

BATH AND NORTH EAST SOMERSET

CABINET

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

Wednesday, 13th June, 2012

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

1 WELCOME AND INTRODUCTIONS

The Chair was taken by Councillor Paul Crossley, Leader of the Council.
The Chair welcomed everyone to the meeting.

2 EMERGENCY EVACUATION PROCEDURE

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

3 APOLOGIES FOR ABSENCE

There were no apologies for absence.

4 DECLARATIONS OF INTEREST UNDER THE LOCAL GOVERNMENT ACT 1972

There were none.

5 TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIR

There was none.

6 QUESTIONS FROM PUBLIC AND COUNCILLORS

There were 4 questions from the following people: Councillors John Bull, Brian Webber, Tim Warren, Patrick Anketell-Jones.

[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.]

7 STATEMENTS, DEPUTATIONS OR PETITIONS FROM PUBLIC OR COUNCILLORS

Judith Chubb-Whittle (Chair, Stanton Drew Parish Council) in a statement [*a copy of which is attached to the Minutes as Appendix 2 and on the Council's website*] argued that there were a number of unanswered questions and that the selection process for possible sites had been deeply flawed.

Clarke Osborne (Stanton Wick Action Group) in a statement [*a copy of which is attached to the Minutes as Appendix 3 and on the Council's website*] urged the Cabinet to find a lasting solution which would not bring harm to local communities.

Rosemary Collard (Snapdragons Nurseries Ltd) made a statement [*a copy of which is attached to the Minutes as Appendix 4 and on the Council's website*] in which she asked the Cabinet to reconsider the inclusion of the Ellsbridge House site which she explained was unsuitable for a number of reasons.

All the other registered speakers opted to make their statements at the relevant agenda item.

8 MINUTES OF PREVIOUS CABINET MEETING

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

RESOLVED that the minutes of the meeting held on Wednesday 9th May 2012 be confirmed as a correct record and signed by the Chair.

9 CONSIDERATION OF SINGLE MEMBER ITEMS REQUISITIONED TO CABINET

There were none.

10 CONSIDERATION OF MATTERS REFERRED BY POLICY DEVELOPMENT AND SCRUTINY BODIES

Councillor Malcolm Hanney, a member of the Planning, Transport and Environment PDS Panel, introduced the Panel's recommendations which had been distributed with the Agenda pack.

Councillor Tim Ball responded by thanking all those who had attended to make their point about the issue. He thanked the Panel for their consideration and for the recommendations they had made. He assured the Panel that their comments would be taken fully into consideration at the September Cabinet, when the issue was scheduled for further debate.

11 SINGLE MEMBER CABINET DECISIONS TAKEN SINCE PREVIOUS CABINET MEETING

There were none

12 ROSSITER ROAD SCHEME DESIGN

Richard Wales (Chair, Rossiter Road Sub-Committee, The Widcombe Association) in a statement [*a copy of which is attached to the Minutes as Appendix 5 and on the Council's website*] supported the proposals unreservedly. He also supported the replacement of the traffic signals by a mini roundabout.

Donald Thomas (Greenway Residents Association) in a statement [*a copy of which is attached to the Minutes as Appendix 6 and on the Council's website*] broadly supported the scheme but asked for some changes to be made which he said would not prejudice Widcombe Parade but would minimise the impact on Lyncombe Hill and Greenway Lane.

Councillor Charles Gerrish in an *ad hoc* statement supported the proposals in principle but expressed some concerns, especially over the contention that there would be “only 10%” increase in traffic. He asked whether the issues relating to the HGV ban and traffic changes on Dorchester Street had been fully considered.

Darth Jarrett (Chair of the Bath Taxi Drivers association), in an *ad hoc* statement, said that he could foresee problems around Widcombe if stopping places were blocked by members of the public and the taxi driver had no way of getting back to the spot.

Councillor Roger Symonds responded to Councillor Gerrish’s comments by confirming that the Cabinet had considered the possibility of increased extra traffic flows in coming to its preferred scheme. He also assured Councillor Gerrish that the HGV aspects of the scheme were an 18-month trial, and would be evaluated after that period. He thanked the steering group for their hard work in preparing the proposals.

Councillor Symonds responded to the reservations about Greenway Lane by saying that the primary aim of the proposals had been to improve the Widcombe Parade environment; and it was not the Cabinet’s intentions to create a rat run in the Greenway Lane area. He promised to look again at this aspect of the detailed scheme.

He said that the proposal he was making to Cabinet was different from the printed recommendations in that he was moving the first option in paragraph 2.3; and he was adding a clause which would ask the steering group to reconvene to see the project forward.

Councillor Paul Crossley seconded the proposal. He was delighted to see the issues tackled at last. He felt that the proposals would improve traffic flows around Widcombe Parade and the whole surrounding area.

Councillor David Bellotti said he was hopeful that a scheme would be implemented which would benefit the area including local businesses. He reminded the Cabinet that they had inherited the problems but had limited funds with which to resolve them. He thanked the Widcombe Association for the 5 key points they had contributed to the debate and observed that Cabinet had adopted all 5 of them. He felt that the problem of rat runs would be reduced by the traffic calming measures being proposed. He emphasised that by working closely with local residents, the Cabinet had come up with a scheme which would remove 80% of the traffic from Widcombe Parade.

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

RESOLVED (unanimously)

(1) To 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) To NOTE that the above resolution accords with the recommendations from the report on public consultation attached as Appendix 1 to the report;

(3) To AGREE that 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.

(4) To ASK the Steering Group to reconvene in order that it can be involved in further progress of the scheme.

13 VICTORIA BRIDGE

Councillor Patrick Anketell-Jones in an *ad hoc* statement welcomed the indication that option 1 (to rebuild the bridge) was preferred. He asked what the likely contributions might be from external funding.

Councillor Roger Symonds replied that there would be some external funding, which might pay for the ramp. He introduced the report by explaining that there had been 9 options (listed in paragraph 5.4), which had been narrowed down to 4 for the purposes of the report, and of which option 1 was his preferred option. He congratulated officers that the bridge had now been reopened after the emergency repairs, and said that the proposals he would make would ensure the long term future of the bridge. Completion of the rebuild, if agreed by Cabinet, was anticipated in April 2014. He moved an amended motion to the effect that option 1 would be adopted.

Councillor Cherry Beath said she was very happy to second the proposals. She felt that Cabinet was addressing a difficult issue for the city. The bridge was a beautiful landmark but also was an essential route for pedestrians and cyclists.

Councillor Roger Symonds summed up by saying that some extra funding had been introduced to ensure accessible access from the towpath onto the bridge.

On a motion from Councillor Roger Symonds, seconded by Councillor Cherry Beath, it was

RESOLVED (unanimously)

(1) To APPROVE the project funds to progress the project in the capital programme, with funding as outlined in the report;

(2) To AGREE that option one best meets the requirements of the brief for a permanent re-opening of the Bridge; and

(3) To APPROVE the Project Programme as set out in the report.

14 LONDON ROAD REGENERATION

Lawrence Buabeng (Chair, Snow Hill Skills and Enterprise Initiative) in a statement [a copy of which is attached to the Minutes as Appendix 7 and on the Council's website] appealed to the Cabinet to focus on enhancing skills and fitness projects in Snow Hill as well as dealing with the built environment in London Road.

Murray Jones (Chair of the community arm of the Council's London Road Regeneration Project) in a statement observed that of the 12 members of the gateway group, 3 were from Snow Hill so he felt there had been very diverse representation from local communities. He acknowledged that funds would be limited to achieve what everyone had been hoping for. His group had been working with the Council and was pleased that progress was being made.

Councillor Lisa Brett in a statement said she felt the proposals would help to create new jobs and opportunities for local people. The top 3 concerns of people in the area were traffic, parking and the built environment and the proposals would make a huge contribution to these concerns.

Councillor Tim Warren made an *ad hoc* statement in which he emphasised the importance of regenerating this gateway into the city. He reminded Cabinet however that the problem of pollution on the London Road would remain to be dealt with.

Councillor Cherry Beath in proposing the item thanked the speakers for their contributions. She replied to Lawrence Buabeng by saying that she was aware of his tireless work to improve the skills and opportunities for people in Snow Hill. She said that the proposals being considered by Cabinet would only be a first step and that in this instance it was the built environment that was being tackled. Improving skills would be for a subsequent initiative. She offered to meet with Lawrence to discuss these issues.

Councillor Beath reminded Councillor Tim Warren that the Cabinet had been in power for only a year, but had at last made progress on some of the longstanding issues for the London Road area. She emphasised that the objectives had been defined by public consultation; they were to arrest the decline of the area by giving attention to the street facades and to traffic flow. She moved proposals which were slightly amended from the published report.

Councillor David Dixon seconded the proposal. He welcomed the much needed investment and observed that 3 of the worst buildings were in fact owned by the Council, two of which had been brought back into use already. He emphasised that the London Road was a gateway to the city and was the first impression gained by many visitors. He hoped that the proposals would be one step in encouraging the local community.

Councillor Roger Symonds agreed. He emphasised that the proposals were not aimed at improving the transport problems, but said that Cabinet was actively considering the options for addressing this. He gave credit to his predecessor, Councillor Charles Gerrish, for addressing the HGV issues.

Councillor Tim Ball said that the dilapidated buildings had been depressing but he was delighted that they would now be dealt with.

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

RESOLVED (unanimously)

(1) To APPROVE the project framework and the Governance structure; and

(2) To AUTHORISE the Strategic Director of Place in consultation with the Cabinet Member for Sustainable Development to approve individual allocations of the budget.

15 SALTFRD STATION BUSINESS CASE

Duncan Hounsell (Saltford Station Campaign) in a statement thanked the Cabinet for listening to the people of Saltford. He mentioned the work done by Peter Dawson (Group Manager, Planning Policy & Transport) in getting to this point. He presented a petition to Cabinet supporting the re-opening of Saltford Station.

The Chair referred the petition to Councillor Roger Symonds for his consideration and response in due course.

David Redgewell (South West Transport Network) made a statement in which he emphasised the importance of working with other west of England authorities and the urgency of pressing the case for the station while the opportunity still remained.

Councillor Francine Haeberling in an *ad hoc* statement said she was delighted that a business case was being prepared. Her ward residents were in favour of re-opening the station but had some questions. There were concerns about the possible increase of traffic on the Bath Road, and of parking problems because the station car park might not be large enough. There were also concerns about the difficult turning and accident black spot at the bottom of the hill.

Councillor Eleanor Jackson was delighted to see the progress being made, but reminded Cabinet that the Radstock/Frome railway line also needed to be re-opened urgently. She asked Cabinet to include this in its forward planning.

Councillor Roger Symonds thanked the 2000 petitioners, which he said proved that people do want railways. He thanked the campaign group for their work. He responded to Councillor Haeberling by saying that the 3 problems she mentioned would only be problems on the way to success. He agreed with David Redgewell that the opportunity to raise the issue while the new franchise was being negotiated must not be missed. He reminded David that Saltford was now on the west of England agenda. To Councillor Eleanor Jackson, he responded that the Saltford opportunity must be taken immediately, but the Radstock/Frome line must be for future consideration. He moved the recommendations.

Councillor Paul Crossley seconded the proposal. He welcomed the collaboration between the local community, Parish Council and Unitary authority on this issue.

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

RESOLVED (unanimously)

(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; and

(2) To AGREE that any further requests for funding will be considered following completion and consideration of this Assessment.

16 VARIOUS ROADS, BATH 2011, TRAFFIC REGULATION ORDER

Councillor Tim Warren in an *ad hoc* statement commended the report and said that the consultation had been excellent.

Councillor Roger Symonds in proposing the item said that he had been determined to make progress on these orders, and thanked Chris Major (Head of Parking Services) for dealing with the large number of proposals.

Councillor Symonds observed that the recommendation was that some of the proposals would be modified and some withdrawn. He was asking Cabinet to agree the list as published, with the exception that the West Avenue/South Avenue Triangle scheme be “withdrawn” so that issues raised in the last few days could be considered and new proposals could be brought to him as a Single Member Cabinet decision in due course.

Councillor Paul Crossley seconded the proposal on the basis of Councillor Symonds’ assurances that the Triangle proposals would only be paused, and not lost.

Councillor Tim Ball observed that the proposals were further evidence that the Cabinet was listening to local people, even when late objections were received. He too felt that this must only be a pause.

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

RESOLVED (unanimously)

(1) To AGREE that the proposals are implemented, modified or withdrawn as below:

(i) Prohibit and restrict parking in lengths of road in Bath.

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 be withdrawn so that further late information could be considered and so that a Single Member Cabinet decision can be made as soon as possible in response to all the relevant consultation responses.

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. .

(ii) Limit waiting in lengths of road in Bath

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.

17 REVIEW OF TAXI LIMITATION POLICY FOLLOWING AN UNMET DEMAND SURVEY

Darth Jarrett (Chair of the Bath Taxi Drivers Association), in an *ad hoc* statement alerted the Cabinet to the fact that when new licences became available, these were often snatched up by fleet operations. He felt however that there was no need for new licences to be created because there were already too many taxis in the area.

David Redgewell asked the Cabinet to deal with the urgent need for new taxi ranks, particularly at the station.

Councillor Roger Symonds in proposing the item pointed out that the unmet demand report did not propose any increase in licences. He referred to the unmet demand Survey which in section 7.2 listed a number of significant issues and he promised that these issues would actively be addressed.

Councillor David Dixon seconded the proposal. He thanked Dartth Jarrett for his contribution and expressed particular thanks to Ken Taylor, the outgoing Chair of the Bath Taxi Drivers Association. There was common agreement on this.

Councillor Dixon said that prompt progress would be made on the issue of taxi rank provision.

Councillor Tim Ball said that he supported the proposals, but had some concerns. He asked Councillor Symonds to report back to Cabinet when the 2014 unmet demand survey had been completed because he felt that Cabinet would need to look closely at future surveys.

Councillor Symonds, in summing up, pointed out that unlike many other cities, the Council was determined to continue regulating taxi provision in the city.

On a motion from Councillor Roger Symonds, seconded by Councillor David Dixon, it was

RESOLVED (unanimously)

(1) To AGREE that 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; and

(2) To ASK the Strategic Director (Place) to conduct a further survey into the unmet demand in zone 1 (Bath) in 2014.

18 RADSTOCK NURSERY ACCOMMODATION

Councillor Eleanor Jackson in a statement [*a copy of which is attached to the Minutes as Appendix 8 and on the Council's website*] said that she had been delighted when the governors of St Nicholas school had agreed to locate the new nursery centre on the school's land. She commended the council for ensuring the continuity of provision. Her concern was that the new site would entail a hill climb for some mums with buggies but she accepted that there was little option.

Councillor Nathan Hartley thanked Councillor Jackson for her comments. The proposals before Cabinet were fully funded and would underline the Council's commitment to investing in communities. He thanked the Governors of Trinity School for their help in previous years, He was now delighted that the need to find a new home had been met, and that the Governors of St Nicholas School had been able to make premises available so that the nursery provision could continue. He mentioned in passing his intention to bring to July Cabinet a further paper which would increase the opportunities for under-2 year olds.

Councillor Hartley moved a proposal which was slightly amended from the published report so as to emphasise the fully funded nature of the proposals.

Councillor Simon Allen said he was very pleased to second the proposal. He acknowledged Councillor Jackson's comments about the climb up the hill, but pointed out that the report did say that transport could be provided if required.

Councillor David Bellotti observed that the government had made the very welcome decision to allow parents to use their 15 hours over two days, if they preferred, as well as the previous scheme which only allowed it to be used over three days.

On a motion from Councillor Nathan Hartley, seconded by Councillor Simon Allen, it was

RESOLVED (unanimously)

(1) To APPROVE a Capital budget of £486k for inclusion in the 2012/13 Capital programme to allow the necessary works to be undertaken;

(2) To AGREE that the project cost of £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; and

(3) To NOTE that as the capital project will be fully grant funded there will be no grant revenue impacts on the Council.

19 JOINT LOCAL TRANSPORT PLAN 3: THREE YEAR DELIVERY PLAN 2012/13 TO 2014/15

David Redgewell in an *ad hoc* statement emphasised the need for an Equalities Impact Assessment and also the importance of ensuring effective scrutiny by the West of England.

Councillor Roger Symonds in proposing the item acknowledged that some buses did not conform to the low floor requirements, but said that often the alternative was to have no bus at all. He observed that Bristol had originally offered to provide a scrutiny service but had withdrawn, so this needed to be re-addressed. He reminded Cabinet that the JLTP3 had been agreed in 2011, and now it was necessary to agree a 3-year delivery plan. He moved the recommendations, with the addition of a funding proviso at clause (2).

Councillor Paul Crossley seconded the proposal.

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

RESOLVED (unanimously)

(1) To APPROVE the Joint Local Transport Three Year Delivery Plan 2012/13 to 2014/15; and

(2) To AGREE that any funding indicated for 2013/14 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.

20 STREET LIGHTING - CONVERSION OF LED STREET LIGHTS

Councillor Roger Symonds in proposing the item explained to Cabinet that experimental schemes had indicated real savings without risking safety.

Councillor Paul Crossley seconded the proposal.

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

RESOLVED (unanimously)

(1) To APPROVE the budget of £2m for this project for spend in 2012/13;

(2) To AGREE the programme to convert all main road lights to LED source during 2012-2013; and

(3) To AGREE the use of optimised multi-staged dimming profiles for use on both main roads and within residential streets to maximise savings and ensure such localities remain lit to appropriate levels.

21 PROCEDURE FOR DESIGNATION OF LOCAL SITES IN BATH & NORTH EAST SOMERSET

Councillor Tim Warren in an *ad hoc* statement insisted that the Site of Nature Conservation Interest at Stanton Drew must be maintained.

Councillor Tim Ball in proposing the item said that the paper endorsed what the Council had already been doing for a number of years.

Councillor David Dixon seconded the proposal, saying that it was important that the Council should have criteria in place to designate such sites.

On a motion from Councillor Tim Ball, seconded by Councillor David Dixon, it was

RESOLVED (unanimously)

(1) To AGREE the procedure for designation of Local Sites in Bath & North East Somerset.

*[The Chair at this point explained that the **SUSTAINABLE MODES OF TRAVEL TO SCHOOL STRATEGY** had been deferred to a future Cabinet meeting in order that the report can take account of the Local Sustainable Transport Fund bid]*

22 CORPORATE PLAN

Peter Duppa-Miller (Secretary of the Local Councils Association), in an *ad hoc* statement assured the Cabinet that Parish Councils were ready and eager to work with the Council to pursue the aims of the Local Plan.

Councillor Paul Crossley reminded the Cabinet that the new administration had adopted new underpinning principles and the Local Plan now reflected that. He moved the adoption of the updated Plan, for recommendation to full Council.

Councillor Nathan Hartley seconded the proposals and said that he looked forward to what would be achieved as a result.

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

RESOLVED (unanimously)

(1) To AGREE that the Corporate Plan 2012/15 be recommended to Council on 19 July for approval.

The meeting ended at 8.55 pm

Chair _____

Date Confirmed and Signed _____

Prepared by Democratic Services