

BATH AND NORTH EAST SOMERSET

CABINET

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

Thursday, 10th December, 2020

Present:

Councillor Dine Romero	Council Leader and Liberal Democrat Group Leader
Councillor Rob Appleyard	Cabinet Member for Adult Services
Councillor Tim Ball	Cabinet Member for Housing, Planning, and Economic Development
Councillor Neil Butters	Cabinet Member for Transport Services
Councillor Paul Crossley	Cabinet Member for Community Services
Councillor Kevin Guy	Cabinet Member for Children's Services
Councillor Richard Samuel	Deputy Council Leader and Cabinet Member for Resources
Councillor David Wood	Cabinet Member for Climate Emergency and Neighbourhood Services
Councillor Joanna Wright	Cabinet Member for Transport Services

68 WELCOME AND INTRODUCTIONS

The Chair welcomed everyone to the meeting by explaining that this meeting is being held under The Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020. The Council has agreed a protocol to cover virtual meetings and this meeting will operate in line with that protocol. The meeting has the same status and validity as a meeting held in the Guildhall.

The Chair invited everyone to remember with a minute's silence four workers killed at the Avonmouth Wessex water treatment plant last week.

69 APOLOGIES FOR ABSENCE

Councillor Sarah Warren had sent her apology for this meeting.

70 DECLARATIONS OF INTEREST

There were none.

71 TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIR

There was none.

72 QUESTIONS FROM PUBLIC AND COUNCILLORS

There were 20 questions from Councillors and 2 questions from members of the public.

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

73 STATEMENTS, DEPUTATIONS OR PETITIONS FROM PUBLIC OR COUNCILLORS

David Redgewell in a statement [*a copy of which is attached to the Minutes as Appendix 2 and on the Council's website*] addressed the issues around bus travel around West of England Combined Authority during COVID19 pandemic.

Councillor Manda Rigby in a statement [*a copy of which is attached to the Minutes as Appendix 3 and on the Council's website*] addressed the Cabinet by welcoming the report on Local Plan Partial Update: Options Consultation and that she was very pleased that our communities would have the opportunity through the consultation period to make their views known

Councillor Paul Myers addressed the Cabinet by expressing his concerns on the recommendations within the report on Future Destination Management Arrangements. Councillor Myers said that he was astounded that this administration is proposing to hand over such an important and vital function to a new, untried and untested body. Tourism was a vital sector to the Bath and North East Somerset economy, employing in the region of 9,000 people. Councillor Myers felt that, given the devastating impact of COVID-19 on the tourism industry, now is a critical time to secure those jobs. Councillor Myers concluded by saying that if this Cabinet approves the proposals before them today, then it would inflict negative impact on the city, and on the local economy.

74 MINUTES OF PREVIOUS CABINET MEETING

RESOLVED that the minutes of the meeting held on Thursday 5th November 2020 be confirmed as a correct record and signed by the Chair.

75 CONSIDERATION OF SINGLE MEMBER ITEMS REQUISITIONED TO CABINET

There were none.

76 MATTERS REFERRED BY POLICY DEVELOPMENT AND SCRUTINY BODIES

There were none.

77 SINGLE MEMBER CABINET DECISIONS TAKEN SINCE PREVIOUS CABINET MEETING

The Cabinet agreed to note the report.

78 LIVEABLE NEIGHBOURHOODS

Councillor Shaun Stephenson-McGall read out a statement (*attached as Appendix 4 to these minutes*) where he welcomed the report which reflected the Council's climate emergency action plan, which was approved just over a year ago, which recommended a major shift to mass transport walking and cycling as ways to reduce our transport emissions.

Before reading out her statement in support of the report, Councillor Joanna Wright highlighted minor corrections to figures 6.1 and 9.2 of the report (*attached as Appendix 5*).

Councillor Joanna Wright read out the following statement:

'It is my great pleasure to propose to you tonight this paper on Liveable Neighbourhoods. This paper is without doubt one of the most radical changes to transport infrastructure and the reorganisation of road space ever presented to the Cabinet. Transport is one of the few sectors where our carbon emissions are still rising. This Council has declared a climate emergency, and it is necessary that we find innovative new ways of enabling residents in BANES Council to share road space. Liveable neighbourhoods will help to reframe how communities use the public highway, so that the greater emphasis is given to those using active travel. Liveable neighbourhoods will help to create pleasant, healthy and safe places for people to live, work, and be. There is no doubt that transport is one of the most difficult, and most contentious policy areas that we as Councillors have to consider. Behaviour change is one of the toughest nuts in politics to crack, asking all sections of the community to rethink their travel choices, is a demanding ask. Let us remember that 24% of households have no access to a car; that the youngest, the oldest and the poorest are unfairly affected by the dominance of vehicles, and rarely do we hear the concerns of those that are marginalised. But we do know is that the number of vehicles on our roads has increased significantly and is still rising. Whatever we do or do not do, congestion costs all of us in lost productivity and poor public health. Liveable neighbourhoods are a cost-effective way to reduce the dominance of vehicles in residential areas and helps to prioritise active travel. The overall aim of this policy is to reduce vehicle use rather than divert traffic elsewhere. Data shows that 42% of journeys made by private car for the trips that are less than three kilometres in March this year. Many of us can replace short car journeys, with an active travel choice. The positive impact that these changes to travel will be seen in a plethora of ways such as the environment, health, safety, and community. The liveable neighbourhoods' policy will enable a range of measures to be deployed, including modal filters, expansion of residence car parking, school streets, strategic corridor improvements to build capacity for active travel and investment in on-street electric vehicle charging. All these schemes will maintain vehicle access to homes and businesses and can be designed without disadvantaging disabled people, and other people with restricted mobility. Liveable neighbourhoods are not about stopping individuals using a vehicle. They are about encouraging unnecessary car use. The Council has taken this policy to the public and received 1,595 responses. And I am delighted to say significant support has been given to this new policy. Over three quarters of respondents agreed with the proposed approach to developing liveable neighbourhoods' themes. Many highlighted the need for improved walking and

cycling infrastructure, particularly to support children travelling to school. Residents emphasised the need for improved cycling from areas outside of Bath into the city. Many respondents flagged fairness and justice issues around a potential displacement of traffic onto main roads. Therefore, the Council will enhance capacity on the highway network for public transport, walking and cycling to mitigate potential displacement of traffic as part of the overall strategic delivery plan.

Over three quarters of respondents supported the Council's approach to reviewing and expanding residents parking zones. Residents have raised issues regarding the needs of disabled people, charges, enforcement, student parking and hotel permits. And, as asked by Councillor Stephenson-McGall on what are we doing to take this work forward. Work is already underway to expand residence parking zones in parts of Bath. Consultation on some of these things is expected to commence in early 2021, subject to the approval of this policy this evening. Over three quarters of respondents supported the proposals on street electric charging. One fifth of respondents were concerned about placing electric vehicle infrastructure in the carriageway to avoid obstructing the footway. Space for non-electric vehicles will need to be reduced consequently, but it is imperative that we shift vehicles from fossil fuels to new sustainable energy options.

For years, the Council has tinkered around the edges of community problems with ad hoc traffic calming schemes, the odd bollard and the strips of yellow paint. Liveable neighbourhoods' policy for the first time addresses the issues faced by communities in a holistic way.

Neil and I recognise that this is not going to be easy. And that many will only be convinced, when they see it in operation. This will require an ordinate level of political will and will take courage from the politicians, as well as the communities to take forward, these necessary changes. We are delighted to have the support of the Royal United Hospital to our proactive approach, and they are keen to work with the Council to actively engage with us, as this strategy develops. Can I assure you all both Neil, and myself will be monitoring the introduction of this policy closely. We want this to be a success. It is my contention that this new policy will deliver on the many promises made by this Liberal Democrat administration. The Council's aim is to create a connected city fit for the future, which will promote active travel. And in so doing, the Council will deliver on the climate emergency, it will deliver on public health, and it will deliver on social justice.

Before moving to recommendations. I would like to acknowledge the amazing work done by our Transport team, and the development of this policy, and the consultants and the consultation groups that they have been involved in through this process. Thank you.

I am very pleased to propose this paper, and that ask that you endorse the recommendations as printed.'

Councillor Joanna Wright moved the recommendations.

Councillor Neil Butters seconded the motion, and read the following statement: 'My pleasure in seconding this very significant motion. The Council's climate emergency plan approved in October 2019 recommends a major shift to walking, cycling and public transport to reduce transport emissions. The primary aim is to improve health and wellbeing, across the air in line with other forward-thinking authorities, and this would be by providing fair access for those travelling primarily on

foot and by bicycle, creating healthy outdoor spaces for everyone to enjoy. If we don't do this, then our children and grandchildren will be paying a heavy price action.

Liveable neighbourhoods are a cost-effective way of reducing the dominance of vehicles in less central areas and prioritising active travel. To get an idea of the scale of the task before us Emergency Planning indicated that in order to meet our net zero decarbonization target by 2030 we will need to reduce the number of vehicle miles per person by 25% and effective modal shift to sustainable modes of transport, the 7%.

Note that the aim is to reduce overall vehicle use rather than divert traffic elsewhere. There will be a lot more however who might well consider walking outside and instinctively getting their cars for short journey without getting the matters second thought. It is these people we hope can be persuaded, not to give up their cars, but to use certain less frequently than before.

The more walking and cycling simply won't happen unless these notions become more obviously pleasant and safe. When streets are created primarily for people rather than benefits, they provide opportunities for better social connections. That means better mental health. They engender thriving local communities more sustainable living and encouraged more empowered communities, giving people are saying this design of their streets means much greater ownership in people's environments. Liveable neighbourhoods offer great benefits not only for children in itself, hugely important. But for the elderly and disabled. Jo and I need the ideas of members across the Council Chamber, which is not the preserve of one particular party. We would like all Councillors to give thought to what opportunities might present themselves in their Wards, and not just sitting back. What opportunities might that be in the towns in rural areas. We do recognise this is not just a city issue. This is a great opportunity to take a major leap forward. Let's seize the day Carpe Diem. Thank you.'

Councillor Richard Samuel also supported the motion by reading out the following statement:

'Today on the day that the Centre for cities, published information showing that nitrogen dioxide levels post lockdown had increased across most cities in Britain, we can see that action is still needed to tackle the problem of excessive air pollution. I strongly welcome these proposals because I think they seem to come on strong support within our communities. I have been campaigning to get these policy proposals in place for over three years in my Ward. And, as well as whilst I was chairman of Camden Residents Association, before being elected, but the association first produced ideas that we would now call liveable neighbourhoods aggressive driving, inconsiderate rattling, intolerance of buses, hostility to cyclists, pavement parking, and even driving on pavements are all things that I see certainly on a daily basis in my Ward. Residents who live in what should be traffic reduced areas will welcome these steps by the Council, and I thank Councillors Wright and Butters for bringing them to fruition.

I also want to comment on the need to expand residents parking zones and simplify the process. I have worked with several groups of residents in east of my ward, who wants to see residents parking zones extended.

I will recall a meeting with then Cabinet Member Councillor Shelford two years ago, when he told residents that the Council had lost the petitions they had presented, and that after seven years they would have to go back to the beginning of the RPZ process. That was no way to treat residents. It was appalling.

The problem we were trying to solve was that all day parking by commuters, parking for free and residential streets, to the detriment of residents who live in the city and contribute to its life and community.

These commuters always park just outside the current zones, which are zones 15 and 16, and cause daily problems of anti-social behaviour and nuisance for residents. In one street, cars are known to turn up at eight o'clock in the morning and actually hover in the street, waiting for residents to move out. And it's a real problem. So, I hope that long last night we will be able to consult residents on extensions to residents parking zones in east of my Ward.

I'd like to say that while I do recognise that there are particular problems in my Ward that need solving, I do understand that this is not possible for the Council to undertake these policies right across the whole area in the single go. Resources are too stretched and workloads are too high to do that. However, it must be recognised that I believe that the Northeast city has particular problems that need tackling as soon as possible.

Over the coming year, I believe we will see the beginning of a long, long needed transport changes, proper safe cycling routes will appear. CO2 charging in RPZ will discourage the use of larger polluting vehicles, the Clean Air Zone will improve air quality, further restrictions on vehicles entering the historic core of Bath, and the proposals in this report will create a paradigm shift in the way that our streets are used, away from the domination by fossil fuel powered vehicles to more sustainable modes of transport. All these actions form part of this administration's clear commitment to carbon reduction where transport and transport emissions form a third of UK carbon dioxide emissions. I would like to thank the Cabinet Members and officers who worked so hard to develop this challenging agenda from a standing start in 2019, after three wasted years under the previous administration. It's tough work, but it's going in the right direction. Well done.'

Councillor David Wood commented by congratulating the sensible approach in putting this together, particularly around considering access for emergency vehicles and recycling trucks within the liveable neighbourhoods' projects. Also, low traffic, neighbourhoods and liveable neighbourhoods aren't just for our towns and cities. The traditional model does lend itself more to those urban areas, because often the modal filters just aren't suitable for the rural areas and villages. However, the spirit of liveable neighbourhoods can be applied to villages as in some of those villages people don't feel safe walking to the shop, to pub or school or to visit other people. Councillor Wood thanked the Cabinet Members and the officers for all the efforts they put into this so far.

Councillor Rob Appleyard also supported the motion and congratulated Councillors Wright and Butters and fantastic report. Councillor Appleyard stressed the significance of walking and cycling on the health and wellbeing of residents, including the substantial impact these have on mental health of the population.

Councillor Kevin Guy also supported the report by thanking Councillors Wright and Butters, and agreed with Councillors Wood and Appleyard that liveable neighbourhoods were not just created for the city, but also to rural areas of BANES, and its significance in encouraging residents to walk and cycle for the benefit of their health and wellbeing.

RESOLVED (unanimously) that the Cabinet agreed to:

- 1) Review the responses to the consultation on the proposed Liveable Neighbourhood strategies.
- 2) Delegate the decision to adopt the three Liveable Neighbourhood strategies (Low Traffic Neighbourhoods; Residents' Parking Schemes; and On-Street Electric Vehicle Charging Strategy) with minor amendments, updates and corrections, to the Director of Partnerships and Corporate Services, in consultation with the Joint Cabinet Members for Transport.
- 3) Support the need to allow all schemes once implemented to be in place for a minimum of 6 months to allow behaviour change to occur.

79 LOCAL PLAN PARTIAL UPDATE: OPTIONS CONSULTATION

Councillor Shaun Stephenson-McGall read out a statement (*attached as Appendix 6 to these minutes*) where he welcomed the report to consult on a range of various updates to the Local Plan.

Councillor Tim Ball introduced the report by thanking all officers in the planning policy department on the work they had put into place to produce the planning consultations in record time. The Local Plan needed to be partially updated to show that the policies help deliver the Council's current priorities. The Local Plan needs to take place along with WECA Spatial Development Strategy. These would include key policies to help address climate and ecological events such as renewable energy generation, sustainable construction, retrofitting buildings and biodiversity net gain. It would also update the parking standards, including HMO parking. The consultation with the residents would take place and the comments would be considered in the Plan which would be published in the spring of 2021.

Councillor Ball took the meeting through the rest of the report, as printed. Councillor Ball pointed out to the amendment on wording to pages 112 and 113 of the report - <https://democracy.bathnes.gov.uk/documents/s63846/E3239z%20Amendment%20to%20the%20wording%20on%20page%20112%20and%20113%20of%20Attachment%201%20for%20clarification.pdf>

Councillor Tim Ball again thanked the officers on the work and effort so far.

Councillor Tim Ball moved the recommendations.

Councillor Paul Crossley seconded the motion by saying that he welcomed the report. Councillor Crossley welcomed that the consultation would take place not just with residents but also with community groups and organisations such as universities, especially on issues of Houses of Multiple Occupancy (HMO). Councillor Crossley felt that Bath and North East Somerset would need to defend family homes by tightening HMO policies.

Councillor Richard Samuel welcomed the report. Councillor Samuel in particular welcomed the suite of measures proposed in relation to carbon reduction in construction, the complimentary policies on environmental conservation which were important given the pressure on natural habitats due to human activity and on the proposed changes to HMO policy which could limit the increase of HMO units.

RESOLVED (unanimously) that the Cabinet agreed with:

- 1) The policy options and proposals in Attachment 1 as the basis for public engagement,
- 2) The revised B&NES Local Development Scheme in Attachment 2, and
- 3) The approach to public engagement in Section 10 of this report, and
- 4) To delegate authority to the Director for Development and Public Protection, in consultation with the Cabinet Member for Planning and Housing, to finalise the Local Plan Partial Update Options consultation document and the Local Development Scheme.

80 PROPERTY SERVICES - SERVICE REVIEW

Councillor Richard Samuel introduced the report by saying that the Council's property holdings have produced income for many years, which was used for a wide range of services and on the improvements in the area. There were 1,200 properties with a value of around £1bn. Councillor Samuel stressed that this area of the Council was 'a jewel in the crown' that must be looked after and nurtured. However, the time has come to consider a change of direction especially in the recent months (since COVID19 pandemic). The budget 2021/2022 would consider how the decoupling of income from service provision could take place.

The elected Councillors were ultimately responsible for the performance of this portfolio, and it is for the Cabinet to uphold. However, a delicate balance was necessary between property portfolio decisions and the freedom for officers to manage the estate on a day to day basis without undue pressure from members. More rigorous governance was required drawing on national best practice in public and private sectors. Councillor Samuel said that he intended to bring these changes forward for agreement soon. The proposals would outline who would benefit from future arrangements and would emphasise the huge beneficial opportunity that exists with a fresh look at the service.

Councillor Samuel said that he would like to invite Mandy Bishop (Chief Operating Officer of the Council who had carried out quite a lot of work on this matter) to speak the recommendation as moved and seconded, to take the Cabinet through the details of the report.

Councillor Richard Samuel moved the recommendations.

Councillor Rob Appleyard seconded the motion by echoing comments made by Councillor Samuel in his introduction, in particular on the need to revisit the service provision through recent challenging times during the pandemic.

Mandy Bishop (Chief Operating Officer) took the Cabinet through the report.

The Bath and North East Somerset Council were fortunate to be the custodians of an extensive estate and land holdings. The Council commenced a review prior to the pandemic of its property arrangements. The report clearly indicated that the Council

had to accelerate this work as it was necessary and timely due to COVID and the impacts that has had not just on commercial estate but also on Council's operational estate.

There were four key strands that were looked at the newest estate strategy and it was really important to define at that strategic level what the objectives were for this study and look at those conflicting priorities. It was not just about Council's objectives; it was about being clear and transparent about governance arrangements and the decision making processes, and the general approach not just with the property but also with land holdings, including community asset transfers. There was a lot of interest in local communities, particularly around asset transfer which was really important point in terms of engagement with those communities in that process.

The developing strategy would align with the priorities contained in the Council's Corporate Plan for 2020-2024. The last time the Council had this extensive review of its estate strategy and asset management planning was back in 2012 so it was timely to bring that up to date.

This was also aligned with areas such as climate emergency and ecological emergency. The second area of focus was with the changes to Council's operational estate and like many other teams, they have had to work from home predominantly since the first lockdown, which was in accordance with National Public Health guidelines. Nevertheless, the Council has taken this as an opportunity to review future ways of working, and office requirements. Significant progress has been made on reducing overheads by reduction of some of leasehold costs, with the process of letting some of office accommodation in Bath to other public sector organisations. There is an intention to redesign Keynsham Civic Centre building, to maximise the efficiency and use of this award winning building, to become the primary office space for Council staff who will work in a more flexible way ensuring maximum use of digital facilities with investment in digital technology. It is the Council's intention for teams to work in a blended way with a mix of office use, home use and working from other localities. The Council is working closely with other local authorities and public sector organisations to look at the joint use of buildings for the staff.

One of the other strands was the commercial estate review. The sharp and potentially long-term shift in how commercial buildings were used meant that the Council had to move quickly and seek advice. The Council have engaged Montague Evans, one of the market leaders in this area of work ,to aid us in assessing Council's current strengths and weaknesses and also looking at our future strategic direction for both commercial estate focusing on commercial estate but also though some of the broader aspects that the Council may wish to consider. Sections 3.24 to 3.26 of the report provide further information on commercial estate review, which was due to report back in the first quarter of 2021. There has been lot of interest from Members on that document and how the Council might take the findings forward.

The fourth area of focus was the service review of Council's operational structures processes and procedures. The Council has already commenced work on that matter and a lot has been done in recent months, especially on supply chain arrangements and on repositioning some services so that the Council could be more

agile moving forward. That was the piece of work that the officers would be taking forward as a priority over the coming months.

Finally, the indicative timetable for the key activities that were highlighted in Section 3.5 and 3.8 at the end of the report. The Council would expect to have good Member engagement in this process with the Scrutiny Panels' engagement in the process. There has been a conversation with the Chair of the Resources PDS Panel who has welcomed this initiative.

The Leader thanked Mandy Bishop for taking the Cabinet through the report.

Councillor Paul Crossley welcomed the report and thanked officers for their work on this matter. Councillor Crossley agreed with the comments from Councillor Samuel on the need for a review, especially during the financial pressures throughout COVID19 pandemic. Councillor Crossley also thanked Mandy Bishop for detailed introduction of the report and for sound rationale around four key strands included in the report.

RESOLVED (unanimously) that the Cabinet agreed to:

- 1) Note the content of this report and endorse the focus for our proposed actions (2021):
 - A review of the council's Commercial Estate and note the principles for the review outlined in section 3.2.4
 - Endorse the principles of the 'Preparing for the Future Programme', to reconfigure our Operational (office) Estate (3.3.2)
 - The production of a new Corporate Estate Strategy and
 - A redesign of our estates, maintenance and construction etc functions to enable us to be in the best position to respond to our place shaping and renewal agenda, in support of our communities as we move into Covid recovery in 2021
- 2) Delegate decisions relating to the estate to the Cabinet Member for Resources, in consultation with the council's Chief Operating Officer, Section 151 Officer and Senior Officers in Estates; and
- 3) Engage the Corporate Policy Development and Scrutiny Panel in the emerging Corporate Estates Strategy.

81 FUTURE OF DESTINATION MANAGEMENT ARRANGEMENTS

Councillor Dine Romero introduced the report by saying that the Council would not lose their own unique brand of Visit Bath. The new destination management organisation would be more attractive to government, and so funding opportunities, which would open opportunities that have not been taken up by Visit Bath, and it would help build the offer for visitors to this region. Working with our neighbours means that some burdens would be shared, without losing the economic value that a vibrant local visitor economy brings.

Councillor Dine Romero moved the recommendations.

Councillor Richard Samuel seconded the motion by welcoming the points Councillor Romero has put forward as the rationale for this report. Councillor Samuel suggested an addition to recommendations which would read the following:

'9) Instruct the Chief Executive to urgently undertake a review of governance arrangements for arms-length service providers and larger contract holders and report the outcome of this review to the Cabinet as soon as practicable.

Councillor Dine Romero agreed with this addition to recommendations.

Councillor Paul Crossley welcomed the report and agreed with the additional recommendation proposed by Councillor Samuel and accepted by Councillor Romero. Councillor Crossley added that Visit Bath had been in sorry state for some time, and it was drifting into deficit since 2016. Councillor Crossley also said that he was happy with the partnership with three neighbouring authority areas and with expected cooperation between the private sector and the public sector.

RESOLVED (unanimously) that the Cabinet agreed to:

- 1) Authorise the Council to become a member of Visit West a company limited by Guarantee in accordance with the terms of the Membership Agreement.
- 2) Authorise the Council to enter into the Asset & Employee Transfer Agreement with Visit West as guarantor for Visit Bath and for the future delivery of the Council's destination management function through Visit West.
- 3) Authorise the Council to enter into the Asset & Employee Transfer Agreement with Bath Forum to provide an indemnity for staff transferring from Visit Bath to Bath Forum.
- 4) Authorise the Council to enter into the Asset & Employee Transfer Agreement with Visit Bath to provide for the transfer of Christmas Market staff to the Council and to address all residual matters.
- 5) Delegate to the Director of Economy & Growth in consultation with the Cabinet member for Resources the power to make any minor changes to the Transfer Agreements or the Membership Agreement.
- 6) Appoint the Director of Finance to the Board of Visit Bath to effect the voluntary strike-off of Visit Bath and to provide an indemnity to that officer to provide protection from personal liability pursuant to the Local Authorities (Indemnity to members and Officers) regulations 2004.
- 7) Approve the use of reserve funding to enable the Council to meet the outstanding company liabilities, with delegation given to the Director of Finance (S151 Officer) in consultation with the Chief Executive and Cabinet member for Resources to make final arrangements.
- 8) Authorise the Council to take leasehold assignments for Bath Street and Bridgewater House.
- 9) Instruct the Chief Executive to urgently undertake a review of governance arrangements for arms-length service providers and larger contract holders and report the outcome of this review to the Cabinet as soon as practicable.

The meeting ended at 8.30 pm

Chair _____

Date Confirmed and Signed _____

Prepared by Democratic Services

CABINET MEETING 10th December 2020

STATEMENTS FROM PUBLIC AND COUNCILLORS

1. David Redgewell – general statement about transport issues within West of England Combined Authority
2. Councillor Shaun Stephenson-McGall – Agenda Item 11 ‘Liveable Neighbourhoods’
3. Councillor Shaun Stephenson-McGall - Agenda item 12 ‘Local Plan Partial Update: Options Consultation’
4. Councillor Manda Rigby – Agenda item 12 ‘Local Plan Partial Update: Options Consultation’
5. Councillor Paul Myers – Agenda item 14 ‘Future of Destination Management arrangements’

QUESTIONS AND ANSWERS - COUNCILLORS

M	01	Question from:	Councillor Grant Johnson
<p>Are the Cabinet Members aware of figures from the Department for Transport showing that hundreds of people are injured every year in collisions involving animals in the road, with motorcyclists and other vulnerable road users at particular risk of injury from a collision involving animals?</p>			
Answer from:			Councillor Joanna Wright
<p><i>Officer working with the Police collate collision information in B&NES that involve injuries. This information is passed onto the Department for Transport and is used at a national level which we are aware of. B&NES Officers study collision trends throughout the authority and react by prioritising locations that require safety treatments.</i></p>			
M	02	Question from:	Councillor Grant Johnson
<p>Would the Cabinet Members join me in welcoming the introduction of a new sign by the Department for Transport in June 2019 featuring a hedgehog which warns road users of hazards due to animals in the road ahead? The Cabinet members might be interested to know that this sign complements other warning signs already used on UK roads, filling a gap between warnings about smaller animals such as migratory toads and wildfowl and large animals such as deer and livestock. The sign is designed to reverse the decline in wildlife numbers, particularly hedgehogs, whose population in rural areas has halved since 2000.</p>			

Answer from:		Councillor Joanna Wright
<p><i>The traffic sign manual is updated by the DfT and identifies the permitted warning signs that can be used on the public Highway to improve safety of all users, we welcome the introduction of new signs that assist with improving safety and that are of benefit to the community.</i></p>		
M	03	Question from: Councillor Grant Johnson
<p>Could the Cabinet Members tell me how many of these signs (as per Question 2) have so far been used in B&NES and what criteria have been used to ensure that B&NES Council adopts a fair approach to determining where the signs are approved?</p>		
Answer from:		Councillor Joanna Wright
<p><i>Officer working with the Police collate collision information in B&NES that involve injuries. This information is assessed and used to inform the Officers where further investigation are required that could lead to potential interventions which could be additional signs. It is important that an evidenced based approach is used to maintain the highway. This ensures that the resources are allocated where they are needed and prevents proliferation of signs which, would be counterproductive in terms of safety, a poor use of public funds and unfordable.</i></p> <p><i>The Council introduce safety improvements using the evidence based approach and have not yet used the latest small wildlife warning signage.</i></p>		
M	04	Question from: Councillor Grant Johnson
<p>Are the Cabinet Members aware that in some places, including my own ward of Paulton, residents have taken matters into their own hands by putting up their own signs warning of small mammals in the road ahead?</p>		

Answer from:		Councillors Joanna Wright and Neil Butters
<i>I have been informed by the Traffic Network Team that they are aware of the unauthorised signage being placed around Paulton.</i>		
M	05	Question from: Councillor Grant Johnson
Would the Cabinet Members agree to ask residents and animal welfare groups to identify accident and wildlife hotspots, where there are large concentrations of small wild animals including squirrels, badgers, otters and hedgehogs, which might benefit from the installation of these new signs?		
Answer from:		Councillor Joanna Wright
<i>The Council supports and promotes the protection of wildlife, however any new sign installation would need to be evidenced based and the decision to install signs would be based on the current process where B&NES Officers study collision information throughout the authority and react by prioritising locations that require safety treatments. It is important that an evidenced based approach is used to maintain the highway. This ensures that the resources are allocated where they are needed and prevents proliferation of signs which, would be, counterproductive in terms of safety, a poor use of public funds and unfordable. The process enables the resources to be focussed where they are most needed in terms of safety and is the process that would be applied if information was made available regarding wildlife.</i>		
M	06	Question from: Councillor Grant Johnson
I have recently been made aware that some councils have created a calendar of Awareness Days (as an example, Gloucester City Council's Equalities Awareness Days 2020 calendar).		
Could the Leader of Council confirm which Awareness Days B&NES Council currently recognises, who decides which should be acknowledged, and how these days are marked?		

Answer from:		Councillor Dine Romero
<p><i>Thank you for raising this important question about creating a calendar of awareness days and events. This was discussed recently at the first meeting of the Corporate Equality, Diversity and Inclusion Steering Group CEDIS). The Council currently works to a communications and activity calendar which includes a wide range of events including Awareness Days, Weeks and Months and other key activities designed to raise awareness for a range of themes and concerns.</i></p> <p><i>At the CEDIS Group meeting last month, it was requested that a draft plan of key equality related events, relevant to a wide cross-section of our community, be presented at the next meeting for discussion. When this list/events calendar is agreed, it will be publicised to staff, elected members and to the wider community in our area.</i></p>		
M	07	Question from: Councillor Grant Johnson
<p>Would the Leader of Council agree that creating a calendar of Awareness Days would enable B&NES to identify in a more transparent way which days are important, increase awareness about key issues and enable a more consistent approach to marking key events?</p>		
Answer from:		Councillor Dine Romero
<p><i>Yes, as I have set out in my answer to question 6</i></p>		
M	08	Question from: Councillor Grant Johnson
<p>Does the Cabinet Member regret the stress caused to residents and the wider community over the original decision to allow Conrad Energy to build three large fossil fuel burning gas generators? Now that the plans have been put on hold, how confident is the Cabinet Member that Conrad Energy will find an acceptable greener solution?</p> <p>In view of the justifications for the original decision given by the Administration, can we have any assurances that this situation will not arise again?</p>		

Answer from:	Councillor Sarah Warren	
<p><i>The Cabinet, as Councillor Johnson knows, does not make decisions on planning applications. I welcome the decision from Conrad Energy to put their previous plans on hold and will continue to encourage Conrad Energy to come forward with future proposals that support the Councils commitment to addressing the Climate Emergency</i></p> <p><i>The Planning Scheme of Delegation has been amended to require all applications for fossil fuel exploration or extraction; or for commercial infrastructure for energy generation using fossil fuels will be determined by the Planning Committee.</i></p>		
Supplementary Question:		
<p>Instead of making the heartfelt much needed apologies for the stress is planning application caused to residents, the Cabinet Member decided to respond by reiterating to me that the Cabinet does not make decisions on planning applications. While that might be true. Will they admit that the Liberal Democrat Chair of Planning Committee had every opportunity to call this controversial planning application into the Planning Committee, but decided not to and instead agreed with the Conservative Vice Chair to delegate the decision to officers acting on behalf of this Council?</p>		
Answer from:	Councillor Tim Ball	
<p><i>Thank you, Councillor Johnson. Laws of Planning were quite clear and state that local Members can differ the matter to the Chair of the Planning Committee if they wish for the matter to be called in. Local Members did not do this so the Chair or the Planning Committee exercise the delegation quite correctly.</i></p>		
M 09	Question from:	Councillor Grant Johnson
<p>How soon can we expect our planning policies to be updated to reflect the climate emergency?</p> <p>Does the Cabinet Member agree that in view of the above, the time may have come for this Council to acknowledge that it needs to renew its commitment to the climate and ecological emergencies that it has declared?</p>		

Answer from:		Councillor Sarah Warren
<p><i>Work is currently underway on reviewing and updating the Council's planning policies in order to reflect and facilitate addressing the climate emergency. This is primarily being achieved through the Local Plan Partial Update which includes a range of new and revised policies to help deliver on the climate emergency declaration, including requiring that new development is zero carbon; facilitating and focussing renewable energy development; and ensuring transport measures and infrastructure and parking standards facilitate moves towards sustainable modes of transport. The Local Plan Partial Update options consultation will take place from early January next year, followed by public consultation on the Draft Plan in the spring and adoption of the updated policies by early 2022. In addition to the update of the Local Plan work is also underway on associated Supplementary Planning Documents (SPDs), including reviewing the sustainable construction and retrofitting SPD to further encourage energy efficient buildings which is anticipated to be complete by the middle of 2021.</i></p> <p><i>It should be noted that the Council was fully aware of the need to review its local plan policies when it declared both a Climate and Ecological Emergency and as set out above this review and resultant update is being undertaken swiftly. Therefore, the Council's ongoing commitment to the climate and ecological emergencies is clear and is demonstrated through the progress being made.</i></p>		
Supplementary Question:		
<p>In the Cabinet Member's response, a reference was made to the clear and demonstrated progress being made by this Council in reference to its commitment to the climate and ecological emergencies. Can I ask the Cabinet Member, if this administration measures progress by the amount of fossil fuel generators it approves, or by the amount of rare geological ecosystems it uses to build houses on like those on the Tufa Fields in Englishcombe Lane?</p>		
Answer from:		Councillor Tim Ball
<p><i>All local planning policies are going through the consultation, as the current Plan will do, and then they come back into the Council for the Members to make the decision on those policies. Officers will work on the policies adopted by Council. Cross party work always takes place in the delivery of Planning Policy. I hope Councillor Johnson and his colleagues will take part in this work.</i></p>		
M	10	Question from: Councillor Karen Warrington

You have recently launched Consultation on Waste and Recycling in the Authority in order to get residents' views. My residents want to see not only an increase in the amount of recycling but an increase in the types of waste that can be recycled. Can you assure me that you are considering the recycling of items such as cellophane wrappers, animal food pouches, crisps packets, medication blister packs, together with brown plastic food trays?

Answer from:

Councillor David Wood

We are always looking for opportunities that can be scaled up for local authorities within the recycling industry. As soon as cost-effective viable opportunities present, then we will make recommendations for service expansion and associated investment. Brown plastic food trays can already be recycled through our kerbside collection service – it is only black plastic food trays that we cannot establish a market for as yet.

M 11

Question from:

Councillor Karen Warrington

I understand that new driveways must either be block paved or tarmac. What implications does this have on Climate Change and why can the Authority not consider allowing grass with grass grids in order to ensure that there isn't so much water run off?

Answer from:

Councillor Tim Ball

Materials for surfacing are proposed by property owners and there are no planning requirements that stipulate the type of materials that should be used. Houseowners can create or replace a driveway of any size using permeable surfacing such as gravel, permeable block paving or porous asphalt without the need for a planning application under permitted development. The permitted development was introduced in 2008 specifically to address issues of flooding and pollution by excessive run off from non-permeable hard surfaces and is encouraged at all times.

Supplementary Question:

Councillor Ball has kindly answered the question as property owners can choose their own materials for their drives, however on

reviewing the Schedule of Conditions for an application for a dropped kerb (a copy of which is attached) the statement within is:

"Drives should meet the highway at right angles and be constructed of a consolidated material such as bitmac, concrete or blocks (subject to planning approval)." This is highlighted on the attached document.

This appears to contradict the statement from Councillor Ball. Could he please clarify?

Answer from:

Councillor Tim Ball

The attachment provided relates to an application to drop a kerb which is outside of the scope of the planning system and is considered under separate highway legislation. It relates to works that enable the crossing of a highway, footway or verge only. Notwithstanding the planning system does not prevent applications for a range of materials or construction methods including those specified. Grass grids may not be any more permeable than block or other surfaces as permeability doesn't solely relate to the top surface but also to the substructure construction.

M 12

Question from:

Councillor Karen Warrington

A number of Neighbourhood Plans have Dark Sky Policies (Chew Valley NP) and Lighting Policies (Stowey Sutton NP). Can I ask the why, when the Council has declared a Climate & Ecological Emergency, the Planning Department do not accept Parish Council's requests that developments adhere to the lighting policies? This applies in particular to extensions with roof windows on the outskirts of the village, in green belt and adjacent to woods and bat habitats. Surely this is an issue that can be easily implemented, especially in the case of Stowey Sutton, they were required by B&NES to have a lighting policy in their Neighbourhood Plan?

Answer from:

Councillors Sarah Warren and Tim Ball

Following recent correspondence to the planning department, the matter was reviewed, and it can be confirmed that planning officers are fully considering these policies where they apply and referring to them in their reports.

The policies are supported and given careful consideration, but it is not appropriate to impose restrictions unduly on occupiers or reject

minor developments that are acceptable as this would result in appeals to the planning inspectorate. Any planning conditions that are applied must meet the six Tests set out in legislation including that they must be reasonable and necessary to make the development acceptable. Applying these tests requires an assessment of circumstances on a site by site basis and so cannot be a blanket approach.

Applicants are encouraged to consider the impact of their proposals on the environment including in terms of lighting and specific guidance is provided on the council's website to support applicants.

The proposed scope of the Local Plan Partial Update includes a Minor amendment to the council's lighting policy to ensure light levels meet Habitats Regulation Assessment requirements, through reference to maximum light spill in the Waterspace Design Guidance.

Supplementary Question:

Thank you for the answer to the question. I understand the situation, however, it does seem rather contradictory that Neighbourhood Plan Policies, written by local volunteers, approved by BaNES Planning and then independently inspected by a Public Inspector are then ignored because it is claimed that they don't meet the 6 tests of planning conditions.

Perhaps the Cabinet Member can explain to residents why it would not be reasonable (Test 6) to set a condition on a development - whether it be a small or large development - on the edges of villages and adjacent to SNCIs, SSSIs and bat/nature habitats which would be reasonable given that the Council declared a Nature Emergency recently?

Answer from:

Councillor Tim Ball

Paragraph 55 of the National Planning Policy Framework makes clear that planning conditions should be kept to a minimum, and only used where they satisfy the following tests:

- 1. necessary; 2. relevant to planning; 3. relevant to the development to be permitted; 4. enforceable; 5. precise; and*
- 6. reasonable in all other respects. It is necessary to meet all of these tests on any condition applied.*

Planning practice guidance advises that conditions should not be imposed on a blanket basis. The decision maker must consider and give weight to a range of material factors including but not limited to, the nature of the development, the scale of the development, the location of the development, the purpose of the development and all other material considerations including other planning

designations such as those referred to in the question.

The decision maker must assess the harm on a case by case basis, and a review of officer reports identifies that the locally made policies are being taken into account and that this site by site assessment is happening with regard to these policies. Harm that justifies a restrictive condition is more likely to occur where the scale of the development is significant, the location is more sensitive, the area is otherwise relatively light free, and the nature of the development emits light particularly in an area where there are no such emissions already. However, there can be no broad application of conditions to impose restraint each case must be independently assessed. Where a condition is applied that does not meet all the tests the applicant has the right of appeal to the planning inspectorate. The planning Inspectorate can award costs against the local authority where conditions are found not to meet the tests and these costs can be considerable.

M 13

Question from:

Councillor Vic Pritchard

As investors should get more than 6.5% returns does B&NES intend to invest as a shareholder in the Avon Mutual Bank, the regional community bank for the West of England?

Answer from:

Councillor Richard Samuel

Investment in Avon Mutual Bank could be considered, subject to review of any investment proposals being put forward by the bank. However, any investment at this stage of the banks development could be at risk of loss if the plans to launch the Bank are unsuccessful.

M 14

Question from:

Councillor Vic Pritchard

Where e scooters have been introduced elsewhere in the UK it has been identified that interest has outpaced regulation threatening to overshadow their environmental benefits - creating a confusing situation for riders and pedestrians having to jump out of their way. Is this proving to be the case in Bath?

Answer from:		Councillor Joanna Wright
<p><i>We are pleased to be chosen to work with the Department for Transport and colleagues in the West of England Combined Authority as well as Avon and Somerset Police on this e-Scooter trial. As this trial is in its very early stages it is currently too early to confirm any of the impacts that it may have, positive or potentially negative. Any e-scooter that is not part of the trial is not permitted for use on the public highway. We will continue to work with the operator to record and understand the impacts of this new form of transport so that the full picture can be assessed and understood in due course.</i></p>		
M	15	Question from: Councillor Vic Pritchard
<p>The Covid-19 vaccination site under construction in Bristol is intended to administer vaccinations to those living in Bristol and the neighbouring areas of North Somerset and South Gloucester as soon as a vaccine is approved. What provision is being made for vaccines being administered in B&NES?</p>		
Answer from:		Councillor Rob Appleyard
<p><i>I cannot give you a definitive answer now as we are still waiting for the National Health Services to bring together a vaccination process for all of our residents, so I will endeavour to provide you with more decisive information within 5 working days.</i></p>		
M	16	Question from: Councillor Paul Myers
<p>Will the Council consider lifting charges for Park and Ride and offer free parking in Council car parks in the City over Christmas in order to give a much-needed boost to shopping and help local businesses in general recover from the effects of COVID restrictions?</p>		
Answer from:		Councillor Joanna Wright

Throughout the Covid 19 pandemic, the Council has been working to consider the impact on businesses in Bath and North East Somerset, including during the Christmas period. This included the support through a number of different approaches as set out below:

- From early Summer when the decision was made not to go ahead with the traditional Christmas Market in the City, the council has worked with Bath Business Improvement District, Visit Bath and Bath Festivals to plan, organise and deliver a series of events and activities to support the local economy, particularly independents who rely on the economic boost the Christmas Market brings to the local economy.*
- These events and activities needed to be scalable and in a position to respond to the cases of Coronavirus in the authority area, at the time and not put added pressure on the Royal United Hospital and our Health & Social Care Services*
- When the country went into lockdown in early November, these events and activities were scaled back significantly and adapted to be in a position to react to whatever tier we would be in on 2 December*
- The Bath at Christmas offer includes a Christmas Light Trail, Artisan Makers Quarter around the Abbey to Abbeygate Street over the weekends, animated vacant shop units, lantern workshops & parade, curated entertainers, concerts and speakers – all within the rules of social distancing.*
- With Bristol, South Gloucestershire & North Somerset announced in tier 3 from 2 December, we recognised that Bath and North East Somerset would be a central point for shoppers and visitors, particularly for those who may wish to take advantage of visiting licensed premises, despite not being permitted to do so.*

We have also been working with WECA, Bristol, South Gloucestershire and North Somerset Councils, to ensure clear messages about what we need to do to drive the numbers down whilst allowing people to travel within the rules- eg for work.

Bath and North East Somerset is in Tier 2. We are aware of the need to ensure that the number of visitors remains manageable and that social distancing requirements are maintained. Whilst we work to boost the local economy, we have to remember that Covid kills, all ages can catch it, anyone can spread it and we do not wish to be in a position, where we would be placed into a higher tier and damage the local economy further. It is a fine balance.

Therefore, it is not appropriate to encourage further traffic by removing parking charges. However, we do encourage all residents that decide to visit to do so sustainably and walk and cycle wherever possible.

M

17

Question from:

Councillor Paul Myers

Following the dreadful news about Debenhams and the Arcadia Group going into administration can the Cabinet member confirm if there is any direct impact on Council property income and also what steps will be taken to mitigate the wider impacts on the city's economy?

Answer from:

Councillor Richard Samuel

The Council's commercial estate income is not directly impacted by Debenhams or the Arcadia Group going into administration as they are not our tenants. However, the impact of COVID and the wider changes to the way people shop is having a very significant impact on retail across the UK. As a result the Council is undertaking a wide ranging review of its commercial estate holdings, as set out in the report to Cabinet on 10th December, which aims to maintain ownership, but re-balance the portfolio in the context of our Renewal vision and the changing nature of High Streets. The Council is also investing to support our High Streets across the District, having been successful in bidding for Heritage Action Zone funding for Keynsham and Midsomer Norton and WECA's Love Our High Streets Fund. These investments support our key retail centres, building a better sense of destination for residents and improving overall footfall. We have also established a new Economic Recovery and Renewal Board working with the business community.

M **18**

Question from:

Councillor Paul May

Does B&NES support North Somerset joining WECA bearing in mind that Bristol do not appear to favour this?

Answer from:

Councillor Dine Romero

Following the discussions on the Somerset County proposals at the recent Council meeting, I wrote to the Secretary of State confirming that whilst we were not putting in proposals for a Unitary Option in Somerset we remained committed to the expansion of WECA by the admittance of North Somerset.

M **19**

Question from:

Councillor Robin Moss

Shared Lives

You will be aware that Shared Lives carers provide support to adults with learning disabilities. The carers are self-employed and receive a payment for each client they support. In B&NES we have 31 carers who support 39 clients in the community.

As a result of Covid restrictions, overnight and daytime respite placements through Shared Lives had to cease. This has left many carers with no income and unable to take advantage of the Government's self-employed income support scheme. As a result, there is a risk that very skilled and experienced carers will leave Shared Lives at a time when expansion of the service is being reviewed with the potential for it to offer support to a more diverse client group.

Would the Cabinet member please consider doing what other local authorities have done and paying carers around 80% of their usual Shared Lives income using the Government's local authority support funding?

Answer from:

Councillor Rob Appleyard

I can confirm we are considering this matter and are currently checking with Virgin Care whether they have provided any financial support to the shared lives carers. An additional information will be provided within 5 working days after this meeting.

M

20

Question from:

Councillor Paul May

Will you confirm that future funding for safe neighbourhoods and cycle/pedestrian routes will be applied to rural areas in North East Somerset as well as the City?

Answer from:

Councillor Joanna Wright

I confirm that future funding for safe neighbourhoods and cycle/pedestrian routes will be applied to rural areas in North East Somerset as well as the City.

QUESTIONS AND ANSWERS - PUBLIC

P 01	Question from:	David Redgewell
<p>To the Council Leader - in view of the urgent need for North Somerset Council to join the West of England Combined Authority (WECA), what progress has been made in meeting with the Mayor of Bristol, South Gloucestershire Council Leader, Deputy WECA Mayor and yourself with WECA Mayor Bowles to meet with the secretary of state Robert Jenrick MP and Luke Hall MP (Local government minister) to move this issue forward so North Somerset Council can join WECA in 2021?</p>		

Answer from:	Councillor Dine Romero
<i>I updated Cabinet and Full Council on this issue last month in the discussions on the Somerset County proposals. I wrote to the Secretary of State confirming that whilst we were not putting in proposals for a Unitary Option in Somerset, we remained committed to the expansion of WECA by the admittance of North Somerset.</i>	
P 02	Question from: David Redgewell
<p>What considerations are given to delay the WECA Mayoral Election until 2022?</p> <p>In the view of importance of the need to get a second devolution deal over the line, to cover transport investment and service delivery, to set up an Integrated Transport Authority incorporating North Somerset Council, and to carry out public consultation and lay orders in the House of Commons and the House of Lords.</p>	
Answer from:	Councillor Dine Romero
<i>The holding of elections for WECA mayor are not decisions for this Council to make. No formal request has been made by the authorities in the West of England to the Secretary of State to delay the elections, although I am aware it was proposed at the WECA scrutiny committee last week.</i>	

This page is intentionally left blank

Bath and North East Somerset Council

Application to Construct a Vehicle Crossing over the Highway, Footway or Verge in Accordance with Highways Act 1980 Section 184 New Roads and Street Works Act 1991(NRSWA, Traffic Management Act 2004 (TMA)

Bath and North East Somerset Council is responsible for maintaining public highway footpaths.

A vehicle crossing (often referred to as a dropped kerb or footway crossing) is a specially constructed section of pavement or verge to enable vehicular access to a property.

If you require a dropped kerb for non-vehicular access (eg for a mobility scooter or wheelchair) you will not need to go through this process. Please contact council connect@bathnes.gov.uk

SCHEDULE OF CONDITIONS

Important Notes: Applicant/Homeowner

You are fully responsible for payment of the licence and construction costs.

We can only approve a vehicle crossing with the homeowner's consent.

Works on the Public Highway must only be carried out by Contractors with the appropriate accreditation. (New Roads and Street Works Act (NRSWA) Supervisor and Operative also £5 million Public Liability Insurance)

The crossover between your property boundary and the carriageway is a public footway and must not be used for parking.

The length of your parking area should be adequate to ensure no part of your vehicle extends beyond the boundary of your property. The parking area must be a **minimum of 4.8m in length** from the front of your property to the footway, (6m in front of a door or garage) and be of a minimum **width of 2.8m** for a single and **4.8m** for a double.

A standard single vehicle access consists of 4 dropped kerbs and 2 dropper kerbs (tapered kerbs). Any variation to this must be with the agreement of the Highway Authority.

Your proposed access must be located more than 10m away from a road junction. 15m on major roads and busy road junctions.

If the distance between your access and any adjacent access is less than three full kerbs, the kerbs in between may also have to be dropped and the entirety constructed as a vehicular crossing at the expense of the applicant/homeowner.

Any street furniture, including Street Lighting, or Public Utility apparatus which needs to be relocated to enable access will be at the applicant's expense.

Drives should meet the highway at right angles and be constructed of a consolidated material such as bitmac, concrete or blocks (subject to planning approval).

Provision shall be made within the site for the disposal of surface water so as to prevent discharge on to the highway. Details to be provided on proposed plan which will need to be submitted with your application.

Any drain or watercourse which may be crossed or met within the course of the works must be reconstructed or diverted at the applicants expense to the satisfaction of the Highways Principal Engineer, the Land Drainage Authority or the Flood Management Authority.

To obtain (wherever applicable) consent from the relevant Lead Local Flood Authority, Drainage Board or Environment Agency to carry out works in a watercourse, a legal requirement under section 23 of the Land Drainage Act.

The completion notice should only be submitted by the contractor once the permanent reinstatement of all materials, inclusive of bituminous materials, kerbing and associated works, have been completed.

If retrospective approval is needed for an existing vehicular access, the Highways Principal Engineer may instigate investigatory works prior to approval being granted.

A signed Letter of Approval should be kept with the deeds of the property.

A fee may be incurred if a duplicate record is required.

Important Contractor Conditions

To provide the Council with the necessary evidence of competence and accreditation, Public Liability Insurance and NRSWA (Supervisor and Operative) to work on the public highway.

To abide by all restrictions or directions, given by the Highways Principal Engineer as to the timing and phasing of your works.

To give the Highway Principal Engineer 7 working days' notice of commencement of the works.

If the work is planned to take longer than 7 working days from start to finish the Highway Principal Engineer must be notified in writing stating the reasons why.

To carry out the works in accordance with the specification and in such a manner that no danger, unreasonable obstruction or undue inconvenience is caused to the public user of the highway.

To carry out works to the satisfaction of the Highways Principal Engineer who may, if he thinks fit, carry out remedial works on the crossing at any time from the opening until the expiration of twelve months from the date of completion, at the applicants expense. The twelve month period starts from the date on the completion notice that should be returned by the contractor

To provide, erect, maintain and subsequently remove warning signs and traffic control in accordance with Chapter 8 of the Traffic Signs Manual

Statutory Undertakers plans must be obtained from the homeowner. It is recommended a hand dug investigatory trench is carried out prior to mechanical excavation. Cable avoidance tools should be used to locate services in the footway prior to works commencing.

All excavated material from the site shall be removed as soon as is practicable. Excavated material, if retained on site adjacent to the trench, shall be stockpiled at a safe distance from the trench edge

On the kerb line at the limits of the crossing, provide and lay 2 no pre cast concrete (pcc) dropper (DL2 and DR2) kerbs and in between lay the necessary number of 150mm x 125mm pcc bullnosed (BN) kerbs to ensure a vertical face of 25mm above finished road channel line level, all kerbs are to be laid on a bed of C6/8 or ST1 concrete not less than 125mm thick and 375mm wide, backed up to within 50mm of the top with 150mm of concrete of the same quality. Kerbs should be butt jointed but any open joints should be filled with 3:1 sand; cement mortar. All pcc kerbs channels and edgings and quadrants shall conform to BS EN 1340

Any boundary of this crossing with a grass verge or private driveway to have 150mm x 50mm pcc (EF) edgings laid on and backed up with either side with 100mm of C6/8 or ST1 concrete

On the crossing the sub-base must be 150mm thick of unbound granular material to Clause 803 of the Specification of Highway Works, the binder course must be 60mm compacted thickness of AC 20 dense bin 40/60 and the surface course to be 20mm compacted thickness of AC 6 dense surf 100/150 PSV 50 .All bituminous surfacing must accord with the requirements of BS EN 13108

Where the existing footway is being altered, the full width of the footway shall be reconstructed to give an even crossfall from the back edging to the new kerbs (maximum crossfall 1:14)

The bound vertical face of all joints with existing surfaces on the footway and carriageway should be painted with bitumen based edge sealant. Concrete or mortar shall not be mixed on the footway or carriageway

This page is intentionally left blank

It's is very important the North Somerset Council is allowed to join WECA mayoral combined authority in 2121. BANES needs to work with South Gloucestershire Council and the city of Bristol to push Government to sort out a second financial deal with WECA mayoral combined authority and North Somerset Council. A public consultation needs to be carried out and to allow the parliamentary order to go through the House of Lord's and Commons. Bristol City Council has set up a scrutiny commission to look at North Somerset council membership.

This may lead to a delay for the elections in WECA and Somerset County Council until 2022.

Please give the Bath and Bristol city region governance your top priority with government.

on buses. Light rail system metro west railway Electrification on the railway line from Chippenham through Baths spa Bristol Temple meads to Bristol parkway and Patchway .

station upgrates, disabled access passengers interchange and Bus and coach station s with the need for a railway executive ,walk and cycling and strategic roads we need to set up an intergrated Transport Authority like the west Midlands , Greater Manchester and west Yorkshire .

We are very concerned about the school bus service provision. We need more school buses to reduce the number of cars that come into Bath, thus reducing air pollution and congestion on roads especially during peak commuting times. Also of particular concern is the D2s First Bus. The bus services all the villages in the morning but doesn't service the village of Rode in the afternoon. This means school children have a 2 mile walk back along single track country lanes crossing the busy A36 or a walk over muddy farmers fields. This will soon be done in the dark.

The lack of covid marshals and journey marshals

are of concern in Bath spa bus and coach station. along with no travel centre facilities be restored for passengers to ask questions to staff although we have facilities restored at Bristol bus station and wells bus station.

We have said that one way forward is a joint approach to this service is jointly with Destinations Bristol and Bath using the unit as information point and travel centre.

Of course we need to keep the bus and coach rail station at Bath spa covid clean and all bus stops and shelters clean .

We need to upgrade stagecoach west buses to Euro 6 in Bristol and Bath clean air zone.

We are very concerned that over the Christmas and New year .

ear's period that route 18 Bath spa bus and coach station to Salford ,keynsham willsbridge, North common ,warmley kingswood ,Hillfields ,staple hill Downend ,uwe Bristol bus station is not operating along with bus route 37 Bath spa bus and coach station Weston RuH back entrance Kelson, Bitton, longwell Green ,Hanham,st George,Lawrence hill station and Bristol bus and coach station have no Christmas and new year's services.

We are very concerned to make sure the Department for Transport is working with National Express Coaches and megabus and the Facon coach service to provide adequate Coaches services for Christmas and New Year 2020 .

Weston super mare coach terminal Bristol bus and coach station Bath spa bus and coach station and uwe bus and coach station.

Firstly to get university and college students home from Weston super mare college and university college.Bath spa university and Bath university Bristol university and Uwe university Bristol.

We need to be sure that coach service provision is in sir Peters Hendy plan for the Department for transport.

On Railway services we wish to sure that the Department for transport is commissioning adequate Train service and capacity from. The south west of England Through Taunton,Weston super mare.

Weston milton ,worle parkway, Yatton for clevedon ,Bristol Temple meads Keynsham Oidfield park Bath spa to chippenham and Swindon to London Paddington and London Waterloo.

From Bristol Parkway and Swindon to London paddington.

From Taunton Weston super mare Bristol Temple meads and Bristol parkway to Birmingham new street and the North east via leeds York and Newcastle upon Tyne to Scotland

North west to Manchester.

Bristol Parkway and Bristol Temple meads, Weston super mare, Taunton to Exeter st David, Newton abbot Plymouth North road to Penzance.

Bristol Temple meads keynsham oidfield park Bath spa and Freshford Avoncliffe Bradford on Avon, Trowbridge Westbury to Southampton and Portsmouth harbour for Brighton and the isle of wight. And channel islands.

Westbury also to Dorchester west Dorchester south for Bournemouth and Poole.

Weymouth.

Bristol Temple meads and Bristol parkway to Newport Cardiff central Swansea and west Wales and ferries to Ireland.

The need for additional carriage and trains over the Christmas and New year period

On covid 19 Weston super mare clevedon portishead Bristol Kingswood yate and Thornbury.

We are concerned that North Somerset council City and County of Bristol and south Gloucestershire Clinical are in tier 1 commission group Heath authority and Bath and North East Somerset in tier 2 what action is being taken to prevent people cross into Bath and North east Somerset against government guidance and regulations. to whitchurch pensford Keynsham saltford Kelson and Bath .

What key notices are being put up at Bristol Bus and coach station.

Bath spa bus and coach station, uwe bus station cribbs causeway bus station.

Keynsham town centre, kingswood town centre, Thornbury town centre, Yate bus station Weston super mare, clevedon, portishead, Backwell and Nailsea. Main bus interchange s

On key Railway station at Bristol Temple meads, Bristol parkway, Bath spa, Weston super mare. And local rail station and the Severn beach line.

What work is happening with the British transport police Avon and Somerset police and Bristol port police and the covid 19 marshals in Bristol South Gloucestershire, Baner and North Somerset

The number of covid cases are dropping

But we must take action to prevent covid 19 cases by people travelling to Whitchurch , pensford , keynsham, paulton Midsomer Norton Radstock peasdown st John, saltford, Kelson chew valley and Bath .

The Bristol Evening post and Bristol live run a guide to public houses open in Bath and North Somerset Gloucestershire wotton under edge and Gloucester and Cheltenham.

In Somerset Highbridge and Burnham on sea.

The metro mayor is right Bristol city and Bath city region should have been the same tier .

this is going to make enforcement very difficult the Bristol Bath city region.

We are also concerned about the lack of safety screen fitted of Hct group of London of bus service operating in

Keynsham on town service on 515 Stockwood to Hengrove hospital

And Bristol to the chew valley. 672 .

I hope we can push this company to fit safety screen via weca vosa and Hse .

The Director of public health in Bristol is investigating the safe of this company covid 19 secure issue.

Metro west railway project.

While we welcome the progress with 9 months delays on the portishead line reopening and The Development Consent order public inquiry .

This will allow the Severn Beach to Clifton down Bristol Temple meads and station to Bath spa and Westbury line to move forward.

We would like to see a start date for Portway parkway at shirehampton with Bus interchange. and park and ride.

The progress on The passengers lifts at Patchway station and new car park.

I am very concerned about the lack of progress on the Henbury line .

Ashley down Filton North and Henbury station for cribbs causeway bus station and shopping centre.

The recent Government infrastructure plan Does not mention the Gloucester line and no station development is being funded at Charfield for wotton under edge. and of course stonehouse Bristol road is only at concept stage .

We welcome the study of st Anne's park station and the track capacity on the Bristol Temple meads station to Bath spa Westbury line But again as far as Bath and North east Somerset is concerned there is no mention of Salford station or Corsham station Wiltshire.

Did weca mayoral transport authority or western gateway transport board.

Make representations to the department for transport on these station or Electrification from chippenham to Bristol Temple meads and Bristol parkway and Patchway.

But we note the Government projects approved in south west England in the Railway reopening programme Including the Exeter central Exeter st David to okehampton station. Opening may 2021

Progress on Wellington and cullompton station s on the Devon metro.

Devize parkway station somerton and langport parkway

The Falmouth and Newquay line improvements.

The wareham to swanage railway through service to south western railway.

We are very concerned about the lack of a Railway executive similar to Greater Manchester combined authority and west Midlands combined authority.

We note the south west transport board is speaking to ministers and the secretary of state for Transport Grant shapps with one voice .

We have got to sort out one clear voice with North Somerset council joining weca mayoral combined authority.

And a clear voice from the western gateway transport board. Who main proritly is Devoping the A350 from Poole Harbour to chippenham m4 with the melksham proposed bypass.

When public transport across weca mayoral transport authority are completing with public Transport improvements in Bath and North Somerset council area of weca mayoral transport authority. In the Longer term We should bring Wiltshir, Swindon, Somerset and Gloucestershire Into the west of England mayoral.combined

Authority But the first proritly is to bring North Somerset In thecombined authority .

Please bring to the Attention of the cabinet meetings.

David Redgewell south west transport network and Railfuture Severnside

This page is intentionally left blank

Thank you for the opportunity to address you this evening.

I'd like to make a comment on one of your agenda items, the Local plan partial update.

The world has changed significantly since the last local plan was adopted, and because of reasons outside of our control a new Local plan will not be in place for at least a couple of years, so I really welcome the opportunity to do what we can right now to make our policies reflect our aspirations.

I am very pleased that our communities will have the opportunity through the consultation period to make their views known, and I will pick out a few elements in the short time I have available.

Our community will have the chance to say what they think about HMOs. About whether we need policies to protect those HMOs already licensed from growing too large for the nearby amenities, or change the nature of the locality to the detriment of providing a mix of property suitable for all of our residents.

Our community will have the chance to say what they think about where purpose built student accommodation is most appropriate, and if more should be built on the university campuses rather than in the heart of the City

Our community will be able to input into policies making the climate and ecological emergencies this council has declared real and tangible in a planning process, though some of this will need to be done in the full plan.

And lastly in my own ward of Bathwick, our community will be able to say what they see now as appropriate on the Rec, and I hope the cabinet takes the route of saying in this consultation that the best route is to delete SB2 in this local plan, and revisit in the full plan. Given the climate emergency, the ecological emergency not to mention covid, the previous allocation as potentially a larger capacity stadium, with an option

of a large car park, when we are trying to keep cars out of the centre, and the specifications for crowd management in the post covid era are unknown seems outdated and needing of a full review, which can best be achieved by deleting SB2 in this current refresh.

Thank you for your time.

Thank you, Cllr Romero.

Firstly, I would like to warmly welcome the Council's Climate Emergency Action Plan approach just over a year ago which recommended a major shift to mass transport, walking and cycling to reduce transport emissions.

I did my best to promote this, and all other council consultation exercises, and I would like to thank all those residents from the Oldfield Park Ward for contributing to this consultation on Liveable Neighbourhoods.

Both the ongoing pandemic and increasing global temperature due to man-made carbon emissions highlight the need to tackle obesity and air pollution, and public health more widely, and to promote, and facilitate, active travel as well as enhancing road safety for the most vulnerable on our streets and roads.

I would urge the Cabinet, after you have reviewed the consultation responses, to agree to delegate the adoption of the three Liveable Neighbourhood strategies.

Many in the communities I represent in Oldfield Park ward have contacted me directly and are enthusiastic about the benefits these

three combined strategic can bring to our community, the wider local authority and of course, our planet.

However, work on one of these issues, that of Residents Parking has already start in the Oldfield Park Ward and wider Oldfield Park area. A parking stress survey of this area was carried out in October 2019, and its results highlighted the impact of commuter parking in the Oldfield Park area and the impact of the adjacent Bear Flat RPZ created just before the last local elections.

My question to Cllr Wright and Cllr Butter is what is the status of this parking stress research on a potential new Oldfield Park Residents Parking Zone, and given this work was only paused due to the covid-19 pandemic back in March 2020, when can I expect to see the Council taking the next steps to consult the residents of Oldfield Park on whether or not they want a residents parking?

**Amendments to Cabinet Report E3228: Liveable Neighbourhoods
Appendix LN1 Consultation Outcome Summary
Replacement Figures 6.1 and 9.2**

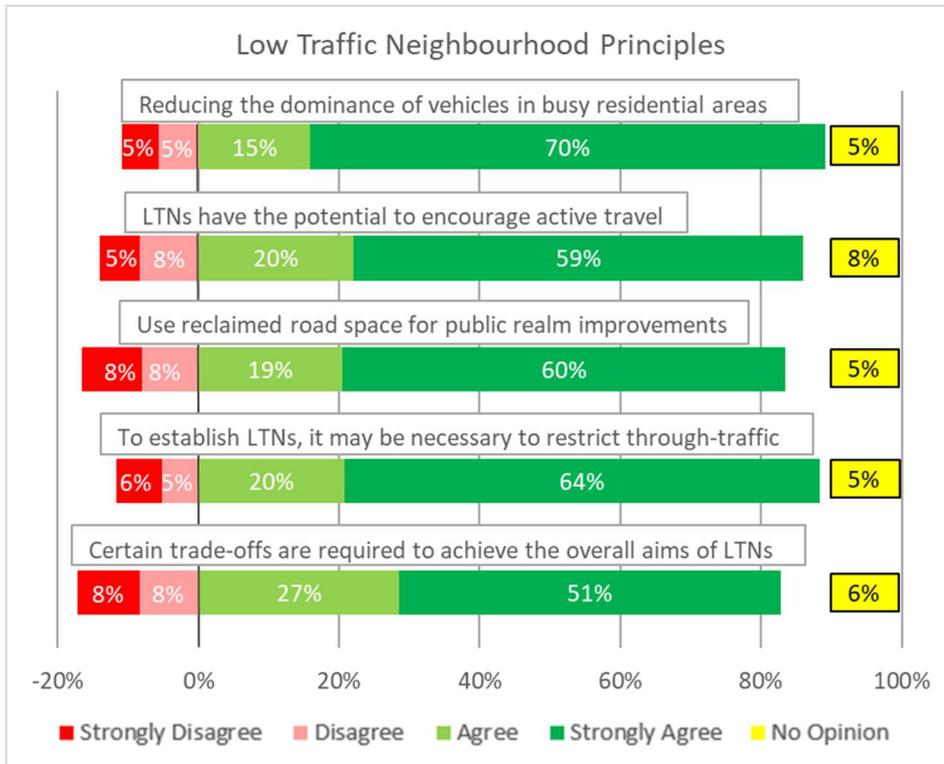


Figure 6.1: Key principles for Liveable Neighbourhoods

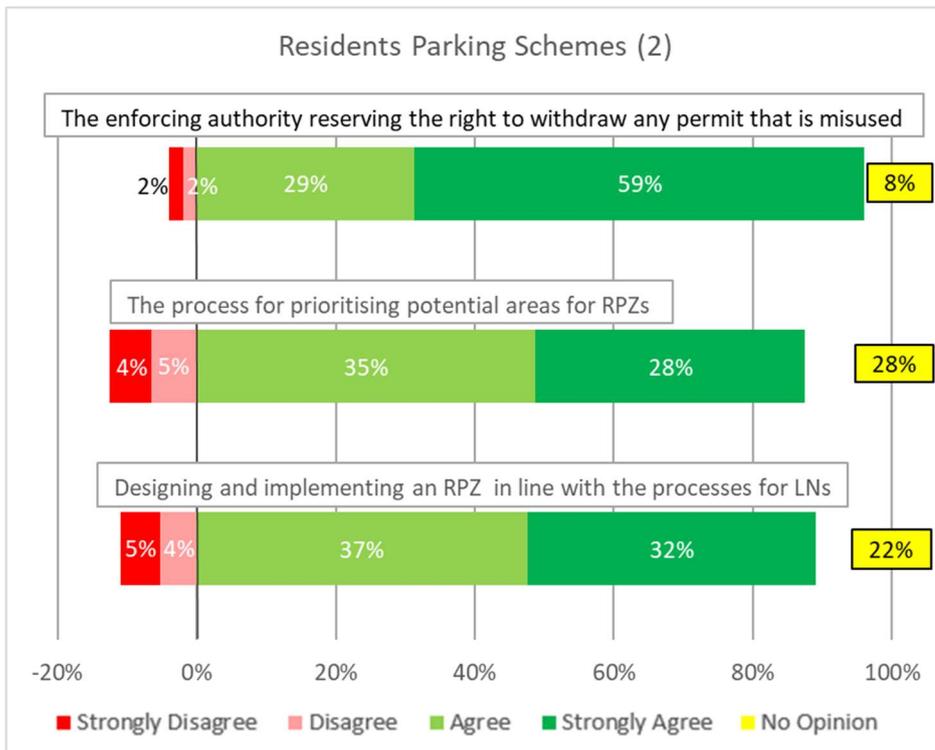


Figure 9.2: Proposed approach to residents' parking schemes (2)

This page is intentionally left blank

Thank you, Cllr Romero.

Firstly, I would like to warmly welcome the Councils proposals, if agreed tonight, to consult on a range of updated to the Local Plan.

Although I welcome the proposed consultation to strengthen policies to deliver on the climate emergency from biodiversity net gain and retrofitting to sustainable construction and renewable energy generation, I particularly want to talk tonight about the keys issues impacting the community of Oldfield Park that I represent, namely parking standards, HMOs, and student accommodation.

Oldfield Park has been transformed since I came to Bath as a student some thirty years ago. Due to the expansion of UK HE, millions of young people have benefitted from going to university and the country has benefited from their skills and contributions to the economy and wider society.

However, this welcomed expansion of UK Higher Education, although bring economic and cultural benefits to the host cities and communities has unfortunately not been accompanied by strategies over this time period to house students on campuses. Historically this was left to the free market.

This problem is seen in University towns and cities across the country and local authorities like our own have been trying to play catch up. The introduction of the Article 4 Direction during the Lib Dem administration from 2011-2015 and its strengthening under the previous Conservative administration were great but so much more needs to be done and the proposed consultation as outlined in this paper on page 10 are so needed by the Oldfield Park community and across the wider city.

Many in the communities I represent in Oldfield Park ward have contacted me directly and are enthusiastic about the benefits these proposed changes would bring, if after the public consultation in April 2021, they are adopted in the next couple of years. I hope we will end up with having a stronger and tougher SPD on HMOs by September 2021.

Page 13 highlights policies related to our HE providers and I would remind colleagues in the Cabinet that if you allow expansion of Universities academic space and building, they will normally fill them with more students! And those students need to be housed somewhere in our city.

Finally, I welcome the inclusion of consultation on a new Parking Standards SPD and specifically the element around HMO parking.

March 2022 does seem a long way away for my community but given work the amount of worked need to develop and consult on all these policies and the work on Liveable Neighbourhoods including RPZs we see tonight, I am just thankful that HMO parking will be included in this SPD consultation.

This page is intentionally left blank