

Thursday, 8th September, 2022

Present:

Councillor Kevin Guy	Leader of the Council, Liberal Democrat Group Leader
Councillor Tim Ball	Cabinet Member for Planning and Licensing
Councillor Alison Born	Cabinet Member for Adult Services and Council House Building
Councillor Tom Davies	Cabinet Member for Adult Services and Council House Building
Councillor Manda Rigby	Cabinet Member for Transport
Councillor Mark Roper	Cabinet member for Economic Development, Regeneration & Growth
Councillor Sarah Warren	Deputy Council Leader (statutory) and Cabinet Member for Climate and Sustainable Travel

28 WELCOME AND INTRODUCTIONS

The Chair, Cllr Kevin Guy, welcomed people to the meeting and stated that everyone's thoughts and prayers were with Her Majesty the Queen and her family at this worrying time.

He reported that, due to the cost-of-living crisis he had created a new Cabinet Portfolio with responsibility for Economic Development, Regeneration and Growth. Cllr Mark Roper has been appointed to this position. This will build on the excellent work undertaken by Cllr Richard Samuel and will help B&NES to recover from the Covid pandemic.

On being informed of the death of Her Majesty Queen Elizabeth II the Chair immediately suspended the meeting.

[Arrangements are being made for the remaining agenda items to either be handled through single member decision making, or deferred to the next Cabinet meeting.]

29 QUESTIONS FROM PUBLIC AND COUNCILLORS

Although this item was not reached before the meeting was suspended, it was considered helpful to publish the Q&A document that had been prepared for the meeting.

Q&A document

30 STATEMENTS, DEPUTATIONS OR PETITIONS FROM PUBLIC OR COUNCILLORS

This item was not reached before the meeting was suspended. Those members of the public who had registered to speak will be contacted about addressing the next Cabinet meeting.

The meeting ended at 6.33 pm

Chair _____

Date Confirmed and Signed _____

Prepared by Democratic Services

CABINET MEETING – 8 SEPTEMBER 2022

STATEMENTS FROM PUBLIC AND COUNCILLORS

1. Shiva Page – Equality, Accessibility and Inclusion
2. Malcolm Baldwin (Chair, Circus Residents Association – CARA) – Liveable Neighbourhoods Strategy
3. Rosemary Naish (Clutton Parish Council) – Liveable Neighbourhoods
4. Martin Grixoni – Changes of direction within the Council
5. Cllr Andrew Furse – Jianxi Province Friendship Agreement and Save our Railway Ticket Offices
6. Cllr Vic Pritchard – Waste and Recycling in B&NES
7. Cllr Jess David – The development of 89-123 Englishcombe Lane

(Note: The above statements were postponed until the November meeting due to the suspension of this meeting).

QUESTIONS AND ANSWERS - COUNCILLORS

M	01	Question from:	Cllr Vic Pritchard
<p>I understand that an officer has recently been appointed with direct responsibility for matters relating to the Chew Valley. Local stakeholders understand the role to include acting as a liaison between residents, businesses and parish councils in the Chew Valley. This sounds an awful lot like the job of a ward councillor. Please clarify why this position has been created and confirm the financial cost to the council.</p>			
Answer from:			Cllr Kevin Guy
<p><i>The council's new Place Teams initiative aims to help the council better understand and respond to place-based needs through engagement with communities, as well as to join up local projects.</i></p> <p><i>There is a Place Team for each Area Forum, with a dedicated "Place Team lead" officer providing support, leadership and co-ordination for each area. Place Team leads are existing staff members from within the Sustainable Communities team and no additional resources, staffing or other, have been required for these new roles, which complement and are carried out alongside existing duties. Place leads have been visiting the Area Forums to introduce themselves and the scheme is already building closer links with local communities. As presented to the Chew Valley Forum in June, Jackie Clayton and Louise Morris are the Place Team leads for the Chew Valley and Bathavon Areas, with Jackie being the Chew Valley Area's main point of contact.</i></p>			
M	02	Question from:	Cllr Karen Warrington
<p>Throughout the Cleveland Bridge renovation works, congestion levels on roads in close proximity to the bridge have increased. Have any attempts been made to monitor pollution levels in and around Cleveland Bridge during the renovation project and, if so, can we see the results?</p>			

Answer from:		Cllrs Manda Rigby and Sarah Warren
<p><i>There are several monitoring locations around Cleveland Bridge that have been recording monthly concentrations of nitrogen dioxide (NO₂) before and after the bridge closure. The monitoring locations and annual average NO₂ concentrations up until 2021 can be viewed using the following interactive map: https://www.bathnes.gov.uk/services/environment/pollution-noise-nuisance/air-quality/air-quality-data-long-term</i></p> <p><i>Whilst air quality is determined by an annual average, quarterly performance reports for the Clean Air Zone (CAZ) have been published to provide an indicative view of the progress of the scheme. The previous reports, which include the monitoring sites around Cleveland Bridge, can be viewed here: https://beta.bathnes.gov.uk/policy-and-documents-library/baths-clean-air-zone-monitoring-reports</i></p> <p><i>The 2022 Quarter 1 (January to March) and 2022 Quarter 2 (April to June) CAZ Monitoring Reports will be published in due course. In addition to NO₂, we also monitor particulate matter (PM) at some of our automatic monitoring sites. Within the vicinity of Cleveland Bridge, PM_{2.5} is monitored at our Snow Hill site, and PM₁₀ is monitored at our site located along London Road. The locations of these sites and their pollutant concentrations for the last hour can be viewed using the following link: https://www.ukairquality.net/</i></p>		
M	03	Question from: Cllr Alan Hale
<p>At the Full Council meeting of November 2021, Council resolved to take action to mitigate the harmful effects of firework displays in order to better protect animals and vulnerable people. Please provide an update on the progress made to date to forward the recommendations outlined in the motion.</p>		
Answer from:		Cllr Kevin Guy
<p><i>Now that we are approaching the main firework season, additional web pages are being added to give advice and guidance to people about considerate purchasing and use of fireworks, and the protection of animals and vulnerable people. The relevant Govt. minister is being contacted to request that legislation is introduced to ensure fireworks are made quieter to help protect domestic and wild animals. There is legislation covering the sale of fireworks and the Trading Standards team will be contacting vendors to remind them of their responsibilities. All of this will be backed up by a press release to publicise the message about the safe and responsible use of fireworks so that all can enjoy the season.</i></p>		

M	04	Question from:	Cllr Vic Pritchard
Please provide a breakdown of all capital spending since May 2019 in Keynsham and in Midsomer Norton.			
Answer from:		Cllrs Kevin Guy and Tom Davies	
<i>The Table below sets out capital spend actual covering financial years 2019/20, 2020/21, 2021/22 and 2022/23 spend to end of August for the main specific schemes in Keynsham and Midsomer Norton. This does not include future planned spend on new and current schemes in these areas.</i>			
<u>Keynsham and MSN Breakdown</u>		<u>Total £'000</u>	
Leisure Facility Modernisation - Keynsham			
Sports Centre		4,937	
Pixash Waste Site Development		3,269	
North Keynsham Land Acquisition		5,666	
Keynsham Civic Centre Refurbishment		1,451	
Hicks Gate Roundabout Improvement		316	
Keynsham High Street Regeneration		3,054	
Keynsham Memorial Park		44	
Keynsham East - Education Improvement		3,176	
Midsomer Norton High Street Regeneration		418	
		<u>22,330</u>	
<i>In addition to the schemes above, significant investment has taken place in the following capital programmes across the Council area, including Keynsham & Midsomer Norton:</i>			
<i>Highways Maintenance & Transport Improvement Programmes - £26.497m</i>			
<i>Corporate Estate Planned Maintenance Programme - £7.066m</i>			
<i>Schools Maintenance & Investment Programmes - £14.387m</i>			

M	05	Question from:	Cllr Karen Warrington
Are you able to give an indication as to when the council is likely to receive a formal planning application for the proposed bike park at Entry Hill?			
Answer from:			Cllr Tim Ball
<p><i>A pre-app submission has been confirmed with planning for the Entry Hill Bike Park as of 30 August. A response is expected by 4 October on the proposal.</i></p> <p><i>Depending on the pre-app response, a full planning application is likely to be submitted in November 2022.</i></p>			
M	06	Question from:	Cllr Vic Pritchard
Between May and July this year, 15 co-design workshop events were held for the first phase of the delivery of Low-Traffic Neighbourhoods. In total, how many residents attended the 15 workshops?			
Answer from:			Cllr Sarah Warren
<p><i>Across the workshops held from 17 May to 27 July 289 residents attended. This has increased to 427 attending the exhibitions so far, and will increase further as we proceed with the preliminary design and engagement, and then the final design and consultation.</i></p> <p><i>(Response sent within 5 working days of the Cabinet meeting)</i></p>			
M	07	Question from:	Cllr Karen Warrington
Attendees of the 15 Low-Traffic Neighbourhood co-design workshops have been invited back to further engagement events currently taking place until mid-September. Of the nine events held to date, how many residents have attended each event?			

Answer from:		Cllr Sarah Warren
<p><i>Across the exhibitions held from 16 August to date (ending on 14 September) 427 residents have attended so far. This is an increase on the 289 residents attending the workshops and will increase further as we proceed with the preliminary design and engagement, and then the final design and consultation.</i></p> <p><i>(Response sent within 5 working days of the Cabinet meeting).</i></p>		
M	08	Question from: Cllr Paul May
<p>There has been an unreasonable wait for officers to resolve the planning commitment over the renewable energy scheme on the flats in Keynsham. We keep hearing that electricity prices are going up and as the leisure centre is a major user of power this matter is urgent. It is also part of the original planning approval. Could you please provide an update?</p>		
Answer from:		Cllr Tim Ball/Cllr Tom Davies
<p><i>The Council has recently re-established a dialogue with Keynsham Community Energy (KCE) with reference to the planned installation of solar PV on the Riverside View building to supply Keynsham Leisure Centre. The project has been delayed in part due to the departure of key staff in the last 18 months, but a single point of contact has been identified to work with KCE re completion of the lease process and on resolution of some of the issues previously identified by Property Services. A timetable is being drawn up to completion of the process and it is expected that a draft lease will be sent to KCE imminently.</i></p>		
M	09	Question from: Cllr Paul May
<p>The Local Plan Partial Update affects many people in BANES. Will you thank officers for their efforts in keeping communities updated and will you confirm that the decision will provide stability in housing numbers in BANES over the course of the next five years, even though the WECA Mayor has withdrawn his commitment to producing the SDS?</p>		

Answer from:		Cllr Tim Ball
<p><i>Upon its adoption the Local Plan Partial Update will ensure that the Council can meet the Core Strategy housing requirement of around 13,000 new homes between 2011 and 2029 in a plan-led manner. Each year we are also required by national policy to be able to demonstrate a supply of deliverable sites to provide for the following five years supply of housing. Adoption of the LPPU will also ensure we can demonstrate this five-year housing land supply. Given that work on the WECA Spatial Development Strategy (SDS) has been halted by the WECA Mayor both the housing requirement for B&NES and ensuring we have a five-year land supply beyond 2029 will need to be reviewed through the preparation of a new Local Plan. Work on the new Local Plan is being launched this month. The Council will work closely with communities in preparing it and specifically in looking at possible options for any additional development that is required.</i></p>		
Supplementary Question from:		Cllr Paul May
<p>Councillor Ball thank you. A new Local Plan will cause considerable community concern for areas adversely affected. Bearing in mind the WECA mayor has failed in his legal duty to provide a strategic plan for the 3UA area (named the SDS) will you take legal advice re the risk of an aggrieved community or WECA seeking a judicial review of the three Unitary Authorities assuming that legal responsibility to themselves?</p>		
Answer from:		Cllr Tim Ball
<p><i>The Council has taken the appropriate legal advice regarding this issue.</i></p>		
M	10	Question from: Cllr Alan Hale
<p>Please confirm how many incidents have been reported to the council to date as a result of members of the public tripping over the new road layout on Keynsham High Street following completion of the renovation work.</p>		
Answer from:		Cllr Kevin Guy

Since the substantial completion the scheme in mid-March 2022, there have been 24 individually reported trips within the vicinity of the High Street (collated on 26th August 2022) – these reports have been logged either via the Council's 'Fix my Street' service or mentioned by email to Highways Authority/Regeneration teams. Information provided in the reports is not always detailed enough to discern where a trip has occurred or why. The number of reports that specifically mention tripping over the kerb or the stepped cycle lane is 15.

M**11****Question from:**

Cllr Joanna Wright

In 2021 I asked the Council about the ongoing issue of contaminated drinking water at the spring on the canal towpath near Kensington Meadows. It transpires that in 2012 a B&NES Council Public Protection Officer informed the Canal and River Trust (CRT) of the ongoing issue of contaminated water, at this spring. In 2021 a further sample was taken from this source by B&NES which shows that the presence of coliform bacteria, indicating faecal contamination and the likely presence of other pathogenic bacteria, is in this water. It would appear that the Canal and River Trust are responsible for this spring as it sits on their land and have called in Wessex Water to prevent the spring from being accessed and B&NES are responsible for the public health of this water source. The community along the canal requires fresh drinking water daily. It is a basic human right to have clean water. What measures has B&NES put in place to work with the CRT and Wessex Water to make sure this water is fit to be drunk?

Answer from:

Cllr David Wood and Dine Romero

The 'supply' in question is not a supply as such and has never been designated as a drinking water supply. It has been created by unknown person/s by utilising a disused pipe which has been placed in the ground to tap into groundwater on private land beyond the boundary of the CRT's land.

The CRT does not have an obligation to provide a drinking water supply to the transient population which moors temporarily at this location. The moorings are intended to be used by boaters for a maximum of two weeks, after which time they are required to move on. The CRT has noted the difficulties frequently encountered in ensuring boaters comply with the two-week limit and feel that the provision of a drinking water supply at this location would only make matters worse.

In any event, it would not be possible to create a potable private spring supply at this location without significant practical and legal intervention entailing considerable expense. Provision of mains water at this location would encounter similar difficulties. The CRT does

provide fresh drinking water at alternative locations along the canal, one of which is within a reasonable proximity to Follyfoot Bridge.

It is understood however that some individuals still choose to utilise this 'supply' for drinking, washing dishes etc. despite the risk. To enable individuals to make an informed choice, at the request of the council, signage was erected by the CRT informing consumers that the water does not come from a drinking water supply. This signage was removed and disposed of by unknown person/s within a few hours. Subsequently, Wessex Water attempted to bury the pipe which they believe to be one of their disused assets, but this too has been vandalised and the water is again able to be collected.

The council is now working with the CRT and Wessex Water to put in place robust signage to ensure individuals can make informed choices as to if or how they use the water.

M

12

Question from:

Cllr Joanna Wright

In my questions to B&NES Cabinet in May 2022, I asked the following question and received the following response.

"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?

ANSWER FROM 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."

As inflation is now looking to grow to 18% what actions will you be taking to support residents and the Council on this issue?

Answer from:

Cllr Tom Davies

We are aware of the rising financial pressure that has come with the inflationary impact on the cost of living, as a result we are working closely with our partner organisations to ensure we can support our residents through the winter period. Those who face financial hardship should seek advice and support from the B&NES Community Hub <https://communitywellbeinghub.co.uk/> alongside the Council's Welfare Support Service <https://beta.bathnes.gov.uk/apply-welfare-support>. The published inflation rate up to July 2022 was 10.1% with the Bank of England's Monetary Policy Committee forecasting a peak in Oct at 13%. In terms of the impact on Council services, active steps are being put in place enable the Council to manage rising costs and continue to operate within its policy and budget framework and continue in providing essential services to our residents, if inflation continues to rise at these levels government support will be required to prevent the need to materially reduce or stop providing Council services.

M**13****Question from:**

Cllr Joanna Wright

As we are clearly feeling the effects of the Climate Emergency this summer and the Council is working to deliver a "Journey to Net Zero", it is clear that all efforts to deliver safe cycling is paramount to contributing to sustainable transport. There is a shared walking and cycle path, on the pavement from Saltford to Keynsham, which is clearly marked and was delivered by B&NES Council many years ago. In recent social media, the Cabinet Member for Children, Young People, Communities and Culture was concerned about the use of pavements by cyclists. However, often children particularly have very few options to cycle safely and the Council has by choice installed shared walking and cycling infrastructure over many years for people to use. How will B&NES Council work to ensure that positive language is used around cyclists and the cycling infrastructure it has delivered on pavements so that cyclists of all ages and abilities are not harassed in the physical and virtual world? How are B&NES advertising these shared paths?

Answer from:

Cllrs Sarah Warren and Dine Romero

I support Councillor Wright's suggestion that we need to use positive language when referring to cycling and the interaction between people on bicycles and pedestrians. In all our publicity material we aim to promote cycling as a normal activity of everyday life, for adults and children alike, and not as a sport or specialist activity, which can create some resentment.

Whilst we are striving to provide separate infrastructure for both pedestrians and cyclists, in many cases this is not possible due to width constraints. In cases where pedestrians and cycles share space, we will use signage to inform people on bicycles that they need to be respectful of people walking, by reducing their speed and not causing any anxiety.

QUESTIONS AND ANSWERS - PUBLIC

P	01	Question from:	Edmund Cannon
<p>I am a BANES resident and received a phone call from a survey company, which I think was IPSOS-Mori, asking questions about the Bath Clean Air Zone. During the survey I was asked an ambiguous question about what I thought of the CAZ: while one could say that one was happy with the policy, if one said that one was unhappy then it was impossible to say whether one thought that the policy was too strict (do not want a CAZ) or too soft (want CAZ to apply to private cars). The results of the survey are likely to be meaningless or open to misinterpretation.</p> <p>Was this survey paid for by BANES, how much did it cost and what consultation was there with IPSOS-Mori over the questions?</p> <p>How did the council intend to use the results and how will it do so now that we know the results will be meaningless? (Is it too late to change the survey design?)</p>			
Answer from:			Cllr Sarah Warren
<p><i>Both surveys were conducted by Ipsos UK as part of a wider evaluation programme being conducted with the Joint Air Quality Unit (JAQU), evaluating the implementation of local nitrogen dioxide reduction plans across England. JAQU is a collaborative unit involving the Department for Environment, Food and Rural Affairs and the Department for Transport. The evaluation programme is funded directly by JAQU.</i></p> <p><i>The surveys are carried out independently from the Council and apart from factual clarification, the Council is not involved with survey design.</i></p> <p><i>The Council has contacted IPSOS UK in response to this question and they have provided the following feedback:</i></p> <p><i>"Please could you thank this person for getting in touch about the survey and raising their concern, and assure them in the first instance that</i></p>			

this was not a case of treating those who support or oppose the CAZ differently.

Unfortunately, due to the operational constraints of running a time sensitive survey, we were not able to collect follow up information about rationale from either those who support or oppose the CAZ. The survey which the member of the public took part follows on from a baseline survey that was conducted before the CAZ was introduced, it was designed to collect only high-level information about levels of support/opposition and travel behaviours, allowing us to assess whether these have changed over time. The primary focus of our research is to help us assess the effectiveness of the CAZ, and the purpose of the support/opposition question is specifically to help us understand whether low levels of support, regardless of reason, are associated with low levels of effectiveness (i.e. whether the CAZ has actually reduced air pollution). This will help to inform next steps around how to increase the effectiveness of the B&NES Local Plan.

That said, the survey is just one part of the wider research project evaluating the Bath CAZ, and other tools have been designed to provide greater insight into the reasons for people's support or opposition alongside it. These include in-depth interviews designed to capture the nuances of opinion suggested by the member of the public's question, and our intention is that findings from these interviews will be used to contextualise the survey results when they are reported. Please pass on to the member of the public however that we will consider whether to include a follow up question to address their concern in future CAZ related surveys."

P	02	Question from:	Barbara Gordon
In a recent press release by B&NES Council on Moving Traffic Restrictions, you list five locations that are being trialled in B&NES. How were these five locations selected?			
Answer from:			Cllr Manda Rigby
<p><i>The five locations were identified following an assessment process. Potential locations from across the council's area, and covering a range of different moving traffic restrictions, were assessed against a number of factors such as the impact of contraventions on public transport and the safety of vulnerable pedestrians and road users; the number of contraventions that occurred; and the complexity of the restriction. A public consultation was undertaken prior to confirmation of the site selection.</i></p> <p><i>Complexity of the restrictions was considered to reflect the fact that these enforcement powers are new to councils outside London and</i></p>			

Wales. Their use at these locations ensures we can more effectively monitor the implementation and ongoing use of enforcement with ANPR cameras to develop best practice processes for use in their deployment at other locations.

Whilst we recognise that there will be other locations where existing moving traffic restrictions may also benefit from further evaluation and possible future enforcement our priority was to focus on locations that allowed the Council to meet the government's tranche 1 deadline (20th May 2022) in applying for the powers. The powers have been confirmed by Government, meaning future locations will be subject to public consultation but will not require further Government approval.

P	03	Question from:	Barbara Gordon
----------	-----------	-----------------------	----------------

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

Answer from:	Cllr Sarah Warren
---------------------	-------------------

The table below contains the data relating to nitrogen dioxide levels at monitoring locations on London Road, showing those which are within the CAZ boundary and those which are outside.

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/m³ except DT224 (Walcot Parade 2) which although above the objective, has reduced significantly from the 2019 concentration of 55 µg/m³. 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	Ref. No.	Within CAZ boundary?	2019 confirmed result (µg m3)	2021 confirmed result (µg m3)	change (µg m3)
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	-9

Canton Place	DT223	Yes	37	26	-11
Walcot Parade	DT198	Yes	49	38	-11
Walcot Parade 2	DT224	Yes	55	43	-12
Cleveland Terrace	DT225	Yes	37	32	-5
Between Thomas Street/Snow Hill	DT172	Yes	48	31	-17

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>

The air quality monitoring data collected and analysed in 2021 can be found in the Annual Status Report, here:

https://www.bathnes.gov.uk/sites/default/files/sitedocuments/Environment/Pollution/final_asr_bnes_2022.pdf

This report has been peer reviewed by the Department of Food and Rural Affairs (DEFRA).

Further information about the performance of the CAZ can be found at this webpage:

<https://beta.bathnes.gov.uk/policy-and-documents-library/baths-clean-air-zone-monitoring-reports>

P	04	Question from:	Barbara Gordon
At May's 2022 Cabinet, a question was put to you about a planning application, with regard to a request that was made by the Council to a landowner to plant 80 trees due to the removal of trees felled in the planning request. It was clear at the time that this planting request from the Council had yet to be acted upon. The Council have registered this as an enforcement case. Can you please give the time frame for investigations and how enforcements will be put in place by the Council?			
Answer from:			Cllr Tim Ball
<i>This matter was investigated by the enforcement team and as there was no identified breach of planning control, the case was closed. The landowner voluntarily undertook to plant c.80 trees but the Council does not have the power to enforce him to do so. No further enforcement action may be taken in this instance. (NB application 20/03666/TCA relates to a tree works notice which is unrelated to the landowner's</i>			

<i>proposed planting of trees).</i>			
P	05	Question from:	Saskia Heijltjes
<p>As the Council are the Highway Authority and also have a duty of care of all residents, I am sure you would agree that Road Safety is paramount for all road users. It has recently come to my attention that there have been 52 accidents in 3 years on a 1.07-mile stretch of the London Road, Bath. It would appear that the police records cannot identify accident locations more specifically than the London Road. Further the 52 accidents in 3 years are only the ones reported to the Police and many go unreported due to lack of full information that those involved in the accident have obtained eg full names. How will BANES raise the issue of data collection with the Avon and Somerset Constabulary? How will B&NES as the Highway Authority work to deliver a public highway that is safe for all users?</p>			
Answer from:			Cllr Manda Rigby
<p><i>The Council analyses personal injury collision data on an ongoing basis to establish whether engineering interventions are required.</i></p> <p><i>A signing and lining scheme to improve safety of people cycling is being developed for the London Road junction with Morrisons car park following the data analysis.</i></p> <p><i>Officers work closely with Avon & Somerset Police regarding the collection of data, enforcement and other road safety issues. The police are currently in the process of changing data collection software that will improve our service, but if personal injury collisions are not reported to the police, we are unable to collect it via the "STATS19" data sets. However, we will continue to look for additional sources of data to help reduce personal injury collisions to all road users.</i></p>			
P	06	Question from:	Saskia Heijltjes
<p>As the Council are the Highway Authority and also have a duty of care of all residents, I am sure you would agree that Road Safety is paramount for all road users. It has recently come to my attention that there have been 52 accidents in 3 years on a 1.07-mile stretch of the London Road, Bath</p>			

BANES is responsible for the CCTV camera data collection at the Morrison's junction and elsewhere along the London Road (if there are any further cameras on the London Road?) which is essential for prosecutions and holding people to account for injuries caused. Can the Council explain why often these cameras are not turned on, or the information available is limited so that those injured do not have any footage of the accidents caused?

Answer from:

Cllr Manda Rigby

B&NES has a network of traffic cameras, the primary purpose of which is for monitoring traffic flow, particularly at signalised junctions and for making adjustments to Bath's urban traffic control system where needed, according to traffic conditions. These traffic cameras, in common with those used by other local authorities, are not intended to capture evidence for enforcing traffic restrictions or poor driver behaviour. However, if the police notify the Council of an incident and it was captured on the camera, we provide the footage to them.

Most of these cameras have a pan, tilt and zoom function which means they are not always facing in the same direction all the time and therefore even if a collision occurs at a junction where a camera is sited, the camera may not necessarily capture the incident. The camera at the Morrisons junction is working.

P

07

Question from:

Saskia Heijltjes

B&NES Council are organising a Climate and Biodiversity Festival from the 24th September to the 2nd October 2022 and have reached out to local communities for their ideas about festival activities to encourage all sections of society to go green. Kidical Mass were listed on this Festival register, to hold a cycling event in Weston to encourage people of all ages and abilities to cycle. The Council have now decided to remove Kidical Mass, a family-friendly cycling event from this Festival line up. Who made this decision and why have a group of people calling for safer streets been asked not to be part of the Climate and Biodiversity Festival?

Answer from:

Cllr Sarah Warren

On reviewing the proposal, it was found that Kidical Mass bike rides are currently operated under registration with Avon & Somerset police under the category of 'Protests and Marches'. As such the event proposed does not hold the appropriate licence for inclusion in the festival

programme this month. The Council is keen to support inclusive cycling for all and would welcome a conversation with Kidical Mass about how we can support future community cycling events.

P	08	Question from:	Matt Cooper
<p>The on-going issue of land clearance before a planning application put forward is a great concern to many residents. Residents in Lambridge are aware of a property in which the owners have cleared a site, presumably for development and no ecological survey has been put in place to give consideration to the impact these possible plans would have, as the site has already been cleared. B&NES Council have declared a Climate and Ecological Emergency. What actions is the Council taking or working towards to ensure that wilful removal of habitat is accessed and penalised in the planning process?</p>			
Answer from:			Cllr Tim Ball
<p><i>It is not an offence under planning legislation to clear land <u>prior</u> to submitting a planning application and consent is not required from the Council to undertake land clearance unless the clearance itself involves engineering works or demolition. The Council cannot stop landowners clearing sites prior to submitting an application. However if there is a concern that there may have been harm to wildlife or ecology, this may be an offence under the Wildlife and Countryside Act, 1981 which would be a matter for the Police to investigate. A report to the police can be made online via https://www.avonandsomerset.police.uk/report/wildlife-crime/ or by calling 101. Any wilful removal of habitat contrary to a planning permission needs to be addressed to the planning enforcement team to investigate.</i></p>			
P	09	Question from:	Matt Cooper
<p>Many residents are concerned about the ability to charge EV cars near to their homes, especially in areas where residents only have on street parking. Many local authorities have put in EV lampposts to allow for EV charging. Lamppost charging is a tried and tested technology with over 6,000 lamppost chargers currently operating in the UK.</p> <p>When will B&NES deliver lamppost charging?</p>			
Answer from:			Cllr Sarah Warren

EV charging infrastructure is a developing area of technology, with rapid innovation and growth, and eager investors. We are collaborating with the West of England Combined Authority (WECA) and the other West of England councils to investigate all available options for new EV charge point builds. A wide variety of solutions are used in different contexts to address different technological and social needs. While on-street charging using existing lampposts has seen wide adoption, multiple factors influence the applicability of lamppost chargers to provide viable on-street charging facilities:

- There has been a general national approach to move lampposts to the back of pavements, away from the kerb, to reduce safety risks and improve accessibility.*
- Lampposts positioned at the back of pavements are unsuitable for direct mounting of sockets, as trailing cables will then present a very real trip hazard.*
- Lampposts have a limited power supply, hence integral charging sockets offer a very slow charge rate, only suitable for long vehicle dwell times.*
- Some lamppost electrical supply infrastructure is unable to provide enough supplementary energy to power lamppost chargers.*

Therefore, there will only be some contexts in which lamppost chargers provide a suitable on-street charger solution.

To date B&NES has focused on creating public EV charging in car parks, partnering with the other West of England councils in creating the Revive charging network. Through Revive we have provided 22 new charging bays across 6 sites, offering a mix of fast 22kW charging and rapid 50kW charging. A further 6 bays at 2 more sites will be operational this year. Over the next three years we will use £1 million of WECA's Green Recovery Fund to create more new EV charging infrastructure. Next year we will bid for further funding from the Office for Zero Emissions Vehicles (OZEV). We are also in discussions with commercial charge point operators to deliver charging facilities across our area on a concessionary basis. Where lamppost charging is the most applicable option it will make up part of any on-street charging provision.

P	10	Question from:	Matt Cooper
It is often difficult for motorists to see cyclists or e-scooter users due to the long grass, which has been left in place for re-wilding and this long grass could result in traffic accidents. What joined up thinking is taking place at the Council to deal with the vital need for re-wilding with the reality of tall grass obscuring the view of vehicles of all types entering and exiting junctions?			

Answer from:		Cllr David Wood
<p><i>Teams in highways & parks work closely together to ensure that safety splays are kept as clear as possible to ensure visibility at junctions. Highways inspectors are inspecting our roads for safety issues every day. Any areas of particular concern that need urgent attention can be reported on the website at https://beta.bathnes.gov.uk/report-it</i></p>		
P	11	Question from: Grace Wiltshire
<p>Please can you list the groups of residents that you have proactively involved in transport consultations that are listed in the Council's "Youth and Seldom Heard" groups?</p>		
Answer from:		Cllrs Manda Rigby and Sarah Warren
<p><i>The following groups have been consulted during the Liveable Neighbourhoods programme and Journey to Net Zero transport consultations. We would welcome any additional recommendations of additional groups to be included:</i></p> <ul style="list-style-type: none"> • Access Bath • Action on Hearing Loss • Age UK Bath & North East Somerset • Bath Gender Equality Network • Bath Mencap Society • Bath Mind • Bath Polish Association • Black South West Network • Independence at Home • Independent Equalities Advisory Group • Keynsham & District Mencap Society • Off The Record (B&NES) • Royal National Institute for the Blind • SARI (Stand Against Racism & Inequality) 		

- *SPACE LGBTQ+ Youth Group*
- *Stroke Association*
- *U3A Bath*
- *Youth Connect South West*
- *The Gateway Community Centre, Snow Hill*
- *31st Bath Scouts*
- *Batheaston Youth Club*
- *Hayesfield Mixed Sixth Form*
- *St Andrews Community Church Toddler Group*
- *Moorlands Eco Group, Moorlands Infant School and Moorlands Junior School*
- *Bath City Farm*
- *St Andrews Community Church Lunch Club*
- *St Andrews Community Church Needles and Natter Group*
- *Ralph Allen School*
- *Roundhill Primary School*
- *The Friends of St Andrew's PTA, St Andrew's Church School*
- *Friends of Cameley Primary School, Cameley CEVC Primary School*
- *WASPS PTA, Weston All Saints Primary School*
- *Newbridge Primary School (homework only)*
- *Widcombe Schools PTA, Widcombe Infant School and Widcombe Junior School*
- *Off the Record Youth Forum (BANES)*

(Response sent within 5 working days of the Cabinet meeting).

P	12	Question from:	Grace Wiltshire
----------	-----------	-----------------------	-----------------

BANES Council were recently responsible for paying to residents £150 Energy Rebate from the Government, to all households in the Council Tax Bands A to D. It is clear that some residents and the poorest, were last to receive this rebate. Have all recipients of this rebate now received this funding? If not, how many more are still to be paid?

Answer from:		Cllr Tom Davies
<p><i>As at 31 August 2022, the council had made 51,007 payments, beginning with those on Council Tax Support (low income households) and paying Council Tax by Direct Debit, followed by all other households paying by Direct Debit.</i></p> <p><i>In line with government guidance, those who pay Council Tax by other means would be able to supply bank details solely for receiving the payment of £150, once verification was undertaken. As at 31 August 2022, we had received bank details for 8,715 residents and had made 7,535 payments. The remainder are having final pre-payment checks and should be processed for payment by Friday 9 September 2022.</i></p> <p><i>For any eligible resident who has not responded to our communications, B&NES will credit their Council Tax account by the schemes closure date of 30 September 2022, thus ensuring no one loses out. This enables us to pay the £150 should the resident request at a later date, or will reduce next year's Council Tax.</i></p>		
P	13	Question from:
		Grace Wiltshire
<p>The 23rd August is recognised as the International Day for the Remembrance of the Slave Trade and its Abolition. Bristol, Birmingham, Leeds, Leicester, Liverpool, London and Swansea are presently involved in a UK-wide art trail, organised by the World Reimagined to explore the impact of the slave trade and the Transatlantic Slave Trade. Why is Bath not taking part in this important trail that seeks to address understanding, conversations and action on slave history?</p>		
Answer from:		Cllr Dine Romero
<p><i>Whilst not involved in the specific project event mentioned in the question, the Council continues to be involved in events and projects that highlight local links to the transatlantic slave trade, to mark the International Day for the Remembrance of the Slave Trade and its Abolition.</i></p> <p><i>As part of the 2022 Bathscape Walking Festival (of which B&NES Council is a partner) on Sat 24th September there is an opportunity for people to 'Walk Bath's uncomfortable past'. The walk offers insight into how transatlantic slavery contributed to the splendours of 18th century Bath. See https://www.bathscape.co.uk/event/walk-baths-uncomfortable-past/</i></p>		

Earlier this year, the Bath & Colonialism Archive Project's website (bathandcolonialism.org) was launched. It contains information on Bath's links to the transatlantic slave trade. The Bath Record Office of B&NES Council, along with Bath Abbey and Bath Preservation Trust have worked together on this important project.

To mark the International Day for the Remembrance of the Slave Trade and its Abolition last year, the B&NES Race panel took part in a 'walking conversation' around Bath about the city's legacy of slavery, hosted by artist Richard White. The B&NES Race Panel, chaired by Councillor Dine Romero, and made up of representatives from our local community, continues to focus on how we acknowledge and highlight Bath's links with the international slave trade.

P	14	Question from:	Sam Ross
----------	-----------	-----------------------	----------

In a recent press release by B&NES Council on Cleveland Pools, residents were informed that the Council owns this property and the Council have agreed a grant of £250,000 to help it be restored. When Cleveland Pools are restored will residents in B&NES be able to get a discount on the use of these facilities?

Answer from:	Cllr Kevin Guy
---------------------	----------------

The land and property is leased to the Cleveland Pools Trust who are responsible for leading and implementing the restoration of the Pools to bring back into use, the Trust have recently appointed an operator to manage the facility once opened to the public. Decisions on resident discounts and customer concessions will need to be considered by the Board of Trustees as this is not a Council decision, however through the Council grant conditions there is a requirement for the Trust to consult with local residents and demonstrate that costs of entry are kept at affordable levels once operating costs and overheads are taken into account.

P	15	Question from:	Sam Ross
----------	-----------	-----------------------	----------

This is the time of year when many young people are returning to school and are finding that the public transport in place for them rarely arrives on time and often does not arrive at all. The Council has a clear duty of care to young people and the present services in place often lead to young people becoming vulnerable and unable to get to school or back home. What actions is the Council taking to work with the Metro Mayor to ensure that buses are in place to help school children get to and from school safely?

Answer from:	Cllrs Sarah Warren and Dine Romero
<p><i>Bath and North East Somerset Council has a statutory duty to provide home-to-school transport for children who live more than 3 miles from their nearest suitable school, and it discharges that duty by securing school bus services or buying places on commercial bus services.</i></p> <p><i>Parents are free to exercise choice of school for their children but the Council has no duty to provide transport to school other than as above.</i></p> <p><i>The majority of the pupils Bath and North East Somerset Council are responsible for are transported via ‘closed-door’ (rather than ‘open to the public’) routes – in the form of taxis, minibuses, specialist wheelchair vehicles and dedicated school coaches. This numbers around 2500 pupils each morning and afternoon school day peak.</i></p> <p><i>However, a small number (around about 120 pupils) are given bus passes on public bus routes and therefore come under the control of West of England Combined Authority. Bath & North East Somerset Council believe that over the last academic year the ABus and Faresaver routes we purchased passes on have been 100% reliable, and no journeys have been lost.</i></p> <p><i>Whilst First Bus publish a list each day of their routes that aren’t running, Bath and North East Somerset Council haven’t seen service failures on the journeys for which West of England Combined Authority buy passes.</i></p> <p><i>The local bus network is predominately commercial in nature and several bus operators run school bus services on a commercial basis, i.e. the fares cover the operating costs.</i></p> <p><i>The West of England Combined Authority buys additional bus services to complement the commercial network but, at the present time, bus operators are faced with a shortage of bus drivers and are struggling to maintain existing bus service levels.</i></p> <p><i>Bath & North East Somerset Council are in frequent and ongoing discussion with the West of England Combined Authority and with our bus service providers about commercial and “supported” services used by both adults and school children.</i></p> <p><i>Bath & North East Somerset Council and the West of England Combined Authority have invested over the years in active travel measures to encourage walking and cycling to school wherever possible.</i></p> <p><i>(Response sent within 5 working days of the Cabinet meeting).</i></p>	

P	16	Question from:	Sam Ross
Many residents are concerned about fast moving traffic particularly in zones where there are 20mph restrictions. How is the Council working with Avon and Somerset Constabulary to make sure that speed limits are enforced?			
Answer from:			Cllrs Sarah Warren and Manda Rigby
<p><i>Although the police are responsible for the enforcement of speed limits, the Council's highway officers are in regular contact with them to discuss concerns that have been reported to us by the public. We also share any data we have on vehicle speed surveys to help them to direct speed enforcement activities. The council encourages communities who have concerns about the speed of traffic to consider setting up Community SpeedWatch groups, which the police coordinate. Information about setting up a Community SpeedWatch group can be found on the Avon & Somerset Police website.</i></p>			
P	17	Question from:	Chris Allsop
Many of us are genuinely fearful of the spiralling costs of heating and how we will manage to stay warm this winter. Other local Authorities are creating Warm Centres, so that local residents can find places of refuge that are free and heated during the coming winter months. What actions will the Council be taking to deliver spaces that are warm for residents this winter, especially for the vulnerable?			
Answer from:			Cllr Dine Romero
<p><i>Immediately following the unprecedented announcement on 26th August that the energy price cap is rising from £1,971 to £3,549 a year from October, the council and our partners came together with a pledge to do all they can to protect our local communities.</i></p> <p><i>Firstly, and most urgently, our message is "Help is Out there".</i></p> <p><i>A wide range of agencies, third sector organisations and community groups - working under the umbrella of the Community Wellbeing Hub - have joined forces with Bath & North East Somerset Council and HCRG Care Group to help residents with money matters, bills, benefits,</i></p>			

energy costs, food, housing, mental health support, jobs and skills, support for carers and other services.

The Community Wellbeing Hub provides a single telephone number **0300 247 0050** to access help from key local agencies, including Citizens Advice, Age UK and Bath Mind. The Hub has provided support - particularly to the most vulnerable - during the pandemic and provides links to a wide range of community groups and information about what services are available, our Library, Information and Advice Centres continue to be places our residents can seek guidance and support.

Many people are feeling the financial squeeze for the first time and simply don't know where to turn. Hub staff are skilled in making sure that people get the right kind of help with whatever they may be facing, whether it's difficulties paying bills, accessing benefits or needing some support for their mental health. I'd encourage anyone who is struggling and looking for support to contact the hub."

We are also urging residents to seek help at an early stage if they are struggling, and Bath & North East Somerset Council has launched dedicated "Cost of Living Crisis" web pages. The Livewell "Money Matters" web pages also has contact details for a host of organisations and services providing support to help people manage their money

Secondly, we are mobilising council, partners and community resources to do our best to shield people, especially the most vulnerable, from this unprecedented crisis. Particularly as temperatures start falling, no one should have to choose between heating and eating.

We have identified a number of council premises such as libraries that we can use for the Warm Centres referred to in the question, and we will work through the Community Wellbeing Hub as we did during the pandemic to link with community halls, parish councils and others to identify more. However, this will on its own not be enough. We will need to consider a range of other support relating to food, energy, and other support, in a range of community settings, and in people's own homes.

For example, we are looking at how we can use our Village Agents scheme, which has recently been extended into Combe Down and Foxhill, to ensure we get help to those who need it most. We will work closely with 3SG to make sure people get the help they need, building on our experience during the pandemic.

Thirdly we are trying to look to the longer term, addressing the underlying inequalities the cost- of-living crisis is exposing. We are working very closely with the St John's Foundation and other groups on this.

We are also of course doing our utmost to ensure that people's homes can be kept warm though energy efficiency measures, including through the Energy@Home scheme and the new Bright Green Homes project, which is particularly for low-income households without gas heating.

The situation is clearly fast-moving, and the council will be monitoring very closely any announcements made by central government on energy bills and the cost of living.

P	18	Question from:	Chris Allsop
----------	-----------	-----------------------	--------------

In recent documentation on a planning application that was given approval by B&NES Council, it was agreed permission was granted on the understanding that the developers would keep within strict conditions set out to protect the thoroughfare of Bailbrook Lane and the adjacent environment. It would appear that the lane has been damaged when the services were installed on the site and that displaced rubble and soil is now encroaching on the narrow roadway.

What investigations have B&NES Council taken on this matter? How will B&NES deal with this developer?

Answer from:	Cllr Tim Ball
---------------------	---------------

It is not clear which planning application or which site this question relates to. Any breach of a planning permission, and its conditions, will need to be investigated by reporting it to [Planning Enforcement](#). The resolution will depend on the particular circumstances of the breach. In this case it appears that utility providers may be involved rather than the council.