

BATH AND NORTH EAST SOMERSET COUNCIL

MINUTES OF COUNCIL MEETING

Wednesday, 28th March, 2012

Present:- **Councillors** Simon Allen, Patrick Anketell-Jones, Rob Appleyard, Colin Barrett, Gabriel Batt, Cherry Beath, David Bellotti, Sarah Bevan, Mathew Blankley, Lisa Brett, John Bull, Neil Butters, Anthony Clarke, Paul Crossley, Gerry Curran, Sally Davis, Douglas Deacon, Peter Edwards, Michael Evans, Andrew Furse, Charles Gerrish, Ian Gilchrist, Francine Haerberling, Katie Hall, Liz Hardman, Nathan Hartley, Steve Hedges, Eleanor Jackson, Dave Laming, Malcolm Lees, Marie Longstaff, Barry Macrae, David Martin, Loraine Morgan-Brinkhurst MBE, Robin Moss, Paul Myers, Bryan Organ, June Player, Vic Pritchard, Manda Rigby, Caroline Roberts, Nigel Roberts, Dine Romero, Will Sandry, Brian Simmons, Kate Simmons, Jeremy Sparks, Ben Stevens, Roger Symonds, Martin Veal, David Veale, Tim Warren, Chris Watt and Brian Webber

Apologies for absence: **Councillors** Sharon Ball, Tim Ball, Bryan Chalker, Nicholas Coombes, David Dixon, Paul Fox, Alan Hale, Malcolm Hanney, Les Kew, Douglas Nicol and Geoff Ward

69 EMERGENCY EVACUATION PROCEDURE

The Chair(person) drew attention to the emergency evacuation procedure as set out on the agenda.

70 DECLARATIONS OF INTEREST

There were no declarations of interest made.

71 ANNOUNCEMENTS FROM THE CHAIRMAN OF THE COUNCIL OR FROM THE CHIEF EXECUTIVE

The Chairman proposed to defer the consideration of the minutes of the last meeting until May Council. This was accepted.

The Chairman announced that the Chief Executive had given his apologies for this meeting due to needing to represent the Council at a Central Government event in Downing Street.

The Chairman asked everyone to turn their mobile phones to off/silent.

72 MINUTES - 14TH FEBRUARY 2012

This item was deferred.

73 TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIRMAN

There were no items of urgent business.

74 QUESTIONS, STATEMENTS, PETITIONS AND DEPUTATIONS FROM THE

PUBLIC

Statements were made by the following people;

- George Bailey, on behalf of the South West Transport network. The statement was referred for consideration to the Cabinet Member for Transport. [A copy of the statement is available on the Council's minute book.]
- Amanda Leon, on behalf of Radstock Action group. The statement was referred for consideration to Councillor Paul Crossley. [A copy of the statement is available on the Council's minute book.]

75 APPOINTMENT OF CHIEF EXECUTIVE AND DESIGNATION AS HEAD OF PAID SERVICE

The Council considered a report seeking approval of the appointment of Dr Jo Farrar as the new Chief Executive and designation of the post holder as Head of Paid Service.

Group Leaders welcomed the appointment and commended the inclusive recruitment process which had been undertaken to lead to Dr Farrar's appointment. Members commended the quality of the candidates and looked forward to Dr Farrar bringing her strong skills and experience to the role.

On a motion from Councillor Paul Crossley, seconded by Councillor Francine Haeberling, it was

RESOLVED

1. To agree the appointment of Chief Executive be offered to Jo Farrar on a spot salary of £150,000 pa within the approved range subject to;
 - a. Satisfactory completion of necessary checks and in accordance with other advertised terms and conditions;
2. To agree the designation of the postholder as Head of Paid Service under Section 4 of the Local Government & Housing Act 1989; and
3. To note that Councillor Crossley, Leader of the Council, in consultation with Members of the Restructuring Implementation Committee, has agreed a start date of 1st August 2012.

76 QUESTIONS, STATEMENTS, PETITIONS AND DEPUTATIONS FROM COUNCILLORS

There were no items from Councillors.

The meeting ended at 6.50 pm

Chair(person)

Date Confirmed and Signed

Prepared by Democratic Services

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RE: GREATER BRISTOL METRO
Re: Resignalling 2018 BRISTOL Thames Valley signal area
Priced options for stations and electrification for West of England partnership on Phase II of the Rail Franchise

As this is a special meeting, I have submitted the main paper as an Appendix and will now present a Summary. Firstly, I must congratulate Dr. Jo Farrar on the new appointment and hope that we can discuss the transport matters mentioned below.

We believe that the new rail franchise provides the opportunity to create a new Authority to cover the Bristol and Bath city region and travel to work area. It should take responsibility for all rail, 'bus, ferry and rapid transit services.

We believe that there is a need for **gap-fill electrification** and infrastructure to provide a full and efficient service. The aim would be to avoid using older, less efficient diesel multiple units when running in electrified areas. A better service can also be provided to the customer.

The following routes will be involved in **enhanced services**:

All stations (including new and enhanced) Swindon to Cardiff, Bristol to Cardiff and Bristol to Taunton via Weston Super Mare.

Frequent local services (30 min):

Electrification and the associated signalling will enable an improved service level across the area: we believe that a 30-minute frequency is achievable.

Route Development: When the Frome – Radstock branch is open, vehicles will be available to strengthen services to Bath (via Westbury) and Chippenham (via Westbury and Melksham to Swindon). New rail maintenance depot at Westbury. Four tracks Parson St to Filton Abbeywood. Protection must be assured for the route from Shepton Mallet to Wells.

Environment and Support Services:

All stations should be made DDA compliant, with Risk Audits and CCTV on all stations and trains. Booking offices staying open as present. Try the Merseyrail business model of kiosks selling newspapers and light refreshments. Revenue protection enforced: ferry service Pill to Shirehampton Station reinstated.

Option of Parry People Mover:

Evaluate Avonmouth / Severn Beach, Henbury / Cribbs Causeway, Parson Street / Ashton Gate / Wapping Wharf.

Bath City region

Rail services should not be terminated at Bathampton Meadows siding but operated to Bathampton new station and continued to Westbury and Frome

Severn Beach line:

Park and Ride facilities required at Severn Beach and Shirehampton Parkway

Equalities Impact Assessment (2010 act):

No Equalities Impact Assessment has been carried out.

Priced options

Excepting the Severn Beach line, all of these options should be present in the submission and negotiations as priced options between DfT and West of England Joint Transport Board.

George Bailey

David Redgewell

Jenny Raggett

Ann Lock

With rail union support

On Behalf of South West Transport Network and Greater Bristol Transport Alliance

Following discussion with MPs for Greater Bristol, Wiltshire, Somerset, Gloucestershire and Swindon and meeting with Justine Greening in London

RE: GREATER BRISTOL METRO
Re: Resignalling 2018 BRISTOL Thames Valley signal area
Priced options for stations and electrification for West of England partnership on Phase II of the Rail Franchise

We believe that the new rail franchises provides the opportunity to create a new Authority cover the Bristol and Bath city region and travel to work area. It should take responsibility for all rail, 'bus, ferry and rapid transit services.

We believe that there is a need for **gap-fill electrification** and infrastructure to provide a full and efficient service. A variety of areas are affected:

- Primarily, the route between Bristol Temple Meads, Weston Super Mare and Taunton, servicing Bedminster, Parson St, Long Ashton, Nailsea and Backwell, Yatton for Clevedon, Worle Parkway, Weston Milton, Weston-super-Mare, Highbridge, Burnham, Bridgwater and Taunton.
- The bridge at Bath Road Bristol needs attention: a neutral section would save the expense of raising the bridge.
- Electrification from Weston Super Mare through Bristol to the turn-back utilising the Thornbury branch at Yate.
- Electrification of the Portishead branch permitting stops at Ashton Gate, Pill, Portbury and Portishead.
- Electrification of the Henbury loop (which would be operationally impractical as a proposed Henbury Spur) and Severn Beach line via Clifton Down. When Type 319's are cascaded from Thameslink a new depot will need to be energized at St. Phillips Marsh or East / West Barton Hill.

The following stations will be involved in **enhanced services**:

Swindon to Cardiff Service

Wooton Bassett, Corsham (new), Chippenham (extra platform), Bath Spa (improve interchange), Oldfield Park, Saltford (new), Keynsham, St. Annes Park (?), Bristol Temple Meads, Lawrence Hill (additional two platforms, DDA compliant), Stapleton Rd. (new interchange for Cardiff / Portsmouth), Horfield / Ashley Down, Filton Abbey Wood, Patchway, Pilning, Severn Tunnel Junction, Newport, Cardiff.

Frequent local services (30 min):

- Existing 40 minute service on the Severn Beach Line as a minimum to go in the base specification. If accepted into the franchise it will need the existing local council subsidy until 2015, when DfT will consider taking it into their budget,
- (30 minute) via Henbury loop, Avonmouth, Hallen Marsh, Henbury for Cribbs Causeway, Charlton Hallen, Filton N. Platform, Filton Abbey Wood, Bristol Parkway (peak hours), Ashley Down, Horfield. As explained above, the proposed Henbury Spur would be operationally impractical as well as inconvenient for passengers wishing to travel from Henbury to the Avonmouth area.
- Future electrification of Swindon to Kemble and Stroud, Stonehouse, Gloucester Central, Cheltenham Spa.
- Continue half-hourly services through Cheltenham to Bristol via Stonehouse Bristol Road (new), Cam and Dursley, Charfield / Yate, Bristol Parkway (extra platform) and local stations to Bristol Temple Meads.

Route Development: When the Frome – Radstock branch is open, vehicles will available to strengthen services to Bath (via Westbury) and Chippenham (via Westbury and Melksham to Swindon). New rail maintenance depot at Westbury. Four tracks Parson St to Filton Abbeywood. Protection must be assured for the route from Shepton Mallet to Wells.

Environment and Support Services:

- To improve the customer experience all stations should be made DDA compliant and Risk Audits undertaken, CCTV installed on all stations and trains
- All ticket offices to remain staffed at present levels and with present opening hours.
- Copy the Merseyrail business model and install kiosks selling newspapers and light refreshments.
- Revenue Protection should be better enforced and security personnel given powers of arrest. Rail support officers and Travel Safe officers controlled jointly with Bristol Transport Police and Franchisee
- Ferry link from Pill to Shirehampton Station should be reinstated.

Option of Parry People Mover:

- Service between Avonmouth and Severn Beach should be evaluated.
- Service between Henbury (on the Henbury Loop) and Cribbs Causeway shopping mall should be evaluated. (or bus service)
- Option should not be ruled out between Parson St, Ashton Gate and Wapping Wharf.

Bath City region

- Rail services should not be terminated at Bathampton Meadows siding but operator to Bathampton new station, Freshford, Avoncliff, Bradford on Avon, Trowbridge, West Wilts Parkway, Westbury, Warminster, Frome

Severn Beach line:

- Need new car park for Park and Ride at Severn Beach as well as at Shirehampton Parkway, with a connecting bus service.
- Double track from Montpelier to Narrowways Junction needs to be specified in the submission, not assumed as a requirement for the 30 minute service.

Equalities Impact Assessment (2010 act):

- We are very concerned that there is no Equalities Impact Assessment as part of a franchise submission. We strongly urge the West of England Partnership to carry out this lawful duty and to supply consultees (South West Transport Network, FOSBR, TfGB, West Wilts Rail Users, etc) with this impact assessment.

Priced options

- We request that with the exception of the existing 40 minute Severn Beach Line service (which would need to continue to be subsidized by the Bristol City Council until at least 2015 when new possible ITA arrangements come into place) and an easily implemented service to Parson St and Bedminster (as part of the Weston super Mare route), all of these options should be present in the submission and negotiations as **priced options** between DfT and the transportation authority of the West of England Joint Transport Board.

George Bailey

David Redgewell

Jenny Raggett

Ann Lock

With rail union support

On Behalf of South West Transport Network and Greater Bristol Transport Alliance

Following discussion with MPs for Greater Bristol, Wiltshire, Somerset, Gloucestershire and Swindon and meeting with Justine Greening in London

B&NES Council Meeting 28 March 2012

Statement by Amanda Leon, on behalf of Radstock Action Group

Radstock Action Group maintains that councillors have not had any access to most of the statements and complaints made by individual members of the public and organisations regarding the proposed Traffic Regulation Orders (TROs) originally published last year. If they had, then they might well have had a better insight into why there is such opposition to the proposals and also be better equipped to reach rational decisions on these matters. So, on 17 February 2012, RAG made a substantial request to B&NES under the Freedom of Information Act.

Our requests were the release of:

1. All questionnaire responses to the questionnaire regarding the revised TROs
2. All comments and additional points made on either the same side or the reverse side of the questionnaire
3. All other submissions made in response to the same exercise
4. The records kept from the 'exhibition' held in Radstock Methodist Church on 9/10 December 2011, including how comments made by visitors were recorded and what these comments were
5. All information passed from the above to the Cabinet prior to the Cabinet meeting on Wednesday 11 January in connection with the agenda item 12 on Radstock, *Radstock Town Centre Highway Infrastructure Improvements*.

In response, we were told that, in view of the volume of materials we had requested under the first three questions, we would have to pay £40 – we have done this.

Distasteful as this is to a group which has no regular income, the response to Questions 4 and 5 gave very serious cause for fundamental concern. It said, 'The only information the Council holds in relation to questions 4 & 5 of your request is a list of the visitors' and then went on to explain how they could not release the names of individuals despite the fact that we had already acknowledged that this was not allowed. Besides which we didn't want to see the names of individuals.

Please reflect on the following:

1. In December of last year, B&NES organised an event in Radstock Methodist Church. This must have involved considerable expense particularly as there were several members of staff present at all times. And yet they claim to have kept no record of the event, even though visitors had clearly commented on the exhibits, asked questions and pointed out short-comings in the accuracy of the paperwork.
2. B&NES does not keep a record of which paperwork goes to Cabinet meetings in connection with specific agenda items. We conclude, in this case, that Cabinet members were not given the information.

Then answer the following questions:

1. Will you as council members:
 - a. Ensure that, in future, proper records are kept of what is circulated for meetings?
 - b. Accept that such breaches of transparency and neglect for the views of the public are unacceptable?

2. What will you do to ensure that decisions which will radically and irreversibly alter an entire major community within your area, are now reconsidered?

Most of you do not live in Radstock, some of you may never have been there, but you have a responsibility to ensure that you listen to the voices of those who do and take into account their views when reaching such momentous decisions as the ones, made in ignorance of such views, on the future of our town.