

**Democratic Services**

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Date: 7 September 2015

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**To: All Members of the Communities, Transport and Environment Policy  
Development and Scrutiny Panel**

Councillor John Bull  
Councillor Brian Simmons  
Councillor Steve Jeffries  
Councillor Mark Shelford  
Councillor Peter Turner  
Councillor Alan Hale  
Councillor Neil Butters  
Councillor Jonathan Carr  
Councillor Dine Romero

Chief Executive and other appropriate officers  
Press and Public

Dear Member

**Communities, Transport and Environment Policy Development and Scrutiny Panel:  
Monday, 14th September, 2015**

You are invited to attend a meeting of the **Communities, Transport and Environment Policy Development and Scrutiny Panel**, to be held on **Monday, 14th September, 2015** at **2.00 pm** in the **Guildhall**.

The agenda is set out overleaf.

Yours sincerely

Michaela Gay  
for Chief Executive

**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 Michaela Gay who is available by telephoning Bath 01225 394411 or by calling at the Guildhall Bath (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 be received in Democratic Services by 4.30pm the previous Friday)

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 be received in Democratic Services by 4.30pm the previous Friday). 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 Michaela Gay 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 Michaela Gay as above.

Appendices to reports are available for inspection as follows:-

**Public Access points** - Reception: Civic Centre - Keynsham, Guildhall - Bath, The Hollies - Midsomer Norton. Bath Central and Midsomer Norton public libraries.

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

## 4. Recording at Meetings:-

The Openness of Local Government Bodies Regulations 2014 now allows filming and recording by anyone attending a meeting. This is not within the Council's control.

Some of our meetings are webcast. At the start of the meeting, the Chair will confirm if all or part of the meeting is to be filmed. If you would prefer not to be filmed for the webcast, please make yourself known to the camera operators.

To comply with the Data Protection Act 1998, we require the consent of parents or guardians before filming children or young people. For more information, please speak to the camera operator

The Council will broadcast the images and sound live via the internet [www.bathnes.gov.uk/webcast](http://www.bathnes.gov.uk/webcast) An archived recording of the proceedings will also be available for viewing after the meeting. The Council may also use the images/sound recordings on its social media site or share with other organisations, such as broadcasters.

- 5. Attendance Register:** Members should sign the Register which will be circulated at the meeting.

6. THE APPENDED SUPPORTING DOCUMENTS ARE IDENTIFIED BY AGENDA ITEM NUMBER.

**7. 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.

**Communities, Transport and Environment Policy Development and Scrutiny Panel -  
Monday, 14th September, 2015**

**at 2.00 pm in the Guildhall**

**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 AND SUBSTITUTIONS

4. DECLARATIONS OF INTEREST

At this point in the meeting declarations of interest are received from Members in any of the agenda items under consideration at the meeting. Members are asked to indicate:

(a) The agenda item number in which they have an interest to declare.

(b) The nature of their interest.

(c) Whether their interest is **a disclosable pecuniary interest** *or* **an other interest**, (as defined in Part 2, A and B of the Code of Conduct and Rules for Registration of Interests)

Any Member who needs to clarify any matters relating to the declaration of interests is recommended to seek advice from the Council's Monitoring Officer or a member of his staff before the meeting to expedite dealing with the item during the meeting.

5. TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIRMAN

6. ITEMS FROM THE PUBLIC OR COUNCILLORS - TO RECEIVE DEPUTATIONS, STATEMENTS, PETITIONS OR QUESTIONS RELATING TO THE BUSINESS OF THIS MEETING

Mr Duncan Hounsell (Parish Councillor) will make a statement on 'Fair funding for Community Transport Schemes in the BANES area' on behalf of Saltford Parish Council.

David Redgewell (South West Transport Network) will make a statement on Metro

West.

7. MINUTES (Pages 9 - 16)
8. QUALITY CONTRACT SCHEME FOR BUSES - TASK AND FINISH GROUP (Pages 17 - 22)

A report on the Quality Contract Scheme for Buses Task and Finish Group with Terms of Reference attached for agreement.

9. COMMUNITY TRANSPORT (Pages 23 - 24)

There will be a presentation on this item at the meeting. The paper is attached.

10. COMMUNITY USE OF LIBRARIES - UPDATE (Pages 25 - 34)

There will be a presentation on this item at the meeting. Presentation slides are attached.

11. EAST OF BATH PARK AND RIDE CONSULTATION UPDATE (Pages 35 - 40)

This report provides the Panel with an update on the public consultation on the potential sites for a new Park & Ride to the east of Bath.

12. TRANSPORT STRATEGY FOR CHEW VALLEY AND SOMER VALLEY (Pages 41 - 46)

This report provides the Panel with an update on the Somer Valley and Chew Valley Transport Strategies which have been recently commissioned as well as the work on the Total Transport Fund recently awarded by Department for Transport.

13. CABINET MEMBER UPDATE

The Cabinet Members will update the panel on any relevant issues. Panel members may ask questions

14. PANEL WORKPLAN (Pages 47 - 50)

This report presents the latest workplan for the Panel. Any suggestions for further items or amendments to the current programme will be logged and scheduled in consultation with the Panel's Chair and supporting senior officers.

The Committee Administrator for this meeting is Michaela Gay who can be contacted on 01225 394411.

(a)

(b)

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**BATH AND NORTH EAST SOMERSET**

**MINUTES OF COMMUNITIES, TRANSPORT AND ENVIRONMENT POLICY  
DEVELOPMENT AND SCRUTINY PANEL MEETING**

Monday, 13th July, 2015

Present:- **Councillors** John Bull, Brian Simmons, Steve Jeffries, Mark Shelford,  
Peter Turner, Alan Hale, Neil Butters, Jonathan Carr and Dine Romero

**1 WELCOME AND INTRODUCTIONS**

The Chairman welcomed everyone to the meeting.

**2 EMERGENCY EVACUATION PROCEDURE**

The Chairman drew attention to the emergency evacuation procedure.

**3 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS**

There were none.

**4 DECLARATIONS OF INTEREST**

There were none.

**5 TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIRMAN**

There was none.

**6 ITEMS FROM THE PUBLIC OR COUNCILLORS - TO RECEIVE DEPUTATIONS,  
STATEMENTS, PETITIONS OR QUESTIONS RELATING TO THE BUSINESS OF  
THIS MEETING**

A member of the public, Brian Webber, stated that he would make his statement on 'Public Space Protection Orders – Consultation Results' at item 12 on the agenda. *(the statement is appended to these minutes and available on the Council's minute book held by Democratic Services)*

David Redgewell, South West Transport Network made a statement to the Panel on transport issues *(the statement is appended to these minutes and available on the Council's minute book held by Democratic Services)*. The statement covered buses – the Government Bill; quality of vehicles and the need to get more people onto buses. Mr Redgewell asked about the Transport Strategy for the West of England and urged the Panel to scrutinize this. Peter Dawson – Group Manager Planning, Policy and Transport agreed that it would be appropriate for the Panel to look at this study in due course.

**7 GENERAL INTRODUCTION TO THE PANEL REMIT**

Peter Dawson – Group Manager Planning, Policy and Transport gave a general introduction to the staffing structure in the ‘Place’ department. He explained that the Panel’s job is to review or question Cabinet decisions and also policy development. He read through the Panel’s remit. Councillor Turner asked that the officer send information on staff responsibilities to Panel members.

There was some discussion and clarification around issues within the Panel remit.

The Panel noted this information.

## **8 TRANSPORT STRATEGY - IMPLEMENTATION PLAN UPDATE**

Peter Dawson – Group Manager Planning, Policy and Transport gave a presentation to the Panel on Transport Strategy (*a copy of the presentation slides are appended to the agenda papers for this meeting and available on the Minute Book held by Democratic Services*). The presentation included:

- Getting around Bath Transport Strategy
- 62,000 journeys to work start or finish in Bath
- Challenges remain in Bath – lack of bypass/ring road
- A46/A4/A36 National Primary Route
- What’s in the Strategy
- What is to be done next?
- Keynsham Transport Strategy
- Proposals from Strategy
- Chew Valley and Somer Valley Transport Strategies – Work in Progress

Panel members made the following points and asked the following questions:

Councillor Butters asked if there was information around the proportion of journeys for which people would be amenable to not using their cars. The officer explained that this information is not readily available but agreed to send to the Panel members information on how many journeys go through Bath.

Councillor Romero asked if the 28,000 people travelling into Bath were from one area. The officer explained that it was a fairly broad spread with a concentration from Somer Valley and Bristol.

Councillor Romero asked about the Cabinet members’ interpretation of the Transport Strategy. The officer explained the administration had agreed with the Transport Strategy.

Councillor Hale asked if there was resistance to joining the dog-leg (A36 and A46). The officer explained that this was expensive and would cause environmental damage. He explained that a range of options are being considered and that officers are speaking to Wiltshire Council and also to Highways England.

Councillor Bull referred to the Transport Strategy and the loss of 400 parking spaces and asked if this will continue to be the case. The officer explained that he was not aware that this policy would change and that the issue is complex.

There was some discussion around the proposed changes to the rail network. The officer explained that there was capacity for another station between Keynsham and Bristol and there was going to be a change in tracks at Bathampton and potential to allow a Park and Ride to the east of Bath to have access to rail. He explained that the proposals for electrified rail would mean some services to London would be 20 minutes faster from Bristol via Bristol Parkway creating significant capacity on trains through Bath.

Councillor Hale asked about coach dropping off points. The officer explained that there is a discussion with the developers of North Quays.

Councillor Simmons asked about electric buses and the officer stated that the Council would support companies to do this.

Councillor Bull asked for a timeline for implementation for the strategy to inform how the Panel can be involved. He also asked for an update on East Bath Park and Ride at the end of the consultation period on this issue to see what options emerge. The officer explained that the consultation was due to start in September.

Councillor Turner asked for information about the European Commissioners visit and what was said about pollution. The officer stated that he would ask a colleague for a note of the meeting.

Regarding Keysham Transport Strategy, the officer explained the challenge in terms of traffic wanting to cross the river. Councillor Hale asked for a copy of the work and of Keynsham Parking Survey. Councillor Simmons explained that he is Chair of Dial a Ride in Keynsham, he feels that one way system would help.

Regarding the Chew Valley and Somer Valley Transport Strategy, the officer explained that this work was in progress and that he would bring the information to the September meeting of the Panel.

Councillor Bull asked that the Panel receive updates on these strategies at regular intervals.

## **9 QUALITY CONTRACT SCHEME FOR BUSES**

Councillor Bull explained that Andy Strong – Public Transport Manager would give a short update on the new Government Bill on buses. The officer gave the Panel written notes on the background to this Bill (*a copy of these notes are attached to the agenda papers for this meeting*).

Councillor Bull proposed that the Panel defer consideration of this issue until the details of the Bill become clearer. He proposed that a Task and Finish Group be set up for this issue. Councillor Romero and Butters agreed that a group be established to prepare the ground for the Bill and to ensure everything is done to get buses reliable and get more people to use them.

The Task and Finish Group membership was agreed: John Bull; Jonathan Carr; Neil Butters and Brian Simmons.

## **10 PARKING PROVISION AND CHARGES - GENERAL INTRODUCTION AND UPDATE**

Peter Dawson – Group Manager Planning, Policy and Transport gave a short presentation to the Panel (*a copy of the slides is attached to the agenda papers for this meeting*). The officer explained that there is currently a parking review taking place and that he would report back to the Panel with details at a later date.

Panel members made the following points and asked the following questions:

Councillor Shelford asked if money raised in parking charges is ring-fenced for transport. The officer stated that he would find out.

Councillor Romero asked if the current hours of operation for Park and Rides could be reconsidered. Andy Strong – Public Transport Manager explained that hours of operation were often restricted by planning regulations on lighting.

The Panel noted that a more detailed report would be brought to the Panel at a later date.

## **11 GAMBLING POLICY REVIEW**

Cathryn Humphries, Team Manager Licensing and Environmental Protection gave a presentation on the Review of Gambling Policy (*The presentation slides are attached to the agenda papers for this meeting*). The slides covered the following:

- Background
- The role of local licensing authorities
- What are licensing objectives?
- What gambling premises do we have?
- How are we going to consult about our policy?
- The Democratic Process

The officer explained that the consultation document had been sent to Panel members.

## **12 PUBLIC SPACE PROTECTION ORDERS - CONSULTATION RESULTS**

A member of the public Brian Webber made a statement on 'Public Space Protection Orders' (*The text of the statement is amended to these minutes*). Mr Webber spoke about the issues of busking around the Abbey

Please note that items 12 and 13 were taken together so this minute is the repeated at item 13.

Cathryn Humphries, Team Manager Licensing and Environmental Protection gave a presentation on items 12 and 13 (*The presentation slides are attached to the agenda papers for this meeting*). The slides covered the following:

- Anti-social Behaviour, Crime and Policing Act 2014 – the new powers
- What's new about this Act?
- Closure Orders
- Community Protection Notices
- Public Space Protection Orders
- Public Space Protection Order – proposal to ban amplification of busking in Bath
- Public Space Protection Order – consultation on banning amplification from busking
- Public Space Protection Order – the consultation
- Area of proposed PSPO
- Consultation Workshop
- Main consultation results
- Busker complaints 2014-15
- The current situation
- The way forward

Panel members made the following points and asked the following questions:

Councillor Turner asked who could issue a community protection warning letter, the officer explained that a Council officer or PCSO could do this.

Councillor Hale commented that a half-way house in dealing with the issue of the amplification of busking is no good and it has to be a yes or no on a ban. He stated that he is a voluntary steward at the Abbey and some of the noise from buskers is atrocious. He explained that this level of noise is unacceptable as some people use the Abbey as a place of refuge and it is totally wrong that individuals can affect the whole Abbey environment.

Councillor Romero stated that she welcomed the actions taken up to now which have been proportionate.

### **13 ANTI-SOCIAL BEHAVIOUR CRIME AND POLICING ACT 2014 - IMPACT ON LICENSING AND ENFORCEMENT PROCESSES**

Please note that items 12 and 13 were taken together so this minute is the repeated at item 12.

Cathryn Humphries, Team Manager Licensing and Environmental Protection gave a presentation on items 12 and 13 – please see item 12 for the main points of the

presentation (*The presentation slides are attached to the agenda papers for this meeting*).

Panel members made the following points and asked the following questions:

Councillor Turner asked who could issue a community protection notice, the officer explained that a Council officer or PCSO could do this.

Councillor Hale commented that a half-way house in dealing with the issue of the amplification of busking is no good and it has to be a yes or no on a ban. He stated that he is a voluntary steward at the Abbey and some of the noise from buskers is atrocious. He explained that this level of noise is unacceptable as some people use the Abbey as a place of refuge and it is totally wrong that individuals can affect the whole Abbey environment.

Councillor Romero stated that she welcomed the actions taken up to now which have been proportionate.

#### **14 CABINET MEMBER UPDATE**

The Panel noted the written submission from Councillor Martin Veal – Cabinet Member for Community Services.

The Panel noted the written submission from Councillor Anthony Clarke – Cabinet Member for Transport and asked him the following questions:

Councillor Romero asked what caveats the administration had when agreeing the Transport Strategy. Councillor Clarke explained that these caveats are well known – the strategy should cover the whole authority. He explained that the Keynsham strategy was passed at Cabinet last week and an examination of rural areas has been set in progress. Councillor Romero asked if he supported the elements of the authority that cover Bath – The Cabinet Member explained that it is a strategy not a plan and that in general terms the administration have no issue with the requirement to rid the city and authority of vehicles that don't need to use it.

Councillor Butters referred to the work being carried out and planned for the Great Western Main Line and stated that there should be planned mitigation for this.

Councillor Carr referred to the reduction of emissions in the city and asked what the Government is doing to ensure the Council will have the power to control emissions. Councillor Clarke stated that the administration is committed to do the measurements required and the PM 2.5 to monitor for particulate matter in London Road has now been put in place, when the results come in the administration will act accordingly.

#### **15 PANEL WORKPLAN**

Councillor Bull introduced the workplan and asked that Panel members let him know about any additions they would like.

Regarding the Panel's usual time of meeting, he proposed 4pm on Mondays – the Panel agreed.

The Panel noted the workplan and that the next meeting is 14<sup>th</sup> September 2015 at 4pm.

The meeting ended at 12.30 pm

Chair(person) .....

Date Confirmed and Signed .....

**Prepared by Democratic Services**

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<b>Bath &amp; North East Somerset Council</b>	
<b>MEETING:</b>	<b>Communities, Transport &amp; Environment, Policy Development &amp; Scrutiny Panel</b>
<b>MEETING DATE:</b>	<b>14<sup>th</sup> September 2015</b>
<b>TITLE:</b>	<b>Draft Terms of reference: The potential for a Bus Quality Contract Scheme in Bath &amp; North East Somerset Council Task and Finish group</b>
<b>WARD:</b>	All wards
<b>AN OPEN PUBLIC ITEM</b>	
<b>List of attachments to this report:</b>	
<ol style="list-style-type: none"> <li>1. <b>Draft terms of reference for the potential for a Bus Quality Contract Scheme in Bath &amp; North East Somerset Council (Task and finish Group)</b></li> </ol>	

## **1 THE ISSUE**

- 1.1 At the Council meeting on 15<sup>th</sup> January 2015 on a motion proposed by the Labour Group it was resolved that the then Planning, Transport and Environment Policy Development & Scrutiny Panel undertake further work into the potential, including advantages and disadvantages as well as cost implications and any financial risk to the Council, of a QCS in B&NES with a report back to Council.
- 1.2 After the general Elections in May 2015 the newly formed Communities Transport & Environment Panel at their first public Panel meeting on the 13<sup>th</sup> July 2015 received an update on the new Government Bill on Buses. At this meeting Cllr Bull proposed that the Panel defer consideration of the new Buses Bill until the details become clearer and proposed a Task and Finish group to look at the potential for a Quality Contract Scheme for Buses

## **2 RECOMMENDATION**

The Communities Transport & Environment PDS Panel are asked to:-

- 2.1 Consider and approve the draft terms of reference for the Task and Finish Group work and make any further comments on the terms of reference at its draft stage
- 2.2 Agree to undertake the review within the timescales set out in the terms of reference.
- 2.3 Formally agree to the nomination of the following Members (*Cllr Bull, Cllr Simmons, Cllr Butters, Cllr Carr*) to form a Task and Finish Group who will lead on co-ordinating the Task and Finish group's activities

### 3 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

3.1 The Task & Finish Group work must be completed within the resources available to the Communities Transport & Environment Panel and any proposals put forward by the group would require a budget impact analysis.

### 4 STATUTORY CONSIDERATIONS AND BASIS FOR PROPOSAL

4.1 Equalities issues were considered by the Panel as part of their work in formulating the scope of this proposed investigation and further equalities work would be undertaken during the course of consultation and formulation of the final recommendations.

4.2 No sustainability or natural environment considerations at this initial stage.

### 5 THE REPORT

5.1 The full details for this review are contained in the draft Terms of Reference attached at Appendix 1.

### 6 RATIONALE

6.1 A task & finish group is a small scale investigation into an issue, with the emphasis on gathering existing information rather than completing extensive new research. Officers may be asked to contribute towards the steering group, provide information, give a briefing and attend panel meetings. The final report for this review would be brought to a public PDS panel meeting.

### 7 OTHER OPTIONS CONSIDERED

7.1 None

### 8 CONSULTATION

8.1 *Ward Councillors; Cabinet Member; Parish Councils; Town Councils; Policy Development and Scrutiny Panels; Staff; Other B&NES Services; Service Users; Local Residents; Community Interest Groups; Stakeholders/Partners; Other Public Sector Bodies; Section 151 Finance Officer; Chief Executive; Monitoring Officer*

### 9 RISK MANAGEMENT

9.1 A risk assessment related to the issue and recommendations has been undertaken, in compliance with the Council's decision making risk management guidance.

<b>Contact person</b>	<i>Emma Bagley Telephone 01225 396410</i>
<b>Background papers</b>	<ol style="list-style-type: none"><li><i>1. CTE Panel meeting 13<sup>th</sup> July 2015, (Agenda Item 9) Quality Contract Scheme for Buses ( Minutes of request)</i></li><li><i>2. Full Council meeting Minutes 15<sup>th</sup> January 2015 ( Agenda Item 61)</i></li></ol>
<b>Please contact the report author if you need to access this report in an alternative format</b>	

## TERMS OF REFERENCE

**Review Title:** The potential for a Bus Quality Contract Scheme in Bath & North East Somerset

A Task and Finish Group<sup>1</sup> review by the Communities, Transport, and Environment Policy Development & Scrutiny Panel

### 1. Background

At the Council meeting on 15<sup>th</sup> January 2015 on a motion proposed by Councillor John Bull, and seconded by Councillor Eleanor Jackson, it was resolved that:

1. Council notes that buses are a key part of the B&NES Transport Strategy yet the current services often do not serve the needs of residents and are viewed as expensive and unreliable.
2. Council further notes the powers contained within the Transport Act 2000, as amended, to set up a Quality Contract Scheme (QCS) which would allow the Authority to plan the bus route network, set the fares and award contracts to run services or local networks.
3. Council recognises, however, that under a QCS there is a revenue risk to the Council in that it would be responsible for meeting any shortfall in fares income to cover the operating costs of the contracts.
4. Council also recognises that where a decision has been made to proceed with a QCS in the North East, this has been a joint decision between multiple local authorities.
5. For the reasons outlined in 3 and 4 (above), Council believes that significantly more work is required to determine whether a QCS is the best way forward for the provision of buses in B&NES.
6. Council therefore asks, in the first instance, the Planning, Transport and Environment Policy Development and Scrutiny Panel to undertake further work into the potential, including advantages and disadvantages, as well as cost implications and any financial risk to the Council, of a QCS in B&NES with a report back to the new Council preferably by July 2015 but by the end of the calendar year at the latest.
7. The motion was supported by members of all political parties with three members abstaining. There was a cross party view that there was value in referring the issue to PDS review.

After the general elections in May 2015 the newly formed Communities Transport and Environment PDS Panel at their first public panel meeting on 13<sup>th</sup> July 2015 received an update on the new Government Bill on buses.

At this meeting Cllr Bull proposed that the Panel defer consideration of the new buses bill until the details of the Bill become clearer and proposed that a Task and Finish Group is set up to look at the potential for a Quality Contract Scheme for buses. This was agreed to be an internal working group.

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<sup>1</sup> A Task & Finish Group is a small scale investigation into an issue, with the emphasis on gathering existing information rather than completing extensive new research. Officers may be asked to contribute towards the steering group, provide information, give a briefing and attend panel meetings

## **2. Purpose**

To consider the initial advantages and disadvantages of a bus quality contract scheme in Bath & North East Somerset.

## **3. Objectives of PDS Review**

The objectives of this Policy Development & Scrutiny TFG Review are to:

- 3.1** To review the current legislative framework for quality contracts schemes and ascertain whether conditions in Bath & North East Somerset are such that the requirements of the Transport Act 2000 (as amended) would be met.
- 3.2** To identify through existing available data the extent of problems with the current network of services in terms of:
  - Punctuality and reliability of services
  - Frequency of services in relationship to population density
  - Co-ordination of services between operators
  - Ticketing inter-availability and flexibility
  - Cost of travel (average fares)
  - Extent of bus priority measures
- 3.3** To consider to what a quality contract scheme could provide which would overcome the identified problems in the bus service network.
- 3.4** To consider the boundaries for a potential quality contract scheme and the extent of scheme coverage including:
  - The extent of service inclusion for different scheme boundaries
  - The relationship and overlap with other Local Transport Authorities (LTA) areas
  - Criteria for exclusion of services from the scheme
- 3.5** To consider the available financial information that identifies operating costs and revenues of services that operate within the potential scheme area(s), including the associated risks.
- 3.6** Review actions and progress made by other LTAs in respect of quality contract schemes.
- 3.7** This review will acknowledge the proposed Buses Bill that is expected to be put before Parliament in the current session and monitor its potential outcomes.
- 3.8** The outcomes of this work will potentially feed into current work on:-
  - The Joint Local Transport Plan
  - Joint West of England transport studies and
  - future discussions concerning devolved powers

## **4. Out of Scope:**

- Home-to-school transport for entitled scholars will not be examined during this review except where this is delivered by registered local bus services.

## 5. Approach

The Panel will undertake the following activities to gather information:

### 5.1 Research

The steering group will need to consider existing data available on:

- Financial data published by operators
- Data on patronage provided by operators
- Punctuality and reliability data from surveys, Real Time Information systems (such as arrival timing data commonly seen at bus stops), and operator provided data
- Passenger satisfaction surveys undertaken by B&NES and Transport Focus
- Legislative requirements for quality contract schemes

Note: Data for this financial year will be used (if available)

### 5.2 Comparative analysis of other Quality Contract proposals

The steering group will need to analyse the process undertaken and current status of Quality Contract proposals in the public domain, from:

- West Yorkshire Combined Authority
- North East Combined Authority
- Sheffield City Region Combined Authority

## 6. Reporting

The panel will produce a written report and present findings to a future meeting of the Scrutiny Panel. (Anticipated to be the January 2016 CTE PDS public Panel meeting)

### 7. Outputs of this Review

- Notes and papers from public Communities Transport & Environment Policy Development & Scrutiny Panel meetings
- Report incorporating key findings, conclusions and recommendations, including financial and risk implications.
- Report and recommendations to be presented to the Cabinet (lead Cabinet Members are likely to be the Cabinet Member for Transport, Cllr Anthony Clarke and Cabinet Assistant, Cllr Matt Cochrane.
- The Panel may consider the future development of a full review and further consultation exercises with elected representatives, bus users, and operators on key issues identified through the initial findings of the Task and Finish Group work.
- Timely and relevant considerations that could inform future local transport strategies, as well as potential joint working at the West of England level.

### 8. Constraints

- The review must be managed within the budget and resources available to the Panel.
- The review research and findings will need to consider the requirements of the Equalities Act.

- The Task and Finish Group will report back on the findings from this review to the Communities Transport & Environment Policy Development & Scrutiny Panel at the January 2016 meeting.

## 9. Draft Outline Project Plan

<b>Date</b>	<b>Stage / Activity</b>	<b>Meeting Type</b>
<b>Terms of reference</b>		
13/08/2015	PDS Private briefing to discuss Terms of reference	Private
14/09/2015	Public agreement of TOR at CTE PDS	Public
<b>Research</b>		
October 2015	Research and briefing reports	Private
<b>Report Writing</b>		
Dec 15/ Jan 2016	Task and Finish group meeting to discuss Recommendations	Private
Jan 2016	Panel Meeting for Final Report and Recommendations	Public
14 <sup>th</sup> March 2016	Cabinet Response	Public

## 10. Project Team

<b>Communities, Transport and Environment Policy Development and Scrutiny Panel</b>	(Chair) Cllr John Bull (Vice Chair) Cllr Brian Simmons Cllr Steve Jeffries Cllr Mark Shelford Cllr Peter Turner Cllr Alan Hale Cllr Neil Butters Cllr Jonathan Carr
<b>Task and Finish Group Members</b>	Cllr John Bull, Cllr Brian Simmons, Cllr Neil Butters, Cllr Jonathan Carr
<b>Directors:</b>	Louise Fradd
<b>Service Officers:</b>	Andy Strong
<b>Policy Development &amp; Scrutiny Officer:</b>	Donna Vercoe / Emma Bagley
<b>Panel Administrator, Democratic Services</b>	Michaela Gay

**Bath & North East Somerset Council  
Communities, Transport & Environment Policy Development & Scrutiny Panel  
Monday 14 September 2015**

## **AGENDA ITEM 9 – COMMUNITY TRANSPORT**

### **1 Background**

Bath & North East Somerset Council provides financial support to 2 dial-a-ride schemes and 8 other voluntary groups who operate Community Transport (CT) services. In addition, a dial-a-ride service in Bath is operated by the Council's in-house fleet.

The dial-a-ride schemes operate under service level agreements for two or three years and these specify the area to be served and the minimum level of service to be provided. The other voluntary groups apply for grants each year.

Total financial support for community transport in 2015/16 will be £288,972. In addition, the Council provides funding for safeguarding checks for paid staff, training for trustees in their roles and responsibilities, and basic first-aid training for volunteer drivers – total cost in the region of £1k per annum.

105,155 single passenger journeys were made on CT services in 2014/15 – an increase of 74% since 2005/06. The average subsidy per passenger journey is £2.72.

### **2 Current issues**

#### **(i) Strategic Review**

Initial work on the Council's Strategic Review has identified that CT should play a bigger role in overall transport provision. This was also a manifesto commitment by the Conservative Party in the recent Council elections. The Strategic Review identified, too, that CT schemes need to broaden the scope of their operations to ensure their survival should financial support from the Council be reduced.

- There may be scope for some rural bus services to be replaced by CT services linking rural communities with core bus service corridors.
- Community transport groups should put themselves on a footing where they can submit tenders for home-to-school transport contracts, public transport contracts and other transport work.

The Review is ongoing and these ideas will be explored with CT groups in the coming months.

#### **(ii) Internal Audit**

The Council is carrying out an internal audit of its spending on community transport. Work began at the start of September 2015 and is likely to be completed by December 2015. This will be seeking:

- to ensure that applications for community transport grant funding are effectively and consistently assessed against approved key criteria to make certain that all schemes provide value for money, accessibility, coverage and adherence to the Council's strategy and objectives.
- to ensure that community scheme contracts and SLAs are robust and effectively monitored and reported.
- to ensure that grant funding and concessions are accounted for in accordance with the Council's financial regulations and that any income due to the Council is received in full and on time.

### **(iii) Total Transport Pilot Fund**

The Council bid successfully for £60k to fund a consultant to look at the provision of all types of passenger transport in the Chew Valley area, including bus services, home-to-school transport, community transport and non-emergency patient transport. The work will be carried out alongside work on a draft Chew Valley Transport Strategy. It is envisaged that the work will be completed in March 2016.

### **(iv) Paper by Cllr Brian Simmons**

Cllr Brian Simmons wrote a paper in November 2013 called "*The future of Community Transport schemes in modern society.*" This outlined some ideas on how CT could become more sustainable and less dependent on financial support from the Council. Also, it argued that provision of CT should be seen as part of the Wellbeing agenda because of the important role it plays in helping assist independent living.

## **3 Recommendation**

That the Panel consider a full report on the outcomes of the current work on community transport at a meeting in early 2016.

Andy Strong  
Public Transport Manager  
Bath & North East Somerset Council  
14 September 2015



# Libraries & Archives

- » <http://www.bathnes.gov.uk/services/libraries-and-archives>
- » 8 Libraries
- » 1 Mobile
- » 4 Community Led Libraries

<b>Library</b>	<b>Hrs open (per week) per month</b>	<b>Visits per month avg 2014/15</b>	<b>Visits per hour avg 2014/15</b>	<b>Book Issues per month avg 2014/15</b>	<b>Book Issues per hour avg 2014/15</b>
<b>Saltford</b>	(16) 64	396	6.1	693	10.8
<b>Mobile</b>	79	750	9.5	2,422	30.6
<b>Weston</b>	(21.5) 86	1,533	17.8	1,509	17.5
<b>Radstock</b>	(23) 92	870	9.4	1,260	13.6
<b>Moorland Rd</b>	(25) 100	1,850	18.5	2,217	22.1
<b>Midsomer Norton</b>	(37.5) 150	4,537	30	5,174	34.5
<b>Paulton</b>	(38.5) 154	6,248	40.5	1,387	9
<b>Keynsham</b>	(49) 196	11,800	60.2	6,726	34.3
<b>Bath</b>	(55) 220	41,349	188	22,150	100.6

# Bath Central Library

- » SWAN Advice
- » Volunteers Centre
- » Business Start Up Support
- » Bath Festivals
- » Exhibition/Meeting Space
- » Competitions, Educational sessions, Evening Events
- » IT volunteers – help customers with IT issues using PN (Peoples Network Computers)

# Keynsham

- » Joint One Stop Shop & Library
- » Cross training staff
- » Large number of third sector partners including the Police
- » Registrars service
- » Large community space available for hire

# Midsomer Norton

- » IT Training Courses
- » After hours events e.g. poetry readings, musical events
- » Use the space to participate in community Christmas fayre
- » Activities for parents & children e.g. baby bounce & rhyme

## Available across the Service

- » Chip & Pin Payment Services
- » Books on prescription
- » Free Wi-Fi in majority of libraries including Weston and Paulton
- » Printing & photocopying facilities
- » Specific areas, items and computers for children, and run regular events.

# Activities & Services

- » Reserve or order your books online or use Libraries West App.
- » Story times
- » Baby Bounce & Rhyme
- » Book Clubs & Reading groups
- » Community café at Paulton
- » Successful use of volunteers in Paulton & currently recruiting volunteers for Saltford.

# Activities & Services

- » Housebound volunteer service is run by each of the 3 main libraries (go out and deliver books to people in their homes e.g. elderly, disabled etc.)
- » Staff in all libraries will try and support customers using Computers to apply for jobs and fill in forms where possible.
- » Also operate an enquiry centre, by phone; fax or e-mail.



# Activities & Services

- » Mobile Library service visits a wide range of communities, urban and rural
- » Use of Social Media to promote events
- » E-Books & Audio Books through Libraries West
- » 4 Community Led Libraries (all different)
  - » Larkhall; Chew Stoke; Combe Hay; Southside

# Opportunities & Issues

- » Library review / Financial Pressures
- » Greater use of Technology
- » Training & Expertise
- » Community spaces
- » Community Involvement
- » Libraries West improvements
- » Partnerships

<b>Bath &amp; North East Somerset Council</b>		
MEETING	<b>Communities, Transport and Environment Policy Development and Scrutiny Panel</b>	
MEETING	<b>14 September 2015</b>	
TITLE:	<b>East of Bath Park &amp; Ride</b>	
WARD:	Bath Avon North & Lambridge	
<b>AN OPEN PUBLIC ITEM</b>		
<p><b>List of attachments to this report:</b>  Appendix 1 - Sites which might support a new P&amp;R east of Bath  Appendix 2 - Sites not to be taken forward for public consultation</p>		

**1 THE ISSUE**

1.1 This report provides the Panel with an update on the public consultation on the potential sites for a new P&R east of Bath.

**2 RECOMMENDATION**

2.1 The Panel are asked to note the progress made on this work.

**3 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)**

3.1 The cost of the consultation work of £5k is managed within the Capital Programme approved budget of £500k, of which £291k was spent in 2014/15.

3.2 There is a small risk of revenue reversion of the costs incurred against this budget in the case that a capital project does not go ahead.

3.3 There is a provisional budget for 2016/17 of £4.7m for the delivery of the capital project, funded by corporate borrowing. This will require a future formal decision and project costings for the options will be considered as part of the usual capital approval process.

**4 STATUTORY CONSIDERATIONS AND BASIS FOR PROPOSAL**

4.1 Economic Development, Sustainability and Equality.

## 5 THE REPORT

- 5.1 The Council at its meeting in November 2014 adopted the Getting Around Bath Transport Strategy which once again affirmed the need for a new P&R east of Bath. Cabinet at its meeting in July agreed that a public consultation should be undertaken on the options for this important facility.
- 5.2 The map attached as Appendix 1 shows three sites which the public are being asked to comment on. These are sites which are likely to have sufficient capacity to support the expected demand for the new P&R. They are also located near to or adjoining the main routes into the city from the east where drivers might be attracted to transfer to a bus to complete their journey. Finally the sites are near enough to the city to provide quick and affordable journeys.
- 5.3 The consultation is open until the beginning of October and the Cabinet in November will consider how to take this project forward in the light of representations received. The latest issue of Council Connect has an article on the consultation inviting comments from all residents. We are holding 2 exhibitions on Saturday 19<sup>th</sup> September from 2.00 – 6.00pm in Bathampton and on Tuesday 22<sup>nd</sup> September from 4.00 – 8.00 in the Guildhall. Finally there is a web site where representations can be made. This is at [www.bathnes.gov.uk/eastpandr](http://www.bathnes.gov.uk/eastpandr)
- 5.4 The table below shows the advantages and disadvantages of these three sites:

Site	Benefits	Constraints
Land east of A4/A46 junction (Site A)	Near to the city Visual impact could be reduced by landscaping and planting Could provide access to the river for Park and Sail	High risk of flooding and would require placement flood capacity. Part of the River Avon Site of Nature Conservation Interest. Inside City of Bath World Heritage Site and Bath Conservation Area. Would need to replace playing fields elsewhere. Split site with part to the west of the A4. Could not be served by a new rail station In private ownership.
Land west of Mill Lane (Site B)	Not considered to be at risk of flooding Outside City of Bath World Heritage Site Visual impact could be reduced by landscaping and plating Could be served by a new rail station Could provide access to the river for Park and Sail	Requires a new access from the A4. Might require access from adjoining site with a tunnel under Mill Lane. In private ownership.
Land east of Mill Lane (Site F)	Not considered to be at risk of flooding Outside City of Bath World Heritage Site Visual impact could be reduced by landscape and planting In public ownership	Requires a new access from the A4 Could not be served by a new rail station

- 5.5 Some of these sites might allow the development of a new railway station on the main line.

## 6 RATIONALE

6.1 The need for wide public engagement to identify the right site for this facility is important.

## 7 OTHER OPTIONS CONSIDERED

7.1 A site could have been selected without this engagement but Cabinet wanted any decision on a site to be informed by public comment and representations.

## 8 CONSULTATION

8.1 Public consultation will be undertaken during September with public exhibitions in Bathampton on 19<sup>th</sup> September and in the Guildhall on 22<sup>nd</sup> September. There is a web page inviting comments and the current issue of Council Connect refers to the public consultation.

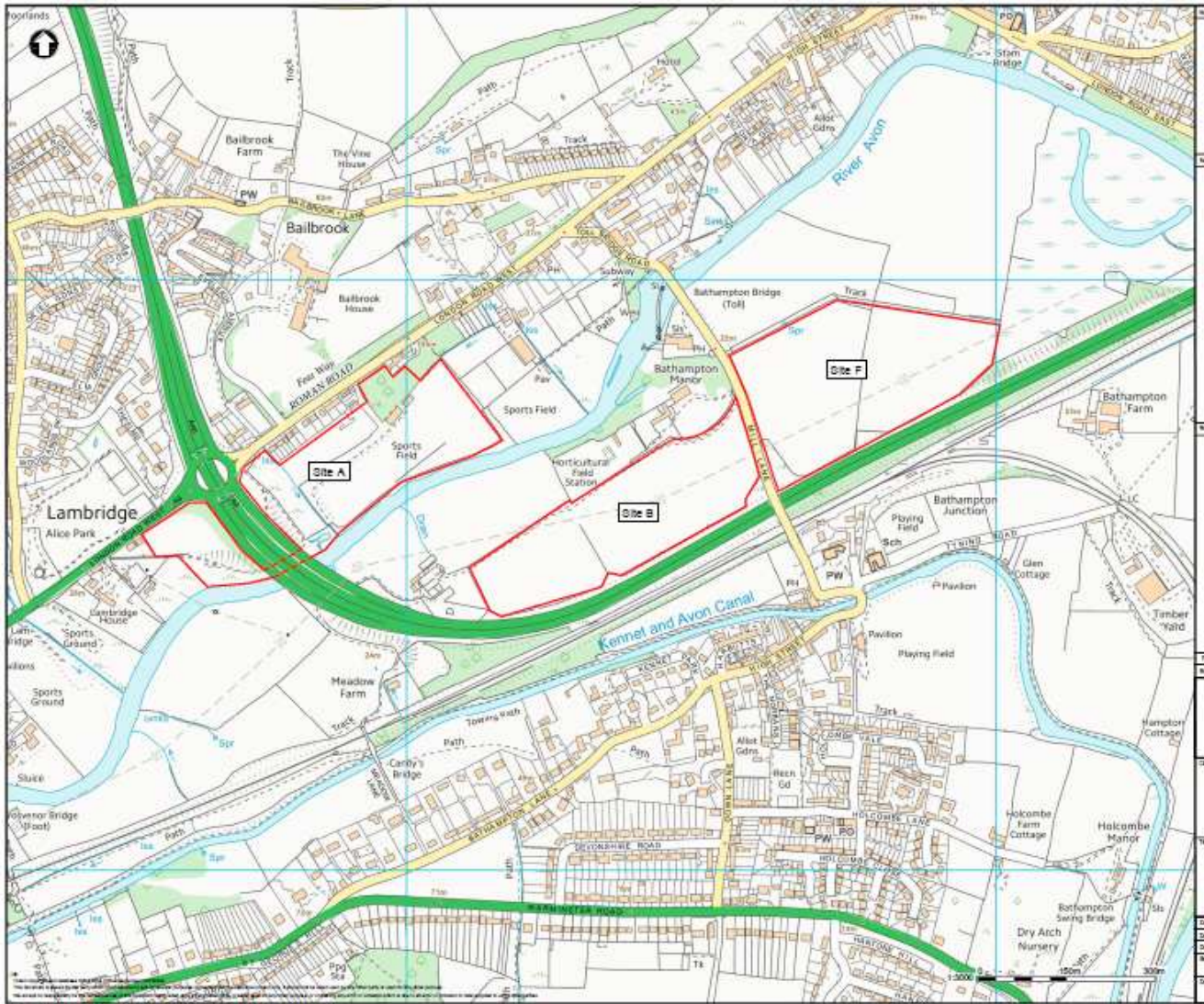
## 9 RISK MANAGEMENT

9.1 A risk assessment related to the issue and recommendations has been undertaken, in compliance with the Council's decision making risk management guidance.

<b>Contact person</b>	<i>Peter Dawson 01225 - 395181</i>
<b>Background papers</b>	
<b>Please contact the report author if you need to access this report in an alternative format</b>	

# Appendix 1

## Sites which might support a new P&R east of Bath

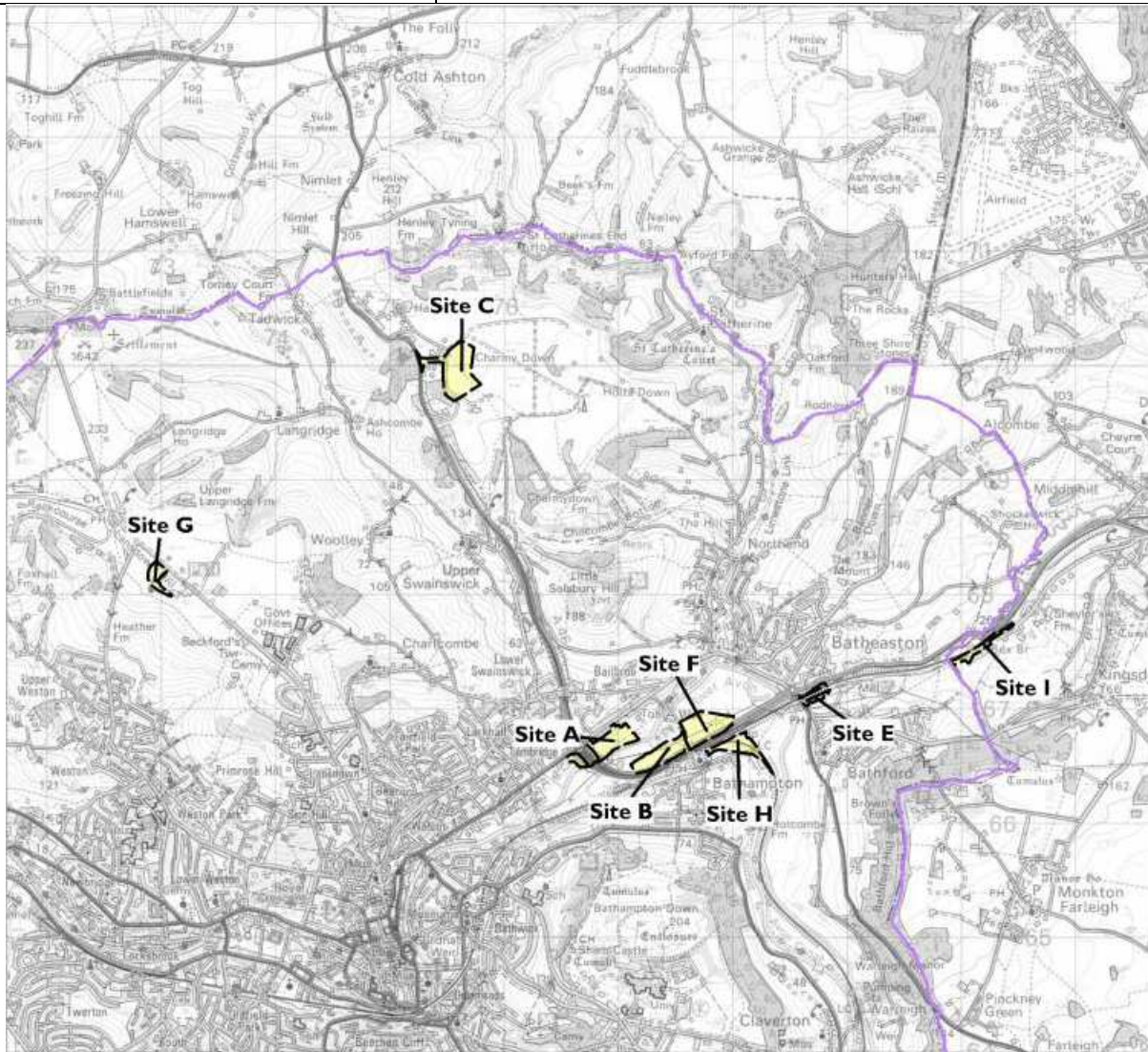




## Appendix 2

### Sites not to be taken forward for public consultation.

Site C – Charmy Down	Too far from Bath, misses key routes and difficult access
Site E - Bathford	Lack of capacity – site too small to cater for assessed demand for Park & Ride
Site G – Lansdown Park and Ride	Misses key routes from the east
Site H – Bathampton Junction	Too expensive and not supported by rail industry. Impact of moving the railway line on Listed Buildings and SSSI and adjoining homes. Visual impact of a multi-story car park
Site I – Land south of Box Bridge	Lack of capacity – site too small to cater for assessed demand for Park & Ride



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<b>Bath &amp; North East Somerset Council</b>		
MEETING	<b>Communities, Transport and Environment Policy Development and Scrutiny Panel</b>	
MEETING	<b>14 September 2015</b>	
TITLE:	<b>Transport Strategy for Chew Valley and Somer Valley</b>	
WARD:	Chew Valley North & South, Mendip, Radstock & Westfield	
<b>AN OPEN PUBLIC ITEM</b>		
<p><b>List of attachments to this report:</b></p> <p>Appendix 1: Terms of reference for the Somer Valley and Chew Valley Transport Strategies</p> <p>Appendix 2: Chew Valley Total Transport Pilot</p>		

**1 THE ISSUE**

- 1.1 This report provides the Panel with an update on the Somer Valley and Chew Valley Transport Strategies which have been recently commissioned as well as the work on the Total Transport Fund recently awarded by Department for Transport.

**2 RECOMMENDATION**

- 2.1 The Panel are asked to note the progress made on this work and are invited to comment on the Terms of Reference attached at Appendix 1.

**3 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)**

- 4 Expenditure incurred for development of the transport strategies for Somer Valley and Chew Valley are expected to be wholly funded through use of £55k of reserves as outlined by member resolution from the meeting of Council in February.
- 5 Costs for the additional works surrounding the review of bus services is being wholly funded through a grant from the Department of Transport for £60k.

**6 STATUTORY CONSIDERATIONS AND BASIS FOR PROPOSAL**

- 6.1 Sustainability and Equality.

## 7 THE REPORT

7.1 The Council at its meeting in February 2015 agreed to earmark up to £55,000 within the Financial Planning Reserve to enable the commissioning and production of;

- A transport strategy for the Somer Valley;
- A transport strategy for the Chew Valley and rural areas

7.2 This work has now been commissioned and the terms of reference is attached as Appendix 1. We have appointed Mott MacDonald to undertake this work following a competitive tender. Members will recall that Mott MacDonald have recently completed Transport Strategies for both Bath and Keynsham.

7.3 This commission also requests that the Mott MacDonald review speed limits and the accident records on the A37 particularly in the vicinity of Pensford and recommend appropriate measures for the Council to consider to improve the environment for residents in villages on this busy route.

7.4 We have recently been awarded funding from the Department of Transport to review the provision of all forms of community, public health and supported bus services (including home to school travel) within the Chew Valley. The aim of this work is fully explained in the terms of reference attached as Appendix 2.

## 8 RATIONALE

8.1 This work will provide Transport Strategies for the whole of the District informing the Council's placemaking plan.

## 9 OTHER OPTIONS CONSIDERED

9.1 The work could have been undertaken in house but the procurement of a dedicated resource was agreed to allow existing staff to focus on priority work.

## 10 CONSULTATION

10.1 The Strategies will be subject to consultation with stakeholders and the public both on the problems within these areas but also on the draft Strategy once it has been produced. The Connecting Communities Forum will be used to provide a focus for these discussions.

## 11 RISK MANAGEMENT

A risk assessment related to the issue and recommendations has been undertaken, in compliance with the Council's decision making risk management guidance.

<b>Contact person</b>	<i>Peter Dawson 01225 - 395181</i>
<b>Background papers</b>	
<b>Please contact the report author if you need to access this report in an alternative format</b>	

## Appendix 1

### Terms of reference for the Somer Valley and Chew Valley Transport Strategies.

To draft a Transport Strategy for the Somer Valley to consider the following:

- a) An appropriate transport vision and objectives, taking account of existing objectives set out in the Joint Local Transport Plan and by B&NES Council, including those established through the West of England partnership with other authorities; and those defined by B&NES specifically for the Bath and Keynsham Transport Strategies.
- b) Assess the effect of the proposed developments in the Council's Core Strategy and Placemaking Plan on the road and Public Transport network and propose mitigation where appropriate. The Core Strategy establishes the overall level of residential and employment development to be provided in the Somer Valley between 2011 & 2029. Some of this development has already been completed and a number of sites have planning permission. The Council is also currently preparing a Placemaking Plan which will allocate specific sites for development. Midsomer Norton Town Council is also preparing a Neighbourhood Plan which will influence the location and type of development. A list of the proposed and anticipated development sites is set on the Council's web site<sup>1</sup>.
- c) In addition to allocating sites for residential development the Council's Placemaking Plan will also identify and allocate sites to provide new employment space and to meet identified need for additional retail floorspace. Sites currently under consideration include
  - i. land in the Old Mills area for employment development and
  - ii. either South Road Car park in Midsomer Norton Town centre or the Former Welton, Bibby & Baron site to the north of the town centre for retail development to include a food store.The consultants are asked to assess what are the likely implications of these redevelopments on the road network and parking provision. Recent parking survey information and queue lengths for relevant junctions will be available to inform this element of the work. A more detailed specification for this work is set out in Appendix 4. An early indication of the conclusions in respect of South Road Car park will be required to inform the Council's Placemaking Plan.
- d) Review the supply and future demand for car parking within both Radstock and Midsomer Norton.
- e) Consider what strategy the Council should follow in managing the A367 to Bath, the A362 to Frome and the A37 to Bristol
- f) Identify key priority cycling routes and other aspects that will benefit the cyclist both in urban and rural areas, taking account of the recommendations of the B&NES/Sustrans Strategic Cycle Network Review.
- g) Identify key priorities and potential improvements that could be made for those on foot and any constraints for those with mobility difficulties.
- h) Consider the links (road and public transport) south into Somerset and recommend costed improvements particularly towards Frome.
- i) Recommend strategic public transport (bus) improvements connecting Midsomer Norton and Radstock with key destinations including Bath and Bristol. There are currently Statutory QPSs for these corridors which expire in 2017 and 2016 respectively. The Consultants are

<sup>1</sup> <http://www.bathnes.gov.uk/services/planning-and-building-control/planning-policy/evidence-base/strategic-housing-land#twoone>

asked to consider/recommend how these partnership relationship with bus operators should develop.

- j) To consider if further reviews of speed limits should be undertaken in the light of the recommendations in Appendix 2 and the recent implementation of 20 mph schemes in the area

### **Chew Valley and Rural Areas:**

- a) An appropriate transport vision and objectives, taking account of existing objectives set out by B&NES Council, including those established through the West of England partnership with other authorities; and those defined by B&NES specifically for the Bath and Keynsham Transport Strategies.
- b) Review HGV routes into and through Chew Valley and recommend a strategy to reduce their impact
- c) Consider if any action should be undertaken to better manage through traffic particularly to Bristol Airport through Chew Magna
- d) Review the supply and future demand for car parking within Chew Magna.
- e) Review the public and community transport network and recommend a costed programme of improvement in the light of the work commissioned through the 'Total Transport Pilot Fund' project discussed below.
- f) Consider if there are any concentrations of Road Traffic Collisions (RTC) which require remedial action by the Council.
- g) Consider what improvements might be required in the cycle and walking in the Chew Valley taking account of the recommendations of the B&NES/Sustrans Strategic Cycle Network Review.
- h) To consider if further reviews of speed limits should be undertaken in the light of the recommendations in Appendix 2 and the recent implementation of 20 mph schemes in the area
- i) Consider what approach the Council should take to managing traffic on the A37, A39 and A367.
- j) To consider what relevance this strategy might have for other rural areas particularly the recommendations associated with the Total Transport Pilot Fund commission for example the future role of shared taxi schemes.

### **A37**

1. The A37 provided the main road link into Bristol from the Somer Valley and is a typically busy A road with a significant number of HGVs. What is particularly problematic is the impact that these HGVs have in the villages along this road, particularly Pensford and Clutton. In Pensford the gradient of the road within the village and the particularly narrow width available for the footway creates an intimidating and potentially dangerous environment.
2. The consultants are requested to review both the speed limits on this road and accident data and recommending remedial measures to improve the pedestrian environment within the villages on this road and mitigating the impact of this traffic.

## Appendix 2

### Chew Valley Total Transport Pilot

The Council has recently been successful in a bid to DfT for funding under its 'Total Transport Pilot Fund' initiative. This funding is intended for the review and development of better strategies for the alignment of all forms of passenger transport within the Chew Valley including public transport, community transport, home-to-school transport and non-emergency patient transport.

#### The Geographical Area:

Describe the geographical area covered by this proposal. Preference will be given to bids from rural and rural-outer urban areas.

The parishes of Chew Magna, Chew Stoke, Compton Martin, East Harptree, Hinton Blewett, Nempnett Thrubwell, Norton Malreward, Stanton Drew, Stowey Sutton, Ubley, West Harptree.

Collectively, these parishes form the Chew Valley area, which falls within the "Rural-80" category of eligible areas.

#### Description of the types of transport provision covered by the bid:

Briefly identify the transport services and operators that will be integrated under the scheme.

- (i) Registered local bus services operated in the area by Abus, Bath & North East Somerset Council, Bugler Coaches, Citistar, Somerbus;
- (ii) Home-to-school transport operated under contract to Bath & North East Somerset Council by Citistar, Eagle Coaches, Filers Coaches, Glenvic Coaches and Somerset Transport Services;
- (iii) Community transport provided by Keynsham & District Dial-a-Ride, Midsomer Norton & Radstock Dial-a-Ride, Chew Valley Community Transport;
- (iv) Non-emergency patient transport procured by the NHS.

#### Description of Proposal:

Enter a brief description of the outputs for which funding is sought. Explain how the measures proposed will deliver an integrated transport solution.

- (i) Network review of current provision;
- (ii) Consultation with service commissioners, providers, users and stakeholders;
- (iii) Feasibility study to identify scope for service integration;
- (iv) Further discussion with service commissioners and providers on options to deliver an integrated transport solution;
- (v) Detailed implementation plan submitted to DfT;
- (vi) Delivery of plan after approval by DfT;
- (vii) Monitoring and evaluation of outputs.

#### Progress on integration to Date and Further Scope to Integrate Services

Progress to date in integrating public road passenger transport services

Describe what initiatives or policies you have introduced or are pursuing that demonstrates a desire or intention to implement an integrated transport solution in the areas identified in the bid. What operators and stakeholders were or are involved?

- (i) Internal bi-annual review of home-to-school transport provision against the evolving bus network;
- (ii) High-level internal review of transport as part of corporate Strategic Review;
- (iii) Use of in-house fleet to provide 2 local bus services (752 and 754) between school start and finish times;
- (iv) Financial support for bus operator (Abus) to use school bus to operate local bus service 67 between school start and finish times;
- (v) Encouragement of community transport providers to obtain Section 22 permits and tender for home-to-school and local bus service contracts;

- (vi) Bi-annual meetings of all community transport providers in B&NES to share best practice, also attended by B&NES Healthwatch to give feedback to the CCG.
- (vii) Briefing Paper by Member Champion for Community Transport entitled “The future of a dial-a-ride community transport scheme in the modern world,” making the case for community transport to play a bigger role in health transport provision and arguing that provision forms part of the wellbeing agenda.

### **Further scope to integrate services**

Outline what further integration you propose to introduce as part of this bid. Also include information about the extent to which you have already developed your ideas and discussed or obtained sign-up from relevant internal and external stakeholders.

- (i) The Village Agent Project Co-ordinator in the Chew Valley collects information from local communities on unmet transport needs;
- (ii) B&NES Healthwatch collects information on issues around transport for medical appointments;
- (iii) Introduction of integrated services will be subject to approval of the implementation plan that will be drawn up at the fifth stage;
- (iv) We will work with North Somerset Council (whose area adjoins that covered by this bid) if that authority is successful in its bid and aim to develop a joint delivery plan.

## COMMUNITIES, TRANSPORT AND ENVIRONMENT PDS FORWARD PANEL

This Forward Plan lists all the items coming to the Panel over the next few months.

Inevitably, some of the published information may change; Government guidance recognises that the plan is a best assessment, at the time of publication, of anticipated decision making. The online Forward Plan is updated regularly and can be seen on the Council's website at:

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<http://democracy.bathnes.gov.uk/mgPlansHome.aspx?bcr=1>

The Forward Plan demonstrates the Council's commitment to openness and participation in decision making. It assists the Panel in planning their input to policy formulation and development, and in reviewing the work of the Cabinet.

*Should you wish to make representations, please contact the report author or Micheala Gay, Democratic Services (01225 394411). A formal agenda will be issued 5 clear working days before the meeting.*

*Agenda papers can be inspected on the Council's website and at the Guildhall (Bath), Hollies (Midsomer Norton), Civic Centre (Keynsham) and at Bath Central, Keynsham and Midsomer Norton public libraries.*





Ref Date	Decision Maker/s	Title	Report Author Contact	Strategic Director Lead
<b>14TH SEPTEMBER 2015</b>				
14 Sep 2015	CTE PDS	Community Transport	Andy Strong Tel: 01225 394201	Strategic Director - Place
14 Sep 2015	CTE PDS	Community Use of Libraries - Update	Ian Savigar Tel: 01225 477327	Strategic Director - Resources
14 Sep 2015	CTE PDS	East of Bath Park and Ride Consultation Update	Peter Dawson Tel: 01225 395181	Strategic Director - Place
14 Sep 2015	CTE PDS	Transport Strategy for Chew Valley and Somer Valley	Peter Dawson Tel: 01225 395181	Strategic Director - Place
14 Sep 2015 11 Jan 2016	CTE PDS CTE PDS	Quality Contract Scheme for Buses - Task and Finish Group	Andy Strong Tel: 01225 394201	Strategic Director - Place
<b>16TH NOVEMBER 2015</b>				
16 Nov 2015	CTE PDS	Medium Term Plans		Strategic Director - Place

<b>Ref Date</b>	<b>Decision Maker/s</b>	<b>Title</b>	<b>Report Author Contact</b>	<b>Strategic Director Lead</b>
16 Nov 2015	CTE PDS	River Safety - Overview and update	Cathryn Humphries Tel: 01225 477645	Strategic Director - Place
16 Nov 2015	CTE PDS	Climate Change - Update on targets	Jane Wildblood Tel: 01225 477685	Strategic Director - Resources
16 Nov 2015	CTE PDS	Community Safety - General Update	Andy Thomas Tel: 01225 394322	Strategic Director - Resources

**11TH JANUARY 2016**

**ITEMS TO BE SCHEDULED**

Page 50	CTE PDS	West of England Transport Strategy	Peter Dawson Tel: 01225 395181	Strategic Director - Place
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The Forward Plan is administered by **DEMOCRATIC SERVICES**: Micheala Gay 01225 394411 Democratic\_Services@bathnes.gov.uk