issue and recommendations, in compliance with the Council's decision making risk management guidance.

7 EQUALITIES

7.1 This paper describes a process that aims to provide a greater consistency of approach to assessment of areas of land. An Equalities Impact Assessment has been completed. No adverse or significant issues were found.

8 RATIONALE

The rationale is to provide a systematic, robust, defensible approach to the designation and review of Local Sites in the District, and to bring the Council in line with current guidance.

9 OTHER OPTIONS CONSIDERED

9.1 None.

10 CONSULTATION

10.1 Consultation has been carried out with the Cabinet Member for Homes and Planning; relevant Staff; Stakeholders/Partners; Section 151 Finance Officer; Chief Executive; Monitoring Officer.

10.2 Consultation was carried out by email, in addition to discussions and meetings with key stakeholders.

11 ISSUES TO CONSIDER IN REACHING THE DECISION

11.1 This report deals with protection and enhancement of the environment through a process of designation of Local Sites within Bath and North East Somerset. The Local Sites System supports relevant policies within the Local Development Framework.

12 ADVICE SOUGHT

12.1 The Council's Monitoring Officer (Divisional Director – Legal and Democratic Services) and Section 151 Officer (Divisional Director - Finance) have had the opportunity to input to this report and have cleared it for publication.

Contact person	<i>Lucy Corner 01225 477526</i>
Sponsoring Cabinet Member	<i>Councillor Tim Ball</i>
Background papers	None
Please contact the report author if you need to access this report in an alternative format	

APPENDIX 1 of Cabinet Report (13th June 2012)

Procedure for designation of Local Sites in Bath & North East Somerset

LOCAL SITES PROCEDURE (ECOLOGY AND GEOLOGY)

**Procedure and Criteria for the Designation and Review of
Local Sites in the West of England (former County of Avon)**

Version 2012.1

INTRODUCTION AND POLICY BACKGROUND

A “Local Sites System” has been used in the West of England (formerly the county of Avon) since the 1980s. Its purpose is to highlight and help to conserve and enhance land with significant wildlife and geological value. “Local Sites” is the generic term for Sites of Nature Conservation Interest (SNCIs, or Wildlife Sites in North Somerset) and Regionally Important Geological Sites (RIGS). Their conservation is key to safeguarding the biodiversity of Bath & North-East Somerset, Bristol, North Somerset and South Gloucestershire Districts. There are policies in the Local Plans and Local Development Frameworks of the four unitary authorities, and in the Adopted Joint Replacement Structure Plan, for the protection of Local Sites.

This procedure sets out how Local Sites are identified, assessed and designated. It has been agreed between the nature conservation staff of the four unitary authorities in consultation with the voluntary and statutory nature and geological conservation sectors. Together these representatives form the “Local Sites Partnership” (LSP). The procedure is in line with national guidance “Local Sites Guidance on their Identification, Selection and Management” (DEFRA 2006).

The criteria for determining Local Sites including SNCIs and RIGS are listed in Appendices 1 and 4 respectively. These may be modified from time to time by agreement of the Local Sites Partnership; for example when addition of a new criterion referring to the presence of key species and habitats as highlighted in the UK, regional or local biodiversity action plans, was proposed.

The application of these criteria are guided by “Natural Assets - Non-statutory sites of importance for nature conservation (Collis and Tyldesley 1993) and the document, “Natural Assets in Avon - A policy guide and criteria for the selection of non-statutory sites of nature conservation importance”, which was produced by Avon County Council in 1995. This contains guidance as to the threshold levels to be applied to the criteria.

It is essential that all criteria are applied rigorously and that sites are found to be of substantive nature conservation interest, in line with national guidance, before they are designated. All land that meets Local Sites criteria should be determined as such. Any sites that fail to meet the criteria should not be designated. The criteria should be applied as objectively as possible using scientific data and the professional judgement of suitably qualified or experienced personnel. For this reason, the Unitary Authority Ecologists, in liaison with the Bristol Regional Environmental Records Centre (BRERC) where appropriate, should usually carry out the initial assessment of a site against Local Site criteria using objective survey information or other relevant data. Recommendations on

RIGS sites are made by the Avon RIGS Group using their specialist geological expertise to assess sites against the RIGS criteria. Recommendations are then brought to the Local Sites Partnership by the Local Authority Ecologist, BRERC, or an Avon RIGS Group representative member. The Local Sites Partnership, whose membership includes professionals within the field from a range of organisations, and other specialists or interested parties where appropriate, should make the final assessment on whether a site meets the criteria.

Local Authorities will use best endeavours to consult with owners of land before designating their land as a Local Site or making modifications to an existing Local Site; and will notify owners of their final decision. Local Authorities will also liaise generally with owners of Local Sites about the status of their land. Apart from providing an opportunity for land owners to participate in the process and make their views known, liaison with owners is beneficial in highlighting the value of the site to those that look after it and in promoting appropriate management, and sources of support for management. It also provides scope for any issues to be addressed. Where the identity of the site owners cannot be ascertained, opportunities for representations may instead be provided through Local Development Framework and Supplementary Planning Document public consultation processes, and through the Planning Application process where applicable.

The Local Sites Partnership is the determining body for decisions on new Local Sites, and amendments or deletions to Local Sites, in accordance with the agreed criteria and procedure. All decisions by the Partnership should be subject to Local Sites policies in the relevant Local Development Framework and other relevant documents.

National and Local Policy and Guidance

- The National Planning Policy Framework (March 2012) requires Local Authorities to set policies against which proposals for development affecting protected wildlife or geodiversity sites (known collectively as “Local Sites”) will be judged, giving appropriate weight to locally designated sites within the hierarchy of international, national and local designations.
- The National Planning Policy Framework includes Locally Designated Sites (Local Sites) among the components of local ecological networks that should be identified and mapped. The aim of preventing harm to geological interests is also stated.
- Local Sites identified through this procedure come under the protection of the relevant policies of the relevant Local Plan.
- The Local Sites procedure and the criteria are in accord with government guidance as set out in “*Local Sites. Guidance on their Identification, Selection and Management*” (DEFRA, 2006).

PROCEDURE FOR THE DESIGNATION AND AMENDMENT OF LOCAL SITES

The standard procedure for the designation of Local Sites is as follows.

1. IDENTIFICATION

New ecological survey of an existing or potential Local Site, or other relevant information, becomes available to the Local Authority ecologist (or RIGS group, for potential RIGS sites), highlighting the potential need to amend or delete an existing Local Site, or to define a new Local Site.

This information may come from the Bristol Regional Environmental Records Centre (BRERC); the Avon Wildlife Trust; Avon Regionally Important Geological Sites (RIGS) Group; Local Authority surveys or site visits; consultants' reports and ecological surveys for planning applications; Natural England; members of the public or other sources and wherever possible should then be provided to BRERC.

2. DATA EVALUATION

Unitary Authority Nature Conservation Officer/Ecologist ensures, in liaison with BRERC, the RIGS Group, and other specialists where necessary, that there is adequate data on which to evaluate the site. If there is insufficient data further data may need to be obtained, or new surveys carried out, before evaluation of the site against Local Sites criteria is carried out.

3. TESTING AGAINST CRITERIA

Unitary Authority Nature Conservation Officer/Ecologist evaluates the site data against the SNCI / Wildlife Site designation criteria and makes a recommendation eg for a proposed new site, deletion of a site, or amendment to an existing site. RIGS Group evaluates RIGS site data against RIGS criteria and make their recommendation, in consultation with the Unitary Authority Nature Conservation Officer/Ecologist.

4. DETERMINATION BY LOCAL SITES PARTNERSHIP

All proposed new Local Sites, or significant changes or extensions to a Local Site boundary are brought to the Partnership. Minor and uncontentious boundary changes such as mapping errors and removal of anomalies can be made by the Unitary Authority Ecologist without requiring Partnership approval.

Unitary Authority Ecologists make recommendations to the Partnership for new Local Sites or extensions to existing Local Sites. This can be in writing or by meetings. The Local Sites Partnership will meet at least once a year. A Partnership member (to be agreed at each meeting) will take notes of the decisions made at the meeting. The role of the Partnership is to

- a) determine designations and changes to existing or proposed Local Sites, providing as objective an assessment process as possible, and to add rigour to the application of criteria using professional judgement from a range of personnel with

relevant expertise.

- b) The Partnership also have a role in agreeing the Local Sites criteria, and any changes to the criteria.

All sites that meet Local Sites criteria are determined as Local Sites. Any sites failing to meet the criteria will not be designated as Local Sites.

Membership of the Partnership includes:

- Unitary Authority Ecologists
- Bristol Regional Environmental Records Centre
- Natural England
- Avon Wildlife Trust
- The Environment Agency
- Forestry Commission
- RIGS Group representative (where appropriate)
- Other interested groups, relevant to that site or particular ecological interest, where appropriate

If the Partnership is in agreement with the proposed Local Sites change, the details of that change should be taken as formal designation.

5. COLLATING RESULTS OF PARTNERSHIP

Notes of partnership meetings and all decisions taken by the partnership are circulated. For decisions made by the Partnership in writing or by email, details and written confirmations of the decision will be collated by the Ecologist who initially requested the decision, and provided to BRERC.

A copy of the details agreed at meetings, or in writing or by email by the Partnership for each site (as detailed in Appendix 5), including accurate site boundary and completed criteria sheet (Appendix 3), are provided by each Unitary Authority Ecologist to BRERC immediately after the meeting / decision.

The minutes of the meeting are circulated with an opportunity to comment on the accuracy of decisions.

BRERC then create a “changes” GIS data layer for each Authority, containing new sites, amended sites, and de-designated sites . Each ecologist may then use this information to report the changes to the relevant Council Members, Committees or departments, and to notify changes to all consultees. Notify site owners, if possible.

6. NOTIFICATION AND AMENDMENT OF RECORDS

BRERC will make any necessary changes to the definitive GIS data layers held at BRERC (also updating the SNCI / Wildlife Site & RIGS register database, and species database where appropriate). A copy of the new definitive layer will be given to the ecologists. This will take place once a year (or more frequently if agreed).

Ecologists are to ensure that records held at the Unitary Authorities are up-dated. All data users within the Authority should be in receipt of and using the correct and most recent up-to-date version of the SNCI data, as supplied by BRERC.

APPENDIX 1

CRITERIA FOR THE DESIGNATION OF SITES OF NATURE CONSERVATION INTEREST/ WILDLIFE SITES

These criteria are based on “Natural Assets - Non-statutory sites of importance for nature conservation (Collis and Tyldesley 1993) and the draft document, “Natural Assets in Avon - A policy guide and criteria for the selection of non-statutory sites of nature conservation importance”, which was produced by Avon County Council in 1995.

Site characteristics relate to a site’s intrinsic value for nature conservation. The community factors consider the social context of a site.

Site Characteristics

- (I) **Naturalness**: Areas of semi-natural habitat are often the most important for nature conservation because they support the highest number of native British species.
- (ii) **Size**: Larger sites are usually more important than smaller sites and likely to accommodate more habitat variation. In the absence of large sites, small sites increase in value.
- (iii) **Diversity**: This refers to the range and diversity of wildlife species, habitat and/or geological features present on a site. Some habitats are naturally of low species diversity, e.g. reedbeds.
- (iv) **Rarity**: This considers how common or uncommon the species, habitats or geological features present on the site are, for example, the features of interest may be rare on an international, national, county or local scale, and a species rare in Avon may be common elsewhere in Britain.
- (V) **Fragility**: Some sites are more vulnerable to change and damage by external influences. Particularly fragile areas require careful conservation to remain viable in the long term. For example, the quality and quantity of water passing into and out of a wetland area are important in the conservation of the wetland habitat.
- (vi) **Irreplaceable**: Some areas, such as ancient woodland once lost or damaged cannot be re-created in hundreds of years, if at all. Many sites cannot be re-created elsewhere on account of technical difficulties, land availability, cost, community values and other ecological or social reasons.
- (vii) **Typical or Representative**: It is desirable to safeguard a sequence and range of habitat types and geological features. Particularly good examples of “typical” or “representative” features should be conserved, including those of a typically urban character e.g. canals, abandoned wharves and disused railway lines colonised by nature.
- (viii) **Geographical Position**: The geographical position of a site may enhance its value; for example because of its location in or adjacent to a wildlife corridor

or its proximity to other habitats of wildlife value. The interest of a geological site may be as part of a sequence of geological features across Avon.

- (ix) Important Populations of Species: Some sites are important because they hold a large proportion of the Avon population of a species.
- (x) Age or Continuity of Land Use: Some sites have ecological characteristics derived from their long standing such as ancient woodland and traditionally managed meadows. Old, relatively undisturbed environments tend to be rare and usually contain a large range and diversity of species.
- (xi) Presence of key species and habitats: The site is important for key species and habitats highlighted in the UK Biodiversity Action Plan and in regional and local biodiversity action plans.

Community Factors

- (i) Community or Amenity Value: Sites are assessed in terms of their value to local people. For example, some sites are valued by the local community on account of their attractive flowers or their rural atmosphere away from the hubbub of urban life. Others are of particular significance to the local community because of their links with community history, such as canals, disused railway lines and old cemeteries.
- (ii) Physical Access: Physical access to sites is a valuable asset in urban areas. Sites with access for disabled people are particularly important.
- (iii) Visual Access: Visual access to sites is also an important consideration in urban areas. For example, although there may be no physical access to a site, the local community may be able to observe and enjoy wildlife there from outside the site's boundaries. Some sites can be seen by a large proportion of the urban population, e.g. on a prominent hillside.
- (iv) Educational Value: Some sites may be of particular value for formal and/or informal education by virtue of their proximity to educational establishments and/or having a range of robust habitats or facilities to aid study and interpretation.
- (v) Landscape or Aesthetic Appeal: This is difficult to assess objectively, but is often indicated by the number of people using or appreciating the site, and is therefore closely linked to (i) and (ii) above.
- (vi) Situated in Area Lacking Natural Habitats: The location of a site within an ecologically impoverished part of the conurbation may enhance its special conservation value.
- (vii) Recorded History: Some sites have been studied by amateurs and professionals for many years, or may be the location at which a specific discovery was made. These add to the conservation value of the site.

APPENDIX 2 - GUIDANCE ON APPLYING CRITERIA FOR SNCIs / WILDLIFE SITESApplication of criteria – guidelines for scoring

To qualify as an SNCI / Wildlife Site, a site must demonstrate clearly that it is of substantive biodiversity interest, using the listed criteria. Each site must be of significant importance for biodiversity in the context of the individual unitary area. Evaluation must be done in a standardised manner.

Whilst it is not appropriate to have absolute cut-off points for these criteria, as a guide, to qualify as an SNCI/ Wildlife Site a site should have:

- at least one 'strong' score in criteria 1 – 11 (scientific criteria)
- plus:**
- 2 or more other 'strong' scores from any criteria
- or**
- 1 other 'strong' and 3 or more 'moderate' scores from any criteria
- or**
- 5 or more other 'moderate' scores from any criteria

No.	Criteria	Strong	Moderate	Weak	Nil
1	Naturalness	Absence of inappropriate human disturbance	Some disturbance, but natural regeneration has occurred.	Inappropriate recent human disturbance	Dominated by recent human disturbance
2	Size	Large ecological unit for type of habitat	Well above minimum mappable units	Minimum mappable unit	Too small to maintain ecological integrity
3a	Diversity - Species	High number of species for this habitat	Moderate number of species for this habitat	Low number of species for this habitat	Minimal diversity i.e. dominated by one species
3b	Diversity - Habitats	3 or more semi-natural habitats	2 semi-natural habitats	1 semi-natural habitat	No semi-natural habitat
4a	Rarity – species	One or more RDB or equivalent nationally rare or scarce species; or two or more locally rare or scarce species	At least one locally rare or scarce species	No rare or scarce species recorded	Only common species
4b	Rarity – habitats	Nationally rare semi-natural habitats	Locally rare habitats	No rare habitats recorded	Only common habitats
5	Fragility	Habitat or species populations under severe threat of removal	Habitat or species populations under threat of removal	Slight threat to habitat or species populations	No known threat
6	Irreplacability / lack of recreatability	Not possible to recreate in a reasonable timescale e.g. ancient woodland	Naturally regenerated sites	Recreatable within a short time period	Immediately recreatable or replaceable
7	Typicalness/ Representative example	Very good/best/ classic/only example of this habitat in district and/or UK BAP priority habitat	Reasonable example, degraded semi-natural BAP priority habitat	Poor example of semi-natural habitat type, better examples elsewhere	Common habitat type but very poor example

APPENDIX 1 Procedure for designation of Local Sites in Bath & North East Somerset

No.	Criteria	Strong	Moderate	Weak	Nil
8	Geographical position	The site is linked to more than one area of semi-natural habitat; is part of a concentration of SNCIs / Wildlife sites; or it is within a Strategic Nature Area	Linked to one other area of semi-natural habitat	Weakly linked to other semi-natural habitat or wildlife corridor	Completely isolated from other semi-natural habitat
9	Important populations	Holds a significant population of a notable or BAP species (what is significant will vary by species)	Holds an important population of a notable or BAP species	Does not hold an important population of a notable or BAP species	No notable or BAP species recorded
10a	BAP species	Species recorded subject of a UK BAP Action Plan	LBAP priority short list species recorded	LBAP long list species recorded	No BAP species recorded
10b	BAP habitats	Regional/UK BAP habitat is present	LBAP habitat is present	LBAP long list habitat or degraded BAP habitat present	No BAP habitat
11	Age/continuity	Long established habitat	Established habitat	Recently established habitat	Newly established habitat
12	Community or amenity value	Site or features of the site are strongly valued by the local community	Site or features of the site are moderately valued by the local community	Site features are weakly valued by the local community	Site features not known to be valued by the local community
13	Physical access	Appropriate, good quality public access including some disabled access	Public access provided, but not good quality	Difficult to access	Not physically accessible
14	Visual access	Most of site is visible from outside – score more highly when visible to high numbers of people	Some restricted views	Very restricted views	Cannot be seen at all
15	Educational value	Appropriate educational features and/or facilities available	Some educational potential or close proximity to educational establishment	Difficult to use for formal education Distant from educational establishments	No formal educational access
16	Landscape or aesthetic value	Highly valued for its landscape and aesthetic character	Moderately valued for landscape and aesthetic character	Little value for landscape or aesthetic character	No known value in landscape or aesthetic character
17	Area lacking in natural habitats	Only significant semi-natural area in vicinity	One of only a few semi-natural habitats in area	In an area with other natural habitats	In a large block with other natural habitats
18	Recorded history	Important historical or survey records	Good continuity of historical or survey records	Only recent or very old records	No known records

This table is a summary.

Refer to “Natural Assets in Avon 1995” where relevant for more detail. The UK priority habitats are listed at <http://www.ukbap.org.uk/habitats.aspx>

APPENDIX 3 BLANK CRITERIA FORM FOR THE EVALUATION OF SNCIs / WILDLIFE SITES

Application of criteria – guidelines for scoring

To qualify as an SNCI/Wildlife Site, a site must demonstrate clearly that it is of substantive biodiversity interest, using the above criteria. Each site must be of significant importance for biodiversity in the context of the individual unitary area. Evaluation must be done in a standardised manner.

Whilst it is not appropriate to have absolute cut-off points for these criteria, as a guide, to qualify as an SNCI/ Wildlife Site:

- All SNCI/Wildlife Sites must score strongly on at least one of criteria 1 – 11 (scientific criteria).
- Any site with 2 or more strong criteria
- Any site with 1 strong and 3 or more other criteria
- Any site with 5 or more moderate or strong criteria

Site Name and Number:						
	Criteria	Strong	Moderate	Weak	Nil	NOTES
1	Naturalness					
2	Size					
3a	Diversity – species					
3b	Diversity – habitats					
4a	Rarity – species					
4b	Rarity – habitats					
5	Fragility					
6	Irreplaceability					
7	Typicalness					
8	Geographical position					
9	Important populations					
10a	BAP species					
10b	BAP habitats					
11	Age / continuity					
12	Community/amenity value					
13	Physical access					
14	Visual access					
15	Educational value					
16	Landscape or aesthetic value					
17	Area lacking in natural habitats					
18	Recorded history					

APPENDIX 4

Avon RIGS Group

Criteria for Proposing RIGS Sites

The Avon RIGS Group has modified its assessment method for proposing RIGS sites to take account of the English Nature criteria published in *Earth Science Conservation in Britain: A Strategy*. These are:

1. the value of a site for educational fieldwork in primary and secondary schools, at undergraduate level and in adult education courses;
2. the value of a site for study by both professional and amateur earth scientists; such sites demonstrate, alone or as part of a network, the geology or geomorphology of the area;
3. the historical value of the site in terms of important advances in earth science knowledge;
4. the aesthetic value of a site in the landscape, particularly in relation to promoting public awareness and appreciation of the earth sciences.

The Avon RIGS Assessment Form lists a selection of geomorphological and geological topics set against these four criteria. There is also a catch-all. Other feature/s line for other interests relevant to some sites, e.g. the historic use of stone from the site.

When proposing a site for possible RIGS designation please circle an appropriate code and use a line in the Notes on Assessment box below to explain how this is of regional importance. For example, for the road cutting leading to the Suspension Bridge in Bristol, you think that the fossils exposed are of educational value, so write PE in the first column on a line in the box below, and then on the same line explain what is of particular importance (e.g. many fossil corals and brachiopods very well exposed, useful at all levels of education).

This site also has a number of other important features of interest, including:

ME: several massive calcite and barite/quartz veins well exposed, useful at all levels of education

CCH: the most westerly fissure was investigated and described by Charles Moore (1881, Quart Journ eol Soc, 27, p.75)

OA: the bridge and the gorge make the site a major tourist attraction

Please write in the name and grid reference of the site at the top of the form, and add the date of your visit and your name.

Avon RIGS Group - RIGS Assessment Form

Site name

Site number

Grid reference

District

Current site status

Date

Date of last visit

Name of surveyor

	Education Value	Research Value	History Value	Aesthetics Value
Static geomorphology	SGE	SGR	SGH	SGA
Active geomorphology	AGE	AGR	AGH	AGA
Caves and karst	CKE	CKR	CKH	CKA
Cross-cutting relationships (e.g. unconformities, fissures)	CCE	CCR	CCH	CCA
Lithology	LE	LR	LH	LA
Mineralogy	ME	MR	MH	MA
Palaeontology	PE	PR	PH	PA
Stratigraphy	SE	SR	SH	SA
Tectonic structures	TSE	TSR	TSH	TSA
Other feature/s	OFE	OFR	OFH	OFA

Notes on Assessment (please refer to the codes above for each line, e.g. PE)

Further information required Yes No Site visit required Yes No

Expert Advice: Name

Date

Proposed as RIGS by

Date

Reviewed as RIGS by

Date

Proposed re-designation/de-designation by

Date

Accepted by Designation Group: Yes No

Date

Accepted by RIGS Committee: Yes No

Date

Planning authority informed of recommendation

Date

Recommended status accepted: Yes No

Date

APPENDIX 5

INFORMATION FOR PARTNERSHIP MEETINGS ON CHANGES TO SNCIs / WILDLIFE SITES

The sheet in Appendix 3 should be completed for each site proposed, together with the following information for the Partnership meeting:

GRID REF
NAME OF SITE
PROPOSED SITE BOUNDARY
FEATURES FOR WHICH THE SITE IS BEING DESIGNATED
DATE OF SURVEY
SURVEYORS

The following information should be added at the partnership meeting:

PARTNERSHIP COMMENTS
DECISION
DATE OF DECISION
REASON FOR DESIGNATION

APPENDIX 6: Definitions

BAP: Biodiversity Action Plans were drawn up nationally in 1994 to deal with biodiversity conservation listing species and habitat types of conservation concern. In recognition that biodiversity is ultimately lost at a local level there is an Avonwide BAP and individual local authority BAPs.

UK BAP www.ukbap.org.uk

Biodiversity South West www.biodiversitysouthwest.org.uk/

Avon BAP www.avonwildlifetrust.org.uk/ABAP/introduction.htm

Bath & NE Somerset BAP www.wildthingsbap.org.uk

South Gloucestershire BAP www.southglos.gov.uk/Environment/CountrysideandNature/Biodiversity/

North Somerset BAP www.n-somerset.gov.uk/Environment/Conservation/Wildlife/

Notable Species: Notable species are those in the former county of Avon meeting criteria based on legal status or protection or limited number and distribution.

Strategic Nature Areas: The best places for action across the region to conserve, create and connect large scale wildlife habitats identified on the South West Nature Map and the Regional Spatial Strategy.

Bath & North East Somerset Council		
MEETING:	Cabinet	
MEETING DATE:	13 June 2012	EXECUTIVE FORWARD PLAN REFERENCE:
		E 2438
TITLE:	Radstock Nursery Accommodation	
WARD:	Radstock Ward	
AN OPEN PUBLIC ITEM		
List of attachments to this report:		
Equality Impact Assessment		

1 THE ISSUE

1.1 The conversion of Trinity VC Primary School, Radstock, to an academy in September 2011 required as part of the transfer agreement, separation of the Children's Centre/Nursery accommodation from the body of the school for independent running of the nursery and children centre activities. It is now proposed to carry out necessary separation works only, and also to provide an extra a purpose built nursery unit on Education land in Radstock to meet additional demand for early years services in Radstock and future proof against the 2013 statutory requirements to provide free nursery places for 2 year olds.

2 RECOMMENDATION

The Cabinet agrees that

2.1 Capital budget of £486k is approved for inclusion in the 2012/13 Capital programme to allow the necessary works to be undertaken.

2.2 The project will cost £486k in 2012/13 and will be funded using part of the £2.255m Schools Capital Maintenance Grant 2011/12, which has been carried forward to 2012/13 in the budget report for provisional approval. As the project will be fully grant funded there are no revenue impacts on the Council

3 FINANCIAL IMPLICATIONS

- 3.1 The schemes capital cost is fully funded from Education capital maintenance grant and no borrowing or revenue funding is required. The revenue costs for the service is budgeted for through general services budgets (early intervention grant) and the service lead, Sara Willis, has set aside resources for this purpose

4 CORPORATE OBJECTIVES

The local authority has a statutory duty to ensure a sufficiency of places to meet the universal early years entitlement of 3 & 4 years olds and provide sufficient flexible daycare to meet the needs of working and studying parents (2006 Childcare Act). This project will enable that duty to be met and increases opportunities for the local community to access childcare to enable parents to access employment, learning and skills training.

From September 2013 the early years entitlement duty will be extended further to include 2 year old children based upon their families economic circumstances which will ultimately see up to 40% or more of children in anyone area entitled to a place, depending on the economic profile of the area

5 THE REPORT

- 5.1 The agreement contained in the Academy conversion lease plans for separation of the Radstock Nursery (Children Centre) from the Academy of Trinity and to extend the provision to deliver expanded children centre services including day care for babies. The extension was required as the original accommodation was inadequate to enable full delivery of all children centre services as the initial provision had been developed to provide 3-4 year nursery care with signposting to children centre services only, including those provided off site. Separation works have had to be delayed for a year pending the completion of remedial works to replace the roof at Academy of Trinity (same issue as St Nicholas Primary School). During this time full consideration of plans resulted in a proposal to carry out necessary works to separate only the Radstock Nursery Children Centre accommodation from that of Academy of Trinity, and to provide separate purpose built accommodation on an Education site in Radstock. The separate accommodation will allow 2-3 year old statutory provision and expanded baby care provision which would be complementary to existing services already on the site. This proposal enables the LA to meet all its current statutory needs, future-proof against forthcoming statutory requirements and enable flexibility of expanding to meet local needs.

6 RISK MANAGEMENT

- 6.1 The report author and Lead Cabinet member have fully reviewed the risk assessment related to the issue and recommendations, in compliance with the Council's decision making risk management guidance. The significant risk is the programme, in particular planning and steps are being taken to mitigate and/or reduce. Other risks are being treated.

7 EQUALITIES

b) An EqIA has been completed. No adverse or other significant issues were found.

8 RATIONALE

8.1 The Sure Start capital grant requires 3-4 hours of childcare daily to be made available which is to be concentrated in Radstock Nursery accommodation on Woodborough Lane which can easily accommodate this without incurring costs of extra building on an already constrained site and much reduces disruption to all users. Provision of 2-3 yr old and baby day care in a separate purpose built facility will better meet current demand and be flexible for growth in numbers or future changes to childcare provision and complement existing provision in Radstock.

9 OTHER OPTIONS CONSIDERED

9.1 Other locations in the Radstock area have been considered and investigated but were either unsuitable, unavailable within the time scale or not in the councils ownership.

10 CONSULTATION

10.1 *Cabinet members; Other B&NES Services; Service Users;*

10.2 Briefing by PYP Strategic Director and Early Years Manager of Executive Member.

11 ISSUES TO CONSIDER IN REACHING THE DECISION

11.1 *Social Inclusion; Young People; Corporate;*

12 ADVICE SOUGHT

12.1 The Council's Monitoring Officer (Divisional Director – Legal and Democratic Services) and Section 151 Officer (Divisional Director - Finance) have had the opportunity to input to this report and have cleared it for publication.

Contact person	Fiona Randle 01225 395151
Sponsoring Cabinet Member	Councillor Nathan Hartley
Background papers	
Please contact the report author if you need to access this report in an alternative format	

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Equality Impact Assessment / Equality Analysis

Title of service or policy	Radstock Nursery
Name of directorate and service	People and Communities
Name and role of officers completing the EIA	Fiona Randle and Philip Frankland
Date of assessment	May 2012

Equality Impact Assessment (or ‘Equality Analysis’) is a process of systematically analysing a new or existing policy or service to identify what impact or likely impact it will have on different groups within the community. The primary concern is to identify any discriminatory or negative consequences for a particular group or sector of the community. Equality impact Assessments (EIAs) can be carried out in relation to service delivery as well as employment policies and strategies.

This toolkit has been developed to use as a framework when carrying out an Equality Impact Assessment (EIA) or Equality Analysis on a policy, service or function. It is intended that this is used as a working document throughout the process, with a final version including the action plan section being published on the Council’s and NHS Bath and North East Somerset’s websites.

1.	Identify the aims of the policy or service and how it is implemented.	
	Key questions	Answers / Notes
1.1	<p>Briefly describe purpose of the service/policy including</p> <ul style="list-style-type: none"> ● How the service/policy is delivered and by whom ● If responsibility for its implementation is shared with other departments or organisations ● Intended outcomes 	<p>Bath and North East Somerset Council run a 0 – 5 children’s nursery on the site of the Academy of Trinity The agreement contained in the Academy conversion lease plans for separation of the Radstock Nursery (Children Centre) from the school. An extension was required as the original accommodation was inadequate to enable full delivery of all children centre services as the initial provision had been developed to provide 3-4 year nursery care with signposting to children centre services only, including those provided off site.</p> <p>Separation works had to be delayed for a year pending the completion of remedial works to replace the roof at Academy of Trinity (same issues as St Nicholas Primary School). During this time full consideration of plans resulted in a proposal to carry out necessary works to separate only the Radstock Nursery Children Centre accommodation from that of Academy of Trinity, and provide separate purpose built accommodation on an Education site in Radstock.</p> <p>The separate accommodation will allow 2-3 year old statutory provision and expanded baby care provision which would be complementary to existing services already on the site. This proposal enables the LA to meet</p>

		<p>all its current statutory needs, future-proof against forthcoming statutory requirements and enable flexibility of expanding to meet local needs.</p> <p>The project is being undertaken by officers within the People and Communities Directorate and colleagues from Property and Legal Services.</p>
1.2	<p>Provide brief details of the scope of the policy or service being reviewed, for example:</p> <ul style="list-style-type: none"> ● Is it a new service/policy or review of an existing one? ● Is it a national requirement?. ● How much room for review is there? 	<p>This is a review of an existing policy linked to the national requirement for Council's to provide Children's Centres and to ensure sufficiency of childcare in all areas.</p> <p>The requirements are outlined in a variety of Acts of Parliament.</p>
1.3	Do the aims of this policy link to or conflict with any other policies of the Council?	No
2. Consideration of available data, research and information		
<p>Monitoring data and other information should be used to help you analyse whether you are delivering a fair and equal service. Please consider the availability of the following as potential sources:</p> <ul style="list-style-type: none"> ● Demographic data and other statistics, including census findings ● Recent research findings (local and national) ● Results from consultation or engagement you have undertaken ● Service user monitoring data (including ethnicity, gender, disability, religion/belief, sexual orientation and age) ● Information from relevant groups or agencies, for example trade unions and voluntary/community organisations ● Analysis of records of enquiries about your service, or complaints or compliments about them ● Recommendations of external inspections or audit reports 		

	Key questions	Data, research and information that you can refer to
2.1	What is the equalities profile of the team delivering the service/policy?	Within the Council's People and Communities department the officers within the Operations Planning and Early Years Teams who will administer the scheme have a varied profile. Children's Centre services may be delivered by a variety of providers as outlined in 1.1 who will have a varied profile but a statutory legal duty to comply with equalities legislation
2.2	What equalities training have staff received?	Staff will have had a variety of training depending on their job roles although all attend at least one training session on equalities every 3 years. Some of the staff within the service also have responsibility for advising providers delivering the service to attend equalities training.
2.3	What is the equalities profile of service users?	For families who meet the definition of qualifying families as outlined in 1.1 the profile should align with the Council's profile for all residents
2.4	What other data do you have in terms of service users or staff? (e.g results of customer satisfaction surveys, consultation findings). Are there any gaps?	All Children's Centre services and users are monitored on the e-start recording system and evaluation and comment taken and presented in reports to the relevant management teams. In addition to Council expectations each centre is accountable to Ofsted inspection. In addition childcare is inspected by Ofsted as well. Regular parent and children surveys are undertaken as part of the self-evaluation process required of all centres.
2.5	What engagement or consultation has been undertaken as part of this EIA and with whom? What were the results?	Consultation has taken place with councillors, senior officers and early years staff/providers on the service provision proposals with a positive outcome.
2.6	If you are planning to undertake any consultation in the future regarding this service or policy, how will you include equalities considerations within this?	Equalities considerations will take into account any guidance issued from Government for compiling and reporting on ability to find and access provision which fall under the Council's Childcare Sufficiency duties or Children's Centre requirements together with Bath and

3. Assessment of impact: 'Equality analysis'

Based upon any data you have considered, or the results of consultation or research, use the spaces below to demonstrate you have analysed how the service or policy:

- Meets any particular needs of equalities groups or helps promote equality in some way.
- Could have a negative or adverse impact for any of the equalities groups

		Examples of what the service has done to promote equality	Examples of actual or potential negative or adverse impact and what steps have been or could be taken to address this
3.1	Gender – identify the impact/potential impact of the policy on women and men. (Are there any issues regarding pregnancy and maternity?)	Each provider has a mandatory requirement to have an appointed Equality Needs Coordinator (ENCO) and have written an Equal Opportunities Policy that has due regard to the relevant legal requirements relating to Equality, Inclusion and Racial Awareness.	Non-compliance with the Council's conditions for delivering the service may lead to withdrawal of their contract from the provider, impacting on all children and their families using their provision. Regular monitoring and warnings are given to providers to ensure that they comply with the conditions.
3.2	Transgender – – identify the impact/potential impact of the policy on transgender people	This policy has due regard to transgender people as should all provider's Equal Opportunities Policy that has due regard to the relevant legal requirements relating to Equality, Inclusion and Racial Awareness	
3.3	Disability - identify the impact/potential impact of the policy on disabled people (ensure consideration of a range of impairments)	Each provider has a mandatory requirement to have an appointed Special Education Needs	Non-compliance with the Council's conditions for delivering the service may lead to withdrawal of their

	including both physical and mental impairments)	Coordinator (SENCO) and have written a Special Education Needs Policy that has due regard to the relevant legal requirements relating to Equality, Inclusion and Racial Awareness	contract from the provider, impacting on all children and their families using their provision. Regular monitoring and warnings are given to providers to ensure that they comply with the conditions
3.4	Age – identify the impact/potential impact of the policy on different age groups	The age of children included for the purpose of this report is set nationally. For the purpose of this report the term families includes all ages, and all family arrangements, e.g. parent, grand parent, carer and so on.	
3.5	Race – identify the impact/potential impact on different black and minority ethnic groups	In evaluating the take up of the EYE the ethnicity of children and their families is collected to ensure that the level of take up recorded is in line with the ethnic diversity of Bath and North East Somerset.	All childcare providers, particularly those in receipt of Council 's 2, 3 and 4 year old funding, are required to monitor the ethnicity of the users of their provision and report accordingly for evaluation of take up rates and whether they are representative of Council diversity and ethnic make up. A significant proportion are returned with "prefer not to say" making overall evaluation challenging.
		Examples of what the service has done to promote equality	Examples of potential negative or adverse impact and what steps have been or could be taken to address this
3.6	Sexual orientation - identify the impact/potential impact of the policy on lesbians, gay, bisexual & heterosexual people	Each provider has an identified Equality Needs Coordinator (ENCO) who receives training on Equal	

		Opportunities. Each setting is provided Equal Opportunities File to support the work of this postholder.	
3.7	Religion/belief – identify the impact/potential impact of the policy on people of different religious/faith groups and also upon those with no religion.	Each provider has an identified Equality Needs Coordinator (ENCO) who receives training on Equal Opportunities. Each setting is provided Equal Opportunities File to support the work of this postholder.	
3.8	Socio-economically disadvantaged – identify the impact on people who are disadvantaged due to factors like family background, educational attainment, neighbourhood, employment status can influence life chances	Part of the purpose of this development is to enable children who would have otherwise had to wait until they are 3 to access a place a year earlier due to the national funding programme for 2 year olds and as a result to help to break down some areas of socio-economic disadvantage for future generations. During the recent pilot in Bath and North East Somerset Council 24% of families who responded to the exit questionnaire reported that they have returned to work, or engaged in formal training. 100% of families who returned a questionnaire stated that this was a positive experience for their child and the wider family.	The DfE expect that not all eligible families will take up their entitlement, perhaps 80%. In Bath and North East Somerset we want this to be much higher so that as many children as possible can benefit so we will monitor take up and drop out rates closely and achieve above the DfE minimum expectation for take up as we already do for 3 and 4 year old EYE.
3.9	Rural communities – identify the impact / potential impact on people living in rural communities	In meeting our existing childcare sufficiency duties the Council maps provision to ensure that rurality is not a barrier to accessing a place. In	Transport in order to be able to access places. This has not arisen specifically in this case so far but we have in the past worked with

		addition services such as Children's Centres and Family Information Service provide outreach workers to inform all families about what is on offer and what they can access	services such as School's Transport to ensure children can access provision.
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4. Bath and North East Somerset Council & NHS B&NES Equality Impact Assessment Improvement Plan

Please list actions that you plan to take as a result of this assessment. These actions should be based upon the analysis of data and engagement, any gaps in the data you have identified, and any steps you will be taking to address any negative impacts or remove barriers. The actions need to be built into your service planning framework. Actions/targets should be measurable, achievable, realistic and time framed.

Issues identified	Actions required	Progress milestones	Officer responsible	By when

5. Sign off and publishing

Once you have completed this form, it needs to be ‘approved’ by your Divisional Director or their nominated officer. Following this sign off, send a copy to the Equalities Team (equality@bathnes.gov.uk), who will publish it on the Council’s and/or NHS B&NES’ website. Keep a copy for your own records.

Signed off by:

(Divisional Director or nominated senior officer)

Date:

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Bath & North East Somerset Council		
MEETING:	Cabinet	
MEETING DATE:	13 June 2012	EXECUTIVE FORWARD PLAN REFERENCE:
		E 2378
TITLE:	Corporate Plan 2012 - 2015	
WARD:	All	
AN OPEN PUBLIC ITEM		
List of attachments to this report:		
Appendix 1: Corporate Plan 2012 - 2015		

1 THE ISSUE

1.1 This report introduces the Corporate Plan 2012 - 2015 ready for submission to Council on 19 July.

2 RECOMMENDATION

The Cabinet agrees that:

2.1 The Corporate Plan 2012/15 be submitted to Council on 19 July for approval.

3 FINANCIAL IMPLICATIONS

3.1 There are no direct financial implications arising from the publication of the Corporate Plan 2012 - 2015. However, the vision will form a key consideration in the allocation of resources particularly as part of the annual budget process.

4 CORPORATE OBJECTIVES

4.1 The Corporate Plan 2012/15 is a non-statutory document; however it is an essential communication tool that sets out our new vision and values for Bath and North East Somerset (B&NES) and our plans to make this vision a reality.

5 THE REPORT

5.1 Unlike the previous Corporate Plan, the Corporate Plan 2012/15 is written for an external audience (local business and other local stakeholders). It is short (around 15 pages) and easy to understand (using 'plain English'). It does not include detailed performance indicators but instead highlights some of the things we are doing to deliver our vision, values and objectives.

5.2 The content and design layout is in line with the new vision and values framework.

5.3 The Corporate Plan 2012/15 is divided into the following sections:

Section	Content
Foreword	Sets out the vision and reinforces the Councils values
Introduction	Explains the purpose of the plan and reinforces the Councils values
The local picture	Provides information on the local area (demography and geography)
The challenges and opportunities ahead	Describes the challenges and sets the context for our vision and values
Our vision	Sets out our new vision for Bath and North East Somerset and provides context and explanation.
The objectives	Sets out the three objectives (Promoting independence and positive lives for everyone; Creating neighbourhoods where people are proud to live; Building a strong economy) and provides explanation and context as to what these mean.
Change programme	Provides information on the Change Programme.
End	Provides contact information and links to other related plans and strategies

- 5.4 The Corporate Plan 2012/15 does not include a comprehensive list of all Council deliverables, just examples of some of the ways we are delivering the objectives.
- 5.5 How we work together with partners to deliver our ambitions for B&NES is a key stream throughout the Plan. This recognises that we can only achieve our vision for B&NES by working in partnership with colleagues from a variety of organisations and sectors.

6 RISK MANAGEMENT

- 6.1 A risk assessment was undertaken in the development of the vision and values in compliance with the Council's decision making risk management guidance.

7 EQUALITIES

- 7.1 An EqIA has not been completed for the following reason:

The new vision for the Council is grounded in equality principles and seeks to create local service provision that is inclusive and fair to all. Full EqIAs will be conducted by service areas as they implement the vision and develop their Service Actions Plans.

8 RATIONALE

- 8.1 The Corporate Plan 2012/15 is a non-statutory document; however it is an essential communication tool that sets out our vision and values for B&NES and our plans to make this vision a reality.

9 OTHER OPTIONS CONSIDERED

- 9.1 None

10 CONSULTATION

- 10.1 Consultation was undertaken on the vision and values through a series of workshops to consult with the Strategic and Divisional Directors (including Section 151 Finance Officer and Monitoring Officer), with a consultation event specifically arranged for all members.

11 ISSUES TO CONSIDER IN REACHING THE DECISION

- 11.1 *Corporate*; The Corporate Plan 2012 – 2015 is an essential communication tool. The Plan has been developed in partnership with the B&NES Communications and Marketing team.

12 ADVICE SOUGHT

- 12.1 The Council's Monitoring Officer (Divisional Director – Legal and Democratic Services) and Section 151 Officer (Divisional Director - Finance) have had the opportunity to input to this report and have cleared it for publication.

Contact person	<i>Helen Edelstyn 01225 47 7951</i>
Sponsoring Cabinet Member	<i>Councillor Paul Crossley</i>
Background papers	<i>List here any background papers not included with this report because they are already in the public domain</i>
Please contact the report author if you need to access this report in an alternative format	

Bath & North East Somerset
**Corporate Plan
2012 - 2015**

**Promoting
independence and
positive lives for
everyone**



**Creating neighbourhoods
where people are proud
to live**



**Building a strong
economy**



**Making Bath and North East Somerset
an even better place to live work and visit**



Contents

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• Promoting independence and positive lives for everyone	9
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Change Programme	15



Foreword

Paul Crossley - Leader of the Council

‘Working to make Bath and North East Somerset an even better place to live, work and visit’

Over recent years, the Council has helped create a unique place in the heart of the West of England and has consistently delivered a high standard of local services that demonstrate good value for money.

Our challenge is to build on our successes and continue to deliver high quality services during tough economic times. We are well placed to do this. Whilst other councils have made deep cuts to front line services, we have taken steps to become more efficient and have protected frontline priority public services. 90 per cent of our overall reduction in spending is in ways other than service cuts.

In light of the new challenges we face, a refreshed vision for our area will guide the services we deliver. This vision puts people first and communities at the heart of everything we do.

To build a stronger economy, we are investing over £80 million in projects including the regeneration of Bath Riverside, Keynsham and Radstock, and the Bath Transportation Package. These will help create new jobs, more homes, and greater prosperity for local people.

To create neighbourhoods where people are proud to live, we are investing £1.2 million over two years to ensure there are decent and affordable homes in the private and social sector, improving community facilities at Odd Down Playing Fields and Paulton Library, and helping people to live resource efficient lifestyles whilst tackling the causes and effects of climate change.

To promote independence and positive lives for everyone, an extra £520,000 in 2012/13 will support older people to live independently and an extra £200,000 to cover care placements and support young care leavers. £7.5 million is available to further improve the standard of school buildings.

We have listened to the views of local people on what matters most to them: jobs and economic growth, new schools, good quality care, safe communities, opportunities for young people, clean streets and decent and affordable homes. This is reflected in our vision for B&NES and in our plans for service delivery.

We will always put people first and at the heart of the services we provide. We are determined to reach everyone and to ensure that all of our residents have the opportunity to live life to the full.

Introduction

The plan sets out the Council's objectives for Bath and North East Somerset and describes how we will make progress towards our vision.

These objectives help us to improve the services we deliver; making sure we reach and support the most vulnerable, deliver high-quality local services, whilst providing value for money.

The plan is framed around 3 objectives and describes how we will deliver them, as well as how we are responding to the key challenges ahead.

These objectives cannot be delivered by the Council alone. Together with our partners – local town and parish councils, the police, schools, the health service, community organisations, local businesses – we will champion 'joined-up' services that are efficient and that meet local need.

Other strategies and plans provide more detail about specific service areas. Our performance will be measured through our Service Delivery Programme.

The Objectives

- **Promoting independence and positive lives for everyone.**
- **Creating neighbourhoods where people are proud to live.**
- **Building a Stronger economy.**



Local picture



Bath and North East Somerset is home to nearly 180,000 people.

Within our population there is a high percentage of young people, some of which are attracted by our 2 world renowned universities. It is less ethnically diverse than the rest of England.

The local workforce is highly skilled with 35.9 per cent of the population educated to degree level or equivalent, compared with a national average of 31.3 per cent. Benefit take-up rates are also lower than the national average at 1.8 per cent of the working age population compared with 3.5 per cent nationally.

House prices within the area are relatively high, with the average house price at £288,282, compared to the national average of £160,780.

The health of people living in Bath and North East Somerset is generally better than the England average and our overall mortality rate is low. Priority crime rates are down and our residents' survey tells us that people feel safe.

The city of Bath forms the main urban area, acting as the commercial and recreational centre. It is home to approximately 50 per cent of our population and is one of the few cities in the world to be named a UNESCO World Heritage Site. The economy in Bath is performing comparatively well and the number of visitors to the city is higher than ever before.



Keynsham, Midsomer Norton and Radstock are small historic market towns located in the west and south and are home to approximately 21 per cent of our population. Midsomer Norton and Radstock have a strong heritage of mining and industry stemming from the North Somerset Coalfield.

The rest of the area consists of 69 diverse rural communities of varying sizes and characteristics, including the line of villages along the foothills of the Mendips, the Chew Valley, Whitchurch and the Cotswolds villages around Bath.



Challenges and opportunities



Our vision for Bath and North East Somerset will help us to overcome the challenges ahead, whilst making the most of the opportunities.

The financial climate

The economic slowdown is creating many challenges for the Council. Our financial capacity to deliver services, in the same way as the past, is being put under pressure. The Government's Spending Review included reductions of 28 per cent in local spending and in the Governments statement in the autumn of 2011 they confirmed the need for spending reduction measures to continue to 2016/17.

We will also seek to make the most of new Government funding through initiatives such as the New Homes Bonus and the return of future business rate growth (from 1 April 2013) which will provide the funding to support council services.

Inequalities

Bath and North East Somerset is one of the least deprived authorities in the country. However, our wealth is unequally shared and there are 5 areas within Bath and North East Somerset which experience deprivation. This creates difference, and people living within these areas are more likely to experience ill health, lower educational attainment, unemployment and a lower life expectancy. Access to education and employment is one of the most important paths out of poverty and will form a core part of our commitment to reducing the economic gap.



Complex families

The Government estimates that there are around 200 families with complex needs living within the B&NES area. These families experience 5 or more of the following problems: unemployment, poor quality or overcrowded housing, no parent has any qualifications, mental ill-health, longstanding limiting illness, disability or infirmity, low income, unable to afford food and clothing items. This is unacceptable and we will be taking steps to ensure that these families enjoy the same quality of life experienced by others.

The young unemployed and vulnerable unemployed

There has been an increase in 18-24 year olds looking for work and over 200 16-18 year olds are not in education, employment or training. While this is lower than national levels this still represents 5 per cent of all our 16 – 18 year olds. We know that being young, out of work and not in education or training will have a negative impact on future employment prospects and life chances.

Unemployed vulnerable people aged 25-60 can experience a wide range of difficulties

such as accessing housing and training, suffering mental ill-health, as well as facing additional challenges if they are lone parents.

Our new vision will help us to support young unemployed and vulnerable unemployed people not just through re-igniting an enterprise culture and stimulating employment opportunities, but by providing a package of support including training in employability skills, work experience, apprenticeship opportunities and mentoring support.

Growth

We are proud of our heritage, our historic conservation. However this should not be seen as an obstacle to growth but as an incentive for high quality, contemporary development that reflects the needs of today's residents.

As population numbers grow there will be an increase in demand for housing, education places, jobs and transport. We will invest in sustainable housing development and modern office accommodation, support schools and colleges through the provision of additional teaching and research space and enable safe and practical travel options in order to keep our roads moving.

Ageing population

The number of older people within the B&NES area is increasing. Statistical projections suggest that this will continue and by 2026, people over 75 will represent 11 per cent of the local population, compared with 9 per cent in 2011. This will create challenges in services such as social care, health and housing. We will continue to invest in good quality services for older people.

Climate change

Climate change poses significant challenges for the area. Changing weather patterns and rising energy prices mean that we will need to consider different choices in how we live our lives.

Making homes more energy efficient and investing in local renewable energy is important to achieving our carbon reduction target and to tackling fuel poverty. Our challenge is to help local people and communities reduce carbon emissions and promote more environmentally-sustainable lifestyles.

The Council has been a good steward of public resources. However, as we move forward the Council faces some very tough challenges and will need to radically redesign and potentially reduce some types of service in response to the financial and policy climate.

Changes in legislation

New legislation such as the Academies Act, Localism Act, Police and Social Responsibility Act, Health and Social Care Act and Welfare reforms are all having a significant impact on the way we work and how we deliver services in the future. We are responding well to the legislation and listed below are some of the changes we are making:

- **Academies Act:** We are helping some of our schools to become academies. Seven out of our thirteen secondary schools have already made the change and more of our schools are likely to follow in the next few years.
- **Localism Act:** We are supporting a range of mechanisms to facilitate greater community involvement in the planning of local services, such as neighbourhood plans.
- **Police and Social Responsibility Act:** Local police will become more accountable to local people through the election of a Police and Crime Commissioner for Avon and Somerset in November 2012.
- **Health and Social Care Act:** We will give local people a greater say in the way health services are delivered through a new Health and Wellbeing Board.

Our Vision

The Council's vision is to make Bath and North East Somerset an even better place to live, work and visit.



This means that we will put people first and do everything in our power to make sure that everyone fulfils their potential and has equal opportunity. We want people to be happy, healthy and proud of where they live.

The area is a rich mix of different communities and people; each place has its own history and identity. We will support people to be active citizens, and help them to help us change the way services are delivered, for the better. We value the contribution of local people, communities, businesses, students and tourists and are committed to listening to what our residents tell us about their neighbourhoods and local services.

We want Bath and North East Somerset to be a leader in green innovation and achievement. We are working with the community to reduce our carbon emissions by 45 per cent by 2026, through a range of programmes that promote resource efficiency.

We will preserve and enhance our natural and built environment that makes Bath and North East Somerset an enriching place to live, work and visit. One of the ways we can make living in the area better is to make the most of our parks, leisure and sports facilities.

To ensure Bath and North East Somerset's continued economic success we will support a strong and sustainable economy. To be resilient we must have a diversified market and to this end we will promote local business, innovation and enterprise.

We will address with determination the challenges that lie ahead and deliver our vision to make Bath and North East Somerset an even better place to live, work and visit.

This plan is framed around 3 key objectives that will enable us to deliver our vision. The next section describes some of the things that we are doing to meet these objectives.

Promoting independence and positive lives for everyone



Our aim is to improve the life chances of everyone living in Bath and North East Somerset.

This means that we are investing in services for children and young people, leading a dedicated programme of care for older people, and reducing health inequalities.

We are determined that everyone has the opportunity to enjoy a healthy lifestyle. For this to happen we will work with our partners in schools, colleges, local businesses, health services, social care and voluntary organisations to ensure the best possible outcomes for local people. We are already working closely with our local GPs who will soon be responsible for commissioning local health services.

Our population is changing. People are living longer and this will create challenges in social care and health. We are investing in these services and our commitment is to provide good quality care for older people, disabled people and vulnerable adults. We know that people want choice, dignity and the respect to make their own decisions, as well as assistance to live independently. We will develop services that meet these needs from

meals on wheels to a fully accessible door to door minibus service, making previously difficult journeys to the doctors, dentists or the shops much easier.

It is important that children and young people enjoy their childhood and are prepared for adult life. In partnership with schools, families and other children and young people's services we are committed to creating an environment that is nurturing, safe and sets high expectations.

Schools are often at the heart of our local communities, which is why we are investing £7.5 million to improve our school buildings. Recent legislative change has affected the way we manage and fund our schools and we now have academies. We are working collaboratively with our new academies to ensure that every child receives a high standard of education. Regardless of its status, we believe that every school must continue to play a pivotal role in nurturing young people and instilling a sense of community.



We are committed to activities and opportunities that help young people make a positive difference to their lives and communities. It is through these activities that young people improve their confidence as well as develop self-esteem, resilience, and important life skills. We will provide targeted support to our young people who are not in education, employment or training. It is important to us that everyone has the opportunity to develop their skills and use them to improve their community.

Youth clubs in village halls, village football teams, and theatre and music groups all play an important part of our local culture and community life. We want to make sure that everyone has the opportunity to participate in sports, leisure and cultural activities which is why we are investing in better sports facilities and local community leisure projects.

Here are some of the ways we are delivering this objective:

- Over £7.5 million to improve the quality of our school buildings. This is in addition to projects already underway at Western All Saints Primary School, Wellsway Sports Hall, Ralph Allen Applied Learning Centre, and Oldfield School.
- An extra £520,000 in 2012/13 to manage the increase in the elderly population to support people to live independently.
- An extra £200,000 in 2012/13 for services that cover care placements and support young care leavers enjoy their childhood and prepare for adult life.

Creating neighbourhoods where people are proud to live



Our aim is to create safe and healthy communities which have decent, affordable homes and clean streets.

Our residents' survey tells us that 86 per cent of residents are satisfied with Bath and North East Somerset as a place to live. However, we know that there are differences in economic success, the quality and availability of housing and the way people experience services across the district. We need to ensure that this inequality is reduced by sharing our strengths amongst all communities and neighbourhoods.

Bath and North East Somerset is a safe place to live, work and visit but we want to reduce even further the number of people that fall victim to crime and anti-social behaviour. We particularly want young people to grow up confident and safe and for people to feel safe in their streets and shared public spaces. We will make sure that people have a say in community safety in their local areas, through local partnership meetings with the police.

We believe that everyone should have access to a decent and affordable home and so we are investing £1.2 million, over the coming years, to improve the supply and quality of affordable housing. We are investing in clean streets, open public spaces and neighbourhoods and encouraging people to

take care of their local areas through schemes such as the Eco Schools project that promotes sustainability and tackles litter and waste.

We will support communities to be resilient to change and to overcome challenges such as threats of flooding or loss of a local facility such as a corner shop. We will help local people and groups to get involved and support them to make improvements within their local neighbourhoods and communities.

There are already thousands of inspirational people and groups working across the area. These make an invaluable contribution to community life through initiatives such as Community@67, a dedicated community space offering a range of activities to local people; the Somer Valley Adventure Play Park and Skate Park in Midsomer Norton, which actively involves service users in the running of the park and the 'Proud of Your Doorstep' initiative in Whiteway, which involves local residents in keeping areas clean and tidy. We want to build on these successes and do more to support local people to make positive changes within their communities.



Here are some of the ways we are delivering this objective:

- £1.2 million over 2012/15 to help ensure that there are decent affordable homes in the private and social sector.
- An increase in frontline staff to improve the cleanliness of our streets and open public spaces.
- Providing a taxi marshal service that prevents trouble occurring at night, relieving the strain on police and NHS services. Each year they help over 100,000 people get home safely from Bath City Centre.

Local opinions are invaluable to the decisions we take and we are committed to ensuring that decisions are made as locally as possible. We will not adopt a single approach for involving communities but will instead recognise their diverse nature ranging from the urban areas in Bath to rural villages at the foot of the Mendips. We will work with community groups to identify the best means of addressing local concerns and needs, using tools such as neighbourhood and community plans.

We want to help people adapt to changes in our climate. With our partners we are developing a network of community volunteers who will identify local environmental risk such as flooding or isolation caused by snow. Our Snow Warden scheme has enlisted local people as volunteers to spread salt and clear snow.

It is important to make our homes more energy efficient, since rising energy costs mean that some people cannot afford to heat their homes properly. With the support of community groups, neighbourhoods are being helped to save energy through a variety of schemes such as home insulation and solar panels on schools. We want to encourage care towards our local environment by supporting people to reduce waste and recycle more.

We want everyone in Bath and North East Somerset to be proud of where they live.

Building a strong economy



We want Bath and North East Somerset to enjoy a thriving economy.

High levels of public sector employment, the area's popularity as a tourist and retail destination and a highly skilled local workforce have so far helped to protect our economy from some of the harsher impacts of the economic slowdown.

However, we are determined to do more. We will encourage strong local business sectors, protect and grow our thriving tourist and retail industries as well as take steps to create a more diverse economy that encompasses the knowledge, creative, sustainable energy, environmental and ICT industries. A strong, resilient and diversified economy that promotes enterprise will create economic prosperity as well as a broad range of employment opportunities for local people.

We cannot tackle the challenge of economic growth alone. We need to harness the knowledge and commitment of the private sector to support growth and employment opportunities for local people. We will also encourage local businesses to play an active role in community life, through investing in apprenticeship schemes.

Among the ways we are promoting local business growth is through investment in key development sites and regeneration schemes. With our regional partners we are leading the exciting transformation of Bath Western Riverside, a former industrial site. Work on Bath Western Riverside began at the beginning of 2011 and the first 48 affordable homes were delivered to the Somer Community Housing Trust in September 2011. Phase 2 of the plans include mixed use development sites and workspaces for business.

We are also investing in Keynsham, Radstock and Midsomer Norton Town Centres. Our plans include the redevelopment of Keynsham Town Hall, the Somerdale site, new housing, traffic management schemes and the modernisation of high street facilities to attract larger national retailers.

Through these redevelopment schemes and others we are committed to maintaining and enhancing the quality of our local environment. This will not only attract larger national businesses to the area, but will inspire local people to start up new enterprises.



A strong economy relies heavily on an effective transport system. People need to be able to travel easily to their place of work. We are working to reduce traffic congestion and pollution through a range of programmes, from safer road schemes for cyclists and pedestrians to an increase in park and ride spaces. We are committed to making people's experiences of travelling in Bath and North East Somerset as convenient as possible.

Here are some of the ways we are delivering this objective:

- Over £81.5 million over the coming years into economic regeneration projects to support a broad range of employment opportunities for local people, deliver key development sites to increase the number of local businesses, provide new homes, and help create a sustainable low carbon economy. These projects are:
 - Regeneration of Keynsham town centre;
 - Bath City Riverside and development of its Enterprise Area;
 - Regeneration of Radstock town Centre;
 - Bath Transportation Package.
 - Public realm improvements in Bath city centre;
 - A Creative Hub for the digital, knowledge and creative industries.
- £4.8 million in 2012/13 on highways maintenance to ensure the quality of the highways network is maintained.
- Freezing all parking charges in 2012/13, retaining free parking in other Council car parks, and holding Park and Ride fares in recognition of the tough trading environment and squeeze on incomes.

Change Programme

Through our Change Programme we are becoming more efficient and improving the way we deliver services. This is to make sure that we continue to provide the right services to local people, when and where they need them.

Our aim is to provide priority public services at a lower cost, so we are working across the Council and with other partners to improve, simplify and standardise the way we do things.

The Change Programme is now in the third year of a five year work programme. It has already delivered £3m of savings each year and by the end of 2015/16 it will have delivered almost £9m of recurring annual savings or a total saving of £32m. This is making a real difference and helping to protect services.

However, this programme is not just about making financial savings; we are determined to improve the way we work and deliver services.

We are creating a stronger, more efficient Council that is making a real difference to the way we do business and prepare for the future. Efficiencies include our new One Stop Shops, which will bring us and our partners together

under one roof and improve our face to face contact with residents on a range of local services from housing to family tax credit.

Through our Workplaces programme we are also making sure we use expensive office space more resourcefully, whilst cutting our Carbon footprint.

We are looking at how we buy services more efficiently and our Procurement Team have already identified over £1.7m of savings, without compromising on service delivery.

Through these projects and others, the Change Programme will ensure that we not only adapt to local and national change but make sure we are at the forefront of local government exploring new and exciting ways of delivering high quality services.

