

Democratic Services

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Date: 30th December 2015

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**To: All Members of the Communities, Transport and Environment Policy
Development and Scrutiny Panel**

Councillor John Bull
Councillor Brian Simmons
Councillor Steve Jeffries
Councillor Peter Turner
Councillor Alan Hale
Councillor Neil Butters
Councillor Jonathan Carr
Councillor Dine Romero
Councillor Michael Norton
Councillor Mark Shelford
Councillor Les Key (as substitute)

Chief Executive and other appropriate officers
Press and Public

Dear Member

**Communities, Transport and Environment Policy Development and Scrutiny Panel:
Monday, 11th January, 2016**

You are invited to attend a meeting of the **Communities, Transport and Environment Policy Development and Scrutiny Panel**, to be held on **Monday, 11th January, 2016** at 4.00 pm in the **Council Chamber - Guildhall, Bath**.

The agenda is set out overleaf.

Yours sincerely

Michaela Gay
for Chief Executive

If you need to access this agenda or any of the supporting reports in an alternative accessible format please contact Democratic Services or the relevant report author whose details are listed at the end of each report.

This Agenda and all accompanying reports are printed on recycled paper

NOTES:

- 1. Inspection of Papers:** Any person wishing to inspect minutes, reports, or a list of the background papers relating to any item on this Agenda should contact Michaela Gay who is available by telephoning Bath 01225 394411 or by calling at the Guildhall Bath (during normal office hours).
- 2. Public Speaking at Meetings:** The Council has a scheme to encourage the public to make their views known at meetings. They may make a statement relevant to what the meeting has power to do. They may also present a petition or a deputation on behalf of a group. Advance notice is required not less than two full working days before the meeting (this means that for meetings held on Wednesdays notice must be received in Democratic Services by 4.30pm the previous Friday)

The public may also ask a question to which a written answer will be given. Questions must be submitted in writing to Democratic Services at least two full working days in advance of the meeting (this means that for meetings held on Wednesdays, notice must be received in Democratic Services by 4.30pm the previous Friday). If an answer cannot be prepared in time for the meeting it will be sent out within five days afterwards. Further details of the scheme can be obtained by contacting Michaela Gay as above.

- 3. Details of Decisions taken at this meeting** can be found in the minutes which will be published as soon as possible after the meeting, and also circulated with the agenda for the next meeting. In the meantime details can be obtained by contacting Michaela Gay as above.

Appendices to reports are available for inspection as follows:-

Public Access points - Reception: Civic Centre - Keynsham, Guildhall - Bath, The Hollies - Midsomer Norton. Bath Central and Midsomer Norton public libraries.

For Councillors and Officers papers may be inspected via Political Group Research Assistants and Group Rooms/Members' Rooms.

4. Recording at Meetings:-

The Openness of Local Government Bodies Regulations 2014 now allows filming and recording by anyone attending a meeting. This is not within the Council's control.

Some of our meetings are webcast. At the start of the meeting, the Chair will confirm if all or part of the meeting is to be filmed. If you would prefer not to be filmed for the webcast, please make yourself known to the camera operators.

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- 5. Attendance Register:** Members should sign the Register which will be circulated at the meeting.

6. THE APPENDED SUPPORTING DOCUMENTS ARE IDENTIFIED BY AGENDA ITEM NUMBER.

7. Emergency Evacuation Procedure

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**Communities, Transport and Environment Policy Development and Scrutiny Panel -
Monday, 11th January, 2016**

at 4.00 pm in the Council Chamber - Guildhall, Bath

A G E N D A

1. WELCOME AND INTRODUCTIONS

2. EMERGENCY EVACUATION PROCEDURE

The Chair will draw attention to the emergency evacuation procedure as set out under Note 6.

3. APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

4. DECLARATIONS OF INTEREST

At this point in the meeting declarations of interest are received from Members in any of the agenda items under consideration at the meeting. Members are asked to indicate:

(a) The agenda item number in which they have an interest to declare.

(b) The nature of their interest.

(c) Whether their interest is **a disclosable pecuniary interest** or an **other interest**,
(as defined in Part 2, A and B of the Code of Conduct and Rules for Registration of Interests)

Any Member who needs to clarify any matters relating to the declaration of interests is recommended to seek advice from the Council's Monitoring Officer or a member of his staff before the meeting to expedite dealing with the item during the meeting.

5. TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIRMAN

6. ITEMS FROM THE PUBLIC OR COUNCILLORS - TO RECEIVE DEPUTATIONS, STATEMENTS, PETITIONS OR QUESTIONS RELATING TO THE BUSINESS OF THIS MEETING

Mr David Redgewell (South West Transport Network) will make a statement on Devolution of Transport & Planning.

7. MINUTES (Pages 7 - 16)

8. COMMUNITY SAFETY - GENERAL UPDATE (Pages 17 - 40)

An update report on Community Safety is attached. There will be a presentation at the meeting and slides are attached. There will also be Police representatives at the meeting.

9. QUALITY CONTRACT SCHEME FOR BUSES - INTERIM SCRUTINY REVIEW (Pages 41 - 64)

A report is attached on Quality Contract Scheme for Buses – Interim Scrutiny Review.

10. COMMUNITY TRANSPORT - UPDATE (Pages 65 - 74)

An update report on Community Transport is attached.

11. RIVER SAFETY (Pages 75 - 76)

A report on River Safety is attached. There will also be a presentation at the meeting.

12. CABINET MEMBER UPDATE

The Cabinet Member will update the panel on any relevant issues. Panel members may ask questions

13. PANEL WORKPLAN (Pages 77 - 80)

This report presents the latest workplan for the Panel. Any suggestions for further items or amendments to the current programme will be logged and scheduled in consultation with the Panel's Chair and supporting senior officers.

The Committee Administrator for this meeting is Michaela Gay who can be contacted on 01225 394411.

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BATH AND NORTH EAST SOMERSET

**MINUTES OF COMMUNITIES, TRANSPORT AND ENVIRONMENT POLICY
DEVELOPMENT AND SCRUTINY PANEL MEETING**

Monday, 16th November, 2015

Present:- **Councillors** John Bull, Brian Simmons, Mark Shelford, Peter Turner, Alan Hale, Neil Butters, Jonathan Carr, Dine Romero and David Veale (In place of Steve Jeffries)

30 WELCOME AND INTRODUCTIONS

The Chairman welcomed everyone to the meeting.

31 EMERGENCY EVACUATION PROCEDURE

The Chairman drew attention to the emergency evacuation procedure.

32 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

Councillors Steve Jeffries sent his apologies and was substituted by Councillor David Veale.

33 DECLARATIONS OF INTEREST

There were none.

34 TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIRMAN

There was none.

**35 ITEMS FROM THE PUBLIC OR COUNCILLORS - TO RECEIVE DEPUTATIONS,
STATEMENTS, PETITIONS OR QUESTIONS RELATING TO THE BUSINESS OF
THIS MEETING**

Mr David Redgewell (South West Transport Network) made a statement on Regional Transport (*the statement is appended to these minutes and available on the Council's minute book held by Democratic Services*).

Mr Duncan Hounsell (Saltford Parish Councillor) made a statement regarding Saltford Railway Station (*the statement is appended to these minutes and available on the Council's minute book held by Democratic Services*).

In response to a question from Councillor Butters, Mr Hounsell explained that he had not had a response from the Council since May. The Strategic Director for Place stated that she will look into this and added that there are infrastructural issues.

Mr Chris Warren (Leader of the Independent Salford Station Campaign) made a statement regarding Salford Railway Station (*the statement is appended to these minutes and available on the Council's minute book held by Democratic Services*).

Councillor Butters congratulated the group on getting a National Award and asked if a car park is essential in delivering the station. It was explained that a 144 car park is deemed adequate by the Council and Halcrow until 2020 (considering projected demand).

Mr Richard Samuel (Chair Camden Residents Association) made a statement on Bath Low Emission Zone (*the statement is appended to these minutes and available on the Council's minute book held by Democratic Services*).

Councillor Romero asked if Mr Samuel would like the Council to take his points on board when considering transport issues for East of Bath, particularly the issue of traffic displacement. Mr Samuel agreed with this approach. He explained that questions should be asked about the whole of Bath becoming a low emission zone and this would address the issue of traffic displacement. Councillor Bull noted that this may be an item for a future meeting.

36 MINUTES

The Panel confirmed the minutes of the previous meeting as a true record while noting the points raised below. The minutes were duly signed by the Chairman.

- Councillor Carr asked that a response be sent to him regarding the questions he asked at the September Panel meeting – The Strategic Director for Place agreed to this;
- Councillor Romero asked that the resolution at minute number 26 be taken on board in the Panel's wider consideration of the East of Bath Transport issues, the relevant resolution is as follows: *'The Panel resolved that if the financial aspects of considering site H can be equated with the other sites then site H should be considered as a site for a Park and Ride to the East of Bath'*.
- Councillor Butters mentioned that the possibility of James White (West of England Transport Group) attending a meeting was discussed.
- Councillor Romero asked that actions suggested at Panel meetings be monitored.

37 DIRECTORATE PLAN FOR PLACE

Louise Fradd, Strategic Director for Place introduced the item. She explained that this month (November 2015) the PDS Panels will be looking at the initial plans. She further explained that Appendix 4 sets out the main financial implications and forms the beginning of a 4 year budget plan.

Panel members made the following points and asked the following questions:

Councillor Romero asked about the Waste Strategy and has concerns about an increase in landfill tax. The Director explained that the Waste Contract is coming to an end and there will be a review of Waste Services, she assured the Panel that recycling is a key target and will continue to have prominence.

Councillor Romero stated that this Panel is charged with looking at transport options so she suggests that the bullet on the East of Bath Park and Ride should be changed to an aspiration. The Director agreed that it should be reworded in line with the motion agreed at Council. Councillor Carr suggested the wording should not presume an outcome (eg. Park and Ride).

Councillor Bull asked about the reduction in 'Economy and Culture'. The Director explained that this is linked to changes in grants. She further explained that the Council is looking at bringing all grants together, this will be phased and events that will help the economy will be targeted. Councillor Carr commented that we should only cut grants to events that are capable of self-sustaining rather than just keeping the ones that make money. The Director assured the Panel that the Council does work with organisations in this way.

The Panel discussed Transport Services, the Director explained that part of the Strategic Review would be to identify bus routes that originally needed a subsidy but are now commercial so do not need this anymore. This will mean there is an overall saving for the authority. Councillor Jackson raised a concern about cutting rural bus routes, the Director explained that this is only about cutting subsidies to routes that are now viable.

In response to a query from Councillor Butters regarding the WIFI network, the Director explained that she is finalising the business case now and the first phase is to install receivers and obtain an income from advertising the second phase is to rent out the Councils own infrastructure/ducts to service providers.

Councillor Butters gave an example of a bus service currently subsidised by Wiltshire Council which is desirable for this Council to continue, he flagged up that this authority may need to step in if another Council withdraws a service. The Director stated that each decision is taken on its merits.

Councillor Bull mentioned the loss of Government Grant and asked if this may mean two weekly waste collections in the future. The Director referred to the planned Waste Review where many different options will be considered, she explained that a major issue is replacing the vehicles.

Councillor Romero asked if the Panel could see the detailed business plans. The Resources Director reminded the Panel that they could ask about specific issues.

The Chair summed up the areas of feedback that the Panel had highlighted:

The robustness of income generating prospects:

- Wifi;
- Energy; and

- Grants to events (income from other events)

38 DIRECTORATE PLAN FOR RESOURCES

Andrew Pate, Strategic Director for Resources introduced the item, reminding the Panel of the items within their remit contained within the Resources Directorate Plan (Community Safety; Libraries; Sustainability and Big Society/Communities). He explained that this month (November 2015) the PDS Panels will be looking at the initial plans. He further explained that Appendix 4 sets out the main financial implications and form the beginning of a 4 year budget plan. He concluded that there was considerable pressure on the Council finances and that there is an emphasis on growing income.

Panel members made the following points and asked the following questions:

Councillor Butters congratulated the Director on the work in the Plan and asked if any country wide research had been done. The Director explained that the Council is alive to what is happening elsewhere tries to learn from best practice. He further explained that the impact on frontline services here has been a lot less than on other authorities.

Councillor Hale asked for reassurance that everything will be done to protect jobs. He also queried the sentence on page 55 about prevention of 'customer demand' and asked if this meant a move towards low human contact in frontline services. The Director explained that the Council record on redundancies is good and there is a redeployment policy but that he could give no guarantees beyond 2016/17. Regarding the query on 'customer demand' the Director explained that a lot of people prefer to use online services that have 24 hour access and there had been investment in One Stop Shops for those who need support. He also explained that 'lean systems thinking' refers to simplifying processes and cutting red tape.

In response to a query from Councillor Romero on consultants, the Director explained that consultants are used only where the skills are needed at specific times and that this is discussed at the Resources PDS Panel. He further explained that there is a good procurement framework and external and internal references are taken. Councillor Hale asked if there is a breakdown of consultancy fees paid, the Director explained that consultants are used in exceptional circumstances and usually within one off projects so figures would be shown within the figures for each project.

In response to a query from Councillor Butters about Parish and Town Council precepts, the Director explained that this is an area where the authority is looking at working in partnership.

The Panel looked at Appendix 3 – Capital Programme. Councillor Romero asked when the business cases would be visible, the Director explained that there are two levels of approval and a business case is needed before it is taken to Cabinet. He further explained that refinancing details are within the 2016/17 proposals, there is a new approach to how Capital schemes are financed.

Councillor Bull asked about the creation of a new property company to provide market rate housing to rent. The Director explained that there is a strong demand for rented accommodation and that the Council has access to good finance rates so is in a good position. Councillor Charles Gerrish, Cabinet Member for Finance and Efficiency added that the Council is fortunate in having substantial commercial estate with vacant floors upstairs so can meet a need while making good use of assets. Councillor Carr asked if the property company is focusing on a particular target market and if there are policies in place to help us to be a good landlord. The Director explained that the details of the scheme and business plan will be brought to the December meeting of the Cabinet. The Cabinet Member added that he believed that the authority should be a good landlord and that the company will have elected Members on board to represent residents. Councillor Carr asked if there is consultation regarding housing over shops. The Cabinet Member reassured the Panel that there would be appropriate engagement if there is a perceived issue.

39 CLIMATE CHANGE: PROGRESS, OPPORTUNITIES, CHALLENGES

The Corporate and Community Sustainability Manager, Jane Wildblood gave a presentation on 'Climate Change: progress, opportunities, challenges' which covered the following points:

- Vision and Ambition
- The Strategic Approach: Partnership working; Community enablement; Leading by example
- Priorities driven from ESP: reducing our impact on the climate and our dependency on fossil fuels
- Progress in numbers
- Area carbon emissions
- Target and actual CO2 emissions in BaNES 2013
- % CO2 reduction from 2007/8 Baseline
- Next Steps
- Renewable energy generation
- Progress – some highlights
- External funding gained since 2006
- Keynsham Civic Centre
- Adopted: two delivery strategies, new planning policies and guidance
- Community Energy
- Chelwood – from coal to broadband
- Energy at Home Scheme up and running
- Community @67
- Policy and Market Context

(a copy of this presentation is attached to the agenda papers for this meeting or available from Democratic Services)

Panel members made the following points and asked the following questions:

Councillor Bull congratulated the officers.

Councillor Hale asked how the money for those in fuel poverty is administered and if there is a danger that the Chelwood model will encourage more solar farms. The officer explained that the fuel poverty money is administered through the housing department where there is a process in place through 'Energy at Home'. The officer did not think the Chelwood model would encourage too many more solar farms as the government subsidy is being substantially cut which may discourage community solar projects for the time being and advised that these farms should be seen as a temporary stepping stone to bring down the price of solar and make it easier to get it on to buildings which most people would prefer.

Councillor Carr congratulated the officers. He asked how CHP (Combined Heat and Power Plant) for the Leisure Centre would work and how will sustainability be ensured. He also asked about signs that the Government are moving the subsidies. The officer responded that a comparative study demonstrated that the best business case for reducing carbon emissions on this site was gas CHP and that gas CHP is classified as a low carbon technology. CHP will be built into the new contract with GLL Leisure. The officer responded on the subsidies question that the Council has submitted comments to the government review of the subsidies making the point about the need to support community energy projects, but the result of the consultation is as yet unknown. Councillor Romero asked if it would be possible to invite a representative from GLL Leisure to a future Panel meeting and share their plans. It was agreed that this would be added to the workplan.

Councillor Romero asked if the work with schools included Academies. The officer responded that the work with schools had overlapped with some schools becoming Academies so some have received advice. The officer explained that the Council scope for influence is reduced with Academies.

Councillor Veale asked about solar panels, the officer responded that she has looked at the Council's estate and sometimes the roofs are not strong enough and there are some other issues with some buildings. There is now solar on Lewis House. The officer explained that other organisations are also being encouraged to do this such as universities and businesses.

There was some discussion around the benefits of local food. Councillor Butters asked that more allotment space be made available by Parish Councils.

The Chair thanked the officers.

40 REPORT ON WEST OF ENGLAND PARTNERSHIP - TRANSPORT

The Strategic Director for Place, Louise Fradd gave a presentation covering the following points:

- Joint Transport Study

- Rail Electrification
- Transport Objectives
- Key Challenges
- Future Transport Concepts
- Joint Spatial Plan and Transport Study
- Timetable

(a copy of this presentation is attached to the agenda papers for this meeting or available from Democratic Services)

Panel members made the following points and asked the following questions:

Councillor Carr stated that the information given contained a lot of questions and the Panel are looking for answers. He added that proposals for devolution are being submitted. The Director responded that this will feed into the Devolution issue and she explained that this report and presentation are about 'issues and options' and is meant to offer options to the Council rather than be solution based. She stressed the need to get the best package.

Councillor Romero stated that she had concerns about the electrification process and whether it will be completed and the impact on the bigger plan. The Director explained that Council Officers are in frequent contact with Network Rail and the various implementation stages and that they have not been told that electrification will not go ahead. Councillor Romero commented that the WEP (West of England Partnership) contains 4 authorities but some work (for example getting HGVs off roads) involves other authorities. The Director responded that both LEPs (Local Enterprise Partnership) for Wiltshire and the West of England are included in talks regarding a link road. Councillor Romero asked if there is any progress on a non-road link with the airport. The Director responded that options are being considered as part of the West of England Joint Transport Study and that such comments should be fed back through the consultation process.

Councillor Butters stated that he understood that rail travel will double in the future and that Bristol has done well in terms of the proportion of people travelling by train. He explained that he considers electrification to be on course and that the trains are being built. He agreed that this Council should talk to Wiltshire wherever possible regarding Metro West, particularly Chippenham and Corsham.

Councillor Hale spoke about cycle super highways. He stated that he did not know how much the Twerton and Keynsham to Willmington routes are used. He stated that the Bristol-Bath route is dangerous to pedestrians. The Director agreed that there may need to be an element of segregation for cyclists to travel fast.

Councillor Carr stated that discussion was Bristol centric and that we should balance things to make sure this authority does not miss out. He also asked about ultra-low emission vehicles. The Director agreed on the point about Bristol and explained that electric vehicles are an important aspect such as the freight consolidation project.

Councillor Bull proposed that this Panel look at proposals and compile a list of suggestions and proposals from the Panel (January 2016) meeting. Panel members agreed.

41 TRANSPORT STRATEGY UPDATE (CHEW VALLEY, SOMER VALLEY AND KEYNSHAM)

Group Manager for Transport Policy, Peter Dawson gave a presentation which covered the following points:

- Somer Valley Transport Strategy (including information on: High car ownership; Road casualties and speed limits; Car parking; A367 to Bath, A362 to Frome; Review of A37; Bus options; Cycling and walking)
- Radstock – Travel to work data
- Midsomer Norton – Travel to work data
- Chew Valley (including information on: High car ownership; Low dispersed population; Heavy vehicles; Traffic management; Road accidents; Cycling and walking)
- Journey to work destinations of Chew Valley residents
- Chew Valley Total Transport
- Total Transport Fund
- Next Steps

(a copy of this presentation is attached to the agenda papers for this meeting or available from Democratic Services)

Panel members made the following points and asked the following questions:

Councillor Simmons drew attention to children travelling to Bath College from Chew Valley who have to travel an extra 30 miles per week. The officer said he would mention this to Mott (McDonald).

Councillor Romero referred to the slides and stated that people can only use what is available now and asked if what people would use is considered. She also mentioned that regarding the road collision incidents, some known hot spots are not mentioned. The officer explained that the data comes from the police.

Councillor Butters explained that there is a community led transport scheme in Wellow but that it takes a lot of effort and there should be an incentive. He asked the officer to provide figures at a later date.

The Chair thanked the officer.

42 CABINET MEMBER UPDATE

Cabinet Member for Transport, Councillor Clarke took some questions from Panel members as shown below:

Councillor Carr asked what progress was being made regarding low emissions for Bath. The Cabinet Member explained that no costed work has been done since he requested it 10 days ago. He has asked officers the cost of an implementation zone for Bath and other areas. Councillor Carr asked what is being put in the next budget. The Cabinet Member replied that he is not at that stage yet but this work would be part of existing officers jobs. Councillor Carr asked if the possibility of combining a congestion charge and low emission zone has been considered. The Cabinet Member replied that it depends on the figures.

Councillor Romero asked for an update on work with Wiltshire on reducing HGVs. The Cabinet Member explained that he is working with Wiltshire and Dorset to seek possible options which would need to be funded and may take a significant time.

The Chair thanked the Cabinet Member.

43 PANEL WORKPLAN

The Panel noted the workplan and the following additions agreed at this meeting:

- West of England Transport – List of Panel proposals/suggestions
- Bath Low Emission Zone
- Waste Strategy
- Leisure Centre Plans (GLL visit)
- Transport Strategy
- East Bath Park and Ride (Council resolution)

Councillor Carr requested a Home to School Transport Review with some implementable proposals. It was explained that the process for requesting a review is that the Chair will take this to the Chair and Vice Chairs (PDS) meeting where potential reviews are discussed in the context of resources available.

The meeting ended at 8.45 pm

Chair(person)

Date Confirmed and Signed

Prepared by Democratic Services

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Bath & North East Somerset Council		
MEETING	Communities, Transport and Environment Policy Development & Scrutiny Panel	
MEETING/ DECISION DATE:	11 th January 2016	EXECUTIVE FORWARD PLAN REFERENCE:
TITLE:	Community Safety: Update	
WARD:	All	
AN OPEN PUBLIC ITEM		
List of attachments to this report:		
Responsible Authorities Group action plan 2016 – 2019		
PowerPoint presentation		

1 THE ISSUE

- 1.1 This report provides background summary information on community safety in Bath and North East Somerset. It invites the Panel to receive a presentation on key community safety issues in our area as well as an update from the Police on progress in delivering their new operating model.

2 RECOMMENDATION

- 2.1 That the Panel notes the current arrangements for community safety in our area
- 2.2 That the Panel receive a presentation highlighting current and emerging community safety issues and priorities
- 2.3 That the Panel receive an update from the Police on the implementation of its new operating model and related matters

3 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

- 3.1 Individual partner organisations determine the level of resources they commit to the work of the Community Safety Partnership. In some cases, the level of

support can be quantified - for example, investment by the Council in CCTV control room operations and in taxi marshalling. In many cases, however, partners provide significant “in kind” support and partner resources, for example in sharing data.

- 3.2 External funding for community safety projects has declined significantly in recent years. From 2013, central government funding for community safety was transferred from Community Safety Partnerships to the newly-created PCCs (see below). In 2015/16 Bath & North East Somerset received £54,000 from the PCC, primarily to continue and extending the work of our local Independent Domestic Violence Advisor Service, with support also for tackling hate crime and helping victims of sexual abuse.
- 3.3 The Community Safety Partnership is supported by officers from the Council’s Strategy and Performance Team.

4 STATUTORY CONSIDERATIONS AND BASIS FOR PROPOSAL

- 4.1 Section 19 of the Police and Justice Act 2006 requires every local authority to have a “crime and disorder committee” with the power to review or scrutinise the “responsible authorities” in relation to crime and disorder functions. This Panel’s remit specifically includes this responsibility.

5 THE REPORT

- 5.1 Community Safety Partnerships were created under the Crime and Disorder Act 1998 to ensure that “responsible authorities” – including the Council, Police, Fire and Rescue, Probation and CCG - work together to reduce crime and disorder.
- 5.2 The “responsible authorities” in Bath and North East Somerset – along with other local key agencies such as Curo- have been working together since 1999. The scope of work of our local Community Safety Partnership has varied considerably in his period, depending on central government performance frameworks, the availability of central funding, local needs and priorities and statutory provisions. The Partnership is chaired by the Cabinet member for Communities. In recent years, key changes have included:
 - Obligations on Community Safety Partnerships to undertake Domestic Homicide Reviews
 - New tools and powers to tackle anti-social behaviour
 - The introduction of Health and Wellbeing Boards. Our Health and Wellbeing Board have adopted “reducing the health consequences of domestic abuse” as a key priority and this has led to the adoption of the “IRIS” project to tackle domestic abuse.

- New statutory requirements on local areas to tackle violent extremism through the “Prevent” programme
- New measures to tackle modern slavery, with the creation of an Avon and Somerset Anti-Slavery Partnership.

5.3 However, perhaps the most significant change in this period has been the introduction of Police and Crime Commissioners in 2012. PCCs operate at force-level area (in our case Avon and Somerset) and are responsible for setting the force budget and local precept, producing a local Police and Crime Plan. PCCs also have a wider remit to help victims of crime and promote community safety more generally. The PCC and the responsible authorities must act in co-operation and, in carrying out their functions, ‘have regard to’ each other’s priorities. The PCC is regularly represented at meetings of the Bath & North East Somerset Community Safety Partnership and the PCC’s office produces a Police and Crime Needs Assessment highlighting key issues locally as well as an annual plan. An update on local issues and priorities arising from these processes will be presented to the meeting.

5.4 The next PCC election will be held in May 2016. There is also a Police and Crime Panel containing representatives from all local authorities in the force area. The Panel must review the commissioner’s draft police and crime plan and draft annual report before publication.

5.5 Taken together the changes above increasingly require partners to work more closely together to tackle local issues, focusing particularly on prevention. For example:

- Our Connecting Families initiative employs a “key worker” approach to the multiple needs faced by families. Bath & North East Somerset was an “early adopter” of Round 2 of this national programme and the Police have now adopted a new “Think Family” approach.
- The “Lighthouse” victim and witness care programme, which meets the needs of victims. We are co-locating our domestic abuse, Police and Curo resources together as part of the Lighthouse integrated victim care hub in Keynsham.
- Partnership with the Business Improvement District has helped to extend city centre marshalling, under the “Nightwatch” banner. This has led to “Purple Flag” status and a 25% reduction in night-time economy crimes in the last 5 years. The current BID document includes a proposal to consolidate all city centre marshalling funding within the BID itself.
- The introduction of the IRIS programme, which creates a clear referral pathway for domestic violence for GP surgeries. IRIS has been jointly funded by the PCC and CCG for a period of 3 years. The IRIS approach is endorsed by the Royal College of Practitioners and by the NICE Guidelines on domestic abuse 2014.

- Pooling of RUH Accident and Emergency data to assist in developing our approach to tackling violence in the night time economy.
 - Close working with the Safeguarding Boards on domestic abuse, Prevent, Anti-Slavery and other work.
- 5.2 We are also increasingly working with town and parish councils and local voluntary groups. For example:
- Our Community Alcohol Partnership in Midsomer Norton has included the use of Street Marshalls and designated public place orders which allow for the seizure of alcohol being consumed on the streets. The area has seen a 21% reduction in reported violence and 81% reduction in criminal damage since 2012.
 - 35 “Safe Zones” have been introduced across Keynsham, Midsomer Norton and Bath City to provide support for vulnerable people
 - The Bath and District Business Crime Reduction Partnership reduces fear and the impact of crime and anti-social behaviour on businesses
 - We have streamlined local community input as part of the “Have Your Say” process into the Connecting Communities programme which allows for community safety/policing issues to be raised at a single forum meeting

6 RATIONALE

6.1 The Panel’s remit includes the role of statutory Crime and Disorder Panel.

7 OTHER OPTIONS CONSIDERED

7.1 None

8 CONSULTATION

8.1 The representative of the Chief Financial Officer and the Monitoring Officer have been consulted on this report.

9 RISK MANAGEMENT

9.1 A risk assessment related to the issue and recommendations has been undertaken, in compliance with the Council's decision making risk management guidance.

Contact person	<p>Samantha Jones, Inclusive Communities Manager Samantha_Jones@Bathnes.gov.uk 01225 396364</p> <p>Andy Thomas, Strategic Manager, Communities Andy_Thomas@bathnes.gov.uk 01225 394322</p>
Background papers	<p>Avon and Somerset Police and Crime Needs Assessment http://www.avonandsomerset-pcc.gov.uk/Document-Library/Consultations/AS-PCNA-draft.pdf</p> <p>Bath & North East Somerset Council Research & Intelligence Team “Recorded Crime and ASB over time Jan ’13 to Jan ’15” https://public.tableau.com/profile/bathnesresearch#!/vizhome/CRIME2015V2/CrimeSummaryTables</p>
<p>Please contact the report author if you need to access this report in an alternative format</p>	

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Community Safety in Bath and North East Somerset 2016 – 2019

**Draft for Responsible Authorities
Group, October 2015**

DRAFT

1. Introduction

1.1 This document sets out the key issues we will focus on for the next three years as we tackle crime, disorder and antisocial behaviour in Bath and North East Somerset. This will guide the work of the Responsible Authorities Group. This document replaces the Community Safety Plan agreed in 2009 and reflects changes in accountability and legislation including the introduction of Police and Crime Commissioners and the introduction of new tools and powers for dealing with anti-social behaviour. It is designed also to meet the requirements of the Crime and Disorder Regulations 2007 and also – in terms of more immediate plans for action- to work with and take into account the Police and Crime Commissioner’s current priority themes.

1.2 In this document, we set out:

- Responsible Authorities Group (RAG) accountability and activity
- The B&NES local context including a summary of crime, disorder and community safety in B&NES
- Breakdown of recent spend on community safety commissioning in our area
- Emerging themes and projects
- A draft plan for emerging community safety “areas of focus” for our work of the over the next three years and a description of the ways in which these priorities will be delivered.

2 Responsible Authorities Group

2.1 The Bath and North East Somerset Responsible Authorities Group (RAG) is accountable for preparing this document and for working closely with the key partners involved. This acts as the Community Safety Partnership for our area. Membership of RAG includes Bath and North East Somerset Council; Clinical Commissioning Group; B&NES Public Health; Avon & Somerset Police; the Bristol, Gloucestershire, Somerset and Wiltshire Community Rehabilitation Company Ltd; Avon Fire and Rescue Service and Curo

2.2 RAG meets regularly with additional meetings arranged if necessary as agreed by members. RAG exerts influence rather than making executive decisions or exercising executive authority over constituent partner organisations. RAG and its sub -groups do not have the power to make decisions that bind member organisations. Conclusions and decisions are therefore reached by consensus. Conclusions reached are referred to the relevant partner organisations for consideration and decision with outcomes will be reported back to RAG.

2.3 RAG works at a strategic level but also focuses on effective operational delivery, including through operational sub-groups such as the Night Time Economy Group and the Interpersonal Violence and Abuse Strategic Partnership. The proposed areas of focus for these sub-groups is set out in section below.

3 Bath and North East Somerset Area Profile summary

3.1 Bath & North East Somerset is a diverse area which includes the World Heritage Site of Bath as well as vibrant towns, villages and rural communities. Bath and North East Somerset generally has healthy, safe communities with levels of deprivation that are significantly below the national average. It has some pockets of persistent relative deprivation, particularly in south-west Bath, Radstock, and Keynsham. There are also areas of rural isolation. Our Connecting Communities programme has seen the creation of Area Profiles for the 5 “Forum areas” in Bath & North East Somerset, and these can be viewed here:

[Bath Area Profile](#)

[Somer Valley Area Profile](#)

[Chew Valley Area Profile](#)

[Keynsham Area Profile](#)

[Bathavon Area Profile](#)

- 3.2 Local health & social care policy highlights domestic violence, dementia, young people and alcohol harm as key issues with the Health and Wellbeing Strategy focusing particularly on domestic abuse.

4 Crime, disorder and community safety in Bath and North East Somerset

- 4.1 Our Joint Strategic Needs Assessment holds a wide range of data about community safety and specific Problem Profiles have been produced where necessary, for example relating to domestic abuse. The Avon and Somerset [Police and Crime Needs Assessment](#) contains a wide range of data, broken down by local authority area.
- 4.2 Overall crime rates are low, but the reality and perception of crime and anti-social behaviour can be seen across a range of themes and areas, including:
- “Hotspot” issues in Bath City Centre, particularly relating to retail crime, public concerns over street drinking and begging and alcohol-related violent crime and disorder concentrated in the Night Time Economy
 - Issues of concern raised in local communities, particularly anti-social behaviour and speeding traffic
 - Domestic abuse, particularly under-reporting and support for victims
- 4.3. The Partnership has put in place a wide range of initiatives to address these concerns. Appendix One contains a presentation summarising progress against the previous Plan priorities and highlights progress, continuing concerns, and emerging issues.

5 Bath & North East Somerset’s local context and challenges

- 5.1 The financial challenges faced by partner organisations, along with the removal of national funding directly for Community Safety Partnerships, has put increasing pressure on agencies. Increasingly, our programmes are focusing on new ways of working which focus on a particular cohort of need rather than remaining within service “silos”. Examples of this include:

- Our Connecting Families initiative which employs a “key worker” approach to the multiple needs faced by families; Bath & North East Somerset was an “early adopter” of Round 2 of this national programme
- The Lighthouse victim and witness care programme, which has replaced victim support by “victim type” with one tailored to the specific needs of victims supporting them along the “victim journey”. We are now able to co-locate our IDVA, Police and Curo resources as part of the Lighthouse integrated victim care hub in Keynsham.
- Partnership with the Business Improvement District to extend city centre marshalling, and integrate our CCTV service under the “Nightwatch” banner, leading to Purple Flag status and a 25% reduction in night-time economy crimes in the last 5 years. The current BID document includes a proposal to consolidate all city centre marshalling funding within the BID itself.
- Working with the Public Service Transformation Network to redesign domestic abuse services to ensure more focused services for victims. This has led to the introduction of the IRIS programme which creates a clear referral pathway for domestic violence for GP surgeries. Initially IRIS has been jointly funded by the PCC and CCG for a period of 3 years. The IRIS approach is endorsed by the Royal College of Practitioners and by the NICE Guidelines on domestic abuse 2014.

5.2 We are also increasingly leveraging in the work of parish and town councils, businesses and other voluntary and community groups to make best use of resources. For example:

- Our ground-breaking Community Alcohol Partnership in Midsomer Norton has included the use of Street Marshalls and designated public place orders which allow for the seizure of alcohol being consumed on the streets. The area has seen a 21% reduction in reported violence and 81% reduction in criminal damage since 2012.
- 35 “Safe Zones” have been introduced across Keynsham, Midsomer Norton and Bath City to provide support for vulnerable people
- The Bath and District Business Crime Reduction Partnership to reduce fear and the impact of crime and anti-social behaviour on businesses

- Most recently, we have now streamlined local community input as part of the “Have Your Say” process into the Connecting Communities programme which allows for community safety/policing issues to be raised at a single forum meeting. The Police keep local priorities up-to-date and their local work is publicised through the www.police.uk/ . This site also provides regular updates on local crime statistics.

5.3 The introduction of Police and Crime Commissioners has of course also had a significant influence on the local context. The Responsible Authorities Group regularly welcomes the PCC and representatives to attend and be involved in discussions and joint working has led to innovative use of Community Safety funding on projects ranging from Play Rangers in Foxhill to tackling drug abuse amongst young people in towns and villages across the area.

6 Resources

6.1 Individual partner organisations determine the level of resources they commit to the work of the Responsible Authorities Group. In some cases, the level of support can be quantified - for example, investment by the Council in CCTV control room operations and tin taxi marshalling. In many cases, however, partners provide significant “in kind” support and partner resources, for example in sharing data. This has recently been seen through the pooling of RUH Accident and Emergency data to assist in developing our approach to tackling violence in the night time economy.

6.2 External funding for community safety projects has declined significantly in recent years. In 2015/16, the RAG received £54,000 through the Home Office Community Safety Fund from the PCC to support activities to address local priorities. The indication from the Office of the PCC is that the 2016/17 allocation will be of a similar amount.

6.3 In December 2014, the Responsible Authorities Group considered in detail how best to invest this funding, given gaps in provision. This included the assessments developed through work with the Public Service Transformation

Network relating to domestic abuse. Recommendations were made to RAG on work to be commissioned in response to these identified needs. Following this, the Community Safety Fund was allocated in the following way.

Project	Amount 2015 - 16
Independent Domestic Violence Advisor – high risk	£30,000
Independent Domestic Violence Advisor – low medium risk	£18,000
Tackling Hate Crime Support	£ 3,783
Somerset and Avon Rape and Sexual Assault Service(SARSAS)	£3,144
TOTAL	

6. 4 A notable aspect of the funding made available to SARSAS was the external funding levered in through effective joint working with local charitable trusts.

7 Community safety areas of focus 2016 - 17

7.1 The PCC has put forward the following priorities for the area

- Reduce the impact that anti-social behaviour has in our communities
- Prevent and reduce domestic and sexual violence, particularly violence towards women and children
- Prevent and reduce burglary and fear of burglary in your area
- Improving road safety for all road users
- Ensure victims are at the heart of the criminal justice system

7.2 Given the scope of the partnership (which has not hitherto focused on road safety issues), and our specific needs (which has not specifically identified burglary as an issue for our area), It is considered appropriate for the RAG to focus on the “areas of focus” below where partners can add the most value in our area.

A	Work in partnership to tackle local issues of concern including anti-social behaviour
B	Prevent and reduce domestic and sexual violence, particularly violence towards women and children
C	Ensure victims are at the heart of the criminal justice system
D	Actively work together on wider national agendas including the Prevent agenda and Anti-Slavery

Area of Focus	Activities 2016-19	Lead
A. Working in partnership to tackle local issues of concern including anti-social behaviour	Provide leadership for a co-ordinated and long-term response to Street Begging in Bath city centre.	Council
	Further develop the Designated Public Place Order in Bath City Centre, including new signs, to enable hotspot locations to be targeted by police Consider the DPPO in relation to use of new tools and powers primarily the CPN/CPO and PSPO	Council
	Work through the Connecting Communities programme to develop partner responses to local priorities	Council/parish and town councils
	Continue to promote the "Got Ya Back" campaign with colleagues and students	Student Community Partnership
	Use local media and communications networks to publicise successes including work with the BID on promoting Nightwatch	Council/BID
	Co-ordinate and administer the Night Time Economy Group and review its work on the alcohol harm reduction strategy	Council
B. Prevent and reduce domestic and sexual violence, particularly violence towards women and children	Support the MARAC Steering Group to maintain and continually improve MARAC risk assessment and case conference arrangements for high risk victims	MARAC SG members
	Monitor the impact of the Independent Domestic Violence Advisor (IDVA) service commission delivered by Southside Family Project. Actively participate in steering the pilot IDVA service in the RUH (pilot funded by the CCG)	Council/PCC
	Support and develop funding bids working with other areas and Avon and Somerset Police which relate to support for medium and lower risk victims of domestic abuse	Council/other authorities/PCC
	Work with partners to complete the implementation of IRIS including training for staff and GP practice. Work to recruit all 27 GP practices in B&NES and finalise monitoring arrangements	IRIS partners

	Develop approach to domestic abuse training, using £10,000 grant from B&NES CCG, including responding to new definition of DVA, coercive control and 16 - 17 year victims and those at risk	IVASP partners
	Support the "Voices" project to maintain the new DVA advice and support provision from within the One Stop Shop in Bath. Voices to assess training needs of staff and work with One Stop Shop management to develop a training programme	Council
	Respond to requests for domestic homicide reviews efficiently and carry them out appropriately and in a timely manner <ul style="list-style-type: none"> Clarify and agree local protocols where they differ from national guidance. Delegate responsibility for overseeing the DHR process to IVASP. IVASP to review the B&NES DHR policy and make recommendations to RAG 	IVASP
C. Ensure victims are at the heart of the criminal justice system	Further strengthen links with Lighthouse (including the IDVA) providing specialist advice to staff and quicker access to support for victims; strengthen colocated services	Lighthouse
	Strengthen the role and effectiveness of Partnership Against Hate Crime and implement measures to improve its effectiveness	All
	Continue to administer and chair Case Review Panel and ensure partners are advised of recommendation to improve their responses to individual cases	All
	Oversee the B&NES SARI hate crime commission, monitor cases against the proposal within the commission	All
D. Actively work together on wider national agendas including the Prevent agenda and Anti-Slavery	Support and enable the discovery of, and response to incidents of modern slavery and exploitation	
	Actively participate in the Avon and Somerset Anti-Slavery Partnership and develop proportionate local initiatives across partner organisations and with services to identify and respond to incidents.	All
	Embed as appropriate Anti-slavery and exploitation protocols into current safeguarding protocols	Council
	B&NES too work with partner local authority (S	Council

	Glos) to appoint a Prevent Officer	
	Police to provide 'train the trainer' for B&NES to create a pool of approved WRAP trainers	Police, Council
	Provide all statutory, proportionate, training for education establishments and for selected staff teams in partner agencies	Council

Appendix 1

Community Safety Plan 2009: Summary and Update on key priorities

Appendix 2: Other Plan, Strategies and Partnerships

Links:

[Youth Justice Plan 2015-16](#)

[Health and Wellbeing Strategy 2015-19](#)

[Anti- Slavery Partnership](#)

[Child Sexual Exploitation Strategy](#)

Connecting Families

Early Help Strategy

Prevent Agenda

Safeguarding Strategies

Community Safety in Bath and North East Somerset

Samantha Jones
Inclusive Communities Manager
Bath & North East Somerset Council

Background

- This panel has responsibility under the Crime & Disorder Act to scrutinise the Responsible Authorities Group (RAG or 'community safety partnership') regarding crime & disorder functions.
- The RAG is a multi agency partnership chaired by Cabinet member for Communities.
- All RAG partners agree a joint action plan which compliments the Police Crime Commissioner's priorities.

PCC priorities

1. Reduce the impact that anti-social behaviour has in our communities.
2. Prevent and reduce domestic violence and sexual violence, particularly violence towards women and children.
3. Prevent and reduce burglary and fear of burglary in your area.
4. Improving road safety for all road users.
5. Ensure victims are at the heart of the criminal justice system.

B&NES area of focus

1. Work in partnership to tackle local issues of concern including anti-social behaviour.
2. Prevent and reduce domestic and sexual violence, particularly violence towards women and children.
3. Ensure victims are at the heart of the criminal justice system.
4. Actively work together on wider national agendas including Prevent and anti-slavery & people trafficking.

Crime and disorder

Overall crime rates are low however perception of crime includes:

- Hotspot issues in Bath city centre, retail crime, public concerns re street drinking, begging and alcohol-related violent crime and disorder concentrated around the night time economy.
- Issues of concern raised in local communities, particularly anti-social behaviour and speeding traffic.
- Domestic abuse, particularly under-reporting and support for victims.

Example programmes

Bath & North East
Somerset Council

- Lighthouse integrated victim and witness care programme; co-location of IDVA, Police and Curo resources. Comprehensive hate crime services & case review panels.
- Business Improvement District extending to city centre marshallng potential to consolidate all funding to BID; integration of CCTV into 'night-watch'; purple flag status and reduction in night time economy crimes.
- Redesign of domestic abuse services = more focussed services for victims. Intro of IRIS making clear referral path for GPs re: domestic abuse. Three year joint PCC and CCG funding.
- Community alcohol partnership in Midsomer Norton
- Safe zones for vulnerable people

New and emerging issues

- 'Prevent' agenda extended.
- Anti-slavery and people trafficking: B&NES is an active member of regional groups.
- Domestic homicide reviews.
- Support for victims of sexual violence.

Cross cutting issues

- Financial challenges faced by all partner agencies.
- Working with partners and local communities to 'co-produce' solutions.
- Investing in prevention and early intervention.
- National funding is now paid to PCC for re-allocation.

Bath & North East Somerset Council	
MEETING:	Communities, Transport & Environment, Policy Development & Scrutiny Panel
MEETING DATE:	11th January 2016
TITLE:	Quality Contract Scheme (QCS) for Buses - scrutiny review interim report
WARD:	All wards
AN OPEN PUBLIC ITEM	
List of attachments to this report: 1. Scrutiny review interim report	

1 THE ISSUE

- 1.1 The Communities Transport & Environment PDS Panel was asked by Full Council to undertake a scrutiny review into the potential for a bus Quality Contract Scheme (QCS) in Bath & North East Somerset Council. A steering group was nominated and has met several times to progress this work. The draft interim report can be found at Appendix 1, and gives the key findings to date.
- 1.2 The PDS panel may wish to undertake further work into this issue once the Buses Bill has been published, and the potential for a West of England Devolution deal are more readily known. Upon completion of this further work, a final report will be drafted.

2 RECOMMENDATION

The Communities Transport & Environment PDS Panel are asked:-

- 2.1 To consider the current findings contained in the draft interim report; and
- 2.2 To review findings when the Buses Bill and potential West of England devolution deal have been further developed.

3 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

- 3.1 The scrutiny review must be completed within the resources available to the Communities Transport & Environment Panel; the further findings review work would therefore be managed within existing budgets.
- 3.2 Any proposals put forward by the group around a QCS would require a business case identifying budget impact analysis in order to fully inform the decision making process.

4 STATUTORY CONSIDERATIONS AND BASIS FOR PROPOSAL

4.1 Equalities issues were considered by the Panel as part of their work in formulating the scope of this proposed investigation and further equalities work would be undertaken during the course of consultation and formulation of the final recommendations.

4.2 No sustainability or natural environment considerations at this initial stage.

5 THE REPORT

5.1 The interim report for this scrutiny review is contained in Appendix 1.

6 RATIONALE

6.1 The final report for this review would be brought to a public PDS panel meeting.

7 OTHER OPTIONS CONSIDERED

7.1 None

8 CONSULTATION

8.1 Ward Councillors; Cabinet Member; Policy Development and Scrutiny Panels; Staff; Other B&NES Services; Service Users; Local Residents; Community Interest Groups; Stakeholders/Partners; Other Public Sector Bodies; and Chief Executive.

8.2 The Section 151 Finance Officer; Monitoring Officer and Strategic Director for Place have had opportunity to review and input into this report.

9 RISK MANAGEMENT

9.1 A risk assessment related to the issue and recommendations has been undertaken, in compliance with the Council's decision making risk management guidance.

Contact person	Emma Bagley emma_bagley@bathnes.gov.uk or Tel: 01225 396410
Background papers	<ol style="list-style-type: none">1. CTE Panel meeting 14th September 2015 (Agenda Item 9) Quality Contract Scheme for Buses (Minutes of panel discussion)2. CTE Panel meeting 13th July 2015, (Agenda Item 9) Quality Contract Scheme for Buses (Minutes of request)3. Full Council meeting Minutes 15th January 2015 (Agenda Item 61)
Please contact the report author if you need to access this report in an alternative format	

Bath and North East Somerset Council

The potential for a bus Quality Contracts Scheme (QCS) in B&NES



**A review by the Community Transport & Environment
Policy Development & Scrutiny Panel**

Interim briefing report of key findings

Contents

1. Purpose of interim report
2. Background
3. Aims and objectives
4. Methodology
5. Steering Group
6. What is a Quality Contract Scheme (QCS)?
7. The current network of bus services in B&NES
8. Existing local transport policy and identified problems
9. Boundaries and extent of a potential quality contract scheme
10. Financial and risk factors
 - 10.1 Existing operator revenues
 - 10.2 Existing bus subsidy
 - 10.3 Identified risk through initial research
11. Progress of other local authorities in exploring
12. Devolution
13. Future legislation - the Buses Bill
14. Impact of the review
15. Next steps

1. Purpose of interim report

The Communities Transport and Environment PDS Panel are exploring the opportunities that a Quality Contracts Schemes (QCS) would give in furthering local transport policies. This interim report provides an update on the steering group's progress. The key aspects of a QCS are outlined before looking at the current performance of the bus network. Local transport policy, potential boundaries and risks of a QCS are then considered.

2. Background

At the Council meeting on 15th January 2015 on a motion proposed by Councillor John Bull, and seconded by Councillor Eleanor Jackson, it was resolved that:

1. Council notes that buses are a key part of the B&NES Transport Strategy yet the current services often do not serve the needs of residents and are viewed as expensive and unreliable.
2. Council further notes the powers contained within the Transport Act 2000, as amended, to set up a Quality Contracts Scheme (QCS) which would allow the Authority to plan the bus route network, set the fares and award contracts to run services or local networks.
3. Council recognises, however, that under a QCS there is a revenue risk to the Council in that it would be responsible for meeting any shortfall in fares income to cover the operating costs of the contracts.
4. Council also recognises that where a decision has been made to proceed with a QCS in the North East, this has been a joint decision between multiple local authorities.
5. For the reasons outlined in 3 and 4 (above), Council believes that significantly more work is required to determine whether a QCS is the best way forward for the provision of buses in B&NES.
6. Council therefore asks, in the first instance, the Planning, Transport and Environment Policy Development and Scrutiny Panel to undertake further work into the potential, including advantages and disadvantages, as well as cost implications and any financial risk to the Council, of a QCS in B&NES with a report back to the new Council preferably by July 2015 but by the end of the calendar year at the latest.

The motion was supported by members of all political parties with three members abstaining. There was a cross party view that there was value in referring the issue to PDS review

After the general elections in May 2015 the newly formed Communities Transport and Environment PDS Panel at their first public panel meeting on 13th July 2015 received an update on the Government proposed Buses Bill.

The Communities Transport & Environment Panel in July 2015 confirmed the desire to undertake a piece of scrutiny work about QCS. The panel welcomed the opportunity to consider the potential, including advantages and disadvantages as well as cost implications and any financial risk to the Council, of a QCS in B&NES.

3. Aims and objectives

The aim of this work is to consider the initial advantages and disadvantages of using a bus QCS in order to help develop local transport policies in Bath & North East Somerset.

The scrutiny review set out to:

- understand what a QCS is and how it works;
- how other local authorities have explored QCS;
- gather local bus performance data to evaluate how the local population is served;
- identify how a QCS could help further local transport policy;
- feed into similar joint work with neighbouring authorities; and
- to explore current (and evolving) legislation.

4. Methodology

The Steering Group collected information from sources internal and external to B&NES Council. Desk based work was used to collate the majority of the data. Contact was made with other local authorities to understand which areas have recently considered a QCS. A phone conference was held between the Chair Cllr Bull and Nexus to further inform this report. The steering group may pursue further consultation further to this draft interim report.

5. Steering Group

Councillors: Cllr John Bull (Chair), Cllr Neil Butters, Cllr Jonathan Carr and Cllr Brian Simmons
Service Officers: Andy Strong and Peter Dawson
PDS Officers: Donna Vercoe, Emma Bagley

6. What is a Quality Contract Scheme (QCS)?

Legislative context

Currently, operators can effectively choose where they offer a service, as long as it is registered with the Traffic Commissioner. A QCS would offer a different model for the local bus system. The transport authority¹ could contract bus operator(s) to provide bus services in a given scheme area. In doing so, the authority has the power to determine which bus services are delivered, to what standard, and any additional services and facilities desired. Operators who are not part of a contracted scheme would no longer be able to operate in the scheme area. This scenario can be described as an exclusive franchise, where the authority may make payment to the operator(s) in return for them providing bus services.

Current bus market in B&NES

Local bus services in B&NES are currently provided in the main by companies such as First, Wessex Bus etc operating in a competitive commercial market. Only a small part of the market (roughly 15%) is subsidised through public funds.

¹ The transport authority can be a local authority acting alone; or together with others to form what is called a combined authority. For instance, in Tyne & Wear a number of authorities work together as the North East Combined Authority (NECA).

The process

Once a transport authority has decided to propose a QCS in the area, it needs to seek the opinion of an independent 'QCS Board'. There are legal provisions that guide how this is done. The Board looks at the case for a QCS, and provides an opinion about whether "public interest" criteria (as set out below)² and due process have been met. (The latter relates to the correct legal notices and appropriate consultation been made by the transport authority). The Board may take written evidence, and hold oral hearings to help it form an opinion about a proposed scheme. For instance, if having considered the transport authority's consultation, the Board may ask interested parties to submit further evidence. The QCS board acts impartially, and being independent of government has discretion in determining how it performs duties.

Once the Board has considered the proposed scheme, it will send the transport authority its opinion (together with the reasons for it). However, if requirements have not been met, the Board will recommend what the transport authority can do to remedy the situation. Having received the opinion of the Board, the transport authority will decide whether it wants to go ahead and pursue the scheme.

Whilst the Board can give its opinion, it is for the transport authority to decide if it will proceed with a QCS.

Public interest

A transport authority would need to satisfy itself that 'public interest' conditions are met before proceeding with a scheme. Information exploring how the five conditions are met should be submitted to the Board. Substantial work is often required in preparing a submission to the Board, including information gathering, analysis and consultation.

The relevant "public interest" conditions are that:

- the proposed scheme will result in an increase in the use of bus services in the area to which the proposed scheme relates;
- the proposed scheme will bring benefits to persons using local services in the area to which the proposed scheme relates, by improving the quality of those services;
- the proposed scheme will contribute to the implementation of the local transport policies of the LTA; and
- the proposed scheme will contribute to the implementation of those policies in a way which is economic, efficient and effective; and
- any adverse effects of the proposed scheme on operators will be proportionate to the improvement in the well-being of persons living or working in the area to which the proposed scheme relates.

Initial advantages and disadvantages of a scheme

The advantages and disadvantages of a contracted bus system were outlined in a bus consultation paper as early as 1999³. The suggested advantages were:

- stable network and services;

² For further discussion of the conditions see pp16-21, Department for Transport (2009) 'Local Transport Act 2008 - Quality contracts schemes: statutory guidance'.

³ Department for Transport, 'From workhorse to thoroughbred: a better role for bus travel', cited in House of Commons (2012) Buses: Franchising, Standard Note SN624.

- control of fares;
- able to specify service quality and quantity⁴
- able to set out bus connections; and
- the argument that revenues from busier routes can subsidise quieter routes.

The disadvantages of contracting include:

- less decision making by operators, which may result in services becoming less responsive, flexible and innovative to passengers;
- smaller operators might get squeezed out of the market by larger ones; and
- the costs to local authorities of setting up Quality Contracts⁵, and monitoring them.

7. The current network of bus services in B&NES

Performance

By evaluating how the current bus network is performing, it is possible to identify what challenges there are, and a rationale for pursuing a QCS. The data could also give initial indications about whether the conditions for a QCS are met. We have examined the below key areas in our bus network:

- Punctuality and reliability of services
- Frequency of services in relationship to population density
- Co-ordination of services between operators
- Ticketing interavailability and flexibility
- Cost of travel (average fares)
- Extent of bus priority measures
- Passenger satisfaction
- Bus patronage

Punctuality and reliability of services

The steering group wanted to know whether buses showed up on time and were reliable:

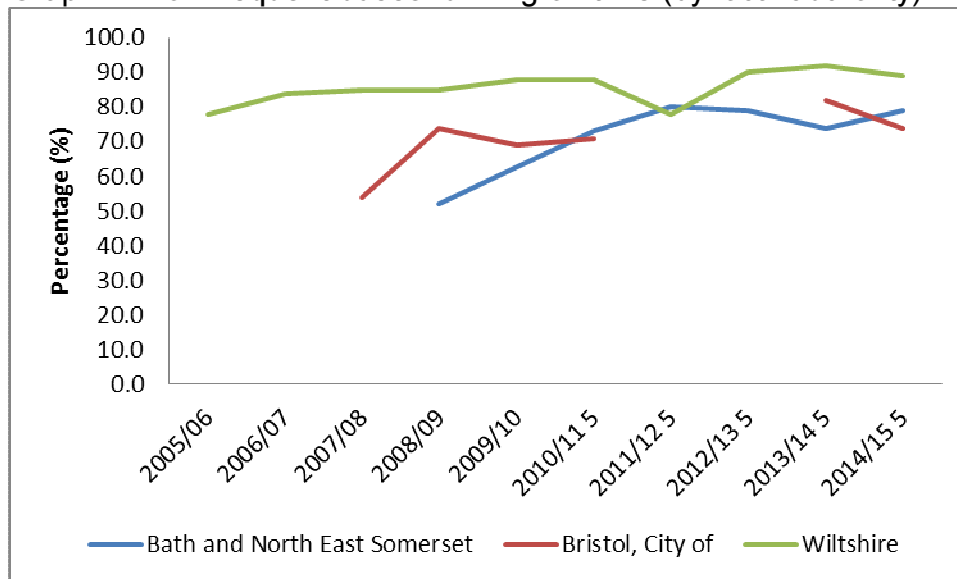
Punctuality data has been collected for what are classed as frequent and non-frequent services. Services defined as “frequent services” are those scheduled to run at least every 10 minutes. There are only a few of these in B&NES (e.g. services 10, 14, U1). The majority of buses in B&NES area are non-frequent.

Graph 1 shows how non-frequent buses run on time in B&NES, Bristol and Wiltshire. This graph shows punctuality is improving in B&NES. Punctuality appears on a par with Bristol, but below Wiltshire. These trends suggest passengers are waiting less for non-frequent buses.

⁴ The actual benefits in B&NES would be defined by the contract agreed with operator(s)

⁵ The Competition Commission estimated the cost of implementing a QCS in 2011, as being up to £1 million, with the same in running costs per annum (Source: House of Commons (2012) Buses: Franchising, Standard Note SN624)

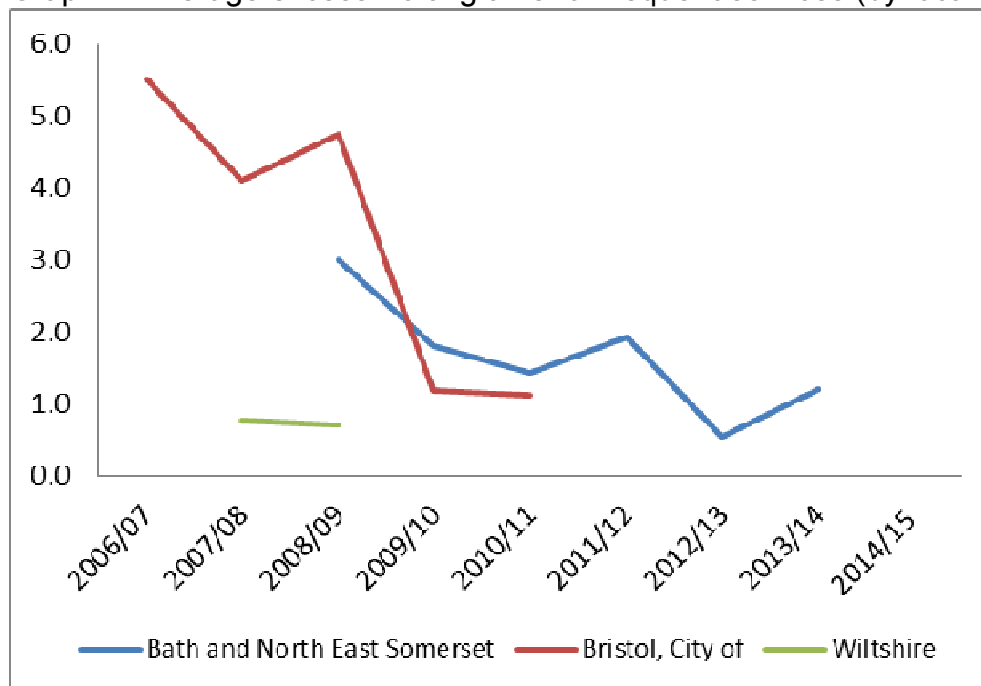
Graph 1: Non-frequent buses running on time (by local authority)



(Source: Data extracted from DfT Statistics Table BUS0902, Available online at: <https://www.gov.uk/government/collections/bus-statistics> [Accessed on 27/11/15]).

Graph 2 considers if what the average excess waiting time is for frequent buses in B&NES. longer. Excess waiting time in this context has a specific definition, being the difference between the average waiting time actually experienced by passengers and the waiting time one would expect from the schedule. The graph shows excess waiting time in B&NES has reduced.

Graph 2: Average excess waiting time for frequent services (by local authority)



(Source: Data extracted from DfT Statistics Table BUS0903, Available online at: <https://www.gov.uk/government/collections/bus-statistics> [Accessed on 16/9/15]).

The B&NES Real Time Information⁶ (RTI) system does generate more specific data but this can only be released by operator's agreement (due to data sharing agreements).

Frequency of services in relationship to population density

There is a perception that certain parts of B&NES are better served than others. There was difficulty in analysing and drawing meaningful conclusions from currently available data about population density and bus routes. Without a more detailed study having been made, more importance was placed instead on passenger satisfaction data (see later). Transport Focus does consider reasons for bus use. Whilst data may not be available for this interim report, it would be material to consideration of a QCS scheme.

Co-ordination of services between operators

Passengers benefit from public transport systems that have regular timetables. First and Abus have agreed to co-ordinate some aspects of their bus services, and work together to improve those services between Bristol and Keynsham. The operators arrange schedules to operate departures with a common interval on journeys⁷.

Ticketing Inter-availability and flexibility

In addition to the co-ordination above, Abus and First have also agreed a multi-operator individual ticket agreement⁸ which allows the operators to accept each other's tickets. Whilst First and Abus are currently the only parties to the agreement, additional operators could join the scheme if they operated similar services.

Cost of travel (average fares)

The public often perceive public transport as expensive. Graphs 3 shows how bus fares have changed in and outside London during the last 20 years. The below graph suggests that bus fares have risen greater than inflation during this time:

⁶ An RTI system monitors buses whilst active, and is better known for data seen on rolling signs at bus stops (arrival time etc.).

⁷ Services 178, 38, 39 and 349

⁸ Services 178, 38, 39, X39 and 349

Graph 3: Local bus fares index (in constant prices not adjusted for inflation)



(Source: Data extracted from DfT Statistics Table BUS0405a, available online at: <https://www.gov.uk/government/collections/bus-statistics> [Accessed on 30/11/15])

At a local level, passengers sometimes want to make a lot of journeys on the same day. The cost of buying individual tickets could be expensive. Cost savings may be made when passengers use 'day' tickets that offer unlimited travel in a defined area. The **BathRider** ticket offers unlimited travel within the area that broadly covers the Bath urban area. There are nine participating operators⁹ who sell multi-operator tickets – valid for a day or week; for Adults, Students / Children. Services such as National Express and tour buses are excluded. For passengers travelling further afield, the **AvonRider** ticket offers unlimited travel within a larger defined area (covering the former Avon sub-region: B&NES, Bristol, South Gloucestershire and North Somerset). Tickets can be used with 16 participating operators¹⁰ using similar categories of tickets and exclusions as with the BathRider; although airport buses are excluded from the scheme.

The cost of frequent travel in **Bath** over a period of time may be reduced by use of a season ticket. First offers a Bath Inner Zone season ticket at the cost of £4 (Day), £17 (Week), £66 (One month) and £650 (Year). This option could be attractive to regular commuters.

It is also worth considering that First have reduced fares across most of **Bath**, and introduced 50% child and 30% student discounts across the board (separate from their competitive fares approach at the University). This offers a child season ticket for £8.50/week which is cheap for travel to school. The child fares reduction is a significant factor in the increase in cash paying customers.

Table 2 shows that ticket prices in Bath were found to be comparatively priced to those sold in **other similar cities**. The comparison was made using multi-operator bus day tickets (with coverage as detailed). This table shows the price of this type of ticket is within 50p of those sold in similar cities.

⁹ Abus, Bath Bus Company, Bugler Coaches, B&NES Passenger Transport, CT Coaches, Faresaver, First West of England, Somerbus and Wessex

¹⁰ BathRider operators plus Bakers Dolphin, Carmel Bristol, Citistar, Crosville, CT Plus, Severnside Transport and Webberbus

Table 2: Day ticket prices in comparator cities in England¹¹:

City	Ticket	Price	Coverage
Oxford	Oxford Smart Zone 1 Day	£4	A defined area that broadly outlines Oxford City
York	All York Day	£4.50	Within the City of York boundary
Bath	BathRider Day	£4.50	The Bath urban area
Nottingham	Kangaroo 1 Day*	£4.50	Greater Nottingham area
Plymouth	Skipper Day	£4	Inner and outer Plymouth

(*All multi-operator bus tickets except Nottingham, where the closest comparison is the Kangaroo ticket which covers bus, train or tram)

The currently available data does not suggest that fares are expensive in B&NES.

Extent of bus priority measure

There are a number of reasons why a bus might run late. These could range from adverse weather or roadworks through to sheer weight of traffic. Different types of bus priority infrastructure are used in B&NES to help buses move more freely along congested routes. These measures include bus lanes and traffic signal priority technology. Table 3 highlights the extent of bus priority measures across the district. Whilst the majority of work has been in and around Bath, improvements have also been made in the Keynsham area. This table shows that there has already been some investment in keeping buses moving.

Table 3: Bus priority infrastructure

Bus lanes: <ul style="list-style-type: none"> • A4 Keynsham Bypass (near Hicks Gate roundabout), Keynsham • A367 - Wellsway (Lower), Bath • A367 - Bear Flat, Bath • A367 - Midford Rd to Red Lion • A367 - Odd Down, Bath 		<ul style="list-style-type: none"> • Argyle St, Bath • Green Pk Rd • High St, Bath • A4 London Road, Bath • New Bond St, Bath • Northgate St, Bath • Pulteney Bridge, Bath 	Traffic signal priority (using selective vehicle detection): <ul style="list-style-type: none"> • A4 Bristol Rd / A36 Lower Bristol Rd, Bath • A4 Upper Bristol Rd / Windsor Bridge Rd, Bath • A 36 Lower Bristol Rd / Windsor Bridge Rd, Bath
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Passenger satisfaction

The steering group were interested to find out if passengers were happy with the local bus system. At the sub-regional level, Transport Focus¹² data shows West of England Partnership 'journey overall' satisfaction is consistently high at 82% (2012), 83% (2013) and 84% (2014). Other factors such as 'punctuality of the bus' and 'on bus journey time' have remained stable. There has however been a step change in 'value for money' satisfaction from 35% (2012), 48% (2013) through to 60% (2014) (note: fare payers only) following the fare reductions by First in 2014.

Passenger satisfaction has also been measured by B&NES Council on the three major bus corridors of Bristol-Bath, Bristol-Midsomer Norton and Bath-Midsomer Norton during 2007, 2011 and 2012. Graph 4 shows respondents answering 'satisfied' and 'very satisfied' about 'the overall quality of the bus service' has increased over the 5 year period. There was a slight dip in

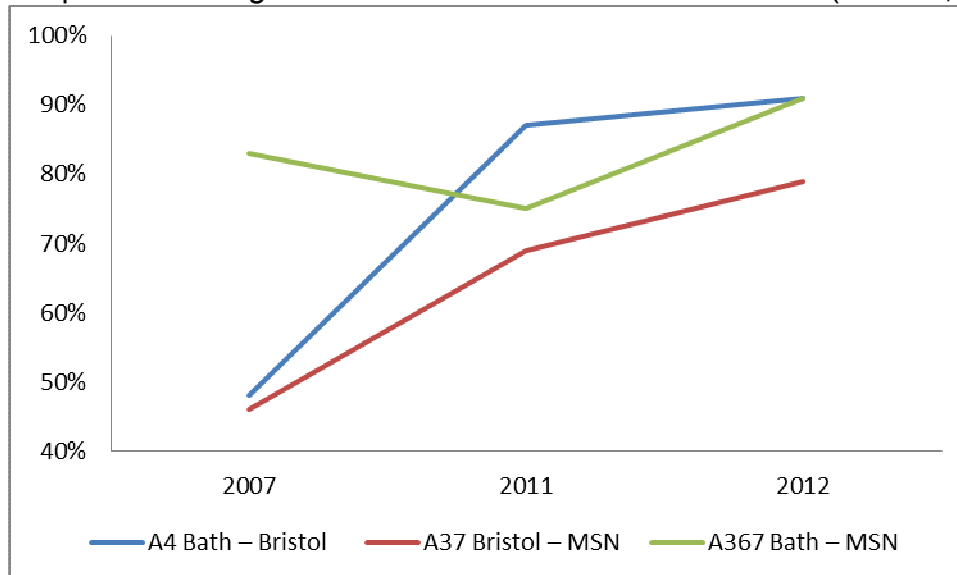
¹¹ Source: from Oxford Bus Company, itravel, Travelwest and Kangaroo (Nottingham) websites [All accessed on 30/11/15]

¹² Data extracted from Transport Focus, available online at www.transportfocus.org.uk [All accessed on 9/9/15]. The survey was designed to be representative at the West of England Partnership level. Anything below this level will be less representative, more so where response numbers are below 200.

satisfaction for 2011 on the Bath-Midsomer Norton corridor, although satisfaction rallied the year after.

Taking the satisfaction data as a whole, the evidence suggests that passenger satisfaction with bus services is improving.

Graph 4: Passenger satisfaction on B&NES bus corridors (in 2007, 2011 and 2012)

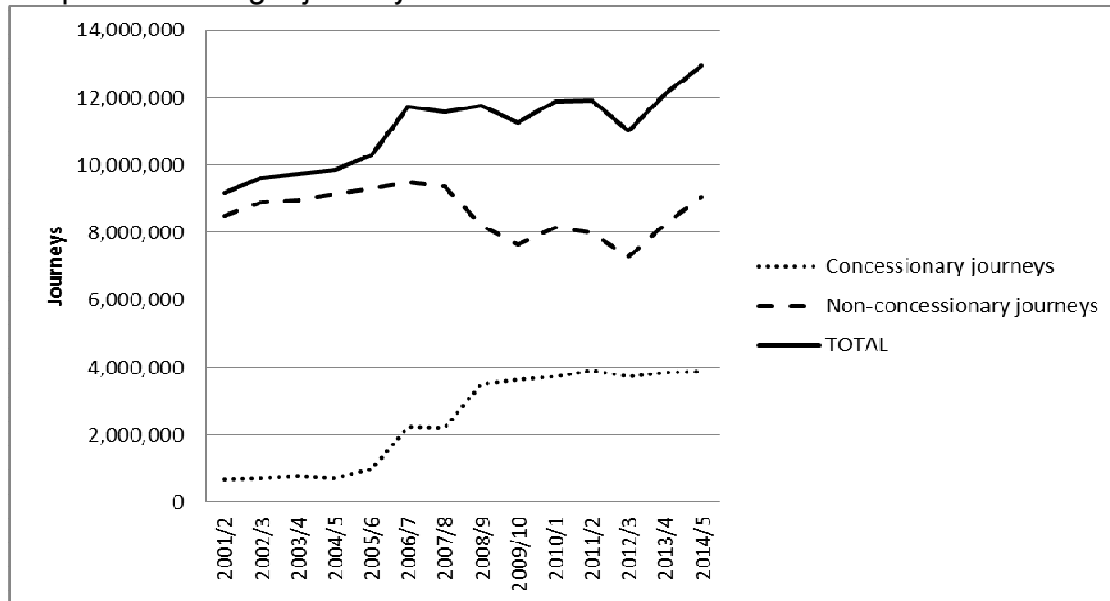


(Source: Major corridor and GBBN satisfaction surveys, B&NES. Note: Satisfaction of respondents answering 'satisfied' and 'very satisfied' about 'the overall quality of the bus service').

Bus patronage

Members wanted to understand whether bus use was in decline in B&NES. Graph 5 shows the opposite is in fact happening, with an upward trend in total journeys over the last decade. This is highly significant bearing in mind the first public interest test, which requires B&NES to be satisfied that the proposed scheme will result in an increase in the use of bus services.

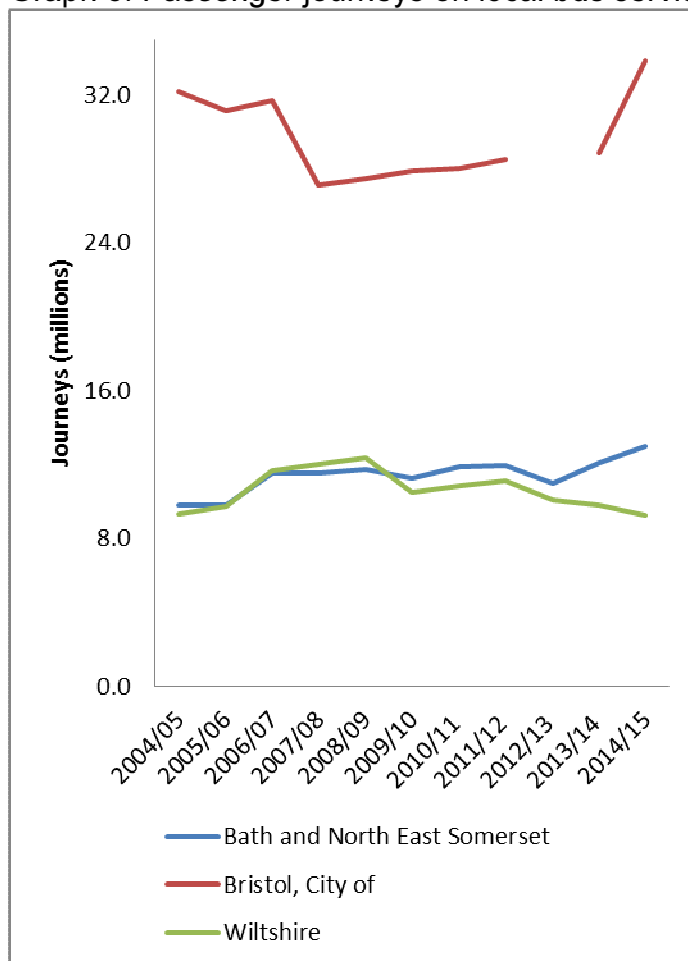
Graph 5: Passenger journeys on local bus services in Bath & North East Somerset



(Source: Based on information supplied by operators and reported to DfT (former NI 177). Note: Figures relate to the period from 1 April to 31 March the following year for all boardings within B&NES on registered local bus services including school services that are registered as local bus services).

Next comparing patronage across neighbouring authorities; B&NES and Bristol have both seen an increase in passenger journeys, whereas Wiltshire has seen a slight decrease.

Graph 6: Passenger journeys on local bus services by local authority



What both graphs 5-6 suggest is an uptake in bus use in B&NES.

8. Existing local transport policy and identified problems

There is lots of work already going on within the Council that is looking at ways in which we can improve and develop our vision for transport in and around the district. The steering group found that any future consideration of a QCS model would need to support the aspirations of local transport policy. This work should ideally overcome identified problems in the bus service network. A summary of the key strategies that have an impact on our transport delivery are provided below, these include the following:-

Bath

'Getting Around Bath' sets out the transport strategy adopted by B&NES Council in November 2014, following a high level review of existing transport policies and commitments, and in light of the Council's commitment to housing and economic growth within the city. The Strategy developed a set of policies to support this growth. The strategy also sets out a long term vision for transport covering the period up to 2029 to reflect the period for the Council's agreed Core Strategy. The vision is that "Bath will enhance its unique status by adopting measures that promote sustainable transport and reduce the intrusion of vehicles, particularly in the historic core. This will enable more economic activity and growth, while enhancing its special character and environment and improving the quality of life for local people"¹³. The Bath Strategy covers the city and its immediate surroundings (but not the whole of the Bath and North East Somerset administrative area) and it recognises that bus services in and around the city are numerous and generally of good quality.

The following policy and actions in respect of the bus network were given in this strategy:

Policy GABP9: Improved bus services, with ticketing and other improvements and measures to improve reliability, will provide alternative travel options to car use, promoted through travel plans and comprehensive marketing.

Action GABA19: Prioritise funds to improve the reliability of bus travel and continue to engage with bus companies.

Action GABA20: Build on the improvements implemented by the Bath Transport Package and support real-time information, smartcard and review of bus routes to develop enhanced and more frequent services with the aim of a half-hourly service on cross-city routes.

Action GABA21: Provide new dedicated facilities for buses when developments allow, e.g. from Bath Riverside adjoining Green Park into the city centre.

Action GABA22: Encourage bus operators to adopt Euro 6 standard engines and take opportunities to run electric or hybrid buses.

¹³ Bath and North East Somerset Council (2014) 'Getting Around Bath' - A Transport Strategy for Bath, Bath, available online at http://www.bathnes.gov.uk/sites/default/files/sitedocuments/getting_around_bath_transport_strategy_-_final_issue_web_version.pdf [Accessed 26/10/15].

More work was advocated at the time of the Strategy to deal with an apparently declining fare paying (non-concessionary) market. This part of the Strategy however was written when the most up to date bus data was from 2012-13, and it showed a decline in fare payers. More current data earlier in this report shows that this has not since been the case.

Keynsham

‘Getting around Keynsham’¹⁴ sets out a transport strategy for the town. The Strategy looks to reduce the existing problems caused by congestion and support delivery of the Core Strategy, enabling growth and builds on the policies and measures included in successive Joint Local Transport Plans. The Keynsham Transport Strategy was taken to the Council's Cabinet for approval during July 2015. The Cabinet approved the vision document subject to an exhibition in Keynsham to allow local residents, commuters and visitors to discuss and understand the proposals. Any changes to the Keynsham Transport Strategy that are identified through the exhibition will be delegated to the Cabinet Member for Transport in conjunction with council officers.

As it stands, the Strategy picks up various existing issues such as differing access to a bus service in different parts of the town and a declining core market. The draft transport strategy contains the following key action in respect of bus services:

Improve bus services, with ticketing and other measures, in order to improve reliability and create better linkages between bus and rail services. This will provide viable alternative travel options to car use, promoted through travel plans and comprehensive marketing. Continued support for community transport as not everyone can use conventional public transport.

Somer and Chew Valley

A budget was earmarked at the February 2015 Full Council meeting for production of a transport strategy for both Somer Valley and Chew Valley. The CTE PDS Panel last received an update on progress of this work at the September 2015 meeting.

Total Transport Pilot

The Council received an award from the government's Total Transport Pilot Fund to carry out an investigation into all passenger transport provision in the Chew Valley area - including public transport, community transport, home-to-school transport and non-emergency patient transport - to see whether any efficiencies would be possible by integrating some of those services. The report is expected in Spring 2016.

Bath Transportation Package

The Bath Transportation Package has the aim of providing a significant upgrade of Bath's transport network. The various projects, funded through both council and Department for

¹⁴ Bath and North East Somerset Council (2014) ‘Getting Around Keynsham’ - Transport Strategy, Keynsham, available online at http://www.bathnes.gov.uk/sites/default/files/siteimages/Parking-and-Travel/getting_around_keynsham_-_draft_transport_strategy_rev_o_12_06_15.pdf [Accessed on 26/10/15]

Transport (DfT) money represent £27 million of investment including improvements to nine main bus routes in Bath including:

- Raised pavements to ease access on and off buses for older disabled people, and those with prams;
- Electronic information at the busiest stops; and
- New bus shelters at some stops.

Network challenges

1. Unwillingness of operators running competing commercial services on several bus route corridors to co-ordinate their timetables (e.g. Bath – Chippenham, Bath – Melksham, Bath – Frome and Oldfield Park – University of Bath).
2. Lack of an Oyster-style ticketing system.
3. Delays to bus services caused by disruption on the highway network for essential maintenance or utility works.
4. Bus network planning being carried out entirely by operators to suit their own commercial ends with little consideration of the strategic view of the local transport authority and no co-ordination with competing operators.
5. Lack of cross-subsidisation of non-commercial services by those that are viable (e.g. operators may be unwilling to operate an evening service without subsidy on a route that is viable during most of the day).
6. Slow boarding times at bus stops, as a consequence of the number of cash transactions and the slow read times of some smart cards.
7. Lack of powers to enforce certain moving traffic offences which cause delays to bus services (e.g. box junctions).

9. Boundaries and extent of a potential quality contract scheme

The B&NES bus network does not work in isolation of neighbouring authorities. A B&NES-only QCS would therefore not be logical or viable. Consideration would have to be given to the optimum size and geography for a potential QCS scheme (see Table 4). Of the 117 registered local bus services in B&NES (as at 1 Nov 2015), three are supermarket services, seven National Express coach services, two tour bus services and one race day service. As these services are not really part of the bus network, they would be unlikely to fall within the scope of a QCS. The remaining 104 (including 4 park and ride services and 19 services to schools and universities that only run in term times), could form the content of a QCS.

Table 4: Potential QCS scheme areas

Local authority areas in QCS (B&NES plus....)	Coverage (no. of services, from max.104) ¹⁵	Further services involving another local authority
None	42	n/a
Bristol	56	10
Wiltshire	58	4
Bristol & S Glos	60	10
Bristol & S Glos & N Somerset	63	14

The optimum area for a QCS from a B&NES perspective may potentially be the four West of England authorities plus the part of Wiltshire that forms part of the Bath travel-to-work area. These estimates are made using publically available data, so further modelling would be needed if a more rigorous analysis is needed.

10 Financial and risk factors

If a QCS model were proposed to improve just a minor part of the bus network, the five public interest conditions may be hard to sustain. In compiling a case, further consultation, modelling and analysis of provision would clearly be needed. One public interest condition of concern to B&NES Council is that “the proposed scheme will contribute to the implementation of policies in a way which is economic, efficient and effective”. This section of the report illuminates the issues of financial revenue and risk.

10.1 Existing operator revenues

In assessing the economies of a QCS, the financial performance of local operators was explored¹⁶ (see Table 5). The steering group wanted to use available financial information to identify operating costs and revenues of services that operate within the potential scheme area(s).

The district is currently served by a number of different operators including; First Bristol Ltd, First Somerset & Avon and Wessex Ltd¹⁷. When comparing an operator’s profit / loss against turnover over several years, no significant trends appear - ranging from First Bristol Ltd 2011-12 at 17.7%, through to First Somerset & Avon Ltd 2012-13 at -4.6%. This shows there is a fluctuation on returns, and between operators, in the area.

¹⁵ The figures do not take into account all the other services in the neighbouring authority areas that would be involved, nor the cross-border issues at the perimeter of the QCS area (e.g. Wiltshire/Hampshire border or South Glos/Gloucestershire border). As the Bristol urban area encompasses a significant part of South Glos, any QCS involving one of them would logically need to include the other too. Worth noting is that the inter-urban bus network radiating from Bath includes routes to towns in North and West Wiltshire like Bradford-on-Avon, Melksham and Chippenham. These towns have their own “secondary” bus network of town services and rural services as well as school transport.

¹⁶ Using publically available information from Companies House filed accounts

¹⁷ Now called Wessex Bus, parent company Rotalla plc

Table 5: Analysis of profit / loss against turnover of operators by year

First Somerset & Avon Ltd	2011-12	2012-13	2013-14
Turnover	43251.0	40061.0	41166.0
Operating profit / loss	4925.0	-1862.0	335.0
Ratio % - Profit / Turnover	11.4	-4.6	0.8

First Bristol Ltd	2011-12	2012-13	2013-14
Turnover	45908.0	45655.0	47150.0
Operating profit / loss	8144.0	6700.0	6083.0
Ratio % - Profit / Turnover	17.7	14.7	12.9

Wessex Ltd	2011-12	2012-13	2013-14
Turnover	Not available	23179.0	20741.0
Operating profit / loss	Not available	1216.0	1587.0
Ratio % - Profit / Turnover	n/a	5.2	7.7

(Source: Data extracted from Companies House filed annual returns, all available online at: <https://www.gov.uk/get-information-about-a-company> [Accessed on 29/9/15]. Note: All figures in £'k)

10.2 Existing bus subsidy

Roughly 15% of the existing bus network is subsidised through public funds. Table 6 shows the sources and amount of money used to subsidise contractors in B&NES.

Table 6: Bus revenue support

Payments to contractors for bus revenue support:	1,624,774
Income from carriage of scholars entitled to home-to-school transport:	9400
Income from s106 contributions earmarked for bus revenue support:	464881
Bus Service Operators' Grant (BSOG) devolved from Government:	126565
Contribution from N. Somerset Council for x-boundary service:	20300
Fares income on gross cost contracts:	34000
Concessionary travel reimbursement on gross cost contracts:	52000
Income from contract penalties for non-operation etc:	5000
Total income	712146
Net spend on bus revenue support:	912,628

(Source: B&NES financial data - year 2015-16. Note: All figures in £'s)

10.3 Identified risk through initial research

There may be risks (financial or otherwise) of pursuing a QCS, both foreseen and unforeseen, of which some may prove outside of B&NES Council's control. Those initially foreseen include:

- the costs of developing a full business case for a QCS that satisfies 'public interest' conditions;
- the cost of seeking the opinion of the QCS Board (officer, contractors or legal);

- the resources needed to set-up and a QCS, and monitor it;
- there may also be higher operating costs associated with a higher specification of service (as envisaged by a QCS);
- any additional governance as necessary may attract a cost. This would inherently depend on the catchment area of a scheme; and
- future changes to QCS legislation may also impact.

11 Progress of other local authorities in exploring QCS

North East Combined Authority (NECA) is the only transport authority to have submitted a proposal to the QCS Board. The hearings took longer to convene as Nexus; the operating arm of NECA needed more time to respond to operators. The QCS Board published their opinion in early November 2015. Nexus' submission was found to have failed three of the five public interest criteria, so will discuss next steps with NECA (see case study below).

West Yorkshire Combined Authority covers a large area of the bus network. The authority previously did a lot of work around QCS in 2010-12, but is not actively pursuing one at the moment. WYCA are currently developing a new bus strategy for the next 10-15 years. The Buses Bill will inform which delivery options WYCA will propose.

The Sheffield City Region has already agreed heads of terms for a second devolution deal linked to mayoral powers. The city region currently uses ground breaking voluntary partnerships including network design rules and stability clauses, complimented with multi-operator inter-available tickets and timetable coordination through qualifying agreements.

The Partnership has been used in Sheffield now for 3 years, seeing growth in adult fare payers on 10%, and Rotherham for almost 18 months (approx. 7% growth in adult fare payers) and other areas are in the pipeline. Whilst partnerships have historically been used, the city region has not made a policy decision not to pursue a QCS and would consider the option of a QCS or franchising should the circumstances necessitate, with the devolution deal seeking powers to make this more achievable.

Liverpool City Region has not taken-up QCS either, instead pursuing partnerships through a bus alliance. They also await the Buses Bill to see if alternative models are proposed.

The Government has announced several devolution packages and of those agreed by the end of November 2015, seven included the option of bus franchising powers: Greater Manchester CA, Cornwall Council, Tees Valley CA, North East CA, Sheffield City Region CA, West Midlands CA and Liverpool City Region CA. The powers to franchise bus services will be given in the forthcoming Buses Bill but is by no means clear that all these authorities will take up the powers.

Bristol held a Scrutiny Inquiry Day about Integrated Public Transport during March 2015. One of the recommendations was to work collaboratively with neighbouring authorities on spatial and transport planning. Direct control through a QCS was mentioned as one possible model but no firm recommendation was made to pursue this.

Cornwall's devolution bid is worthy of note, being the first to seek a bus franchise as part of its bid.

Case study: - North East Combined Authority (NECA)

The steering group consulted Nexus (the executive arm of NECA) about their expectations of a

QCS, and experiences of submitting a proposal to the QCS Board. A teleconference was made between Nexus (who led the QCS bid) and B&NES to provide members with further information to inform the group's overall findings and final conclusions. The key findings of this discussion, and shared documents were:

Aspirations:

The local Bus Strategy 2010-12 set out objectives including improvements to patronage, access and value for money together with a list of deliverables that included vehicle standards, integrated ticketing ¹⁸etc.

Why choose a QCS?

Whilst all delivery options were explored, the NECA believed the QCS model offered the best approach. Nexus recognised there were funding constraints, and a QCS offered a way of maintaining a network without additional funds from the public sector whilst also delivering wider passenger benefits. For example, the QCS included a significantly simplified, affordable ticketing offer. There was no call for a QCS due to reasons such as passenger dissatisfaction or how well the operators operated.

How did they prepare?

Nexus described the four stages they took in preparing a QCS bid over the last four years:

- i. Feasibility report (for management team);
- ii. Informal consultation;
- iii. Formal statutory consultation (includes operators, etc.); and
- iv. QCS Board.

What challenges did they face?

Nexus met challenges during the QCS process, for instance:

- Being the first transport authority to use / test the legislation and the lack of precedence – especially given the complexity and scope of their proposal;
- The lack of data to inform the development of the proposal – despite requests from Nexus, the commercial operators were reluctant to share operational and revenue data that would inform many assumptions;
- The process became quite adversarial as incumbent Operators challenged the QCS proposal; and
- The need to supply more detail and evidence than was initially expected.

Decision:

The QCS Board published its opinion early November 2015. The submission was found to have met two of the five public interest criteria, but did not meet the remaining three (increase in the use of bus services, proportionality and value for money). The Board also said the statutory requirements for consultation had not been met.

Next Steps:

An initial report concerning the QCS Board's opinion was taken to NECA in mid-November. At that early stage Nexus said that they did not agree with many aspects of the QCS Board's opinion, and set out four future options: progress, modify, wait for the Buses Bill or take a

¹⁸ The potential for integrated ticketing: In the North East a passenger could for example, receive a 'simple' ticket offer with zone tickets (across bus operators), and / or tickets that allow travel across different modes of transport (say bus together with 'Metro' light-rail).

partnership approach.

- *Progress - NECA could introduce the QCS as it currently stands, and respond to the QCS Board's recommendations;*
- *Modify - The QCS proposals and supporting evidence could be revised to address the QCS Board's concerns. Change to the QCS itself would require further statutory consultation, and a further review by the QCS Board;*
- *Wait for the Buses Bill - Introduce bus franchising using powers in the future Buses Bill, and as referenced in their devolution agreement. Nexus says that aspects of the original QCS could be used to inform a bus franchising scheme; or*
- *Partnership approach – NECA to continue discussions with operators to the proposed Voluntary Partnership Agreement.*

The NECA has requested Nexus to further develop all four options and submit a second report containing more detailed analysis and a clear recommendation. There is uncertainty about what powers the Buses Bill will provide, so further discussion may be needed to clarify how and when next steps could be made. Nexus are clear that they still want to improve the bus offer, as they still have a strategy to work towards.

12 Devolution

Work is going on at the time of writing (December 2015) between officers of the four West of England authorities on the possible next stage of a devolution bid. Consideration is being given to the priorities for transport investment to facilitate economic development and the governance structure that would be needed. Consideration is also being given to whether the local bus market in its present form can meet the needs of the community and, if not, whether it would be necessary for the authorities to acquire powers to franchise bus services to ensure that needs are met.

13 Future legislation - the Buses Bill

Whilst franchising of bus networks is more common in Europe, it is recognised that the current legislation in this country is not working as intended because the process takes much longer than envisaged and the preparatory work requires a great deal of resource. One proposal is to repeal the existing legislation and replace it with new franchising powers¹⁹.

A Buses Bill is due to be presented during the 2015-16 parliamentary term. The DfT held a series of Bus Reform Workshops for bus operators, local transport authorities and passenger representatives to help shape the content of the Buses Bill. The DfT published a Background Document²⁰ to the Bus Reform Workshops which sets out some initial ideas and issues on the way franchising could work, associated improvements that could be made to the existing law and an update on a number of wider bus policies.

The Background Document recognises that the deregulated market is not delivering improved bus services in some places. It sets out the main aims of the Buses Bill and they are to:

¹⁹ For consideration of QCS and the Buses Bill see p19, Department for Transport (2015) 'Bus reform workshops background document –Moving Britain ahead' available online at https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/462225/buses-reform-workshops-background.pdf [Accessed 30/11/15].

²⁰ As above.

- (i) enable local authorities in England, outside London, to franchise their bus networks where they have agreement from Government;
- (ii) preserve the commercial and innovative strengths of private sector operators; and
- (iii) ensure there is a good package of measures to improve local bus services in areas that may not wish or feel able to move to franchising.

The message from Government seems to be that it is prepared to consider giving bus franchising powers provided there is clear democratic accountability. There are several key principles which are likely to inform the approach to implementing franchising which arise from the Government's policy on devolution. Whilst the Background Document states that there will be no set template for receiving bus franchising powers, all references to democratic accountability in the document refer to individual unitary authorities or a combined authority with an elected mayor. One suggested approach to deciding on whether or not to pursue franchising powers is to use HM Treasury's guidance for public sector bodies, which contains a "Five Case Business Model." The five cases are strategic, economic, commercial, financial and management. Social factors are not mentioned as an explicit case but referred to in the guidance notes.

14 Impact of the review

This work may feed into current work on the Joint Local Transport Plan, Joint West of England transport studies, future discussions concerning devolved powers and has recognised where similar work has been undertaken by neighbouring authorities.

15 Next steps

After considering the emerging evidence, the steering group suggests that B&NES Council wait before considering or pursuing a QCS because the Buses Bill could amend current legislation or offer franchising powers.

Franchising could offer a way of determining how the network operates in a more streamlined way, and potentially without the need for the QCS Board. It is anticipated that franchising would still however have to demonstrate public interests. This new approach of franchising may depend on devolution, to a unitary authority or a mayor. If neither of these apply, B&NES may look to joint working with neighbouring authorities.

Further work would need to be done if there is a desire to consider franchising in the West of England area because our local bus network does not respect local authority boundaries, so a form of joint structure on a sub-regional basis would need to be considered.

If franchising were not to be used, the authority would need to explore other powers that the Buses Bill may give, and take a view with our neighbouring authorities (as the current partnership working with bus operators seems to be working well on the whole).

The latest information suggests the Buses Bill will be published in February 2016, although it is too early to say when legislation will complete passage through Parliament.

The draft interim report will therefore be presented at the Jan 2016 CTE PDS panel for members to:

- (1) consider the current findings; and

(2) to review findings when the Buses Bill and potential West of England devolution deal have been further developed.

The current findings of this scrutiny review will however be submitted to the current West of England Joint Transport Study consultation which closes at the end of January 2016.

Once all stages of this scrutiny review have been made, a final report with conclusions and recommendations will be drafted.

Bath & North East Somerset Council		
MEETING:	Communities, Transport & Environment Policy Development & Scrutiny Panel	
DATE:	11 January 2016	
TITLE:	Update on community transport issues	
WARD:	All	
AN OPEN PUBLIC ITEM		
List of attachments to this report:		
Appendix 1 – Single passenger journeys on community transport schemes supported by Bath & North East Somerset Council		
Appendix 2 – “The future of community transport in modern society” – Paper by Cllr Brian Simmons		

1 THE ISSUE

- 1.1 The Panel asked for an update on community transport.

2 RECOMMENDATION

- 2.1 That this Report be noted.

3 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

- 3.1 Costs of community transport are managed within existing budgets.
- 3.2 Any proposals which could have resource implications for the Council will be subject to the Council's corporate financial approval processes, which includes any proposals highlighted through the strategic review process. These items were included within the Directorate Plan reviewed by this Scrutiny Panel in November 2015.

4 STATUTORY CONSIDERATIONS AND BASIS FOR PROPOSAL

- 4.1 There is no statutory duty for the Council to provide or support community transport but it is recognised that community transport plays an important role in enabling people to live independent lives and to access services and facilities.

5 THE REPORT

- 5.1 Community transport (CT) relies very heavily on the ability and willingness of people to give up their time and energy to assist others in their community who are unable to use mainstream public transport. With the exception of Bath Dial-a-Ride, all schemes within Bath & North East Somerset developed because the

community identified a local need and sought to meet it. The Council's role has been to assist and encourage that development.

- 5.2 The Council's Internal Audit Team has conducted an investigation into support for CT but the final report has not yet been published. The draft version makes some recommendations on the grant application process and on the monitoring of CT schemes that receive grants. Overall, the draft audit opinion is "satisfactory."
- 5.3 CT providers other than dial-a-ride schemes have been invited to apply for grants for 2016/17 through a slightly modified process that takes account of the emerging audit recommendations. A report will be presented to the Cabinet Member for Transport to make a decision on the awards, subject to Council decision on the budget in February 2016.
- 5.4 The Council's Strategic Review has identified that CT should play a greater role in overall transport provision. It has identified, too, that CT schemes need to broaden the scope of their operations to ensure their survival in the event that the Council is unable to maintain the current level of grant funding. Officers have been talking to CT schemes and encouraging them to place themselves on a footing from which they can submit tenders for home-to-school transport contracts, public transport contracts and transport work for other bodies. In the future, conditions could be attached to grant awards to require schemes to evolve in this way. There may be scope for some rural bus services to be replaced by CT services linking rural communities with core bus service corridors.
- 5.5 The Council was awarded £60k by the Department for Transport to fund a project to look at the provision of all types of passenger transport in the Chew Valley area, including bus services, home-to-school transport, community transport and non-emergency patient transport. The work is being carried out alongside work on a draft Chew Valley Transport Strategy. Much of the background information has been collected and engagement has taken place with several stakeholders, although engagement with the health transport sector is not proving to be easy.
- 5.6 CT is likely to play a key role in the emerging Transport Strategies for the Somer Valley and Chew Valley. Public consultation events for these are planned for early 2016.
- 5.7 The service level agreements for the Keynsham and Midsomer Norton Dial-a-Ride schemes will expire in September 2016. This presents an opportunity to review the performance of the schemes and redefine what level of basic service provision is wanted for the next few years. A key issue to consider will be the appropriate level of funding for each scheme.
- 5.8 The service level agreement for Bath Dial-a-Ride expires in March 2017. This service is more limited than the other two dial-a-rides because it operates from 0900 to 1430 only. Outside those hours, the vehicles are used for home-to-school transport. Therefore, the cost of providing the dial-a-ride service is relatively low (£18k per annum) but it means that persons wishing to travel earlier or later cannot be accommodated.
- 5.9 All CT providers in Bath & North East Somerset are invited to a bi-annual Community Transport Liaison Group meeting with the Cabinet Member for Transport, at which information and best practice are shared.

- 5.10 Cllr Brian Simmons wrote a paper in November 2013 entitled “The future of Community Transport schemes in modern society.” This outlined his ideas on how CT could become more sustainable and less dependent on financial support from the Council. Also, it argued that provision of CT should be seen as part of the Wellbeing agenda because of the important role it plays in assisting independent living. A copy is attached in Appendix 2. Some of the ideas are being followed up in the Strategic Review and in work on the Total Transport Pilot Fund.

6 RATIONALE

- 6.1 The Council provides financial support to two dial-a-ride schemes and eight other voluntary groups who operate community transport services. In addition, a dial-a-ride service in Bath is operated by the Council’s in-house fleet.
- 6.2 The dial-a-ride schemes operate under service level agreements for two or three years and these specify the area to be served and the minimum level of service to be provided. The other voluntary groups apply for grants each year.
- 6.3 Total direct financial support for community transport in 2015/16 is budgeted at £288,972, covering the dial-a-ride services in Bath, Midsomer Norton/Radstock and Keynsham/Saltford as well as the group minibs hire and volunteer car schemes. In addition, the Council provides funding for safeguarding checks for paid staff, training for trustees in their roles and responsibilities, and basic first-aid training for volunteer drivers – total cost in the region of £1k per annum.
- 6.4 105,155 single passenger journeys were made on CT services funded by Bath & North East Somerset in 2014/15, which represents an increase of 74% since 2005/06. Total direct financial support in 2014/15 was £285,819 so the average subsidy per single passenger journey was £2.72. Most of the growth has been in passengers using dial-a-ride services and this is illustrated in the table in Appendix 1.

7 OTHER OPTIONS CONSIDERED

- 7.1 None

8 CONSULTATION

- 8.1 The Council's Strategic Director of Place and Section 151 Officer have had the opportunity to input to this report.

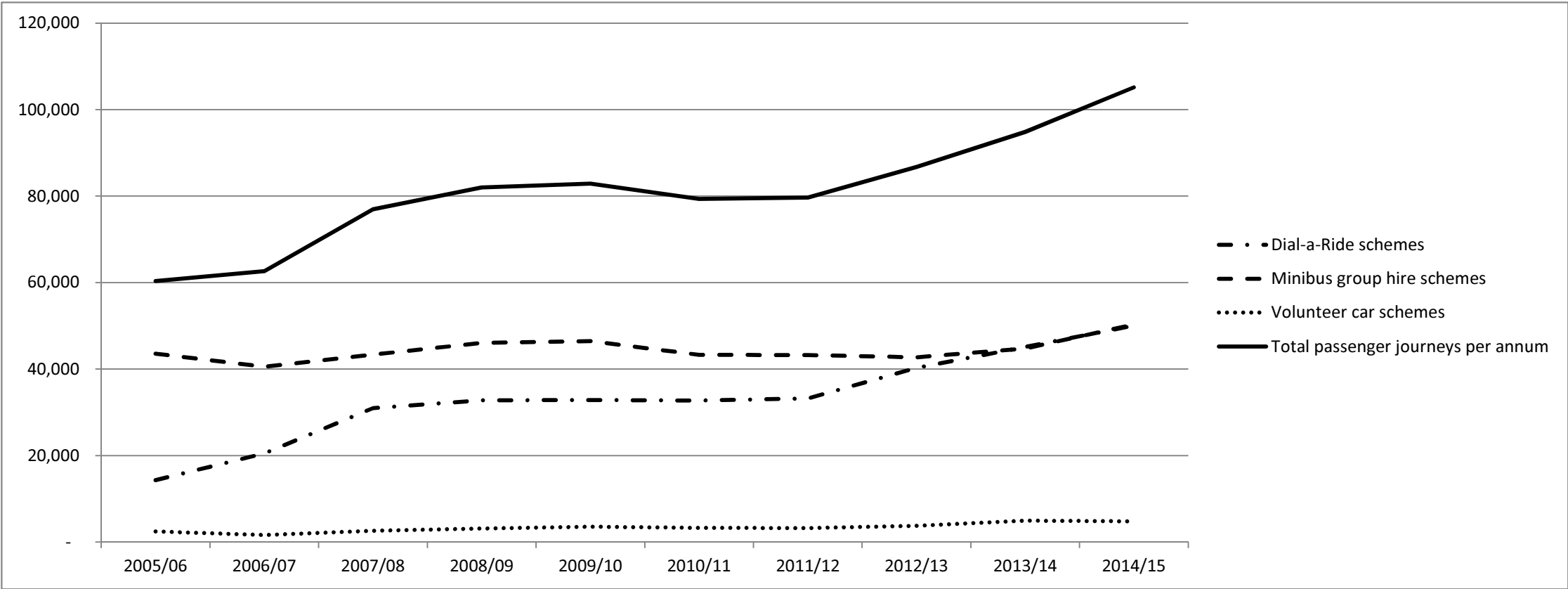
9 RISK MANAGEMENT

- 9.1 A risk assessment related to the issue and recommendations has been undertaken, in compliance with the Council's decision making risk management guidance.

Contact person	Andy Strong, Public Transport Manager - 01225 394201
Background papers	<i>List here any background papers not included with this report, and where/how they are available for inspection.</i>
Please contact the report author if you need to access this report in an alternative format	

Appendix 1 - Single passenger journeys on community transport schemes supported by Bath & North East Somerset Council

	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15
Dial-a-Ride schemes	14,335	20,486	30,954	32,812	32,855	32,755	33,193	40,263	45,109	50,033
Minibus group hire schemes	43,572	40,531	43,348	46,051	46,457	43,291	43,233	42,723	44,754	50,336
Volunteer car schemes	2,455	1,632	2,638	3,157	3,554	3,282	3,253	3,759	4,966	4,786
Total passenger journeys per annum	60,362	62,649	76,940	82,020	82,866	79,328	79,679	86,745	94,829	105,155



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APPENDIX 2 – “The future of community transport schemes in modern society” by Cllr Brian Simmons, November 2013

The Challenge

Our community's needs have become more complex. Health inequality continues to rise and at a time of financial austerity the challenge for the public sector and others agencies are to prioritise services and financial resources that meet the future needs of our community.

The latest figures produced by the Health & Wellbeing Strategy show:

- 73,000 people in the area have at least one long-term health condition.
- By 2025 we expect dementia to increase by 23% in women and 43% in men.
- Estimates suggest that only one in four of the 3,419 people with a learning disability known about by local services.
- By 2026 people aged over 75 will represent 11% of the local population, compared with 9% in 2011.

Community transport plays a key role in reducing the health inequalities of our community. Over the years it has been recognised that the role of the community transport schemes has been more than just a transport service and they are often referred to as “the glue” that holds our society together. They have enabled disadvantaged people to live on their own without being isolated by their needs. They have not only connected people to medical appointments but also their social networks and everyday requirements. These vital services enable people to visit the local hospital, attend routine appointments and any other services that they need to help them live as normal a life as possible.

Invest to save

Recognising the wider benefits of the service, the financial savings for the public purse can be recognised. By enabling older people to remain in their own homes, helping to increase kept appointments for the NHS and reducing the isolation and loneliness, the investment made in the provision of community transport schemes would be marginal compared to the financial costs required to access the supported living service.

Example:

The cost of accommodation in a retirement/ nursing home costs the local authority between £30K -£40K per person per annum.

A community transport scheme supporting 1,000 members can be run for approximately £180K per annum. This means a cost of approximately £180 per person per annum.

Joining up and improve partnership working

The demands on the current community transport schemes continues to build. Membership continues to grow as the needs of individuals to access local services increases. The challenge for all schemes is to ensure the level and quality of service is achieved at a time when financial resources are declining. There is an opportunity for all schemes working across the area to explore ways of sharing resources and working more closely together to improve the service to residents within Bath and North East Somerset.

Opportunities for joint working may include:-

a. Joint procurement

Changing the way we procure vehicles, instead of buying custom built brand new vehicles can make huge savings. New vehicles cost in the region of £80K, however purchasing ex- local authority Section 19 fleet vehicles can cost around £7 - £10K. The benefits of this include:-

- vehicles are wheelchair accessible
- insurance costs are the same regardless of the fact that the bus is new or not and the 10 weekly checks are still the same.
- depreciation over time is reduced.

Servicing and routine maintenance could be arranged for all providers in the area using one local provider that would provide a cheaper rate and more efficient service for all.

b. Booking schemes

The booking systems that are on offer in the market are not designed for community transport providers as they either offer a limited system or are designed for a normal bus service.

There is an opportunity for one system to be designed for providers offering cost efficiencies. The system should include:-

- A mapping system identifying the members details, routes and destination.
- Identifying the correct vehicle for the passenger to ensure it is fully accessible and extra time is allowed for the driver when necessary.
- Link together with other schemes to share information and scheduling.

c. Connecting services and working better together

Community transport schemes need to work more closely together to connect with each other and public transport services so that the rural communities in particular, can be better connected to services, facilities and social activities.

This could include a rural village operating their own community transport vehicle and connecting to local public services travelling to Bath and Bristol. This enables local people to maintain a healthy lifestyle and make decisions about the way they live. It must bring communities together in a way that enables everyone an alternative to the existing transport provision and to complement the existing operations.

d. Working with other agencies – linking up

It is important that we find better ways of working particularly working more closely with the local health providers, doctors and hospitals, to promote the benefits of community transport. There are opportunities to explore alternative ways of work. For instance, doctors and hospitals could work together to make sure that they see patients from one area on the same day and scheduling as many people from the same area at the same time. Benefits would include a reduction in the number of journeys made and a reduction in missed appointments.

Way forward

There is an opportunity for us to work together to improve efficiencies and costs wherever possible. We need to work more closely together to improve the community transport service and to ensure our towns and villages are vibrant and caring places ... not a community where people are isolated but a community where everyone has an equal chance and opportunity.

Brian Simmons

Bath and North East Somerset Community Transport Champion

November 2013

References - Health & Wellbeing Strategy

http://www.bathnes.gov.uk/sites/default/files/joint_health_wellbeing_strategy.pdf

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Bath & North East Somerset Council		
MEETING:	Communities, Transport and Environment Policy Development & Scrutiny Panel	
MEETING DATE:	11 January 2016	EXECUTIVE FORWARD PLAN REFERENCE:
TITLE:	River Safety - an overview and update	
WARD:	All	
AN OPEN PUBLIC ITEM		
List of attachments to this report:		
Presentation will be made available to Panel		

1 THE ISSUE

- 1.1 This report invites the Panel to hear about the achievements of the River Safety Group in managing the risks presented by the River Avon in Bath & North East Somerset.

2 RECOMMENDATION

- 2.1 The Panel notes the information presented, which outlines the progress which has been made to date to prevent accidents and the collaborative work which has taken place to educate vulnerable groups about river safety.

3 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

- 3.1 Costs associated with these works are managed within the existing capital programme budget for river corridor safety works and improvements.

4 STATUTORY CONSIDERATIONS AND BASIS FOR PROPOSAL

- 4.1 Since 2009, 8 fatalities have occurred in the River Avon in Bath. The Council together with its partners, wanted to understand why these deaths were occurring and what could be done to prevent them in the future. As no one agency or landowner has overall responsibility for the river, the multi-agency River Safety Group has been created to deliver a collaborative approach to reviewing any incidents which occur and recommending improvements to mitigate risks.

5 THE REPORT

5.1 The presentation will provide details on the work of the River Safety Group including:

- Statistics of reported water-related incidents since 2009.
- The reports which have been commissioned to identify recommendations and improvements.
- Examples of the hierarchy of measures which have been implemented to mitigate risks e.g. fencing.
- Educational campaigns.
- Examples of innovation which have been implemented in Bath & North East Somerset.

6 OTHER OPTIONS CONSIDERED

6.1 None.

7 CONSULTATION

7.1 The Finance Manager for Place has had the opportunity to input to this report and has cleared it for publication.

8 RISK MANAGEMENT

8.1 A risk assessment related to the issue and recommendations has been undertaken, in compliance with the Council's decision making risk management guidance.

Contact person	<i>Cathryn Humphries, Team Manager for Licensing and Environmental Protection 01225 477645</i>
Background papers	<i>None.</i>
Please contact the report author if you need to access this report in an alternative format	

COMMUNITIES, TRANSPORT AND ENVIRONMENT PDS FORWARD PANEL

This Forward Plan lists all the items coming to the Panel over the next few months.

Inevitably, some of the published information may change; Government guidance recognises that the plan is a best assessment, at the time of publication, of anticipated decision making. The online Forward Plan is updated regularly and can be seen on the Council's website at:

<http://democracy.bathnes.gov.uk/mgPlansHome.aspx?bcr=1>

The Forward Plan demonstrates the Council's commitment to openness and participation in decision making. It assists the Panel in planning their input to policy formulation and development, and in reviewing the work of the Cabinet.

Should you wish to make representations, please contact the report author or Micheala Gay, Democratic Services (01225 394411). A formal agenda will be issued 5 clear working days before the meeting.

Agenda papers can be inspected on the Council's website and at the Guildhall (Bath), Hollies (Midsomer Norton), Civic Centre (Keynsham) and at Bath Central, Keynsham and Midsomer Norton public libraries.

Ref Date	Decision Maker/s	Title	Report Author Contact	Strategic Director Lead
11TH JANUARY 2016				
11 Jan 2016	CTE PDS	Community Safety - General Update	Andy Thomas, Samantha Jones Tel: 01225 394322, Tel: 01225 396364	Strategic Director - Resources
14 Sep 2015	CTE PDS	Quality Contract Scheme for Buses - Interim Scrutiny Review Report	Andy Strong, Emma Bagley Tel: 01225 394201, Tel: 01225 396410	Strategic Director - Place
11 Jan 2016	CTE PDS			
11 Jan 2016	CTE PDS	Community Transport - Update	Andy Strong Tel: 01225 394201	Strategic Director - Place
11 Jan 2016	CTE PDS	River Safety - Overview and update	Cathryn Humphries Tel: 01225 477645	Strategic Director - Place
14TH MARCH 2016				
16 Mar 2016	Resources PDS	Transport Strategy	Peter Dawson Tel: 01225 395181	Strategic Director - Place
9TH MAY 2016				
18TH JULY 2016				
19TH SEPTEMBER 2016				

Ref Date	Decision Maker/s	Title	Report Author Contact	Strategic Director Lead
14TH NOVEMBER 2016				
ITEMS TO BE SCHEDULED				
	CTE PDS	Air Quality Action Plan	Nicola Courthold Tel: 01225 396622	Strategic Director - Place
	CTE PDS	Keynsham Dial a Ride - Subsidy Equality	Andy Strong Tel: 01225 394201	Strategic Director - Place
Page 79		East of Bath Park and Ride		
		West of England - Transport (Panel suggestions)		
		Bath Low Emission Zone		
		Waste Strategy		
		Leisure Centre Plans (GLL visit)		
The Forward Plan is administered by DEMOCRATIC SERVICES : Micheala Gay 01225 394411 Democratic_Services@bathnes.gov.uk				

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