

## **BATH AND NORTH EAST SOMERSET**

### **CABINET**

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

Thursday, 10th November, 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 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 Dine Romero	Cabinet Member for Children and Young People, Communities
Councillor Mark Roper	Cabinet member for Economic Development, Regeneration & Growth
Councillor Richard Samuel	Deputy Council Leader and Cabinet Member for Resources
Councillor Sarah Warren	Deputy Council Leader (statutory) and Cabinet Member for Climate and Sustainable Travel
Councillor David Wood	Cabinet Member for Neighbourhood Services

### **31 WELCOME AND INTRODUCTIONS**

The Chair, Cllr Kevin Guy, welcomed everyone to the meeting. He stated that the Cabinet would be looking at the impact of the financial squeeze which is affecting the Council, caused by inflation and the rising demand for services. He acknowledged that there were challenges ahead and drew attention to the two Budget Engagement webinars which had been held recently and which are available on the Council's YouTube channel.

### **32 EMERGENCY EVACUATION PROCEDURE**

The Senior Democratic Services Officer read out the emergency evacuation procedure.

### **33 APOLOGIES FOR ABSENCE**

There were no apologies for absence.

### **34 DECLARATIONS OF INTEREST**

- Cllr Tom Davies declared a non-pecuniary interest in agenda item no. 12 (Valley Floor to Claverton Down Cycle Route) as he is an employee at King Edward's School, Bath.

- Cllr Dine Romero declared a disclosable pecuniary interest in agenda item no. 15 (Development Update: Land to rear of 89-123 Englishcombe Lane, Southdown, Bath) as she lives close to the site. Cllr Romero stated that she would leave the meeting when this item was discussed and would not speak or vote.

### **35 TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIR**

There was no urgent business.

### **36 QUESTIONS FROM PUBLIC AND COUNCILLORS**

There were 20 questions from Councillors and 24 questions from members of the public.

Cllr Eleanor Jackson asked a supplementary question relating to question M4 and Cllr Vic Pritchard asked a supplementary question relating to question M12.

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

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

Members of the public and Councillors made statements as follows:

- Malcolm Baldwin (Chair, Circus Residents' Association – CARA) – Liveable Neighbourhoods Strategy *(a copy of which is attached as Appendix 2 to these minutes)*
- Martin Grixoni – Changes of Direction within the Council
- Dr John Leach – Milsom Quarter, Bath *(a copy of which is attached as Appendix 3 to these minutes)*
- Patrick Rotherham (Chairman, Vineyards Residents' Association) – Milsom Quarter, Bath *(a copy of which is attached as Appendix 4 to these minutes)*
- Robbie Bentley – South West Transport Network *(a copy of which is attached as Appendix 5 to these minutes)*
- Saskia Heijltjes – Valley Floor to Claverton Down Cycle Route *(a copy of which is attached as Appendix 6 to these minutes)*
- Cllr Andrew Furse – Jianxi Province Friendship Agreement and Save our Railway Ticket Offices *(a copy of which is attached as Appendix 7 to these minutes)*

- Cllr Vic Pritchard – Waste and Recycling in B&NES
- Cllr Jess David – The development of 89-123 Englishcombe Lane (*a copy of which is attached as Appendix 8 to these minutes*)

Cabinet members asked some factual questions of the speakers in order to clarify details mentioned in their statements.

### **38 MINUTES OF PREVIOUS CABINET MEETINGS**

**RESOLVED:** That the minutes of the meetings held on 14 July and 8 September 2022 be confirmed as a correct record and signed by the Chair.

### **39 CONSIDERATION OF SINGLE MEMBER ITEMS REQUISITIONED TO CABINET**

There were none.

### **40 MATTERS REFERRED BY POLICY DEVELOPMENT AND SCRUTINY BODIES**

Cllr Vic Pritchard presented a recommendation from the Adult, Children, Health and Wellbeing PDS Panel regarding the RUH Ambulance Service/Winter Planning/Treatment Waiting Times. The Panel asked Cabinet to support initiatives that lead to the retention of B&NES social care professionals across the district and to look to ensure that this commitment is reflected in the developing Integrated Care Partnership Strategy.

The Chair thanked Cllr Pritchard for his comments.

### **41 SINGLE MEMBER CABINET DECISIONS TAKEN SINCE PREVIOUS CABINET MEETING**

The Cabinet agreed to note the report.

### **42 VALLEY FLOOR TO CLAVERTON DOWN CYCLE ROUTE**

Lucy Bush, Research Director from Britain Thinks presented the key findings of the citizens' panel and responded to questions from the Cabinet. (*A copy of the presentation slides is attached as Appendix 9 to these minutes*).

Cllr Sarah Warren introduced the report and made the following statement:

“Cabinet, transport currently accounts for around 29% of carbon emissions in Bath and North East Somerset. Ensuring the transport network can enable residents to move to more sustainable modes of travel is an essential part of our Journey to Net Zero strategy. A move to more active modes of travel will reduce congestion and pollution in our district, as well as improving public health through increasing physical activity, as we build it into our daily routines.

As our first venture into deliberative democracy in Bath & North East Somerset, this ground-breaking piece of work provides the most detailed assessment yet of the

considered views on active travel, and active travel infrastructure, of a representative group of our residents. It gives us an understanding of what our communities think right now about how best to balance the interests of different users of our roads. And it gives us important information about where we need to focus our communication and public engagement efforts to best support the changes in travel culture that we aim to facilitate.

I think the findings can give us a lot of confidence as a Cabinet that, when we ask ordinary people, they agree that we **should** improve cycle and walking infrastructure, both for environmental, but more importantly for health reasons. But also, that we need to do more to engage them in the fact that active travel is part of the solution to congestion, as well as to introduce more of them to the transformative nature of e-bikes and e-scooters in tackling our hills.

The report is well worth a read in full, as it provides valuable, detailed insights into the aspirations and concerns about travel of residents from all walks of life and delivers in a new way on another of our administration's priorities around giving our communities a bigger say. The use of this technique, in addition to the other consultation methods that we often use, has meant that we have heard in depth from people who aren't transport campaigners, and who don't have the strong views about travel that we often hear expressed, here at the council.

The panel has given us principles for decision-making when it comes to fitting active travel infrastructure onto our narrow roads. I want to thank them for that advice, which we will explicitly incorporate into our decision-making frameworks in future. It will assist us in designing infrastructure that provides practical and attractive alternatives to the car for more people, more of the time.

Cabinet, you will remember that this particular piece of work came about as a result of controversy around a proposal we considered in 2021 to install a bus gate on North Road. We decided at that time that, rather than go straight ahead with a controversial road closure, we would ask residents for their views in the form of the citizens' panel. Whilst supportive of the need for infrastructure up the hill, the panel have suggested that in the first instance, the locations that may deliver the greatest increase in uptake of active travel may be along flatter routes, and this seems to me to be reasonable advice.

We are currently constructing safe, segregated cycle lanes on Beckford Road and Upper Bristol Road, but there is a need for safe cycling on **all** of our roads, so there is huge opportunity around the district still to extend provision for walking and cycling in a joined-up way, without bringing forward these particular routes at this time. We are very ambitious in this area and determined to bring forward more schemes of this sort.

At the council, we are constantly working on initiatives aimed at providing practical alternatives to the car, including up our steep hills. For instance, since the citizens' panel met in spring, our e-scooter trial has been extended to include access to Bath University via Widcombe Hill, and it has also been announced that the scope of the e-scooter trial will soon be extended to include e-bike hire as well. Both of these exciting developments have the effect of making these hill-flattening technologies available to residents who might not otherwise seek them out or be able to afford them.

We have just announced the introduction of 20mph speed limits on these hills, and we have other plans in the pipeline aimed at promoting the use of alternatives to the car when accessing Claverton Down.

North Road, Bathwick and Widcombe Hills remain key strategic elements of an integrated and connected Bath cycle network, even if we are not taking the decision to bring them forward for fully segregated cycle infrastructure today. We will however now accelerate our previously consulted plans for safety measures to support safer walking and cycling on Widcombe Hill and around the plateau at Claverton Down. And we will consider a future piece of work with residents to consider how best to support alternatives to car use in the area, in the round.

Finally, I want to take this opportunity to thank first the 27 local people who gave up several hours of their valuable time as panel members, and gave the topic their serious and considered attention; as well as the local people who were kind enough to act as witnesses and pass on detailed evidence of their experience of Claverton Down to the panel; the over 700 residents who responded to the call for evidence; and finally Lucy Bush and her highly qualified team at Britain Thinks for carrying out the work; and council officer Dave Dixon who provided the liaison with Lucy's team.

I move the recommendations as in the report.”

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

“As evidenced by the response given earlier to a Councillor question to Cabinet, opinion was divided down the middle on the original proposals put forward for a scheme on North Road. Those who were passionate about cycling provision being made available immediately on this route were in conflict with those who would be hugely disadvantaged by this proposal. Those who believed that this would be a well-used route if provided were in conflict with those who looked at the current data of bike usage and believed Widcombe Hill would continue to be the hill of choice. Those who felt there would be little traffic displacement onto Cleveland Walk and Bathwick Hill if the North Road proposal went ahead, those who feared that the c4k journeys a day would all go onto Bathwick Hill and be in conflict with the very frequent student buses.

The word I've used most so far is conflict. The second most used word is opinion. And there's the rub. The opinions we were hearing were that of all those with direct skin in the game, very fixed views leading to head on conflict, but what did the general public, in old parlance, the man on the Clapham omnibus, think of the issue?

As Lib Dems we had said that we were keen to explore different ways of engaging with our community, hearing their opinions, and it was suggested that this might be a good topic for our first Citizens' Panel. This suggestion was backed by all four of the Widcombe and Lyncombe and Bathwick Councillors, whose wards this most directly affected.

We've heard from Britain Thinks how this was done, how a panel was selected, how they were representative of our community. And before us we have the output of their deliberations.

I've heard some comments already about how this was a waste of money and told us nothing new. Compared to a full public consultation, this was very good value financially, and in terms of giving a clear steer about how we do schemes like this in the future was invaluable.

So, whilst those very keen and confident cyclists may have thought that those less keen and confident would be ok to start off by using the steep hills, the general opinion expressed by the panel was that starting on the flatter routes is the best way to go.

Those who see no value in active travel and remain thinking that the car is king under all circumstances are having their views challenged, as the majority absolutely want more cycling and walking provision when it comes to allocating out scarce highways resource.

I expect I've been more irritating than usual, in that as long as I've been on Cabinet, I have been saying that a key limiter of uptake of more cycling will be the lack of provision of secure storage. That's also what the panel said. People living in flats won't invest in a bike if they have nowhere to store it at home no matter how many millions we spend on other infrastructure. That is even more the case when it comes to valuable e-bikes. I personally ask weekly for progress on the Sydney Buildings bike storage hangar. I trust I haven't been too unbearable.

So, I am delighted to second this motion. My personal view is that what was being proposed on North Road was not the right thing to do, was the wrong scheme in the wrong place, and although a lot of misinformation was put out about it into the general public, which caused more confusion, the panel selected by Britain Thinks heard the truth and came up with the right result."

Cllr Alison Born welcomed the report and noted that it was breaking new ground for the Council in terms of its public engagement. She stated that the University of Bath is a major generator of transport movements and that longer-term solutions will be required to be designed between the University and the Council.

Cllr Richard Samuel welcomed the methodology and noted that no single solutions are available. He felt that the cost of the citizens' panel was modest and would produce better outcomes.

**RESOLVED** (unanimously):

- (1) To note the highly valuable and informative work undertaken by the Citizens' Panel, and to thank all participants for their involvement in this pioneering study.
- (2) To adopt the four principles to guide decision making on any new active travel schemes being developed in B&NES.
- (3) To note the views of the Citizens' Panel in relation to the Claverton Down to Valley Floor Cycle Route.
- (4) To confirm the preferred course of action for this route from the options presented:

- To note the recent commencement of the e-scooter expansion to include this intervention.
- To revisit all options for traffic reduction on the route from valley floor to Claverton Down and, using the co-design techniques learned through the Liveable Neighbourhoods work and the principles outlined, work with stakeholders to identify a comprehensive strategy to reduce car use and enable safer active travel options.
- To recommence the Transport Improvement Programme in the Claverton Down area, previously paused to avoid abortive works.
- To progress with a programme of investment to improve walking and cycling links, following the approach advocated by the Citizens' Panel.

### **43 MILSOM QUARTER MASTERPLAN - FUNDING AND NEXT STEPS**

Cllr Mark Roper introduced the report, moved the officer recommendation and made the following statement:

“I am delighted to be tabling this report to Cabinet today. The Milsom St Quarter is an ambitious and exciting concept in holistic regeneration where the Council will work in partnership with the regional authority and the private sector to bring new employment, living and retail space to the heart of Bath in a considered and sustainable way. It shows once again that this administration has a bold vision for the future of our district – and that we aim to deliver on that vision.

Can I congratulate the officers involved from the Economic Development team for their hard work to get us here – and to all those who responded to the public consultation. There were many extremely valuable inputs from residents, and I look forward to that continuing once we start to bring more definitive plans to the table. The Consultation and Engagement Report is an appendix to the main report.

Acceptance of the funding will enable us to build the team we need to start to delivery of the plan. The six primary interventions are outlined in 3.4 of the report. There are three substantial development projects:

- Broad Street Yards will repurpose the car park to create workspace for SMES and start-ups, targeted at the fashion and design sector – and we know we are desperately short of small business units in B&NES
- Walcot Gateway – the redevelopment of the Cattle Market car park and the Cornmarket – a building that has sat neglected and empty for far too long – to provide new homes and an enhanced public realm.
- Finally, the Fashion Museum, which will move into the Old Post Office building, and into some of the buildings along the north side of New Bond Street – a great addition to our cultural offer, and a keystone part of the Milsom Street Quarter development. The potential here for public-private partnership is substantial and work has already started on this.

There will be improvements to the public realm - reducing the dominance of vehicles and prioritising walking and wheeling - whilst making the area fully accessible to people of all mobility levels.

We will repurpose upper floors of Council owned buildings to provide more residential use. More residents living and working in the city centre creating a greater vibrancy and sustainability to our urban environment.

We will deliver high quality architecture into our UNESCO World Heritage City – this is an opportunity to make our mark with buildings and public areas that both reflect our heritage and deliver for our current and future needs. This does not have to mean pastiche building – and I look forward to the proposed solutions that the architects and designers present to us.

It goes without saying that we will be focussed on delivering all of the above in a sustainable way – we intend to reduce the carbon footprint of the area both by retrofitting existing buildings to improve energy efficiency and by new buildings being zero carbon. The construction industry is gearing up to the challenge of net zero already, and by the time construction starts I am confident that we will be offered solutions that work within this administration’s stated aims of net zero by 2030.

I want to talk about the King Edward’s School building in Broad Street and its importance in the plan. This Grade 2 listed building has been in the hands of its owners for over 25 years, and in all that time it has sat empty. There is no indication that the planning permission, granted in 2021, to convert into a hotel with a restaurant and bar, will be implemented. There has in fact been no contact with the owners, despite our attempts to engage, apart from us being advised that those plans are now on hold. This beautiful building is deteriorating to such an extent that it is now the only building in Bath that is on the Historic Buildings at Risk register. I say to the owners that of course any business has its first duty to its shareholders - but it also has a duty of care to the community within which it operates. You are not fulfilling that obligation to the people of Bath and North East Somerset. The redevelopment of the Milsom Street Quarter provides a golden opportunity for you to be a part of this project and a part of our community. Please embrace it. We want to bring this site back to life for the benefit of our residents and visitors. You know where we are –so please engage with us and let’s make that happen.

In summary, the Milsom Quarter Masterplan is a hugely exciting project – one that will bring employment, housing, inward investment and a great cultural attraction to our city – I for one cannot wait to see it come to fruition.”

Cllr Kevin Guy seconded the motion, stating that this is an exciting project which will transform the city.

Cllr Richard Samuel then made the following statement:

“I welcome this output from the intensive work I oversaw between 2021 and this year. The master planning work is the most in-depth study of this important sector of the city for decades. It started as a response to the fact that Milsom Street as a commercial trading area was in decline with retail premises increasingly harder to let as private sector confidence drained away. For the council this was of serious direct concern because we have a heavy concentration of ownership and the impact on our income streams needed to be protected.

We all want our city to be a vibrant diverse trading area and, where it is not, we need to take action. I am very pleased that WECA have also recognised this and have

supported our work both financially and in kind and with the Mayor's involvement, who has taken a personal interest in this work.

Whilst Cabinet member I was determined to ensure that several things happened. These were:

- That there should be strong engagement with the private sector and businesses.
- That the ambition to move the Fashion Museum with the quarter should be secured by the acquisition of a suitable building and that this would act as an anchor and complement our wider heritage offer.
- That derelict sites such as the Cattlemarket and Corn Exchange should finally be redeveloped.
- That plans should be brought forward to enhance the street scene and vehicle movements limited.
- Finally, and this is where I turn to my amendment, that the former King Edward's School building should be brought back into use as soon as possible.

This important building has remained vacant since Sam Smiths brewery acquired it in the mid-1990s and has a chequered planning history with applications made and withdrawn over that period. However, by 2010 planning permission had been granted for a hotel plus ancillary dining. In that application English Heritage commented as follows:

***“That whilst the owner has carried out repairs to the roof to make it wind and weathertight the building remains vulnerable until it has sustainable new use.”***

In the intervening decade that comment remains as apposite in 2022 as it was in 2010 and little tangible progress has been made by the owner to restoring this building to use in line with the granted planning consent.

This is unacceptable. The council has done everything within its power to enable the owner to bring forward plans and achieve planning and listed building consent and yet still the building remains vacant and visibly deteriorating to the extent that it now appears on the national buildings at risk register. I am therefore calling for officers to urgently explore all available options for bringing this building back in to use including consideration of the use of Section 215 notices, the powers available under Planning Acts to compel the repair of listed buildings and if need be, as a last resort, the use of compulsory purchase powers. I would also like officers to engage with Historic England and the Bath Preservation Trust.

Because I recognise that it is essential that dialogue be established with the owners to determine their intentions, I am calling for officers to engage with Sam Smiths as soon as possible. My amendment calls for the bringing back of a comprehensive report to the meeting of the cabinet in February 2023.

There is no possible reason why the owner of an important building in the heart of the Bath Conservation Area and World Heritage site should fail to bring this building back into use. Relevant permissions have been sought and granted and the owner now needs to engage constructively with the council and begin work to renovate and use this building.”

Cllr Samuel then moved an amendment to add an additional resolution as follows:

“To instruct officers to explore all options (including for example, Compulsory Purchase Order (CPO) options) available to enable the historic former King Edward’s School building to be brought back into use and to ask officers to bring back an update report on those options to the Cabinet meeting in February 2023.”

Cllr Romero seconded the amendment stressing the importance of bringing this building back into use.

The mover of the original motion, Cllr Mark Roper, accepted the amendment which then became part of the substantive motion.

**RESOLVED** (unanimously):

- (1) To delegate approval to the Director of Sustainable Communities, in consultation with the S151 Officer, to accept the £2.475m Investment Fund grant from the West of England Combined Authority. These funds will be spent over a three-year period in line with the Strategic Outline Business Case.
- (2) To delegate approval to implement the interventions set out within the business case to the Director of Sustainable Communities in consultation with the Cabinet member for Resources and Economic Development and the S151 Officer in accordance with the requirements of the Grant Funding Agreement.
- (3) To note the Consultation Report on the Milsom Quarter Masterplan (Appendix 1 of the report) and to endorse the Milsom Quarter Masterplan, accepting it together with the amendments sought (Appendix 2 of the report) as part of the evidence base for the New Local Plan.
- (4) To delegate approval to the Director of Sustainable Communities, in consultation with the s151 Officer, to establish arrangements that will allow surplus rental income from the Old Post Office (after holding costs) to be ring-fenced for use to support revenue costs associated with the Fashion Museum redevelopment project and to cross-subsidise meanwhile use projects which align with the vision and values for the Fashion Museum development.
- (5) To explore options, including the use of any existing or new powers introduced to support vibrant High Streets in the forthcoming *Levelling up and Regeneration Bill*, to expediate delivery of sites in private ownership that have viability challenges or have been long term vacant.
- (6) To instruct officers to explore all options (including for example, Compulsory Purchase Order (CPO) options) available to enable the historic former King Edward’s School building to be brought back into use and to ask officers to bring back an update report on those options to the Cabinet meeting in February 2023.

#### **44 COMMUNITY SERVICES DESIGN - UPDATE POSITION**

Cllr Alison Born introduced the report and made the following statement:

“The work outlined in this paper stems from the decision taken on 26<sup>th</sup> May 2022, not to extend the HCRG Care Group contract, resulting in the existing community services contract for health, social care and public health services coming to an end on 31st March 2024.

Cabinet has previously been appraised of the joint programme of work that is underway to manage the transition, with workstreams led by the Integrated Care Board, Public Health and by our director of Adult Social Care.

This paper focuses on the adult social care element of that work and examines 3 potential options for future provision of both the statutory social care functions and services for adults with learning disabilities.

The options include:

- Re-commissioning service delivery for B&NES
- In-sourcing service delivery i.e., bringing social care staff back in-house
- Setting up a new organisation to deliver services in B&NES

The clear recommendation is that we in-source all adult social care services. This will bring us in line with the vast majority of local authorities and will give us more control of our service provision.

We know from the recent experience of bringing some residential, nursing and extra care housing services back in house that this is likely to receive support from the workforce. It should help to improve recruitment in the current highly competitive job market.

However, it also represents a significant amount of work, and we need to give clear authority for the Director of Adult Social Care to work closely with HCRG Care Group on the transition.

There is a robust process in place to oversee this work programme, risks have been identified and are being managed I am in receipt of monthly progress reports and a further joint paper will come back to Cabinet in February 2023.

I propose that Cabinet supports the recommendations in this report.”

Cllr Dine Romero seconded the motion and made the following statement:

“Recently I had a member of staff shout out to me from a window of a care home how happy they were that they had come back to the council.

Clearly staff are happier working for the council rather than alternative employers, they believe they can give a better service to those in their care, and at the end of the day it is those residents who need to be at the centre of service delivery. We know that employment security is very important in keeping staff in this very challenging field of work. Working for the council gives staff greater job security, as well as greater pride in the work they do. Again, this will be better for residents knowing their own carers will be the same from day to day.”

Cllr Vic Pritchard stated that the Council should be prudent and should not dismiss the HCRG contract in total. Parts of the contract could be retained. He felt that it was not prudent to use Adult Social Care reserves. He asked the Cabinet to work closely with the Scrutiny Panel on this issue.

Cllr Born pointed out that the proposed work stems from the decision not to extend the contract, which was a decision made by both the Council and the NHS.

**RESOLVED** (unanimously):

- (1) To agree to the recommendation in the Strategic Outline Case to proceed to Outline and Final Business Case with the insourcing of Adult Social Care Services as detailed in the contract with HCRG Care Group as PD01 - Statutory Adult Social Work and SD43 - Adults with Learning Disabilities.
- (2) To delegate responsibility for insourcing PD01 and SD43 to the Director of Adult Social Services in consultation with the lead Cabinet member for Adult Social Services and the Chief Financial Officer subject to the sign-off of the Outline and Final Business Cases.

**45 DEVELOPMENT UPDATE: LAND TO REAR OF 89 – 123 ENGLISHCOMBE LANE, SOUTHDOWN, BATH.**

(Note: At this point Cllr Dine Romero left the meeting having declared a registerable pecuniary interest in this item).

Cllr Tom Davies introduced the report and made the following statement:

“I am pleased to be proposing this paper which provides an update on the development of the land off Englishcombe Lane - as, in my mind, this project exemplifies so much that this administration believes in.

Firstly - that we are a listening Council - like many of us here, a number of residents had grave concerns about the previous development which had been proposed for this land - whilst delivering 14 affordable homes, the 37-home scheme which had been previously approved by the planning committee had, in the minds of many of us, too much risk - not least of all to the sensitive ecology of the site.

This Lib Dem administration listened to these concerns and acted on them with Cllr Guy making the commitment to not pursue this previous application.

Instead, we looked again at the site - and put front and centre two of our core principles - that of Improving People’s Lives and Tackling the Climate & Ecological Emergency.

Be in no doubt - this proposed development has the potential to immeasurably improve people’s lives. As the paper makes clear, we have a significant under supply of supported living provision in our area - especially for some of our residents with learning difficulties and/or autism.

As a result, there is an increased risk that we as a local authority can only provide the support needed through residential care outside of the Bath and North East

Somerset Area - thereby placing significant additional pressure on the individual, their families and of course increasing the costs to the Council.

And so, bringing forward this proposal to use the land off Englishcombe Lane to provide a smaller, bespoke development to support 16 residents with learning difficulties is something which I believe we should be proud of as we seek to directly improve the lives of residents in our area.

Indeed, it is just the latest example of how this LibDem administration is determined to play a leading role in the delivery of appropriate and affordable homes under our new B&NES Homes programme. It follows on from the delivery of other supported housing schemes delivered in recent months and, later this winter, the opening of our first general needs Council Houses for a generation.

Furthermore - rather than seeing the ecology of the area as a liability - one to be literally transplanted to another area - we have sought to use it as the asset that it is - an asset which, through this development, will be protected and enhanced for the benefit of us all - not least of all the new residents and thereby through this we stand firm to our commitment to the Climate & Ecological Emergency.

The paper details a number of ways in which we will seek to meet these commitments - from the commitment to energy efficient, low carbon housing to the enhancement and protection of the ecology - all underpinned by our commitment to seek to achieve the Building with Nature Accreditation.

I fully appreciate and recognise that this site remains a controversial one and that some residents, especially in the local area, have serious concerns about any development on it.

In this regard, I would make special reference to local ward Councillor Jess David, who has worked tirelessly to highlight and reflect these concerns to me, Cllr Guy and the Council Officers involved - concerns which she has tonight reiterated and highlighted in her public statement. I find it hard to think of a ward Councillor who has worked so hard to represent their residents on a single issue such as this and it is Cllr David who is responsible for seeing the commitment to the Building with Nature accreditation being made in this paper for any development which is progressed.

To these residents, Cllr Jess David and others who share concerns - I reiterate the commitment I have made in my meetings with residents - just as I, Cllr Guy and Officers have already met with residents to openly discuss our plans to date, I and the administration will continue to engage with you and share our thoughts, the findings of technical reports and our development plans in a manner of transparency and respect as the programme develops. I thank them for the time that they have already given me and for the time they will give in our on-going engagements.

And so, on that note, colleagues, I am delighted to move this paper and seek your approval for recommendations 2.1 to 2.3."

Cllr Tim Ball seconded the motion and stated that the Cabinet had listened to concerns and brought forward a new proposal.

Cllr Richard Samuel also supported the proposal as he felt the original plan represented too high a density and would have negatively impacted on the local

biodiversity. The scheme put forward has less environmental impact and will fulfil a useful social purpose.

Cllr Alison Born noted that this is a much smaller development than the one previously approved and should be more suited to the site. It will safeguard the sensitive ecological features of the site and provide much needed accommodation for people with complex needs. The adult social care transformation plan includes the goal of developing services to meet more people's needs in the local area. This will help to achieve that goal and to improve the life experience of some residents with the most complex needs.

**RESOLVED** (unanimously):

- (1) To commission further development work to advance the preferred option to planning stage, that is a development of 9 bungalows and 7 apartments for residents with learning difficulties.
- (2) To fully approve £320k capital funding from the Provisional Capital Programme for Affordable Housing to support this development work.
- (3) To delegate any future decision to submit a planning application to the Cabinet Member for Adult Services and Council House Building in consultation with Cabinet colleagues.

## **46 RESIDENTIAL TENANCY POLICY**

(Note: At this point Cllr Dine Romero returned to the meeting).

Cllr Tom Davies introduced the report and made the following statement:

"In 2019 we all made a commitment to the residents of Bath & North East Somerset - a commitment that we as a LibDem administration would build the first general needs Council Houses in our area for a generation.

Under the resulting B&NES Homes programme - this LibDem administration has ensured that the Council has played a direct role in the delivery of housing to our residents - with an initial focus on supported housing programmes, this winter we will be opening our first general needs Council Houses at 117 Newbridge Hill. These will be at social rent levels which are typically between 50 and 60% of market rent.

These first seven units are the first council houses for a generation and never has the need for social housing been as great as it is today. Our area is one of the least affordable in the country and with rents increasing, it will come as no surprise that today we have approximately 6,000 households on the Council's waiting list for social housing with, on average, only 500-600 properties becoming vacant each year.

The first seven units at Newbridge Hill form just the start of our ambitious programme of delivery under our B&NES Homes programme - indeed Councillors were updated at the latest Climate Emergency scrutiny meeting of our pipeline of properties which is now nearly 200 in volume when Midland Road and Bath Western Riverside sites are included.

Tonight, in front of us is the Residential Tenancy Policy which underpins how we as a Council will operate and manage our own social housing properties from when the first properties open this winter.

As a Council we aspire to be an exemplary Landlord and the Policy includes a range of customer facing policies and statements relating to tenure, payments, repairs and maintenance, anti-social behaviour, and complaints. The policy follows established custom and practice in the social housing sector.

And so colleagues, as we approach the opening our first properties, I would like to pass my thanks on to the Officers who have worked so hard to not only produce this Policy but who have brought us to this exciting stage of the B&NES Homes programme and I hope that you will join me in supporting the adoption of this Residential Tenancy Policy and I move the recommendation to do so as requested in 2.1.”

Cllr Tim Ball seconded the motion stating that he is pleased to see that the Cabinet has delivered new Council properties. He hoped that the Council would provide excellent service going forward.

**RESOLVED** (unanimously): To adopt the Residential Tenancy Policy attached as Appendix 1 to the report.

#### **47 CONSULTATION TO VARY THE BATH CLEAN AIR ZONE (CAZ) CHARGING ORDER 2021**

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

“The key ‘ask’ I’m bringing to Cabinet today is at paragraph 2.2 of the report, in that I would like to start a consultation involving key stakeholders on the introduction of a charge for class N3 Euro VI diesel HGVs together with associated local exemptions.

Since its implementation 18 months ago, the Bath Clean Air Zone is showing progress in improving local air quality, and this impact has been felt both inside and outside the area. We are setting our sights higher for our residents than just achieving compliance with legally imposed limits, we want our air to be even cleaner. We will continue our journey to net zero, whilst preserving the World Heritage status of our city. Further measures already delivered include emissions-based charging, improved active and sustainable transport infrastructure, and my colleague Sarah Warren is delivering the first pilot Liveable Neighbourhood schemes during this month.

This proposal is to be seen as part of the package to continue this progress. Early engagement has already taken place with relevant trade organisations, and statements from trade bodies including the RHA have been received, in letters received after these papers went out but which were circulated to all Cabinet Members.

So, what precisely am I asking of you? Were the order to progress successfully through consultation, the charge is deliberately set lower than the existing charge to

deter the use of older, more polluting vehicles. For the avoidance of doubt, HGVs which are predominantly doing the more local deliveries as part of the supply chain for our local businesses fall into the under 12-ton category and are specifically excluded from this order. In recognition of the amount of work the industry has already done in upgrading vehicles, there will also be some time limited exemptions and a period of soft enforcement to embed the behaviour change. So, my ask is to go to consultation on a new charge which will encourage even more of the most polluting vehicles to upgrade their fleet or use alternate routes avoiding the congestion and pollution hotspots in the city. This will further protect the recently repaired grade 2 listed Cleveland Bridge, and I have agreed with my colleagues as you can see at paragraph 3.9 of the report that traffic flows both within and on the boundary of the area, in areas such as Southdown, Twerton and Weston, will be monitored, published, and appropriate mitigation measures considered.

Thanks for sticking with me during this quite technical proposal. I urge you to support this motion, let us engage in a wide consultation on this charging order, and keep Bath and North East Somerset at the forefront of improving air quality for our residents.”

Cllr Sarah Warren seconded the motion and made the following statement:

“As the Cabinet heard in July, we have seen significant reductions in nitrogen dioxide levels both inside and outside the Clean Air Zone, since its introduction in March 2021, and in almost all locations in Bath we are now seeing nitrogen dioxide within the legal level of 40 microgrammes per cubic metre. Cabinet pledged last winter that we would be more ambitious on air quality and look to go beyond legal levels. I am delighted that this evening we are taking another step in that direction with this paper, which looks to develop charging mechanisms for HGVs. I am happy to second the proposals.”

Cllr Dine Romero stated that there have been concerns regarding the impact of the Clean Air Zone and closure of Cleveland Bridge. She welcomed the proposals set out in 3.9 of the report.

Cllr Samuel stated that Walcot residents would welcome the proposal and that it is important to keep the momentum going.

**RESOLVED** (unanimously):

- 1) To note the work completed to assess the feasibility and the highlighted risks of introducing a charge appropriate for the benefit of air quality and the amenity of the charging scheme area (including the Grade II\* Cleveland Bridge) and the wider Bath World Heritage Site setting.
- 2) To agree that a public consultation, involving key stakeholders as appropriate, is undertaken on the introduction of a charge for Class N3 Euro VI diesel HGVs (HGVs over 12 tonnes) together with associated local exemptions being proposed to mitigate any impact on local businesses and the economy of the wider area.
- 3) As this proposal is distinct from the CAZ charges and outside the scope of the national Clean Air Zone Framework, to note the need for the development of local payment processes based upon those created for

the CAZ scheme, as central government systems will not be available for use. This will require keepers of chargeable Class N3 Euro VI diesel HGVs to divert to the Council's website to make payment through a separate payment portal, locally created for these vehicles.

- 4) To delegate to the Director of Place Management (in consultation with the Cabinet Member for Transport), the decision to vary the Order according to the scheme outputs and the feedback received from the public consultation period and implement the scheme with minor variations as required.

## **48 CRSTS PROGRAMME - FUNDING AND NEXT STEPS**

Cllr Sarah Warren introduced the report and made the following statement:

"The West of England Combined Authority has been awarded £540m over the next 4 years to deliver a step change in public transport and active travel funding in the West of England. This funding package is known as the City Region Sustainable Transport Settlement.

The programme will deliver significant public transport and active travel infrastructure along several of our major roads in Bath and North East Somerset, improving connectivity between our communities and enabling better and more equitable access to sustainable transport choices.

This rather procedural report simply requests agreement to move to the next stage. I move the recommendations as set out in the report."

Cllr Dave Wood seconded the motion. He stated that it is important to give more travel choices and welcomed the increased village connectivity.

**RESOLVED** (unanimously):

- (1) To delegate approval to the Directors of Sustainable Communities and Place Management, in consultation with the S151 Officer, to accept CRSTS grant funding from the Combined Authority for schemes led by B&NES, currently the Liveable Neighbourhoods Programme and the Maintenance Challenge Fund. As capacity increases within B&NES this may also include: Somer Valley Links to Bristol and Bath; Bath City Centre Sustainable Transport Corridor; and Bath Sustainable Walking and Cycling Links.

These funds will be spent over a four-year period (22/23 - 26/27), and progress through the documented approvals process with CA and B&NES. These grant awards, along with the funding local match requirement of 20%, will be approved into the B&NES Capital Programme and revenue budget.

- (2) To note that for schemes which remain led by the Combined Authority B&NES officer time will be recharged to the Combined Authority. This will be undertaken through a process of quarterly recharges.

## 49 2023/24 MEDIUM TERM FINANCIAL STRATEGY

Cllr Richard Samuel introduced the report, moved the officer recommendation and made the following statement.

“The Medium Term Financial Strategy (MTFS) sets out an assessment of the financial climate the council expects to encounter over the next five years and is used to inform the budget setting process.

There are a number of key points to highlight.

- The council is still in recovery from the financial shock created by covid where members will recall it was necessary to introduce an emergency budget in July 2020. Whilst the immediate financial impacts have been successfully managed there are still longer-term impacts particularly arising from future income assumptions that require close attention.
- During the past year in particular we have seen challenging economic conditions at national level with growth in inflation, labour and commodity shortages and pressures on wage growth following 10 years of austerity. The Conservative government’s response has unfortunately made matters worse particularly the catastrophically incompetent mini budget in September.
- Whilst some of these shocks could and should have been managed better, no-one could have foreseen the impact on global energy markets arising from the illegal Ukraine invasion. Whilst the short- term energy supports will be welcomed by residents – they are short term. The council, as with all businesses, remains exposed to the impacts of energy price rises and these cannot be contained within normal budgets without Government support.
- The MTFS sets out some core principles:
  - Budgets will be expected to balance without the need to draw on unallocated reserves and the strong reserves position achieved by this administration will be maintained.
  - Growth either by demography, inflation, or political priority can only be accommodated where headroom has been created.
  - Priority will be given to key statutory services and policies that contribute to tackling the climate emergency.
  - Council tax and social care precepts may be expected to rise over the period.
  - Further income raising income opportunities will be sought and current income streams maximised.
- The report highlights the continuing lack of reform of local government finances first promised by the Conservatives 7 years ago.

Across the board pressures are rising and I fear that the coming years up to the next general election offer stark choices and difficult decisions in setting council budgets. The autumn statement next week will hopefully provide extra clarity but after 12 years of Conservative austerity there really is no fat to cut.”

Cllr Tom Davies seconded the motion and made the following statement.

“I know that it has been mentioned before, but, as we consider this key financial paper, I would like to say again how good it is to see our colleague and friend, Cllr Richard Samuel back with us in the Chamber.

Since May 2019 Richard has demonstrated remarkable leadership of the Council’s finances - working with the Council’s senior officers, they have steered us through three extraordinarily difficult financial years and in all years, not only balancing the books but also facilitating our ability to deliver throughout all areas of our manifesto commitments - many of which we have seen further evidence of tonight - whilst also enabling the Council to lead from the front in our local response to the Covid-19 pandemic. Indeed, last year, the Council ended the year with a £4m favourable outturn - funds which we have then used to enable us to protect the new Park & Ride contract and meet some of the inflationary pressures seen this year with energy costs.

After the events of the last few years, one would have hoped that we could have been spared more turmoil and challenge but as the Medium Term Financial Strategy sets out, this is not to be.

As the Strategy shows - with current forecasts, the Council is projected to have to find up to £36m in savings over the coming years - with the main pressures being the significant inflationary pressures and pressures on our income whilst we also expect to see an increasing demand on our services throughout this period - most notably, as the report shows, in adult social care and children’s services.

We need to be open and transparent with residents that to achieve these savings, there will be very difficult and challenging decisions to be taken - decisions that will inevitably impact the support the Council can provide - but we also need to be clear that this position has been aggravated by the disastrous actions of the Conservative Party - with the global economy slowing and inflationary pressures growing, this Conservative Party embarked on an ideological experiment with us all as its Guinea Pigs - and in September Liz Truss and her colleagues - many of whom still find themselves in leadership positions - crashed our economy with their disastrous fiscal event.

Through their reckless actions, we are now poorer as a nation, our residents are and will continue to suffer as a result of the cost of living crisis and as a Council, seeking to support our residents, the Government is silent on what support we will have at this time - we stand alone with our residents as we experience one of the most disastrous periods of national leadership in our history.

We will do what we can - and whilst the purpose of the report is not to detail how we will respond to these pressures, residents should be in no doubt that this LibDem administration will continue to demonstrate the sound and strong financial leadership required to navigate the Council through these challenges - we have delivered to date and will continue to do so.”

**RESOLVED** (unanimously): To approve the Medium Term Financial Strategy.

## 50 REVENUE & CAPITAL BUDGET MONITORING, CASH LIMITS AND VIREMENTS – APRIL TO SEPTEMBER 2022

Cllr Richard Samuel introduced the report, moved the officer recommendation and made the following statement:

“It was astonishing to me, when I took office, that the previous administration failed to produce quarterly budget statements. I was clear that every quarter needed to be reported to ensure transparency but also that management actions to deal with problems with budgets was initiated.

Today’s report I regret to say reflects the extremely difficult financial environment all councils are operating under at present.

We are expecting that, without direct intervention, the council is on course to overspend its budget by £4.5m this financial year.

There are four areas of variance causing this problem:

- Surging demand for Children’s Services and the very high costs of placement accommodation charged by the private sector. A £5.4m overspend is expected.
- Contract inflation, passing on the high levels of inflation in the national economy now exacerbated by Kwarteng’s disastrous foray into free market economics.
- Hikes in energy costs.
- The impact of the nationally agreed local government pay settlement creating £2.2m of unbudgeted pressure.

These pressures are mitigated to some extent by strong income from Heritage and the Commercial Estate and Parking.

I am not prepared to reach year end with such a deficit and so the management team have been requested to establish a range of measures to control and reduce in year spending, which will be managed through a Recovery Board reporting to me and the Leader. Measures such as a vacancy freeze, and limits on discretionary spending can be expected. I will report the impact of these measures to the February Cabinet meeting.

Finally, it is not all bad news. I can report that the 22/23 savings target is largely on schedule to be met.

There are some specific virements to note together with the changes to the capital programme. It is also pleasing to note that the increased costs for repairing Cleveland Bridge will not fall on local taxpayers as it has been met by external grant.”

Cllr Tom Davies seconded the motion and made the following statement.

“Colleagues, many of the financial and service demand pressures - especially in children’s services, highlighted in the Medium Term Financial Strategy have manifested themselves in the current year and are reflected in this quarter two monitoring report.

And I would just like to pause and reflect on the scale of some of these challenges - take children's services, for example, with the report showing a 38% increase in the number of children in residential placements from 2021/22. This is just one example of the nature of additional service pressures which the Council is currently facing as we work to support our residents and community at this time.

My colleague, Richard Samuel, has provided further context and detail behind our current financial position, but I would again note that the Council's leadership has already taken action to put a framework in place, through the Financial Recovery Board, to manage these pressures and work over this next quarter to further develop mitigating actions. We are also fortunate that the sound financial leadership over the past three years means that we are able to draw upon our contingency reserve to support our work at this extraordinary time if required.

With my thanks to Richard and the officers for this paper and for all of their work over the coming weeks and months."

**RESOLVED** (unanimously):

- 1) To note the 2022/23 revenue budget position as at the end of September 2022.
- 2) To note the revenue virements listed for information only in Appendix 3(i) of the report.
- 3) To note the capital year-end forecast detailed in paragraph 3.26 of the report.
- 4) To approve the allocation of £3m CRSTS Highways Maintenance Challenge Fund grant to fund the increased cost of the Cleveland Bridge repairs as highlighted in paragraph 3.27 of the report.
- 5) To note the changes in the capital programme including capital schemes that have been agreed for full approval under delegation listed in Appendix 4(i) of the report.

## **51 TREASURY MANAGEMENT MONITORING REPORT TO 30TH SEPTEMBER 2022**

Cllr Richard Samuel introduced the report and moved the officer recommendation.

Cllr Tom Davies seconded the motion.

**RESOLVED** (unanimously):

- (1) To note the Treasury Management Report to 30<sup>th</sup> September 2022, prepared in accordance with the CIPFA Treasury Code of Practice.
- (2) To note the Treasury Management Indicators to 30<sup>th</sup> September 2022.

The meeting ended at 9.08 pm

Chair \_\_\_\_\_

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

**Prepared by Democratic Services**

## CABINET MEETING – 10 NOVEMBER 2022

### STATEMENTS FROM PUBLIC AND COUNCILLORS

1. Malcolm Baldwin (Chair, Circus Residents Association – CARA) – Liveable Neighbourhoods Strategy
2. Martin Grixoni – Changes of direction within the Council
3. Dr John Leach – Milsom Quarter, Bath
4. Patrick Rotheram (Chairman, Vineyards Residents' Association) – Milsom Quarter, Bath
5. Robbie Bentley – Public Transport Network
6. Saskia Heijltjes – Valley Floor to Claverton Down Cycle Route
7. Cllr Andrew Furse – Jianxi Province Friendship Agreement and Save our Railway Ticket Offices
8. Cllr Vic Pritchard – Waste and Recycling in B&NES
9. Cllr Jess David – The development of 89-123 Englishcombe Lane

## QUESTIONS AND ANSWERS - COUNCILLORS

<b>M</b>	<b>01</b>	<b>Question from:</b>	Cllr Dr Yuktेशwar Kumar
<p>When will Think Britain submit the report on North Road consultation? How do we justify a cost of £30K to a panel for a consultation which almost 95% of residents on North Road and nearby areas oppose?</p>			
<b>Answer from:</b>			Cllr Sarah Warren
<p><i>Britain Thinks has submitted its final report to the Council and will present their findings at the November Cabinet meeting. The panel considered not only active travel routes from the valley floor to Claverton Down, but also the wider principles of fitting active travel infrastructure onto the road network across the whole of Bath and North East Somerset, making recommendations that the council will incorporate into future decision-making. Britain Thinks were awarded the contract following an open and transparent tender process and were competitively priced.</i></p> <p><i>It is worth noting that the consultation feedback from residents on the original North Road active travel proposal in 2020 was much more evenly spread between those in favour of the schemes and those that were not. A suggestion that 95% of residents from the North Road area were opposed is not reflected in the responses that were received. Please see the link below to the Cabinet Report of the 23<sup>rd</sup> of June 2021, paragraph 3.30 onwards.</i></p> <p><a href="https://democracy.bathnes.gov.uk/documents/s66155/Report%20E3284.pdf">https://democracy.bathnes.gov.uk/documents/s66155/Report%20E3284.pdf</a></p>			
<b>M</b>	<b>02</b>	<b>Question from:</b>	Cllr Dr Yuktेशwar Kumar
<p>Why scooters (Vol) were not allowed inside the university or on North Road during the test phase? Was there any opposition from the university?</p>			

<b>Answer from:</b>		Cllr Sarah Warren
<p><i>The council worked closely with the University of Bath in advance of the expansion, not only to ensure the scooters were in place for the start of the new academic year, but also to meet the travel needs of its students. The university advised that as the majority of its students live to the west of Claverton Down, they predominately choose Widcombe Hill to travel onto campus. This is one of the reasons why Widcombe Hill was chosen for the initial expansion trial, as it offers the best connectivity for students, on a route they already know and use. This does not mean other routes will not be considered going forward, as the council is taking a staged and measured approach to the e-scooter trial. For those with a long-term rental scooter agreement through Voi, there are no route restrictions within the operating zone, so they can choose alternative routes to reach the university campus. The University worked directly with Voi in working up a private landowner agreement which sets out exactly how and where eScooters are permitted on their site.</i></p>		
<b>M</b>	<b>03</b>	<b>Question from:</b>
		Cllr Dr Yuktेशwar Kumar
<p>In comparison to most of the wards, a meagre amount of CIL was allocated to my ward (Bathwick) last year. Any particular reason, please?</p>		
<b>Answer from:</b>		Cllr Kevin Guy
<p><i>The Bath Neighbourhood CiL (Community Infrastructure Levy) only funded one project in 2021. That was to support a city-centre based counselling and support service to assist people suffering from domestic abuse. This service covers the whole of the city. There was no CiL expenditure specifically in Bathwick during 2021 nor in any other ward due to the restrictions of the COVID pandemic.</i></p> <p><i>Prior to 2021 in excess of £80,000 of CiL funding has been spent in the Bathwick Ward, on a number of projects. In 2022 we are currently progressing round 12 of the funding programme which includes a further £35,000 ear-marked for canal towpath repair and resurfacing work, also in the Bathwick ward.</i></p>		
<b>M</b>	<b>04</b>	<b>Question from:</b>
		Cllr Eleanor Jackson
<p>How many of the dignitaries whose portraits hang in the Council Chamber were slave owners? Should they not be removed to less prominent positions and replaced by pictures illustrating the multi-cultural inclusive society Bath and North East Somerset aspires to be?</p>		

<b>Answer from:</b>	Cllr Kevin Guy
<i>We researched this in March 2021 using the University College London index of slave owners and found two portraits (as attached at Appendices 1 and 2) – one MP of Bath and one Mayor. W.T. Blair (Mayor) is not on display. John Palmer (MP) is currently on view at the Assembly Rooms and will come off display in January 2023.</i>	
<b>Supplementary Question</b>	Cllr Eleanor Jackson
Would you agree that these portraits are not representative of B&NES today? Would it be a good idea to replace them with modern portraits, or with portraits of people such as the philosopher Hannah Moore or Georgiana Cavendish, Duchess of Devonshire, which would be more appropriate for 2022. This would demonstrate that B&NES is an inclusive Council and would encourage more women to engage in political careers.	
<b>Answer from:</b>	Cllr Kevin Guy
<i>Yes, I agree with you. I would endorse your suggestion and will speak to the Arts Department about this.</i>	
<b>M 05</b>	<b>Question from:</b> Cllr Colin Blackburn
Are B&NES in anyway providing maintenance to properties handed to Curo and managed by them as part of their estate? If so, can you please explain the commercial arrangements.	
<b>Answer from:</b>	Cllr Richard Samuel
<i>The occupational agreements (lease) between B&amp;NES and CURO, provide the commercial arrangements. Essentially the Tenant (CURO) is responsible for the interior of the flat (including glass, sash cords in windows, rooflights and pavement lights) of which the tenant has</i>	

*exclusive use and benefit, but not the exterior frames of such windows, roof lights etc which form part of the exterior structure of the Building.*

*The Landlord's obligations relate to the remainder of the Building, namely common parts and the other tenanted and/or void areas. The Landlord paints the exterior of the Building; regularly cleans the Common Parts and maintains them in a clean and tidy condition. A service charge is payable to the Landlord towards such costs and expenses.*

**M 06**

**Question from:**

Cllr Karen Warrington

Please provide a summary of the complete journey, from collection to disposal, that residents' waste and recycling takes. We would like to know where residents' rubbish ends up after it is processed by the Council. Could you also look at organising a member-only briefing session to give councillors the chance to get a full overview of the waste and recycling service and the chance to ask questions?

**Answer from:**

Cllr Dave Wood

*Information on what happens to the waste and recycling collected can be found on the following page of the website <https://beta.bathnes.gov.uk/policy-and-documents-library/recycling-statistics>. Officers from Waste Services will hold a virtual member-only briefing session on 15<sup>th</sup> December.*

**M 07**

**Question from:**

Cllr Karen Warrington

A £20m bid for funding for the new Fashion Museum is to be submitted to the Government's Levelling Up Fund. When will the bid be submitted, when will we hear if the bid has been successful and how does the administration plan to proceed with the plans for the Fashion Museum if the bid is unsuccessful?

**Answer from:**

Cllr Kevin Guy

*A bid was submitted to round 2 of the levelling up fund on 2nd August. There is no confirmed decision date from the Department of Levelling Up Housing and Communities other than 'the autumn'.*

*If we are not successful with this bid submission Heritage Services will develop a range of options to take the project forward. These may consider alternative funding sources, phasing delivery and overall scope of the current proposals.*

<b>M</b>	<b>08</b>	<b>Question from:</b>	Cllr Karen Warrington
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Plans are currently in place to build a cycling track at Entry Hill. Entry Hill is a former landfill site. Please detail all work undertaken to date to ensure the site is free from contamination and will not pose a threat to the health of the public and the environment when the site is disturbed should the development go ahead.

<b>Answer from:</b>	Cllr Mark Roper
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*The Environmental Services team have been engaged through the project and pre-application process and have provided comments on the proposal. As recommended, a Phase I Desktop and Phase II Full Intrusive Survey have been completed by ground survey specialists, Integrale.*

*The reports suggest that the bike park proposal would not cause any increased risk for public health although highlighted several areas for consideration by the design team and the appropriate mitigations put in place.*

*Integrale are part of the project team and will continue to be engaged and advise on site through the construction phase. The reports will be included as part of the full planning application which will be submitted at the end of November.*

<b>M</b>	<b>09</b>	<b>Question from:</b>	Cllr Vic Pritchard
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In the original plans for the bike park at Entry Hill, provision was made for a number of allotments on site. They have been removed from the revised plans. Please confirm why provision for allotments was removed from the plans for Entry Hill.

<b>Answer from:</b>	Cllr Mark Roper
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*It was concluded that the site was not a suitable location for allotments due to accessibility and the cost. Support for allotment provision was also not strong in resident surveys. Removing the allotments has also created more free-to-use community space. The section 106 funding allocated for allotment provision will be assigned to alternative sites.*

<b>M</b>	<b>10</b>	<b>Question from:</b>	Cllr Vic Pritchard
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Please detail the role the Council's Environmental Services team has played in developing the plans for Entry Hill and ensuring the site is safe to build on.

<b>Answer from:</b>	Cllr Mark Roper
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*The Environmental Services team have been engaged through the project and pre-application process and have provided comments on the proposal. As recommended, a Desktop and a full Phase II Intrusive Study have been completed; and ground survey consultants would continue to be engaged to advise on site through the construction phase. The full reports will be included as part of the full planning application which will be submitted at the end of November.*

<b>M</b>	<b>11</b>	<b>Question from:</b>	Cllr Lisa O'Brien
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When can residents expect to gain access to the Phase 2 Contaminated Land Survey for the proposed development at Entry Hill, commissioned by the Council at a cost of £16,000?

<b>Answer from:</b>	Cllr Mark Roper
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*The Phase II report is currently in draft form and is being used to finalise the design development. The final report will be published as part of the full planning application which will be submitted at the end of November.*

<b>M</b>	<b>12</b>	<b>Question from:</b>	Cllr Vic Pritchard
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With regard to NHS pressures on hospital discharges to social care settings, coupled with the cost of living crisis and spiralling inflation, would it not be prudent to hold onto certain elements of the HCRG contract to ensure any concerns around Urgent Care are adequately met and the desire to bring all aspects of the service in house doesn't inadvertently destabilise the whole system?

**Answer from:**

Cllr Alison Born

*The health and social care system is under significant pressure post COVID and will continue to face multiple challenges going forward. The decision to bring Adult Social Care back in house will allow the Council to ensure money is spent on the delivery of care to meet the needs of the most vulnerable in our B&NES community.*

*The Council is working closely with the Integrated Care Board (ICB) to ensure that it has the right services in place for the residents of B&NES. The Council will maintain robust discharge arrangements that support the wider health system whether the services are provided in house or not. Through the Community Services Transformation programme we are looking at innovative ways that community partners can continue to play an important role in the process ensuring that vulnerable people have the support they need within their own communities.*

**Supplementary Question from:**

Cllr Vic Pritchard

I note that in her response the Cabinet Member states, "the Council will maintain robust discharge arrangements that support the wider health system whether the services are provided in-house or not." Does this mean that she is responding positively to my suggestion of acting prudently when bringing Adult Social Care Services back in-house?

**Answer from:**

Cllr Alison Born

*A written response will be provided within 5 working days of the meeting.*

**M 13**

**Question from:**

Cllr Karen Walker

As the Peasedown St John bypass roadworks continue, I wondered about the cost of having men and vans from Hooke Highways monitoring the cones/barriers etc around the clock.

The figure for this is £530 per day. With the roadworks started around the 2nd October and planned to last 21 days, 32 days later and still the road works are being pushed back for the 4th time until the 15-17th Nov that will mean the taxpayer has paid over £16,000 for a company to sit in their vans for the majority of the time and move the odd cone back into position when necessary.

Residents tell us that find this an eye watering waste of taxpayers' money, and at a time when BANES tells us they are strapped for cash and need to ramp up our council tax every year.

Obviously, I understand things don't always run smoothly and there is the odd hitch with the weather, but we feel that works could have been better managed

Please could you explain the reasons for the delays, why such large sums of money have been spent and clarify if these could have been avoided.

**Answer from:**

Cllr Dave Wood

*Highway resurfacing schemes are programmed from April to early November to avoid the worst of the winter weather. The Peasedown St John bypass works were undertaken in Octobers 2022. The surface treatment used requires curing time before lines are reinstated. A temporary 30 mph speed limit was introduced, however we quickly identified that vehicles speeds remained a risk and took the decision to install additional traffic management to try and control the speed of vehicles along the road. With the arrangements and number of cones and signs it made sense particularly at the start to have a crew on hand to address any on site issues. Having been able to complete the road marking from Radstock to the roundabout we have a shorter length of traffic management and have reduced the ongoing maintenance with daily checks morning and evening during the week and reactive response outside these times if required.*

*The additional traffic management was installed on 15<sup>th</sup> October 2022 the maintenance was reduced on 5<sup>th</sup> November 2022. Traffic Management does form a major cost element of the working on the highway and in this instance, it has had to be extended due to the weather. The daily maintenance cost forms one element of the traffic management, these checks are forecast to be significantly lower than £16,000.00, however this will be dependent on when works can be completed. The heavy rains have resulted in the delay to the completion of the lining, with staff shortages across the industry suppliers are not able to respond at short notice and we are very much reliant on hitting planned windows for getting work done. The next available dates for the road marking vehicle are in the week commencing 14<sup>th</sup> November*

*at which time will be able to remove all the cones.*

*Lessons learned will form part of the annual review of the surfacing programme.*

<b>M</b>	<b>14</b>	<b>Question from:</b>	Cllr Jess David
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What progress is the council making to increase the frequency of road drains and gully clearing. Please provide figures on the number of gullies cleared for each of the last 3 years. (2019/2020, 2020/2021 and 2021/22) and anticipated service level in 2022/23.

<b>Answer from:</b>	Cllr Dave Wood
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*These are the number of inspections completed by gully tankers since 2019:*

<i>2019/20</i>	<i>10,923</i>
<i>2020/21</i>	<i>14,852</i>
<i>2021/22</i>	<i>21,251</i>
<i>2022/23</i>	<i>14,246 this to the end of October, on a pro rata basis this suggests a year-end total of 24,422</i>

<b>M</b>	<b>15</b>	<b>Question from:</b>	Cllr Joanna Wright
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At September's Cabinet I asked a question about the safety of drinking water along the canal, near Grosvenor Bridge. The response given by Cabinet Members stated that "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."

Is the Council aware that the drinking water capacity on a typical narrowboat does not allow the "boater" to hold water for 2 weeks?  
Can you therefore please qualify the term "transient population and boaters" and whether this statement is in line with the equalities act of 2010 and could this be seen as discrimination and failure to allow people to receive a basic human right - drinking water?

<b>Answer from:</b>		Cllrs Dine Romero and Tim Ball
<p><i>The transient population referred to are the boaters who are only permitted to stay at that location for two weeks by the C&amp;RT. The C&amp;RT are not obligated to provide a drinking water supply at this location. There are drinking water supplies provided further along the canal towards the lock adjacent to Sydney Buildings and further back near the George Inn at Bathampton.</i></p> <p><i>(Note: The above response was sent within 5 working days of the meeting.)</i></p>		
<b>M</b>	<b>16</b>	<b>Question from:</b> Cllr Joanna Wright
<p>Since you have become Leader, please can you provide full details of how many times Political Officers at B&amp;NES have received emails from senior Officers disseminating information to all Councillors?</p>		
<b>Answer from:</b>		Cllr Kevin Guy
<p><i>Any communications that are intended for all Councillors, are sent directly to 'All Councillors on Exchange' using an email mailing list, so that they all receive it. They are not sent to Political Assistants to disseminate.</i></p>		
<b>M</b>	<b>17</b>	<b>Question from:</b> Cllr Joanna Wright
<p>Please can you give a full cost of restoring Cleveland Bridge, with appropriate break down in expenditure?</p>		
<b>Answer from:</b>		Cllr Manda Rigby
<p><i>Originally built-in 1826, Cleveland Bridge is a Grade II* listed structure of unique construction, possessing architectural, historic and cultural values. It is an important strategic river crossing within Bath and a crucial link for the city. Various structural modifications have been carried out to the bridge throughout its lifetime, which have resulted in a complex structural arrangement that presents a unique set of challenges in terms of structural assessment, maintenance, and operation. The structure is monitored in line with all expected requirements of the</i></p>		

*Highway Authority and the required legislation.*

*Additional challenges have occurred during the refurbishment scheme, such as the impact of the Covid 19 pandemic and the additional deterioration of the structure that were not able to be identified when the £3.8m funding bid was submitted to DfT in October 2019.*

*Once the works started on site the scaffold was erected and concrete started to be removed. The extent of concrete repairs was significantly worse than previously identified in the initial surveys carried out by rope access. This required additional temporary supports to be designed and installed to maintain the structural integrity of the bridge while the repairs were undertaken. Further deterioration was identified with the Hangers Bars requiring detailed assessment, leading to a monitoring system being installed to enable continued safe use of the bridge.*

*The additional works are forecast to cost an additional £3.0m over the original bid. The additional costs of the project will be covered from the CRSTS Maintenance Challenge Fund with WECA and DfT agreement. Final account assessments are continuing, and detailed breakdowns will be available when these have concluded.*

<b>M</b>	<b>18</b>	<b>Question from:</b>	Cllr Robin Moss
Is the Cabinet member confident in the financial stability of private sector residential care providers?			
<b>Answer from:</b>			Cllr Alison Born

*In the current climate I don't think any business would be able to assert that they could assure financial stability. Our commissioners remain in regular contact with all providers and have been able to use the significant proportion of the funds made available this year to support the social care reforms to give providers an additional one-off uplift of 1% to respond to the cost of living increases.*

*However, as costs escalate, we do expect to see further pressures in the sector as they continue to struggle with challenging recruitment, high fuel bills and escalating everyday living costs. B&NES does work with a number of small local providers, and this will mean they have few resources to fall back on. We are, as most sectors, doubtful of any further help to meet the needs of sustaining quality provision. However, more positively, the close working relationship we have with our providers does mean they feel able to discuss these matters with us and regular contract management sessions suggest providers are continuing to take a cautious approach to this winter.*

M 19

Question from:

Cllr Robin Moss

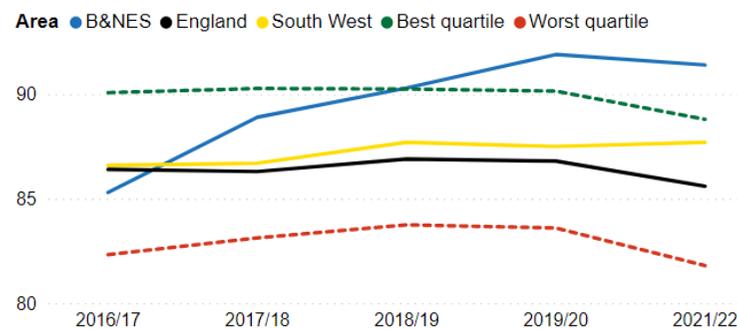
Is the Cabinet member confident in the quality of care being provided in the care sector?

Answer from:

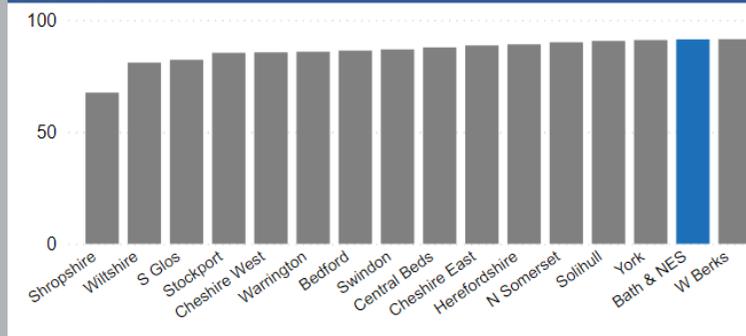
Cllr Alison Born

Over the pandemic period we have seen an increase in safeguarding concerns, and this has been true for B&NES and all local authorities across the country. This is perhaps not surprising based on the staffing shortages due to sickness and recruitment difficulties and the overall strain of the pandemic/epidemic which remains a continuing challenge for our providers. However, in comparison to other areas B&NES have retained a positive picture with 91.4% of users stating that our services have made them feel safe and secure. (ASCOF Measures).

% of users who say that those services have made them feel safe and secure (4B) trends



B&NES performance compared to CIPFA near neighbours 2021/22



Equally so we have not seen a significant downturn in providers being rated good or outstanding in B&NES. Providers have maintained a good national ranking with 82.5% of homes rated good or outstanding. However, the cost of living rise is now a further challenge for our providers and officers will be continuing to offer high levels of support to enable, recruitment, training, managing the cost of living pressures and wider measures. Suzanne Westhead, our Adult Social Care Director, is leading on a BSW Academy to support recruitment particularly amongst providers of domiciliary care and we will continue to closely support our providers to retain good quality care for B&NES residents.

<b>M</b>	<b>20</b>	<b>Question from:</b>	Cllr Robin Moss
Is the Cabinet member aware of any acute labour shortages in the residential sector, including any issues around recruitment and/or retention?			
<b>Answer from:</b>			Cllr Alison Born
<p><i>Recruitment in both the domiciliary and residential sector remains a significant pressure for our care providers. Officers have been tracking the on-going vacancies that providers are experiencing. All sectors are experiencing difficulties retaining and recruiting front line staff, but the care and health sector are particularly struggling to meet requirements for staffing. This is leading to higher reliance on agency staff or homes choosing to close beds so that they can retain the quality of care for B&amp;NES residents.</i></p> <p><i>Suzanne Westhead is the South West Lead for the Association of Directors of Adult Social Services (ADASS) and is leading on a BSW Academy to support domiciliary care recruitment. There is ongoing work with our internal provision, providers and with the wider sector to support recruitment during this challenging time.</i></p> <p><i>Between the spring and summer of this year, providers did report gaining some ground, reducing care staff vacancies from 12.53% to 10.16, but on-going rounds of covid sickness amongst staff also presents a challenge. Officers will be continuing to support providers to find creative and ongoing approaches to recruitment. In addition, the development of the Council's strategies to address health inequalities and economic issues will be critical to responding to the underlying conditions.</i></p> <p><i>For in house services there continues to be high level of agency use across the CRCs, main issues in recruiting qualified nurses are the grades of pay which do not benchmark well against NHS pay scales and the hours offered for shifts. Actions being taken include focused recruitment campaigns, easier recruitment processes, such as paper-based applications, offering agency staff permanent employment, use of apprenticeships and reviewing shift patterns. Work is also ongoing to move to values-based recruitment with a comprehensive induction and training programme. The recent pay award will see the hourly rate offered to staff increase to a competitive level across the market.</i></p>			

## QUESTIONS AND ANSWERS - PUBLIC

<b>P</b>	<b>01</b>	<b>Question from:</b>	Joe Scofield
<p>In May this year, residents of Southdown attended the Southdown Liveable Neighbourhood Workshop, where we were split into five groups. None of the five groups were in favour of modal filters being installed on Mount Road.</p> <p>Yet we've had a hard time getting that message across to the facilitators, Aecom.</p> <p>At the Workshop we saw the lead consultant refuse to publicly accept that no group had been in favour of modal filters. We were then shocked to see that modal filters were still on the plan at the subsequent exhibition.</p> <p>We've had people formally complain to the council's Chief Executive Officer over this. And we've provided photographs of the schemes drawn by each of the five groups at the Workshop, to prove that no group had wanted modal filters.</p> <p>Can we now have official confirmation that modal filters will not be installed on Mount Road in accordance with the results of the Workshop?</p>			
<b>Answer from:</b>			Cllr Sarah Warren
<p><i>Consultants AECOM made a transcription error in the draft workshop output report, which was then reflected in the exhibition boards. The erroneous modal filter between Mount Grove and Roundhill Grove has now been removed from the report, and this will be reissued on our website shortly.</i></p>			
<b>P</b>	<b>02</b>	<b>Question from:</b>	Chris Allsop
<p>All householders were given a council tax energy rebate earlier this year by the Government if they lived in properties in Bands A to D. Please can you give full details of how many residents complained about the process to receive this funding?</p>			

<b>Answer from:</b>		Cllr Richard Samuel															
<p><i>There were 19 complaints logged for energy rebates from April to September inclusive. One was ineligible (Band E) and the rest were categorised as “not upheld” as paid by deadline of 30/9/2022.</i></p> <p><i>To give some scale, at the end of September the direct payment and Council Tax (CT) account credited figures for B&amp;NES were:</i></p> <table> <tr> <td><i>Direct payments</i></td> <td><i>£7,915,800</i></td> <td><i>52,772</i></td> </tr> <tr> <td><i>Credited to CT</i></td> <td><i>£1,230,300</i></td> <td><i>8,202</i></td> </tr> <tr> <td></td> <td><i>£9,146,100</i></td> <td><i>60,974</i></td> </tr> <tr> <td><i>Govt Allocation</i></td> <td><i>£9,125,700</i></td> <td><i>60,838</i></td> </tr> <tr> <td><b><i>Left/overspend</i></b></td> <td><b><i> -£20,400</i></b></td> <td><b><i> -136</i></b></td> </tr> </table> <p><i>Once the reconciliation is completed, HMG will recompense any overspend.</i></p> <p><i>Since 30/9/2022, we have been refunding £150 from Council Tax accounts to residents on request where their energy rebate was credited.</i></p>			<i>Direct payments</i>	<i>£7,915,800</i>	<i>52,772</i>	<i>Credited to CT</i>	<i>£1,230,300</i>	<i>8,202</i>		<i>£9,146,100</i>	<i>60,974</i>	<i>Govt Allocation</i>	<i>£9,125,700</i>	<i>60,838</i>	<b><i>Left/overspend</i></b>	<b><i> -£20,400</i></b>	<b><i> -136</i></b>
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<b>P</b>	<b>03</b>	<b>Question from:</b>															
		Chris Allsop															
<p>At September's Cabinet Meeting I asked the following question:</p> <p>In recent documentation on a planning application that was given approval by B&amp;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 are now encroaching on the narrow roadway. What investigations has B&amp;NES Council taken on this matter? How will B&amp;NES deal with this developer?</p> <p>And had this answer:</p>																	

It is not clear which planning application or site this question relates to. Any breach of 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.

**The Planning Application was 22/01829/COND Bailbrook Lane - please can I now have an answer to my original question?**

**Answer from:**

Cllr Tim Ball

*The site visit did not reveal any debris in the road. However, the bank appears to be slipping towards the highway. The bank will be removed to create layby pre-occupation so this matter will be resolved shortly. However, the officer has contacted the site manager to remind them of responsibilities in case the bank situation worsens in the meantime. The case was closed 8<sup>th</sup> September with no further action planned.*

**P 04**

**Question from:**

Chris Allsop

The Council has recently decided to replace sodium lights to warm white LEDs. What research has the Council undertaken to understand the impact this change is having on wildlife, in particular on critters and bats that move around at night?

**Answer from:**

Cllr Dave Wood

*The Street Lighting Team work alongside the BANES Ecology Team and refer to technical documents produced by the Institution of Lighting Professionals, Public Health England, various universities and others. An example technical document is the joint guidance provided by the Institution of Lighting Professionals (ILP) and Bat Conservation Trust and their joint guidance Bats and Artificial Lighting in the UK – Bats and the Built Environment.*

*Research so far indicates that that the warmer LED lights with colour temperature range 2700 to 3000 degrees kelvin contain a reduced blue light component and cause less impacts on bats and insects. Other recommended mitigation includes dimming of streetlights during off peak periods and providing shielding to sensitive areas.*

<b>P</b>	<b>05</b>	<b>Question from:</b>	Grace Wiltshire
How many adults have taken part in bikeability training provided by the Council in the last year?			
<b>Answer from:</b>			Cllr Sarah Warren
<i>Last financial year, the BANES cycling instructor team trained 5 adults. Our main priority at present is school cycle training and out-of-school cycle training for children, in line with the Bikeability fund's priorities. We are looking to increase cycling instructor numbers and adult cycling provision from April 2023, assuming our bid for capability funding for that purpose is successful.</i>			
<b>P</b>	<b>06</b>	<b>Question from:</b>	Grace Wiltshire
How much did the recent street tree project consultation cost, compared with the cost of trees planted, and will you be authorising a further consultation for the next 94,900 trees you have committed to plant?			
<b>Answer from:</b>			Cllr Dave Wood
<i>The Street Trees Project online consultation did not have a dedicated budget and was managed within existing staff resource.</i>			
<i>We have submitted a grant application to the DEFRA-backed Trees for Climate Grant to fund the planting of the trees and their establishment maintenance for a period of 24 months. Subject to the consultation review and confirmation of the grant agreement, the trees will be scheduled for planting during the 2022/2023 planting season.</i>			
<i>We consult the public on Council led tree planting projects using different methods, including online, letter drops, email, posters, and via resident associations and friends' groups.</i>			
<i>The 100,000 tree planting target set in 2019 following the declaration of Climate and Ecological emergencies is a district wide ambition and a leadership role. This includes Council led-planting projects on Council land, including in parks and open spaces, but also includes tree planting by our partners.</i>			

*The current total figure for tree planting in the BANES district since 2019 totals 65,958 and is forecast to be 100K by Spring 2023, as reported in our Tree and Woodland Delivery Plan.*

**P 07**

**Question from:**

Grace Wiltshire

BANES Council have local powers over planning decisions across the district. Can you therefore explain why this Council has agreed to take part in the 'Investment Zones' which will allow planning rules to be removed from the Council's powers?

**Answer from:**

Cllr Mark Roper

*The Council will always investigate any opportunities that could attract new investment to the area, supporting businesses and encouraging high-quality new jobs. However, whilst it's right that we explore these possibilities, we will be seeking assurances about the potential impacts of these proposed Investment Zones - particularly on environmental protection and planning - before we make any final decisions. Protecting nature is key to tackling the climate and ecological emergency and promoting biodiversity and green space is central to our plans for green renewal and sustainable economic development.*

*The Council is waiting for further details of the Investment Zones to be released by the government, as the situation is fluid, and the Council reserves the right to withdraw its participation in the Expression of Interest if the proposed changes in planning and environmental legislation could have an adverse effect on B&NES planning, climate emergency and ecological emergency policies for the areas concerned.*

**P 08**

**Question from:**

Emma Hooper

How many panellists of the Active Travel in Bath and North East Somerset Citizens' Panel had no access to a car; and how many of those were under 34?

**Answer from:**

Cllr Sarah Warren

*The Council does not hold car-ownership information in such detail. However, we know panellists used a mix of typical modes of travel (p9 of*

<i>report). There were six panel members under the age of 34 (p9 of report).</i>		
<b>P</b>	<b>09</b>	<b>Question from:</b> Emma Hooper
How many of the panellists of the Active Travel in Bath and North East Somerset Citizens' Panel were parents of primary-school aged children? And how many of them were parents of secondary-school aged children? Could you please specify which secondary schools?		
<b>Answer from:</b>		Cllr Sarah Warren
<i>The Council does not hold that information in such detail. We know the panel contained parents of school age children (quotes from panellists p14, 22, 24 of report).</i>		
<b>P</b>	<b>10</b>	<b>Question from:</b> Emma Hooper
How many of the panellists of the Citizens Panel were either a student or staff member at the University of Bath or work for any other employer or education provider based on the Southern plateau?		
<b>Answer from:</b>		Cllr Sarah Warren
<i>The Council does not hold that information. The Panel is completely anonymous which includes their work history.</i>		
<b>P</b>	<b>11</b>	<b>Question from:</b> Saskia Heijltjes
At Septembers' Cabinet Meeting, Cllr Joanna Wright asked a question about the use of positive language on signage etc for those cycling and the following response was given:  "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.”

We understand the proposed Scholar’s Way scheme includes sections where people walking and cycling will be sharing the same space. Cycle infrastructure design guidance LTN 1/20 advises the following: “Conversion of existing footways to shared use should only be considered when options that reuse carriageway or other (e.g. verge) space have been rejected as unworkable.”

Could you please clarify how much distance of the proposed Scholar’s Way route would be using shared use paths and pavements?

**Answer from:**

Cllr Sarah Warren

*The proposed Scholars’ Way (phase 1) between the University of Bath and St Martin’s Garden Primary School is approx. 5.62km in length. Approximately 61% of the route is on highway, 26% is via an existing restricted byway or cycleway (i.e. motor vehicles excluded), 8% is proposed as a new shared use path (not an existing footway), 3% comprises footway widening to provide for shared use, 1% is a new segregated cycleway and 1% involves the conversion of an adopted footway (comprising a class 6 highway) into a shared use path. In summary, just 4% of the scheme involves the use of existing footways (which will be widened) and converted footpaths.*

**P 12**

**Question from:**

Saskia Heijltjes

The Council recently released a cabinet document regarding the B&NES Liveable Neighbourhoods program, which it said is being delivered as part of the CRSTS funding. The CRSTS Liveable Neighbourhoods program placed a commitment for all the funding to be used to deliver through traffic reduction measures only and this was agreed by council leaders and the metro mayor.

<https://democracy.bathnes.gov.uk/documents/s74050/Liveable%20Neighbourhoods%20Update%20Report.pdf>

Please can you provide a strategic map of the through traffic routes for B&NES?

**Answer from:**

Cllr Sarah Warren

*The main through traffic routes in Bath are identified by the classified road network, and this hierarchy of routes present the key links into the wider transport network.*

P 13	Question from:	Saskia Heijltjes
<p>Recent research has shown that PM2.5 particles are having an impact on people's health, particularly in regards to lung cancer. As EVs generate PM2.5 in their break and tyre wear, could you please clarify what proportion of the Council's budget is spent on EV facilities compared to spending on active travel projects?</p> <p><a href="https://www.theguardian.com/science/2022/sep/10/cancer-breakthrough-is-a-wake-up-call-on-danger-of-air-pollution">https://www.theguardian.com/science/2022/sep/10/cancer-breakthrough-is-a-wake-up-call-on-danger-of-air-pollution</a></p>		
Answer from:		Cllr Sarah Warren
<p><i>Mounting scientific evidence shows PM2.5 represents a danger to public health through air pollution. However, there are multiple sources of PM2.5 in our local environment, including wood fires, industrial emissions, and traffic. The popularity of larger, heavier SUV-type private vehicles has no doubt contributed to the increasing greenhouse gas (GHG) emissions of the transport sector, as well as the PM2.5 emissions from associated increases in tyre wear and brake use. However, EVs do benefit from regenerative braking which slows vehicles without creating PM2.5 emissions, but EVs generally still have relatively high vehicle weight. All these factors show that associating PM2.5 generation with EVs only is invalid, and all road traffic must be held accountable.</i></p> <p><i>B&amp;NES fully supports the sustainable transport hierarchy which places private vehicle use as the least preferred transport option and active travel as the most favoured. Consequently, we are enabling active travel through new infrastructure and behaviour change programs. In the short to medium term some private vehicle travel is inevitable, especially for residents in more rural areas. In these cases, EVs are favoured as they produce zero tailpipe emissions, benefiting local air quality, and reduced operational phase GHG emissions, reducing climate change impact. To support the adoption of EVs we are building the Revive public charging network in collaboration with the West of England local authorities.</i></p> <p><i>B&amp;NES budget information 2022/23:</i></p> <ul style="list-style-type: none"> <li><i>Revenue budget (gross spend before taking account of income): £364m</i></li> <li><i>Capital budget (total fully approved spend): £96.1m</i></li> <li><i>Active Travel budget: £1,200,000</i></li> <li><i>Go Ultra Low West (GULW) electric vehicle charging infrastructure budget: £269,741</i></li> </ul>		

<b>P</b>	<b>14</b>	<b>Question from:</b>	Barbara Gordon
<p>The recent planning application for Waterworks Cottage has left many residents frustrated at the planning process. Hundreds of residents repeatedly took part in opposing the application to build houses on the land and further opposed Waterworks Cottage being demolished. However, Waterworks Cottage is now to be demolished apparently without any necessity for prior approval. What action is the Council taking to review this case and to instigate the necessary changes through the planning process and local plan update to prevent a similar event taking place again?</p>			
<b>Answer from:</b>			Cllr Tim Ball
<p><i>The demolition of unlisted buildings outside of the conservation area, such as Waterworks Cottage, does not require an application for planning permission; this is national legislation which the council has no control over. National legislation in fact goes further and grants full planning permission for demolition work of this nature and specifies that the only matters that the council may control (if deemed necessary) is the method of demolition and the nature of the site's restoration; this is controlled through the so-called Prior Approval process.</i></p> <p><i>The Prior Approval process cannot be used to resist the principle of demolition. In this case Prior Approval was not required as the Council was content with the details submitted in respect of demolition and the site restoration. The Council is unable to make any changes to the planning process and/or the local plan because, as stated, this is national legislation.</i></p>			
<b>P</b>	<b>15</b>	<b>Question from:</b>	Barbara Gordon
<p>Please can you give full data on the use of hop on/hop off VOI e-scooters in the Lambridge area, including age and gender in the last 6 months?</p>			
<b>Answer from:</b>			Cllr Sarah Warren
<p><i>Data collected for the Hop On Hop Off scooter service is not disaggregated to the level of Ward area. That is to say while we collect data and disaggregate to the Bath area, it is not broken down further to specify journeys in the Lambridge area, by age, gender, etc.</i></p>			

<b>P</b>	<b>16</b>	<b>Question from:</b>	Dominic Tristram
<p>Bath seems saturated with 'AirBnBs'. This has the result of increasing the cost of homes for people working and living in the city as properties are bought-up as short-term rental investments. Is the Council looking into measures, such as a 'tourist tax', so a levy can be charged on tourists staying the night in Bath?</p>			
<b>Answer from:</b>			Cllr Kevin Guy
<p><i>The Council has directly lobbied central government for its support to consider a tourist tax, for this to implemented new legislation would need to be passed through central government to give Councils the ability to implement as this would be a new form of government collected tax.</i></p>			
<b>P</b>	<b>17</b>	<b>Question from:</b>	Dominic Tristram
<p>Please can you give comparison figures for the amount of money paid by the council to Volker for Highways Maintenance work for the last full year in which figures are available compared to the cost to the council for performing the same services in the last full year when they were performed in-house?</p>			
<b>Answer from:</b>			Cllr Dave Wood
<p><i>The amount of money paid to Volker in the 2021/22 financial year was £13.4 million. This included Highway Maintenance, Improvements &amp; Public Realm schemes.</i></p> <p><i>The Council has not performed an in-house Highway Maintenance Works Service for approximately 25 years and would not have the information requested which would be 25 years old.</i></p>			

<b>P</b>	<b>18</b>	<b>Question from:</b>	Dominic Tristram
Please could you specify: the scoring criteria used in the tendering process in which Volker won the contract, whether there was a bid to do the work 'in house', and if so, the scoring given to the in-house bid and/or the reason why it did not win the contract?			
<b>Answer from:</b>			Cllr Dave Wood
<i>Volker Contract commenced in April 2019 and was awarded on Quality/Price based tender 60/40% weighting. There was no "in-house" bid.</i>			
<b>P</b>	<b>19</b>	<b>Question from:</b>	Kathy Beadle
In August 2022, Edinburgh City Council agreed to the 10 recommendations given to the Council by the review into the city's links to historical slavery, including agreeing to apologise for the suffering caused through the city's involvement with slavery. Will you, as Leader of B&NES council, be setting up an enquiry into historic links to slavery in Bath and North East Somerset? <a href="https://www.theguardian.com/uk-news/2022/aug/30/edinburgh-to-apologise-over-historical-links-to-slavery?CMP=Share_iOSApp_Other">https://www.theguardian.com/uk-news/2022/aug/30/edinburgh-to-apologise-over-historical-links-to-slavery?CMP=Share_iOSApp_Other</a>			
<b>Answer from:</b>			Cllr Kevin Guy
<i>The appalling history of Bath's relationship with the transatlantic slave trade has been revealed and highlighted more and more in recent years, thanks to the work of our local communities, researchers and many others. The council has organised a webinar on this topic with panelists discussing the role the area played in the slave trade and its historic legacies, including in architecture and institutions. "Recently, the Bath Record Office has taken part on a project, funded by The National Archives Testbed Fund, which addresses Bath's links with colonialism and the transatlantic slave trade and produced valuable research tools. Information about this project can be found at <a href="https://bathandcolonialism.org/">https://bathandcolonialism.org/</a>.</i>			
<i>The council will continue to support important initiatives such as these.</i>			

<b>P</b>	<b>20</b>	<b>Question from:</b>	Kathy Beadle
<p>The important undertaking of the Charter Trustees and the Lord Mayor recently has meant that the bike racks usually in place outside the Guildhall, Bath have not been in their usual location for many months. Please can you explain what measures are being put in place to support residents to park bicycles securely in front of the Guildhall, particularly as many people use this means of transport to reduce congestion, pollution and emissions, in line with the Council's Corporate Strategy?</p>			
<b>Answer from:</b>			Cllr Sarah Warren
<p><i>One Sheffield stand was removed because it was hit by a vehicle and 2 more were removed because the fixings had loosened making them unsafe. There has been a problem finding the best fitting for regular removal. They are bolted down, but the bolts work loose. Highways will look at finding a solution and get them reinstalled after Remembrance Day.</i></p>			
<b>P</b>	<b>21</b>	<b>Question from:</b>	Kathy Beadle
<p>Does the Council have data on how many residents are on prepayment meters to pay for their fuel? If so, what are the Council doing to support residents in paying the extra costs that prepayment meters incur for residents?</p>			
<b>Answer from:</b>			Cllr Richard Samuel
<p><i>The Council does not know how many residents are on pre-payment meters. This information may be held by individual energy suppliers, but the Council does not have access to this information.</i></p> <p><i>Over the last two years the Council has provided Citizens Advice Bath and North East Somerset with a total of £325,000 in support of their fuel voucher scheme, supporting 1964 households. This is predominantly for the benefit of residents who are on pre-payment meters. Residents can access this scheme through the Community Wellbeing Hub and through partner organisations such as the Council's Welfare Support Team.</i></p> <p><i>In addition to the contribution to the Citizens Advice scheme the council has directly provided a total of £826,000 to residents in energy</i></p>			

*support over the last two years and will shortly roll out a scheme to deliver a further £500,000 to support residents with energy costs this winter. These schemes have also benefitted residents who pay by pre-payment meter, although data on how residents pay for their energy was not collected. These council run schemes have supported approximately 3900 households.*

<b>P</b>	<b>22</b>	<b>Question from:</b>	Sam Ross
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The health and resilience of our water courses is under threat from development, from roads, from some farming practices and from poor management and infrastructure of our water and sewage systems...“What work is the executive currently pursuing - & with which partners - to ensure nature-based solutions are being put in place to ensure our water courses are healthy & resilient & that damaging practices are being brought to a halt?”  
“What work is the executive currently pursuing to reduce the cumulative pressure from development on our water and sewage systems”

<b>Answer from:</b>	Cllr Tim Ball
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*We are founding members of the Bristol Avon Catchment Partnership which is leading work in this area. I would recommend Sam Ross reviews the <https://www.bristolavoncatchment.co.uk/> and action plan to see the excellent work being taken forward by B&NES and partners to address the issues raised.*

<b>P</b>	<b>23</b>	<b>Question from:</b>	Sam Ross
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Presently the charge at B&NES Rapid EV chargers is 45 pence per unit. Whereas a resident using a home charge can obtain a unit at 17 pence. How much income does the Council receive of the 45p per unit, compared to the third party that provides the charger?

<b>Answer from:</b>	Cllr Manda Rigby
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*B&NES rapid EV chargers are operated by the Revive network, which is run by the West of England local authorities (B&NES, BCC, SGC & NSC). The Revive charging network is a not-for-profit organisation, choosing to use any operating profit to expand and develop the network, including increasing social equity of EV charging access. B&NES does not receive an income from these Revive chargers.*

*The difference in charging costs can be explained in comparison. Homeowners can charge their EV's using residential energy rates, often reduced in cost to reflect access only at times of low energy demand. Public rapid EV chargers use business energy rates, more expensive charging equipment, and provide greater utility through a much higher rate of charge and 24-hour operation.*

*Recent volatility in the energy sector has brought unprecedented high energy costs. Revive network are choosing energy supply and charging tariff options to minimise financial impact on their users.*

<b>P</b>	<b>24</b>	<b>Question from:</b>	Sam Ross
<p>Active Travel England have recently sent all Local Authorities a capability assessment, which will determine Dept for Transport funding streams going forward. Please can you give full information on what direction you as the lead Cabinet Members have made on this, including how you intend to improve the B&amp;NES part of WECA's yearly score on a yearly basis?</p>			
<b>Answer from:</b>			Cllrs Sarah Warren and Manda Rigby
<p><i>The response to Active Travel England's self-assessment questionnaire was jointly compiled by officers from across the West of England (WECA), scoring the region as a whole at 'Level 2', meaning that "we have strong local leadership and support, with strong plans and an emerging network". We understand that most authorities nationwide are likely to score at level 1 or level 2 this year.</i></p>			

## **Appendices**

Appendix 1 – John Palmer MP 1742-1818 by Circle of William Hoare

Appendix 2 – W.T. Blair, Mayor of Bath, 1838 by Edward Kilvert



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**STATEMENT TO CABINET MEETING – 10 NOVEMBER 2022**  
**MALCOLM BALDWIN – CIRCUS AREA RESIDENTS ASSOCIATION**

**Subject: The "Liveable Neighbourhoods Strategy": the way forward!**

The important word here is not "Liveable", it is not even "Neighbourhoods" ..... it is "meaningful"!

Powers, I believe, have now been delegated to decide how best to prioritise and implement Liveable Neighbourhood (LN) 'interventions' within our local communities, subject to phased and effective public consultation.

This important delegation of powers will be judged as being a success if it indeed "turbo-charges" the implementation of at least one or two effective and substantial Liveable Neighbourhoods. The introduction of relatively minor traffic interventions, important though they are to their immediate local neighbourhoods, will not generate the far wider community and city-wide benefits of a substantive Liveable Neighbourhood which is required to test and yes challenge all the aspects and nuances of a 'fully fledged' scheme.

Cabinet, I am not one of those cynics who believe that as you edge towards next May's local elections you will merely initiate relatively minor traffic interventions in order to 'tick' some notional manifesto box. As I have said before in this chamber, I believe you are all braver than that, as I am sure are our officers, in creating some meaningful LNs in our city.

I can best speak of my own CARA neighbourhood, which has particular aspirations for an effective and meaningful LN. It is a community, contrary to some opinions, that reflects a very mixed and varied demographic and household profile.

As a local neighbourhood and community, we represent a perfect example of where a substantive Liveable Neighbourhood could, no should, be introduced.....and against a background of likely worsening local government finances our detailed concept would be, in many aspects, relatively low cost!

As you will see from our recent "CARA Bulletin", hopefully attached to this text for your attention, this has been a long journey for us which commenced in terms of dialogues with our ward councillors in September 2019.

In the meantime, as a community, we did not sit by and expect our Council to do everything for us. We have initiated and actually undertaken improvements to our area's public realm to commence the process of making our neighbourhood environment (representing circa 960 households) more liveable and attractive and by so doing encouraging greater active mobility.....that work continues! These are essential ingredients of a truly effective Liveable Neighbourhood.

Within CARA's LN concept are significant benefits to the city as a whole. Our catchment area represents a key heritage zone which is the next most popular visitor destination after the area immediate to the Abbey and the Pump Rooms. Introducing

a LN will improve our area for locals residents and visitors alike and act as a catalyst for the needed regeneration of the Saville Row and Bartlett Street Quarter.

Linked to the LN concept, we also continue to 'champion' our area's very particular need for more residents-only parking facilities (currently only 12.6% of total on street parking within our entire CARA catchment area!).

Cabinet, with powers being delegated to hopefully 'turbo- charge' the introduction of 'fully- fledged' LNs, let's ensure the mandate includes the introduction of at least some substantive, effective but really meaningful Liveable Neighbourhoods.....our city deserves no less!

Malcolm Baldwin.

Circus Area Residents Association (CARA).



# CARA Bulletin

Summer 2022

The Circus Area Residents Association (CARA) represents the views of local residents and local businesses.

## CARA:

- **C**onnects you with your community.
- **A**rranges a calendar of social events. Meet your neighbours and make new friends.
- **R**epresents the collective interests of its members on local issues.
- **A**dvises and updates members on news and issues. We issue regular e-Bulletins and twice-yearly Newsletters.

## Note from our Chairman

Welcome to the latest issue of our CARA Bulletin.

Since our Spring 2022 Bulletin issue, I am pleased to say that we have evidenced significantly improved momentum in two of our key priority action areas.....specifically those of “**Liveable Neighbourhoods**” and implementation of improvements to our catchment area’s public realm.

Some members will recall that CARA initiated preliminary discussions with our local councillors, as far back as September 2019, in order to assess their appetite to support the potential introduction of a Low Traffic Neighbourhood within our catchment area.

Subsequently, for those perhaps less familiar with the ensuing process, the following key ‘milestones’ marked the roll-out of the current Council’s strategy and CARA’s approach to it:

- **September/October 2019:** As a ‘back-drop’ to its developing policy B&NES introduces “Bath’s Clean Air Zone” public consultation document “BreATHe” creating foundations for its later “Liveable Neighbourhood Strategy”.
- **June 2020:** CARA authored a paper “A Low Traffic Neighbourhood in Lower Lansdown [/Kingsmead]” to set out the case to introduce Bath’s first Low Traffic Neighbourhood in the CARA catchment area.
- **July 2020:** B&NES introduces and adopts a “Liveable Neighbourhoods (LN) Strategy”, including 3 key elements:
  - Low Traffic Neighbourhoods
  - Residents parking improvements
  - Electric vehicle strategy.

- **November 2020:** CARA distributes to all members and households within its catchment area a detailed consultation document and organises workshop discussions via Zoom to review proposed Low Traffic Neighbourhood/Liveable Neighbourhood concepts.
- **January 2021:** CARA undertook consultations via Zoom with a number of neighbouring residents associations in order to present its Liveable Neighbourhoods concepts and to further adjust a number of traffic-flow elements where appropriate.
- **February 2021:** CARA submitted, via its Ward Councillors, a "B&NES Request Proforma/Application" which highlighted more formally traffic and traffic-related neighbourhood issues within our catchment area, together with some solution concepts derived from our own catchment areas' consultation process.
- **March 2021:** CARA forwards a supplementary paper to B&NES Council setting out specific criteria for consideration of a Liveable Neighbourhoods implementation within our CARA catchment area.
- **December 2021/January 2022:** B&NES Council following its Autumn 2020 public consultation, undertakes the next phase of its Liveable Neighbourhoods consultation focusing on 15 selected areas.....in which our CARA catchment area is included within the "Lower Lansdown/Kingsmead" grouping amongst the 15 areas 'nominated' for earlier particular consideration.
- **July 2022:** Following a more general Zoom meeting with B&NES, its officers and consultants, in March of this year, a co-design Liveable Neighbourhoods' Workshop was held on 27th July, open upon application to the general public, to discuss in detail issues and potential solutions to traffic and public-realm related traffic aspects within our 'Lower Lansdown/Kingsmead' designated area.

So, quite a challenging journey for all parties involved in the process to date, but one which hopefully highlights the importance of the input that has already occurred and how important also are the next stages towards any potential Liveable Neighbourhoods' implementation for our CARA area.

The next stage:

Wednesday 14th September 2022  
between 4pm and 8pm  
at  
The Army Reserve Centre (Upper Bristol Road, BA1 3AE)

An exhibition to showcase the ideas for a more Liveable Neighbourhood generated by recent consultations and workshops.

I would encourage as many CARA members as possible to attend the above event. It is a 'drop in' session for all residents, local businesses, family and friends to attend.

If you were unable to attend the recently held co-design Liveable Neighbourhood's Workshop, this is the opportunity to catch-up on current thinking on this important topic for our community and to provide your own viewpoint. If you did attend last month's workshop then it is an opportunity to restate your views or perhaps you have adapted your viewpoint since and would just like to make an additional comment/input on this important subject.

Members of the B&NES Liveable Neighbourhoods Project Team will be present to answer your questions and guide you through the exhibition boards and feedback form.

With best wishes,

Malcolm - Chairman

P.S. Phew!! This "CARA Bulletin" edition now gets 'lighter' in content, promise!

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# Update on our Activities

## 1- Public Realm

### Julian Road

Mentioned in our Chair's above report, recent months have evidenced an increased level of activity in actually implementing some of the targeted improvements within our local community's public realm. As indicated in our "CARA Bulletin" - Spring edition, Council funding and resources were secured towards repairing the long-damaged pavement area on Julian Road between the Gloucester Street junction and the Co-op store.

This damaged and excessively uneven pavement surface, likely caused by regular parking of commercial and other vehicles on this regularly used pedestrian pavement area, has now been completely repaired. A re-levelling of this pavement with new paving slabs and the addition of kerb bollards now makes this a much safer walkway for local residents.

CARA's efforts and representations to B&NES Council's representatives and officers, particularly energised by our Committee Member - Sabrina Earnshaw's involvement, for this long required pavement improvement reflects a meaningful success in our on-going efforts to improve all aspects of our neighbourhood's public realm.



*Julian Road pavement repairs underway.*



*Julian Road pavement repairs completed.*

### Margaret's Buildings

The mutual efforts between CARA and traders/businesses in Margaret's Buildings to jointly adopt and improve the appearance of the four 'font' planters, together with this season's particularly attractive hanging-basket floral displays has helped to make this local passageway more popular than ever.

Our particular thanks to those B&NES officers/staff who, following CARA's representations, 'turbo-charged' the long-needed repainting of the lamp-posts in Margaret's Buildings. This work, together with the repainting of the passageway's entry-bollards earlier this year and the repainting of the bench more recently by CARA volunteers, has created a much improved environment for residents and visitors alike.....part of a more "Liveable Neighbourhood" perhaps?



*A 'regenerated' Margaret's Buildings  
(part of a more 'Liveable Neighbourhood?')*

### Saville Row

CARA has also used the opportunity of its recent dialogue with appropriate B&NES officers to organise the refurbishment/repainting of the sadly neglected lamp-post in Saville Row.

As our dialogues continue for the foreseeable future and into next year with the National Trust, concerning their intentions in respect of the Assembly Rooms and its immediate surrounding area, our focus will likely move towards additional public realm improvements to the Saville Row/Alfred Street/Bartlett Street 'quarter'.

### "Clean and Green"

In terms of more general public realm improvements throughout our CARA catchment area, we are currently also actively engaged with the [B&NES "Clean and Green" campaign](#) to re-focus specific Council funds/resources on additional key areas of our public realm requiring attention.

### 2- Milsom Quarter Plan

B&NES Council during the Summer initiated a public consultation entitled "A Masterplan for Milsom Quarter - Bath" [see ref. [Have your say/Bath and North East Somerset Council \(bathnes.gov.uk\)](#)]. Whilst the defined "Milsom Quarter" zone within this public consultation only included, from our CARA catchment area, the northern side of George Street, a response to this particular B&NES consultation was nevertheless forwarded on behalf of CARA [[www.carabath.com/archive](#)].

It should be recognised, however, that the Council's aspirations in terms of this regeneration concept for the "Milsom Quarter" appears to represent, if adopted, a potential 10-20 year implementation timescale.

### 3- Filming activity

Filming activity within our CARA neighbourhood now appears to have tailed off, following reasonably intensive activity earlier this Summer, with production crews active on behalf of both Netflix and Ralph Lauren's Autumn/Fall fashion range.

Discussions continue on all pre-notified filming occasions with film production crews and the Bath Film Office to mitigate as much as is possible any adverse impact upon CARA residents and local businesses.



*A prequel to 'Bridgerton' filming in The Circus.*



*'Bridgerton' extras snack on our village green!*

### 4- Social Activity

Particular thanks to Rosie Tunstall and her 'team' and all those who so kindly supplied refreshments/canapés for our Georgian Garden Event earlier in the Summer.

Weather, as often, challenging but this social event was much enjoyed by all attendees with a number of new members for CARA being generated by the occasion!

### 5- Annual General Meeting 2022

Circus Area Residents Association Limited

Annual General Meeting

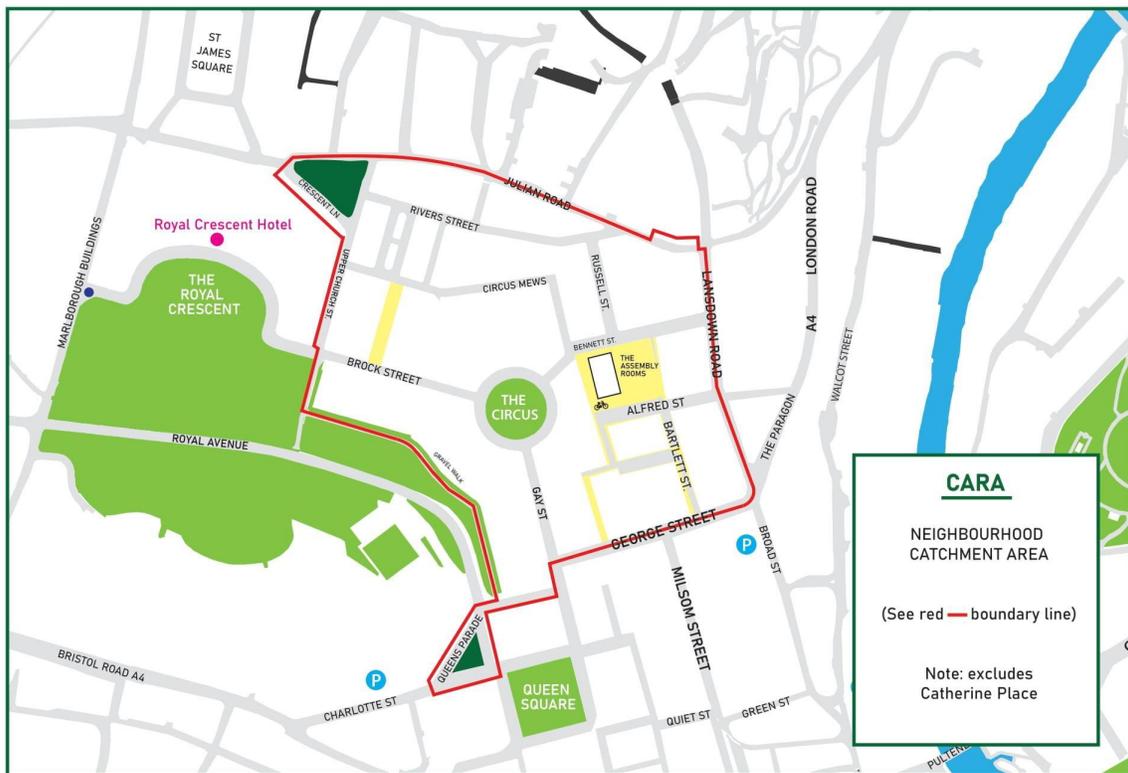
All members and associate members of CARA are, with pleasure, invited to attend our Annual General Meeting which will be held:  
at 6pm on Thursday 29th September 2022  
at  
Cafe Lucca, St Andrews Terrace.  
(Refreshments will be provided!)

**Note: An agenda, together with accompanying documents, will be issued at least two weeks prior to the AGM.**

**CARA Committee 2022**

Our email addresses are on our website [www.carabath.com](http://www.carabath.com)

Malcolm Baldwin	Chairman / Traffic	Sabrina Earnshaw	Secretary / Public Realm
George Feiger	Vice Chairman / Planning	Rosie Tunstall	Social Secretary
Mike Richardson	Treasurer	Karen Baldwin	Community Care / FoBRA



## Milsom Quarter Masterplan

Thank you Chair for the opportunity to speak today. My comments relate to the Milsom Quarter Masterplan.

For a long time there has been a need for a safe way for pedestrians to cross Lansdown Road at its southern extremity to get from the western side of The Paragon to the southern side of George Street. The traffic lights at the bottom of Lansdown Road are not pedestrian-controlled and the current phasing of lights at that junction does not provide a window for pedestrians to cross that junction safely. Able-bodied people can wait for a break in the flow of traffic and then make a dash across the road before a car comes round the corner from George Street. But this is clearly not a solution for elderly residents or those with walking disabilities who are currently left with no safe and convenient way to cross.

The crossing at that junction needs to be overhauled. As the Milsom Quarter Masterplan gets implemented, the volume of pedestrian traffic needing a safe way to cross that junction will only increase. The more successful the Masterplan, the greater that need will become. Therefore it is appropriate that the Masterplan should be the vehicle for effecting that overhaul. I ask that the detailed planning for the implementation of the Milsom Quarter Masterplan should include the early provision of a safe and convenient pedestrian-centric crossing at that junction.

Thankyou.

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## **Patrick Rotheram speaking notes for B&NES Cabinet 10 November 2022 – Milsom Quarter**

Good evening. I'm Chairman of the Vineyards Residents' Association. Vineyards is the row of houses opposite The Paragon and includes the Building of Bath Museum and The Star pub. Vineyards/Paragon adjoins the Milsom Quarter and is shown as part of Lower Lansdown in the map in the Masterplan. I say all this to underline that we are part of central Bath. Although we are in Walcot Ward we are separated from the rest of the Ward by Hedgemoor Park.

We support the Masterplan, which is an imaginative set of proposals to improve the public realm of the heart of the city, with less traffic and better pedestrian access. Vineyards is an important access route for pedestrians coming from the east. However the lack of a pedestrian crossing at the bottom of Lansdown Road is a significant obstacle. It is a dangerous crossing for pedestrians as the lights always allow traffic from some direction, and crossing is possible only in breaks in the traffic. Therefore we strongly urge you to include in the Milsom Quarter plans a pedestrian crossing to provide a safe and reliable way to cross that junction.

Milsom Quarter will effectively become a Liveable Neighbourhood. We want that for Vineyards/Paragon and its 500 residents too. The pedestrian crossing would be part of that. We're pleased that some measures we wanted to calm and reduce traffic have been taken up – for example Sunday parking control and the 20 mph limit that is currently being put in place.

We have long urged the Council to reduce on-street meter parking in the Central Zone to reduce traffic. We have also proposed resident-only parking bays on Paragon as a traffic calming measure. This would also enable the installation of EV charging points and bicycle storage facilities for residents - particularly for those in The Paragon, which is mostly in flats with little storage. All of which is eminently in line with the aim of Net Zero.

I should probably leave for another day the whole issue of the craziness of having a major arterial route going through the Milsom Quarter and the heart of the World Heritage Site!

Thank you.

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## **ROBBIE BENTLEY STATEMENT – PUBLIC TRANSPORT NETWORK**

We are very concerned about the bus service cuts in the Greater Bristol and Bath city region with poor air quality and the journey to net zero in Bath city centre and in Bristol city centre. Both cities having Clean Air Zones, the cut of public transport and especially bus services in cut off communities are forcing people back into their private cars or into taxis they cannot afford with the cost-of-living crisis.

The choice is between paying a £20 taxi fare to go to the supermarket or turning on the heating is unacceptable especially in communities in South Bath and village communities or estates in Greater Bristol.

Although the metro mayor Dan Norris and the west of England Mayoral Combined Transport Authority and North Somerset Council have saved a lot of local bus services there are still major gaps in the Bath city bus network.

There are still major gaps in the Bath city bus Network on services 11, 12 , 20 and early morning journeys on D2.

From 9th October 2022 we will see some of the deepest bus service cuts in South West England and in the country. In Bath and North Somerset council area and south Bristol major bus links are to be lost.

These services have now been saved:

178 Radstock, Westfield, Midsomer Norton, Paulton, Timbury, Marksbury, Keynsham, Brislington, Arnos Vale, Bristol Temple Meads station, Bristol bus and coach station.

This is major loss to the Somer Valley, left with no connection to from Somerset to Keynsham and Bristol city centre for education needs, get to work, food shopping and leisure facilities.

Timsbury and Marksbury will be left without bus services to Keynsham, Brislington and Bristol city centre. This service has now been replaced by a service by Abus and citistar between Midsomer Norton, Paulton, Timbury, Marksbury, Keynsham, Brislington Park and Ride. Monday to Saturday. Limited Saturday service.

Connections from Keynsham by 349 to Bristol Temple Meads station Bristol bus and coach station and train from Keynsham to Bristol Temple meads station.

This service has now been saved.

Services 82 Radstock Westfield Midsomer Norton, Paulton Town services.

Replacement Libra Travel

Services 20 in South Bath circle via Royal United Hospital, Bath.

Via Lansdown and Twerton.

No replacement services.

Services now saved

Services 22 Twerton to Bath university Campus

Operated by Abus

Services 11 Bath spa bus station to Bathampton service.

Service 12 Bath spa to Haycombe Cemetery.

Part replacement by services 5 Bath bus and coach station to Twerton and Southdown.

Service 11.

Bath bus and coach station to Bathampton service.

Not replacement services

Does have a limited replacement

But steep hill making it difficult for villagers to get to A36 bus stops services with services D1 Bath spa bus and coach station to Bathampton main road Limpley Stoke, Winsley, Bradford on Avon, Trowbridge, Westbury, Warminster for Salisbury.

Service 42 is withdrawn - Odd Down park and ride, Twerton, and the RUH Hospital.

Service 4 Odd Down park and ride to city centre Bath spa bus and coach station to Royal University Hospital.

Royal United Hospital Trust will not fund this bus service. £65 000 a year.

Services are funded in Bristol by University Hospitals Bristol and Weston Trust

Gloucester and Cheltenham hospital link is funded by the Gloucestershire Hospital Trust

Service 3 Bath bus and coach station to Batheaston and Bathford Is not serving the Elmhurst estate

Now served by service 13

Service 516 Whitchurch estate to Hengrove Hospital and Knowle has been withdrawn with the failure of HCT group.

515 Stockwood, Whitchurch, Hengrove Hospital, Imperial Park. Now replacement by big lemon bus company of Brighton Sussex.

Service 55 Whitchurch, Hengrove, Dundry, Bristol Airport.

Services 54 Bristol Airport to Yatton station and Clevedon

53 Clevedon town service.

We also have the loss of the important transport link.

These services have not been replaced.

Wells bus and coach station to Cheddar, Axbridge , Winscombe, Banwell. Locking, Weston bus and coach station.

No through replacement services

Apart from Wells bus and coach station to Westbury sub-Mendip, Draycott, Cheddar, Axbridge. No connections to Weston Super Mare, Somerset.

Services 36 Bristol city centre to St Anne's Park, Brislington, Knowle Hengrove Hospital are used by Banes residents accessing South Bristol hospital.

Bristol city centre to St Anne's Park service now connects with service 96 Abus services from St Anne's Park Brislington, Knowle, Hengrove Hospital, Whitchurch, Hartcliffe. Now has replacement service.

Services D2 Bath spa bus and coach station, Midford Norton St Phillips, Rode and Beckington. Evening service is withdrawn, leaving the village without an evening bus service.

This is Somerset County Council and West of England mayoral combined transport Authority service.

Services now funded by the west of England mayoral combined transport Authority and Somerset County Council. Early morning service from Frome to Bath spa bus and coach station is withdrawn.

Via Beckington, Rode Norton St Phillip, Midford. Sunday service is continuing with bus operators' recovery grant. Passengers will have to use the train from Frome station to Bath spa bus and coach station, so through tickets need to be promoted. Plus bus for bus rail ticketing need promotion.

As is the Avon rider, Bath rider Weston super mare rider and Bristol rider, family, disabled families, young people, 2 people and disabled rail cards and coach cards

On Bus and coach stations:

Bristol bus and coach station has all it realtime information systems not working

Bath spa bus and coach station need to realtime information systems for bus coach and rail services repaired. The pigeons are attacking the system. We need to have the pigeon nets repaired and the travel centre reopened as a Tourist Information Office. Bath bus company Rapt group may look at reopening the Bath Travel centre.

The loss of bus services across the west of England mayoral combined transport Authority and North Somerset council bus service improvements plan area will leave many communities without public transport. We would ask for a special meeting of the West of England Mayoral Combined Authority Committee and West of England joint committee and scrutiny commission.

We have lost major services in South Gloucestershire council and Great Bristol area. 505 long Ashton Park and ride, Clifton, Cotham, Southmead Hospital, bus station.

506 Bristol city centre, Lawrence Hill, Easton, Eastville, Horfield.

Bristol Southmead hospital. Big lemon bus company replacement services.

52 South Bristol to Bristol city centre.

Replacement service Transpora

Y3, y4 Bristol bus and coach station to yate via Eastville Park.

Stapleton, Frenchay, Hambroke, Winterbourne, Frampton Cotterell, Coalpit Heath and Yate bus station. Bus services without replacement bus services.

We need make sure all these first group plc bus route and former HCT group buses services should be tendered by the West of England Mayoral Combined Transport Authority and North Somerset council.

This is why a special west of England mayoral combined transport Authority and North Somerset joint committee should be called urgently and discussion with smaller bus operators to gap fill the services.

Faresaver buses Abus, Berkeley coaches CTC coaches, Applegate coaches centurion coaches, coachstyle coaches.

These smaller companies with A Peter may be able to replace some bus services.

Look at a Ferry services between Bathampton and Bath city centre as an option for transport to the village.

Improvement to the Chippenham Corsham, Box, Batheaston bus service with small interchange park and ride service on the Route to Bath bus and coach station. Use the Chippenham Corsham new station to Bath spa railway line.

Improvements to train services from Warminster Dilton Marsh/ Frome, Westbury, Trowbridge, Bradford on Avon , Avoncliff, Freshford, Bath Spa, Oldfield Park, Saltford new station, Keynsham, St Anne's Park new station Bristol Temple Meads station.

Metro west railway Network.

If we cannot get Network coverage in Greater Bristol and Bath city region and North Somerset council area, we may need to ask the mayor Dan Norris of the west of England mayoral combined transport Authority and North Somerset council, which with the LEP needs to be a full member of the west of England mayoral combined transport Authority.

David Redgewell – South West Transport Network and Railfuture Severnside

Peter Travis – Somerset Catch the Bus Service Campaign

Ian Beckey – Gloucestershire Catch the Bus Service Campaign

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## Statement at Cabinet meeting on Thu 10 Nov 2022

Good evening, my name is Saskia Heijltjes. About a year ago I gave a statement at full council and my message at the time was one of hope and a call to be bold. I asked the Council to stick to their mandate and to deliver the safe cycling routes they had promised to school children.

As Bicycle Mayor of Bath, and as a mum, I am very disappointed about the outcome of the Citizens Panel. Actually, I am disappointed about the fact you called for a Citizens Panel in the first place. It is your duty as elected representatives to make decisions in everyone's best interests. The Citizens Panel didn't have the same expertise and knowledge as you do.

From the Panel's report, it seems that members of the panel were not educated about government's guidelines including cycle infrastructure design guidance LTN 1/20 and Gear Change, for example. I believe this knowledge was essential to be able to make an informed decision about active travel schemes.

As an aside, I also believe it was the wrong decision to exclude secondary school children to take part in the Citizens Panel.

A 16-year-old could have taken part in the process and would have offered a different viewpoint from older participants. This is especially important because this Citizens Panel was about an active travel route to secondary schools.

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Prioritising active travel infrastructure on flat routes only doesn't make any sense because as we all know, many places can't be reached without going up a hill in Bath. For example, most of Bath's secondary schools are located on hills.

The Citizens Panel was supposed to be about guiding principles for active travel design AND about deciding which route would be best for an active travel route to Claverton Down. I won't be commenting on the guiding principles, but there was no recommendation on which route would be best.

Instead, one of the recommendations discussed tonight is for a future project to revisit all options for traffic reduction from the Valley Floor to Claverton Down.

This will set us back years. We don't have time for this.

This will set us back even further than we were after the bus gate on North Road wasn't installed as a TRIAL.

Children are unsafe cycling up that hill now.

Parents are not letting their children cycle to school now because they believe it is unsafe for them to cycle.

Children are being driven to school now.

Children will still be driven to school in 2 years' time, in 5 years' time, in 8 years' time, when it is 2030.

The year when the Council wants to see a 24% reduction in road miles driven (and the year my 7-year-old will be sitting her GCSEs exams).

To reach this reduction in driving, we will have to ENABLE people to change the way they travel for short journeys. We need to make it as inviting as we can for people to take this step.

I welcome the Council introducing 20mph speed limits on all three routes up to Claverton Down.

The only way to create a safe active travel route between the city centre and Claverton Down is to introduce a modal filter on one of the roads going up the hill.

Please don't postpone this any longer.

## **STATEMENT TO CABINET MEETING – 8 SEPTEMBER 2022**

### **CLLR ANDREW FURSE**

#### **1. Jianxi Province friendship agreement**

In view of today's (01/09/2022) OHCHR Report on Human Rights concerns with Xinjiang Uyghur region in China, is it time we ceased with our Friendship agreement with Jianxi Province?

The creation of such a Friendship agreement with Jianxi Province (a province of approximately 45million people) several years ago was at a time when the PRC was considered to be respecting the freedoms of its people, respecting the international agreements in Hong Kong and not showing any aggression in the region.

However, over the time we have had our agreement in place there has been: political suppression and the breaking of international agreements in Hong Kong, expansionism in the South China Sea, serious military threats to democratic Taiwan, and now the United Nations report on human rights abuses on the Uyghur population specifically in Xinjiang region.

Furthermore, there has been no news of this friendship agreement for a long time and no known of economic benefit to B&NES; so it would appear to be defunct anyway.

I call on Cabinet to cease this Council's friendship agreement for these clear reasons. Having such an agreement gives tacit support to Jiangxi province, and therefore the Chinese communist party and its human rights abuses of Uyghurs, oppression of Hong Kong and threats to democratic Taiwan.

#### **2. Save our railway ticket offices**

Earlier this year the Government amended its guidance to Train Operators regarding ticket offices. Therefore, all of England's 980 staffed rail ticket offices could be under threat of closure following comments from both Transport Minister Grant Schnapps and the Rail Delivery Group that represents train operators.

12% of all rail tickets in England are still purchased at staffed ticket offices. Ticket office closure will disproportionately affect elderly and disabled residents alongside those who may not know how to select the most appropriate journey options to keep fares down. Even the elderly who do use the internet many are not confident about making payments online.

AGE UK estimate that 3 million elderly people in the UK do not have access to the internet, and many more do not have a mobile device.

Ticket office staff at Bath are employed by GWR Trains and the very existence of this ticket office is under threat.

I therefore ask Cabinet to raise the following concerns with the secretary of state for Transport and our local MPs:

- Not all residents are able to use station ticket machines or have the means to book a ticket in advance.
- Complicated journeys involving connections are likely to require human assistance to ensure customers purchase the most appropriate and cheapest tickets, and do not incur penalties from mis-booked tickets.
- Closure of Bath ticket office will disproportionately affect elderly and disabled residents, including any person with poor literacy and IT skills.
- Bath railway station with approximately over 6 million passengers in a normal year, serves not only its residents but a vast number of foreign visitors – and this is one of their primary interfaces with the UK public transport system.

## STATEMENT TO CABINET MEETING – 8 SEPTEMBER 2022

I am sorry that I cannot be there in person to make this statement due to a work commitment. My statement is with regard to the Development Update on the land to the rear of 89-123 Englishcombe Lane, in Moorlands ward.

This site has a long history of proposed developments and Cabinet will be aware of the concerns that have been raised by community members about this site.

I am grateful that the previous plans for this site were scrapped. These relied on an untested scheme to recreate and translocate habitat on a separate site, which was unrelated to the field or local community.

This green field is part of wider stretch of green space that runs from Bloomfield Road towards Rush Hill and the green belt. The wider area includes woodland as well as the property of Stirlingale Farm in Odd Down. This green corridor is important both to the character of our city, as well as a home for wildlife.

I want to put on record that I and a number of my residents have very strong concerns over the appropriateness of this site for any development.

We are concerned about the ecological features of the site (species and habits), the impact of any development on local springs, and the land stability. These are all features of the site before the specifics of any design or access arrangements are considered.

I know these issues are familiar to Cabinet members and I want to thank Cllr Tom Davies, Cllr Kevin Guy and Cllr Dine Romero for the time they have taken to speak with and listen to residents about this site.

Over the last six months, Cllr Tom Davies has met twice with residents to discuss the background and business case to these proposals. I am grateful for his openness and honesty.

This paper now proposes to allocate a substantial sum of money (£320k) to further project work and investigations on this site. My ask of you, on behalf of residents is that the administration continues with the open approach it has shown so far and:

- Provides details of the scope and focus of the technical studies that will be carried out to assess the site;
- Shares the findings with residents and I before a decision is made to proceed to draw up the planning application;

Furthermore, if the findings of any of these surveys and studies suggest that development is inappropriate for any reason, whether environmental or financial:

- Remove this site as an allocated site for housing development from the Local Plan.

I note that the paper includes a reference to the Building with Nature standards. I welcome this as any development should seek to protect and enhance green infrastructure.

The Building with Nature Standards provides a framework for good development and a means for independent assessment, and I hope that this is something we can look at applying more widely.

**Cllr Jess David, Moorlands Ward**

# Britainthinks

Insight & Strategy

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## B&NES Council | Citizens' Panel on Active Travel in Bath and North East Somerset

Summary report to present to Cabinet

# Background and objectives

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Bath and North East Somerset Council declared a climate emergency in 2019.

As part of their vision for active travel, and to promote healthier, safer and more convenient ways to travel locally, Bath and North East Somerset Council is looking to improve sustainable transport links and reduce travel demand between employment and education sites in the Claverton Down area.

The Council is committed to ensuring local citizens have their say in the principles that should guide the Council when bringing in active travel schemes in the local area.



**Bath & North East Somerset Council commissioned BritainThinks to run a Citizens' Panel, the Council's first venture into deliberative consultation.**

Deliberative research gives participants information, time and space to come to considered views on the topic of transport, where existing knowledge is low and trade-offs are complex. This form of research takes participants on a journey in way that is highly effective for participant-learning and facilitating a 'citizen mindset'.

# Methodology

We conducted a Call for Evidence prior to beginning the fieldwork to ensure that a wider audience – including residents, local groups and businesses – were able to share their views and put forward arguments on active travel, and on specific active travel schemes. This consisted of 4 questions and ran between Wednesday 13<sup>th</sup> April – Monday 2<sup>nd</sup> May, collecting 737 responses.



## 1. Launch event and initial sessions

30-minute plenary launch event with all panellists followed by 4x 90-minute focus groups

This stage is to understand spontaneous views and the context in which residents are living right now

3x 60-minute in-depth interviews with 'hard-to-reach' residents, who find it difficult to take part in research online or need accommodations to take part

*Conducted between 17<sup>th</sup> - 23<sup>rd</sup> of May*



## 2. Online community platform

Online community consisting of 5x activities on a specialist online platform

This stage is to understand informed views and how priorities might change as they learn more about the options and solutions for active transport links

'Hard-to-reach' residents offered physical information packs reflecting content of the digital learning platform

*Conducted between 25<sup>th</sup> May - 5<sup>th</sup> June*



## 3. Deliberation sessions

5x 105-minute reconvened focus groups

This stage is to understand considered views and to weight up different approaches and explore trade offs and priorities

3x 60-minute reconvened in-depth interviews with panellists unable to attend a group

*Conducted between 8<sup>th</sup> - 14<sup>th</sup> of June*

# Sample

27  
panellists

*Including 3x 'hard-to-reach'*

All local residents of Bath and North East Somerset, who interact with routes between the Claverton Down plateau and Bath city centre with varying levels of regularity.

A mix of typical modes of travel.



10 x urban



10 x suburban



7 x rural



13 x female



14 x male

ABC1	18
C2DE	9
Disabled / LTHC	7
Ethnic minority background	4
18-34	6
35-54	11
55+	10

**1. Concerns about travelling locally come to mind easily and are usually related to congestion on the roads and poor public transport options. While active travel infrastructure is felt to be lacking when prompted, this rarely comes up as a spontaneous concern.**

*“Some of the roads through/in the area are horrible to cycle or drive on because of the state of them and because of bottle-necks which cause congestion and add to the pollution in the area”.*

Infrequent active traveller, 35-54

*“The area I live in is very congested so I'm not very positive. I take my children to school every morning, it's very car heavy, at times dangerous, and air pollution is a real concern for me with children. ”*

Frequent active traveller, 35-54

## 2. Residents are broadly positive about active travel and its health and environmental benefits in terms of air pollution. People would personally like to walk and cycle more, but find it difficult if they don't feel fit, mobile or safe enough, especially up/down steep local hills.

*"[Walking is] convenient, it's healthy, it doesn't require any specialist knowledge or transport needs and you can do things in your own time, it can be quite relaxing."*

Frequent active traveller, 55+

*"If you could encourage more people to walk, I understand it's not possible for everyone, but it would be good for the environment and reduce carbon emissions."*

Frequent active traveller, 18-34

*"You're not going to be cycling in heavy traffic because you'd be inhaling all those fumes."*

Infrequent active traveller, 55+

**3. While residents are also broadly positive about bringing in specific active travel interventions in Bath and North East Somerset, there is a sticking point on the impact on motorists of making space on the road for active travel schemes.**

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*“If your bike is safe, then more people would invest in bikes.”*

Infrequent active traveller, 35-54

*“The issues will be that, less parking spaces will be difficult for residents and for visitors to Bath. It also alienates residents and makes them less receptive to change.”*

Infrequent active traveller, 55+

**4. When potential active travel schemes in the Claverton Down area are discussed, residents raise concerns about the Council being able to encourage someone like them to use active travel up and down such a steep hill. They say the uphill gradient feels too steep for people of ‘normal’ fitness and going downhill on narrow roads feels unsafe.**

*“Cycle routes should focus on flatter areas. More people would use it then”*

*Infrequent active traveller, 55+*

*“I’m fit enough but I would be knackered by the time I had cycled into work and then I’d have to do an 8 hour day”*

Frequent active traveller, 18-34

**5. However, there is evidence to suggest that residents do support an active travel route on one road up the hill to make travelling actively feel safer as well as providing e-bikes to make travelling up steep hills feel easier and more achievable for ‘normal’ people.**

*“An e-bike hire scheme would be ideal wouldn’t it. That would be a game changer. The cost is a bit prohibitive.”*

*Frequent active traveller, 45-55*

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**Following reflections on active travel benefits and drawbacks, active travel infrastructure and some specific active travel schemes, the Citizens Panel devised their own principles to guide active travel implementation in BANES.**

# Residents' principles for decision-making on active travel schemes

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*Any new active travel schemes in and around Bath and North East Somerset should....*

1.

Offer an easy and appealing alternative to short car journeys.

2.

Have clear and effective safety features (to reassure new cyclists especially).

3.

Be connected and integrated into the wider transport network.

4.

Be careful not to disadvantage those who can't easily choose active travel.

# Final conclusions and recommendations (1/2)



**There are opportunities to progress your active travel strategy with public support as there are clear push factors away from car use that can be leveraged** i.e. residents have many complaints related to private car use and are aware they contribute to carbon emissions and climate change.



**More could be done to foreground active travel as the solution to the travel problems they are experiencing**, because when thinking about tackling the transport problems active travel isn't the top-of-mind response - residents tend to think about ways that driving or public transport could be improved.



**Talking about active travel as a means to reducing carbon emissions will not be enough to encourage people to make the switch.** It will be much more powerful to talk about the personal benefits to lifestyle, health and the local environment (especially in terms of reducing air pollution).

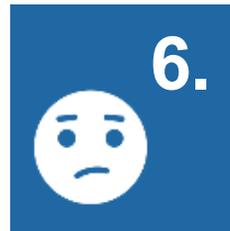


**A step-change in the public transport provision will also need to accompany a move away from cars and towards active travel** to enable easy modal switches en route e.g. buses that can hold bikes.

# Final conclusions and recommendations (2/2)

**5.**

**Widespread uptake of active travel is about a mindset shift and you will need to bring residents along with you as part of the solution.** There is support for the idea of creating an infrastructure to enable active travel choices, but debates about road space are not resolved and you will need to help people connect to the idea that they are being asked to swap out some of their own car journeys.

**6.**

**You will need to proactively support and reassure those who are anxious, scared, less able or unable to travel actively.** Personal ambivalence or a feeling of being excluded leads to anger and rejection of the idea, even when there are personal benefits to be had.

**7.**

**Many are open to travelling more actively but nervous about cycling – accessible active travel infrastructure will be important to help encourage these residents to start cycling.** The infrastructure changes that will make the biggest difference are continuous, segregated lanes on well-surfaced roads in flatter areas plus affordable e-bikes (e.g. via a rental scheme or subsidies) so that going up steeper areas feels more achievable for the average resident.

# Thank you

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