

Thursday, 5th May, 2022

**Present:**

Councillor Kevin Guy (Ch)	Leader of the Council, Liberal Democrat Group Leader
Councillor Tim Ball	Cabinet Member for Planning and Licensing
Councillor Alison Born	Cabinet Member for Adults and Council House Building
Councillor Tom Davies	Cabinet Member for Adults and Council House Building
Councillor Manda Rigby	Cabinet Member for Transport
Councillor Dine Romero	Cabinet Member for Children and Young People, Communities and Culture
Councillor Richard Samuel	Deputy Council Leader (statutory) and Cabinet Member for Economic Development and Resources
Councillor Sarah Warren	Deputy Council Leader and Cabinet Member for Climate and Sustainable Travel
Councillor David Wood	Cabinet Member for Neighbourhood Services

**56 WELCOME AND INTRODUCTIONS**

The Chair, Cllr Kevin Guy, welcomed everyone to the meeting.

**57 EMERGENCY EVACUATION PROCEDURE**

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

**58 APOLOGIES FOR ABSENCE**

There were no apologies for absence.

**59 DECLARATIONS OF INTEREST**

There were no declarations of interest.

**60 TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIR**

There was no urgent business.

**61 QUESTIONS FROM PUBLIC AND COUNCILLORS**

There were 35 questions from Councillors and no questions from members of the public.

Cllr Dr Kumar asked supplementary questions relating to question M1 and these are set out in Appendix 1 along with the responses.

Cllr Dr Kumar also raised an issue regarding the receipt of responses to the questions. He was concerned that if responses are provided only one hour before the meeting there is not sufficient time for councillors to decide whether they wish to ask supplementary questions. The Monitoring Officer confirmed that in future officers will endeavour to provide responses at around 5pm on the day before the Cabinet meeting.

*[Copies of the questions and responses, including supplementary questions and responses if any, have been placed on the Minute book as Appendix 1 and are available on the Council's website.]*

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

Members of the public and Councillors made statements as follows:

- Zhenya Shkil (Bath Ukraine Solidarity Campaign) – Situation in Ukraine (*a copy of which is attached as Appendix 2 to these minutes*).
- Theresa Franklin – The High Common (*a copy of which is attached as Appendix 3 to these minutes*).
- Sylvia Sinclair – The future of the High Common/Approach Golf Course (*a copy of which is attached as Appendix 4 to these minutes*).
- Rachael Hushon – Procurement process for the High Common (*a copy of which is attached as Appendix 5 to these minutes*).
- Adam Reynolds – Park & Ride Bus Contract (*a copy of which is attached as Appendix 6 to these minutes*).
- Cllr Vic Pritchard – Journey to Net Zero (*a copy of which is attached as Appendix 7 to these minutes*).
- David Redgewell – Transport Issues (*a copy of which is attached as Appendix 8 to these minutes*).

Some members of the public were asked factual questions by the Cabinet Members, in order to clarify details mentioned in their statements.

## **63 MINUTES OF PREVIOUS CABINET MEETINGS**

**RESOLVED** that the minutes of the following meetings be confirmed as a correct record and signed by the Chair:

Informal virtual Special Cabinet meeting – 31 March 2022

Informal virtual Cabinet meeting – 31 March 2022

Special Cabinet meeting – 1 April 2022

Cabinet meeting – 1 April 2022

**64      CONSIDERATION OF SINGLE MEMBER ITEMS REQUISITIONED TO CABINET**

There were none.

**65      MATTERS REFERRED BY POLICY DEVELOPMENT AND SCRUTINY BODIES**

There were none.

**66      SINGLE MEMBER CABINET DECISIONS TAKEN SINCE PREVIOUS CABINET MEETING**

The Cabinet agreed to note the report.

**67      JOURNEY TO NET ZERO: REDUCING THE ENVIRONMENTAL IMPACT OF TRANSPORT IN BATH**

Cllr Sarah Warren introduced the report, moved the officer recommendation and made the following statement:

“In 2014, with cross party support, Bath & North East Somerset Council approved the Getting Around Bath Transport Strategy, setting out a vision and objectives for transport in Bath that recognised the importance of reducing carbon emissions, as well as restricting the intrusion of vehicles into the historic city centre. Following the council’s climate emergency declaration in 2019, Journey to Net Zero builds on that Strategy to flesh out a vision of a new transport system that will dramatically reduce transport carbon emissions from their current level of 29% of B&NES’ total. Transport is one of our top three priority areas for carbon reduction. Whilst this particular plan focuses primarily on the historic City of Bath with its unique transport challenges, it recognises throughout the importance of travel corridors between the city and the wider district.

We are all used to the convenience of driving our vehicles anywhere and at any time, but in the coming years, we need to make big changes to the way we move around. We understand, of course, that many people currently have no choice but to use their cars, as they don’t have safe cycle routes or footways they can use, or a suitable bus service. This plan provides a route map that will support future development of the facilities they will need, and as projects identified in this plan are developed, we will aim to quantify their carbon impacts.

This journey has already begun. We are already pursuing an ambitious, wide-ranging programme of projects, including construction of cycle lanes on Upper Bristol and Beckford Roads funded through the government’s Active Travel Scheme. We were also delighted to receive substantial funding to support the transport transition earlier this year, through both the City Region Sustainable Transport Fund, and the Bus Service Improvement Plan. However, we will need still further support from government (whose environmental aspirations still fail to take the Committee for Climate Change’s latest advice seriously enough) - in the form of both investment and local powers - to create a transport system fit for a climate emergency, as outlined in the plan before you this evening.

Our vision for transport into, out of, and around Bath will bring enormous benefits in other areas of life, too. We will see improvements in public health from reduced air pollution, and through routinely building exercise into our day, when we commute more actively. We will see students able to travel independently to school on safe cycle lanes and footpaths, or by bus, setting up good habits for life. We will provide secure cycle storage, with more opportunities to share, buy and lease bikes and e-bikes. And we will see pleasanter public and residential spaces for people to enjoy spending time in, as more of us find we have a practical alternative and choose to leave our vehicles at home.

Our heritage assets will be better preserved, and can be better appreciated, without the constant onslaught of traffic pollution and noise. I also look forward to substantially reduced congestion on our road network, so that people don't waste their time, or businesses their money, sat unnecessarily in traffic. In this historic city, it is impossible to build our way out of the stranglehold that traffic has on our city through road-building. The only way to reduce congestion is to have fewer vehicles moving around, and we have set out here the vision to achieve this. This forward-looking plan will support economic growth, competitiveness and jobs in our area, whilst promoting improved choice and access to work and education.

Electric cars are, of course, a part of the answer, and I am pleased that the council will very shortly be announcing new charging facilities in our car parks. We also want to see more car clubs, so that more people don't need to own their own vehicle in future. However, electric vehicles can only be one strand of the solution, as generation of the electricity needed to power them emits carbon dioxide, as does their manufacture. And electric vehicles take up space in traffic jams just like petrol ones. The long-term solution therefore needs to look more deeply, ensuring people can make more of their journeys on foot, by bike or by public transport, whilst maintaining vehicular access for those, such as some people with disabilities, whose transport needs can only be met by car.

In the sphere of public transport, we aim to create multi-modal interchanges, traffic-free bus lanes, and universal, integrated ticketing, whilst investigating the feasibility of mass transit.

We have placed people at the centre of our Journey to Net Zero, having consulted extensively, and convened the first meeting of our new Journey to Net Zero Transport Forum, which will advise us on implementation of the plan, yesterday. One of our corporate priorities is Listening to People, and whilst it is sometimes difficult to get the details of the "how" exactly right, we really mean it. In response to the public's suggestions, we are focused on providing improvements to public transport, walking and cycling, whilst seeking to reduce the intrusion of HGVs into the city, and to maintain excellent access for blue badge holders.

We all have the power to make small changes through the individual transport decisions we take every day, but this plan recognises the transformation needed to our transport system to create places we want to live and work, with better-connected, healthier, and genuinely sustainable communities.

I would, of course, like to thank Nick Simons and the rest of the team for their hard work pulling this important document together over the last couple of years. Cabinet Members, I commend the plan to you."

Cllr Manda Rigby seconded the motion and made the following statement:

"It's clear that if we wish to get to carbon neutrality by 2030 keeping doing what we are doing and expecting a different outcome is the definition of madness. One of the 2 main levers we have, in addition to looking at building emissions, is to alter our defaults on how we travel round Bath and North East Somerset. In the paper we have in front of us, we are setting out not only a vision, but also the start of a roadmap, including existing projects, developing projects, and future projects in transport to achieve our climate emergency promise. This is a working document and has been widely consulted on. It will form, if adopted, an umbrella document for all transport related schemes...we will be hearing about Park and Rides later as an example.

I particularly want to draw out the section where we emphasise "it's not about stopping people doing things, it's about doing the same things differently" and would add "where possible".

There are some journeys which need to be done by cars, either because of a lack of alternative, or because of the needs of the user. We need to work to ensure we influence WECA as much as we can to ensure public transport in banes is protected, and with WECA to lobby central government for proper funding of buses and helping an industry in crisis become a public service again.

Active travel options are at the heart of this document, alongside creating liveable neighbourhoods. It's our role, all of us, to ensure we promote the strategies of both, by implementing the best schemes.

Adopting this document is the result of a lot of work by a lot of people...I am honoured to second it, urge you to adopt it, and then let's make net zero happen."

Cllr Richard Samuel stated that Local Authorities must deal with the national problem of carbon emissions and that B&NES is doing as much as it can. If no action is taken, then this will be detrimental to future generations. A MORI survey has shown that the majority of world citizens support action being taken on climate change.

Cllr Kevin Guy also acknowledged the great threat posed by climate change.

**RESOLVED** (unanimously) to formally adopt the Journey to Net Zero: Reducing the Environmental Impact of Transport in Bath.

## **68    DECRIMINALISATION AND CIVIL ENFORCEMENT OF MOVING TRAFFIC OFFENCES**

Cllr Manda Rigby introduced the report, moved the officer recommendation and made the following statement:

"I am pleased to be proposing this motion to you today and would first like to thank the officers across Parking Services and our Traffic Management teams for their efforts in delivering these motions in time for the Government's tranche 1 deadline in few weeks' time.

At the end of this month new regulations come into effect which will give councils in England the powers to use ANPR cameras to enforce a range of moving traffic restrictions, which include yellow boxes; banned turns; and no entry. Councils in London and Wales have already been using these legal powers for many years, whilst in Bath & North East Somerset as with the rest of England, we have remained reliant on the Police diverting valuable resources away from more serious crimes the actions of a small minority of motorists that feel it's okay to ignore these restrictions are to be addressed.

Having these powers will provide a consistent approach to how we can educate motorists that make simple mistakes, or those that maybe don't understand the restrictions across England and Wales, which is of benefit to the millions of visitors that come to see world famous heritage we have to offer. Being able to take proactive action ourselves to engage with these motorists will increase their awareness and help protect the safety of all road users, especially the vulnerable, and help keep public transport and other traffic moving on our busy roads.

We heard from drivers during the consultation about their concerns that these powers will be used to punish motorists that make a mistake or to raise funds for the council. We have carefully considered these concerns and I must stress that the approach that we have developed to using these new powers focusses on community engagement and motorist education. We will always consult before cameras are installed.

Indeed, our aim is to ensure that we engineer and sign these restrictions so that cameras are not required, but in some locations, it may be necessary to use them so that we can then improve driver behaviour and compliance by contacting drivers directly with a warning notice the first time they contravene a restriction at each location for the first six months that it has cameras installed.

We must remember that these are existing restrictions that all drivers are required to comply with.

The safety of school children and their families should always be a priority and in consultation with local communities, moving traffic powers may provide further opportunities to achieve this aim in different ways to meet a community need.

I am very pleased to move this motion, and hope that you can all support it."

The motion was seconded by Cllr Sarah Warren who made the following statement:

"I fully support this proposal. In particular, these powers will open up the possibility of introducing school streets. These are roads outside a school with part time restrictions on motorised traffic at school drop off and pick up times, giving a healthier, safer and pleasanter environment for everyone, and encouraging our young people to travel actively and independently to school in line with our aspirations as expressed in our Journey to Net Zero plan."

Cllr Born stated that this proposal would enable the Council to take the necessary enforcement action in residential areas to make roads safer for members of the public.

Cllr Samuel highlighted the traffic problems at the box junction at Lansdown Road/The Paragon which is often blocked and leads to congestion. He asked members to consider the provision of a pedestrian crossing in this area.

Cllr Wood stated that the Council should also lobby the government to enable it to take on responsibility for speed enforcement. Cllr Rigby agreed with this suggestion and stated that she would continue to lobby for this additional power.

**RESOLVED** (unanimously):

- (1) To approve an application to the Department for Transport by 20 May 2022 to acquire the powers to enforce moving traffic contraventions under the Traffic Management Act 2004 (TMA2004).
- (2) To approve the use of moving traffic enforcement powers using ANPR cameras from 1 June 2022 or the date when the Council receives the powers from the Secretary of State, whichever is the later.
- (3) To support and agree to the proposed approach for the use of moving traffic enforcement at proposed and future locations.
- (4) To incorporate moving traffic enforcement as a scheme into the Council's capital programme for 2022/23, funded by revenue through income generation. Subject to the powers being granted to the Council by the Department for Transport.
- (5) To delegate authority for the consideration of future locations for moving traffic enforcement to the Director of Place Management in consultation with the Cabinet Member for Transport.
- (6) To note a review of bus gate signage is underway at existing restrictions to ensure there is consistency across all locations and the new regulations from 31 May 2022.

**69 UPDATE ON PROGRESS ON DELIVERING THE CORPORATE STRATEGY 2020-2024 AND OUR COVID-19 RESPONSE**

Cllr Kevin Guy introduced the report and moved the officer recommendation. He thanked all Council staff who have continued to serve residents and have worked extremely hard in exceptional circumstances.

He was pleased to see exceptional recycling levels and noted that the Council has been ranked 15<sup>th</sup> out of all 338 local authorities in England for its household recycling rates. He also highlighted the provision of a walking and cycling trail around the Chew Valley Lake, and the start of the first Council house building in the area for many years.

Cllr Richard Samuel seconded the motion and stressed the importance of the performance reports to provide information on action being taken by the Council.

He highlighted the support that has been provided for businesses during this period and noted that trade is now back to 2019 levels.

Cllr Dine Romero also spoke in favour of the motion and made the following statement:

“I am delighted that this paper recognises the significant improvements that children services has delivered since the previous inspection in 2017 especially against the background of the pandemic in last two years and the rising level of need. Council staff in B&NES along with statutory partners and community groups have remained focused on the most vulnerable members of the community to deliver an extensive range of services that are having a positive impact on the lives of children, young people and their families.

Ofsted judged these services as good and in awarding this judgement recognised the substantial investment by both political and senior leaders.

I'd like to formally add my thanks to everyone in children services and all those who offered their insights to Ofsted during the weeks inspection that led to this judgement.

The report recognises the extraordinary efforts made in response to Covid 19. I would also like to thank all those who have been at the frontline of delivering the council's response to the pandemic, whether that was in offering testing, pop up vaccination clinics, creating PPE as all those who have been involved in the operation and delivery of the huge number and depth of services and support from the community wellbeing hub. The hub received almost 18,000 calls from residents needing help since it was established in 2020.

The report also highlights how, over recent months, the council has built on its experience of resettling Syrian and Afghan refugees to provide a co-ordinated response to welcome Ukranian refugees to B&NES.

Again, these has involved working with a wide range of services and partners, including schools, local health services and groups such as Julian House and Bath Welcomes Refugees. As well as residents and I thank them all for all their help and support.

I am happy to support this paper because of the good work that the council and partners have achieved despite the unprecedented challenges of the last two years.”

Cllr Kevin Guy also thanked Cllr Samuel for producing a balanced budget in very difficult circumstances and congratulated all the Cabinet Members on their hard work.

**RESOLVED** (unanimously) to note the progress in delivering the Corporate Strategy in 2021/22 and the Council's response to the pandemic during that period.

## **70 PARK AND RIDE CONTRACT RENEWAL**

Cllr Manda Rigby introduced the report, moved the officer recommendations, and made the following statement:

“The last time we undertook a process for awarding a park and ride contract was 12 years ago, and the world certainly in terms of park and ride provision was completely



different. We believe that we had one of the, if not the, most advantageous contract in the country as we were fortunate in hitting the very high spot of the market.

Indeed, we tried to extend this contract, to give the market time to recover. But this was just not possible. To be clear, a nationwide lack of drivers, spiralling fuel costs, post pandemic patronage levels, the need for investment in new buses, is creating the perfect storm for all bus service providers.

I need to thank Cllr Richard Samuel and his team for helping us to continue a park and ride provision at all given the tender responses we received as right now, we are at the assumed bottom of the market.

We had lots of aspirations for enhancements to the service...different hours of operation, differential pricing, new routes, and I don't want to limit our ambition. The only way to do this is by doing as we are asking you to agree in this paper, i.e. having a gross cost contract. Basically, we take the risk, but we gain both flexibility and control. We fund the service but keep the fares.

To begin with, we will keep the service as is, with the exception of bringing weekend rates in line with weekdays whilst we anticipate, as does the market, that patronage will continue to get back to pre-pandemic levels even without us doing further promotion.

As performance improves, we can invest in further enhancements.

Traditionally the major usage of our park and rides is leisure rather than commuting so as a starter for 10, here's a largely untapped market.

As large employers move towards more hybrid ways of working for some staff, rather than funding workplace parking assuming as in the past all employees come in daily...

We can work with them to provide a flexible park and ride solution instead.

We can work with Bath rugby to stop the gridlock home matches cause by having a joint match/park and ride ticket.

We can work with the festivals likewise, indeed any large event can be encouraged to keep cars from unnecessarily coming to the centre.

We can trial different pricing. Price per car rather than per person, £1 flat fee at certain times, as examples.

We can alter hours of operation to make park and rides better for those attending theatre or evening hospitality.

We can look at how buggies and wheelchairs are catered for, how bikes may be transported, the possibilities are endless.

Ultimately what we want is a service which people choose as it's convenient, runs the hours they want, to the places they need to get to AND is the economically best choice rather than driving into the city centre.

But we need to be prudent as well, hence us getting the flexibility built in to introduce these factors only when the economics allow us to.

All predictions are that bus patronage will get to previous levels, and were that to be the case, we could end up with an income stream for the council. As car parking in the centre reduces, as more areas get residents parking zones, as we negotiate with large employers to provide this service direct to their sites, as we live model the price elasticity for leisure use, we are confident we can over perform against average expectations as park and ride becomes the most viable choice for individuals.

There's also plans for how the sites are used separate from this paper, dependent on the outcome of the local plan partial update, including how security is reviewed, what other transport hubs provision could happen onsite e.g. park and scoot, solar panels for charging points, the possibilities are endless.

But to deliver these, we first need to get the figures right, to promote use of park and rides, and reinvest the money we raise to create the service we aspire towards.

So, I urge you to support this paper for the provision of the service on a gross cost basis, and the further recommendations in section 2."

Cllr Richard Samuel seconded the motion and stated that this has been a difficult time to renew the contract and cost pressures were expected due to high inflation. The proposal represents a good achievement and an acceptable outcome in the current circumstances. He also thanked WECA staff for the work they have undertaken on this contract renewal.

Cllr Sarah Warren stated that she was delighted to retain the Park & Ride Service in B&NES.

**RESOLVED** (unanimously):

- (1) To note the assessment of the tender returns as set out within Exempt Appendix 1 of the report.
- (2) To consider fully the charging options as part of the contract award process and give delegation to the Director of Place Management to agree with the West of England Combined Authority (WECA) to;

Award the contract to the preferred bidder on a gross cost basis with the following contract specification but with a clear understanding of sustained service improvements as patronage increases:

- a) At commencement of the contract fares to be set at £3.60 per return adult fare on all days (rather than £3.60 Monday-Friday and £3.00 weekends as set currently);
  - b) All group ticket options currently available to be maintained and;
  - c) At commencement of the contract that the hours of operation to match the current service provision.
- (3) To agree that the service financial model will be reviewed at six monthly intervals to compare the actual income against the model and, subject to income levels reaching necessary gateway levels;

- a) Invest the additional income in increased service provision such as extended hours of operation and/or;
  - b) Reduce the fares charged for the Park & Ride service and/or;
  - c) Invest in improvements on the Park & Ride sites to improve the customer experience.
- (4) To note the additional costs for the service against the agreed Council budget for the service and the mitigation plan as set out within paragraph 5.10 of the report and approve the establishment of a P&R smoothing reserve to manage the income risk whilst patronage returns to pre-Covid levels.
- (5) To delegate the authority to the Director of Place Management in consultation with the Cabinet Member for Transport to implement a parking charge on the Park & Ride site for any users as agreed to offset the increased costs of the operation of the sites and the bus service and ensure that the service remains viable in the long term.

## **71 ARRANGEMENTS FOR SPECIAL CABINET MEETING - 26 MAY 2022**

Cllr Kevin Guy explained that there will be a Special Cabinet meeting on 26 May 2022 to discuss the Community Health and Social Care Contract.

On motion by Cllr Guy, seconded by Cllr Born it was:

**RESOLVED** (unanimously) to use Executive Procedure Rule 4D, 20 to suspend the necessary rules to allow only questions and statements relating to the agenda item.

The meeting ended at 7.55 pm

Chair \_\_\_\_\_

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

**Prepared by Democratic Services**

This page is intentionally left blank

## **CABINET MEETING 5 MAY 2022**

### **STATEMENTS FROM PUBLIC AND COUNCILLORS**

1. Zhenya Shkil (Bath Ukraine Solidarity Campaign) – Situation in Ukraine
2. Theresa Franklin – The High Common
3. Sylvia Sinclair – The future of the High Common/Approach Golf Course
4. Rachael Hushon – Procurement process for the High Common
5. Adam Reynolds – Park & Ride bus contract
6. Cllr Vic Pritchard – Journey to Net Zero
7. David Redgewell – Transport Issues

## QUESTIONS AND ANSWERS - COUNCILLORS

<b>M</b>	<b>01</b>	<b>Question from:</b>	Cllr Dr Yukteshwar Kumar
<p>On Beckford Road in Bathwick ward, people will step from a bus not onto a pavement, not even on to a pedestrian island but straight into a dedicated cycle, e-bike and e-scooter lane. "Floating" bus stops could be disastrous and may put blind people's lives at risk and the British Columbia Human Rights Tribunals have declared that this could be discrimination against differently abled (disabled) people. Will not the council be responsible for any tragedy or mishap because of these proposals? There is an alternative to this which is to stop the cycle lane either side of the bus stop. Is not safety of residents, life of a disabled person more important than giving a completely smooth ride to the cyclists? Do not pedestrians (alighting from buses) have priority over cyclists?</p>			
<b>Answer from:</b>			Cllr Sarah Warren
<p><i>I know that Bathwick ward Councillor Rigby shares some of your concerns. However, Officers reassure us that this particular bus stop has relatively light usage, and the principle of its design layout is included within the design standards for such schemes. Furthermore, we have further enhanced the design in order to improve awareness between cyclists and bus users.</i></p> <p><i>The only alternative to the design at this location is to stop the cycle lane either side of the bus stop, which would mean cyclists then have to pull out into traffic when there is a bus at a stop. Road space reallocation is a challenging issue and one that will come forward on a more regular basis going forward as our commitments to all forms of active travel are realised.</i></p> <p><i>We will be undertaking publicity when the scheme launches to make sure cyclists are fully aware they have to give way to people getting on and off buses. The scheme will be monitored and assessed on an ongoing basis to ensure that we are able to understand the use more fully and ensure that concerns are not realised.</i></p>			
<b>Supplementary Questions:</b>			Cllr Dr Yukteshwar Kumar
<ul style="list-style-type: none"> <li>When and where did Cllr Rigby raise any concerns about the proposed bus stop design?</li> </ul>			

- The original response mentions that further enhancements have been made to the design. What are these enhancements? Where can residents see details of the design?
- Have the changes been approved by groups who represent differently abled people? What consultation has taken place?
- How much is the bus stop used?

**Answer from:**

Cllr Sarah Warren

- *In September 2021, in a meeting with officers about the proposals which Cllr Dr Kumar also attended, Cllr Rigby raised concerns about the safety of pedestrians with regards to the design of the bus stop. Also, at the second stage of consultation in December 2021, Cllr Rigby stated she had severe reservations about the design of the bus stop in Beckford Road and encouraged the use of road markings and signage to ensure the possibility of conflict between pedestrians accessing or alighting buses and cyclists is minimised. Her comments also acknowledged her understanding that the proposal was compliant with national standards. These comments were made in her capacity as ward member in response to the report on the results from the Traffic Regulation Order consultation.*
- *We have enhanced the design of our 'bus stop boarders' compared to the layout provided in the national design standards, Local Transport Note 1/20, and from those we have seen used in other cities. Those enhancements are the use of red coloured surfacing where the cycle lane runs up to be level with the adjacent footway in order to help distinguish it from the footway. We will also provide 'give way' triangle markings to make it clearer to cyclists they have to give way to pedestrians. The design can be seen on the drawing included in the web pages we used during the consultation: <https://beta.bathnes.gov.uk/sites/default/files/TCL0016S02-100-1%20RevH.pdf>*
- *Officers contacted a number of groups and individuals representing those with disabilities at the first and second stages of consultation to make them aware of the Active Travel Fund scheme proposals and to invite comments. This included Deaf Plus, Bath Access Group, Bath Bus Users Group, Age UK and RNIB. Discussions subsequently took place with representatives from the RNIB and Bristol Disability Equality Forum, who had awareness of similar designs being used elsewhere. Some of these groups and individuals, in responding to the consultation, raised concerns about the bus stop boarder design. The enhancements we have made to our design has been in response to these concerns. We have committed to undertaking a review of the bus stop once it has been in place for several months.*
- *Recent figures show that on average nine people a day board a bus from this stop on a weekday and an average of six a day on weekends. We do not have any information on how often people alight from a bus at this stop.*

<b>M</b>	<b>02</b>	<b>Question from:</b>	Cllr Karen Warrington
Please confirm the number of electric vehicle charging points currently available in BANES and provide the usage statistics for each one. Please provide a split between charging points located in Bath and ones located in North East Somerset.			
<b>Answer from:</b>			Cllr Sarah Warren
<p><i>The council currently provides 20 electric vehicle charging bays in the following public car parks:</i></p> <p><i>Bath</i></p> <ul style="list-style-type: none"> <li><i>Charlotte St car park, Bath: 4 x fast 7kW (2x Revive, 2x Pod Point)</i></li> <li><i>Lansdown Park &amp; Ride, Bath: 4 x fast 7kW (2x Revive, 2x Pod Point)</i></li> <li><i>Odd Down Park &amp; Ride, Bath: 4 x fast 7kW (Pod Point)</i></li> <li><i>Newbridge Park &amp; Ride, Bath: 4 x fast 7kW (Pod Point)</i></li> </ul> <p><i>North East Somerset</i></p> <ul style="list-style-type: none"> <li><i>Fox &amp; Hounds car park, Keynsham: 2 x fast 7kW (Pod Point)</i></li> <li><i>Dragonfly Leisure Centre car park, Midsomer Norton 2 x fast 7kW (Pod Point)</i></li> </ul> <p><i>All 6 sites were installed with Pod Point chargers and we no longer receive any usage data for these chargers. Two of the sites, Charlotte St and Lansdown P&amp;R have been upgraded with Revive Network chargers. Usage data for March 2022 indicates 905kWh was provided at Charlotte St car park and 48kWh was provided at Lansdown P&amp;R (excluding Pod Point chargers).</i></p> <p><i>Thirty new electric vehicle charging bays are being installed at eight locations across the district including 12 rapid (50kW) and 14 fast (22kW) public charging bays, as well as 4 rapid (50kW) taxi charging bays.</i></p> <p><i>The following EV charging facilities will be operational in May 2022:</i></p> <p><i>Bath</i></p> <ul style="list-style-type: none"> <li><i>Kingsmead Square car park, Bath: 4 x fast (22kW) bays</i></li> <li><i>Charlotte St car park, Bath: 2 x fast (22kW), 4 x rapid (50kW), 2 x rapid (50kW) taxi bays</i></li> </ul>			



- Larkhall car park, Bath: 2 x fast (22kW) bays
- Claverton Rd car park, Widcombe, Bath: 2 x fast (22kw) bays
- Railway Place, Bath (adjacent to Bath railway station): 2 x rapid (50kW) taxi bays

*North East Somerset*

- South Road car park, MSN: 4 x fast (22kW) bays
- Church Street car park, Radstock: 2 x rapid (50kW) bays

*By September 2022 the following site will be operational:*

- Keynsham Civic Centre: 4 x rapid (50kW) and 2 x fast (22kW) bays to be installed later this year

*A press release will be issued to announce the opening dates.*

*The new charge points will bring the total number of charging bays provided by the council across Bath & North East Somerset to 50. EV charging is also provided at supermarkets, hospitals, university campuses and hotels. Full details of all publicly available EV charging points is provided by Zap-Map:*

*<https://www.zap-map.com/live/>*

<b>M</b>	<b>03</b>	<b>Question from:</b>	Cllr Karen Warrington
The public inquiry into the York Street Traffic Regulation Order took place this week. If the Inspector declares against the council and upholds the complaint, how does the administration intend to proceed with the implementation of its City Centre Security policy?			
<b>Answer from:</b>			Cllr Kevin Guy/Cllr Manda Rigby
<p><i>The Council awaits the outcome of the Inspector's report and is confident that the evidence produced will allow the Inspector to find in our favour. However, regardless of the outcome the Council will continue to work with Counter-Terrorism Policing South West and Avon &amp; Somerset Police, to build on the hard work carried out to date, including continuing to work with businesses and key city stakeholders in training of front-line staff, raising awareness of counter-terrorism, public safety and security measures and planning for the implementation of the Government's new Protect Duty legislation, which is expected later in the year, early 2023.</i></p>			

<b>M</b>	<b>04</b>	<b>Question from:</b>	Cllr Vic Pritchard
The administration is committed to seeing golf return to the High Common. In recent years, however, the former Approach Golf Course has operated at a loss to the council. If golf is to return to the High Common, can the administration be confident that it will be commercially viable and will not need to be subsidised by the council?			
<b>Answer from:</b>			Cllr Kevin Guy/David Wood
<i>The operating model would need to be self-financing and require no subsidy from the council. However, it should be expected that the Council would need to fund any capital investment on the buildings and look to gain repayment of this capital from the contract.</i>			
<b>M</b>	<b>05</b>	<b>Question from:</b>	Cllr Vic Pritchard
In a February 2021 press interview, Cllr Paul Crossley stated that local people do not wish to see the High Common commercialised and stressed that the current administration is listening. Why, then, are you now seeking a commercial operator for the site?			
<b>Answer from:</b>			Cllr Kevin Guy/David Wood
<i>Since the closure of the Approach Golf Course due to covid-19 the site has been maintained as open park land. However, it was always the intention to revisit the use of the site and now seems the right time to look at the options to reinstate golf and make the site financially sustainable.</i>			
<b>M</b>	<b>06</b>	<b>Question from:</b>	Cllr Vic Pritchard
If golf provision is to return to the High Common, how many people will it need to attract on an annual basis to be commercially viable?			
<b>Answer from:</b>			Cllr Kevin Guy/Cllr David Wood
<i>Any potential operators will need to provide a viable business plan and show how they would contribute to the council's priorities including enabling more people to be more active more often, to improve health and wellbeing as well as maintaining the site in line with the climate and nature emergency</i>			

<i>declarations.</i>			
<b>M</b>	<b>07</b>	<b>Question from:</b>	Cllr Vic Pritchard
Please specify how many public consultations, and the nature of these consultations, have taken place over the future of the High Common since July 2020.			
<b>Answer from:</b>			Cllr Kevin Guy/Cllr David Wood
<i>Golf operated on the site for several years alongside informal community uses, and we have been asked on numerous occasions to look at bringing golf back to the site.</i>			
<i>Community consultation was not required as we are not looking to change use on the site.</i>			
<b>M</b>	<b>08</b>	<b>Question from:</b>	Cllr Vic Pritchard
Please provide a report of the diversity and/or equalities assessment that has presumably taken place over the future of the High Common since July 2020.			
<b>Answer from:</b>			Cllr Kevin Guy/Cllr David Wood
<i>An Equality Impact Assessment is in the process of being completed which will summarise the equality considerations so far and the way that equality issues will be considered as the project develops. Equality considerations are also embedded within the procurement process for a new operator for the site.</i>			
<b>M</b>	<b>09</b>	<b>Question from:</b>	Cllr Vic Pritchard
A petition has been started by a resident urging the council to keep Bath's parks free of chemicals and pesticides. Please specify which chemicals and			

pesticides are currently used on Bath's parks and if any plans are in place to introduce any new ones in the near future?			
<b>Answer from:</b>		Cllr Kevin Guy/Cllr David Wood	
<i>Last year the Parks Department stopped using herbicide in its general parks maintenance in anticipation of the Council ending the use of Glyphosate for street and pavement weeds as of the 1<sup>st</sup> April 2022.</i>			
<i>This also includes the Play Inspectors who have stopped using herbicide to tackle weeds and moss in play areas.</i>			
<i>However, we do still have a statutory responsibility to stop the spread of non-native invasive weeds and so we continue to use Glyphosate in treating patches of Himalayan Balsam, Japanese Knotweed and occasionally Giant Hogweed. So, the only herbicide in current use is for statutory responsibilities.</i>			
<i>The Parks team have no plans in place to start reusing herbicide for general maintenance.</i>			
<i>Although currently managed by the Leisure Team, we can also confirm that both Entry Hill and the Approach Golf Course have not had any chemical inputs since their closure.</i>			
<i>The feasibility of establishing and maintaining a golf course without the use of herbicide or other chemical inputs (e.g. fertiliser) would need to be considered by any future operator.</i>			
<b>M</b>	<b>10</b>	<b>Question from:</b>	Cllr Vic Pritchard
The High Common has historically been shared by many users. Will you and the new operator commit to maintaining the park for free and unrestricted use by all?			
<b>Answer from:</b>		Cllr Kevin Guy/Cllr David Wood	
<i>Golf operated on the site for several years alongside informal community uses, and any future operator will be required to keep free access to the site maintained for residents.</i>			

M	11	Question from:	Cllr Paul May				
The aim of Aequus Developments Ltd (ADL) is to “repurpose the council’s commercial estate”. Will this also include a repurpose of ADL at the same time?							
Answer from:		Cllr Richard Samuel					
<i>Response sent within 5 working days of the meeting:</i>							
<i>The terms of reference for ADL are set by the council and may be varied at any time to reflect changing needs. The 25th March 2022 Council report set out the Aequus Governance, Structure and Business plan, of which, an area of development is to repurpose Commercial Assets into residential to help diversify income and reduce the Council’s reliance on retail tenants.</i>							
M	12	Question from:	Cllr Paul May				
Since 2017, what percentage of household waste collected kerbside has been sent to Avonmouth for processing?							
Answer from:		Cllr David Wood					
<i>Due to the way that the data is recorded we are not able to separate the amount of household collected black bag waste that has been sent to Avonmouth.</i>							
<i>The figures below show the percentage that was sent to Avonmouth of the black bag waste from household collections along with black bag waste from the recycling centres and our business waste collections.</i>							
			2017/18	2018/19	2019/20	2020/21	2021/22
% residual waste delivered to Mechanical Biological Treatment at Avonmouth for treatment and then export to Combined Heat & Power plants in Europe			28%	33%	38%	0%	0%
% residual waste treated at Avonmouth Energy from Waste Plants as the final destination			32%	27%	29%	74%	80%

<b>M</b>	<b>13</b>	<b>Question from:</b>	Cllr Paul May
Earlier this month, it was announced that WECA has been awarded £105m from the Government to improve bus services across the region. Please outline the steps the council is planning to take to work with WECA to boost bus usage and ensure this funding is used to good effect in BANES.			
<b>Answer from:</b>			Cllr Sarah Warren
<p><i>The consortium bid between WECA and North Somerset received an indicative allocation of £105.5m, the second highest award in England. £48m of this indicative allocation is ring-fenced for infrastructure spend in North Somerset Council and £57.5m for is revenue funding for the whole area.</i></p> <p><i>B&amp;NES Council will be working closely with WECA through the established framework of meetings, to ensure that this money is spent effectively in supporting and improving local bus services across the region in accordance with the priorities identified in the Bus Service Improvement Plan. The prospective programme of spend includes additional services to better connect our communities, alongside targeted fare reductions and improved customer experience while travelling by bus.</i></p>			
<b>M</b>	<b>14</b>	<b>Question from:</b>	Cllr Paul May
The WECA Mayor has stated that any review of the greenbelt will be the responsibility of the council. Will you give an assurance that such a review will be undertaken and that it will enable the villages of Whitchurch and Pensford to be protected from unwanted development?			
<b>Answer from:</b>			Cllr Tim Ball
<p><i>If any changes are needed to the Green Belt to accommodate longer term development needs, then the principle will need to be established in the WECA Spatial Development Strategy (SDS) with the relevant locations identified. The SDS will have to demonstrate that there are exceptional circumstances for changing the Green Belt, as required on National Planning Policy Framework para 139. If this is a requirement of the SDS, then it is the role of local plans to consider the options for detailed site boundary changes in conjunction with the allocation of development sites. In such circumstances, B&amp;NES will work closely with local communities to seek to minimise harm to the Green Belt and secure benefits for local communities.</i></p>			

<b>M</b>	<b>15</b>	<b>Question from:</b>	Cllr Paul May
You have previously given an assurance that BANES will not be required to take any of Bristol's housing allocation. Bearing in mind that the Spatial Development Strategy (SDS) sits with WECA and that no draft has yet been seen, is this still the case and what happens if the SDS is not approved by the three local authorities?			
<b>Answer from:</b>			Cllr Kevin Guy
<p><i>It is the role of the WECA Spatial Development Strategy (SDS) to establish a spatial strategy to accommodate the housing targets for the sub-region, as set by the national standard methodology. National policy expects housing needs to be met in full and all authorities are statutorily obliged to work together to ensure full housing needs are met, under the Duty to Co-operate, where it is practical to do so and is consistent with achieving sustainable development (NPPF para 35). The decision on whether B&amp;NES and South Gloucestershire will need to accommodate any unmet need from Bristol will therefore be determined via the SDS. The timetable for the publication of the draft SDS is currently unclear but it is understood that WECA is seeking to bring it to the WECA Committee in early summer. Under devolution order, WECA is required to establish the strategic planning framework by preparing a SDS and there is no mechanism in the Regulations and Order for an alternative approach. The Unitary Authorities will therefore only be able to make limited progress on the new Local Plan in advance of the submission of the SDS for examination. A delay to plan making in the longer term means that the Unitary Authorities would be at increased vulnerability to speculative planning applications, although the B&amp;NES Local Plan Partial Update means that B&amp;NES is in a more robust position in the meantime.</i></p>			
<b>M</b>	<b>16</b>	<b>Question from:</b>	Cllr Paul May
Please provide an update on the Low-Traffic Neighbourhood applications for Whitchurch and Pensford.			
<b>Answer from:</b>			Cllr Sarah Warren
<p><i>The Whitchurch Liveable Neighbourhood application remains a potential pilot scheme, and we are currently awaiting preliminary designs from AECOM for review and approval before proceeding to the next step, which will be to consult on those designs.</i></p> <p><i>The Pensford Liveable Neighbourhood application was submitted for consideration as part of the 48 applications received in February 2021 and May 2021. Whilst it was not selected as one of the 15 priority areas for Phase 1, it could be considered for Phase 2 once capacity is released.</i></p>			

<b>M</b>	<b>17</b>	<b>Question from:</b>	Cllr Shaun Hughes
<p>I am most surprised to see your response to falling P&amp;R use is to increase charges.</p> <p>As an example, if 3 people visit Bath by car they can drive to the city centre and would pay £9.60 to park for 6 hours in Avon Street or Charlotte Street car parks, your alternative is £10.80 for the inconvenience of waiting for a bus to and from the P&amp;R?</p> <p>If we are serious about reducing the pollution levels and meeting our climate agenda surely you should invest in a cost incentivised transport scheme, typically these price increases disproportionately effect residents in North East Somerset who need to access the City for work, retail etc.</p> <p>Do you agree this is a step in the wrong direction?</p>			
<b>Answer from:</b>			Cllr Manda Rigby
<p><i>As set out within the report considered this evening, the tender responses from the market are significantly more expensive than under the previous contract. We have considered all options and whilst we have been able to commit to the service being maintained at the current operating levels, we recognise that weekend fare costs need to rise to match weekday travel and ensuring that all passengers pay the same fare for the same service rather than disproportionately impacting some groups. We have attempted to mitigate the impact on users despite the significant impact to the Council's budget of the new contract and the reduction in standard patronage levels of over 22% and a reduction of 42% in concessionary fare users due to the pandemic. Whilst the costs for individuals under this model may have risen slightly, the group ticket options will be maintained, allowing 2 adults and up to 5 children to travel into the city for £6.50, a significant saving on the cost of parking as set out above.</i></p> <p><i>As part of the change, the Council is recommending moving toward a gross cost contract option where all costs will sit with the Council and the Council will also receive all income. As the income recovers any surplus will be reinvested back into the service to increase operating hours, improve the service offer and ultimately reduce fares as appropriate. This approach is supportive of the wider policy direction and more practical steps such as using increased residents parking schemes, liveable neighbourhoods and increased parking charges to reduce car usage in the city centre.</i></p>			
<b>M</b>	<b>18</b>	<b>Question from:</b>	Cllr Joanna Wright
<p>Please can you give a full list of the chemicals and quantities used on the ground to facilitate golf on the High Common, including which herbicides not endorsed by the Soil Association are used? What is the acreage of this site?</p>			



Please can you give details of the water that is used on the High Common golf Course to maintain the green carpet - does the High Common use an irrigation system recycled spring water already or is it provided from a mains supply?

**Answer from:**

Cllr Sarah Warren/Cllr David Wood

*The site is currently maintained by Parks as public open space.*

*We can also confirm that the Approach Golf Course has not had any chemical inputs since its closure.*

*Any future operators would need to show how maintenance of the site would meet the council's climate and nature emergency declarations.*

*The site is approximately 37.3 acres*

*There is an irrigation system that would be used to water the greens. This system is fed from the mains supply.*

**M 19**

**Question from:**

Cllr Joanna Wright

Every year the Canal and River Trust hires gangs with large petrol driven mowers and strimmers to cut back vegetation along the canal towpath. The Council has declared an Ecological Emergency. Will you be approaching the Canal and River Trust on the issue of how better to support nature along the canal towpath?

**Answer from:**

Cllr Sarah Warren

*Yes we can approach the canal and river trust, however, we continue to use diesel and petroleum equipment ourselves in our own grounds maintenance operations until viable alternatives come to market.*

*The Canal & Rivers Trust are part of our Waterspace Partnership and sit on our Bath River Line Steering Group, the future management and maintenance of this important corridor is being reviewed to improve it as a key movement and ecological corridor.*

**M 20**

**Question from:**

Cllr Joanna Wright

In December 2021 I asked the Leader of Council a question on how the Council will be working to address the issue of slavery and how the council will identify the social, cultural and economic inequalities inherited from this tragedy and take the lead on making this slave heritage visible.

On the 22nd April 2022 the Council released a press statement on the opening of the Bath World Heritage Centre. This mentioned the city's history with regard to architecture, the romans - "a central place for visitors and residents to find out about Bath's special status as a World Heritage Site" yet no mention has been made of the role of slavery in the creation of this city. It would appear that the Council, the custodians of this UNESCO World Heritage Site, in the absence of any acknowledgement of it, seeks to avoid the pressing issue of the role of slavery in the history of the site. How will this Council take forward active plans to properly tell the history of the city including its role in the slave trade?

Ref: Cllr Wright's Question from December 2021

"The UNESCO website makes it very clear its commitment to "building peace in the December 2021 minds of men and women" and "since wars begin in the minds of men, it is in the minds of men that the defences of peace must be constructed". It goes on to say that "a peace based exclusively upon the political and economic arrangements of governments would not be a peace which could secure the unanimous, lasting and sincere support of the peoples of the world, and that the peace must therefore be founded, if it is not to fail, upon the intellectual and moral solidarity of mankind".

In essence, UNESCO was created because it viewed that politics and economics are not enough to build a lasting peace, and that it must be based on "humanity's moral and intellectual solidarity." The whole city of Bath is a UNESCO world heritage site, and this status according to UNESCO should be used for education, healing and peace building. The custodian of this site, BANES, has made, it would appear little attempt to unpack the social history element with regard to slave trade, slave ownership or the wealth thereby generated or the extractive practices of colonisation. The Bath World Heritage website is silent.

It states in the UNESCO Healing the Wounds of Slave Trade and Slavery: report from Slave Routes Project Jan 2021

"The violence of slavery did not end with abolition. Its contemporary consequences are still active in the form of the terrible poison of racism that continues to contaminate societies."

How will the Council begin to work with the UNESCO Slave Route Project to question the social, cultural and economic inequalities inherited from this tragedy? Will B&NES Officers read the Jan 2021 Healing the Wounds of Slave Trade and Slavery report and report back with immediate and practical steps towards connecting with the Slave Route project to Bath with the Council taking a lead in this work?

[https://healingthewoundsofslavery.org/wp-content/uploads/2021/04/UNESCO-GHFP\\_2020\\_Healing-the-Wounds-of-Slavery\\_Desk-Review\\_Report.pdf](https://healingthewoundsofslavery.org/wp-content/uploads/2021/04/UNESCO-GHFP_2020_Healing-the-Wounds-of-Slavery_Desk-Review_Report.pdf)

**Answer from:**

Cllr Kevin Guy/Cllr Dine Romero

*The World Heritage Centre's primary purpose is to help visitors to Bath understand what a World Heritage Site is and why Bath was inscribed as one. It is not a space where a detailed history of Bath is explored and the press release reflected this.*

*However, in the permanent displays in the centre there is prominent reference made to the fact that some of the wealth that created Georgian Bath (and hence one aspect of the UNESCO listing – the classical, Palladian architecture) was derived from Britain's involvement in the Transatlantic Trade.*

*Further to this, Heritage Services would like to undertake a more in-depth exploration of this subject in the temporary display area of the centre. The*

*exhibition programme for this space will be established post opening.*

*It is worth noting that other institutions in Bath have, and continue to interrogate, the history of Bath's involvement in Transatlantic Enslavement. Displays at Bath Abbey and the Holburne Museum will hopefully be complemented shortly by renovated interpretation at Beckford's Tower. These sites all have direct connections to enslavement and it is wholly appropriate and highly relevant to their locations and specific histories that they have undertaken to exploring these connections. Whilst the World Heritage Centre can introduce the story to visitors to Bath, they will then be able to explore it in detail at these other venues during their visit to the city.*

<b>M</b>	<b>21</b>	<b>Question from:</b>	Cllr Joanna Wright
----------	-----------	-----------------------	--------------------

On a recent search on the NHS Service: Find a Dentist <https://www.nhs.uk/service-search/find-a-dentist> it is apparent that there are no NHS dentists accessible in Bath for residents other than by a referral. Even previous NHS dentists have ceased operating forcing residents to look for a private dentist or not have a dentist.. It is clear that many families relied on NHS dentists for healthy teeth and mouth care for all members of their families. It is apparent that many families will be unable to afford important dental care as the cost of private dentists is often out of reach for many families. As families will not be able to access an NHS dentist locally what will the Cabinet Member for Adults be doing to address this issue with regard to HCRG and the services the Council commissions through the NHS?

<b>Answer from:</b>	Cllr Alison Born
---------------------	------------------

*The problems that local residents are experiencing regarding access to NHS dental services was brought to our attention a few weeks ago. Dental access is not a council responsibility but we have raised it with colleagues in the CCG who confirm that dental services are commissioned by NHS England. NHS England is responsible for <https://www.nhs.uk/nhs-services/dentists/how-to-find-an-nhs-dentist/>. There are inequalities in oral health and it is worrying that there is insufficient NHS dental provision locally and that NHS England do not have up to date data on many practices. It is possible that the new integrated care system arrangements will include the provision of local dental services in the future but there is no timescale for that. In the meantime, people who are not registered with a dentist and who have urgent dental needs should contact 111 online or by phone.*

<b>M</b>	<b>22</b>	<b>Question from:</b>	Cllr Joanna Wright
----------	-----------	-----------------------	--------------------

What policies are B&NES Council developing to support sustainable agriculture and help drive best practice in terms of the district's land use?

<b>Answer from:</b>		Cllr Sarah Warren
<p><i>There are already clear policies in the Local Plan to support local food production (e.g. RE2, LCR9) and the new B&amp;NES Local Plan will be reviewed or prepared to help achieve the objectives to respond to the Climate and Ecological Emergencies. The Council sits on the WoE Agriculture Group hosted by the West of England Nature Partnership and this group will look to develop best practice guidance.</i></p>		
<b>M</b>	<b>23</b>	<b>Question from:</b> Cllr Joanna Wright
<p>Could the council give full details of the costs the council pays per child to private providers of children's homes that are used by children from this authority? Does the Council know what the profit margin is, as the Competition and Markets Authority (CMA) has said that:  <i>Private providers of children's homes and foster care are making "significant and persistent" profits by charging cash-strapped local authorities elevated prices for increasingly scarce placements.</i>          What is the Council being charged on average per week per child? Are the homes the Council uses owned by private equity firms?</p>		
<b>Answer from:</b>		Cllr Dine Romero
<p><i>The majority of B&amp;NES children are placed in children's homes that are not owned by private equity companies. Of the 27 children placed in children's homes, 2 are placed in a provision owned by a private equity company. These were the most appropriate placements for the needs of the 2 children.</i>  <i>The average cost of residential care £4,500 per week and this could increase to £7,700 for those young people whose needs are very complex. The providers of children homes operate on a 10-12% profit margin.</i></p>		
<b>M</b>	<b>24</b>	<b>Question from:</b> Cllr Joanna Wright
<p>What are the council's regulations with reference to pavements? It is understood by some residents that householders are not allowed to create a car parking space if it impacts on a public right of way i.e.: pavements used by pedestrians (including of course vulnerable children and the elderly.) If the Council does allow residents to turn front gardens into car parks how does this fit with the climate and ecological emergency?          Specifically, I have been alerted to residents in Bathwick Ward who are creating or hoping to create car ports in anticipation of a lack of street parking space because of the Cleveland Pools restoration work. Please can you give full details of B&amp;NES policy on this?</p>		

<b>Answer from:</b>		Cllr Manda Rigby
<p><i>Creation of new accesses and/or hardstanding are regulated by the Town &amp; Country Planning Act rather than any Council policy. Each case is different depending on what classification of road or other designation such as a conservation area the proposal sits within. As such we cannot give a 'one size fits all' response to this question. We would advise people to use the pre application enquiry service to establish if planning consent is required. Information on this service can be found <a href="#">here</a>.</i></p> <p><i>Creation of a new or amended vehicle crossing will also require approval by the Local Highway Authority under the Highways Act 1980, Section 184. This will only be considered where consent has been given for its creation by the planning authority where applicable. Further guidance on what our highway inspectors will be considering and forms to apply can be found <a href="#">here</a>.</i></p> <p><i>The Council's policy regarding the appropriateness of turning front gardens into car parking is guided by our adopted local development policies which can be found <a href="#">here</a>. The level of parking allowed is guided by the level of sustainable transport options available in that area. This policy is under review, the draft guidance which seeks to help deliver sustainable development and economic growth by setting how parking and its effects will be managed can be found <a href="#">here</a></i></p> <p><i>The area around Cleveland Pools is currently covered by a Residents Parking Zone which prioritises parking for residents and their visitors. The level of parking amenity for residents should not be affected by the Pools and repurposing of front gardens shouldn't be necessary.</i></p>		
<b>M</b>	<b>25</b>	<b>Question from:</b> Cllr Joanna Wright
Please can you give full details of how the recent £100K funding for Social Prescribing and Active Travel in B&NES is being taken forward?		
<b>Answer from:</b>		Cllr Dine Romero
<p><i>B&amp;NES Council was successful in being awarded £100k from the Department for Transport (DfT) to carry out a feasibility study to develop plans for a three-year Social Prescribing and Active Travel programme in the Somer Valley area as part of a national pilot.</i></p> <p><i>The feasibility study has been completed and a funding bid was submitted to the DfT at the end of April by colleagues in the public health and sustainable communities directorates in collaboration with many partners. The feasibility study needed to demonstrate how the following objectives could be met through an active travel and social prescribing offer over the three years:</i></p> <ul style="list-style-type: none"> <li><i>Address local community identified need relating to underrepresented groups, deprivation and health inequalities</i></li> <li><i>Actively promote increased levels of physical activity through cycling and walking</i></li> </ul>		

- *Demonstrate clear links between infrastructure development and the proposed social prescribing schemes*
- *Support a modal shift to active travel providing people with travel choices and supporting changes in behaviour*

*The funding bid is for £1.6m over three years (2022/23 – 2024/25). If successful, the project will initially focus on an offer in Midsomer Norton, Radstock, Westfield, Paulton, though with the option of expanding the offer across the Three Valleys PCN area. A key reason for Midsomer Norton, Radstock, Westfield, and Paulton being key geographical areas of focus, is that there are planned infrastructure improvements in these areas and the DfT are keen to explore how behaviour change support and social prescribing can be linked with change to active travel infrastructure.*

*The proposal is to set up and operate a 'Walking and Cycling Hub' in the Healthy Living Centre Radstock. It will be a 'one stop shop' for walking and cycling support, activities, cycle hire, cycle repair, and information on active travel routes. As well as the main hub in Radstock there will be regular 'pop-up' hubs in high-street locations in Midsomer Norton, Radstock and Paulton offering the same interventions. The pilot will expand on our existing Social Prescribing model. It will take referrals from community services, health professionals, self-referral, and a range of other routes. Pathways will be set up with the 3 Valleys Primary Care Network with the B&NES Community Wellbeing Hub for people to be referred to a range of walking and cycling activities which will be led by several different providers including B&NES Council, Sustrans, Sporting Family Change, and other local charities.*

*We have been working with a range of partners to progress the study, and including the Town & Parish Councils, 3SG, B&NES Communities Team, HCRG, DHI, WERN, University of Bath, and Wheels for All.*

<b>M</b>	<b>26</b>	<b>Question from:</b>	Cllr Joanna Wright
----------	-----------	-----------------------	--------------------

In the press statement on the 14th April 2022, you stated that:

“Uncertainty about the future course of the pandemic and the impact of high inflation may well influence future trends”

However, in full Council in February when you set the Council's annual budget you stated that inflation would be set at 2% and were derogatory of the remarks made by Councillors who questioned the inflation rate set by the council. As the UK inflation rate is presently at 7% how will the Council be resetting the budgets for the coming year?

<b>Answer from:</b>	Cllr Richard Samuel
---------------------	---------------------

*To give Councillors assurance that the Council has recognised inflationary risk in its budget, provision has been made in addition to the 2% (£2.4m) across all major contracts; inflationary contingencies have been included in recognition of inflationary budget pressures across areas including: Energy contracts, Home to School Transport and Social Care, these total £4.5m in recurrent revenue funding (included in Annex 2(ii) of the budget papers). In total this allocates 5.5% revenue budget uplift across Council contracts, at the time of setting the budget the December national inflation rate was 5.4%,*

*the Cabinet is satisfied that appropriate provisions have been made giving a robust budget for 2022/23.*

<b>M</b>	<b>27</b>	<b>Question from:</b>	Cllr Joanna Wright
<p>Under E3357 Park and Ride Contract renewal it states:  <i>5.5 Several start and finish times were quoted within the tender. All options create a significant on-going budget pressure and, for this reason, any option to lengthen the timetable has unfortunately been dismissed at this time. However, as set out in 5.3 this could be revisited based on the income levels generated within the gross cost contract if supported.</i>  <i>5.6 The analysis of financial model options is therefore based on the default or current, option (Monday-Saturday 06:15-20:30, Sunday and Public Holidays 09:30-18:00).</i>            Under E3358 Journey to Net Zero: Reducing the Environmental Impact of Transport in Bath it states:  <i>1.2 The current ways in which we travel will not get us to carbon neutrality by 2030. This plan sets out the changes needed to decarbonise Bath's transport system in line with our climate emergency and to create places we want to live and work; with better connected, healthier and genuinely sustainable communities.</i>            For information, the cheapest return ticket to Bath from London Paddington means taking a train after 10am in the morning and after 7pm in the evening. Should a person wishing to use a park and ride to get to and from the train station, they will have found that no P&amp;R bus exists.            Do the Cabinet Members recognise that the decisions they are taking on the new Park and Ride Contract and the Journey to Net Zero do not enable the necessary connectivity that allows for sustainable journeys which in turn will reduce private car miles and lead to carbon reduction in the transport sector?</p>			
<b>Answer from:</b>			Cllr Manda Rigby
<p><i>As set out within the report, the costs for the Park &amp; Ride service after open market tender are significantly higher than the previous income generating contract let in 2012. Therefore, consideration was given to the overall affordability of the service due to the reduction in standard patronage levels of over 22% and a reduction of 42% in concessionary fare users due to the pandemic.</i>   <i>In light of this significant change in usage, the Council is recommending moving toward a gross cost contract option. This significant change in management approach will allow the Council to both maintain the service at this time, provide an affordable business model in the short term and over the long term reinvest in further service enhancements as patronage increases back to and above the levels seen historically. This approach is supportive of the wider policy direction and more practical steps such as using increased residents parking schemes, liveable neighbourhoods and increased parking charges to reduce car usage in the city centre.</i>   <i>However, under this model, the risks of patronage not recovering also sits with the Council as the Council will be required to make payment for the entire</i></p>			

*service regardless of income generated and this could lead to further losses. Therefore, each space within the car parks and on the bus services themselves becomes critical to the financial model for the contract and the Council will need to ensure that we generate as much income as possible to allow us to invest in future service upgrades and improvements such as late night running, changes to routes, improvements to the sites themselves and upgrades to the buses used.*

*In the meantime, the service will continue to operate with buses running to and from the city centre from 06.15 until 20.30 Monday to Saturday, 09.30 to 18.30 Sunday in line with the model in place for the last 10 years.*

<b>M</b>	<b>28</b>	<b>Question from:</b>	Cllr Joanna Wright
E5537 Park and Ride Contract Renewal appears to fail to address support for cycling provision on the buses connecting many up and down high hills in Bath that presently have no LTN 1/20 compliant cycle infrastructure. As the E3358 Journey to Net Zero is only policy, which is clearly years away from implementation, why has the E5537 P&R contract failed to include the provision of cycle storage as a key transport deliverable as one of the Council's corporate aims to deliver on the climate emergency?			
<b>Answer from:</b>			Cllr Manda Rigby
<p><i>As noted above, the Park and Ride contract will be let on a gross cost contract basis allowing the Council to consider fully the policy, financial, service and reputational opportunities on a regular basis. As patronage recovers, full consideration will be given on a 6 monthly basis to how the services can be improved based on the information gathered during that period. This could allow consideration of further enhancements for cycles in the future. Whilst the solutions for carrying bikes will be investigated further, it cannot be at detriment to the use of the service by those who have additional needs or need to transport children.</i></p> <p><i>In addition, the park and ride sites will be considered within the wider WECA led Future Mobility Zone project that is looking to develop the park and ride sites into multi modal interchanges and we will ensure that any improvements further enhance this approach.</i></p>			
<b>M</b>	<b>29</b>	<b>Question from:</b>	Cllr Joanna Wright
The Government will soon be making a decision whether to legalise e-scooters on the public highways. Throughout the trial all parking of e-scooters was on pavements in B&NES. Will the Council be making E-scooter parking on the road where vehicles presently are allocated parking places?			



<b>Answer from:</b>		Cllr Sarah Warren
<i>As part of the plans to expand the operational area of the Voi Escooter trial, the council is undertaking a review of existing hub locations alongside new hub locations for expansion areas. This review is expected to be concluded by 10<sup>th</sup> May and includes consideration for trialling several methods of increased physical formalisation of parking for Escooters, including some parking on road. Parking formalisation is being trialled to increase legibility of the parking for pedestrians with sight impairment, and to increase the level of adherence to safe parking by Escooter users.</i>		
<b>M</b>	<b>30</b>	<b>Question from:</b> Cllr Joanna Wright
Presently parents of adopted children in B&NES are unable to access the Adoption West support in the form of WANDS (Wiltshire Adopters Networking, Development and Support). What Networking, Development and Support is being offered to B&NES adopted parents? What funding is in place to do this?		
<b>Answer from:</b>		Cllr Dine Romero
<p><i>A proposal is with Adoption West (AW) Board of Directors to commission WANDS to grow the service in other areas of the AW region, to include B&amp;NES. B&amp;NES Adopters can join groups commissioned by Adoption West in Bristol, via CSS Adoption <a href="https://www.ccsadoption.org/">https://www.ccsadoption.org/</a></i></p> <p><i>B&amp;NES adopters and residents are encouraged to contact AW duty team directly to discuss specific adoption support needs and to determine if the child / family need an assessment which they are entitled to request.</i></p> <p><i><a href="https://adoptionwest.co.uk/">https://adoptionwest.co.uk/</a></i></p>		
<b>M</b>	<b>31</b>	<b>Question from:</b> Cllr Joanna Wright
In a planning application, a request was made by the Council to the landowner to plant 80 trees due to the removal of trees felled in the planning request. To date this planting has not taken place. What actions will the Council take to uphold this planning decision?		
<b>Answer from:</b>		Cllr Tim Ball

*This will be registered as an enforcement case and a written response will be provided once investigations have taken place.*

<b>M</b>	<b>32</b>	<b>Question from:</b>	Cllr Joanna Wright
----------	-----------	-----------------------	--------------------

When will Cleveland Bridge be re-open for use in both directions?

<b>Answer from:</b>	Cllr Manda Rigby
---------------------	------------------

*In January our contractors unearthed a complex engineering and safety critical issue which reports show does not have a straight-forward solution. Engineers need to be 100 per cent certain any solution will not cause a structural failure on other sections of the bridge.*

*This will take time to model, we had aimed to open the bridge to two-way car traffic during this period, but we have been informed by technical experts that this cannot be done safely.*

*The assessment is expected to be completed by the end of May and will inform how repair works progress. As a consequence, the traffic regulation order for the bridge will be extended for six months or until repairs to the bridge have been completed, if sooner.*

<b>M</b>	<b>33</b>	<b>Question from:</b>	Cllr Joanna Wright
----------	-----------	-----------------------	--------------------

Please can you give full details of the latest pollution figures on the London Road with regards to the Clean Air Zone?

<b>Answer from:</b>	Cllr Sarah Warren
---------------------	-------------------

*The table below contains the data relating to nitrogen dioxide concentration levels at monitoring locations on London Road, showing those which are within the CAZ boundary and those which are outside. 'DT' refers to monitoring using a diffusion tube and 'CM' refers to monitoring using a continuous analyser.*

*The results from 2019 are confirmed and relate to 'at monitor' locations. The results from 2021 are also 'at monitor' locations and are provisional, awaiting*

peer review by DEFRA.

Levels at all monitoring locations have reduced in 2021 when compared with the last representative year of 2019.

All monitoring sites meet the Government's air quality objective level of 40 µg/m<sup>3</sup> in 2021 except DT224 (Walcot Parade 2) which although above the objective, has reduced significantly from the 2019 concentration of 55 µg/m<sup>3</sup>. This location, together with Walcot Parade and Anglo Terrace façade, have been particularly affected by the temporary changes in traffic flows resulting from the closure of Cleveland Bridge throughout 2021.

Monitoring location	Reference No.	Within CAZ boundary?	2019 confirmed result (µg/m <sup>3</sup> ) (at monitor)	2021 provisional result (µg/m <sup>3</sup> ) (at monitor)	change (µg/m <sup>3</sup> )
Lambridge	DT055	No	36	28	-8
Walcot Terrace	DT052	No	36	25	-11
co-located with AURN analyser	DT226	No	32	27	-5
Anglo Terrace façade	DT222	Yes	49	38	-11
Canton Place	DT223	Yes	37	26	-11
Walcot Parade	DT198	Yes	50	38	-12
Walcot Parade 2	DT224	Yes	55	43	-12
Cleveland Terrace	DT225	Yes	38	32	-6
Between Thomas Street/Snow Hill	DT172	Yes	42	31	-11
Anglo Terrace	DT90	Yes	50	33	-17
Continuous Monitors					
AURN – Bath A4 Roadside	CM8	No	29*	27	-2
Chelsea House	CM4	No	22	18	-4

\*low data capture in 2019 due to site move

An interactive map showing these locations can be found at <https://www.bathnes.gov.uk/services/environment/pollution-noise-nuisance/air-quality/air-quality-data-long-term>

<b>M</b>	<b>34</b>	<b>Question from:</b>	Cllr Joanna Wright
<p>It was reported that Digital Secretary Nadine Dorries has written to broadband service providers, including BT and Virgin Media O2, to raise concerns over the low uptake of social tariffs - discounted tariffs available to an estimated 4.2m households receiving Universal Credit. Only around 1.2% of eligible households are taking advantage of the tariffs, according to regulator Ofcom. Ms Dorries said in her letter that it is "vital we raise awareness of discount broadband offers for low-income households", with 84% of benefit recipients unaware of the tariffs.</p> <p>What active role has the council made to let residents know about low-cost broadband tariffs and how has the Council communicated this to residents?</p>			
<b>Answer from:</b>			Cllr Richard Samuel
<p><i>Social Tariffs as well as other schemes including free broadband for job seekers can provide much-needed support to residents in light of the current cost of living crisis. Both schemes are managed directly by JobCentre Plus (DWP), whose staff will be having regular contact with benefit claimants to determine eligibility. We promote both schemes through our central communications channel and the teams that have regular contact with our residents. We have a number of services including the Employment &amp; Skills Pd, Future Bright, Cool Ventures, Citizens Advice Bureau, NCS, Cleanslate, Curo and Julian House that work closely with job seekers and Universal Credit claimants.</i></p>			
<b>M</b>	<b>35</b>	<b>Question from:</b>	Cllr Joanna Wright
<p>The UN Secretary General Antonio Guterres has stated:  <i>"to avoid catastrophe, the main emitters must drastically cut emissions starting this year. This means accelerating the end of fossil fuel addiction and speeding the deployment of clean renewable energy."</i></p> <p>It is clear that leadership at every level requires bold action now to avoid climate catastrophe. This Council has declared a Climate Emergency. The Liberal Democrats won the 2019 local election with a clear mandate from the electorate to deliver on the climate emergency. However, as Deputy Leader and Cabinet Member for the Climate Emergency and Sustainable Travel you have decided to hold a Citizens Panel on a bus gate on North Road - a route that would provide a safe and sustainable travel route for thousands of journeys every day in Bath. This route could already be in place. This route already has had a consultation, which was in favour of this necessary change to the public highway. Rather than deliver this you have decided to hold a Citizen's Panel at the further cost of £30,000. Cllr Warren you have repeatedly deferred the decision on this route. If you believe in a Climate Emergency, why are you not acting now as the UN Secretary General has called for with the aim of providing emergency degrowth alternatives that will help save the earth?</p>			

**Answer from:**

Cllr Sarah Warren

*Tackling the declared climate and ecological emergency is central to our policy objectives and enshrined within the council's corporate strategy. Part of our commitment is to support the introduction of measures to encourage more active and sustainable travel across the whole of Bath & North East Somerset.*

*The results of the 2021 consultation on the active travel proposal for North Road were not as clear cut as Cllr Wright suggests, as detailed in the Cabinet report of 23<sup>rd</sup> June 2021, para's 3.32 and 3.33. The public debate about the North Road scheme became very polarised in 2021. The LGA report on the implementation of the Emergency Active Travel Fund (Cohen, Eslava and Frost, 2021) notes that Government guidance quickly changed, following the Emergency Active Travel Fund's launch, from an emphasis solely on speed of implementation, to increase the emphasis on consultation with local communities, given the vehemence of the opposition observed to some of the measures implemented around the UK.*

*The report comments that many cycle lanes introduced under the scheme were swiftly amended or removed, and concluded that "it pays to invest in doing engagement well", and that engagement may sometimes consume the largest proportion of the budget for the intervention. It notes that "a visibly open approach to seeking views from a wide range of stakeholders at an early stage is likely to result in a better design and will reduce the risk that distrust arises", that "where debate has become.... Polarised, councils can benefit from seeking the opinions of a socio-demographically representative sample of the community," and that "it can be useful to organise a deliberative process to understand how stakeholders feel when they have considered relevant evidence and arguments in a structured way."*

*B&NES wishes to ensure that any scheme brought in to support active travel to Claverton Down, and elsewhere around the district, will be acceptable to local residents. Cabinet therefore decided to commission a citizens' panel (a deliberative process of a representative group of citizens, as recommended by the LGA) to find out what 'ordinary' residents (including those we seldom hear from) think about efforts to make space for safe cycle lanes on roads in Bath and North East Somerset, including the route to Claverton Down. This research will be used to inform future schemes, alongside our usual consultation processes.*

**Reference:**

*Cohen, T., Eslava, L.N. And Frost, M. (2021) 'Stakeholder engagement in an emergency: Lessons from low-traffic neighbourhoods', Local Government Association. <https://www.local.gov.uk/publications/stakeholder-engagement-emergency-lessons-low-traffic-neighbourhoods>*

This page is intentionally left blank

## **How can we help Ukraine ?**

This is a proposal to link our authority, Bath & NE Somerset with a similar city in Ukraine. It comes from a group of locals and Ukrainian activists known as *Bath Stands with Ukraine*.

### **Filling a Gap in Our Response?**

Local people, like others in Britain and Europe have responded with great generosity to the dreadful plight of Ukrainians. We have made contributions to various national and international charities and aid organisations. Our own refugee charity, Bath Welcomes Refugees has also taken a leading role in coordinating information for potential participants in the Homes for Ukraine scheme.

But the scale of the crisis is enormous and a more direct connection between BaNES and a beleaguered Ukrainian area could provide a more tangible and visible focus for people here.

### **A 'Twinning' Link?**

We recognise that processes of overseas twinning involve different agencies and set procedures. However, less formal links already exist; for example, with BaNES districts like Midsomer Norton, Keynsham, Batheaston; and the city of Bath and Manly in Australia.

So, on behalf of Bath Stands with Ukraine and other BaNES citizens we are urgently asking the council for an in-principle commitment to twin with a comparable city locality in Ukraine.

- Three such suitable areas have been identified and communications established with two of these: Poltava and Oleksandriya in the centre of Ukraine.
- At the moment, there is no ground fighting in these areas
- But the residents live under threat of attacks and have to cope with the shortages and dislocations caused by the wider conflict.

### **Aims**

The exact purposes of the link would be defined in conjunction with the Ukrainian partners but the general aims would be as follows.

1. To communicate messages of solidarity and support from citizens and organisations in BaNES to the Ukrainian communities.
2. To provide channels of communication between BaNES groups and the Ukrainian recipients for the supply of goods, such as medicines and equipment.
3. To assist with the linking of potential refugees with prospective hosts in BaNES.
4. To link cash-strapped Ukrainian bodies with potential BaNES donors.
5. To keep BaNES citizens, media, charities and voluntary bodies informed and aware of what is happening 'on the ground' in an area with which they can identify.

### **What Specific Help is Requested from BaNES?**

1. Provide official endorsement of the link
2. Publicise the arrangement through all its media channels, web site etc
3. If possible, a small proportion, maybe one day a week, of officer time to assist with administrative and communication tasks to be mainly done by local volunteers.

This page is intentionally left blank



*Cllr Guy, members of the Council, thank you for giving me 3 minutes of your time today.*

*Situated in a Conservation Area, Bath High Common, often referred to as The Approach Golf course, is a PARK.*

#### **SAVE OUR PARK**

*But what is a park?*

*The statutory definition of a Park is free and unrestricted use for all members of the public*

*As stated in the County of Avon Act 1982. Bath High Common is to be held in perpetuity by the Bath Council as parks or places of public resort and recreation."*

*Leasing the High Common to a commercial golf operator will mean that the public will no longer have free and unrestricted use of the High Common;*

*It would make it impossible to enjoy a family picnic, practise yoga, kick a ball, walk the dog, or simply sit and enjoy the view.*

*For 60 years a Toxic "cocktail" of Chemicals have been used on The High Common.*

*Individual chemicals on their own have been irritants to humans and dogs, they have poisoned daisies, bees, butterflies. We know this.*

*We also know because you told us that Benzoic Glyphosate, is a hazard to drinking water as raised by the World Health Organisation.*

*These chemicals take 4 to 5 years for the chemicals to completely disappear.*

*BATH PEOPLE have turned a blind eye to Chemical Inputs for 60 years, to be fair we were ignorant until Cllr Sarah Warren asked Cllr Crossley what sort of chemicals had been used.*

*Not anymore!*

*Now we know airborne particles of chemicals can make their way into our homes, settling on our windows, our doors, our rooftops, our pavements, our clothes. Making their way into our homes on the soles of our shoes.*

*Now we have an idea of the price we have paid for 60 years of chemical usage.*

*How can we, BATH PEOPLE, on the one hand endorse a campaign to save butterflies and bees across the city, and on the other hand kill them on the High Common?*

*How can we, BATH PEOPLE, endorse a clean up the river campaign, and on the other hand use chemicals which potentially poison our drinking water?*

*The High Common, cannot be allowed to become a bio-diversity desert, not any longer.*

*Not only have BATH PEOPLE been restricted to footpaths and the peripheries of Bath High Common.*

*We have endured a toxic cocktail of chemicals.*

*Add to that the dismal fact that*

*Financial records kept since 2010, show that pitch and putt, according to Cllr Paul Crossley, showed a profit in only one year - 2011. The rest of the time it ran at a loss!*

*Not surprising as golf has been diminishing in popularity for years, it has matched the decline of golf figures across the world.*

*Councillors I ask you in today's climate, of desperately hard times'*

*Do you really want to subsidise golf?*

*But we are not opposed to golf:*

*The western section of the Approach Golf Course alongside the kiosk is the perfect introductory area for golf provided it is chemical free*

#### **SAVE OUR PARK**

*It should be an environment that encourages health, physical and mental well being and inclusivity for all BATH PEOPLE*

This page is intentionally left blank

Statement for 5th May 2022 Cabinet Meeting

Sylvia Sinclair  
Director St James's Square Bath Limited

I am speaking on behalf of St James's Square Bath Limited. We represent approximately 130 households in St James's Square. We work very closely with our neighbouring residents' associations and together we represent hundreds of people in the Lansdown area.

I wish to speak about the Council's latest proposals to turn the High Common, our neighbourhood park, into a commercial golf course.

Since golf ceased two years ago, there has been a VISIBLE increase in the number of people of all different ages and backgrounds using the High Common for all sorts of purposes, sometimes multiple times a day, and always free of charge. The myriad of activities the park is now used for includes all manner of exercise, children's games, family celebrations, picnics, painting, yoga, dog walking and simply people sitting in the park and enjoying the views and fresh air. Since the pandemic, this space and tranquillity is so much more highly valued.

This increase in users enjoying a full range of activities has been a direct result of people, their children and their pets, no longer facing the risk of being hit by a golf ball or harmed by chemicals. The High Common has been "DISCOVERED" by local residents and visitors alike.

Your proposals to return golf to the High Common, WITH the associated risks and the toxic chemicals necessary to maintain the greens and fairways, will immediately result in people

stopping using the High Common in the way they have. A huge number of people who have enjoyed FREE and UNRESTRICTED access to this open parkland will lose this benefit, causing real anger and disappointment.

In February 2021, your Cabinet, and Cllr Paul Crossley in a press interview a few days later, recognised these issues and made a commitment to retain the High Common as public open space for informal uses. Many of you supported that decision, including you Cllr Guy. Returning golf to the High Common reneges on that commitment and will be a VERY unpopular and backward step for your administration.

We ask you to consider the following:

1. Firstly, this proposal will give priority to a single activity which does not have widespread appeal and is played by a declining and narrow range of people who will need to pay for access. Historically golf on the High Common has been loss making and has required significant Council subsidies. This proposal would almost certainly be a drain on the Council's financial resources. Why should your taxpayers subsidise a single activity, a declining in popularity one at that, when there are so many other far more pressing calls on their finances?
2. This proposal risks the Council becoming embroiled in a lengthy and costly legal dispute. Only last week, it was announced that North Somerset Council has been involved in a lawsuit with a commercial operator of a very similar municipal golf course in Portishead where the Council ended up bailing out the operator, regaining

access to the land, which it has now turned into a green park available for all.

3. This proposal to return golf is in direct breach of your Council's climate and ecological commitments. Reintroducing toxic chemicals on to this parkland risks biodiversity, water courses and animals.
4. Finally, this proposal has not been consulted on with local residents. An informal petition from a golf campaigner is being cited instead, despite that petition being driven by residents' associations to prevent the Council's last attempt to commercialise the High Common. Proceeding without proper consultation is completely contradictory to your election manifesto where you committed to listen to residents and put them first.

In summary, your latest proposals to commercialise the High Common will result in the loss of amenity for a huge number of local residents favouring a single activity with a limited appeal which will undoubtedly require a commercial operator to be subsidised. Rather than this, you have before you a unique opportunity to preserve this wonderful parkland in perpetuity for free and unrestricted use and the benefit of ALL the residents of Bath, as it was intended when the land was originally gifted to the Council. Such a bold decision by this Council would be overwhelmingly welcomed by our residents, and I am sure by the significant majority of Bath's other residents and visitors to this iconic city.

Thank you

This page is intentionally left blank

**I would like to start by quoting your website. Councillor Jess David (Advocate for Biodiversity) states:**

“The Lib Dems are committed to addressing the Climate and Nature Emergency and to responding to the growing calls from our communities who want to see action on biodiversity and habitat restoration.”

You must now see that the recent announcement of the decision to reintroduce a maintained golf course on the High Common, a public park, could represent a real conflict with this commitment

The reintroduction of any chemical inputs onto the High Common after two years of being chemical free is concerning to many people who live near and use the public space daily. Many users of the park come from across Bath but it will be local people and wildlife who suffer if you fail to deliver on your environmental promises.

As Chair of Lansdown Crescent Association, as a daily user of the Common with my dog, Darcy, and as a mum of teenagers who love spending time there with their friends, I would like to inform local people of the sorts of chemicals this could involve. I have therefore submitted an FOI request to acquire a list of chemicals (including quantities, method of application and frequency) previously used to maintain the fairways and greens on the High Common as the Approach Golf Course so that I have the correct details to share with our members.

**I do though already have the list read out at the Cabinet meeting February 11th 2021.** As a reminder, Councillor Sarah Warren asked Paul Crossley to detail the chemicals used.

At 1 hour 31 minutes: Paul Crossley lists the following:

1. Once per year fairways sprayed to kill daisies
2. DWC Contractor uses a product called Turf elite provided by Headland Chemicals
3. Contains MCPA (herbicide), Dicamba (selective herbicide in chlorophenoxyl family) Mecocrop P weed killer/herbicide
4. Twice per year iron sulphate
5. Twice per year MPK fertilizer
6. He mentions benzoic glyphosate, and he talks about WHO being concerned that these chemicals are a hazard to drinking water.

The Soil Association website highlights the dangers of these chemicals but also questions the quantity and combined cocktail effects of such inputs which in isolation and in small quantities may be legal, but in my opinion are certainly questionable in relation to public safety if used in a public park, given **that** many are irritants or toxic to animals and children.

This list horrifies many local people. Surely a municipal pitch and putt in a public park cannot need or justify the use of chemical inputs?

I have read your current supplier engagement questionnaire to find a specific requirement relating to chemical free or organic course management, but there is no specific requirement listed to maintain the High Common to the same levels of bio diversity you pursue in all other public parks in Bath. This is concerning to local people who live near the Common.

I would like you all to reaffirm your previous commitments to remove chemical inputs from this public green space before you proceed to any formal procurement process. Ensure that your procurement Officer is specific in requiring a future for the High Common with continued public access and free from chemical inputs. Safe for all users, people, wildlife, butterflies and bees.

Rachael Hushon 28<sup>th</sup> April 2022

This page is intentionally left blank



# Park And Ride Contract: A missed opportunity

By September 2014 Walk Ride Bath, then Cycle Bath, had begun working with the council and First Group to develop a trial of carrying bikes on the front of buses as many countries do around the world. By September 2016, after working with Bath's ex-MP Ben Howlett, ex-cllr Matt Cochrane, and the Department for Transport, the proposed trial routes that were decided on were the Park & Ride routes given their simple origin/destination drop off points.

At the last hurdle the DVSA said the front racks were simply too dangerous and would not allow the trial to proceed. Further discussions to consider carrying bikes on buses stalled as the Park and Ride Service contract did not have a clause requiring the service provider to carry bikes. I was told, at the time, that any further progress on this could only be made the next time the council renegotiated the Park and Ride Services contract.

That time is now and my understanding is that the council has failed to include a clause to require the service provider to carry bikes on buses. This is extremely disappointing given the immense amount of work that previously went into this and a real opportunity to create a step change in cycle/bus integration for the city has been lost. Many noisy residents complain about the council's justified investment in active travel infrastructure arguing that Bath is simply too hilly to cycle. This was the solution we've all been waiting for.

I would ask this council to urgently engage with the new service provider and ask them to allow bikes on buses to be carried from the valley floor to the Park and Ride sites so that every bike journey in Bath is down hill.

A bus manufacturer sells a flexible in bus fold down double bike carrier that replaces one fold down seat. Triple rear bus bike racks are commercially readily available. Both carriers are being used by many bus service providers around the UK. Retrofitting a bus is a very simple task. Each Park & Ride route could theoretically carry 5 bikes up Bath's hills every 12 minutes. It should be noted that boarding priority for use of the space for wheelchairs and pushchairs can be given over cycles.

This is a singular moment in time when the council has the opportunity to address a major perceived problem with cycling in the city and it looks like it has failed. Will the council now urgently work with the newly selected provider and WECA to get an agreement in place to allow the council to retrofit internal and external rear bike racks on all Park and Ride Bus services so that Bath can have its own superior "Trondheim" Bike Lift?

Thank You  
Adam Reynolds

This page is intentionally left blank

## **CLLR VIC PRITCHARD**

### **STATEMENT TO CABINET MEETING – 5 MAY 2022**

Good evening, Cabinet.

I note that you will tonight be asked formally to adopt the Journey to Net Zero strategy.

I'm pleased to see work progressing towards reaching carbon neutrality by 2030. Journey to Net Zero contains some good ideas and I hope these will help to reduce transport emissions in BANES.

I do feel that some aspects of the strategy are slightly confusing, however, and I note that many of these were identified by members of the public during the consultation exercises.

The strategy places significant focus on improving walking and cycling provision, which is welcome, but little attempt is made to understand why people currently make the decisions they make. What data do we have to help us better understand peoples' travel choices and the motivations behind their behaviours? Perhaps Cabinet could point me towards it?

The wisdom of splitting Bath city centre into 'traffic cells' and restricting access between them was questioned in the local press when Journey to Net Zero was first published. I note that tonight's report states that, henceforth, traffic cells will be renamed 'city centre liveable neighbourhoods' – I do hope this isn't a bit of spin to redirect potential criticism.

The direct comparison with Bath to Ghent in Belgium was, residents have said, perhaps a little frivolous, and I note that the report we have in front of us tonight seeks to put that comparison into context. I would urge the administration to remember that a one-size-fits-all approach to reducing transport emissions cannot work. What is successful in one place will not necessarily be successful in another. Bath, and the wider area, is topographically like nowhere else – and I urge Cabinet to bear that in mind when shaping future transport policy, including when rolling out Low-Traffic Neighbourhoods.

I note that research is currently being undertaken into building a Bath Mass Transit system. As the report states, there are several constraints to delivering mass transit in Bath – the historic nature of the city being a key factor. Nevertheless, this may be a game changer if it's deliverable, so I welcome further study.

I appreciate that the Cleveland Bridge renovation work has been a difficult project. But last week, on a normal weekday afternoon, it took me an hour and a half to drive from the Guildhall to the A46 junction, only getting out of second gear a few times. With this amount of congestion on a normal day of the week, people may start to think that efforts to reduce transport emissions are actually going backwards. I do hope this is not the case.

This page is intentionally left blank

## **STATEMENT FROM DAVID REDGEWELL – PUBLIC TRANSPORT ISSUES**

### **Bus services provided by the West of England Mayoral Combined Transport Authority and BANES Council.**

Whilst we welcome the mayor's renewal of the Bath Park and Ride services contract, we hope that the contractor can provide sufficient staff i.e. drivers, mechanics, engineers, inspectors and cleaners to maintain the service. Currently, both First Group West of England buses and Stagecoach West buses are struggling to maintain their bus fleets.

One of the proposals by the West of England Mayoral Combined Transport Authority's Mayor Dan Norris and Bath and North East Council is to run Sunday and evening services to the Odd Down Park and Ride site which is an expensive way to do it. The evening and Sunday services could be provided by using buses from the 171,172,173 routes to Bath Spa Bus and Coach Station to serve Odd Down Park and Ride services via Wellsway. These services should call at local bus stops like the Lansdown Park and Ride services do. The Bath City Centre to Newbridge Park and Ride services could also call at local stops.

Services like the A4 Bristol Airport shuttle and X39 also operate to Bath Spa Bus and Coach Station and could service the Park and Ride site.

The Bristol City Centre Arnos Vale - Brislington Park and Ride service via Bristol Temple Meads station could be merged with the following services :-

route 349 Bus and Coach Station - Bristol Temple Meads - Arnos Vale - Brislington - Keynsham.

route 178 Bristol Bus and Coach Station - Bristol Temple Meads station - Arnos Vale - Brislington - Keynsham - Marksbury - Timsbury - Paulton - Midsomer Norton - Westfield and Radstock.

route X39 Bristol Bus and Coach Station - Bristol Temple Meads station - Arnos Vale - Brislington - Keynsham - Saltford - Newbridge - Bath Spa Bus and Coach Station.

All of these services pass Brislington Park and Ride site and could stop there along with service 36 Bristol City Centre to Brislington village via St Annes and service A4 Bath Spa Bus and Coach Station via Saltford - Keynsham - Brislington - Hengrove - Bishopsworth and Bristol Airport.

Oxford, Salisbury, Taunton and Exeter all use local bus services to serve their Park and Ride sites. This is the way to save money. We have a shortfall in funding for tendered services from September 2022.

For service 8 Bath City Centre to Kingsway, service 79 Bath Spa Bus and Coach Station to Marshfield via the village in Swineford, services 6, 7 Larkhall and Fairfield to Bath Guildhall need to run into the Bath Spa Bus and Coach Station itself.

There are a number of rural bus services on the Mayor Dan Norris's tendered list which are important to maintain and cutting local bus services linking communities to schools colleges university campuses, work, shopping, health care facilities, hospitals, leisure and tourism sites is unacceptable. Therefore, we must be careful not to use up all of our precious levelling-up funding on Bath and Bristol Park and Ride services.

We need to have a full recovery plan from First Group West of England buses over the May Day weekend. We could see service 349 failure on services from Bristol Bus and Coach Station - Bristol Temple Meads - Arnos Vale - Brislington - Keynsham.

service X39/39 Bristol Bus and Coach Station, Arnos Vale - Brislington - Keynsham - Saltford - Newbridge - Weston - Bath Spa Bus and Coach Station.

services 3 Bath City Centre - Bathford evening services.

Saturday night services 2/ 2a Stockwood - Hengrove - Knowle - Bristol Temple Meads - City Centre - Clifton Down station - Southmead Hospital Bus Station - Henbury and Cribbs Causeway Bus and Coach Station.

service 376 Bristol Bus and Coach Station - Bristol Temple Meads station - Hengrove - Whitchurch - Pensford - Clutton - Farrington Gurney - Chewton Mendip - Wells Bus Station - Glastonbury and Street.

We need a recovery plan on First Group West of England buses using agency drivers, increase driver recruitment and retention, bringing in bus drivers to Bath and Bristol depots at weekends from First Group South West depots in Bridgwater, Taunton, Minehead and Yeovil and other First Group depots with more engineering staff, inspectors and cleaners.

BANES Council must talk to the Metro Mayor who is in charge of Transport and Don Davies leader of North Somerset Council because of the joint bus service improvement plan. On the 2nd of July 2022 West of England Mayoral Combined Transport Authority Mayor Dan Norris and North Somerset Council have to produce a services improvement plan ready for October 2022 covering commercial and tendered services.

### **Rail service issues**

With limited services on our railway network from Bristol Temple Meads, Keynsham, Oldfield Park, Bath Spa, Freshford, Bradford on Avon, Trowbridge, Westbury, Warminster and Frome we have railway cuts on the Great Malvern, Malvern Links, Worcester Foregate Street, Worcester Shrub Hill, Tewkesbury for Ashchurch, Cheltenham Spa, Gloucester Central, Cam and Dursley, Yate, Bristol Parkway, Filton Abbey Wood, Bristol Temple Meads, Keynsham, Oldfield Park, Bath Spa, Freshford, Avoncliff, Bradford on Avon, Trowbridge, Westbury, Warminster, Salisbury, Romsey, Southampton Central, Fareham, Portsmouth Harbour, Chichester, Worthing and Brighton.

This local service operated by First Group Great western railway was withdrawn in May 2022 by the Department of Transport which reduces train services across the Greater Bristol and Bath city region.

We support the journey to Net Zero between the West of England Mayoral Combined Transport Authority and BANES Council for introducing a mass transit system between Bath Spa Bus and Coach Station, Weston, Newbridge, Saltford, Keynsham, Brislington, Arnos Vale, Bristol Temple Meads and Bristol Bus and Coach station.

### **Transport hubs and interchanges.**

These are needed in Peasedown St John, Radstock, Westfield, Midsomer Norton, Paulton, Keynsham, Whitchurch, Brislington/Hicks Gate, Odd Down/ Newbridge/Lansdown Park and Ride sites, Cherry Gardens Bitton, Pensford and Farrington Gurney for the Chew Valley, at Bristol Airport and Weston Super Mare.

Bus priority measures and cycling facilities are required between Bath Spa Bus and Coach Station to Peasedown St John, Radstock, Westfield, Midsomer Norton Paulton, Chilcompton, Wells bus station, Street, Glastonbury, Wells Bus and Coach Station, Chewton Mendip, Farrington Gurney, Clutton, Pensford, Whitchurch, Hengrove, Knowle, Bristol Temple Meads station and Bristol Bus and Coach Station. Cycle hubs should be available at Park and Ride sites and interchanges with waiting rooms cycle hire, scooter hire, coach parking with a bus depot at Odd Down Park and Ride site.

### **A mass transit system for the Bristol - Bath City Region**

this should run between Bath Spa Bus and Coach Station, Weston, Newbridge, Saltford, Keynsham, Brislington, along the North Somerset Railway corridor, Bristol Temple Meads station, Cabot Circus and Bristol Bus and Coach Station. Also from Bath Bus and Coach Station to Peasedown St John, Radstock, Westfield, Midsomer Norton and Paulton/Shepton Mallet.

We still need a replacement coach station in Avon Street with toilets and cafe.

Bath Spa Bus and Coach Station needs regeneration with more seats and railway/coach arrival/departure screens. It should also show bus departures in Dorchester Street/Malvern Street and it needs a travel centre/ tourist information centre.

Linear bus gates are required to the bus/coach and rail station. The West of England Mayoral Combined Transport Authority officers are currently redesigning the bus and coach station in Bath.

There is also the issue as to whether the West of England Mayoral Combined Transport Authority should take over control of Bristol and Bath Spa bus stations like other combined authorities including Greater Manchester and West Midlands run by mayors Andy Burnham and Andy Street.

The Government levelling up white paper from Michael Gove and Grant Shapps Secretary of State for Transport is welcomed.

The transfer of transport and Planning to the region's mayor Dan Norris including the LEP Committee and North Somerset Council joining is also welcomed. The joint committee need to remain part of the West of England Mayoral Combined Authority and North Somerset Council With responsibility for Metro West, bus service improvement plans with North Somerset Council, the strategic transport network, mass transit light rail, Metro Bus, regional planning and the Western Gateway Transport Board jointly with the South west transport Board.

We support the RPZ around Oldfield Park and Westmoreland and support joint working between Dan Norris Metro Mayor in charge of Transport and BANES councillor Sarah Warren Transport Executive.

David Redgewell South West Transport Network and Railfuture (Severnside).

Ian Beckey Somerset Catch the Bus Campaign & Gloucestershire Catch the Bus Campaign.

Peter Travis Somerset Bus Partnership.