

## **BATH AND NORTH EAST SOMERSET**

### **CABINET**

Wednesday, 9th November, 2011

The decisions contained within these minutes may not be implemented until the expiry of the 5 working day call-in period which will run from 11 to 17th November. These minutes are draft until confirmed as a correct record at the next meeting.

#### **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

#### **85 WELCOME AND INTRODUCTIONS**

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

#### **86 EMERGENCY EVACUATION PROCEDURE**

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

#### **87 APOLOGIES FOR ABSENCE**

There were no apologies for absence.

#### **88 DECLARATIONS OF INTEREST UNDER THE LOCAL GOVERNMENT ACT 1972**

There were none.

#### **89 TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIR**

There was none.

#### **90 QUESTIONS FROM PUBLIC AND COUNCILLORS**

There were 10 questions from the following people: Councillors Martin Veal (2), Eleanor Jackson, Nigel Roberts (2), Patrick Anketell-Jones (2), Charles Gerrish, Rob Appleyard; and Member of the public: Bo Novak.

*[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.]*

## **91 STATEMENTS, DEPUTATIONS OR PETITIONS FROM PUBLIC OR COUNCILLORS**

A number of registered speakers opted to speak at the item relevant to their statement.

Cllr Rob Appleyard made a statement relating to affordable housing. He was pleased that the Cabinet was taking the issue seriously, because he felt it should be the number 1 priority for the Council to address.

Cllr Eleanor Jackson made a statement relating to the Railway between Radstock and Frome [*a copy of which is attached to these Minutes as Appendix 2, but not on the Council's website*]. She felt that the long-awaited job specification was woefully inadequate. She appealed to Cabinet to reinstate the line.

## **92 MINUTES OF PREVIOUS CABINET MEETING**

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

**RESOLVED** that (subject to the correction of two mistyped names), the minutes of the meeting held on Wednesday 12th October 2010 be confirmed as a correct record and signed in due course by the Chair.

## **93 CONSIDERATION OF SINGLE MEMBER ITEMS REQUISITIONED TO CABINET**

There were none.

## **94 CONSIDERATION OF MATTERS REFERRED BY POLICY DEVELOPMENT AND SCRUTINY BODIES**

There were none. However, the Planning, Transport and Environment Policy Development and Scrutiny Panel had in its meeting the previous night made some comments for Cabinet to consider in relation to the Gypsy and Travellers Sites (Item 17) and the Notes of the Panel's meeting would be considered at that item.

## **95 SINGLE MEMBER CABINET DECISIONS TAKEN SINCE PREVIOUS CABINET MEETING**

The Cabinet agreed to note the report.

## **96 CAPITAL PROJECT APPROVALS AND UPDATES TO THE CAPITAL PROGRAMME**

The pupils of Oldfield Park Junior School made a statement [*a copy of which is attached to these Minutes as Appendix 3 and on the Council's website*] in which they appealed to the Cabinet to approve the capital funding to purchase a playing field for their school.

Councillor David Bellotti, in proposing the item, said that he was delighted to be able to propose the allocation of funding to enable Oldfield Park Junior School to have its playing field after waiting for so long. He went on to explain how important the Hetling Spring borehole was to the local economy.

Councillor Nathan Hartley seconded the proposal. He thanked the school children for making their statement. He explained that the school had provided £70K towards the purchase, and £190K had been made available through the sale of the Hayesfield playing field. A further £350K was coming from government.

Cabinet members spoke in support of both the proposed capital allocations.

On a motion from Councillor David Bellotti, seconded by Councillor Nathan Hartley, it was

RESOLVED (unanimously)

(1) To APPROVE the Capital Project – Oldfield Park Junior Playing Field Compulsory Purchase Order for inclusion in the Council's 5 year Capital Programme;

(2) To APPROVE the Capital Project – Hetling Spring Borehole for inclusion in the Council's 5 year Capital Programme.

**97 PUBLIC REALM AND HIGHWAY IMPROVEMENT SCHEME FOR HIGH STREET/NORTHUMBERLAND PLACE: OPTIONS FOR ORANGE GROVE/TERRACE WALK**

Councillor Brian Webber in a statement commended the Cabinet for making so many decisions in public. He welcomed the fact that Cabinet were tackling the Bath High Street issues. He acknowledged that the Orange Grove decision would be a difficult one, but felt that Option 3 would only be a temporary solution which would not solve the coach parking problem.

Rob Hollingdale (Bath Taxi Association) made a statement appealing to Cabinet not to allow coaches to tail back in Orange Grove. He said he had collected over 5000 signatures in favour of retaining the taxi rank in Orange Grove.

Paul Thomas (Bath Taxi Association) made a statement in which he explained that allowing large numbers of people to queue at the student bus stop would result in bad behaviour which would be out of sight of the marshals.

Derek Noble (Empire Owners Association) in a statement welcomed the consultation. He observed that coaches, taxis and buses jostled for space at Orange Grove. He felt that the solution would be to provide a coach park. He favoured Option 2 in the short term, but emphasised the important role played by taxi marshals in ensuring good behaviour.

Councillor Tim Warren welcomed the project but did not express a preferred option. He gave credit to previous Cabinet members Charles Gerrish and Colin Darracott for their hard work leading up to this point. He observed however that there were not enough pedestrian crossings in the vicinity.

Adrian, a trader in Orange Grove, appealed to Cabinet to remember that the traders were dependent on the visitors who arrived by coach.

Annette Martin, a trader in Orange Grove, felt that the traders had not been adequately consulted over the proposals and asked to be given a copy of the consultation procedure.

A number of taxi drivers made statements in favour of retaining the taxi rank in Orange Grove.

Juliet, a trader in Orange Grove, felt that Orange Grove was an ideal dropping off point for coaches, who could then drive off to a coach park (possibly Avon Street). The loss of footfall if coaches were banned would be critical for local traders.

Councillor Cherry Beath introduced the report. She thanked all those who had contributed to the debate, including those who had responded to the consultation. She felt that the public realm improvements would enhance the pedestrian experience and that this would itself produce improved trading conditions in Orange Grove. She responded to Councillor Warren's comments about pedestrian crossings by observing that there was an improved crossing place in the plans. She acknowledged that the improvements would have to take place as a long term programme but was determined that there should be an overarching strategy in place.

Councillor Roger Symonds thanked Councillor Webber for his remarks. He stressed that the High Street project must not be delayed further and reminded Cabinet that the 3 options had been the subject of consultation since May. He explained that he preferred Option 1, under which coaches would drop off at Terrace Walk and would enter and exit the city via North Parade, so there would be no need for coaches to drive round the Guildhall searching for a stopping place. He moved a proposal that Option 1 would be the preferred option, subject to a statutory Traffic Regulation Order advertisement and consultation, with a final decision on the TRO to be taken in due course by Single Member decision. He explained that proposals for a possible coach park had not yet been finalised, and he intended to make progress on this during 2012.

Councillor Tim Ball felt that it was appalling that coaches were allowed to park outside listed buildings and that large numbers of passengers were alighting onto such narrow pavements. He seconded the motion.

Councillor David Dixon said that he had visited the site at different times of the day and described the scene as chaos. He felt that moving the coaches round the corner would not decrease the number of visitors to the city. He favoured Option 1 and felt it was the best long term solution. He promised to consider the number of taxi ranks in the future.

Councillor David Bellotti emphasised the need to consider the long-term aims for the area. The intention was to pedestrianize the whole of the centre, in due course, and the council had been slower off the mark than many other towns and cities. He was concerned that the present situation meant that there was a real possibility of a road traffic accident. He stressed that removing coaches from Orange Grove would only be the first step towards full pedestrianisation in due course.

On a motion from Councillor Roger Symonds, seconded by Councillor Tim Ball, it was

RESOLVED (unanimously)

(1) To AGREE that the preferred option for Orange Grove/Terrace Walk (from the three options presented in the report) is OPTION 1: Taxi rank in front of Orange Grove (in front of shops) and 2 right-hand door tourist coach bays in terrace Walk;

(2) To NOTE that this option will subsequently be the subject of a Traffic Regulation Order report to the Cabinet Member for Transport to be determined under the Single Member Decision process;

(3) To DELEGATE authority for the final development and delivery of the detailed scheme for High Street and Northumberland Place to the Strategic Director (Development and Major Projects), in consultation with the Cabinet Member for Sustainable Development.

## 98 PROPOSED FOOTWAYS AND OBSTRUCTIONS POLICY - A BOARDS

Councillor Brian Webber made a statement in which he expressed regret that the current rules about pavement displays were not being adequately enforced. He felt that the policy could only be successful if permits were required and felt that a fee of £100 would not be too onerous. He deplored the reduction in pavement width from 1.8m to 1.5m.

Robin Kerr made a statement on behalf of Henry Brown (Chair, Federation of Bath Residents Associations) [*a copy of which is attached to the Minutes as Appendix 4 but not on the Council's website*] in which he said that A Boards had no place in a world heritage city and pointed out that most other historic towns had banned such advertising. He asked that Cabinet would not agree to dilute the rules; that whatever Cabinet agreed would be rigorously enforced; and that A Boards should be banned until 10am every morning to allow for street cleansing.

Councillor Charles Gerrish made an *ad hoc* statement in which he said he recognised the thorny issues needing to be resolved. He expressed sympathy for those who were concerned about the narrowing of pavements. He strongly recommended a robust policy, actively enforced.

Councillor Patrick Anketell-Jones made an *ad hoc* statement agreeing with Councillor Webber's comments. He highlighted the problems experienced by some traders in side streets and felt that there should be some flexibility to allow for particular circumstances.

Councillor David Dixon, in proposing the item, referred to the draft Leaflet for Traders [*copies of which had been placed in the public gallery before the meeting and are attached to these Minutes as Appendix 5 and can be seen on the Council's website*]. He recognised that the proposals presented in March had caused some concern, but said that he was determined to keep pavements as clear as possible without preventing traders from doing business. He confirmed that the policy would be reconsidered after 1 year.

Councillor Cherry Beath seconded the proposal and said that the proposals were sensible.

Councillor Roger Symonds expressed his agreement with Councillor Patrick Anketell-Jones in the matter of flexibility.

Councillor David Dixon said he would be concerned about this suggestion, because the Council could not allow a few traders to break the rules or the whole policy would lose credibility.

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

RESOLVED (unanimously)

(1) To ADOPT the Footways Obstructions Policy – A Boards;

(2) To ASK the Divisional Director (Environmental Services) to ensure that promotional work is carried out to ensure that businesses are aware of their responsibilities.

## **99 EVENTS POLICY FOR BATH & NORTH EAST SOMERSET**

Councillor Charles Gerrish made an *ad hoc* statement reminding Cabinet that recent tragic events on the M5 motorway showed that all well attended public events were potentially dangerous and no policy could cover all eventualities.

Councillor David Dixon, in proposing the item, gave credit to officers who had worked so hard to bring the policy to the stage at which it could be adopted. He was conscious that 2012 would have a large number of events, because of the Jubilee and the Olympics. He acknowledged Councillor Charles Gerrish's comments and agreed that this was a challenge, but he felt that the Council had a number of licensing options available to it. He acknowledged that the operation of small *cul de sac* events should be simplified.

Councillor Nathan Hartley seconded the proposal. He welcomed the simplification of the rules.

Councillor Roger Symonds welcomed the fact that there would be no charge for road closures to facilitate small community events.

On a motion from Councillor David Dixon, seconded by Councillor Nathan Hartley, it was

RESOLVED (unanimously)

(1) To RATIFY the Events Policy

## **100 DELIVERING SUSTAINABLE ECONOMIC GROWTH IN BATH AND NORTH EAST SOMERSET**

In an *ad hoc* statement, Councillor Charles Gerrish celebrated the success of one small local business which had recently landed a large overseas contract. He referred to recommendation 2.4 in the report, which related to the Bristol Temple Quarter Enterprise Zone and said that he had recently attended a meeting there at which Bath had not been mentioned once. He encouraged Cabinet to speak up for the area.

Councillor Cherry Beath, in proposing the item, congratulated officers for the great deal of work which had been done to reconsider the economic strategy in the light of so many changed circumstances. She said that the report highlighted the Council's key objectives and had at its heart the economic success of the whole area. She was delighted that Bath Riverside had been designated as an Enterprise Area. The objective was to bring forward schemes to meet the social and economic aims of the area, particularly the high number of small businesses.

Councillor Paul Crossley in seconding the proposal stressed the importance of ensuring lasting employment opportunities. He was pleased that the Local Economic Partnership was well thought of in government circles. He assured Councillor Charles Gerrish that the LEP was not Bristol-centric, and that this Council was very involved. He was very pleased that there were 3 actions to improve secure employment opportunities for long-term unemployed and disabled people.

Councillor Roger Symonds referred to the table in section 5.11 of the report, which showed that the number of unemployed 18-24 year olds in B&NES had risen by 3% in a year. He found this alarming.

Councillor David Bellotti warmly supported the report, but expressed some concerns that in paragraphs 5.16 and 5.18 there were references to “office development”. He felt that, with new ways of working, office accommodation requirements were reducing and that new office accommodation should not be built unless it could be demonstrated that it was already pre-let.

Councillor Cherry Beath summed up by saying that the problem of youth unemployment was being addressed although it was a national problem.

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

RESOLVED (unanimously)

(1) To AGREE that while the thrust of the Economic Strategy, launched in April 2010, remains valid and the basis for action, strengthened actions will be required to ensure it meets the current economic challenges faced by the District. These will include re-invigorated actions on business support, delivering regeneration schemes and promoting the District as a business location to promote local business and jobs growth.

(2) To NOTE the changes in National Government Economic Policy which led to the creation of the West of England Local Economic Partnership.

(3) To AGREE that the Council will actively engage with the West of England Local Enterprise Partnership (LEP) in order to provide a strong voice in the sub region and nationally.

(4) To AGREE that following the launch of the LEP and the establishment of an Enterprise Zone at Bristol Temple Quarter and a recommendation for a series of Enterprise Areas in the West of England, that Bath City Riverside be designated as the B&NES Enterprise Area, as a key zone for economic growth, with the ability to deliver 65% of the District’s jobs growth by 2026 and therefore play a key role in providing jobs for local people. The Enterprise Area will be resourced through Development and Major Projects to bring forward its development opportunities.

(5) To ASK the Director for Development and Major Projects to develop a Plan to support the Council’s Placemaking Plan and delivery of the Bath City Riverside ‘City of Ideas’ Enterprise Area and setting out the options for financing its delivery, called “Planning the Future, Financing the Future”, and exploring options for providing incentives to high growth business sectors; and to bring the Plan back to Cabinet in March 2012.

(6) To AGREE that the Bath and North East Somerset Sustainable Growth Alliance will be relaunched and re-named the Bath and North East Somerset Economic Partnership. It will mirror the LEP structure and will focus on delivering the District’s key developments, including the Bath Enterprise Area. Its effectiveness will be reviewed after one year.

(7) To AGREE that in order to maximise the benefits to be gained from the New Homes Bonus, the Council will work with its partners, including the Homes and Communities Agency, to focus strongly on bringing forward the key housing led and mixed use sites in the District, all in accordance with the Core Strategy.

Councillor David Dixon, in proposing the item, said that the area was very fortunate to have such amazing open spaces. Although Sydney Gardens had been neglected over the years, there was now an opportunity to bid for finance from the Heritage Lottery Fund to restore the gardens. The plan was to return Sydney Gardens to what was originally intended.

Councillor Roger Symonds seconded the proposal and said that Sydney Gardens was a wonderful place which he remembered from its heyday. He was delighted that it would be restored. He asked for an assurance that the restoration would not be spoiled by the presence of the railway.

Councillor David Dixon readily assured Councillor Symonds of this.

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

RESOLVED (unanimously)

(1) To AUTHORISE officers to progress work on:

- The feasibility and development work to make a Round 1 application to the Heritage Lottery Fund, under the Parks for People programme, for development funding for the restoration of Sydney Gardens;
- Examining potential alternative future governance arrangements for the management of Sydney Gardens.

## **102 WEST OF ENGLAND GREEN INFRASTRUCTURE FRAMEWORK**

In an *ad hoc* statement, Councillor John Bull expressed regret that the recent Planning and Housing Board of the West of England Partnership had not been quorate. He welcomed the proposals.

Councillor Brian Webber asked whether Park and Ride sites could be included in the proposals, because the verges could easily become nature reserves.

Councillor David Dixon, in proposing the item, responded to Councillor Webber by observing that because a small space, left alone, would look nice, this would not make it a suitable nature reserve. He emphasised the importance of getting sign up to the Framework from all the west authorities, because the issues did not stop at council boundaries.

Councillor Tim Ball seconded the proposal.

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

RESOLVED (unanimously)

(1) To APPROVE the West of England Strategic Green Infrastructure Framework as an evidence base that will inform the Council's Local Development Framework and in particular the emerging Green Infrastructure Strategy for the area

## **103 GYPSY & TRAVELLER SITES PLAN: ISSUES CONSULTATION AND 'CALL FOR SITES'**

Peter Duppa-Miller (Secretary to the Local Councils Association in North East Somerset) made an *ad hoc* statement urging that the Town Councils, Parish



Councils and Parish Meetings should be consulted fully about this issue. He also asked that information about mobile library provision should be made available.

Councillor Tim Ball, in proposing the item, drew attention to the Notes from the Planning, Transportation and Environment Policy Development and Scrutiny Panel [*copies of which had been placed in the public gallery before the meeting and are attached to these Minutes as appendix 6 and can be seen on the Council's website*]. He pointed out that consultations had already taken place at the Parishes Liaison Committee, the Local Development Strategy Group, the Policy Development and Scrutiny Panel and the Development Control Committee. He assured Peter Duppa-Miller that parishes would be consulted, as part of his proposal for a formal consultation period, from 21st November to 6<sup>th</sup> January and that mobile library provision would be considered as part of the consultation.

Councillor Simon Allen seconded the proposal and said that he was very pleased that this proposal had come forward, after such a long wait. He emphasised the need to consult widely.

Councillor Cherry Beath expressed support and agreed with Councillor Allen. She recognised that this would be a difficult issue to resolve but was pleased that a resolution might at last be found.

Councillor Roger Symonds expressed his support for the proposal.

On a motion from Councillor Tim Ball, seconded by Councillor Simon Allen, it was RESOLVED (unanimously)

(1) To APPROVE the Issues Paper (incorporating a Call for Sites) for public consultation; and

(2) To AGREE that the public consultation is undertaken over an extended period of 8 weeks, to run from late November 2011.

#### **104 IMPROVING ACCESS TO SUPERFAST BROADBAND IN B&NES - THE BROADBAND DELIVERY UK OPTION**

James Weeks made a statement [*a copy of which is attached to the Minutes as Appendix 7 and on the Council's website*] in which he appealed to Cabinet to fund a superfast broadband project in the area.

Councillor John Bull made an *ad hoc* statement emphasising the danger that the authority would be left behind by neighbouring authorities. He pointed out that large numbers of small businesses, who work from home, would depend increasingly on superfast broadband provision. He asked Cabinet to consider what they would do for those in the area who were not trained or could not afford to pay for broadband.

Councillor Neil Butters made an *ad hoc* statement in favour of spending a modest amount on a feasibility study.

Peter Duppa-Miller made an *ad hoc* statement strongly supportive of an urgent start on the proposed project.

Councillor Patrick Anketell-Jones in an *ad hoc* statement observed that without the proposed investment, the area would achieve only 65% coverage. He felt that the funds would be well spent and would improve the rural economy.

David Banfield (Claverton Parish Council) in an *ad hoc* statement appealed to Cabinet to invest in the broadband infrastructure, and emphasised the importance of homeworking to the local economy.

Councillor Cherry Beath introduced the item by pointing out that government was not, in fact, offering match funding - the Council would have to invest £1.2M to get £670K of government funds; nationally, there had been only 5% take up of superfast broadband; BT had said they would roll out superfast broadband by 2014; and there was no guarantee that any Council investment would become operational before it was overtaken by private provision. Councillor Beath referred to her amended proposals (displayed on the screen), which she explained were not the same as those which had been recommended in the report.

Councillor David Bellotti seconded the proposal. He felt that even if Cabinet were to agree the investment, pockets of the community amounting to 10-15% would still be left out. The Council could not continue to borrow, even for good causes. He felt that the preconditions laid down by government for the funding had made it unattractive to Bath and NE Somerset.

Councillor Bellotti explained that the report being proposed would answer questions which had not been fully addressed in the existing report.

Councillor David Dixon said that the figures did not appear to be advantageous to the Council. He observed that not many businesses actually needed superfast speeds, and in any case the price of satellite packages was already falling.

Councillor Nathan Hartley recognised that everyone would like to have superfast broadband, but the cost would be over £1M and he felt that it was important to concentrate funds on front line services.

Councillor Simon Allen said that, with the technology moving ahead so quickly, any large investment in existing technology would not be well spent.

Councillor Cherry Beath, summing up, reassured the speakers that the Cabinet wanted to address inequality; and that the study would identify how and where this should be done.

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

RESOLVED (unanimously)

(1) To NOTE:

- That there are many advantages to the local economy and to individuals to bring Broadband to as many residents and businesses as possible. The private sector will bring superfast broadband to 56% of our residents by 2015.
- That the Government is offering funds to support the development of superfast broadband of £670K. The Council would need to contribute £1.045M, making a Government Grant of 39%.
- That the project would bring superfast broadband to around 29% to 34% of premises and dwellings, but a significant number of those dwellings do not have Computers, so the number benefitting is likely to be much less.
- That the current national take up of Superfast broadband from those to whom it is enabled is only around 5%. For some of our residents with computers and internet access, superfast speed may not be a concern.

- That 10% to 15% of premises in our area would still not be reached and therefore not benefit from the expenditure.
- That the Council cost of £1.045M would add to our borrowing and to our revenue costs (around £50,000 per annum) in future years to support the borrowing.

(2) NOT to prepare a joint plan with Bristol and South Glos under the terms of the Government Broadband UK offer;

(3) To ALLOCATE £25,000 of funding from Development and Regeneration reserves, with a brief to be agreed by Cabinet, to identify how internet access can be brought to as many of our residents as possible. This would include investigating the development of Community opportunities in our villages and rural areas.

## **105 TREASURY MANAGEMENT MONITORING REPORT TO 30TH SEPTEMBER 2011**

Councillor David Bellotti, introducing the item, said that the risk to the Council had been minimised and that the Council's investments had been made as safe as possible. He moved that Cabinet note the report.

Councillor Paul Crossley seconded the proposal.

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

RESOLVED (unanimously)

(1) To NOTE the Treasury Management Report to 30th September 2011, prepared in accordance with the CIPFA Treasury Code of Practice;

(2) To NOTE the Treasury Management Indicators to 30th September 2011;

(3) To NOTE that the Treasury Management Report and its appendices have been referred to November Council.

## **106 REVENUE AND CAPITAL BUDGET MONITORING, CASH LIMITS AND VIREMENTS - APRIL 2011 TO SEPTEMBER 2011**

Councillor David Bellotti moved the recommendations in the report.

Councillor Paul Crossley seconded the proposal.

Councillor David Dixon congratulated the officers in his portfolio area for having achieved a £402K underspend.

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

RESOLVED (unanimously)

(1) To ASK Strategic Directors to continue to work towards managing within budget in the current year for their respective service areas, and to manage below budget where possible by not committing unnecessary expenditure, through tight budgetary control;

(2) To NOTE the revenue budget position as shown in the report;

(3) To NOTE the capital expenditure position in the financial year to the end of September and the year-end projections detailed in the report;

- (4) To AGREE the revenue virements listed for approval in the report;
- (5) To NOTE the changes in the capital programme listed in the report.

The meeting ended at 9.45 pm

Chair \_\_\_\_\_

Date Confirmed and Signed \_\_\_\_\_

**Prepared by Democratic Services**

## CABINET MEETING 9<sup>th</sup> November 2011

The following Statements and Questions had been registered by the time of publication.

### REGISTERED SPEAKERS

There were 9 notices of intention to make a statement at the meeting. 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

- Cllr Rob Appleyard - Re: Affordable Housing
- Cllr Eleanor Jackson - Re: Railway Radstock – Frome

#### Re: A-Boards (Agenda Item 12)

- Cllr Brian Webber
- Henry Brown (Chair, Federation of Bath Residents Associations)

#### Re: High Street / Orange Grove (Agenda Item 18)

- Cllr Brian Webber
- Rob Hollingdale (Bath Taxi Association)
- Ken Taylor (Bath Taxi Association)
- Derek Noble (Empire Owners Association)

#### Re: Broadband provision (Agenda Item 19)

- James Weeks

### QUESTIONS AND ANSWERS - COUNCILLORS

M01	Question from:	Councillor Martin Veal
<p>BT is currently in the process of rolling out superfast broadband to the more densely populated areas of Bath, Midsomer Norton and Radstock. However, I believe it should also be a priority to ensure that our rural areas, and our farming and village communities also have equal access to high-speed broadband and that the Council should be doing all it can to deliver this. It would not only improve services to local residents, but also provide a welcome boost to our local economy by supporting local small businesses.</p> <p>Could the Cabinet Member please detail what, if any, action and resources the Council is putting in to ensuring that superfast broadband is delivered to our rural communities throughout B&amp;NES, in line with national Government policy and support? Could the Cabinet member also detail when this is likely to be implemented?</p>		

<b>Answer from:</b>	Councillor Cherry Beath
<p><i>Thank you for your question regarding superfast Broadband for rural areas. Broadband Delivery UK has been created by the Department of Culture, Media and Sport to deliver match-funding for rural Broadband where the market will not deliver before 2015 at the earliest. Taking up this match-funding requires a commitment of £1.045m from Council budgets. This proposition and related issues will be discussed and debated at the Cabinet meeting on 9th November, where Cabinet will make a decision about whether to develop a local broadband plan and access BDUK funding. The papers (ref. E2328) including a proposed timetable for implementation will be available in advance as papers for Cabinet are available on the website.</i></p>	
<b>Supplementary Question:</b>	
<p>Thanks to the Cabinet member for her reply. If the Cabinet agrees later to proceed with the proposals, will she give an assurance that the rest of the money will also be used?</p>	
<b>Answer from:</b>	Councillor Cherry Beath
<p><i>I cannot give such an assurance. We must await the outcome of the Cabinet's decision.</i></p>	

<b>M02</b>	<b>Question from:</b>	Councillor Eleanor Jackson
<p>When is the independent feasibility study into the viability and cost of re-opening the Frome-Radstock railway line to commuter traffic, which was promised by the new administration in May 2011, going to be commissioned and delivered?</p>		
<b>Answer from:</b>	Councillor Roger Symonds	
<p><i>The terms of reference for the study has been finalised and sent to Halcrow, our term consultants, who we hope will deliver the final report within 3 months. We have held off finalising the commission because we were aware that DfT was about to publish new guidance on opening of new stations. This was published last week so we can now take this study forward in the light of up-to-date DfT advice. We have also included in the commission consideration of potential reopening of Saltford Station.</i></p>		
<b>Supplementary Question:</b>		
<p>Can the Cabinet member explain why Halcrow were selected? Will the full £15,000 be available for the Frome-Radstock study?</p>		
<b>Answer from:</b>	Councillor Roger Symonds	
<p><i>Both studies will be delivered within the £15,000 cost.</i></p>		

<b>M03</b>	<b>Question from:</b>	Councillor Nigel Roberts
<p>What are the current subsidised bus routes, including the total distance subsidised and the cost per passenger mile? What is being done to advertise these routes?</p>		
<b>Answer from:</b>		Councillor Roger Symonds
<p><i>A list of local bus services currently receiving financial support is attached. We do not have a total mileage figure for contracted services nor do we measure the distance travelled by passengers. The basic measure by which we assess the relative value for money of contracted services is the average cost per passenger journey. This falls within a wide range, reflecting the diversity of contracts, but overall is less than £1.50 per passenger journey. Alongside this, consideration is given to the distinctive social needs of the areas served by each route.</i></p> <p><i>We produce publicity leaflets for those supported services that are not shown in operators' own timetable books or leaflets and these are distributed to passengers, town &amp; parish councils and local facilities. Most of our contracts are let on a "net subsidy" basis under which the contractor keeps all the fares revenue. This incentivises the contractor to attract more passengers.</i></p>		

<b>M04</b>	<b>Question from:</b>	Councillor Nigel Roberts
<p>Please could the executive councillor list the Bath and North East Somerset wards in terms of level of deprivation. Please indicate the measure being used, such as the index of multiple deprivation.</p>		
<b>Answer from:</b>		Councillor Simon Allen
<p><i>My full response is attached as an annex to this QA sheet</i></p>		

<b>M05</b>	<b>Question from:</b>	Councillor Patrick Anketell-Jones
<p>In the B&amp;NES Draft Core Strategy it details plans to encourage growth of Creative Industries in Bath, and in particular references the redevelopment of the Bath Quays area for new employment, including Avon Street.</p> <p>However, in the recent Full Council report regarding the revisions made to the Draft Core Strategy with reference to the changes to the Bath Transport Package, it is stated that, in light of the reduction in the number of additional Park &amp; Ride spaces; 'The Council remains committed to the strategy of reducing the availability of long stay parking within the city centre. However, in the short term current parking capacity will have to be retained.'</p> <p>This clearly raises concerns over the likelihood of the redevelopment of the Avon Street area in the foreseeable future and the jobs this would create.</p> <p>Can the Cabinet Member please clarify what the situation is regarding the</p>		

redevelopment of the Avon Street and Bath Quays area, and what alternative new site has been found for the development of Creative Industries, tech hub and other new jobs in Bath?

**Answer from:**

Cllrs Cherry Beath, Roger Symonds and Tim Ball

*The original Bath Transport Package bid, which was produced against a background of economic growth levels handed down in the Regional Spatial Strategy, has been de-scoped and value engineered at the request of DfT. The revised bid is more reflective of the growth levels anticipated in the Draft Core Strategy and delivers a better cost benefit ratio than the original. In a competitive bidding environment the chances of DfT funding the, more affordable, revised scheme are good.*

*The revised BTP would still deliver significant increases in Park & Ride capacity which will enable development sites to be released in line with the more realistic growth projections in the Draft Core Strategy.*

*Further options for an East of Bath P&R site are being evaluated at the instruction of Council. This could provide additional Park and Ride capacity to release further development sites over the medium term.*

*These sites are part of the Bath City of Ideas Enterprise Area and the new administration has commissioned a review of the Bath development sites to support their delivery. The review will include a financial impact analysis and viability studies. The work will inform the Planning the Future Funding the Future project. It is anticipated that the initial findings will be reported to Cabinet in the spring of 2012 together with options for delivery.*

*I am pleased that you are supportive of the New Administration's emphasis to work actively with the Creative, Digital and Knowledge sectors, and the review will include options for potential sites for a Creative / Digital Hub.*

**Supplementary Question:**

Thank you for the positive response. However, it covers only the long term. What medium term plans do you have to use the site?

**Answer from:**

Councillor Cherry Beath

*The current plans are not so long term as you suggest. There are no plans for the site in the interim period.*

**M06**

**Question from:**

Councillor Charles Gerrish

Can the Cabinet Member please provide an update on what discussions have taken place between the Council and Taylor Wimpey regarding seeking an agreement on creating an alternative access road to the K2 development site?

**Answer from:**

Councillor Tim Ball

*Until Taylor Wimpey have fully developed their plans, and the Council has a clear*



*strategy for the development of its own land at south west Keynsham, talks with Taylor Wimpey about a possible alternative access road are on hold.*

**Supplementary Question:**

In view of a recent breach of planning conditions, why can the Council not accelerate the conversations?

**Answer from:**

Councillor Tim Ball

*Response provided after the meeting:*

*Following a complaint from local residents and Ward Members, planning officers investigated the allegation that work on the K2 development had commenced on Friday 21st October 2011, as such action would have been in breach of a number of pre-commencement conditions imposed by the Appeal Inspector.*

*However, the developers (Taylor Wimpey) informed officers that the activities on the site related only to the closure of an established badger sett in accordance with a licence given by Natural England, and that the excavator delivered to the site on the morning of 21st was removed later the same day. This was subsequently confirmed by an officer site inspection.*

*The works to the badger sett do not constitute the implementation of the planning permission granted on appeal, and accordingly I can confirm that there has been no breach of the Conditions attached to the permission. No action can therefore be taken by the Council at this time, but nevertheless, Taylor Wimpey have been reminded that any activity on the site will be under close scrutiny from the local community and have responded to officers by confirming that they will keep the Council informed of any future activity which could raise concern by local residents and Ward Members. Taylor Wimpey are aware of the need to submit details in discharge of a number of conditions prior to the commencement of development and the discharging of these conditions will take place prior to the commencement of development on site. It is understood that development will commence in Summer 2012.*

**M07**

**Question from:**

Councillor Martin Veal

Earlier this year the swimming pool at Bath University was closed due to the need for repairs in order to make the pool fit for use. This has resulted in significant difficulties for local schools and parents in the area, whose children previously used the pool for swimming lessons. The University has now submitted an application seeking permission to demolish the pool entirely, stating that the costs of the repairs are prohibitive. If the Council were to grant this permission, this would be a major loss to the local community and Bath more widely.

Can the Cabinet Member please detail what discussions he has had with the University on this issue?

Would the Cabinet Member also look into the possibility of the Council working with the University and helping with the cost of repairs in order to save and reopen the pool?

<b>Answer from:</b>	Councillor David Dixon
<i>None and no.</i>	
<b>Supplementary Question:</b>	
I appreciate his succinct reply, but could the Cabinet member not give more consideration to an issue which affects at least 700 local families?	
<b>Answer from:</b>	Councillor David Dixon
<i>The Council has its own sport and leisure properties, which it seeks to support as a priority, and cannot commit to supporting those owned by others.</i>	

<b>M08</b>	<b>Question from:</b>	Councillor Patrick Anketell-Jones
Can the Cabinet Member please provide an update on what action the Council intends to take to reopen Victoria Bridge, what the cost of this will be, what other options have been considered, and whether the Council's plan will be for a full and permanent restoration as previously indicated?		
<b>Answer from:</b>	Councillor Cherry Beath	
<p><i>Officers have worked closely with consulting engineers and specialists in the restoration of historic bridges to develop a temporary solution that should enable the bridge to be reopened at a reduced width in summer 2012. Various temporary solutions have been investigated and these have included the provision of alternative routes and a Bailey Bridge. It was not possible to accommodate the latter within the available land. The preferred temporary solution is a boxed truss at an estimated cost of £390,000. The Cabinet remains committed to the permanent restoration of the bridge which should be completed by the end of Autumn 2013. The total project costs including the temporary bridge works are estimated to cost £3.2m. Cabinet is scheduled to consider the project plan for Victoria Bridge at its meeting on 7th December.</i></p>		

<b>M09</b>	<b>Question from:</b>	Councillor Rob Appleyard
<p>The news that private rents in the Bath area are the highest outside the Home Counties (Chronicle, 20 October) comes as no surprise. Many of our residents will have spent years languishing on the Council's housing register with no prospect of an affordable home in the foreseeable future. We believe that the lack of affordable housing is not only a tragedy for the individuals</p>		

and families who can't afford a place to live but one of our largest social challenges. We know that public finances are being severely squeezed, and the Council will have to choose its priorities very carefully. We believe, however, that the increased provision of housing and especially affordable housing should be our number one priority.

The New Homes Bonus will provide an increasing revenue to this Council over the coming years and will only be truly beneficial if housing supply is gained in its early years. It is estimated that by 2016 this will amount to c£5.7m pa to this council.

***Will this council invest at least a further £1.2 million in affordable housing over the next two years?***

This money can additionally be used to deal with the range of empty properties within the authority and also to deal with any obstructions that fall within this councils area of influence that prevent the supply of affordable and new housing, by our own figures we are already 50% behind our own housing provision targets. I mention new houses as it will enable movement from the social sector.

**Answer from:**

Councillor David Bellotti

*The Administration believes that affordable housing is a serious challenge in our area and one that must be met.*

*We are proposing a new affordable housing enablement capital programme with £500k for 2012/13. It is our intention to increase this amount the following year. Therefore it is very likely that £1.2M will be spent over the next two years on affordable housing, subject of course to Council voting for the administration's budget proposals. The Council has already agreed to an affordable housing contribution at Bath Western Riverside of £3M and this will greatly assist local families.*

## QUESTIONS AND ANSWERS - PUBLIC

<b>P01</b>	<b>Question from:</b>	Bo Novak
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The city of Ghent in Belgium has adopted a very successful and popular Meat-Free Day to improve the health of its citizens and minimise the impact of food production on the environment. Other cities such as Bremen (Germany), San Francisco (USA), Cape Town (S. Africa) have followed suit. With the number of food outlets and visitors in Bath - not to mention the range of vegetarian options already available - would Councillor Crossley agree that Bath should become the first British city to do the same?

(NOTE: There are many organisations and individuals who would be able to provide advice, support and information to make such a campaign successful and high profile in the event that the Council were willing to take the lead, e.g. the Vegetarian Society, Meat-Free Mondays campaign, etc).

**Answer from:**

Councillor Paul Crossley

*The council is committed to reducing the Bath and North East Somerset carbon footprint*

*by 45% by 2026 and is working very actively with partners and the community to achieve this.*

*I will look at how I can work with the wider community to explore this initiative, but at this point cannot justify the resources needed to develop such an initiative from council officers.*

*However, I would encourage the questioner to consider becoming a member of the Bath & North East Somerset Environmental Sustainability Network, by following this link: [www.sustainabilitynetwork.co.uk](http://www.sustainabilitynetwork.co.uk)*

*One of the key purposes of the network is to enable members of the community to share ideas. There is a topic group for 'Local Food', where the proposal could be discussed. The network enables members to be kept up to date with local green news and events, to publicise local environmental activities, and to join discussions around sustainability topics.*

Question M03 Supplementary information

**LOCAL BUS SERVICES PROVIDED WITH FINANCIAL SUPPORT  
BY BATH & NORTH EAST SOMERSET COUNCIL – 30 OCTOBER 2011**

SERVICE NUMBER AND ROUTE DETAILS	REF. NO.	OPERATOR	END DATE	GROSS COST P.A.	NET COST TO B&NES P.A.	PASS. TRIPS PER YEAR	AVG. COST TO B&NES PER PASS. TRIP	COMMENTS
1 Combe Down to Bath City Centre MF – 1 journey at 0642	702 FM13	First	29/3/13	£1,369	£1,369	2,688	£0.51	Add-on to commercial service 1
1 Combe Down to Bath City Centre MS evenings – hourly	706 SV13	First	30/3/13	£34,534	£34,534	13,311	£2.59	Add-on to commercial services 1 & 6
6 Bath City Centre circular service via Fairfield Park and Larkhall								
MS evenings – hourly								
1 Combe Down to Bath City Centre	702 IM13	First	30/3/13	£402	£402	128	£3.14	Add-on to commercial service 1
Sa – 1 journey at 0732								
2 Enslleigh to Bath City Centre	702 GA13	First	31/3/13	£7,984	£7,984	4,250	£1.88	Add-on to commercial service 2
Su/BH – hourly from 1000 to 1800								

SERVICE NUMBER AND ROUTE DETAILS	REF. NO.	OPERATOR	END DATE	GROSS COST P.A.	NET COST TO B&NES P.A.	PASS. TRIPS PER YEAR	AVG. COST TO B&NES PER PASS. TRIP	COMMENTS
12 Whiteway to Bath City Centre Su/BH – hourly from 1000 to 1800								
6 Bath City Centre circular service via Fairfield Park and Larkhall 7 Bath circular service via Larkhall and Fairfield Park MS – every 30 minutes on each service	N/A	First	31/3/12	£75,000	£75,000	N/A	N/A	<i>De minimis</i> payment to provide increased frequency on commercial services
6 Bath City Centre circular service via Fairfield Park and Larkhall 7 Bath circular service via Larkhall and Fairfield Park Su/BH – hourly on each service from 1000 to 1900	706 GA13	First	31/3/13	£9,884	£9,884	17,607	£0.56	Add-on to commercial services 6, 7 & 17

SERVICE NUMBER AND ROUTE DETAILS	REF. NO.	OPERATOR	END DATE	GROSS COST P.A.	NET COST TO B&NES P.A.	PASS. TRIPS PER YEAR	AVG. COST TO B&NES PER PASS. TRIP	COMMENTS
17 Kingsway to Bath City Centre								
Su/BH – hourly from 1030 to 1830								
7 Larkhall to Bath City Centre via Fairfield Park	707 FM13	First	29/3/13	£2,357	£2,357	1,026	£2.30	Add-on to commercial service 7
M-F – 1 journey at 0624								
12 Whiteway to Bath City Centre	712 SA12	Bugler Coaches	31/3/12	£18,500	£18,500	25,356	£0.73	
MF – every 40 minutes from 0900 to 1400;								
Sa – every 40 minutes from 0900 to 1600								
13 Bathford to Fox hill via Bath City Centre	713 SV13	First	30/3/13	£27,527	£27,527	22,866	£1.20	Add-on to commercial service 13
MS – late night journeys								

SERVICE NUMBER AND ROUTE DETAILS	REF. NO.	OPERATOR	END DATE	GROSS COST P.A.	NET COST TO B&NES P.A.	PASS. TRIPS PER YEAR	AVG. COST TO B&NES PER PASS. TRIP	COMMENTS
<b>13</b> Bathford to Foxhill via Bath City Centre Su – every 90 minutes after 1800; BH – every 30 minutes until 1800; every 90 minutes after 1800	713 GV13	First	31/3/13	£17,495	£17,495	6,146	£2.85	Add-on to commercial service 13
<b>14A</b> Weston to Odd Down via Bath City Centre D – late night journeys	714 DV13	First	31/3/13	£17,566	£17,566	14,908	£1.18	Add-on to commercial service 14
<b>17</b> Penn Lea Road to Kingsway via Bath City Centre MS evenings – hourly	717 SV13	First	30/3/13	£25,705	£25,705	13,297	£1.93	Add-on to commercial service 17



SERVICE NUMBER AND ROUTE DETAILS	REF. NO.	OPERATOR	END DATE	GROSS COST P.A.	NET COST TO B&NES P.A.	PASS. TRIPS PER YEAR	AVG. COST TO B&NES PER PASS. TRIP	COMMENTS
<p><b>20A</b> University of Bath Circular via Widcombe, City Centre, Weston, Twerton, Odd Down and Combe Down</p> <p><b>20C</b> University of Bath Circular via Combe Down, Odd Down, Twerton, Weston, City Centre and Widcombe</p> <p>MF – University to Twerton via City Centre every 60 minutes until 1900; Twerton to University via Odd Down every 30 minutes until 1900 Sa – every 60 minutes until 1800</p> <p><b>20R</b> Green Park to Ralph Allen School via Odd Down and Combe Down</p> <p>SD - 1 journey in each direction</p>	<p>20 FA18 20 FV18 20 IA18 20A FP18 20C FP18</p>	Wessex Connect	4/10/18	£238,608	£147,784	149,750	£0.99	<p>Group price.</p> <p>Contributions totalling £90,824 from Sainsbury and University of Bath via Section 106 agreements</p>

SERVICE NUMBER AND ROUTE DETAILS	REF. NO.	OPERATOR	END DATE	GROSS COST P.A.	NET COST TO B&NES P.A.	PASS. TRIPS PER YEAR	AVG. COST TO B&NES PER PASS. TRIP	COMMENTS
<b>42</b> Odd Down P&R Site to RUH via Southdown and Twerton MF - every 30 minutes	42 FA14	Abus	28/3/14	£103,747	£35,596	113,684	£0.31	Contribution of £68,151 from RUH. Includes off-peak demand-responsive service.
<b>67</b> West Harptree to Bristol via Chew Magna and Whitchurch MF – 1 off-peak return journey	67 IN11	Abus	31/3/12	£3,145	£3,145	2,024	£1.55	<i>De minimis</i> arrangement.
<b>94</b> Bath to Trowbridge via Freshford MS – every 2 hours	WCC 0794	Libra Travel	31/3/12	£39,909	£19,954	12,810 (a)	£1.56	Contribution to Wiltshire Council contract
<b>173</b> Wells to Bath BH – every 90 minutes from 1000 to 1900	173 BA13	First	31/3/13	£4,000	£4,000	757	£5.28	Add-on to commercial service 173
<b>175</b> Peasedown St John to Bath via Dunkerton MF – hourly	175 FN12	Somerbus	18/4/12	£10,000	£0	N/A	£0.00	<i>De minimis</i> payment from s106 agreement for CircleBath Hospital.

SERVICE NUMBER AND ROUTE DETAILS	REF. NO.	OPERATOR	END DATE	GROSS COST P.A.	NET COST TO B&NES P.A.	PASS. TRIPS PER YEAR	AVG. COST TO B&NES PER PASS. TRIP	COMMENTS
178 Bath to Midsomer Norton via Radstock MF – Diversion of 0705 ex Bath via Writhlington	178 FM11	First	31/3/12	£613	£613	506 (b)	£1.21	<i>De minimis</i> add-on to commercial service 178
178 Bath to Bristol via Radstock, Midsomer Norton and Keynsham MS evenings – 4 return trips	778 SV13	Wessex Connect	31/3/13	£99,466	£52,741	44,278	£1.19	Estimated fares revenue of £46,725. Add-on to commercial service 178
178 Bath to Midsomer Norton via Peasedown and Radstock Su/BH – every 45 minutes	779 GA13	First	31/3/13	£15,346	£15,346	21,203	£0.72	Add-on to commercial services 178 & 179
179 Bath to Midsomer Norton via Timsbury Su/BH – every 90 minutes								

SERVICE NUMBER AND ROUTE DETAILS	REF. NO.	OPERATOR	END DATE	GROSS COST P.A.	NET COST TO B&NES P.A.	PASS. TRIPS PER YEAR	AVG. COST TO B&NES PER PASS. TRIP	COMMENTS
178 Pauliton to Bath via Midsomer Norton and Radstock MS evenings – 2 journeys	779 SV13	First	31/3/13	£28,549	£28,549	5,734	£4.98	Add-on to commercial services 178 & 179
179 Bath to Midsomer Norton via Timsbury MS evenings – 2 journeys to Bath and 3 journeys from Bath								
178 Midsomer Norton to Bath via Radstock Su evenings – 2 return journeys	173 GV13	First	31/3/13	£2,085	£2,085	1,612	£1.29	Add-on to commercial service 173
228 Colerne to Bath via Batheaston MS – every 2 hours	WCC 0828	Faresaver	31/3/12	£45,596	£7,751	4,575 (a)	£1.69	Contribution to Wiltshire Council contract.
265 Bath to Trowbridge MS evenings - hourly	WCC 0705	First	31/3/12	£67,279	£9,261	4,880 (a)	£1.90	Contribution to Wiltshire Council contract.

SERVICE NUMBER AND ROUTE DETAILS	REF. NO.	OPERATOR	END DATE	GROSS COST P.A.	NET COST TO B&NES P.A.	PASS. TRIPS PER YEAR	AVG. COST TO B&NES PER PASS. TRIP	COMMENTS
<b>265</b> Bath to Warminster Su/BH – every 2 hours	WCC 0707	First	31/3/12	£28,422	£4,064	1,860 (a)	£2.18	Contribution to Wiltshire Council contract.
<b>267</b> Bath to Frome MS evenings – 3 return journeys	767 SV14	First	29/3/14	£15,529	£15,529	19,611	£0.79	Add-on to commercial service 267
<b>318</b> Cribbs Causeway to Keynsham via Kingswood and Longwell Green MS – hourly	318 MS AD	First	31/3/12	£34,936	£8,035	N/A	N/A	Contribution to S. Glos Council <i>de minimis</i> payment for extension of commercial service from Kingswood to Keynsham.
<b>332</b> Bath to Bristol via Bitton Su/BH – every 2 hours	632 GA14	First	30/3/14	£8,699	£4,871	9,220	£0.53	Contribution of £3,828 from S. Glos Council. Add-on to commercial service 332.

SERVICE NUMBER AND ROUTE DETAILS	REF. NO.	OPERATOR	END DATE	GROSS COST P.A.	NET COST TO B&NES P.A.	PASS. TRIPS PER YEAR	AVG. COST TO B&NES PER PASS. TRIP	COMMENTS
<b>349</b> Keynsham to Bristol via Brislington MF – Extension of morning peak journey to start at Courtenay Road	N/A	Abus	31/3/12	£1,265	£1,265	N/A	N/A	<i>De minimis</i> add-on to commercial service 349
<b>376</b> Wells to Bristol via Clutton and Whitchurch MS evenings – 2 return trips	376 SV12	First	31/3/12	£16,763	£8,770	9,200	£0.95	Contribution of £7,993 from Bristol City Council. Add-on to commercial service 376
<b>376</b> Wells to Bristol via Clutton and Whitchurch Su/BH evenings – 2 return trips	376 GV12	First	31/3/12	£4,402	£4,402	2,176	£2.02	Add-on to commercial service 376
<b>376</b> Wells to Bristol via Clutton and Whitchurch BH until 2100 – hourly	376 BA12	First	31/3/12	£4,000	£4,000	5,093	£0.79	Add-on to commercial service 376

SERVICE NUMBER AND ROUTE DETAILS	REF. NO.	OPERATOR	END DATE	GROSS COST P.A.	NET COST TO B&NES P.A.	PASS. TRIPS PER YEAR	AVG. COST TO B&NES PER PASS. TRIP	COMMENTS
<b>532</b> Keynsham to Longwell Green via Oldland	532 MS AD	Wessex Connect	31/8/12	£215,593	£7,000	2,745 (a)	£2.55	Contribution to S. Glos Council contract.
<b>533</b> Keynsham to Mangotsfield via Oldland, Kingswood and Staple Hill. MS – hourly on each route								
<b>620</b> Old Sodbury to Bath via Yate, Wick and Pucklechurch MS – every 2 hours	MS 620 AD	Wessex Connect	31/8/13	£78,500	£7,379	N/A	N/A	Contribution to S. Glos Council contract.
<b>636</b> Hengrove to Keynsham via Whitchurch Tu/F – 1 return trip	640 IN14 668 IN14 754 IN14 757 IN14	Somerbus	28/3/14	£21,209	£21,209	2,428	£2.38	Group Price.
<b>640</b> Bishop Sutton to Keynsham via Chew Magna and Pensford F – 1 return trip						1,799		

SERVICE NUMBER AND ROUTE DETAILS	REF. NO.	OPERATOR	END DATE	GROSS COST P.A.	NET COST TO B&NES P.A.	PASS. TRIPS PER YEAR	AVG. COST TO B&NES PER PASS. TRIP	COMMENTS
<b>668</b> Midsomer Norton to Bristol via Timsbury and Keynsham Tu – 1 return trip						1,774		
<b>754</b> Hinton Blewett to Radstock via Bishop Sutton and Chew Magna M – 1 return trip						981		
<b>757</b> Midsomer Norton to Bath via Peasedown St John and Wellow W – 1 return trip						1,942		
<b>649</b> Bath to Bristol via Keynsham D – 1 late night journey in each direction	649 DV14	First	30/3/14	£18,508	£18,508	14,004	£1.32	Add-on to commercial services 339 and 349
<b>665</b> Keynsham & Saltford local service MF – 5 off-peak journeys	665 FA15	B&NES Environmental Services	31/8/15	£41,636	£25,826	20,523	£1.26	Estimated fares revenue of £15,810



SERVICE NUMBER AND ROUTE DETAILS	REF. NO.	OPERATOR	END DATE	GROSS COST P.A.	NET COST TO B&NES P.A.	PASS. TRIPS PER YEAR	AVG. COST TO B&NES PER PASS. TRIP	COMMENTS
<b>665</b> Keynsham & Saltford local service Sa – 4 journeys	665 IA15	CT Coaches	31/8/15	£9,803	£6,395	3,748	£1.71	Estimated fares revenue of £3,408
<b>672</b> Blagdon to Bristol via Bishop Sutton and Chew Magna MS – 4 journeys to Bristol, 5 journeys from Bristol	672 SA14 672 SV14	CT Coaches Eurotaxis	29/3/14	£71,289	£49,572	12,976	£3.82	Estimated fares revenue of £1,026. Contributions totalling £20,691 from Bristol City and N. Somerset Councils.
<b>678</b> Writhlington to Bristol via Radstock, Midsomer Norton and Keynsham Su/BH – 3 return journeys	678 GA13	Wessex Connect	31/3/13	£20,151	£12,844	4,084	£3.14	Estimated fares revenue of £7,307. Add-on to commercial service 178
<b>683</b> Keynsham to Wells via Chew Magna and Blagdon Tu – 1 return journey	683 IN4	Abus	3/4/14	£4,158	£1,663	N/A	N/A	Contribution to N. Somerset Council contract.

SERVICE NUMBER AND ROUTE DETAILS	REF. NO.	OPERATOR	END DATE	GROSS COST P.A.	NET COST TO B&NES P.A.	PASS. TRIPS PER YEAR	AVG. COST TO B&NES PER PASS. TRIP	COMMENTS
700 Sion Hill to Bath City Centre	700 SA12	CT Coaches	31/3/12	£59,960	£40,982	19,185	£2.14	Estimated fares revenue of £18,978
MS – 5 return journeys								
716 Newbridge to Bath City Centre								
MS – 5 return journeys								
734 Bathwick to Bath City Centre								
MS – 3 return journeys								
752 Hinton Blewett to Bath via Bishop Sutton and Chew Magna	752 IN14	B&NES Environmental Services	26/3/2014	£4,456	£4,456	893	£4.99	
W – 1 return journey								
768 Clutton to Bath via Midsomer Norton, Radstock and Timsbury	768 IN14	CT Coaches	31/8/14	£14,266	£14,266	4,855	£2.94	
Tu/Th – 2 return journeys								
768 Clutton to Bath via Midsomer Norton, Radstock and Timsbury	768 SA14	CT Coaches	31/8/14	£49,916	£49,916	22,612	£2.21	
MS – 3 return journeys								

SERVICE NUMBER AND ROUTE DETAILS	REF. NO.	OPERATOR	END DATE	GROSS COST P.A.	NET COST TO B&NES P.A.	PASS. TRIPS PER YEAR	AVG. COST TO B&NES PER PASS. TRIP	COMMENTS
<b>782</b> Paulton to Tynning via Midsomer Norton and Radstock MF – 2 return journeys; Sa – 4 return journeys	782 IN14	Somerbus	29/3/14	£29,305	£29,305	23,244	£1.26	Add-on to commercial service 782
<b>791</b> Bath to Midsomer Norton via Radstock, continuing as <b>793</b> to Weston-s-Mare via West Harptree	791 IN14	Abus	26/3/13	£15,622	£5,768	3,961	£1.46	Estimated fares revenue of £4,761. Contribution of £5,093 from N. Somerset Council.
W – 1 return journey <b>834</b> Bishop Sutton to Weston-s-Mare via Chew Magna and Blagdon	834 IN4	CT Coaches	3/4/14	£4,300	£2,150	N/A	N/A	Contribution to N. Somerset Council contract.
Tu – 1 return journey <b>835</b> Chewton Mendip to Weston-s-Mare via West Harptree and Blagdon	835 IN4	CT Coaches	3/4/14	£6,800	£1,360	N/A	N/A	Contribution to N. Somerset Council contract.
Th – 1 return journey								

Notes

1 Codes used in table:

BH	- Bank Holidays only		
D	- Daily	Su	
F	- Fridays only		Sa - Saturdays only
M	- Mondays only		- Sundays only
MF	- Mondays to Fridays (not Bank Holidays)		Su/BH - Sundays & Bank Holidays only
MS	- Mondays to Saturdays (not Bank Holidays)		Tu - Tuesdays only
N/A	- Not available (data incomplete at present)		Tu/F - Tuesdays & Fridays only
			Tu/Th - Tuesdays & Thursdays only
			W - Wednesdays only

2 Passenger data is supplied by operators or collected by the Council through on-bus surveys. Some data, particularly on cross-boundary services and new contracts, is incomplete at present.

3 Passenger trip numbers include all passengers on the service except where marked: (a) - B&NES residents only; or (b) - passengers using the supported section only

4 Estimates of fares revenue exclude reimbursement for free off-peak concessionary travel

## Question M04 Supplementary information

**Bath and North East Somerset Council**  
**Indices of Deprivation – Ward Summary**  
V0.1  
03/11/11

### 1. Introduction

The indices of Multiple Deprivation (IMD) are a long standing method used by the government to develop an understanding of differences at a local level by allowing a relative comparison of all areas in England. Deprivation in these terms is used to cover a wide range of issues and looks at unmet needs across a number of issues (or “domains”). This report examines the 2010 indices published in March 2011.

Bath and North East Somerset is one of the least deprived authorities in the country, ranking 247 out of 326 English authorities. It is ranked 49 out of 56 unitary authorities.

Further detail on the Indices of Deprivation in B&NES can be found at:

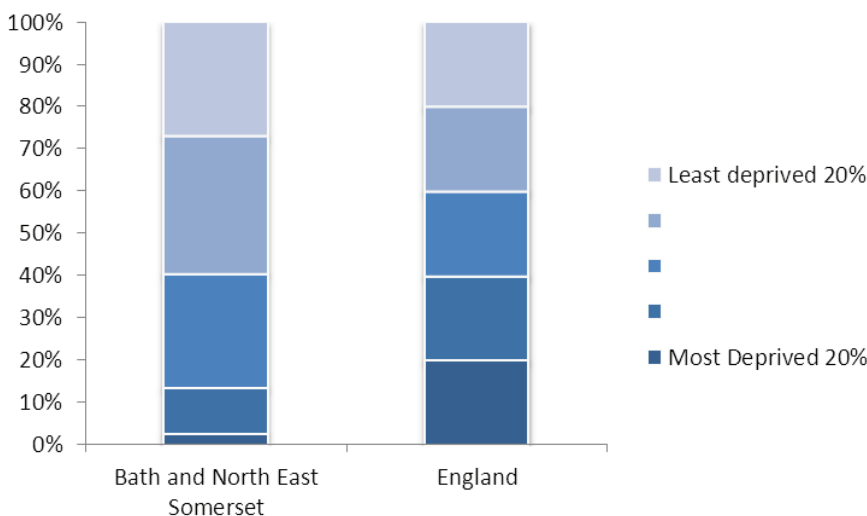
<http://www.bathnes.gov.uk/communityandliving/ResearchAndIntelligence/Pages/IndicesofDeprivation2010.aspx>

Although an area may be defined as more deprived than another it does not mean that all, or even a majority, of residents in an area are necessarily experiencing deprivation. Conversely, areas with lower levels of relative deprivation may still have residents who are experiencing deprivation for one or more issues.

The indices are useful in demonstrating how different communities experience issues differently. For example, in 2010 it was estimated that the most deprived 20% of B&NES areas had over four times as many young people defined as not in education, training or employment as the least deprived areas. As a result, the IMD forms part of our overall corporate evidence base and will form part of the forthcoming Joint Strategic Needs Assessment.

### 2. IMD at Ward level

The IMD does not use wards as its base geography, instead it uses smaller geographies (called LSOAs) created by the Office for National Statistics. It is however, possible to create an “average” ward result for the data and then compare that with other English wards. Fig 1 demonstrates the breakdown of wards in Bath and North East Somerset when compared to England as a whole.



**Fig 1 – Distribution of wards - B&NES compared to England (IMD 2010)**  
Comparative data for local wards is provided in Appendix 1.

## Appendix 1 – Average IMD scores for B&NES wards with national comparisons.

Ward	Average of IMD SCORE	National Rank (out of 7569 (1 is low))	National Comparison
Twerton	35.695	745	Most deprived 5%
Abbey	22.485	2146	Most deprived 30%
Southdown	20.022	2583	Most deprived 30%
Radstock	17.393	3133	Most deprived 40%
Kingsmead	16.429	3349	Most deprived 40%
Odd Down	15.609	3573	Most deprived 50%
Keynsham North	15.370	3654	Most deprived 50%
Keynsham South	14.829	3839	Most deprived 50%
Publow and Whitchurch	14.232	4046	Most deprived 50%
Combe Down	14.226	4048	Most deprived 50%
Bathavon West	13.670	4232	Least deprived 50%
Oldfield	13.581	4258	Least deprived 50%
Peasedown	13.217	4388	Least deprived 50%
Midsomer Norton Redfield	13.093	4436	Least deprived 50%
Westfield	12.269	4753	Least deprived 50%
Walcot	11.870	4898	Least deprived 40%
Weston	11.444	5067	Least deprived 40%
Paulton	11.249	5141	Least deprived 40%
Timsbury	10.342	5527	Least deprived 30%
Lansdown	9.856	5741	Least deprived 30%
Farmborough	9.738	5794	Least deprived 30%
Westmoreland	9.712	5807	Least deprived 30%
Mendip	9.505	5881	Least deprived 30%
Bathavon South	9.136	6009	Least deprived 30%
Clutton	8.881	6109	Least deprived 30%
Lambridge	8.869	6119	Least deprived 30%
Midsomer Norton North	8.817	6138	Least deprived 30%
Bathavon North	8.088	6395	Least deprived 20%
High Littleton	7.561	6577	Least deprived 20%
Chew Valley North	7.552	6579	Least deprived 20%
Widcombe	7.515	6591	Least deprived 20%
Newbridge	7.468	6606	Least deprived 20%
Chew Valley South	6.509	6909	Least deprived 10%
Keynsham East	6.449	6922	Least deprived 10%
Lyncombe	5.918	7070	Least deprived 10%
Saltford	5.171	7250	Least deprived 5%
Bathwick	3.509	7508	Least deprived 5%

**Table 1 – Ward averages for total IMD\*, including national rank and comparison.**

Source: English Indices of Deprivation 2010 © Crown Copyright 2011

\*Ward IMD score calculated by a crude average of constituent LSOA scores and as such pockets of deprivation within wards may be disguised.

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## OLDFIELD PARK JUNIOR SCHOOL SCHOOL COUNCIL

Speech for the B&NES Council 9/11/2011

Dino

We are the representatives of the pupils at Oldfield Park Junior School. We are elected School Councillors and we are speaking on their behalf.

Fynn

We really appreciate the time and effort that you are putting into this project, enabling us to hopefully have a school playing field.

Jodi

We will use this proposed playing field for many different activities: sports day, playtime, PE lessons and clubs as well as lunchtime football, rounders, cricket and rugby games. This new green space will also be used for science activities, our Summer Fair as well as enjoying the outside space for circle times and stories.

Matilda

Currently we have very little outside space so our physical activities are very restricted. We even have to walk to other schools to have our sports day every year.

Joe

Imagine how nice it would be to invite football teams from other schools to us so that for once we could have a home match.

Taylor

We would also delight in inviting our Infant friends at Oldfield Park Infant School to have their sports day on our new field.

Amelia

The school realises the importance of this project and are contributing £70 000. We would like to thank you heartily for the funding you are providing.

Blake

We cannot express enough how excited and thrilled we are now that we are so close to having our own playing field.

We would like to thank you for your support and help for this project, on behalf of all the Oldfield Park Junior School Community.

Thank you.

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## What will happen if I don't comply?

It is an offence under Section 137 and 148 of the Highways Act 1980 to wilfully obstruct the highway without lawful excuse. Sections 143 and 149 give the Highway Authority powers to remove any items which have been placed in the highway.

Our new guidelines aim to minimise the need to use these powers by defining acceptable conditions to ensure a safe thoroughfare for all our residents and visitors. Obstructions which do not comply with the guidelines will receive prompt enforcement action

Please note that any liability arising from an accident involving an A-board remains with the owner of the A board,

### Find out more

Full details of the guidelines are published on our website or contact Council Connect 01225 39 40 41  
Text SMS07797 806545  
councilconnect@bathnes.gov.uk  
www.bathnes.gov.uk/???????



**NEW guidance for traders in  
Bath and North East Somerset from April 2012**

If you need this leaflet in large print, Braille, audio format or your own language please contact us.

Details correct at time of going to press Nov 2011. These guidelines may be modified at any time by Bath and North East Somerset Council.  
**100% recycled paper**

**Bath & North East  
Somerset Council**

# Why do we need these guidelines?

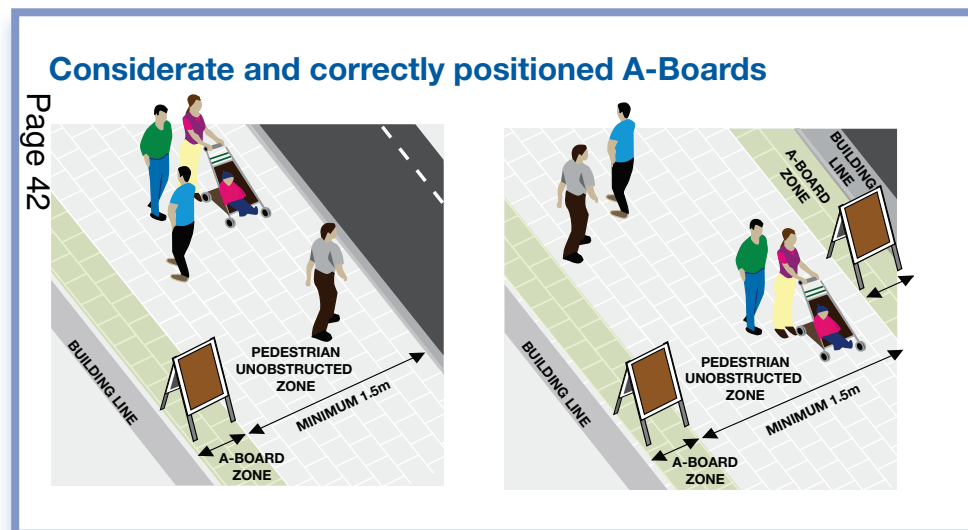
Over the years the number and size of A-boards used by businesses on footpaths has increased. This means that pedestrians, particularly the visually impaired, disabled or those with pushchairs sometimes have difficulty getting around them. A-boards can also affect road safety and visibility if inappropriately used.

It is important that the number, size and position of these A-boards on the pavement are controlled so that they do not become unreasonable and cause difficulties to pedestrians. However, we

recognise that they are an important way for businesses, to communicate with shoppers and visitors.

We want to work with businesses and the community to achieve a sensible and practical solution for their use. By introducing these guidelines we expect to reduce the number of areas where currently a long line of A-boards makes the passage of pedestrians almost impossible at busy times.

This scheme has the support of the Bath BID and the Chamber of Commerce.



## What is an A-board?

A portable free standing advertising sign designed to be placed on the ground.

If you use these signs on public land or highways then please comply with these guidelines. These guidelines also apply to street traders.

## What are the new guidelines?

From Monday 2 April 2012 if you wish to use an A-board to promote your business on public land you will need to make sure that you follow the guidelines below:

- Use only one board per property frontage.
- Place it against the frontage or property boundary.
- You must leave a minimum of 1.5m width of footway for pedestrians if this is not possible then you cannot use an A-board here.
- It must be no bigger than 660mm wide, 1250mm high.
- It must be freestanding and not chained or tied to street furniture.
- It must be stable and not weighed down by sandbags.
- It must not have any sharp edges, and swinging or rotating boards are prohibited.
- It must not carry an offensive or political message
- It must not obstruct visibility at junctions.
- It must be removed from the street when the property is closed or street cleansing works are being undertaken.
- It must be covered by the owner's public liability insurance.

## How will these new guidelines be introduced?

We know that some businesses have A-boards that won't meet these guidelines so we want to give you time to change them.

Early in 2012 we will visit businesses in the centre of Bath, followed by other areas where there may be issues of safety, to deliver a letter and this leaflet, and to offer help and advice if you have any concerns.

After 2 April 2012 the new guidelines will be enforced. This means we will visit any businesses whose A-board doesn't meet the guidelines to explain why and ask you to remove or reposition your A-board as appropriate. If you do not comply with this request, we will remove your board and you will be charged a fee of £50 to collect it.

### Not sure if your A-board meets the guidelines?

Just contact **Council Connect** 01225 39 40 41 and we will arrange a time to visit you to discuss.

“Concerns about the hazards created by A-boards are regularly reported to us by disabled people. We strongly support the Council's action in addressing this issue.”

Will Bee,  
Development Worker  
at Equality B&NES.



### Draft Minute from the Planning, Transport & Environment Panel – 8/11/11

Agenda Item 10 - Gypsies, Travellers and Travelling Showpeople Site Allocations Development Plan Document (DPD): Issues and Options Consultation Paper and 'Call for Sites'.

The Divisional Director for Planning & Transport introduced this item to the Panel.

Councillor Geoff Ward asked what were the Council's legal requirements with regard to accommodating the travelling community.

The Divisional Director for Planning & Transport replied that the Council has responsibilities under both housing and equalities legislation towards Gypsies & Travellers.

Councillor Geoff Ward commented that he believed the Council had legal requirement to identify sites but were under no obligation to provide them.

The Divisional Director for Planning & Transport replied that he believed that to be true and added that the private sector could be asked to play a part in the process.

Councillor Caroline Roberts commented that she was glad to see that the issue had finally been raised to this current level of discussion. She also asked if the sites were likely to be inside or outside of the Green Belt.

The Divisional Director for Planning & Transport replied that sites within the Green Belt would be considered, but that sites outside of it would have priority.

Councillor Caroline Roberts commented that she was pleased to see that the travelling community will be consulted as part of this process and hoped that a positive relationship could be established. She asked if the Council was looking at the work of any other Local Authorities with regard to this subject area.

The Divisional Director for Planning & Transport acknowledged that B&NES had been slow in bringing these proposals forward and that other LAs such as South Gloucestershire were currently ahead of us in the process, but added that each Local Authority must bring their own sites forward.

Councillor Malcolm Hanney asked that the legal context of site provision be made clear during the consultation process and spoke of the need for Parish Councils to be advised at the earliest possible opportunity.

The Divisional Director for Planning & Transport replied that the site requirements are now included within the Core Strategy and agreed that Parishes should be addressed at the earliest appropriate opportunity.

Councillor Douglas Nicol asked if the term 'Yard' was supposed to be used in the context of people or equipment.

The Divisional Director for Planning & Transport replied that the term was used for a site occupied by Travelling Showpeople and that Gypsies and Travellers used the term pitch for a small site or accommodation with land that can accommodate trailers.

Councillor David Martin asked for clarity on the difference between a pitch and a site.

The Divisional Director for Planning & Transport referred him to the Glossary of Terms within the report.

Councillor David Martin asked would there be a need to review the provision in 2016 if the adoption of the process had only concluded in December 2013.

The Divisional Director for Planning & Transport replied that an early review would be necessary to assess if the correct level of provision was in place.

The Chairman asked for clarification as to whether the Council was legally required to provide sites and if the general size of a pitch could be included in the glossary of terms.

The Divisional Director for Planning & Transport replied that he would seek advice on the Council's legal requirement and said that the size of a pitch could be included in the glossary of terms.

Councillor Geoff Ward commented that he believed there were currently six illegal sites with a total of 56 trailers on those sites.

The Divisional Director for Planning & Transport replied that unauthorised sites would be collated as part of this process.

Councillor Geoff Ward asked what was the basis of the Council reaching its decision of needing 42 pitches.

The Divisional Director for Planning & Transport replied that the site requirement was established through a rigorous study prepared for the West of England which analysed population trends and movements. The Divisional Director advised that this study is publically available.

The Chairman summarised the points the Panel wished to be highlighted to the Cabinet. She asked for the pitch size to be included in the consultation process, the Council's legal requirement to be formally set out and for the Parishes to be consulted at the earliest opportunity.

Councillor Geoff Ward asked if the consultation period could be extended to the end of January as many members of the public may not notice it over the Christmas period.

The Divisional Director for Planning & Transport replied that he would look into that possibility, but stressed his wish to get things moving as soon as possible

The Panel **RESOLVED** to ask the Cabinet to consider the concerns they have identified.

- i) Can a visualisation of average pitch size be included in the consultation process?
- ii) Is it possible for the consultation to clarify the Council's legal requirement to identify / provide sites?
- iii) They ask that the Parishes be consulted at the earliest opportunity.

The Panel also notes that the Draft Consultation Document is scheduled for public consultation over an extended period of 8 weeks to run from late November and requested that consideration is given to extending the consultation.

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Members of the Cabinet, Ladies and Gentlemen: thank you for giving me this opportunity to speak about the vital matter of high speed broadband provision – the first time I have done anything like this.

The government wishes to improve the UK's broadband infrastructure: to make superfast broadband available to 90% of the population and to improve speeds for the "last third" of the population in remote and rural areas.

Superfast broadband is now a crucial utility for both business and personal use. The internet empowers social interaction; it provides fast access to public services and health advice for the vulnerable; it provides television and radio to the public where freeview signal can be poor and cable services do not exist; it is crucial for promotion and development of businesses; it permits home-working, both for employees who are unable to travel to work and for permanent home-workers.

It is becoming clear that the commercial sector internet service providers will not readily roll out their services into rural communities. It is expensive and the higher densities of users in urban areas result in quicker financial gain. However, there is now a fantastic opportunity provided by the government to achieve the goal of rural broadband improvement: £1.43m is available for the South West Authorities to improve the broadband infrastructure; neighbouring Authorities have already taken advantage of this by producing local broadband plans and matching the government funds.

The current situation seems to be that urban areas are receiving improved speeds where the speeds were already fast. Rural communities are being left behind.

I live in Radstock and permanently work from home for a global publishing company as an online project manager. At my premises, the broadband connection is just fast enough to allow me to carry out my work properly (probably because I live near to the Radstock telephone exchange). However, this will soon no longer be the case as the demand for higher speeds increases. Other businesses and homeowners in the area are not so fortunate. Broadband speeds are very poor; freeview signal reception is unreliable; there is no cable television; mobile telephone coverage is weak for various networks; even VHF wireless reception is bad.

I believe that the provision of superfast broadband in Radstock and surrounding communities would revitalise local businesses (which are so often on a knife-edge); it would improve interaction within the local community; and it might even encourage the migration of workers back from Bath and Bristol through more home-working and new / revitalised businesses.

The local Radstock exchange is ready for superfast fibre-to-the-cabinet broadband. If commercial companies will not take advantage of this due to the expense of upgrading the cables to the cabinets, then it seems that the only solution is for BANES to match the funds that are available.

The first step is to produce the local plan, but it could then take up-to 2015 to finish the project. For this reason, I believe that BANES must act now, as our neighbouring Authorities have already done!

Thank you.

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