

BATH AND NORTH EAST SOMERSET

CABINET

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

Wednesday, 8th July, 2015

Present:

Councillor Tim Warren	Leader of the Council
Councillor Patrick Anketell-Jones	Cabinet Member for Economic Development
Councillor Charles Gerrish	Cabinet Member for Finance and Efficiency
Councillor Marie Longstaff	Cabinet Member for Homes and Planning
Councillor Vic Pritchard	Cabinet Member for Adult Social Care and Health
Councillor Anthony Clarke	Cabinet Member for Transport
Councillor Martin Veal	Cabinet Members for Community Services
Councillor Michael Evans	Cabinet Member for Children's Services

1 WELCOME AND INTRODUCTIONS

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

2 EMERGENCY EVACUATION PROCEDURE

Senior Democratic Services Officer drew attention to the evacuation procedure as set out in the Agenda.

3 APOLOGIES FOR ABSENCE

There were no apologies for absence.

4 DECLARATIONS OF INTEREST

There were none.

5 TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIR

There was none.

6 QUESTIONS FROM PUBLIC AND COUNCILLORS

There were 12 questions from Councillors.

[Copies of the questions and responses, including supplementary questions, have been placed on the Minute book as an attachment to these minutes and are available on the Council's website.]

7 STATEMENTS, DEPUTATIONS OR PETITIONS FROM PUBLIC OR COUNCILLORS

Councillor Eleanor Jackson complimented the Leader and the Cabinet Members on their election success. Councillor Jackson drew attention to the problems of traffic flow through Radstock, and the congestion (at times gridlock) which has been affecting Westfield residents particularly badly because they had no options other than the A367, whereas Radstock residents could use back lanes to get to Bath. Councillor Jackson suggested that there is a pattern in the mismanagement of traffic schemes, citing the Silver Street/Charlton Road pavement build out in West field, the Paulton chicane and the Combe Down roundabout as examples where taxpayers' money had been wasted through poor highways management. Councillor Jackson asked the Cabinet Member for Transport to investigate whether there was not a B&NES wide pattern here, and an area for saving money by preventing mistakes in the first place. Councillor Jackson said that the Radstock Traders' Association Town Team had asked for her to raise the question of financial alleviation for their business lost due to the roadworks, and said they were also affected by the 184 bus service which brought in shoppers to the Somer Valley from Mendip. What would the administration's attitude to rural transport be?

Councillor Jackson had asked the Cabinet to note that she was not speaking on an agenda item because unlike Bath and Keynsham which had travel strategy documents on the agenda, nothing had been done for the Somer Valley, and this was not right.

David Redgewell (South West Transport Network) made a statement (a copy of which is attached to the Minutes as Appendix 2 and on the Council's website) by saying that things have been moving on in terms of transport in South West area. David Redgewell highlighted the importance of rural bus transport.

8 MINUTES OF PREVIOUS CABINET MEETING

The Chair informed the meeting that the minutes have been included for information only; they have been signed and approved by the previous Leader of the Council on behalf of the previous Cabinet.

9 CONSIDERATION OF SINGLE MEMBER ITEMS REQUISITIONED TO CABINET

There were none.

10 MATTERS REFERRED BY POLICY DEVELOPMENT AND SCRUTINY BODIES

There were none.

11 CABINET PRIORITIES

The Chair invited Councillor Robin Moss to address the Cabinet.

Councillor Moss commented that it was very much work in progress. He said that there were vacant office spaces in Somer Valley which could be used. Up until last year, there had been an Economic Forum in Radstock area, comprised of Councillors, officers and business community, and that was abolished by previous administration, and replaced by the Development Advisory Group, with only Councillors and officers on board.

He also said that paragraph 5.7 of the report, Children and Young People, said that fostering should be included alongside adoption. Councillor Moss concluded his statement by inviting the Cabinet to support the Labour initiative in opposing metro mayors and build on the existing democratic structure.

The Chair invited the other Members of the Council and public to address the Cabinet with their ad-hoc statements.

Councillor Dine Romero said that the aims and priorities of the new Cabinet seem to be built on proposals and plans from the previous administration and she supported the new Cabinet in their intention to continue with provision of early support and asked that there should be no more cuts to children centres or indeed youth services. Councillor Romero also commented that people in Bath and North East Somerset were generally healthy, though there were still challenges in this area.

Councillor Tim Ball asked if the Cabinet had taken into consideration, and taken measure to prevent new homes being forced to be built in Keynsham because Bristol was not able to deliver on housing.

The Chair responded that the Cabinet would be looking into that matter.

Councillor Lisa Brett asked the Cabinet to expand on what frontline services they saw as non-essential, which were likely to have an impact during the budget cuts. Councillor Brett also asked if the Cabinet Member for Children and Young People would confirm that £6.6 million investment for capital school programme solely comprised of basic need funding and capital maintenance funding (both coming from the Central Government).

The Chair commented that these issues would be covered during the discussion on specific items.

Councillor Tim Warren, in moving this item, said that the Cabinet the aims and priorities in this paper had been closely aligned to those set out prior to the local elections, and demonstrate Cabinet's commitment to delivering on the promises we made before May.

This paper sets out three core aims of our administration:

- A Council which is efficient and well-run;
- A Council which invests in the future of our area; and
- A Council which puts the interests of residents first.

Beyond these three core aims, the Cabinet had also set six more specific main priorities, which would guide their policies in the years ahead.

- Tackle waste and increasing efficiency

- Deliver new Homes and Jobs
- Improving transportInvest in young people
- To create cleaner, greener and healthier local communities
- To ensure choice and independence for Older People

Councillor Warren summarised his statement by saying that the Cabinet would ensure that this Council would be efficient and well-run, and that the residents would be always put first.

A full copy of the statement from Councillor Warren is attached to these minutes.

Councillor Tim Warren moved the recommendations.

Councillor Charles Gerrish seconded the proposals.

Councillor Michael Evans emphasised the Cabinet's commitment to build on the 5 Year Better Care Fund and also on the Youth Justice Plan, both of which were seen as examples of best practice in the country.

Councillor Vic Pritchard said that he has taken on board comments from Councillor Brett about health and highlighted the importance of the Joint Health and Wellbeing Strategy.

On a motion from Councillor Tim Warren, seconded by Councillor Charles Gerrish it was:

RESOLVED (unanimously):

- 1) To AGREE the aims and priorities set out in section 5 of the report and to;
- 2) To further develop these into the Council's Corporate Strategy for 2015 - 2020 to be brought to Cabinet in September.

12 SPENDING REVIEW AND CAPITAL PROGRAMME REVIEW UPDATE

The Chair invited Councillor Robin Moss to address the Cabinet.

Councillor Moss highlighted the fact that £38m of savings would be needed across the lifetime of the new administration. He asked if the Cabinet could outline which services would be priorities of the new administration so it could go through the usual scrutiny process before the final budget is agreed. Councillor Moss had asked Jo Farrar (Chief Executive) if she had any indications on the financial implications for the Council.

The Chair assured Councillor Moss that the budget would be going through the usual scrutiny process before final agreement.

Jo Farrar responded that, according to early indications, there would be an impact on the Council although this appeared to be as expected. Nevertheless, the officers would be looking carefully at the budget statement to get a clear understanding of all details of the financial implications.

Councillor Furse said that he would also be waiting to see details of the financial implications and what services would be prioritised by the Cabinet. He also said that the Cabinet had already taken £1.5m from reserves and asked for an assurance that reserves should be protected as far as possible.

Councillor Tim Ball asked if the reports would be properly scrutinised before they are submitted to the Full Council.

Councillor Lisa Brett asked for a rigorous process to be put in place to support the development of the Council budget and medium term financial planning process going forwards, including a review of both the Council's revenue budgets and the current Approved Capital Programme.

Councillor Joe Rayment asked how the new administration would make sure that these cuts would be made fairly and made a point about not being able to leave work in order to attend meetings.

The Chair assured everyone that the budget would be scrutinised through the usual budget process.

Councillor Michael Evans commented that the Government requires employers to give Councillors time off for meetings and other Council duties.

Councillor Charles Gerrish said that it would be appropriate for the new Cabinet to conduct a full review in the light of the size of savings required to be achieved over the next four years. The review would be conducted by Councillor Paul May (Cabinet Assistant – Finance and Efficiency) and it would be looking into opportunities for savings, efficiencies, ways of service delivery and additional sources of income (how this Council can attract additional revenue). Councillor Gerrish added that the review had just started and it would be too early to give any details about it. The Cabinet does not have pre-conceived plans to what they would want, or not, to continue – in order to be prioritised, services would need to meet aims and objectives of this Cabinet.

Councillor Gerrish moved the recommendations.

Councillor Martin Veal seconded the proposal by saying that it was essential to tackle waste and increase efficiency. The Council would need a long-term plan to prepare for the challenges in the years ahead. The Cabinet would prioritise essential frontline services, particularly for those most in need, by maximising efficiency savings.

On a motion from Councillor Charles Gerrish, seconded by Councillor Martin Veal it was:

RESOLVED (unanimously) that:

- 1) Work should be undertaken to produce a 4-year Medium Term Financial Plan covering the financial years 2016/17 to 2019/20.
- 2) Work that has already commenced to review the Council budgets and spending as part of the Strategic Review to support the development of this Medium Term Financial Plan is noted and should continue to be progressed.

13 YOUTH JUSTICE PLAN

The Chair invited Councillor Lisa Brett to read out an ad-hoc statement.

Councillor Brett read out the statement where she welcomed the decrease in the level of first time entrants into the youth justice system. She also commended the collaboration between the Youth Justice Board, the youth offending teams and the judiciary to bring about a significant reduction in the numbers of young people in custody. Councillor Brett concluded her statement by calling for reassurance that spending on youth offending would not be reduced below its current level and is retained at 45% or above of the total youth offending budget.

A full copy of the statement from Councillor Brett is attached to these minutes.

Councillor Evans said that the cuts had been made to children's services and that he would hope not to make any more cuts. He also confirmed that £6.6m funding for spending on new school would indeed come from the Central Government, as all education capital and revenue spending would come, and it would be wrong from the Council to insert more money from the Council Tax. He added that Restorative Justice was a statutory area of work and it would be unlikely to suffer any cuts. He also said that one of the initiatives of the Plan would be to tackle cannabis consumption, re-offending and first offending.

Councillor Evans moved the recommendations.

Councillor Vic Pritchard seconded the proposals.

Councillor Pritchard said that the Plan sets out clear plans for the future of youth justice and how this Council would work with its partners to help prevent youth offending and re-offending across Bath and North East Somerset. Early intervention would be a priority for all work with children, young people and families.

On a motion from Councillor Michael Evans, seconded by Councillor Vic Pritchard it was:

RESOLVED (unanimously):

- 1) The Cabinet recommends adoption of the Youth Justice Plan as part of the Council's Policy and Budget Framework and notes this can be accommodated within the Council budget;
- 2) Cabinet recommends the Youth Justice Plan to Council as fulfilling the requirements of the Crime and Disorder Act 1998 and can be submitted to the Youth Justice Board for England and Wales.

14 JOINT HEALTH AND WELLBEING STRATEGY

The Chair invited Councillor Tim Ball to make an ad-hoc statement.

Councillor Ball welcomed the report and asked that all budget related issues should be properly scrutinised before they are adopted by the Full Council. Councillor Ball welcomed the 3 themes and 11 priorities of the Joint Health and Wellbeing Strategy.

Councillor Vic Pritchard welcomed Councillor Ball's support for the paper and said that it would be far too early to respond now on any budget implications. He said that the Health and Social Care Act 2012 requires that local authorities, through the Health and Wellbeing Board, develop a Joint Health and Wellbeing Strategy which meets the needs identified in the Joint Strategic Needs Assessment. The 3 themes and 11 priorities of the Joint Health and Wellbeing Strategy were still considered to be relevant; the Health and Wellbeing Board remains confident that the 3 themes and 11 priorities were the right ones to reduce health inequality and improve health and wellbeing in Bath and North East Somerset. He praised strong partnership between the Council and the NHS, in particular with the B&NES CCG.

Councillor Pritchard moved the recommendations.

Councillor Tim Warren seconded the proposal.

Councillor Warren said that the Strategy reflects changes that have taken place since it was first put together in November 2013. The Council are committed to work with partners in the NHS towards these three core themes: Preventing ill health by helping people to stay healthy; Improving the quality of people's lives; and, Tackling health inequality by creating fairer life chances.

On a motion from Councillor Vic Pritchard, seconded by Councillor Tim Warren it was:

RESOLVED (unanimously):

- 1) To adopt the refreshed Bath and North East Somerset Joint Health and Wellbeing Strategy.
- 2) To note that a final Joint Health and Wellbeing Strategy will be submitted to Council for approval as forms part of our policy and budget framework.

NOTE: Councillor Anthony Clarke did not vote as he was out of the room during the discussion and voting on this item.

15 REVENUE & CAPITAL OUTTURN 2014/15

The Chair invited Councillor Robin Moss to make a statement.

Councillor Moss commented suggested that the Cabinet should resist calls from the Central Government in selling assets as the Council has been well served in income from heritage services. He also said that the report had indicated that housing benefit subsidy is underspent by £387k and hoped that this was not an indication that subsidy had not been advertised properly.

The Chair invited Councillor Andy Furse to make an ad-hoc statement.

Councillor Furse pointed to bullet points 1.6, 1.12, 1.20 of the appendix in the report and asked for updates on issues highlighted in those bullet points.

Councillor Charles Gerrish paid a tribute to the late Councillor David Bellotti for his work over the past four years as previous Cabinet Member for Finances. This report

provides information about the Council's financial performance against its revenue and capital budgets in 2014/15.

This report enables Cabinet to review:

- Requests for write-off of overspends
- Requests for carry forward of underspends
- Suggested transfers to earmarked reserves

The report identifies that after carry forwards and transfers to reserves, the Council underspent by £54,000. He highlighted the main areas contributing to the underspend and over achievement of income position, such as Heritage Services' overachievement of income of £512,000 and IT Service underspend of £476,000.

Councillor Gerrish moved the recommendations.

Councillor Patrick Anketell-Jones seconded the proposal.

Councillor Anketell-Jones said that the Council would continue to meet its reserves strategy as outlined in the budget report to the Council in February. He was pleased to see that the Heritage income had increased due to higher visitor numbers and their additional retail spend, and suggested that the Council should continue to look at ways of generating new income in this way.

On a motion from Councillor Charles Gerrish, seconded by Councillor Patrick Anketell-Jones it was:

RESOLVED (unanimously) that:

- 1) The revenue budget outturn underspend of £54,000 for 2014/15 is noted.
- 2) The revenue carry forward proposals and write-off requests listed in the report are approved.
- 3) Transfers to Earmarked Reserves are agreed as set out.
- 4) The revenue virements for 2014/15 are approved.
- 5) The resulting reserves position shown in the report is noted and that unearmarked reserves remain at the target level of £10.5m (excluding Invest to Save drawdowns).
- 6) The provisional outturn of the 2014/15 capital programme, and the funding as laid out in the report, are noted.
- 7) The capital re-phasing and write-off of net underspends are approved.
- 8) The adjustments to the 2014/15 to 2019/20 capital programme, and the final capital programme for 2014/15 are noted.

16 2014/15 TREASURY MANAGEMENT OUTTURN REPORT

The Chair invited Councillor Andy Furse to make an ad-hoc statement.

Councillor Furse asked for an assurance that the Council would not include any banks from Portugal, Ireland, Italy, Greece and Spain. He also said that the Council should monitor what would be happening in the Eurozone in the next 48 hours and what impact that would have on our investment in that market.

Councillor Charles Gerrish said that in February 2012 the Council adopted the 2011 edition of the CIPFA Treasury Management in the Public Services: Code of Practice, which requires the Council to approve a Treasury Management Strategy before the start of each financial year, review performance during the year, and approve an annual report after the end of each financial year.

This report gives details of performance against the Council's Treasury Management Strategy and Annual Investment Plan for 2014/15. Councillor Gerrish replied to points raised by Councillor Furse by saying that the Council would be kept abreast of all those issues raised.

Councillor Gerrish moved the recommendations.

Councillor Marie Longstaff seconded the proposal.

Councillor Longstaff said that the report shows that the Council would continue to be prudent in their investment strategy, with most investments on main UK banks, AAA rated Money Market Funds and highly rated foreign banks with emphasis on security and liquidity.

On a motion from Councillor Charles Gerrish, seconded by Councillor Marie Longstaff it was:

RESOLVED (unanimously) that:

- 1) The 2014/15 Treasury Management Report to 31st March 2015, prepared in accordance with the CIPFA Treasury Code of Practice, is noted.
- 2) The 2014/15 Treasury Management Indicators are noted.

17 UPDATE ON THE GETTING AROUND BATH TRANSPORT STRATEGY

The Chair invited Councillor Alison Millar to read out her statement.

Councillor Millar read out her statement and said that the Cabinet should conduct a thorough consultation with the residents of Bathavon North Ward in terms of the long term solution.

A full copy of the statement from Councillor Millar is attached to these minutes.

Councillor Anthony Clarke introduced the paper as printed by highlighting the five key areas where this report expands upon the policies contained within the Getting Around Bath Transport Strategy, and which the Cabinet view as priority areas for the years ahead:

- Supporting sustainable transport
- Investing in infrastructure
- Cutting congestion and pollution
- Promoting local rail
- Improving parking provision

The Getting Around Bath Transport Strategy recommended that the need for a P&R to the East of Bath should be established in the light of a wider review of parking

within the city. In selecting any site for this new facility a number of factors would have to be considered, for example: capacity, safe access, usage, environmental, distance, number of buses, bus priority, frequency of service, pricing, site cost and ownership.

These and other factors would provide guidance on the selection of the preferred or optimum site and public consultation would involve residents, Councillors and Parish Councils particularly to the east of the City.

Once a preferred site has been selected by the Cabinet, it would be included in the Placemaking Plan later this year.

Councillor Clarke moved the recommendations.

Councillor Tim Warren seconded the proposals.

Councillor Warren said that transport is a key priority for this administration. The Cabinet would take forward the Getting Around Bath Transport Strategy. A key to good transport in Bath is in keeping traffic on the move, not only to reduce congestion. The Cabinet believes an East of Bath Park and Ride would be critical for the future economic success of Bath. The Cabinet would consult with the local communities on options they think should be taken forward.

Councillor Martin Veal supported the report by saying that residents of the Bathavon Ward, and also from West Wiltshire would be fully consulted on the proposed sites.

Councillor Patrick Anketell-Jones also supported the report by saying that this has been a long outstanding issue and that he would be looking forward to an East of Bath Park and Ride.

On a motion from Councillor Anthony Clarke, seconded by Councillor Tim Warren it was:

RESOLVED (unanimously) that:

- 1) The Cabinet noted the progress being made on the Getting Around Bath Transport Strategy, and agrees the additional measures proposed within paragraphs 5.3 to 5.7 to support the delivery of this Strategy.
- 2) The Cabinet agreed to undertake a public consultation on the options to help identify a preferred location for a new P&R east of Bath.

18 DEVELOPING A TRANSPORT STRATEGY FOR KEYNSHAM

The Chair invited Councillor Neil Butters to make an ad-hoc statement.

Councillor Butters said that the previous administration has set this strategy up and that he was pleased that this Cabinet would be pursuing this matter.

The Chair invited Councillor Alan Hale to make an ad-hoc statement.

Councillor Hale asked the Cabinet to look closely into policing parking on the road, marked with yellow lines, in Keynsham. Councillor Hale said that the Council should

have a much firmer approach on this matter, including communicating with the police on what their role should be in this issue.

The Chair invited Councillor Brian Simmons to make an ad-hoc statement.

Councillor Simmons made an ad-hoc statement in which he highlighted issue of lack of parking in Keynsham.

A full statement from Councillor Simmons is attached to these minutes.

Councillor Anthony Clarke welcomed the comments from Keynsham Ward Councillors and assured them that a point on increasing parking enforcement officers would be looked at. He said that the Strategy would be for the benefit of Keynsham and the Council would be looking to developing transport strategies for the Somer Valley and Chew Valley.

Councillor Clarke moved the recommendations.

Councillor Marie Longstaff seconded the proposals.

Councillor Longstaff said that Getting Around Keynsham Strategy would be essential to the economy and wellbeing of the town, its residents and employees. The Cabinet would be committed to reducing traffic congestion in and around Keynsham and wanted to ensure the town retains its independence and its separate identity as a sustainable, desirable and well-connected place in which to live and work.

Councillor Charles Gerrish praised the work of officers for working closely with local Councillors when developing this Strategy and highlighted a need for more parking spaces in Keynsham. He also said that the Council would need to co-operate with Bristol and South Gloucestershire area.

On a motion from Councillor Anthony Clarke, seconded by Councillor Marie Longstaff it was:

RESOLVED (unanimously) that:

- 1) The Cabinet noted the responses to the consultation process and the amendments made and approve the adoption of the 'Getting around Keynsham Transport Strategy'.
- 2) The Cabinet agreed the Strategy be subject to a period of engagement within Keynsham to allow the public a further opportunity to understand the proposals within the Strategy.
- 3) The Cabinet delegated any further minor changes to the Getting Around Keynsham Transport Strategy to the Divisional Director Environmental Services, or the Strategic Director Place, in consultation with the Cabinet Member for Transport.

19 PROCESS FOR AGREEING THE SPEND OF INCOME GENERATED THROUGH THE COMMUNITY INFRASTRUCTURE LEVY

Councillor Marie Longstaff introduced the Community Infrastructure Levy (CIL) Charging Schedule and said that a charging authority must apply CIL to funding the provision, improvement, replacement, operation or maintenance of infrastructure to

support the development of its area. It would also allow the Council to pass money to bodies outside their area to deliver infrastructure that will benefit the development of the area.

Councillor Longstaff moved the recommendations.

Councillor Charles Gerrish seconded the proposal.

Councillor Gerrish said that this was an important report because the CIL would contribute to funding infrastructure needed to support the district's growth aspirations and that an estimated £6.8m could be raised in the next five years and that a proportion of this levy would be passed on to local communities.

On a motion from Councillor Michael Evans, seconded by Councillor Vic Pritchard it was:

RESOLVED (unanimously) that:

- 1) The B&NES Community Infrastructure Levy (CIL) Strategic Spend Protocol is approved;
- 2) Responsibility is delegated to the Divisional Director for Development, in consultation with the Cabinet Member for Homes and Planning, to make any minor amendments and to correct any errors to the documentation.

The meeting ended at 6.10 pm

Chair _____

Date Confirmed and Signed _____

Prepared by Democratic Services

CABINET MEETING 8th July 2015

REGISTERED SPEAKERS

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

Statements about issues NOT on the Agenda

- Cllr Eleanor Jackson
Re: Getting through Radstock
- David Redgewell (South West Transport Network)
Re: 'MetroWest bus and rail and the Combined Authority' and 'Greater Bristol Land Use'

Re: Agenda Item 11 (Cabinet Aims and Priorities)

- Cllr Robin Moss

Re: Agenda Item 12 (Strategic Review Update)

- Cllr Robin Moss

Re: Agenda Item 15 (Revenue & Capital Outturn 2014/15)

- Cllr Robin Moss

Re: Agenda Item 17 (Update to the Getting Around Bath Transport Strategy and proposals for a Park & Ride east of Bath)

- Cllr Alison Millar

QUESTIONS AND ANSWERS - COUNCILLORS

M 01	Question from:	Councillor Tim Ball
<p>Kelston View and North Way</p> <p>Over the past few months the condition of these two roads has become so bad that I have visited the area with Highways officers on several occasions.</p> <p>It seems that the whole substructure of both of these roads has become unstable and the concrete plates that form the road are cracking and in some cases have badly subsided and are visibly rocking. It seems that these two roads are in need of a complete restructure.</p> <p>1) Will the cabinet member for Highways and Transport confirm that if officer reports identify that as I suspect a complete restructure of the road is needed make the sufficient funds available for this work to be done?</p> <p>2) Will he also confirm that he will ensure that temporary repairs will take place with Immediate effect to return these roads to a reasonably safe condition?</p> <p>3) Will he also acknowledge that as these roads are part of a Major Bus route that their condition should be kept in a condition that allows buses to operate with knowledge that the roads are safe for them to use and deliver the comfort that their passengers expect?</p>		
Answer from:		Councillor Anthony Clarke
<p>1) <i>There is an approved programme for Capital Improvement works for 2015/16. Officers will assess the condition and if substantial reconstruction works are required, they will be considered for inclusion in a future programme of work.</i></p> <p>2) <i>Highway Officers have been asked to inspect the roads reported by Cllr Ball and undertake any essential safety repairs ensuring that the road remains safe and comfortable for all road users.</i></p> <p>3) <i>As above.</i></p>		

M 02	Question from:	Councillor Tim Ball
<p>Due to the dangerous nature of the Whiteway Road particularly the more commonly known section of Pennyquick Hill in Twerton Ward, And the amount of accidents that have taken place on this road over the years.</p> <p>1) Will the cabinet member for transport reconsider the speed limit on this road to ensure that it is correct?</p> <p>2) Consider enforcement of the current or reconsidered speed limit?</p> <p>3) Give active consideration to colouring the road surface red from its Poolmead Road Junction to the Junction with Newton Road as has been done with other roads in the district to give warning to motorists that this is a dangerous road if you speed or overtake?</p>		
Answer from:		Councillor Anthony Clarke
<p>1) <i>There is no proposal to review the speed limit on Whiteway Road/Pennyquick Hill in the current approved programme of schemes</i></p> <p>2) <i>I have asked officers to review the accident records for the locations and advise whether the accident history justifies reconsideration of the speed limit.</i></p> <p>3) <i>There is no proposal to introduce coloured surfacing at Poolmead Road junction with Newton Road. Coloured surfacing will be introduced only if the officer's evidence indicates there is need for some form of Traffic Management work required at this junction.</i></p>		

M 03	Question from:	Councillor Dine Romero
<p>Will the Leader commit to maintaining the webcasting of Cabinet and full Council meetings?</p>		
Answer from:		Councillor Tim Warren
<p><i>There are no plans to change the webcasting of Cabinet and full Council meetings at present</i></p>		
Supplementary Question:		
<p>Will the Leader agree that it is undemocratic to move Cabinet meetings to 4pm given that this would prevent many people in attending, such as those with full time jobs or child care responsibilities and how will he ensure that such residents would participate in the democratic process in future?</p>		
Answer from:		Councillor Tim Warren

By looking at the attendance today probably not, and the meeting is being webcast.

M 04	Question from:	Councillor Dine Romero
Can the Leader please clarify the role of Cabinet assistants?		
Answer from:	Councillor Tim Warren	
<i>The role of Cabinet Assistants is to assist the Cabinet Members to effectively perform their roles and help them deal with their portfolio responsibilities. Further information on the role is included in the job description which has been circulated to the Group Leaders.</i>		
Supplementary Question:		
Thank you for clarification on the role of Cabinet Assistants. Will Cabinet Assistants have responsibilities for areas of work within Cabinet Members' portfolios?		
Answer from:	Councillor Tim Warren	
<i>The Cabinet Assistants will assist Cabinet Members but they will have no decision making powers.</i>		

M 05	Question from:	Councillor Andy Furse
The previous administration introduced many new measures to tackle the urban gull problem, including: pest-proof sacks for black bag rubbish; educational programmes for visitors and residents around waste and not feeding gulls; and secure "Big Belly" rubbish bins. What new measures will the Cabinet introduce to address the gull problem?		
Answer from:	Councillor Martin Veal	
<i>The new administration recognises that the impacts created by urban gulls are a real issue for our residents, businesses and visitors and the area as a World Heritage destination. The measures which have already been employed, such as the Big Belly Bins, have gone some way to mitigate the negative impacts of these birds however we want to do more to address the gull problem. As this year's breeding season draws to a close, Councillors and officers are reviewing our actions and preparing to consult with various stakeholders to understand what other innovative methods are possible. Dealing with the urban gull issue is a collective responsibility and this new administration looks forward to engaging with key stakeholders such as the Bath BID, residents associations and businesses to make Bath and North East Somerset an</i>		

exemplar in how it is tackling this issue.

Supplementary Question:

Has the Cabinet contacted colleagues in Government to protest against removal of £250,000 of funding for research in tackling the gull problem, particularly in light of the press release by MP Ben Howard?

Answer from:

Councillor Martin Veal

We will be lobbying Government in terms of addressing the Wildlife and Countryside Act 1991 which protects urban gulls. It is an issue that is nationwide, not just an issue affecting this city.

M 06

Question from:

Councillor Andy Furse

Will the Council invest in netting its property portfolio to test whether this will discourage gulls from nesting and encourage other property owners to follow suit?

Answer from:

Councillor Martin Veal

The Council is always willing to consider any ideas which could curb gull numbers in both Bath and the B&NES area more widely.

However, following consultation with both Property & Project Delivery and Environmental Services, whilst the concept of netting is a good idea, if this is undertaken across the Council's portfolio there may be a public perception that we are safeguarding just our own properties whilst passing the problem and expense on to other property owners who might not have the resources to deal with the gulls even if the Council encouraged them to do so. Unless there is comprehensive netting across the city centre it simply moves the problem on to another property. Furthermore, it does not help reduce the gull numbers as they will simply go to another property to nest. The current practice of egg removal on Council properties does curb the gull problem. The use of netting therefore is a preventative measure to protect the physical building rather than reduce gull numbers.

The physical look of netting is not aesthetically pleasing in a heritage city and planning permission would be required for the listed buildings. There is also an on-going revenue cost for the netting regarding the maintenance and also the problem of birds becoming tangled in it or trapped in the nets.

Supplementary Question:

A press release from the Cabinet stated that Councillor Chris Pearce (Cabinet Assistant for Community Services) will own the gull problem. What will Councillor Chris Pearce do in owning the gull problem?

Answer from:	Councillor Martin Veal
<i>Councillor Chris Pearce is helping me with this issue in his capacity of Cabinet Assistant. I will be making all decisions within my portfolio.</i>	

M 07	Question from:	Councillor Neil Butters
The Leader has announced an independent transport projects review by external consultants. Please could the Cabinet publish the Terms of Reference of the Review as well as the expected cost and the company which will carry out the review?		
Answer from:	Councillor Tim Warren	
<i>The reason this review is taking place is to ensure that the council has robust procedures in place to oversee the delivery of major projects, following the significant and disruptive delays that have been experienced to a number of major transport schemes over the past year or more. This external review will therefore allow the Council to establish what lessons can be learnt from the experience of the past year, with an independent pair of eyes overseeing the review. By ensuring the council has effective procedures in place to manage major projects in future, it is hoped that this review will be able to save the council significant sums in the years ahead.</i>		
Supplementary Question:		
Will the Leader commit to publish consultants' names, costs and also results of the review in a timely fashion?		
Answer from:	Councillor Tim Warren	
Yes.		

M 08	Question from:	Councillor Neil Butters
The Cabinet has announced a period of public consultation leading to the selection of a "preferred or optimum site" for the East of Bath Park and Ride. Is it the Cabinet's intention to consult on one option or more than one option? If more than one, how many options will be included in the consultation?		
Answer from:	Councillor Anthony Clarke	
<i>The Cabinet's intention is to consult on more than one site option. Further details will be forthcoming in due course as part of the consultation process and once a final assessment of viable sites has been made.</i>		

Supplementary Question:	
Is it the case that the Cabinet is already having a preferred site, and if yes which is it?	
Answer from:	Councillor Anthony Clarke
<i>No, we don't have a preferred site. We will conduct genuine consultation which will allow residents of the relevant wards and communities to tell us which they think should be the preferred site. We will be providing pros and cons for each site based on consultation material that we are expecting shortly, but it is not our intention to say that we do, or don't support one site over other/s.</i>	

M 09	Question from:	Councillor Alison Millar
When will the Cabinet publish the results of the Mott McDonald traffic modelling report for the East of Bath? Residents to the East of Bath, who will be most affected by a new park and ride, need to see this report as quickly as possible, so they have the maximum possible time to assess the impact of the site or sites upon which they are to be consulted.		
Answer from:		Councillor Anthony Clarke
<i>We will happily publish the result of the Mott McDonald work when it is available later in the year. The construction of this traffic model is a complicated and time consuming process. We hope that their initial analysis will be available when we consult on the possible sites for the new Park and Ride. I am sure that the analysis will be of particular interest to the residents of Bath as well as those living to the east of the city.</i>		
Supplementary Question:		
I am looking forward to receiving the Mott McDonald report. Does the Cabinet Member for Transport agree that upgrading and enhancing the A350 would help alleviate significantly heavy traffic problems coming into Bath?		
Answer from:		Councillor Anthony Clarke
<i>We are already discussing this issue with Wiltshire Council.</i>		

M 10	Question from:	Councillor Alison Millar
Will the Cabinet member ensure that full and effective consultation with residents and users (including disabled groups) takes place before any alterations are made to the canal towpath between Bathampton and Sydney Gardens?		

Answer from:	Councillor Anthony Clarke
<p><i>The resurfacing of the Towpath from Bathampton to Sydney Gardens is a project inherited from the previous administration and has already received an allocation of Cycle Ambition Funding following a bid which the Council submitted in just a three week period in January/ February 2015. Since becoming the Cabinet Member, I have made significant efforts to engage more people in these plans.</i></p> <p><i>A Feasibility Study is being carried out and this was presented to me and the affected Ward Members at a meeting on the 6th July. The principles of the scheme were considered. It was noted that a proposal to sympathetically upgrade the footpath would be welcomed by the Kennet & Avon Canal Trust. The meeting agreed that a public consultation should now take place, with an emphasis on providing a safe and enjoyable environment for all canal and tow path users.</i></p>	

M 11	Question from:	Councillor Alison Millar
<p>What steps is the Cabinet taking to oppose Network Rail's plans to put a large transformer and switching station just metres from Bathampton Primary School, as part of the main line electrification process? Local residents are campaigning for this to be located at Farleigh Down instead, where there will be no risk to children's health and where the additional cost would be £250,000 – small in the context of the cost of electrification. Will the Cabinet member join me in supporting this campaign?</p>		
Answer from:	Councillor Anthony Clarke	
<p><i>I understand Network Rail are now proposing to locate the transformer further away from the school next to the level crossing and Tying Road. I will send Cllr Millar a map showing the new location.</i></p>		
Supplementary Question:		
<p>Would the Cabinet Member for Transport support a site which is further away from Bathampton village, such as that at Farleigh Down, as it seems the ones that Network Rail are looking at now are very close to the village of Bathampton?</p>		
Answer from:	Councillor Anthony Clarke	
<p><i>As I understand, the site has been moved from the school. The problem is that we can only advise as, in the end, Network Rail is in the position to place their equipment where they wish. It doesn't necessarily mean it would interfere with future plans what we may wish to do.</i></p>		

M 12	Question from:	Councillor Lisa Brett
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Can the Cabinet member please confirm that the commitment of £1m set aside by the previous administration to improve youth and community facilities in Walcot will be maintained?

Answer from:

Councillor Charles Gerrish

In the February 2014 Budget, the Council granted Provisional Approval only for up to £1m for this project, subject to a detailed business case which so far has not been developed.

Supplementary Question:

Could the relevant Cabinet Member give assurance in the report on various options to improve youth facilities in Walcot, currently being developed by officers under instructions from the previous administration, and that this report will be completed and open for scrutiny by the Children and Young People PDS?

Answer from:

Councillor Michael Evans

Yes. This and other projects will be considered. It is not necessarily the case that Walcot will have priority claim on money allocated to all projects.

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Greater Bristol Land Use, Planning and Transport

As an example, we support the retention of the Bus Contracts in South Gloucestershire Council on the grounds that they underpin economic growth in Severnside, Thornbury and UWE (including Sunday and evening provision). As a general point, we are very concerned that the permissions are being given for the Cribbs Causeway / Patchway New Neighbourhood areas and Eastworks without the necessary public transport provision being written in to the plans — i.e. the Henbury Loop and feeder bus services. This also applies to the Portishead line and the need to generate business in Portishead.

Our biggest concern with land use planning in the Bristol/Bath City Region is the lack of good affordable public transport links and sustainable development (including a proper planning brief for the Mall). We are further concerned that there is insufficient provision of affordable housing within the currently proposed development at the Mall.

Our concerns are also expressed about the lack of affordable housing within the city centres of Bristol and Bath—a good current example of which is the Carriage Works in Stokes Croft and the Gas Works and General Hospital sites in Bristol. We are in danger of central properties in Bristol, Bath and Weston-super-Mare becoming out of the reach of normal local people.

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This also applies, of course, to rural areas where the lack of affordable housing is even more critical.

We certainly do support the provision of 100 new homes in Charfield, as long as a significant number of these are provided as affordable properties. These will be on an ideal rail location (given the interest in re-opening Charfield station as part of MetroWest Phase Two/Three).

It is very important that we get a good working relationship between Land Use planning and Transport Planning in the Bristol/Bath Sub-Regional Plan.

The whole viability of the local plan is dependent on a European class public transport network. With the government's recent review of Network Rail spending (a wholly owned government agency) we are in a very tight corner and must argue our case loud and clear for the necessary funds to facilitate the infrastructure and revenue spending which will be necessary to deliver a successful regional transport system. The top priorities are:

- delivery of the Henbury loop and the Gloucester/Cheltenham line with new stations at Henbury, Charlton Hayes, Filton North, Charfield and Stonehouse (Bristol Road),
- reopening the Portishead line with new stations at Portishead, Pill and Ashton Gate (in conjunction with Bristol Sports),
- upgrading the line through to Weston-super-Mare and Taunton with a protected station site at Flax Bourton
- extending services through Bath to Swindon with additional stations at Corsham and Wotton Bassett

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- extending MetroWest services to Frome and Warminster with an additional station at Bathampton (perhaps as part of the turnback),
- drawing up a master plan for Bristol Temple Meads as a regional hub for the South West of England for buses trains and ferries (similar to Manchester Piccadilly or Portsmouth Harbour Interchange)
- creating master plans for top-level intermodal interchanges at Bristol Parkway station, Bath Spa station and Weston-super-Mare station.

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MetroWest bus and rail and the Combined Authority

With a new government elected in London with a mandate on devolution to the City Regions as outlined by Greg Clark, the new communities and local government secretary, there is a need for the city region and the neighbouring shire counties (Somerset, Wiltshire and Gloucestershire) to come up with a fully funded plan in times of deep austerity. This is likely to require the implementation of a Delivery Authority on the ground. This may be in the shape of a Combined Authority with transport delivery powers or may take a different form, just as long as the Transport Authority has a full range of powers and access to appropriate funding.

The top priorities are:

Bath

- Upgrading and improving the bus services in Bath (including rebranding and re-trimming of the fleet jointly with First Group, which must be done in conjunction with refurbishment of the vehicles).
- Reopen the café and toilets at Bath Bus Station.
- Prioritise an East-of-Bath Park and Ride, bus-based to start with but later with rail access.

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- Reopen Corsham and Salford stations.
- Make Bath Spa railway station ticket barriers operational for 18 hours a day.
- Provide more bus priority measures in Bath.
- Complete the Transport Plan in Keynsham including new bus hub.
- Deliver electrification of local lines including the line between Newbury, Westbury and Bathampton.
- Extend MetroWest to Frome, Warminster and Swindon from Bath (Phase 3).

North Somerset

- Sort out a new control centre for First Bus at Weston-super-Mare railway station, including passenger facilities for information once the First Travel Centre and the Tourist Information Centre have been closed (end of May and September respectively).
- To work in partnership between North Somerset Council, the West of England Partnership and bus operators including partnership working between Crossville and First Group as per the arrangements in Bridgwater where there is a joint company.
- To invest in a new bus-rail interchange including disabled facilities at Weston-super-Mare station as well as new ticket barriers.

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- Improvements to the 126 service between Weston, Locking, Banwell, Cheddar and Wells including diversion via the railway station.
- Improve bus links between Yatton and Clevedon to act as a rail-head for the town.
- Improve bus facilities at the Six Ways terminal in Clevedon including reopening the waiting and toilet facilities.
- Making the reopening of the Portishead line a top priority whilst protecting rail freight facilities.
- New railway station at Ashton Gate funded by Bristol Sport.
- Upgrading disabled ramps at Nailsea and Backwell station.
- Late night bus from Bristol to Weston on Friday and Saturday night (up to 2am?)
- Protect site of Flax Bourton station for future development.
- All new local units for the Bristol Area as well as the mainlines to Exeter and Cardiff need to be upgraded with disabled facilities and increased passenger comfort before the carriages are rebranded in the green colour.
- Extend MetroBus to Clevedon and Weston-super-Mare.

South Gloucestershire

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- Protect the existing bus network, invest in newer vehicles with leather seats and wifi especially on routes to Thornbury and Yate and the 319 from Kingswood to Bath.
- Maintain and clean bus shelters.
- Provide Bus Priority on the A38 between Aztec West and Bristol City Centre
- Extend MetroBus to Thornbury and Yate.
- Improve bus station at Cribs Causeway.
- Support government funding for new bus station at UWE.
- Reopen the Henbury Loop, including new stations at Filton North, Charlton Hayes and Henbury (current proposals include removing one of these which we feel would be counter-productive).
- Fully integrate the Henbury Loop with MetroBus at Henbury and Filton North
- Improve Patchway Station including waiting facilities, disabled facilities, toilets and car-parking.
- Improve bus interchange at Filton Abbey Wood and Bristol Parkway (where there are plans for a remodelled bus-rail interchange).
- Bus priorities on Gypsy Patch Lane.
- RPZ around Southmead Hospital.
- Consider car-parking charges to cover the cost of maintaining car parks.

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- Fully support any branding concepts for public transport in the region, including Green Capital, MetroWest and Greater Bristol Bus Network.
- Develop Tourism-related transport policies.
- Improve Bus Links to Gloucester from Bristol, Yate and Thornbury.

Bristol

- Put pressure on Central Government to make Temple Meads a fully functional railway station fit for purpose in the 21st century with a regional transport hub, a good intermodal transport interchange, shopping facilities, hotels, flats and access to the Arena.
- Improve (or where absent, provide) disabled access to local railway stations: Lawrence Hill, Bedminster and Parson Street.
- Continue to improve Bristol Bus Station: doors, cleaning and painting.
- Provide a Park and Ride on the North Side of the city (around Filton), offering access to both bus and rail services.
- Invest in a proper local bus/MetroWest/national rail/ferry interchange at Temple Meads.
- Provide revenue protection on the Bristol to Taunton line and Severn Beach line to collect all fares.

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- Improve the City's bus fleet, providing 100 new hybrid buses for MetroBus and the inter-urban fleet in conjunction with First Group, Wessex and Stagecoach (and also A-Bus, National Express Kingsferry and RAPT Bath).
- Improve bus interchanges in the city centre, Broadmead, Old Market, Eastgate, Bedminster and Kingswood.
- Open the Romney Avenue Bus Gate as a matter of urgency.
- Improve bus cleaning at all depots in Greater Bristol, including Lawrence Hill.
- Decide on the future of Muller Road bus garage relocation with an option of using Yate where the facility could serve as a Park and Ride during the day and a bus garage and cleaning facility overnight.
- Introduce smart ticketing including bus-rail-ferry combined options.
- Make the Freedom Pass zonal and introduce children's and senior citizen's fares.
- Introduce a new PRZ around Southmead Hospital.
- New bus station at Southmead Hospital.
- Build new Portway Park and Ride railway station (without closing the existing Shirehampton station).
- Ashley Hill and Horfield stations to be opened (maintaining pressure on Network Rail to include both stations in the final plan rather than just one).

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- Henbury Station to reopen — will need car parking and bus interchange.
- Ashton Gate Station funded jointly with Bristol Sport
- Transport Security: work with BTP, Avon and Somerset Police, and the Port Police to improve CCTV, transport safety measures, revenue protection and remove graffiti from bus and rail vehicles and infrastructure.

All Greater Bristol and Bath Authorities

- Protect and fund the local transport network, building on the successes of the last few years.

Detailed Priorities

We welcome the proposals for the new station site in Quays Avenue, Portishead and the progress on reopening the branch line between Portishead and Bristol Temple Meads, Bath Spa/Clifton Down/Severn Beach as part of MetroWest Phase 1. We would like to see a full transport interchange at Portishead for bus/rail/taxis/walking and cycling. This should be provided undercover directly linked to the station canopy, so that passengers do not have to wait in the rain. Also an M Shop for selling tickets/public transport information/toilets and a café. We would like to see a similar arrangement at Pill and provision made for a future station at Ashton Gate to be funded partly by Bristol Sports and interchange with MetroBus. Other provision needs to be made for disabled access at Parson Street and interchange at this station and Bedminster.

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On the Severn Beach line provision needs to be made for waiting shelters at Severn Beach, maintain and enhance the station building at Avonmouth (by restoring the original station canopy to a design matching photographic evidence from the 1960s) as this station is an ideal interchange point for Henbury loop services with connections to bus services 41, 501 and 502 as well as train services to St Andrew's Road and Severn Beach. We welcome the new station at Portway Park & Ride and station facility improvements at Clifton Down including a ticket office. Revenue protection is a major problem on the route.

The Direct Award from the DFT will allow the Secretary of State to devolve rail and public transport powers to Devon and Cornwall and the Bristol/Bath City Region travel to work area (extending into the counties of Somerset, Gloucestershire, Wiltshire and Swindon including the Weymouth line into Dorset) so it is important to take up the Government's offer to create a combined authority for the Bristol/Bath City Region taking over the powers of the West of England LEP on transport, planning, strategic housing and waste management. This would give the Combined Authority specific responsibility for public transport delivery, which in the context means taking overall control of the MetroBus and MetroWest projects along with the Greater Bristol bus network

It is important, despite the protests in Stapleton and Frenchay, that we focus on the total public transport package for Greater Bristol/Bath. The scheme North-South includes bus interchanges at Whitchurch Hospital (South Bristol), Bedminster, Redcliffe Hill, City Centre, Bus Station Lewin's Mead/Haymarket, UWE Frenchay (providing the plans can be developed for the new University bus station site), Bristol Parkway station, Bradley Stoke

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Willowbrook Centre, Aztec West and Cribbs Causeway and rail interchanges at Bedminster, Parson Street and Bristol Parkway with future options at Filton North and Henbury on the Henbury loop and interchange with coach services at Bristol bus and coach station, Aztec West and Cribbs Causeway.

The environmental impact of the Stoke Lane Frenchay allotments will need to be carefully examined to include Cotswold stone on any walling around the Stoke Park estate and rural fencing around the allotments and tree planting. We welcome the saving of the oak trees and landscaping. There must be a commitment to no Park & Ride sites in this area from South Gloucestershire Council, the Mayor of Bristol and the West of England Partnership. This section of the route needs a careful review in the light of local concerns from residents in Downend, Frenchay and Stapleton but it is very important that we don't lose the £190 million funding in the City Region as the project is not just about MetroBus but improved interchange and connection facilities with rail/local bus and ferries and is supported by First Group, Wessex Connect and RATP Bath Bus Company.

RailFuture, Bus Users UK (Sevenside), South West Transport Network, TfGBA and FOSBR and the public transport unions have been calling for a fully integrated MetroBus/MetroWest rail and bus network across Greater Bristol to be fully integrated into a public transport system for the City Region as the Green Capital of Europe 2015. All the listed groups are also pressing for the urgent establishment of a combined transport authority as soon as the enabling legislation allows us to set up a Western Powerhouse, with the support of North Somerset, BANES and South Gloucestershire. We also need

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to set up a Public Transport Forum for Bristol and the City Region as supported by the Mayor and Bristol Full Council

We are very concerned about the loss of bus services No 5 to Downend, 36 to Brislington Tesco and South Bristol Hospital, night services on the 90 to Knowle, 1 and 2 to Southmead and Westbury on Trym, and the uncertainty over the 87 and 88 Bristol to Dursley due to budget cuts by the Mayor (£350,000 cut) and South Gloucestershire Council (£590,000). Bus services are as important to the citizens of Greater Bristol as the libraries in the City and Kingswood (South Gloucestershire) and need full consultation with the next series of service reviews with passengers and user groups.

The A-Bus services sponsored by Tesco and Sainsburys need to have an easily accessible published timetable (through the TravelWest Travel Line) and to be registered with the Traffic Commissioner and provide through tickets. The new 600 service provided by Severnside around Fishponds/ Downend and UWE also needs to be registered.

As more and more RSZ schemes are created by our local authorities, it is increasingly vital that sufficient funds are found to improve bus and rail services to a point where more people feel confident about using public transport rather than private in order to go about their business.

As a final point, we need to be clear that the MetroBus project will entail the procurement of 50 hybrid gas/electric vehicles. At the moment there are only 5 in the successful Clean Fuels Bid from the Department for Transport, which means that we need to resource a further 45 vehicles as well as two bus depots in order to bring the service into operation. The Quality Partnership on MetroBus needs to focus on the passenger

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experience, including concerns about:

- frequency,
- evening and Sunday services (which in most MetroBus systems require subsidy),
- real time and other information at bus stops,
- disabled access,
- automated ticketing systems,
- through ticketing to rail, ferry and local bus services,
- proper signage to railway stations and ferry terminals
- vehicle cleanliness
- proper policing and security.

David Redgewell

Martin Cinnamond

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with Jenny Raggett (TFGBA),

Nigel Bray (Railfuture Severnside,

and John Hassell Bus Users UK

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SPEAKER NOTES – DRAFT 3

I'm pleased to introduce this paper, which sets out the aims and priorities of my Cabinet over the coming years.

The aims and priorities in this paper are closely aligned to those we set out prior to the local elections, and demonstrate our commitment to delivering on the promises we made before May.

I'm immensely proud to lead this Council – Bath and North East Somerset is a wonderful place, with talented people and incredible potential. There will be challenges ahead – in particular the need to find significant financial savings over the coming years. However, I'm confident and optimistic that with the right vision we can continue to make Bath & North East Somerset an even better place to live, work and visit.

This paper sets out three core aims of our administration:

- A Council which is efficient and well-run;
- A Council which invests in the future of our area; and
- A Council which puts the interests of residents first.

To achieve this, we will step up support to help our communities grow, providing services that enable them to do more for themselves. We will work with local businesses to support the delivery of new jobs. And we will support the vulnerable individuals who need our help earlier – with the aim of preventing problems becoming worse.

Working in this way will allow us to be more effective, make best use of taxpayers' money and build the foundations for growth and prosperity.

Beyond these three core aims, we also have six more specific main priorities, which will guide our policies in the years ahead.

First, tackling waste and increasing efficiency:

Our new administration aims to:

- We have put in place a strategic review to look at where we can save money, how we can generate new income and how we can support people to do more for themselves. It will also identify areas where we can cut bureaucracy for the benefit of our residents and businesses, so that, as far as possible, we can best protect the vital services upon which our residents rely.
- We will look at new ways of delivering services – we will be more innovative and commercial, capitalising on opportunities to generate revenue through Council resources and sound investments, and through making the most of new technologies, as well as looking at where we can save money by sharing services with other organisations.

- Given the savings that we anticipate need to be made, there will inevitably be some difficult choices about the range and level of services provided by the Council - but we will endeavour to put our residents first – especially the vulnerable and those in most need.

Secondly, delivering new Homes and Jobs:

- We're fortunate in Bath & North East Somerset to have a strong skills base - over 40% of our residents have a degree.
- However wages are 9% lower than the national average and house prices approximately 40% higher than the national average. This is a real challenge and one of our new administration's priorities.
- Creating new jobs and more affordable houses are essential to our growth and prosperity. Our economic strategy seeks to address this by supporting higher wage industries to grow here and locate here. We aim to grow our economy and increase its value by £3 billion by 2029.
- We have ambitious targets to support the creation of 11,500 new jobs and 13,000 new homes, including over 3,000 affordable homes – and will do whatever we can to support and encourage the regeneration of brownfield sites throughout our area.
- Our economic plan will aim to support the whole of the B&NES area:
- We will support and encourage an entrepreneurial culture, building on our strengths in information and communications, creative and digital, environmental / low carbon services and the visitor economy.
- We will support the delivery of much-needed new office space and we will be stepping up work to attract developers, with a target of building up to 50,000 square metres of modern business floor-space before 2029.
- We will play a key role as members of the West of England Local Enterprise Partnership. Money from the LEP will help deliver our new business quarter in Bath at Innovation Quays. This will create a new home for creative, ICT and financial and business services. Flood mitigation works to enable this will begin this year.
- We will support top-end office space at new employment locations in Keynsham and the Somer Valley, helping them achieve their economic potential and create sustainable jobs, and support the delivery of superfast broadband in our rural communities.

Thirdly, improving transport:

We all know what an important issue transport is in B&NES.

We're committed to taking action to make it easier for residents, businesses and visitors to get around our area.

We will support sustainable transport options to encourage the greater use of walking, cycling and local bus services;

We will invest in infrastructure – such as the long-awaited East of Bath Park & Ride, whilst delivering long-term transport strategies for every part of the B&NES area;

We will promote local rail by continuing to support the MetroWest project to deliver a more frequent local rail service;

We will tackle congestion and air pollution by seeking to improve traffic flows and tackle bottle-necks;

And we will work with residents to try and address residential parking concerns throughout the area.

Our fourth priority is investing in our area's young people:

- Children are the future of our area, and this administration is committed to giving our area's young people the best possible start in life.
- We're very fortunate to have so many "Good" or "Outstanding" schools here in Bath and North East Somerset, and will continue to support them to improve and promote educational excellence. We will invest at least £6.6m to make sure that we have the right number of school places to maintain high quality education - this will include building new schools.
- We want our children grow up to be good citizens, confident to be themselves and respectful and tolerant of differences, so we will continue to champion equality and diversity.
- We will provide early support to vulnerable children so that, wherever possible, they don't need to go into care. We will also provide timely help for the children and families that most in need in our communities.
- We will prioritise the Connecting Families service - as a direct result of this children are back in school, youth crime is down and parents are off benefits and in work.
- We will continue to support adoption services, including working with our neighbouring authorities to create a single Adoption Agency.

Our fifth priority is to create cleaner, greener and healthier local communities:

- This priority, perhaps more than any of the others, will involve working closely with residents to harness the abilities of our local communities.
- We want our area to be cleaner, to be greener and, with the Council's new responsibilities for public health, healthier too.
- In this regard, we have already agreed a £17m investment in our leisure centres, to help get more people, more active, more often.
- We are establishing a task-force to look at how we can improve street cleaning, reduce litter and tackle the on-going gull menace which plagues our area.
- We will continue to take action to address the causes and effects of climate change, including flood mitigation and continuing to encourage increased recycling rates.
- We will support the health and wellbeing of local residents by working closely with our NHS colleagues and others to promote active lifestyles and early-intervention in public health issues – focussing on prevention and helping people to help themselves.

Our sixth and final priority is to ensure choice and independence for Older People

- Even with demographic pressures and tighter Council budgets, we want to deliver world-class service for our area's older and vulnerable residents – ensuring properly joined-up health and social care services, and supporting people to help them remain independent for longer.
- Our 5-Year Better Care Fund Plan – which is about joining up and improving care - has already been identified nationally as an example of best practice, and this administration wants to build upon this success.
- The focus is on preventative services that help people stay well for longer, and keep them out of hospital or a care home.
- Supporting people discharged from hospital is also important. Our intensive home from hospital support service delivered in partnership with Age UK B&NES and Care & Repair Home Improvement Agency is a good example of this.
- We face an increase in dementia which puts pressure on carers and on social and health services. We will continue to support dementia services, including the award-winning Independent Living Service for people with dementia, and their carers, living in rural areas.

- We will deliver on our new, statutory responsibilities under the Care Act 2014, providing the right support and advice to people who need it.

Summary

Here I have set out our top priorities. Underpinning of these is our commitment to delivery and to making tangible changes.

We will ensure that this Council efficient and well-run, and we will always put our residents first.

I am therefore very happy to move the recommendations in this paper.

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Youth Justice Plan – comments for Cabinet

Bath & N.E Somerset youth offending team and their partners have made great strides towards a more effective response to youth offending, one that prioritises prevention.

We strongly welcome the decrease in the level of first time entrants into the youth justice system, which has seen a positive fall of nearly 18%. I am proud that under a Liberal Democrat administration B&NES made greater improvement than that of any of its comparators.

We commend the collaboration between the Youth Justice Board, the youth offending teams and the judiciary to bring about a significant reduction in the numbers of young people in custody. I am delighted to note from this report that no young person from B&NES has been sentenced to custody for 18 months, making us one of only two Authorities nationally that have a zero custody rate.

Given that girls access 20% of youth offending services, it is heartening to see that after decades of neglect the vulnerability of these girls, particularly in terms of sexual exploitation, is finally being recognised by the way in which data is recorded and services are provided.

However, there are still areas for concern that the Liberal Democrat group call upon the Conservative administration to address.

After 3 years of re-offending rates for young people in B&NES being lower than all comparators, last year there was a 6% increase in the re-offending rate. While overall B&NES is still better than the national averages, it not currently as good as the South West and Avon and Somerset and we urge you to prioritise tackling re-offending.

We also welcome the reports commitment to restorative justice; however we believe more should be done to make it integral to the youth justice system.

Finally, and most importantly, the Council is the lead partner in the multi-agency approach to preventing youth offending, As such, the Council makes a significant contribution in terms of staff, funding and additional support.

Preventing our young people falling into patterns of behaviour that not only damages their future prospects, but which adversely effects the quality of life for all B&NES residents, should be a priority for this administration. We therefore call for reassurance that spending on youth offending will not be

reduced below it's current level and is retained at 45% or above of the total youth offending budget.

Statement to cabinet on East of Bath P&R

Alison Millar

The residents of Bathavon North ward are waiting with bated breath to hear the new administration's plans to alleviate the immense traffic problems to the east of Bath. I can tell you that from the number of emails and calls I am already receiving.

Traffic is an issue which affects people to the east on a daily basis and it's time for a solution. Since 1945 a number of schemes have been put forward by Bath to try to resolve the traffic and transport problems of the city. These have nearly always been plans benefitting Bath at the expense of the surrounding countryside; with little regard for its value and with a huge potential for the countryside to the east to be utterly spoilt.

In advance of any announcement by the new administration there are few simple requests which I must make on local residents' behalf. I feel justified in doing so as I am the first Liberal Democrat councillor ever to be elected in that ward and votes for me were mostly cast on the basis of my stance on ensuring that the issues of congestion and pollution in this area do not continue to plague us over the next decades – they are simply ruining the City.

- Think outside the box. Bath is a very special city and it deserves the best solution. Not a bargain bucket or off the shelf scheme – and not one which is rushed through for quick political gain. To bring in a scheme which defaces the green approaches to Bath, but which results in traffic being just as bad in 4 years' time, is a legacy that I doubt any politician would want to leave.
- Don't be swayed by agendas – listen to the people who live here – and love it here. Simply paving over a comparatively small green space (such as the field to the west of Mill Lane) is not a solution, particularly if it has insufficient capacity and no ability to grow.

- Provide a long term solution. It might be more complicated but we live in a World Heritage Site and we have a responsibility to protect it for future generations.
- Employ joined up thinking – the whole of the picture needs to be looked at. For example, as the Authority boundary falls so close to Bath’s eastern boundary, we must work closely with colleagues in Wiltshire Council.

The rail and ride scheme package proposed by the previous administration fulfilled these criteria and met with high levels of approval from residents.

It would be more complicated than a bus-based scheme, yes – but it would be concealed, situated on disused railway land, and would accommodate high volumes of cars. It would deliver good value for money and a high cost-benefit ratio. In addition the use of the railway would mean that people are brought into the City in a fast, efficient and environmentally-friendly way. The fact that private companies, who are keen to build the scheme, are still getting in touch, testifies to the validity of the scheme. With so many residents favouring this scheme, any decision not to consult on it would be unjustified in my view.

I do hope the schemes put forward this time will be sensible but, most of all, impactful. Adequate and meaningful consultation must be built into the timetable so that the people most affected will be able to give their views.

Thank you



Getting Around Keynsham Transport Strategy

The parking strategy for Keynsham concludes that there is enough parking in the town. It ignores the fact that many side streets close to the commercial centre remain clogged all day by people parking in the narrow roads making it difficult for the residents to leave their properties for any reason and return. The drivers park on the pavements, on the grassy verges and extremely close to the residents driveways so that it is difficult to manoeuvre on to their driveways. The roads affected to my knowledge are Handel Road, Sherwood Close, Sherwood Road, Back Lane, Old vicarage Green, Cranmore Avenue, St Johns Court and Charlton Park Dapps hill Clements Road the many other narrow roads near Wellsway Academy that are congested by pupils and staff parking. The central town parking is mainly BANES office Staff and some are retail staff. I have also noted some regular parkers are Train users.

I know it is a fact that anyone can park on a public highway that has no restriction provided that the vehicle is taxed, MOTD and insured, however the population of our town has a well above average number of elderly residents and many are with mobility issues. They are unable to visit anyone in the areas where this all day parking occurs because of the distances they have to travel to get the place they wish to visit.

I think that the reason that we have higher percentage of elderly residents is that compared to the surrounding area it is flatter and easier to get around than our neighbours in the rest of BANES; this is why we have a great number of motorised mobility scooters and why it is so important to stop vehicles parking on the pavements and verges. I have seen mobility scooters travelling on the highway because of inconsiderate parking which is risky at best and a danger to others. The police do not have the manpower to manage the inconsiderate illegal parking.

The local community transport schemes also have difficulty in operating because of the parking both sides of narrow roads. Sometimes Dial a ride buses have to stop in the main highway in order to pick up members

outside their own homes. This is allowed under The Section 19 permit but the general public are unaware of this permission and often give the drivers verbal abuse and sometimes complain to the council in their ignorance.

BANES waste services have to use smaller vehicles to collect waste in these roads.

I have also witnessed delivery vehicles unable access the delivery address due to inconsiderate parking.

A lot of parking is inconsiderate to say the least. We will need more parking than ever in future years because we are going to experience the largest percentage increase in population in BANES. We will need a park and ride for Keynsham workers otherwise we will achieve gridlock sooner than we think, if we do not sort out the parking people will go somewhere else like Longwell Green where they can park and we will be left with a ghost town that no one visits.

Brian Simmons

Councillor
Keynsham North