

Thursday, 27th January, 2022

Present:

Councillor Kevin Guy (Ch)
Councillor Tim Ball
Councillor Alison Born
Councillor Manda Rigby
Councillor Sarah Warren

Leader of the Council, Liberal Democrat Group Leader
Cabinet Member for Planning and Licensing
Cabinet Member for Adults and Council House Building
Cabinet Member for Transport
Deputy Council Leader and Cabinet Member for Climate and Sustainable Travel

129 WELCOME AND INTRODUCTIONS

The Chair, Cllr Kevin Guy, welcomed everyone to the meeting and made the following statement:

“This meeting is being held as part of the contingency arrangements put in place, recognising the need to remain cautious. For this reason, there is only a quorum of Cabinet Members in the Chamber for this meeting. A virtual ‘informal’ meeting of the full Cabinet took place last night to inform voting at this meeting. That meeting is available to view on the Council’s YouTube channel.”

130 EMERGENCY EVACUATION PROCEDURE

The Democratic Services Officer read out the emergency evacuation procedure.

131 APOLOGIES FOR ABSENCE

There were no apologies for absence.

132 DECLARATIONS OF INTEREST

There were no declarations of interest.

133 TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIR

There was no urgent business.

134 STATEMENTS, DEPUTATIONS OR PETITIONS FROM PUBLIC OR COUNCILLORS

The Chair explained that members of the public and Councillors who wished to make a statement did so at the virtual meeting held on 26 January 2022. Their statements, where provided, are attached as appendices to the minutes of this meeting.

135 CITY REGION SUSTAINABLE TRANSPORT SETTLEMENT

On a motion from Councillor Sarah Warren, seconded by Councillor Manda Rigby, it was:

RESOLVED (unanimously):

- (1) To approve the elements of the West of England City Region Sustainable Transport Settlement that relate to activity in Bath and North East Somerset for inclusion in the submission to the Department for Transport.
- (2) To support the recommendations made in the WECA Committee paper.

The meeting ended at 1.05 pm

Chair _____

Date Confirmed and Signed _____

Prepared by Democratic Services

PUBLIC STATEMENT – DAVID REDGEWELL

We wish to support the city region sustainable transport plan on the following routes:

Bath to Bristol via Weston, Newbridge, Saltford, Keynsham, Brislington, Arnos Vale, Bristol Temple Meads and Bristol bus station.

Bath Spa bus and coach station to Peasedown St John, Radstock, Westfield, Midsomer Norton, Paulton, Shepton Mallet, Wells bus station corridor. A367.

A37, Street, Glastonbury, Wells bus station, Chewton Mendip, Farrington Gurney, Clutton, Pensford, Whitchurch, Hengrove, Knowle, Bristol Temple Meads Bristol bus station corridor and walking and cycling facilities through the villages.

East Bath spa bus station to Batheaston, Bathford, Box, Corsham, and Chippenham bus service improvements and Corsham station.

Good bus stops and bus lane cycle lane improvements in the city Newbridge Road, Wellsway to Odd Down park and ride.

Bus priority measures east of Bath including cycling and walking improvements on the London road. Traffic management arrangements on Manvers street and Dorchester street to aid buses and coaches. Tourist information office in Bath spa bus and coach station. In rural and city bus stops and shelters with maintenance facilities.

Million Street bus gate also for taxis and disabled access put in to improve the shopping experience and public realm.

We have concerns about floating bus stops and disabled people. Network of cycleways.

Public transport hub in Keynsham, Ashton Way, West of England mayoral combined Transport Authority bus interchange with bus links to Willsbridge, Bitton, Cherry Garden and North Common.

We need to get the mayor team to restore the no. 18 bus from Keynsham to Willsbridge, North Common, Oldland, Warmley and Kingswood and a link to Whitchurch, Hengrove and South Bristol hospital, Imperial Park shopping centre. Radstock, Midsomer Norton and Paulton need improvements to bus shelters and interchange facilities and Peasedown St John walking cycling and public realm. Bath to Paulton via Peasedown St John, Radstock, Westfield, Midsomer Norton. Could also look at bus rapid transit.

Odd Down park and ride and Brislington need access arrangements changes to allow services buses to access the interchanges facilities from at Brislington the A4 and at Odd Down from the A367. These are supported by First Group.

The A4 mass transit corridor needs Gilder buses and could with special stops and interchanges on Keynsham bypass service, Keynsham town centre. We could have a mass transit stop on the bypass with lifts and ramps from station road to the Glider buses and stops at Broadmead Lane.

We must not allow any highway engineer to try and build the Brislington bypass as part of any bus scheme they been trying for years and stopped every time by the community.

The North Somerset railway through Brislington could by a walking cycling and mass transit corridor towards Callington Road then Hicks Gate.

Rural transport hubs at Chewton Mendip or Farrington Gurney and Pensford for the Chew Valley.

South Bath corridor bus improvements to Twerton, Southdown, Combe Down.

I would welcome a discussion on this bid and as the mayor says if we started work on light rail system it would take 15 years to opening and of course we have to sort out Governance of the West of England mayoral combined transport Authority and North Somerset Council becoming a full member.

Brislington and odd Down park and ride should become the public transport interchange with bus services from Bath Spa, Keynsham, Radstock, Midsomer Norton, Paulton should all call at Brislington park and ride. This would free up the Park and ride services to Bristol Temple Meads and Bristol bus and coach station operated by First Group west of England for the west of England mayoral combined Authority.

Odd Down park and ride Site services should call from Wells bus station, Shepton Mallet, Paulton, Midsomer Norton, Westfield, Radstock, Peasedown St John should operate via Odd Down. park and ride and replace the park and ride site to city centre services provide by first group west of England buses for the west of England mayoral combined transport Authority.

I would welcome discussion with public transport stakeholders and equities group on a realistic bid to the Development for Transport.

STATEMENT FROM COUNCILLOR PAUL MAY

I will make a political point and local specifics.

It is positive that the WECA sustainable transport document presents a strategic direction of travel but as the document introduction states quite clearly it covers the three Unitary Authority areas in WECA but the detailed document shows all four Unitary Authority areas are covered.

All of the maps and text covers North Somerset who are not in WECA so their funding should be exclusively related to the three UA area!

Secondly the document talks about integrated transport but separately refers to rail, bus, cycling, walking apart from the obvious car needs for rural communities so it should address whole journey integration, or the public will not use the public transport options.

In relation to my area...

...The plan vaguely still shows a park and ride at Whitchurch which would be awful for villages along the A37 and Whitchurch Village itself.

...it still refers to JLTP4 but no longer shows the route from the A37 to A4 yet doesn't drop the previous concept. So why not relieve worried communities by dropping this idea officially?

...the A37 is a main route to the south coast into Bristol so why not consider this as a strategic improvement route?

These are small changes that would be valued by local communities.

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STATEMENT FROM CLLR JOANNA WRIGHT

Central Government has recognised that the weakness of the city regions is the quality of their local transport networks, and how this has a negative impact on general well-being and productivity.

Taxpayers' money is going to be used to create sustainable transport infrastructure so that places are for people, not cars. Where people will walk, cycle and catch a bus first.

The City Region Sustainable Transport Settlement (CRSTS) will deliver investment in local transport networks and is set to fund bus service improvement plans, high quality cycle infrastructure (LTN1/20 standard) and improve journeys made by walking.

This Cabinet needs to agree to a shared vision for transport. This means agreement on our Key Transport Network and a credible plan to tackle congestion and parking. Plans must be put in place and agreed at a regional and a local level to deliver effective strategic bus and cycle routes. If B&NES is unable to deliver this vision, WECA should seek to take that responsibility.

Government is awarding the CRSTS as it recognises that systematic change requires visionary political leadership. Local Councils have for years failed at having a transformational vision and delivering it. A shared vision with effective leadership minimises the possible local opposition that often prevents the development of the right transport routes and infrastructure.

I am calling on the Metro Mayor to create a Cycling, Walking and Wheeling Commissioner as a way to create visionary leadership. The Local Cycling Walking and Infrastructure Plan (LCWIP) must add the agreed strategic regional cycle map.

Our roads need to be safe for everyone. Public highways have been designed solely around moving cars and little thought has ever gone into developing the public highways for those walking and cycling.

When politicians announce major funding initiatives it is for big schemes failing to notice that individuals make small journeys more often. A timeline needs to be in place delivering infrastructure which focuses on school streets, pedestrian and cycle crossings, cycle storage, zero tolerance for road accidents and a speed reduction strategy. This will save lives, prevent injury and reduce carbon.

The B&NES approved plan for the CRSTS focuses heavily on the delivery of Liveable Neighbourhoods as a way to change the travel behaviour of residents. This local Council has selected 15 locations but has failed to put in place a broader circulation plan. Those selected are limited to a series of road closures. There is a requirement for a wider walking and cycling network vision across the city. This is acutely apparent in the east of Bath.

One of the major failings of the current CRSTS plan is that the East of Bath is not even mentioned or budgeted for despite being a major contributor to the traffic problems. Closing one minor road on the east of Bath - an area that has one of the highest levels of air pollution in the UK, no P&R, reduced bus services and few residents parking zones - it does not tackle the transport problems. The CRSTS plan fails the residents on the east of Bath.

The Green Party believes we must show vision and deliverability for transport and for this process to support all residents equally.

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