

CABINET MEETING 12th June 2013

REGISTERED SPEAKERS

Where the intention is to speak about an item on the Agenda, the speaker will be offered the option to speak near the beginning of the meeting or just before the Agenda item.

Statements about issues NOT on the Agenda

- Lin Patterson (Campaign to Save Larkhall Toilets)
Re: Larkhall Toilets
- Clare Crowther (Head of Nursery)
Re: Retaining Childcare Provision in Dover Place
- Amy Lunt (Concerned Parents of Norlands Nursery)
Re: Purchase of Dover Place Buildings
- Susan Charles (Chair, Access Bath Group)
Re: Access into Keynsham Leisure Centre
- David Batho (Resident of Claverton Parish)
Re: Environmental Gain - Striking a Balance
- Steve Mansergh (Jack and Jill Hill Preservation Society)
Re: Co-operation between Mendip and B&NES on a cross-boundary issue

Re: Agenda Item 12 (HMO Article 4 SPD)

- Gavin Dick (National Landlords Association)

Re: Agenda Item 13 (HMO Additional Licensing)

- Martin Thomas
- Rob Crawford (Chair, National Landlords Association Wessex Branch)
- Jacqui Darbyshire (National Landlords Association)
- Gavin Dick (National Landlords Association)
- Rosie Simcox
- Alexander von Tutschek (National Landlords Association)

Re: Agenda Item 14 (Gypsy/Travellers DPD)

- Judith Chubb (Chair, Stanton Drew Parish Council)
- Simon Whittle (Stanton Wick Action Group)
- Sue Osborne (Stanton Wick Action Group)
- Karen Abolkeir (Stanton Wick Action Group)
- Clarke Osborne (Chair, Stanton Wick Action Group)
- Chris Ree (Stanton Wick Action Group)

QUESTIONS AND ANSWERS - COUNCILLORS

M 01	Question from:	Councillor Malcolm Lees
<p>I would like to ask the newly elected Cabinet Member for Transport, to make it a priority to look into the parking situation within Weston Ward. At the present time it is not 'fit for purpose' and I believe the situation cannot be looked at on a road by road basis but this Council needs to take a more constructive and robust approach to the problem. Weston is in a period change, we have Tesco expansion, increase in numbers of residential accommodation and the increased pressure from RUH parking. I would like to see a review of parking on a holistic basis to look at:</p> <ul style="list-style-type: none"> • Time limited "on street" parking, • Residents parking permits (the proposed Zone 20 to be implemented as soon as possible) • Innovative ways to deal with ever increasing pressure from RUH parking • And to look at where additional parking can be created (reduction of DYL in certain areas). <p>I am sure as the Member for the neighbouring ward you will fully understand the current difficulties which need to be addressed.</p>		
Answer from:		Councillor Caroline Roberts
<p><i>I am aware of the issues that parking can cause within Weston as well as a number of other areas and I will be reviewing the existing Traffic Regulation Orders forward plan in relation to them all.</i></p> <p><i>I favour agreeing a clear policy for reviewing the existing arrangements and I wish to establish consistent criteria for new parking zones and other controls in the first instance so that we can adopt holistic approaches to problems, thereby avoiding piecemeal solutions which can evolve over a period of time. Residential parking will also be a key component with the emerging Bath Transport Strategy.</i></p>		
Supplementary Question:		
<p>The new parking TRO has been on hold for 2 years. Will the Cabinet member advise us when the review and implementation of the policy will be accomplished?</p>		
Answer from:		Councillor Caroline Roberts
<p><i>The Department is working on the protocols. Once agreed, it will be put into the public domain.</i></p>		

M 02	Question from:	Councillor Brian Webber
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<p>What are the particular factors that require the bus lane on Wellsway between Midford Road and Frome Road at Odd Down, Bath, to operate 24 hours a day, although there are no buses at night? Does the camera enforcement also operate at night? Is it possible to say how much revenue is raised from penalty tickets for infringements of this bus lane? Were the Council minded to limit the operational hours of this bus lane to times when it is needed, could that be done by simple administrative decision or would it involve an expensive and elaborate consultation process?</p>	
Answer from:	Councillor Caroline Roberts
<p><i>We support 24 hours bus lanes for the following reasons:</i></p> <ul style="list-style-type: none"> • <i>Firstly, they are more easily understood by drivers. (It is noticeable that in Bristol, where some bus lanes are peak hours only, the majority of drivers do not use them when the restriction is not in force)</i> • <i>Secondly, the restriction is easier to enforce as there cannot be arguments about the timing of any penalty notice.</i> • <i>Finally, there is usually little or no congestion at night, so there is little inconvenience to drivers by having the restriction in place all day.</i> <p><i>The camera enforcement is operated 24 hours a day in accordance with the restriction in place.</i></p> <p><i>I understand that after an initial peak the number of PCNs issues is now running at just about 35 a month. Income generated from the contravention of this bus lane in financial year 2011-12 was £18k.</i></p> <p><i>If the Council were minded to amend this restriction it would require statutory consultation in the normal way as this is not an 'administrative' decision.</i></p>	

M 03	Question from:	Councillor Malcolm Lees
<p>Will the Cabinet Member for Neighbourhoods please confirm the motion that was agreed in Council on the 19th February 2013, that the council will not close the Public Toilets in Weston High Street until it secures alternative facilities?</p>		
Answer from:		Councillor David Dixon
<p><i>I can confirm that this resolution will be followed and that officers will liaise with the Weston Ward councillors to establish the opportunities that come forward during this closure notice period</i></p>		
Supplementary Question:		
<p>Thanks to the Cabinet member for his assurance. Will he therefore arrange for the closure notice on the toilets to be removed, since it is causing a great deal of concern to my constituents?</p>		
Answer from:		Councillor David Dixon
<p>No.</p>		

M 04	Question from:	Councillor Michael Evans
<p>What plans does the council have for the Norlands Nursery and how will they affect the plan to have the current highly successful Nursery continue under new ownership?</p>		
Answer from:		Councillor Dine Romero
<p><i>As you know Norlands Nursery have decided to close their nursery provision located at Dover Place in Bath from 31st August 2013. The building is not owned by the Council. Currently Bath is well supplied with nursery places. Norlands nursery under its current ownership has performed well (Ofsted and our own categorisation process) and in the longer term it would be a nursery that we would have encouraged to provide places for 2 year olds under the new and expanding Government entitlement. Therefore while we would wish to support a new private nursery on the current site we would not wish to run this as a Council service. Coincidentally the Council has been considering relocating and co-locating a number of children and young people services in Walcot. This is to fit with our strategy of creating community hubs that offer good quality services to and in the areas where they are needed. No decisions have yet been made. We still need to identify fully what is needed and how this can best be provided.</i></p>		
Supplementary Question:		
<p>Is the Cabinet member aware of the proposed management buy-out – which is blighted while the Council expresses other plans for the property?</p>		
Answer from:		Councillor Dine Romero
<p><i>Yes, we are in discussion with the existing management and are aware of the situation.</i></p>		

M 05	Question from:	Councillor Anthony Clarke
<p>Have you given any consideration to delaying the implementation of the Dorchester Street bus gate until work on the Rossiter Road scheme is completed? When do you anticipate the Rossiter Road project will be completed?</p>		
Answer from:		Councillor Caroline Roberts
<p><i>Officers are currently finalising the timetable for delivery of both projects. Allowing for final design, preparation of contract documents and tendering it is expected that Rossiter Road is likely to start on site early summer 2014. Delaying the Dorchester Street bus gate until after Rossiter Road is completed is not considered acceptable due to the likely public transport benefits that come from restricting traffic in Dorchester Street.</i></p>		

M 06	Question from:	Councillor Anthony Clarke
<p>Does the Cabinet Member accept that if a proper evaluation is to be undertaken of the Dorchester bus gate trial, then the Rossiter Road project needs to be completed first in order to keep the number of variables as small as possible? What specific outcome measures will be applied in order to judge the success or otherwise of the Dorchester Street trial?</p>		
Answer from:		Councillor Caroline Roberts
<p><i>Implementing Rossiter Road scheme first does increase the variables.. However, as there will be a period of time before Rossiter Road commences on site, officers will have traffic count data and modelling information to enable a proper evaluation. Implementing Dorchester street first will also ensure early delivery of the potential benefits to public transport.</i></p> <p><i>The outcome measures from the Dorchester St bus gate experimental scheme are improved bus punctuality and reliability.</i></p>		

M 07	Question from:	Councillor Anthony Clarke
<p>When does the Cabinet Member anticipate publishing the first draft of the Council's new Transport Strategy for councillors and the public to comment on?</p>		
Answer from:		Councillor Caroline Roberts
<p><i>I anticipate the Bath Transport Strategy will be published as part of the process to bring forward the Placemaking Plan. It is anticipated that the Bath Transport Strategy document will be finalised by April next year. I will keep Cllr Clarke up to date in the development of the Strategy which I would welcome cross party support for both its development and implementation.</i></p>		

M 08	Question from:	Councillor Anthony Clarke
<p>Does the Cabinet Member remain committed to the idea of delivering a Park and Rail at Bathampton, and if so when do you anticipate proposals for such a scheme will be published?</p>		
Answer from:		Councillor Caroline Roberts
<p><i>The option of a Park and Rail in the vicinity of Bathampton is one of a number of options which will be considered as part of the Bath Transport Strategy and I anticipate that our preferred option will emerge as part of that process as well as the Placemaking Plan process.</i></p>		

M 09	Question from:	Councillor Dave Laming
<p>It is a publicly known fact that the Service Level Agreement for running the Council owned moorings from Pulteney Weir to Weston Island, Twerton expired on the 28th February 2013.</p> <p>Could the Cabinet Member for Neighbourhoods please confirm that Bath & N E Somerset Council do in fact own the riverbank moorings, and when he anticipates clearing the Pulteney Weir to North Parade Bridge moorings so allowing visitor holiday and hire boats to moor up overnight.</p> <p>Could he further confirm when he will be able to put out to tender a contract for the management of the said moorings.</p>		
Answer from:		Councillor David Dixon
<p><i>I can confirm that the contract for managing the river moorings has expired and not been renewed.</i></p> <p><i>Counsel advice has been received that the authority can only effectively regulate activity in this area if it is the owner of the riverbed and has adopted regulatory powers which it can enforce.</i></p> <p><i>A property search has therefore been instigated to establish the ownership of the riverbed and moorings area and, once this has been confirmed, it is our intention to establish the powers necessary to properly regulate activity in this area.</i></p> <p><i>Once these matters have been resolved, I intend to discuss with my Cabinet colleagues how best to manage this area in the future and decide whether to tender a contract for the management of the moorings.</i></p> <p><i>I would intend to consult with Councillor Laming, as River Champion at that stage to ensure that his advice is taken into account.</i></p>		

M 10	Question from:	Councillor Dave Laming
<p>Would the Cabinet Member for Resources consider transferring the Boathouse in Springfield Gardens, Pulteney Weir To the River Regeneration Trust?</p>		
Answer from:		Councillor David Bellotti
<p><i>This can certainly be considered. I have received no proposals from the River Regeneration Trust to date regarding the Boathouse but have been verbally made aware of their possible interest.</i></p>		
Supplementary Question:		
<p>Would the Cabinet member meet with Geoff Hunt and me to consider the matter?</p>		
Answer from:		Councillor David Bellotti
<p><i>I have had previous meetings with Geoff Hunt and am certainly prepared to meet with him again, and anyone he brings with him.</i></p>		

M 11	Question from:	Councillor Patrick Anketell-Jones
<p>Does the Council anticipate that rents will increase for traders occupying stalls within the Guildhall market once work on improving and expanding the market is completed? If so, how much does the Council anticipate the increases will be? Will the Council be implementing any kind of cap on the increases in rent which the new management company will be able to charge?</p>		
Answer from:		Councillor David Bellotti
<p><i>The Council currently charge commercial rents for the stalls available, guided by market forces, and this established approach will not alter in the future.</i></p>		

M 12	Question from:	Councillor Patrick Anketell-Jones
<p>When does the Council intend on publishing the 'Bath Pattern Book' as part of the Public Realm and Movement programme, and to whom will this be distributed?</p>		
Answer from:		Councillor Ben Stevens
<p><i>A draft of the Pattern Book is due to be ready in September and will be made available for use at that time, including being used in the development of the Placemaking Plan.</i></p>		
Supplementary Question:		
<p>Will the Cabinet member please answer the second half of my question? To whom will it be distributed?</p>		
Answer from:		Councillor Ben Stevens
<p><i>It will be distributed widely and we hope to use FoBRA to help us in this.</i></p>		
Answer from:		Councillor Paul Crossley
<p><i>It will also be made available on the web, to ensure as wide a circulation as possible.</i></p>		

M 13	Question from:	Councillor Charles Gerrish
<p>In the Council's Capital Programme a total of £1.8 million has been set aside to deliver the Council's VDI 'virtual desktop' project. Over what period of time does the Council anticipate this project will pay for itself?</p>		

Answer from:	Councillor David Bellotti
<i>We anticipate the Capital will be repaid in 8 years</i>	
Supplementary Question:	
What is the life of the equipment and on what terms will it be depreciated in the accounts?	
Answer from:	Councillor David Bellotti
<i>As the Councillor is aware, different items depreciate at different rates. The equipment will be depreciated over the proper period, for as long as it lasts.</i>	

M 14	Question from:	Councillor Tim Warren
When does the Cabinet Member anticipate that work will be completed on the expansion of the Newbridge Park and Ride and what is the current estimate of the additional costs incurred by the delay to the project?		
Answer from:	Councillor Caroline Roberts	
<i>We anticipate that the works for the expansion of Newbridge P&R being completed in September 2014, in the event of planning permission being granted later this year. The additional cost to the project of needing to apply for a new consent is £250,000.</i>		

M 15	Question from:	Councillor Anthony Clarke
Whilst welcoming the bid for the Better Bus Area grant, does the Cabinet Member agree that should the Council be unsuccessful in this bid, then the project should be considered as part of the wider Transport Strategy proposals and not considered in isolation, thereby negating the need for the Partnership Board to be established?		
Answer from:	Councillor Caroline Roberts	
<i>I agree that these measures should be incorporated into the emerging Bath Transport Strategy although the bid, for Better Bus Area designation, will allow the earlier delivery of some of them. The Partnership Board is a requirement of the bid and would not be created if we were unsuccessful although we will want to continue to work closely with Bus operators. Not all measures referred to in the Appendix to the Cabinet report can be funded from the BBA award, so it will be necessary to take them forward as part of the Bath Transport Strategy. In the event of the bid for BBA designation being unsuccessful we will have fund these proposals from other sources and they will have to be considered against other interventions.</i>		

QUESTIONS AND ANSWERS - PUBLIC

There were none