

BATH AND NORTH EAST SOMERSET

MINUTES OF CLIMATE EMERGENCY AND SUSTAINABILITY POLICY DEVELOPMENT AND SCRUTINY PANEL MEETING

Monday, 21st June, 2021

Present:- **Councillors** Karen Walker, Joel Hirst, Shelley Bromley, Lisa O'Brien, Dr Kumar, Ryan Wills and Joanna Wright

Cabinet Member for Climate and Sustainable Travel: Councillor Sarah Warren

Cabinet Member for Neighbourhood Services: Councillor David Wood

13 WELCOME AND INTRODUCTIONS

The Chair welcomed everyone to the meeting.

14 EMERGENCY EVACUATION PROCEDURE

The Chair drew attention to the emergency evacuation procedure.

15 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

Councillors Paul Crossley, Grant Johnson and Tim Ball had sent their apologies to the Panel.

16 DECLARATIONS OF INTEREST

There were none.

17 TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIRMAN

There was none.

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

David Redgewell made a statement to the Panel, a summary of which is set out below. A copy of the statement can be found online as an appendix to these minutes.

We are very concerned the now that public transport and bus service have transferred to the West of England Combined Authority as the city region Transport Authority. But without precept powers what resources are being allocated by the city and county of Bristol, Bristol Mayor, Banes and South Gloucestershire Council to revenue support socially supported bus services especially to serve rural and orbital bus services in Bath and North East Somerset for example Bath Spa bus station to Peasedown St John, Radstock, Midsomer Norton, Paulton and Farmborough.

There is also a need to have subsidies for the Severn Beach, St Andrew Road, Avonmouth Dock, Portway Parkway, Shirehampton, Sea Mills, Clifton Down, Redland, Montpelier, Stapleton Road, Lawrence Hill, Bristol Temple Meads, Keynsham, Oldfield Park, Bath Spa, Freshford, Avoncliffe, Bradford on Avon, Trowbridge, Westbury, Frome or Warminster.

We welcome the work on the 25% reduction in service from 24th January 2021 due to lockdown and the protection of essential journeys for key workers access to supermarkets Post Office, Banks, health care facilities and vaccinations centres.

But regret the loss of catering services between Bristol Temple Meads, Keynsham, Bath Spa, Bradford on Avon, Trowbridge, Westbury, Salisbury and London Waterloo. The Department for Transport appear to be removing catering services on the Express train network on emergency recovery contracts.

We need to see Bath Spa Bus Station Travel Centre facilities reopened as Travel Centre and Tourist Information Centre for green sustainable tourism in Bath and North East Somerset and Somerset and the need for public toilets in Bath Spa Bus and Coach Station, including disabled toilets.

We welcome progress by Bristol City Council Mayor to find a way forward on a devolution deal at WECA Mayoral Combined Authority and new governance to allow North Somerset Council to join WECA Mayoral Combined Authority.

The bus back better bus improvement plan by the WECA Mayoral Transport Authority and North Somerset Council needs to improve Sunday evening and rural services and cross border service into Somerset and Wiltshire.

Please note that the West of England Combined Authority meeting is on 23rd June 2021 at Bristol City Hall at 1030. Please note WECA Mayoral Combined Authority Scrutiny Commission is in Bristol City Hall 23rd June 2021 and the Board with the Metro Mayor Dan Norris is 1130 at the Civic Centre in Kingswood 25th June 2021.

The Chair thanked him for his statement on behalf of the Panel and asked that it be passed to the B&NES Councillors who sit on the WECA meetings mentioned due to take place later in the week and the Cabinet Member for Transport.

19 MINUTES: 7TH JUNE 2021

The Panel confirmed the minutes of the previous meeting as a true record and they were duly signed by the Chair.

20 CLEAN AIR ZONE UPDATE

The Clean Air Zone (CAZ) Team Manager introduced this item to the Panel and gave a presentation. A summary is set out below.

Preparation for the CAZ launch

- Over 8000 early warning letters were issued to drivers of non-compliant vehicles driving within the CAZ prior to launch
- 9500 businesses were contacted via telemarketing company to raise awareness of the launch and the financial help available
- Core scheme ANPR cameras and software tested extensively with government teams
- Financial assistance scheme was promoted and a surge in applications was received

CAZ Mitigations

- A bus upgrade programme with a view to achieving a fully compliant scheduled bus fleet operating in Bath. From our modelling this is a key deliverable to achieving compliance
- A financial assistance scheme providing grants and interest free loans to businesses, individuals and community groups to upgrade non-compliant vehicles. Upgrade rates have exceeded expectations and we are seeking more funding from central government
- A package of exemptions that support vital services, disadvantaged groups and those with hard-to-replace vehicles, along with a means-tested general exemption as part of the financial assistance scheme

CAZ launch- 15 March 2021

- There were no technical issues on the day of launch
- B&NES and JAQU (Joint Air Quality Unit) teams collaborated well and there were regular, daily check-ins during the first 2 weeks of the scheme going live
- Ongoing discussions between central government and Wiltshire Council on traffic and air quality monitoring

Ongoing support post CAZ launch

- A period of '**soft enforcement**' has taken place where only the zone entry charge has been collected
- Support and flexibility for vehicle owners affected by business rule changes which lead some vehicles (mainly vans and motorhomes) to change from a status of compliant to non-compliant
- Sought clarity about the compliance status of M1 motorhome vehicles which will now be exempted from charges

Initial statistics following launch

- Initially, approximately **32,000** vehicles were travelling in the CAZ each day (not including locally exempt vehicles) and older, diesel LGV's represent the

largest category of non-compliant, chargeable vehicles which have a disproportionate impact on air quality

- In total the financial assistance scheme has received **2080 expressions of interest**, of which **1650 vehicles** have proceeded to having a telematics device fitted. Of those, **743** owners proceeded to apply for finance and **625** are currently recording telematic data. **506 vehicles** have been approved for upgrade and drivers are in the process of taking ownership of their vehicles in the coming months
- Since launch over **28,000 PCN's** have been issued, although a number of these will have been waived due to issues such as the business rule change, and these issues have now been resolved; typically, 25% relate to vehicle owners within B&NES and **over 54,000** zone entry charges have been paid
- There is an emerging downward trend in the number of vehicle entrants which are subject to a CAZ charge which suggests an increasing level of compliance with the scheme

Evidence of changing behaviour

Ipsos Mori has been commissioned by government to complete surveys with businesses, before and after the CAZ launch in Bath. Initial results show:

- Awareness of the CAZ has increased; by March 2021 over 70% of businesses knew a great deal or fair amount about the CAZ; this is an increase from approx. 50% in Nov/Dec 2020
- More businesses support the CAZ than oppose it
- Most businesses understand that the CAZ is introduced to improve air quality but there is a misconception that it will generate income for the Council

Initial reflections following launch

- The financial assistance scheme has been a key element of delivering a successful launch and provides additional air quality benefit; incentivisation is necessary alongside enforcement
- After 3 months, we continue to have challenging conversations with certain groups to build understanding, but the emerging impression is that the scheme is becoming 'business as usual' for the public

Monitoring and Evaluation

- There will be monitoring and evaluation of a range of measures, including air quality, relating to the first 3 months of the scheme. This will be published on the Council's webpages <https://beta.bathnes.gov.uk/bath-clean-air-zone> around late Summer.
- Whilst very few vehicle movements are actually impacted by the CAZ restrictions, there has been a general increase in traffic levels as restrictions have lifted and increases in working from home and home deliveries have meant an increase in vehicle movements in residential areas, we continue to monitor traffic levels across the road network and publish the results of these surveys

Next steps...

- Full enforcement of the scheme, including non-UK vehicle enforcement
- Bringing forward other mitigation packages including Only Mile Delivery schemes
- Further updates will be provided to the Panel as the scheme progresses

Councillor Lisa O'Brien asked how the Council can enforce charges on non-UK vehicles.

The Clean Air Zone Team Manager replied that a third party managed this on behalf of the Council.

Councillor Lisa O'Brien asked if any thoughts had been given to the voluntary retrofitting of domestic vehicles.

The Clean Air Zone Team Manager replied that there would need to be a discussion on how this could be facilitated – possibly with Government funding.

Councillor Sarah Warren, Cabinet Member for Climate and Sustainable Travel commented that CAZ was a very well managed project and that she would look into the possibility of a retrofitting project.

Councillor Shelley Bromley asked if other areas of the Council could be included in a CAZ.

The Clean Air Zone Team Manager replied that it would be timelier to have that discussion in around 12 months and that a proper consultation would be required on any amendments / additions.

Councillor Joanna Wright asked whether on street electric vehicle charging points are being considered to assist those businesses that have upgraded / purchased such vehicles.

The Clean Air Zone Team Manager replied that she believed information on this issue was to be presented to the Cabinet in the coming months and would try to find out further details for the Panel.

Councillor Joanna Wright asked if the Council were working with WECA on possible future Clean Air Zones locally.

The Clean Air Zone Team Manager replied that they are in regular discussions with Bristol & South Gloucestershire Councils so that broad alignment of Zones is sought.

Councillor Dr Yuktेशwar Kumar commented that in his ward of Bathwick there are several areas and roads where NO₂ exceeds the EU and national legal limit of 40 µg/m³ as acknowledged by the officers, with the main roads being Bathwick Street and Pultney Street.

He added that Cleveland Bridge is the main conduit for linking A36 and A46 and to some extent the main culprit for this pollution too. He asked if the closure of Cleveland Bridge permanently for HGVs over 18 tonnes could be considered to protect our lives, the lives of our progeny and giving a better environment to our city.

The Clean Air Zone Team Manager replied that Cleveland Bridge is within the Zone, but that closure of it was not within the scope of the scheme.

Councillor Dr Yuktेशwar Kumar commented that some of his residents were complaining that though their property is confirmed by the online CAZ system to not be in the Zone the department running the scheme were sending penalty charges to traders who have come to do work in their properties.

The Clean Air Zone Team Manager replied that she was aware that this boundary anomaly was being looked into.

Councillor Ryan Wills commented that it was good to see the support for the Zone through the Ipsos Mori survey but asked if it was known whether the businesses that replied were inside or outside of the Zone.

The Clean Air Zone Team Manager replied that she was not aware of that information. She added that the team were committed to providing updates on the project on a quarterly basis.

Councillor Joel Hirst commented that the focus of the project should remain on health. He asked if the quarterly update would include data relating to traffic displacement and when it would be likely to see that the Zone is doing what we hope it will.

The Clean Air Zone Team Manager replied that some baseline data is available and that this will continue to be monitored over the next six months to see if trends continue. She added that investigations will be carried out if this differs from what is expected.

The Chair thanked the Clean Air Zone Team Manager and her team on behalf of the Panel for the work they have done so far and for the presentation.

The Panel **RESOLVED** to note the progress made as set out in the presentation.

21 DEVELOPMENT OF NEIGHBOURHOOD SERVICES

The Director of Place Management introduced this item to the Panel and gave a presentation. A summary is set out below.

The Challenge

- Neighbourhood (and Highways) Services are the front line of the Council
- A range of statutory and legal requirements for the council to discharge
- High profile and high reputational impact
- What could we do differently?
- With limited resources, where should we invest any additional funding secured?

Context (2008 and beyond):

- Significant service efficiencies have been achieved
- Insourced recycling services and changed the way we deliver services
- Prioritised activity around the Council's statutory duties and maintaining public health and safety
- Recognised that there is a significant backlog of works required on the highway network
- Implemented Fix My Street 'report it' system – Good scheme, looking to make further adaptations

Breadth of services

Highways

- 1200 kms of roads
- 17,000 streetlights
- 25,000 road gullies
- 1040 kms Footways and footpaths

Parks

- 270 Parks and Open Spaces managed
- 6 Heritage Parks
- 59 Play Areas
- 28000 Trees & 7 Woodlands (to date)

Waste

- Waste and recycling collections provided to 86,435 households
- Every 4 weeks over half a million refuse and recycling collections take place
- Cleansed over 1300 miles of highway
- Emptied litter bins two/three times a week or over 90,000 times a year

The efforts of all staff must be recognised

The request:

- Consider developing a Task and Finish group to help Cabinet and Officers: Identify what would success look like for our communities in:
 - The short term
 - 2 years
 - 5 years
- Undertake a review of the opportunities considering both the local and national picture; and
- Make recommendations to Cabinet Members on how any investment should be targeted

Councillor David Wood, Cabinet Member for Neighbourhood Services commented on how important it is for the Council to get the basics right and of how proud he is of the teams involved in this work.

Councillor Joel Hirst commented that it was a huge challenge and that he would like to see more promotion of Fix My Street to make members of the public aware of how to use it.

The Director of Place Management agreed that the more that Fix My Street is promoted the better and would look into how that can be progressed.

Councillor Joel Hirst asked if further street cleansing and other functions would be possible if a further precept was collected by the Council.

The Director of Place Management replied that he was unable to answer that question as he did not know how that process would work.

Councillor Dr Yuktेशwar Kumar commented that recently we have seen an upward trend of not collecting waste on designated days. He said that residents are incredibly unhappy and that he had written to several officers and Cabinet Members regarding collections of waste from the newly built temple on around 25 May and had not yet had a response.

The Director of Place Management replied that they do try hard to deliver services on time and within budget and that staff were working to keep functions in place. He added that he would investigate the specific problem raised.

Councillor David Wood, Cabinet Member for Neighbourhood Services said that many officers are overworked at the present time and working within a challenging environment He added that he also would look into the issues raised by Councillor Kumar.

Councillor Lisa O'Brien said that she very much appreciated the work of the staff in refuse collection as it was an important service for residents. She asked what actions were being taken to address the shortage of refuse HGV drivers.

The Director of Place Management replied that the Council are in active contact with an agency for such drivers.

Councillor Shelley Bromley praised staff for doing an amazing job in a work area that has increased over the past 18 months. She added that she thought Fix My Street was an excellent service and welcomed further promotion of it.

The Chair thanked the Director of Place Management and his teams for their work and his presentation.

The Panel **RESOLVED** to agree to developing a Task and Finish group to:

- i) Identify what would success look like for our communities in:
 - The short term
 - 2 years
 - 5 years
- ii) Undertake a review of the opportunities considering both the local and national picture
- iii) Make recommendations to Cabinet Members on how any investment should be targeted

22 PROGRESS REPORT ON THE LOCAL PLAN PARTIAL UPDATE, ASSOCIATED SUPPLEMENTARY PLANNING DOCUMENTS (INCLUDING ELECTRIC VEHICLE CHARGING POINTS) AND THE WECA SPATIAL DEVELOPMENT STRATEGY

The Deputy Head of Planning Policy and Highway Development Control & Transport Policy Manager introduced this item to the Panel and gave a presentation. A summary is set out below.

Role of the Local Plan Partial Update

Spatial Development Strategy (SDS): 2022 – 2042

New Local Plan: 2022 – 2038

- New Planning Policy Framework to deliver the SDS
- New spatial Strategy
- New Plan period
- New targets e.g. the housing requirement, employment land, renewable energy and ecology
- Planning Reform

Local Plan Partial Update - To 2029 (adopt 2022)

- The Climate emergency (eg facilitate renewable energy regeneration, retrofitting, parking standards,
- The nature emergency (Biodiversity Net Gain)
- Address the shortfall in Housing Land Supply
- The green recovery (including Milsom Quarter and protecting employment land)
- Houses in multiple occupation
- University campuses and student accommodation

- Remove P&R sites from Green Belt
- Green Belt Villages
- **NB the scope and extent of changes of a partial update are limited**

Key SPDs Timetable

- Draft SPDs – consult alongside LPPU in August/September
- Sustainable Construction & Retrofitting SPD – adopt autumn/winter
- Transport SPD – adopt alongside LPPU

LPPU: Options Consultation feedback

- Around 2,350 comments (1,800 standard/petition style comments on Bath Rec or Whitchurch)
- Key relevant issues raised included:
 - Support for zero carbon development policy and reducing carbon via retrofitting
 - Flexibility needed in policies
 - Impact on viability/affordable housing delivery
 - Biodiversity Net Gain – maximise
 - Sustainable transport modes should be considered first, but don't be inflexible for rural areas

The Climate Emergency

LPPU will include policy changes addressing the 3 climate emergency priority areas for action:

- Energy efficiency improvements to buildings
- Local renewable energy generation
- Sustainable Transport - increased shift towards walking, cycling and mass transit

Sustainable Transport

Update existing policies to:

- Strengthen focus on sustainable travel
- Ensure development transport choices are required to place sustainable modes first
- Increased linkages between transport, health, equality and inclusivity
- Embed Liveable Neighbourhoods measures and principles
- Ensure active travel benefits of Green Infrastructure are delivered
- Require ULEV charging infrastructure provided in new development

P&R sites in the Green Belt

Removal of the Park & Rides sites from the Green Belt (if exceptional circumstances to change the Green Belt are accepted by the Inspector) and broadening their role to become transport interchanges with solar canopies.

The Ecological Emergency

- Updating adopted nature conservation policies so that they even better protect irreplaceable habitats and facilitate nature recovery
- Bringing forward a new policy (in advance of the national requirement) for developers to deliver at least 10 % Biodiversity Net Gain as part of development

Supplementary Planning Documents

- Transport SPD:
 - Parking
 - Ultra Low Emissions Vehicles
 - Walking & Cycling Infrastructure Design
 - Travel Plans
- Sustainable Construction & Retrofitting SPD

Parking standards

- Residential (Origin) Parking changed to Maximum Standards
 - Achieve low car developments where conditions exist to do so, i.e. excellent accessibility, car clubs, Controlled Parking Zones
 - Avoid over-provision, as can occur with minimum standards.
 - Sufficient parking to limit risk of overspill.

Ultra-Low Emissions Vehicles

- Specifications for standards for connections and sockets.
- Suitable capacity in electricity network, may involve sub-stations.
- Avoid petrol/diesel cars abusing EV spaces.

Sustainable Construction/Retrofitting SPD

Summary of the Scope of Review

- Combining the SPDs
- Updating the presentation (photos, illustrations and format)
- Updating the wording – more positive focus on what can be achieved & how
- Updating the technological information
- Adding a new section on fuel poverty/affordable warmth

Councillor Shelley Bromley commented that she was encouraged to see the work planned in relation to retrofitting and asked about the availability of grants to residents.

The Deputy Head of Planning Policy said that they will work closely with the Housing team and will seek to set out funding/grant options on the website alongside the SPD.

Councillor Joel Hirst said that he was impressed with the scope and direction of the work. He added that the vision for the developments of the Park & Rides was exciting and that availability of electric bikes from these sites would be an enhancement. He asked how would retrofitting be viewed with regard to Listed Buildings.

The Deputy Head of Planning Policy replied that there is strong legislation in place in terms of Listed Building Consent. He added that each application would be looked at on its own merits and that it is intended that the revised SPD will provide practical and positive guidance for owners of such properties in seeking to retrofit energy efficiency measures.

Councillor Dr Yuktेशwar Kumar asked if the Council were planning to provide Electric Vehicle charging on main roads in the future.

The Highway Development Control & Transport Policy Manager replied that she felt that Electric Vehicle charging on main roads would be unlikely.

Councillor Joanna Wright asked how B&NES were looking to address the projected increase of people living in the area over the coming years (especially those in the 20-30 age group) and how could this housing need be made affordable.

The Deputy Head of Planning Policy replied that decisions would be underpinned by information from within the Local Housing Needs Assessment. He added that this was a key issue for the Council and it would be important for planning policy to help steer the right provision in the right areas.

Councillor Lisa O'Brien asked why it appears some areas were deemed to have low potential for the development of renewable energy and others high potential.

The Deputy Head of Planning Policy replied that an assessment of landscape sensitivity and potential across the District has been undertaken and this takes account of and identifies potential opportunities for mitigating impact.

Councillor Lisa O'Brien commented that she was concerned with some elements of the report as Keynsham is not always provided with a direct bus service and residents in some of the new developments, around two miles from the centre, will need a vehicle to travel to work.

The Highway Development Control & Transport Policy Manager replied that the SPD will look to address this in more detail and that figures would be based on current patterns of ownership.

The Chair commented that she felt that it was a good vision for the future and thanked the officers for their report and presentation on behalf of the Panel.

23 PANEL WORKPLAN

The Chair introduced this item and noted the following requests for future items.

- Air Quality Update
- Light Pollution
- WECA Update
- Electric Vehicle Charging

The meeting ended at 6.30 pm

Chair(person)

Date Confirmed and Signed

Prepared by Democratic Services

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Bath's Clean Air Zone

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**Climate Emergency and Sustainability
Policy Review Panel
21 June 2021**

Bath & North East
Somerset Council

Improving People's Lives



Background

This is the next in a series of updates to the Panel and the first following the launch of the scheme on 15 March 2021.

As a reminder:

- There are a number of roadsides in Bath where NO₂ exceeds the EU and national legal limit of 40 µg/m³, mainly caused by diesel and older petrol vehicles.
- This seriously affects health. It can worsen existing heart and lung conditions, such as asthma, and reduce lung development in babies and young children. 12,000 people in the area suffer from asthma and high levels of NO₂ can trigger attacks.
- Approximately 40,000 deaths can be attributed to NO₂ and fine particulate matter pollution in England every year.
- For the first time, air pollution has been cited as materially contributing to the death of an individual, Ella Adoo-Kissi-Debrah.
- **The implementation of the CAZ is a significant behaviour change process for the residents and businesses of Bath and North East Somerset.**



Preparation for the CAZ launch

Since September 2020, the following has been completed:

- From December 2020, advance signage was in place reminding the public of the launch date of 15 March 2021
- A regional communications campaign, including radio advertising, was launched in Jan 2021 by the government
- Over 8000 early warning letters were issued to drivers of non-compliant vehicles driving within the CAZ prior to launch
- 9500 businesses were contacted via telemarketing company to raise awareness of the launch and the financial help available
- Core scheme ANPR cameras and software tested extensively with government teams
- Financial assistance scheme was promoted and a surge in applications was received
- The Project Team was available 7 days per week in the two weeks preceding launch, so that queries could be responded to as quickly as possible

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CAZ Mitigations

- A bus upgrade programme with a view to achieving a fully compliant scheduled bus fleet operating in Bath. From our modelling this is a key deliverable to achieving compliance
- A financial assistance scheme providing grants and interest free loans to businesses, individuals and community groups to upgrade non-compliant vehicles. Upgrade rates have exceeded expectations and we are seeking more funding from central government
- Additional last or only mile delivery scheme to support businesses within the zone
- A package of exemptions that support vital services, disadvantaged groups and those with hard-to-replace vehicles, along with a means-tested general exemption as part of the financial assistance scheme

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CAZ launch- 15 March 2021

- There were no technical issues on the day of launch
- Media coverage was largely positive with coverage by BBC Radio 4 Today programme, Times Radio and various national newspapers
- Air Quality News describing it as ***“a monumental moment, not just for Bath, but for air pollution up and down the country”***
- B&NES and JAQU teams collaborated well and there were regular, daily check-ins during the first 2 weeks of the scheme going live
- Ongoing discussions between central government and Wiltshire Council on traffic and air quality monitoring

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Ongoing support post CAZ launch

- A period of '**soft enforcement**' has taken place where only the zone entry charge has been collected
- There has been additional flexibility for businesses who are struggling to re-open following the pandemic and sourcing compliant vehicles
- Support and flexibility for vehicle owners affected by business rule changes which lead some vehicles (mainly vans and motorhomes) to change from a status of compliant to non-compliant
- Sought clarity about the compliance status of M1 motorhome vehicles which will now be exempted from charges
- Resolved a local software issue which impacted those owners in receipt of exemptions
- Shared learnings and experiences with local authorities launching schemes soon, i.e., Birmingham, Bristol, Portsmouth and Bradford

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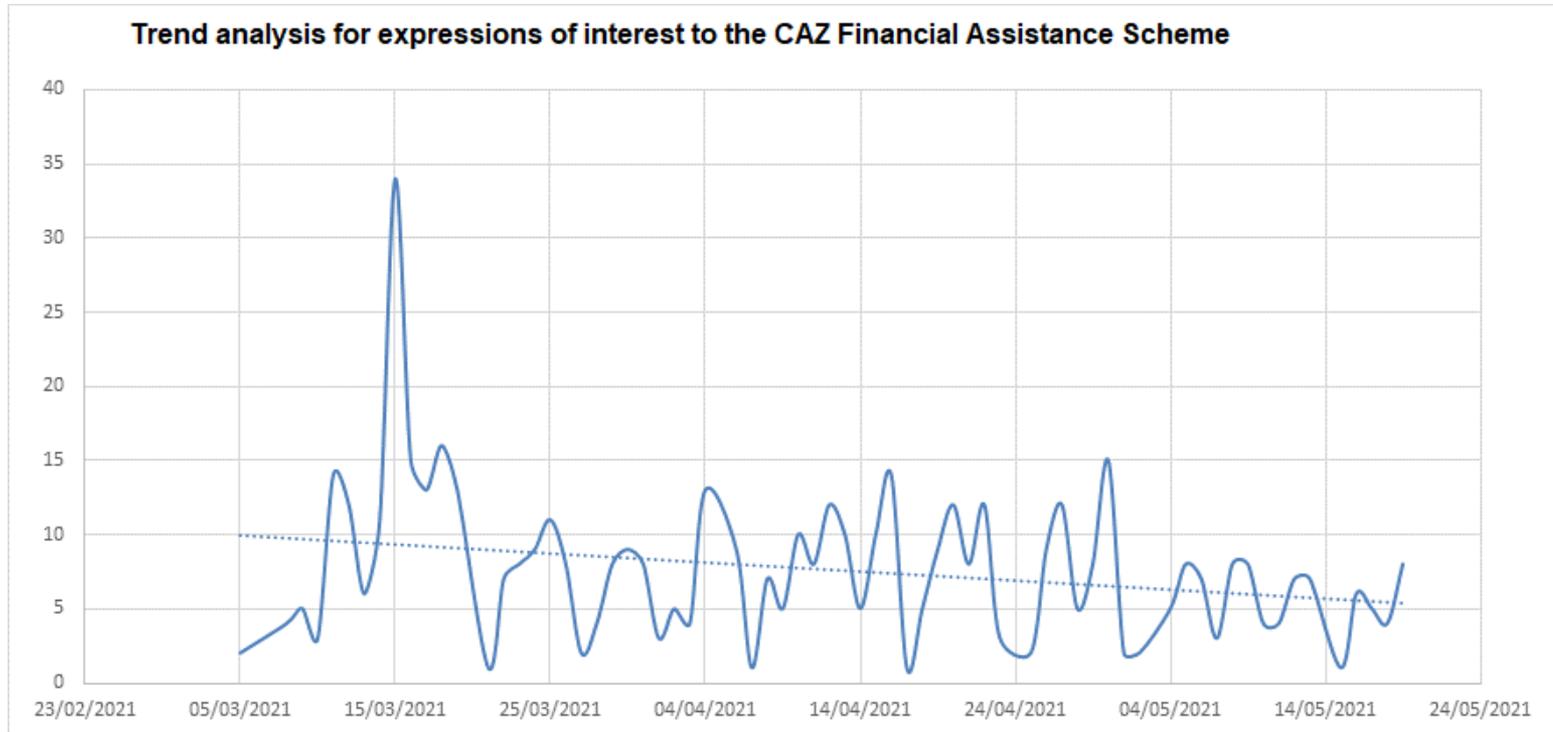


Initial statistics following launch

- Initially, approximately **32,000** vehicles were travelling in the CAZ each day (not including locally exempt vehicles) and older, diesel LGV's represent the largest category of non-compliant, chargeable vehicles which have a disproportionate impact on air quality
- In total the financial assistance scheme has received **2080 expressions of interest**, of which **1650 vehicles** have proceeded to having a telematics device fitted. Of those, **743** owners proceeded to apply for finance and **625** are currently recording telematic data. **506 vehicles** have been approved for upgrade and drivers are in the process of taking ownership of their vehicles in the coming months
- Since launch over **28,000 PCN's** have been issued; typically, 25% relate to vehicle owners within B&NES
- Since launch **over 54,000** zone entry charges have been paid



Initial statistics following launch

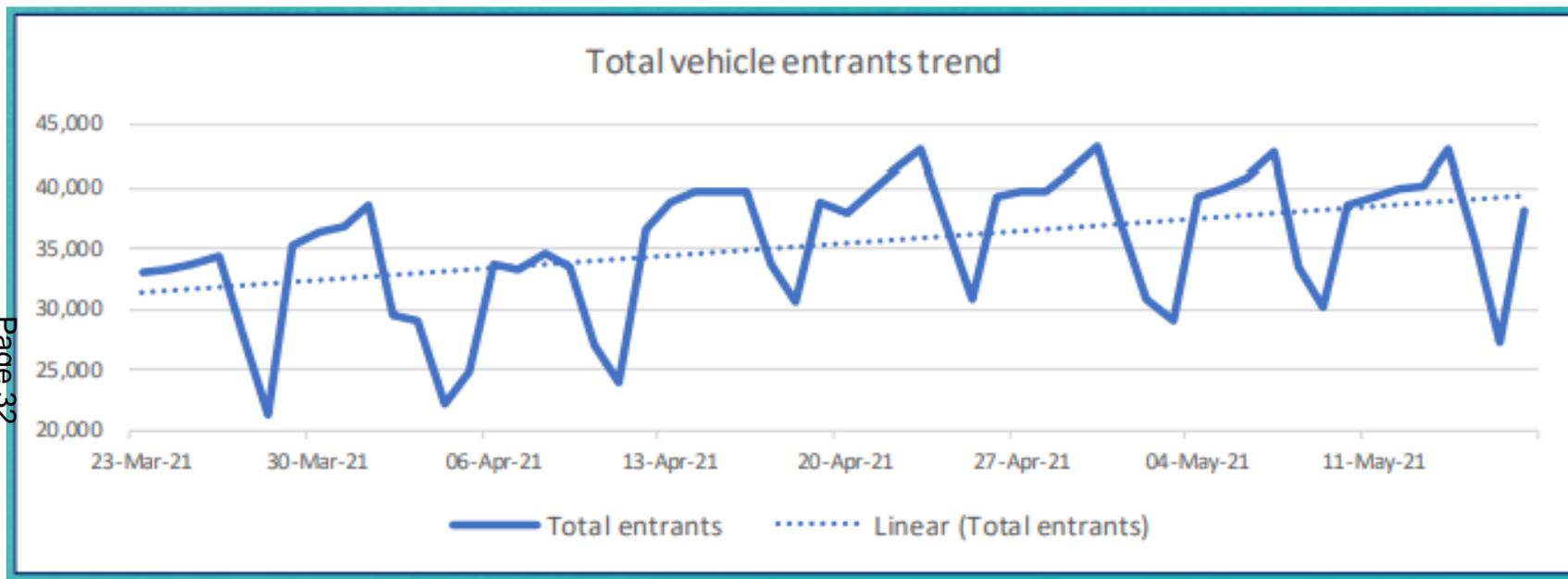


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Source: B&NES Council

There is a downward trend in expressions of interest for financial assistance

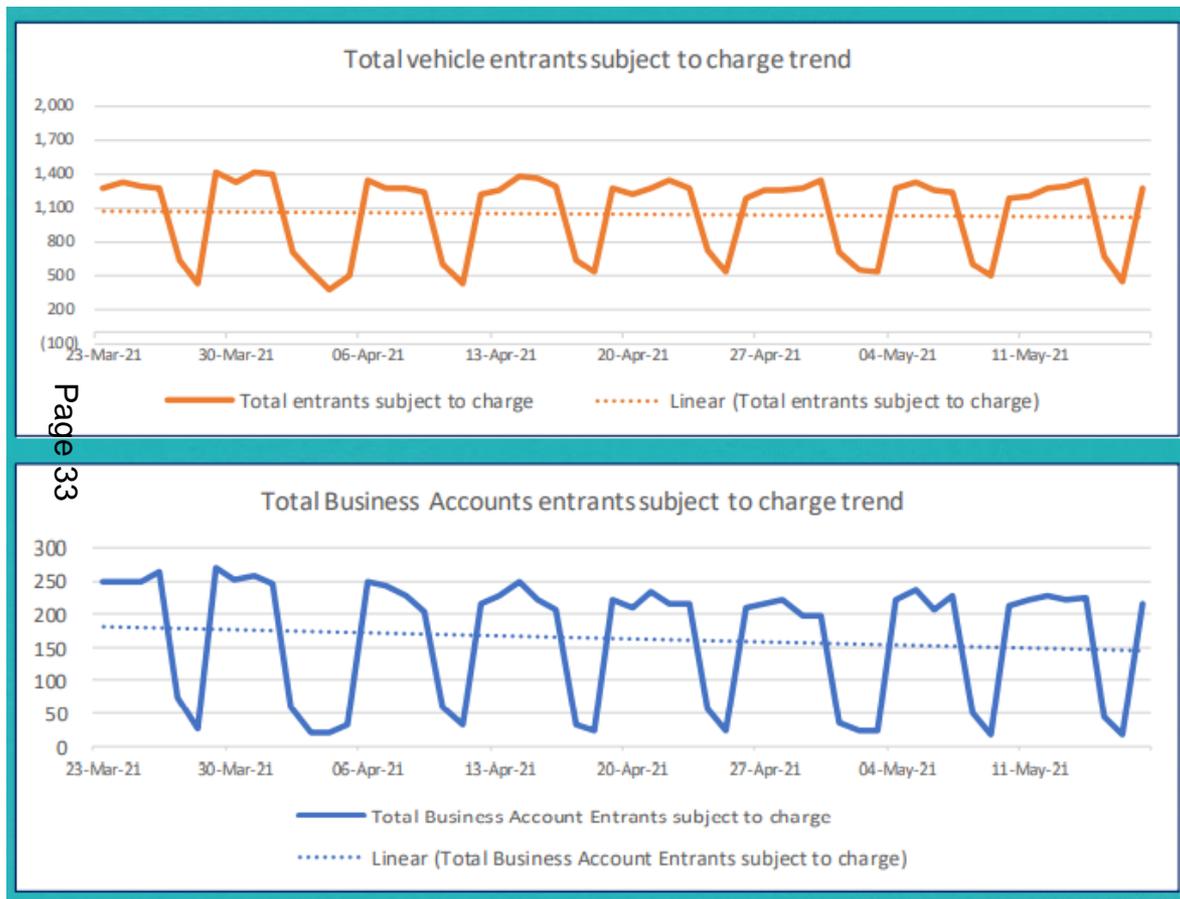
Initial statistics following launch



Source: Joint Air Quality Unit (JAQU)

There is an upward trend in the total number of vehicles entering the CAZ boundary on a daily basis, which coincides with the lifting of pandemic restrictions

Initial statistics following launch



There is an emerging downward trend in the number of vehicle entrants which are subject to a CAZ charge which suggests an increasing level of compliance with the scheme

Source: Joint Air Quality Unit (JAQU)

Initial statistics following launch

		Payment date relative to travel date												
		Days before travel						Days after travel						
		6	5	4	3	2	1	0	1	2	3	4	5	6
Date	18-Apr	M	T	W	T	F	S	S	M	T	W	T	F	S
	19-Apr	T	W	T	F	S	S	M	T	W	T	F	S	S
	20-Apr	W	T	F	S	S	M	T	W	T	F	S	S	M
	21-Apr	T	F	S	S	M	T	W	T	F	S	S	M	T
	22-Apr	F	S	S	M	T	W	T	F	S	S	M	T	W
	23-Apr	S	S	M	T	W	T	F	S	S	M	T	W	T
	24-Apr	S	M	T	W	T	F	S	S	M	T	W	T	F
	25-Apr	M	T	W	T	F	S	S	M	T	W	T	F	S
	26-Apr	T	W	T	F	S	S	M	T	W	T	F	S	S
	27-Apr	W	T	F	S	S	M	T	W	T	F	S	S	M
	28-Apr	T	F	S	S	M	T	W	T	F	S	S	M	T
	29-Apr	F	S	S	M	T	W	T	F	S	S	M	T	W
	30-Apr	S	S	M	T	W	T	F	S	S	M	T	W	T
	01-May	S	M	T	W	T	F	S	S	M	T	W	T	F

Early indications are that most drivers are paying the zone entry charge on the day of travel itself, even though the payment window extends 6 days before and 6 days after this day

Source: Joint Air Quality Unit (JAQU)



Evidence of changing behaviour

Ipsos Mori has been commissioned by government to complete surveys with businesses, before and after the CAZ launch in Bath. Initial results show:

- Awareness of the CAZ has increased; by March 2021 over 70% of businesses knew a great deal or fair amount about the CAZ; this is an increase from approx. 50% in Nov/Dec 2020
- More businesses support the CAZ than oppose it
- Most businesses understand that the CAZ is introduced to improve air quality but there is a misconception that it will generate income for the Council



CAZ financial position

- Predicted costs in the first year have increased because of additional staff resources needed to support those impacted by the business rule change
- An extra £161,500 has been provided by JAQU to help mitigate these costs
- 21/22 year to date income position:

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Entry Charges £		PCN income £	
Actual (15 Jun 21)	Budget	Actual (15 Jun 21)	Budget
564,409	2,834,754	117,300*	229,944

*also includes PCN's paid during the soft enforcement period

Initial reflections following launch

- Despite extensive preparations and consultations, some people were unaware/unprepared and need ongoing support as part of the behaviour change process
- The financial assistance scheme has been a key element of delivering a successful launch and provides additional air quality benefit; incentivisation is necessary alongside enforcement
- After 3 months, we continue to have challenging conversations with certain groups to build understanding, but the emerging impression is that the scheme is becoming 'business as usual' for the public
- Following this initial phase, the Behaviour Change Team will begin to have more conversations with car drivers about their options to contribute to improving air quality

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Monitoring and Evaluation

- There will be monitoring and evaluation of a range of measures, including air quality, relating to the first 3 months of the scheme. This will be published on the Council's webpages <https://beta.bathnes.gov.uk/bath-clean-air-zone> around late Summer.
- Whilst very few vehicle movements are actually impacted by the CAZ restrictions, there has been a general increase in traffic levels as restrictions have lifted and increases in working from home and home deliveries have meant an increase in vehicle movements in residential areas, we continue to monitor traffic levels across the road network and publish the results of these surveys

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Our successes...

- Collaborative working partnership with JAQU to resolve problems and enable delivery of the scheme at pace
- Innovative financial assistance scheme using a framework agreement
- Approach to public consultation has helped to manage down issues and move the public to broad acceptance of the changes
- Use of market research company to reach over 9500 businesses prior to launch
- MOU with Emergency Services about use of compliant vehicles in the city

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Next steps...

- Full enforcement of the scheme, including non-UK vehicle enforcement
- Bringing forward other mitigation packages including Only Mile Delivery schemes
- Further updates will be provided to the Panel as the scheme progresses

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Bath & North East Somerset Council

Improving People's Lives

Neighbourhood Services Investment Strategy

The Challenge

- Neighbourhood (and Highways) Services are the front line of the Council
- A range of statutory and legal requirements for the council to discharge
- Mix Proactive and reactive services
- High profile and high reputational impact
- Much of the work goes unseen – until it fails

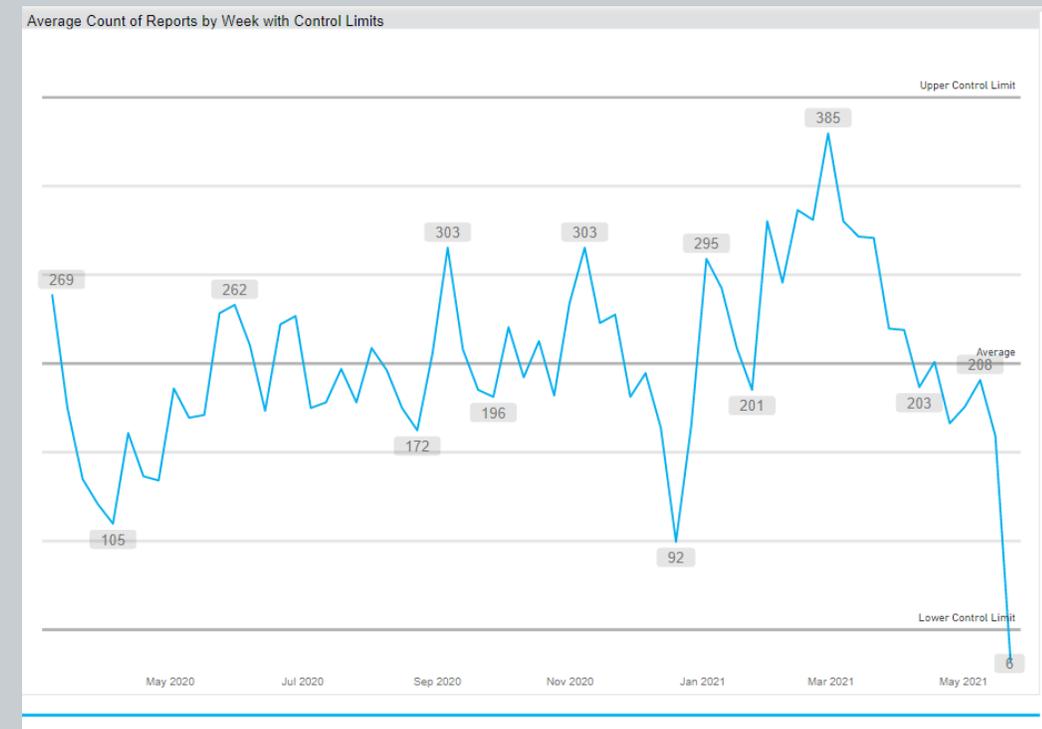
What could we do differently?

With limited resources, where should we invest any additional funding secured?

Context (2008 and beyond):

- Significant service efficiencies have been achieved
- Insourced recycling services and changed the way we deliver services
- Procured new highway term maintenance contract
- Prioritised activity around the council's statutory duties and maintaining public health and safety
- Recognised that there is a significant backlog of works required on the highway network

- Implemented Fix My Street 'report it' system



Breadth of services

Highways	Parks	Waste
<ul style="list-style-type: none">1200 kms of roads17,000 streetlights100 sets of traffic signals25,000 road gullies2000 structures1040 kms Footways and footpaths11000 signs and bollards9 gritting routes totalling 268 miles of road	<ul style="list-style-type: none">270 Parks and Open Spaces managed6 Heritage Parks59 Play Areas28000 Trees & 7 Woodlands (to date)24 Allotments80000 plants grown each year	<ul style="list-style-type: none">Waste and recycling collections provided to 86,435 householdsEvery 4 weeks over half a million refuse and recycling collections take place870 business waste customers servicedCleansed over 1300 miles of highwayLitter picked main road litter twice a yearEmptied litter bins two/three times a week or over 90,000 times a year

Hidden success – even in a pandemic

Highways	
Resurfacing	50km completed
Potholes repaired	5328
Road safety inspections completed	8573
Gullies cleaned	12,689
Lighting asset repairs	2500
Lighting columns Changed	500
Bollards updated to non-illuminated	150

Waste		
	19/20	20/21
Black bag waste (tonnes)	19,558	21,990
Kerbside recycling	22,058	26,412
Kerbside food	6,960	8,032
Kerbside Garden Waste	5,788	8,973
Street Cleansing & litter	3,617	2,263
Reuse, recycling & Composting rate	56%	Forecast 60% (not verified by DEFRA yet)
Residual Household waste per household kg/hh/yr	382	Forecast 359 (not verified by DEFRA yet)

Types of services under discussion

Waste
Recycling
Cleansing
Green spaces
Parks
Graffiti removal
Bins
Grass cutting
Weeding

Pot hole repairs
Patching
Surface dressing
Gully emptying
Street light repairs
Structure inspections
Highway Inspectors
Signs and lining
Winter maintenance



Limitations:
Legislation
Local Strategy/Policy
Resources/Budget
Time

The request:

- Consider developing a Task and Finish group to help Cabinet and Officers:
 - Identify what would success look like for our communities in:
 - The short term
 - 2 years
 - 5 years
- Undertake a review of the opportunities considering both the local and national picture; and
- Make recommendations to Cabinet Members on how any investment should be targeted

Bath & North East Somerset Council

Improving People's Lives

LNconsultation@bathnes.gov.uk



Bold



Empowered



Supportive



Transparent

B&NES Local Plan Partial Update/SPDs Climate Emergency & Sustainability Scrutiny Panel 21st June 2021

**Planning Policy framework update – helping to address
climate & ecological emergency:**

- **Local Plan Partial Update**
- **Sustainable Construction & Retrofitting SPD**
- **Transport SPD**

Role of the Local Plan Partial Update

SDS
2022 to 2042



New Local Plan
2022 to 2038

Local Plan Partial Update
To 2029 (adopt 2022)

- The Climate emergency (eg facilitate renewable energy regeneration, retrofitting, parking standards,
- The nature emergency (Biodiversity Net Gain)
- Address the shortfall in Housing Land Supply
- The green recovery (including Milsom Quarter and protecting employment land)
- Houses in multiple occupation
- University campuses and student accommodation
- Remove P&R sites from Green Belt
- Green Belt Villages
- **NB the scope and extent of changes of a partial update are limited**

- New Planning Policy Framework to deliver the SDS
- New spatial Strategy
- New Plan period
- New targets e.g. the housing requirement, employment land, renewable energy, ecology
- Planning Reform

Timetable

BCC/WECA elections

UA elections

BCC elections

WECA elections

SDS (proposed)

Prepare SDS

D

S

H

R

P

B&NES New Local Plan
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Evidence gathering & Issues & options

D

S

H

R

A

B&NES LP Partial Update

D

S

H

R

A

A M J J A S O N D J F M A M J J A S O N D J F M A M J J A S O N D J F M A M J J A S O N D

2021

2022

2023

2024

Key

D

Draft Plan

S

submit for exam

H

hearings

R

Report

A/P

Adopt/Publish

Key SPDs Timetable

1. Draft SPDs – consult alongside LPPU in August/September
2. Sustainable Construction & Retrofitting SPD – adopt
autumn/winter
3. Transport SPD – adopt alongside LPPU

LPPU: Options Consultation feedback

- Around 2,350 comments (1,800 standard/petition style comments on Bath Rec or Whitchurch)
- Key relevant issues raised included:
 - Support for zero carbon development policy and reducing carbon via retrofitting
 - Flexibility needed in policies
 - Impact on viability/affordable housing delivery
 - Biodiversity Net Gain – maximise
 - Sustainable transport modes should be considered first, but don't be inflexible for rural areas

The Climate Emergency

LPPU will include policy changes addressing the 3 climate emergency priority areas for action:

1. Energy efficiency improvements to buildings
2. Local renewable energy generation
3. Sustainable Transport - increased shift towards walking, cycling and mass transit



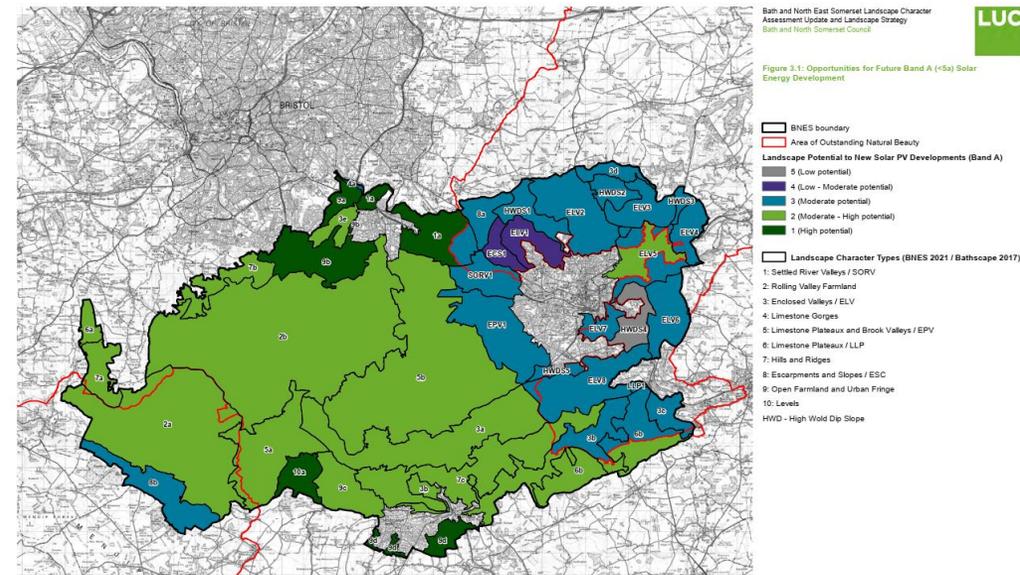
1. Energy efficient buildings

- A Zero Carbon policy for new build development – for residential buildings based on energy use requirements
- Retrofitting energy efficiency measures to existing properties to be required to achieve specified carbon reduction levels (supported by the SPD)
- Heating and Cooling Hierarchy – development to be required to:
 - Reduce energy demand
 - Residual energy to be met via renewable sources
- Whole Life Cycle Carbon Assessment



2. Renewable Energy

- Renewable energy/electricity targets in the Core Strategy (not being reviewed now)
- Facilitating delivery – positive strategy that seeks to encourage proposals of appropriate scales to the best locations
- Based on landscape sensitivity/potential and avoiding loss of important habitats
- Solar energy – seek provision that maintains/enhances biodiversity



3. Sustainable Transport

Update existing policies to:

- Strengthen focus on sustainable travel
- Ensure development transport choices are required to place sustainable modes first
- Increased linkages between transport, health, equality and inclusivity
- Embed Liveable Neighbourhoods measures and principles
- Ensure active travel benefits of Green Infrastructure are delivered
- Require ULEV charging infrastructure provided in new development

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Preparation of a new a Transport SPD (Walking & Cycling design, Travel Plans, Ultra-Low Emissions Vehicles, Parking (with parking ratio standards)



P&R sites in the Green Belt

Removal of the Park & Rides sites from the Green Belt (if exceptional circumstances to change the Green Belt are accepted by the Inspector) and broadening their role to become transport interchanges with solar canopies.



The Ecological Emergency

- Updating adopted nature conservation policies so that they even better protect irreplaceable habitats and facilitate nature recovery
- Bringing forward a new policy (in advance of the national requirement) for developers to deliver at least 10 % Biodiversity Net Gain as part of development



The green recovery & employment land

- Stronger protection for industrial sites across B&NES
- Increased protection for office uses within Bath
- Designation of a site in the Locksbrook area as creative industry hub
- Allied to government changes in the use classes order local policy will be amended to provide greater flexibility for a mix of town centre uses/active frontages in the Milsom Quarter
- Changes to Somer Valley Enterprise Zone – facilitating delivery



Supplementary Planning Documents

- Transport SPD:
 - Parking
 - Ultra Low Emissions Vehicles
 - Walking & Cycling Infrastructure Design
 - Travel Plans
- Sustainable Construction & Retrofitting SPD

Parking standards

- Retain zonal approach to parking standards, but increase number of zones to better reflect differences in accessibility across B&NES.
- Residential (Origin) Parking changed to Maximum Standards
 - Achieve low car developments where conditions exist to do so, i.e. excellent accessibility, car clubs, Controlled Parking Zones
 - Avoid over-provision, as can occur with minimum standards.
 - Sufficient parking to limit risk of overspill.
- Destination parking (e.g. employment, leisure, retail) retained as Maximum Standards. Levels adjusted to reduce unnecessary car usage.
- Accessibility Analysis for each site to reflect local context.



Ultra-Low Emissions Vehicles

- Specifications for standards for connections and sockets.
- Suitable capacity in electricity network, may involve sub-stations.
- Avoid petrol/diesel cars abusing EV spaces.
- Ensure adequate access for all road and pavement users, e.g.
 - Avoid trailing leads and trip hazards
 - Minimise street clutter
 - Design out conflict between vehicles and pedestrians

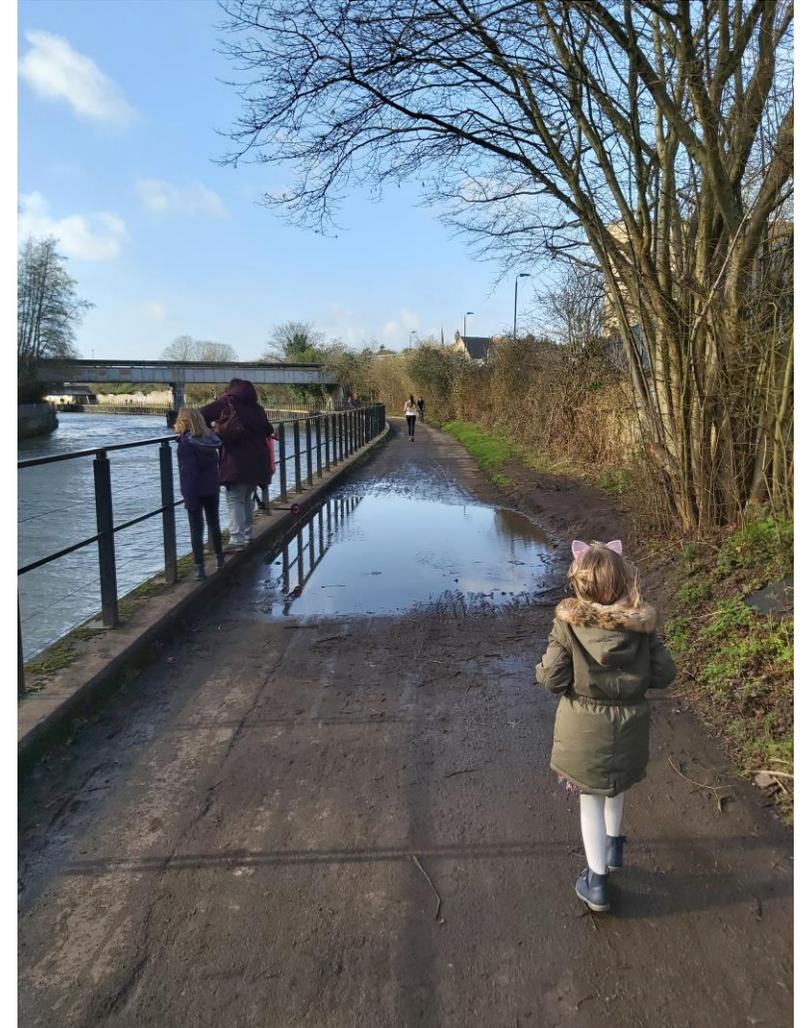


Walking & Cycling Infrastructure Design

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- Accessibility
- Safety and Security
- Comfort
- Legibility

SPD sets out what is required under each of the categories above, for walking, cycling and other micro-mobility modes, and signposts to Best Practice design standards to be applied.



Travel Plan Guidance

- Establishes types of Travel Plan (Full, Interim, Framework and Statement) and thresholds at which they are required.
- Sets expectations on content of a TP without being overly prescriptive, which can result in generic submissions.
- Establishes “Delivery Options.”
- Monitoring, remedial action, and enforcement.



Sustainable Construction/Retrofitting SPD

Sustainable Construction and Retrofitting Supplementary Planning Document

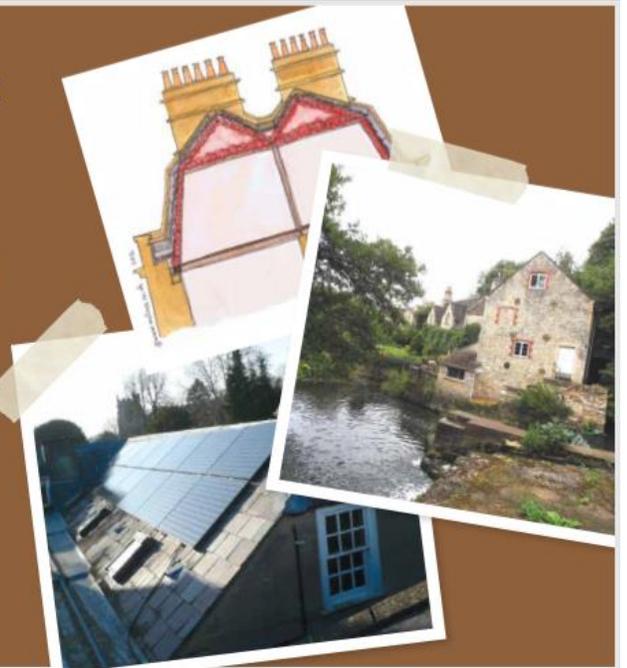
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ADOPTION DRAFT
FEBRUARY 2013



Energy Efficiency & Renewable Energy Guidance For Listed Buildings and Undesignated Historic Buildings



ADOPTED
SEPTEMBER 2013



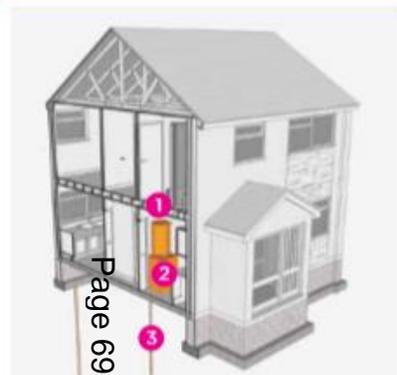
Summary of the Scope of Review

- Combining the SPDs
- Updating the presentation (photos, illustrations and format)
- Creating a website format
- Updating the wording – more positive focus on what can be achieved & how
- Updating the technological information
- Adding a new section on fuel poverty/affordable warmth

Combining the SPDs: Example 1

4 Retrofitting options for your home

Ground Source Heat Pump



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Cost score **SS**

Environmental score **LL**

L BC PD

1 Ground source heat exchange systems can connect to existing heating and hot water infrastructure, although will work best with efficient radiator and underfloor heating installations.

The size of the heat exchanger and buffer tank will depend on the building size, insulation level and the amount of hot water likely to be used.

2 A typical heat exchanger is the size of a domestic appliance and the buffer tank similar to a hot water storage cylinder.

3 Ground loops can be laid as a 'slinky' pipe in a shallow trench, as a compact cassette or in a deep borehole.

The size and type of installation will depend on space available and ground conditions.

So what is it?

Ground Sourced Heat Pumps use the solar heat energy stored in the ground to provide heat and hot water for a home. They are an alternative to conventional boilers.

The systems use a simple refrigerant circulated within a pipe which that is laid below ground. A small amount of heat from the ground is transferred into the fluid and this passes to a heat exchanger; which in turn stores the heat in a 'buffer' tank of warm water.

The below ground pipe or ground loop can be laid in a shallow trench or a deep borehole, dependant on space and ground conditions.

The heat exchanger is typically the size of a floor mounted boiler and can be located away from an external wall.

Ground sourced heat exchangers can provide water at lower temperatures and are suitable for domestic hot water systems. They can also serve the more efficient radiator or underfloor heating systems which operate at lower system temperatures.

In Summer months it may be possible to reverse the flow of the heat exchanger and use the heating system to cool the building.

How effective is it?

Ground sourced heat pumps do not burn fossil fuels and are classed as renewable technology. However, the system does require electricity to operate.

The equipment is simple, well established and has a good service life. A heat exchanger with a high efficiency should be used where possible.

Particularly useful where a home is off gas-grid they can deliver 75% savings in heating and hot water costs.

The equipment is simple, well established and gives a good service life. A heat exchanger with a high efficiency should be used where possible.

The system requires electrical energy to operate but with a well insulated building and other energy efficiency measures can deliver savings around 75% on heating and hot water cost.

What does it cost?

For an average home the cost of a GSHP installation will be around 50-75% more than a conventional boiler. This can be considerable higher if boreholes are required as these are typically £1500-2500 each to drill.

Archeological Issues

The boreholes required by many GSHP systems can potentially have a extremely damaging impact on archaeological deposits and structures. If you are concerned that you may live in an archeologically sensitive area, and would like advice about how to avoid causing such damage you can contact the Council's planning department for advice.

Ground source heat pump



Is listed building consent required?

Listed Building Consent is required for a ground source heat pump, where it involves alterations to the listed building

Guidance position

The LPA supports the installation of ground source heat pumps where there is no detrimental impact on the architectural or historic interest of the building and any below ground archaeology

Guidelines and factors that will be considered during the determination and assessment process

- Heat pumps are generally not recommended to replace gas boilers, as running costs and CO₂ emissions are similar - they are therefore best used in off-gas areas

- In Bath there is a significant concentration of known and potential archaeology which would be adversely affected by the required ground works and disturbance - prior to works commencing an archaeological assessment should be undertaken by a suitably qualified and experienced professional

- Any proposed boreholes need to have regard to the **County of Avon Act (1982)** which protects the source of the Bath hot springs (please contact the Council for more detailed information and advice)

- Care should be taken when drilling boreholes adjacent to any particularly fragile structure, to avoid damage from vibrations

- Older properties often contain microbore pipework, which may need to be replaced as it is not usually compatible with a heat pump. Care should be taken when planning pipe runs to avoid damaging historic interiors

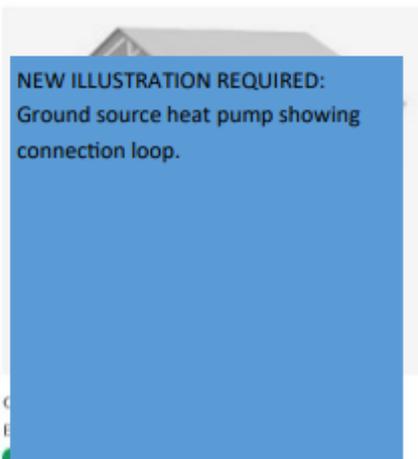
- When used for space heating, heat pumps work most efficiently with under-floor heating. This is unlikely to be appropriate where there are significant, undisturbed, historic floor surfaces which could be harmed from being lifted. However where there is not the case such as where there is a poor quality modern, replacement flooring material or there is convincing evidence that a historic floor has been previously lifted and re-laid the installation of under floor heating may be possible. In which case it is highly recommended that limecrete is used which can be used in conjunction with insulation and under floor heating systems whilst allowing the transfer of moisture

Original LB&HB SPD: Ground Source Heat Pump Page

Original SC&R SPD: Ground Source Heat Pump Page

Example 1: page format of combined SPD

Ground Source Heat Pump



What is it?

Ground Source Heat Pumps use the solar heat energy stored in the ground to provide heat and hot water for a home. 'Ground source' can mean boreholes, slinkies or a 'water source' (open-loop connection to aquifer, lake, or river).

They are an alternative to conventional boilers, but operate at lower temperatures, so note that they can be unfeasible without insulation improvements or changes to heat emitters. They are not a direct alternative to combination boilers, as hot water storage must be introduced.

As they operate at lower temperatures, they are well-suited to large heat emitters such as underfloor heating or over-sized radiators.

How effective is it?

Ground sourced heat pumps do not burn fossil fuels and are classed as renewable technology. However, the system does require electricity to operate. Carbon efficiency depends on how green your electrical supplier is.

Guidelines to improve efficiency:

- Buildings should be well-insulated and the GSHP should be combined with other energy efficiency measures.

What does it cost?

For an average home, the upfront cost of a GSHP installation will be more than a conventional boiler. You should also be aware of potential additional costs of changes to heat emitters or the addition of hot water storage.

Compared to Air Source Heat Pumps, Ground Source Heat Pumps potentially have lower maintenance and replacement costs, although the upfront cost tends to be higher.

Insert: Photo of installed ground source heat pump

Potential issues to be aware of:

- Boreholes can have a detrimental impact on archaeology. Slinkies, an alternative to boreholes, can be even more intrusive. An archaeological assessment should be undertaken by a professional prior to work commencing.
- Ecology issues such as tree roots and any effect on the temperature of the soil should be checked by a professional prior to work commencing. The ground array designer should size the array to avoid temperatures that would be detrimental to roots.
- Consideration should be given to the location of the internal plant which take up a large amount of space and could require you to break through building fabric. They do not require a flue or gas supply, but do require a flow and return pip connection from the ground outside into the house.

Heritage Assets

Is listed building consent required?

Listed Building Consent is required where it involves alterations to the listed building.

Guidelines for Heritage Assets:

- Boreholes need to have regard to the County of Avon Act (1982) which protects the source of the Bath hot springs (contact the Council for more detailed advice)
- Older properties often contain microbore pipework, which may need to be replaced as it is not usually compatible with a heat pump. Care should be taken when planning pipe runs.

- When used for space heating, heat pumps work most efficiently with under-floor heating. This is unlikely to be appropriate under undisturbed, historic floor surfaces. However, where this is not the case, such as where there is a poor quality modern, replacement flooring, the installation of under floor heating may be possible. In which case it is recommended that limecrete is used which can be used in conjunction with insulation and under floor heating systems whilst allowing the transfer of moisture.
- Care should be taken when drilling boreholes adjacent to any particularly fragile structure to avoid damage

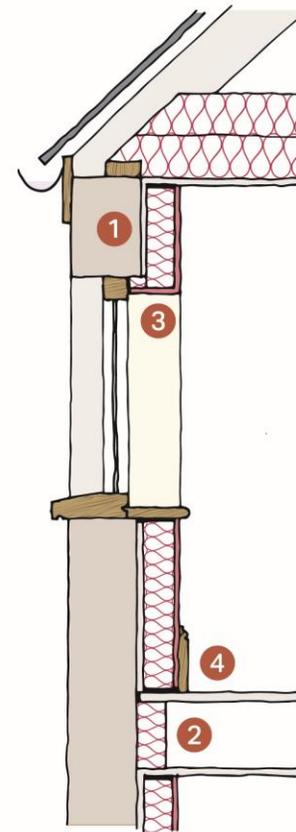
Further Guidance:

- Energy Efficiency and Historic Buildings Solar Electric (Photovoltaics): <https://historicengland.org.uk/images-books/publications/eehb-solar-electric/heag173-eehb-solar-electric-photovoltaics/>
- Also see Useful Resources and Further Information section on page X for more information.

Review of the Presentation

- Each sustainable intervention will be accompanied with an illustration and/or photograph
- All images will be technically up-to-date
- Close-up images of building envelope and fabric details will be added
- Creating a web-based format of the SPD

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Images showing two of the new SPD illustrations – the style and colour palette will follow this consistent format