

# **BATH AND NORTH EAST SOMERSET COUNCIL**

## **MINUTES OF COUNCIL MEETING**

Thursday 18th July 2024

Present:- **Councillors** Michael Auton, Tim Ball, Alex Beaumont, David Biddleston, Colin Blackburn, Alison Born, Anna Box, Deborah Collins, Paul Crossley, Chris Dando, Jess David, Mark Elliott, Fiona Gourley, Ian Halsall, Dave Harding, Liz Hardman, Gavin Heathcote, Steve Hedges, Saskia Heijltjes, Oli Henman, Joel Hirst, Duncan Hounsell, Shaun Hughes, Dr Eleanor Jackson, Grant Johnson, Samantha Kelly, George Leach, John Leach, Ruth Malloy, Lesley Mansell, Matt McCabe, Paul May, Sarah Moore, Michelle O'Doherty, Bharat Pankhania, June Player, Manda Rigby, Dine Romero, Paul Roper, Sam Ross, Onkar Saini, Toby Simon, Shaun Stephenson-McGall, Alison Streatfeild-James, George Tomlin, Malcolm Treby, Karen Walker, Sarah Warren, Andy Wait and Joanna Wright

Apologies for absence: **Councillors** Sarah Evans, Kevin Guy, Alan Hale, Lucy Hodge, Hal MacFie, Ann Morgan, Robin Moss, Tim Warren CBE and David Wood

### **12 EMERGENCY EVACUATION PROCEDURE**

The Chair drew attention to the emergency evacuation procedure as set out on the agenda.

### **13 DECLARATIONS OF INTEREST**

The Monitoring Officer issued a dispensation for any Councillor over 55 in regards to the motion on Ageing Well so that all Councillors could take part in the debate and vote.

Councillor Dine Romero declared an 'other' interest in the Youth Justice plan item, as her daughter works for the Police.

#### **Ageing Well motion dispensation**

### **14 MINUTES - 16TH MAY 2024**

On a motion from Councillor Sarah Warren, seconded by Councillor Eleanor Jackson, it was

**RESOLVED** that the minutes of 16<sup>th</sup> May 2024 be approved as a correct record and signed by the Chair.

### **15 ANNOUNCEMENTS FROM THE CHAIR OF THE COUNCIL OR FROM THE CHIEF EXECUTIVE**

The Chair made the customary announcement regarding microphone use.

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

There were no items of urgent business.

## **17 QUESTIONS, STATEMENTS AND PETITIONS FROM THE PUBLIC**

The Chair made reference to the questions from the public and the responses that had been circulated.

Statements were made by the following members of the public;

Helen Dudden made a statement regarding accessible housing, explaining that the need for accessible homes was urgent and asking what more could be done to ease the problems. She explained her own wait for a home and called for a different type of provision, as the current arrangement meant that often one case jumped over another. On a recent search, 64 people were bidding for 1 home. Councillor Joanna Wright asked how many affordable accessible homes had been built in B&NES over the last 5 years. Helen replied that it was very few.

Neil McCabe made a statement regarding the Sydney Road Liveable Neighbourhood scheme, setting out his opposition to it and the reasons for that, a copy of which is attached to the online record and added to the Minute book. Councillor Sarah Warren commented that there appeared to be inaccuracies in the air quality and traffic data and asked if Neil could provide this information. Neil replied that the information was available via the footnote to his statement, and had been taken from the 2023 Air Quality report. Councillor Grant Johnson asked for the background to the claim that 163 households had been harmed by this initiative, to which Neil replied that the number of households had been available via a map and postcode search and that it therefore followed that more traffic past these homes would mean further harm. Councillor Shaun Hughes asked how much of the data was available before the trial started, to which Neil replied that it was all available before the trial started and so traffic engineers could have reached the same conclusions in a short period of time.

Ian Orpen made a statement regarding the Sydney Road Liveable Neighbourhood scheme, a copy of which is attached to the online record and added to the Minute book. He explained his view that the scheme was poorly thought out and said there was still time to stop the trial and consult on a more suitable alternative. Councillor Grant Johnson noted Ian's comment that the Council hadn't implemented the correct interventions in this case and asked what those would be. Ian replied that there were plenty of traffic calming measures that could be introduced, which would not have the danger associated with blocking roads. Councillor Shaun Hughes asked Ian to elaborate on the dangers he had mentioned, to which Ian gave an example of a 12 year old child facing difficulties riding a bike to school and routes being diverted around primary schools. Councillor Joanna Wright asked if Ian was aware if a circulation plan had been put in place, to which he replied that he was not sure what that was.

Alan Morley made a statement regarding the Sydney Road Liveable Neighbourhood scheme, a copy of which is attached to the online record and added to the Minute book. As a resident from the bottom of North Road, he explained why he considered the scheme was problematic and not for the benefit of the majority.

Eleanore Dickson made a statement on behalf of Danielle Selwood who had been unable to attend. She outlined many incidences of dangerous near misses happening and the problem of pollution from idling cars contributing to asthma diagnoses.

Simon Allen, Chief Executive of Age UK (B&NES), made a statement relating to the Liberal Democrat Age Friendly motion, setting out the reasons why he urged Members to adopt the motion and join the over 60 current Age Friendly communities in the UK to ensure inclusive communities for everyone. Councillor David Biddleston asked Simon how many older people were affected by Council budget cuts to which Simon replied that it was difficult to say, but he urged all those eligible to take the survey so that the information could be gathered. Councillor Joanna Wright asked Simon if he knew what percentage of the B&NES population was over 55, to which he responded that he didn't have that number, but did know that there were 35,000 over 65s and 31% of those live on their own.

Neil Dickinson made a statement about low traffic neighbourhoods, a copy of which is attached to the online record and added to the Minute book. Councillor Shaun Hughes asked if Neil agreed that enforcement was a key part of solving these issues, to which Neil replied that he certainly did. Councillor Joanna Wright asked Neil, as a member of Speedwatch, what was the fastest speed they had recorded. Neil responded that it was 51 mph in a 20mph zone.

Malcolm Baldwin made a statement about the Liveable Neighbourhoods programme, a copy of which is attached to the online record and added to the Minute book. Councillor Grant Johnson asked what the Administration could do to improve the implementation of Liveable Neighbourhoods, to which Malcolm responded that the Council must be proactive in consultation and further reinforce that these are trials. Councillor Joanna Wright asked how many tourists entered the Circus every day. Malcolm replied that it was several hundred every day and it was probably the second largest visitor destination after the area around the Abbey.

Adam Reynolds made a statement about the City Region Sustainable Transport Settlement, a copy of which is attached to the online record and added to the Minute book. Councillor Grant Johnson asked Adam what B&NES could learn from South Gloucestershire Council regarding the delivery of CRSTS for our Authority to achieve the infrastructure it so needs. Adam replied that they appeared to study the rules carefully and accelerated their use of compulsory purchase orders. Councillor Saskia Heijltjes asked if the cost of living crisis had had an effect on implementation of CRSTS, to which Adam responded that since quotes were received in 2020, building costs were considerably higher.

Jane Samson made a statement in support of the Peace motion on the agenda and highlighted some disturbing statistics from the situation in Gaza. She urged Councillors to take a moral stance and vote in favour of the motion.

The Chair thanked everyone for their statements which would be referred to the relevant Cabinet Member.

## **18 YOUTH JUSTICE PLAN 2024 - 2026**

The Council considered the Youth Justice Plan for 2024 – 2026.

On a motion from Councillor Paul May, seconded by Councillor Dine Romero, it was unanimously

**RESOLVED** to approve the Youth Justice Plan.

## **19 STANDARDS COMMITTEE ANNUAL REPORT**

The Council considered the annual report of the Standards Committee.

On a motion from Councillor Toby Simon, seconded by Councillor June Player, it was

**RESOLVED** to note the work of the Standards Committee as set out in the Annual report.

*[Notes;*

- 1. The above successful resolution was carried with 48 Councillors voting in favour and 2 Councillors abstaining.]*

## **20 TREASURY MANAGEMENT OUTTURN REPORT 2023/24**

The Council considered a report giving details of performance against the Council's Treasury Management Strategy for 2023/24.

On a motion from Councillor Mark Elliott, seconded by Councillor Paul May, it was unanimously

**RESOLVED** that

1. The Treasury Management Report to 31<sup>st</sup> March 2024, prepared in accordance with the CIPFA Treasury Code of Practice, is noted; and
2. The Treasury Management Indicators to 31<sup>st</sup> March 2024 are noted.

## **21 PROPORTIONALITY REVIEW**

The Council considered a report proposing a revised proportionality table, following the change in political group membership numbers.

On a motion from Councillor Sarah Warren, seconded by Councillor Lesley Mansell, it was unanimously

**RESOLVED** to approve the revised political proportionality table.

## **22 GREEN GROUP MOTION ON PEACE**

The Council considered a motion from the Green Group calling for peace in Gaza.

On a motion from Councillor Joanna Wright, seconded by Councillor Sam Ross, it was unanimously

**RESOLVED** that

Council expresses horror at the conflict in Palestine and Israel and sympathy to all in the Bath and North East Somerset area who have been affected.

Council Notes that:

1. East Jerusalem, the West Bank, the Golan Heights, and Gaza are internationally recognised as being under illegal occupation by Israel. Amnesty International states that Gaza has been subject to 16 years of blockade and multiple NGOs recognise a system of apartheid within this region.
2. On the 7<sup>th</sup> October 2023, Hamas, launched an assault on Israel – the European Parliament has described this as the deadliest attack on a Jewish community since the end of the Holocaust.
3. The UN states that all nations have a right to self-determination and self-defence, but these rights must be defended within the purview of international law. Nevertheless, a devastating and violent conflict between Israel and Hamas in Gaza has ensued since 7<sup>th</sup> October 2023:
  - a. Tens of thousands of civilians have lost their lives in this conflict, including Israeli and British citizen, but fatalities are predominantly Palestinian women and children.
  - b. Approximately 75 percent of Gaza's total population, equating to two million people, have been displaced. The displacement exacerbates challenges in the international asylum system, forcing individuals to seek refuge as asylum seekers and refugees.
  - c. The conflict has left Palestine without critical infrastructure, food, water, and resources: multiple hospitals have been targeted in IDF operations, contravening the Geneva Convention; UN officials have deemed the supplies sent to Gaza via trucks as "grossly inadequate", many of which have been blocked by the IDF; the lack of access to clean water has led to the spread of disease due to inadequate sanitation facilities; Palestinians suffer daily from malnutrition, famine, and starvation.
  - d. Both Hamas and Israel are alleged to have committed grave breaches of the Geneva Convention which are defined as War Crimes by Article 8 of the Rome Statute of the International Criminal Court.
4. Israel's ongoing targeting of Gaza, most recently in Rafah - where many refugees have sought shelter, poses a grave threat to regional and international stability. Deliberate attacks on non-combatant civilians or civilian infrastructure are deemed as war crimes under the Rome Statute. Amnesty International has warned that Israel's recurrent assaults on Rafah violate these international laws;

5. The International Court of Justice (ICJ), the highest court of the United Nations, has heard a case of alleged genocide by Israel. The ICJ issued an interim ruling instructing Israel to prevent genocidal acts and enable humanitarian assistance, despite which civilian casualties in Gaza have increased.
6. The profound and traumatising impact the conflict has had on local residents in Bath and North East Somerset, particularly those with close ties to family, friends or loved ones in Palestine and Israel, and expresses thanks to all residents who shared their experiences and heartfelt feelings at recent full Council meetings.
7. The international conflict has heightened security concerns, exacerbated social and political divisions, increased defence and military budgets, caused economic impacts, potentially distressed diaspora communities, led to protests, occupations, and demonstrations, and influenced media coverage, shaping public perceptions and attitudes within B&NES.

Council:

1. Recognises that the UK has an historical responsibility in this conflict and should support innocent civilians affected by it while striving to secure long-term peace.
2. Reinforces that Hamas do not represent the Palestinian people – and the Palestinian people are not Hamas.
3. Reiterates the ICJ's insistence that Israel must take all measures within its power to prevent acts contravening the genocide convention, ensuring, with immediate effect, that its forces do not commit any act of genocide and immediately improve the humanitarian situation in Gaza.
4. Expresses deep sympathy for all those affected by the conflict in Israel and Palestine, offering solidarity to those in the B&NES area impacted by this conflict.
5. Believes in the long term there can only be a political solution to this crisis. Discussions must restart immediately for a two-state solution, aiming for a safe and viable Palestinian state alongside a safe and secure Israel, to achieve lasting peace.
6. Hopes for an immediate and unconditional release of all hostages.
7. Believes that Muslims, Jews, and people of all faiths and none should feel safe and supported worldwide and condemns the increase in Antisemitic and Islamophobic violence and abuse in the UK.

Council therefore:

1. Supports calls for an immediate, bilateral, ceasefire locally, nationally and internationally.

2. Asks the Council Leader to write to the UK Government on behalf of B&NES Council urging a ceasefire, the release of hostages, the reinstatement of funding for UNRWA, and advocate for lasting peace with a two-state solution on the global stage.
3. Repeats its dedication to combat racism and discrimination in our communities and condemns the use of all dehumanising language. We call on our communities to treat each other with respect and refrain from inflammatory terminology.
4. Resolves to explore how the Council can better support and facilitate events for people of all faiths and none, enabling them to come together and express solidarity and sadness in response to these events.
5. Pledges to promote and facilitate access to local services that offer the best support for residents.
6. Pledges to support these services and facilitate their needs, as they play a key role in assisting and nurturing our residents during these challenging times.
7. Calls on the government to ensure that there are safe and legal routes for refugees and to reform the UK Resettlement Scheme to allow a route to safety for the most vulnerable in Gaza with emergency pathways for those seeking refuge from the conflict and emphasises our readiness **as** a community in Bath and North East Somerset to provide support and open our arms to innocent people displaced and affected by these events, as the community did for refugees from Syria, Afghanistan and Ukraine.
8. Desires to fly the UN flag as a symbol of peace at the Guildhall on appropriate occasions, such as the UN International Day of Peace, in recognition of our shared hope for peace across the world.

*[Notes:*

1. *The above successful motion incorporates various amendments and additions proposed by Councillor Manda Rigby and accepted into the substantive motion by the mover and seconder.]*

## **23 LIBERAL DEMOCRAT MOTION ON B&NES AGE FRIENDLY COMMUNITY**

The Council considered a motion from the Liberal Democrat group regarding various B&NES Age Friendly initiatives.

On a motion from Councillor Alison Born, seconded by Councillor Sarah Moore, it was unanimously

### **RESOLVED**

Council:

1. Welcomes the “Ageing Well | Bath and North East Somerset” programme, which is an initiative by Age UK B&NES and the St John’s Foundation.
2. Understands that the goals of the programme are to transform B&NES into an inclusive, supportive and accessible place where everyone can age well, in whichever way they see fit, and for B&NES to become an Age Friendly Community, as defined by the World Health Organisation.
3. Notes and applauds the role of the B&NES 3<sup>rd</sup> Sector Group in reviving and facilitating the Ageing Well Network. This brings together voluntary sector organisations supporting people to age well and encourage older people to speak out about the issues that are important to them and their communities.
4. Notes the Age Friendly Community framework, established by the WHO, which consists of eight “Domains” or areas of the built and social environment which, when acted upon, can help to address barriers to ageing well, and a “Four-Step Programme Cycle”, which is a development process that places go through to embed an age-friendly way of working.
5. Notes that the “Ageing Well | Bath and North East Somerset” programme has successfully applied for membership to the UK Age Friendly Communities Network. This brings together the approximately 80 age friendly and ageing well communities across the United Kingdom.
6. Endorses the eight goals of the Ageing Well | Bath and North East Somerset programme and welcomes the involvement of Cabinet lead and officer representatives, alongside other local stakeholders, on the Steering Group intended to ensure older people’s needs and views are listened to when decisions are made.
7. Notes that the Health and Wellbeing Board have agreed to receive reports on the progress of the Ageing Well | Bath & North East Somerset programme.

Council therefore:

8. Supports the application to the WHO for B&NES to become an Age Friendly Community.
9. Encourages B&NES residents aged 55 and over to share their insights and experiences in the inaugural [Ageing Well Community Survey](#), which closes on 31 July 2024 and has already received over 1,000 responses.
10. Supports the relevant Cabinet member and Council service sharing relevant data, within information sharing protocols, with the “Ageing Well | Bath and North East Somerset” programme towards the 2024/2025 evidence-based “State of Ageing Report”, to ensure a comprehensive understanding of ageing in B&NES.
11. Invites the Children, Adults, Health and Wellbeing Scrutiny Panel, upon the publication of the evidence-based “Ageing Well | Bath and North East Somerset” programme’s “State of Ageing Report” at the end of 2024, to



consider actions the Council might take, under the eight Domains of Age Friendly Community Framework, to address barriers to ageing well in B&NES.

12. Requests that the relevant Cabinet member and Council service investigate B&NES signing up to the Age Friendly Employer Pledge, taking into account that Age is a protected characteristic under the Equality Act 2010.

[Notes;

1. *During debate, an amendment was moved and seconded by Councillors Saskia Heijltjes and Joanna Wright to add a request to consider improvements to pavements and pedestrian areas, including additional rest areas, clear pathways and enhanced lighting. This was lost on a vote of 10 Councillors in favour, 36 Councillors against and 4 abstentions.]*

## **24 QUESTIONS, STATEMENTS AND PETITIONS FROM COUNCILLORS**

Councillor Shaun Hughes made a statement regarding the proposed parking changes in Midsomer Norton. He set out his view of the negative and damaging impact this would have on the town, which outweighed any positive benefits this would achieve. He commented that there was no financial justification nor realistic air quality implications. He called for common sense to prevail. Councillor Grant Johnson asked if Councillor Hughes considered that the introduction of these charges would impact on the benefits that should be coming from the much needed investment in the town, to which Councillor Hughes replied that they absolutely would. Councillor Joanna Wright asked Councillor Hughes asked how many motorbikes came into Bath from Midsomer Norton every day, to which he replied that he had no idea.

Councillor Onkar Saini made a statement concerning residents' continuing concerns about anti-social behaviour in Combe Down and similar demographic regions. He called for effective partnership working with Police to deter criminal activity and increase feelings of safety.

The Chair thanked both Councillors for their statements which would be considered by the relevant Cabinet Members.

The meeting ended at 8.46 pm

Chair .....

Date Confirmed and Signed .....

**Prepared by Democratic Services**

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**BATH & NORTH EAST SOMERSET COUNCIL**

**MEMBERS' CODE OF CONDUCT**

**Grant of a Dispensation**

<b>Name of Members</b>	All Councillors
<b>Meeting and item of business for which the dispensation has been sought</b>	Full Council – 18 July 2024 (Agenda item 13 – Liberal Democrat Motion on B&NES Age Friendly Community).
<b>Reason for dispensation</b>	The Monitoring Officer issued a general dispensation for all Councillors that had an interest in this item by virtue of their being over the age of 55, to enable them to take part in the debate and vote.

Having received a request at the meeting from the councillors requesting this dispensation, it was granted.

Signed ..... **Michael Hewitt** .....

M Hewitt  
Monitoring Officer – Bath & North East Somerset Council

Dated 18 July 2024

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## COUNCIL MEETING 18<sup>TH</sup> JULY 2024

### STATEMENTS FROM PUBLIC

#### Public (item 7)

- |                                  |   |
|----------------------------------|---|
| 1. Helen Dudden                  | Accessible housing  |
| 2. Neil McCabe                   | Sydney road Liveable Neighbourhood scheme ( <i>attached</i> )   |
| 3. Ian Orpen                     | Sydney road Liveable Neighbourhood scheme   |
| 4. Alan Morley                   | Sydney road Liveable Neighbourhood scheme   |
| 5. Eleanore for Danielle Selwood | Air pollution   |
| 6. Simon Allen                   | Liberal Democrat B&NES Age Friendly Community   |
| 7. Neil Dickinson                | Low traffic neighbourhoods ( <i>attached</i> )  |
| 8. Malcolm Baldwin               | Liveable Neighbourhoods – an essential future proofing ( <i>attached</i> )  |
| 9. Adam Reynolds                 | The City Region Sustainable Transport Settlement – a £50 million loss of investment due to poor execution ( <i>attached</i> ) |
| 10. Jane Samson                  | Peace motion  |

## QUESTIONS AND ANSWERS - PUBLIC

<b>P</b>	<b>01</b>	<b>Question from:</b>	<b>Stephen Kenward</b>
<p>“In my opinion the Council has not engaged and communicated properly what the intentions, evidence base and success criteria of individual schemes are”, “The Sydney Road closure stands out amongst them”. These are the words of Bath MP Wera Hobhouse in a recent letter to a constituent. I am one of the many residents in the adjacent roads being adversely affected by this scheme. Without transparent criteria for examining the detriment to the neighbourhood, how can I have confidence in the Council's ability to judge the scheme fairly?</p>			
<b>Answer from:</b>			<b>Cllr Manda Rigby</b>
<p>A summary of the consultations and engagement for the Liveable Neighbourhood programme from 2020-2024 is appended to these responses.</p> <p>The decision on whether to make the Experimental Traffic Regulation Order (ETRO) in Sydney Road permanent will be made sometime after the trial has been in for 6 months and before 18 months, following analysis of all the data and consultation feedback. As part of this, the following information will be considered:</p> <ul style="list-style-type: none"><li>• Feedback from an online (and paper) public consultation questionnaire during the 6 months of the trial – this is open to residents living in and around the trial and the wider public</li><li>• Feedback from a targeted questionnaire sent to those living in and around the trial at the end of the trial</li><li>• Feedback from engagement with key stakeholders – including schools, local businesses, and community groups</li><li>• Traffic monitoring information, both baseline and data collected during the trial itself</li><li>• Air quality monitoring information, both baseline and data collected during the trial itself</li></ul> <p>Our specialist transport and air quality technical officers will advise whether there are significant impacts resulting from the trial by analysing the monitoring data and looking at other traffic and air quality patterns around the area.</p>			

All the data collected from the trial will first be published as part of a Single Member Decision report. This report will enable the relevant Cabinet Member to consider their support for the trial, and whether the formal traffic regulation order process to make the scheme permanent should be initiated.

The formal decision to make the scheme permanent is made by the Director of Place Management through the confirmation of a Traffic Regulation Order.

These decisions will take into account the information from the trial, together with wider council policy aims, including our Corporate Strategy, and wider sustainable transport and climate emergency policies, such as its Journey to Net Zero ambitions (listed below).

- Corporate Strategy (Improving people's lives, alongside twin goals of climate and nature emergencies, & listening to our residents, for transport: 'more travel choices')
- Journey to Net Zero (Adopted May 22)
- Local Plan (and forthcoming update)
- Health and Wellbeing Strategy (creating healthy places)
- Joint Local Transport Plan 4

<b>P</b>	<b>02</b>	<b>Question from:</b>	<b>Stephen Kenward</b>
"The more I listen to individual households the more I doubt that closing off Sydney Road has any real benefits". These are the words of Bath MP Wera Hobhouse in a recent letter to a constituent. Is the Council listening and doubting yet?			
<b>Answer from:</b>			<b>Cllr Manda Rigby</b>
The proposal for the scheme was the result of previous consultations with residents on the LN programme in the Sydney Road area, where there was support for a through-traffic restriction.			
A timeline of consultations and the outcomes of these can be found at <a href="http://www.bathnes.gov.uk/sydneyroadetro">www.bathnes.gov.uk/sydneyroadetro</a> but specifically:			
During a <a href="#">public consultation in Autumn 2020 on Liveable Neighbourhoods in B&amp;NES</a> , the following results were received from 1,575			

respondents (including residents and visitors to the area):

- 85% said they agreed with the principle of reducing the dominance of vehicles in residential areas
- 84% said they agreed that to establish LNs, it may be necessary to restrict through traffic on certain streets
- 78% agreed that certain trade-offs are required to achieve those aims

During [public engagement on the Sydney Road LN area in November/December 2021](#), the most common issues experienced by residents in the area were ‘through traffic’ and ‘speeding traffic’.

There is much data to back up these claims, not least the long-standing Community Speedwatch Programme. In order to be even considered for inclusion in such a scheme, Avon and Somerset Police have to agree that the volume of traffic and observed speeds fulfil their scheme criteria, unlike some other areas which applied and were turned down as a significant problem was not identified.

It was also noted that there was significant support among respondents (75%) in favour of a measure to tackle through traffic.

Because the scheme was suitable for trialling (i.e. it can be delivered quickly and is reversible), it was felt that an ETRO consultation – which is a consultation with the trial in place - was appropriate as the next step. It means that any permanent decision can be led by the evidence collected during the trial.

The formal consultation on the trial started in April and the idea is that people feedback their thoughts over time, as they experience it, whilst the impact on traffic flows and air quality is monitored.

This way a final decision on whether to keep the restriction in place will be led by the evidence collected (with reference to the council’s wider transport and climate emergency policies).

<b>P</b>	<b>03</b>	<b>Question from:</b>	<b>Stephen Kenward</b>
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Throughout the Sydney Road ETRO trial there are roadworks along the A36 between Brassknocker Hill and Bathampton. Traffic lights cut flow rates towards Beckford Road by over 50%. Also, vehicles now frequently queue the entire length of Brassknocker Hill as drivers divert to avoid increased congestion around Sydney Gardens and the A36 roadworks. This means that for the period of the trial, traffic volumes and flow rates are significantly curtailed by temporary circumstances. How will it be possible for the Council to objectively rely on their



monitoring data to justify the Sydney Road ETRO trial?

**Answer from:**

**Cllr Manda Rigby**

The aim is to collect traffic monitoring data (both before and during the trial) when there are no other works which could have a significant impact on the monitoring. For this reason, monitoring has been completed, where possible, outside of school holidays and before works on the A36 at Limpley Stoke begins in August 2024. It is impossible to find a period when the network has no works on it. We have also been mindful of the impact of events such as university open days can have upon traffic flows.

**P**

**04**

**Question from:**

**Matt Cooper**

I would like to know what action BANES is taking with regard to reducing the impact of animal agriculture on the climate and nature emergencies.

I have found a number of encouraging statements on the BANES website.

One advises that residents can reduce their meat and dairy intake to tackle the climate and nature emergencies. [1] BANES has made tackling the climate and nature emergencies one of two core policies [2], and committed to “provide the leadership to enable the Bath and North East Somerset area to become carbon neutral by 2030 as well as doing the same for our own operations.” [3] BANES has stated it will be “taking a regional and national lead in responding to the Ecological Emergency.” [4]

I would agree that reducing meat and dairy intake is an effective, indeed necessary, step to address the climate and nature emergencies. I also applaud the excellent aims of showing leadership on these urgent issues.

However, in the Climate Emergency Strategy [3] and Ecological Emergency Action Plan [4] little reference is made to addressing the impacts of animal agriculture on the climate and nature emergencies.

**Please explain how BANES intends to meet its carbon neutrality and nature positivity targets with respect to the impacts of animal agriculture. Plant based diets can play a big part in reducing these impacts, so I would be particularly interested to know what leadership BANES is taking, or currently considering, in this area.**

[1]  
<https://beta.bathnes.gov.uk/what-you-can-do-help-nature>

[2]  
<https://beta.bathnes.gov.uk/read-our-climate-strategy-and-action-plan>

[3]  
<https://beta.bathnes.gov.uk/sites/default/files/2023-03/BANES%20Climate%20Emergency%20Strategy%20Document%20AW1.pdf>

[4]  
<https://beta.bathnes.gov.uk/sites/default/files/2023-03/Ecological%20Emergency%20Action%20Plan%202023%20to%202030.pdf>

**Answer from:**

**Cllr Sarah Warren**

- The Climate Emergency Strategy and Ecological Emergency Action Plan set out our current priorities and direction of travel for tackling the climate and ecological emergencies.
- We know that working with farmers and landowners, and encouraging people to have healthy, sustainable diets in line with the [Eatwell Plate](#) will be good for people, climate and nature.
- We will be working on a new joint Climate and Nature Strategy for 2025 which will update our priorities and actions for the future. As part of this, we will be scoping work for a new Food Strategy.
- The [West of England Local Nature Recovery Strategy](#), when published in the Autumn, will set out a range of actions that farmers and landholders can take to help nature locally, including habitat creation and nature-friendly farming.
- A farmer cluster is being developed for the Chew and Cam & Wellow, which will cover a lot of the BANES area. This will enable us to better engage with farmers and landholders on a range of things, including nature-positive farming and improving water quality. We will be closely involved with the Cluster, including being represented on the Steering Group. More information on farmer clusters can be found here: <https://www.farmerclusters.com/>.
- We have also engaged with the Duchy of Cornwall on their [Future Farming](#) programme and ambitions to increase their 'Natural Capital' across their estate. The Duchy owns a significant amount of land in BANES.
- Additionally, we are working within an agriculture policy and funding framework set by the UK Government. The new Environmental Land Management Scheme should make it easier for farmers to take action for nature, by providing increased availability and variety of funding for habitat creation and management.

Summary of Liveable Neighbourhood (LN) engagements and communications (2020-2024).

September – October 2020	<p><b>Public consultation on Liveable Neighbourhoods</b> (originally referred to as Low Traffic Neighbourhoods), plus linked RPZ and On-street Electric Vehicle Charging Policies. The strategy outlined the approach the council would take to developing LNs in B&amp;NES.</p> <p><a href="#">View the policy consultation support material</a></p> <p><a href="#">Read the Consultation Outcome Report</a></p>
February – May 2021	Application period for all ward councillors to put forward areas to become LNs. 48 applications received.
June 2021	<p>15 priority LNs selected</p> <p>We submitted a <a href="#">report</a> for approval by <a href="#">Council Cabinet on 23 June 2021</a>. This report contains details of the following:</p> <ul style="list-style-type: none"> <li>• A priority list of <a href="#">15 Phase 1 Liveable Neighbourhood areas</a></li> <li>• The criteria for selection and prioritising of areas</li> <li>• The allocation of budget for schemes in these areas</li> </ul>
November 2021 – January 2022	<p><b>Public engagement period to gather and analyse views about the 15 LN areas</b>, including what is best about the area, what the issues are, what measures could improve it. This included promoting the opportunity to take part in community co-design workshops the following summer. We mailed 13,374 residents across the area (the LN areas plus surrounding homes).</p> <p>For the Sydney Road area, letters were sent to the area bound by North Road and Cleveland Walk to the east and Sydney Place, and Beckford Road (A36) to the north asking them to submit issues they experience and ideas for improvement.</p> <p><a href="#">View the consultation support material</a></p> <p><a href="#">Read the engagement feedback report</a></p>
<b>2022</b>	
June-July 2022	A series of co-design workshops for each of the 15 LN areas was conducted with volunteers from the community. During the earlier engagement in Nov 2021, residents were invited to sign up to be kept informed of co-design opportunities or to be kept informed. They all received an email inviting them to take part in the workshops. The opportunity was also promoted online/via the

	<p>usual council channels and with certain groups i.e. disability groups etc.,</p> <p>Outcomes and a report of the co-design workshop relevant for Sydney Road LN are available via these web pages:</p> <p><a href="https://beta.bathnes.gov.uk/sites/default/files/New%20Sydney%20Place%20and%20Sydney%20Road%20Workshop%20Report.pdf">https://beta.bathnes.gov.uk/sites/default/files/New%20Sydney%20Place%20and%20Sydney%20Road%20Workshop%20Report.pdf</a></p>
August – September 2022	Follow-up co-design exhibitions in 15 areas to let those attending co-design workshops (or who opted to keep involved with the programme) to view the outcomes on maps and prioritise the longlist of measures put forward.
November 2022 – April 2023	Technical review of co-design shortlists for all 15 LN areas to establish what could be included in a draft design (considering highway safety, feasibility, cost etc)
<b>2023</b>	
May-August 2023	<p><b>Local elections with strong mandate for delivering LNs –</b></p> <p>Change of focus to develop a full business case for the programme before consulting on overall designs; and a decision to fast-track more through-traffic restrictions trials from Spring 24 where these meet LN criteria and have backing in the community(this included the Sydney Road ETRO trial). See July-Sept 2023 below.</p>
July-Sept 2023	<p><b>Work to establish potential ETRO trials to consult on in-situ.</b></p> <p>5 through-traffic restriction trials were shortlisted for discussion/agreement with ward councillors and members. All 5 are designed to tackle issues brought up in the previous engagements (listed above) and identified as possible measures in co-design with the community, including local residents’ associations.</p> <p>The ETRO consultation is in-situ so that evidence of lived-experience and traffic and air quality monitoring data can inform the outcome and final decision.</p> <p>Letters were sent to residents prior to the decision to raise awareness of the imminent decision and generate discussions that could inform design and alert the council to any issues. See Nov-December below.</p> <p>Links to the relevant SMD reports are below:</p> <p><a href="https://beta.bathnes.gov.uk/lower-lansdown-and-circus">https://beta.bathnes.gov.uk/lower-lansdown-and-circus</a></p> <p><a href="https://beta.bathnes.gov.uk/new-sydney-place-and-sydney-road">https://beta.bathnes.gov.uk/new-sydney-place-and-sydney-road</a></p>

	<p><a href="https://beta.bathnes.gov.uk/lyme-road-and-charmouth-road-area">https://beta.bathnes.gov.uk/lyme-road-and-charmouth-road-area</a></p> <p>See press release:</p> <p><a href="https://newsroom.bathnes.gov.uk/news/next-phase-consultation-baths-liveable-neighbourhoods">https://newsroom.bathnes.gov.uk/news/next-phase-consultation-baths-liveable-neighbourhoods</a></p>
November-December 2023	<p><b>LN Pilots 2024:</b> Letters sent to inform residents in 3 LN areas of the proposed 5 experimental TRO trials (and <b>consultation in-situ</b>). Included simplified map of area with annotated features of the proposed trial. SMD reports produced and published (see also July to Sept 2023). Just over 6,500 letters were sent across the 3 areas.</p> <p>See press release:</p> <p><a href="https://newsroom.bathnes.gov.uk/news/next-phase-consultation-baths-liveable-neighbourhoods">https://newsroom.bathnes.gov.uk/news/next-phase-consultation-baths-liveable-neighbourhoods</a></p>
February 2024	<p><b>LN Pilots 2024:</b></p> <p>Single Member Decisions were made to proceed with the five new experimental trials (three of which in the Lansdown area are linked trials). No call-ins were received. The council will continue to raise awareness and engage the community before the formal public consultation starts (on installation of the schemes).</p> <p>Individual web pages with more information of the trials will be prepared by the end of February. Meanwhile, information and links to decision notices can be found at:</p> <p><a href="https://beta.bathnes.gov.uk/lower-lansdown-and-circus">https://beta.bathnes.gov.uk/lower-lansdown-and-circus</a></p> <p><a href="https://beta.bathnes.gov.uk/new-sydney-place-and-sydney-road">https://beta.bathnes.gov.uk/new-sydney-place-and-sydney-road</a></p> <p><a href="https://beta.bathnes.gov.uk/lyme-road-and-charmouth-road-area">https://beta.bathnes.gov.uk/lyme-road-and-charmouth-road-area</a></p> <p>Press release on decision:</p> <p><a href="https://newsroom.bathnes.gov.uk/news/five-new-liveable-neighbourhoods-trials-bath-set-go-ahead">https://newsroom.bathnes.gov.uk/news/five-new-liveable-neighbourhoods-trials-bath-set-go-ahead</a></p>

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## Script for Council Meeting 18 Jul 24 – Neil McCabe

Good evening, my name is Neil McCabe, and I intend to show how the New Sydney Place LTN is environmentally and economically damaging, divides communities and reduces safety.

Firstly, the scheme reduces safety. All accidents reported over the past 5 years occurred on Beckford Road, Darlington Street and Sydney Place where traffic is being diverted, and none occurred on Sydney Road<sup>1</sup>.

The council leader accepts that wider community engagement on the LTN was poor. No more than 39 residents attended the 2022 co-design workshop<sup>2</sup>. The council then stated that there would be wider consultation on the scheme that Autumn<sup>3</sup> – it never happened. When it was eventually publicised, nearly 4,000 objected in a petition – 100 to 1 against<sup>4</sup>.

56 households on New Sydney Place undoubtedly benefit from the LTN. However, 163 households on Darlington Street, Sydney Place and Beckford Road will directly suffer from a 50% increase in traffic, and consequent pollution<sup>5</sup>. Against the backdrop of Bath being the UK's sixth most congested city in 2023<sup>6</sup>, Darlington Street NO<sub>2</sub> pollution levels exceeded national limits in December 2023<sup>7</sup>, even before the scheme makes things worse. Traffic backs up onto the Bathwick Street Lights, and the 450 households on the Bathwick Estate<sup>8</sup> must queue to get out at peak times. Displaced or delayed traffic will also go past schools.

2,500 B&NES residents also live along the A36<sup>9</sup> – 8 to 10 times more than New Sydney Place. The A36 is our route to work, the station, and to all Bath's supermarkets. Our local councillors propose shifting to walking or cycling. However, Bathampton's population is older and less healthy than New Sydney Place, with 50% more over 65s and twice as many in fair to very bad health<sup>10</sup>. For those in good health, walking is only an option for the few who have an hour and a half to spare each day. We only have 1 bus an hour that goes to Bathampton village, and

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<sup>1</sup> B&NES response to FOI IG-1806322

<sup>2</sup> <https://beta.bathnes.gov.uk/sites/default/files/New%20Sydney%20Place%20and%20Sydney%20Road%20Workshop%20Report.pdf> page 8

<sup>3</sup> <https://beta.bathnes.gov.uk/sites/default/files/New%20Sydney%20Place%20and%20Sydney%20Road%20Workshop%20Report.pdf> page 2 (in bold)

<sup>4</sup> 38 degrees petition

<sup>5</sup> Property counts from Royal Mail postcode finder

<sup>6</sup> <https://inrix.com/press-releases/2023-global-traffic-scorecard-uk/>

<sup>7</sup> [https://beta.bathnes.gov.uk/sites/default/files/Final\\_annual\\_air\\_quality\\_bnes\\_2023.pdf](https://beta.bathnes.gov.uk/sites/default/files/Final_annual_air_quality_bnes_2023.pdf) for DT207. Page 102

<sup>8</sup> Bathwick Estate Residents Association

<sup>9</sup> <https://www.streetcheck.co.uk/> searches

<sup>10</sup> <https://www.streetcheck.co.uk/> searches

they stop at 5:30pm<sup>11</sup>. With poor public transport, travelling by car on the A36 is Bathampton's lifeline. And yet on the LTN survey we are dismissed as "visitors".

For economic loss - 4,000 vehicles a day are displaced<sup>12</sup>, or 1.46 million a year. Each minute's delay adds up to an economic loss of £220k a year<sup>13</sup>. Delays at peak are considerably longer and will also affect up to 7,500 vehicles already using the alternative routes<sup>14</sup>.

In summary, the Sydney Place LTN will cause significant congestion, pollution and economic loss, and discriminates against a significant portion of the B&NES population by throwing traffic onto an increasingly congested traffic corridor. It contributes to, rather than mitigates the climate crisis<sup>15</sup>. The scheme needs to be withdrawn or, despite the lack of supporting safety justification modified to traffic calming.

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<sup>11</sup> <https://faresaver.co.uk/wp-content/uploads/2023/10/11.pdf>

<sup>12</sup> [https://www.bathnes.gov.uk/docs/data-liveable-neighbourhoods/trial-monitoring-data/Sydney%20Road%20and%20New%20Sydney%20Place%20LN%20%20trial%20monitoring%20data/Sydney%20baseline%20\(pre-trial\)%20monitoring%20data/23388%20-%20Sydney%20Road%20-%20ANPR%202023.09.25.pdf](https://www.bathnes.gov.uk/docs/data-liveable-neighbourhoods/trial-monitoring-data/Sydney%20Road%20and%20New%20Sydney%20Place%20LN%20%20trial%20monitoring%20data/Sydney%20baseline%20(pre-trial)%20monitoring%20data/23388%20-%20Sydney%20Road%20-%20ANPR%202023.09.25.pdf) et al

<sup>13</sup> Inrix figure for UK congestion cost of £9.12 per vehicle hour of delay

<sup>14</sup> [https://www.bathnes.gov.uk/docs/data-liveable-neighbourhoods/trial-monitoring-data/Sydney%20Road%20and%20New%20Sydney%20Place%20LN%20%20trial%20monitoring%20data/Sydney%20baseline%20\(pre-trial\)%20monitoring%20data/Beckford%20Rd%20Road%20countline%2025sep%20to%201oct%202023%20-%20vivacity%20dashboard.pdf](https://www.bathnes.gov.uk/docs/data-liveable-neighbourhoods/trial-monitoring-data/Sydney%20Road%20and%20New%20Sydney%20Place%20LN%20%20trial%20monitoring%20data/Sydney%20baseline%20(pre-trial)%20monitoring%20data/Beckford%20Rd%20Road%20countline%2025sep%20to%201oct%202023%20-%20vivacity%20dashboard.pdf)

<sup>15</sup> A 1-minute delay on 4,000 vehicles a day would produce an additional 35 tonnes of CO<sub>2</sub> per year, based on 1.44kg per hour.



Good evening, my name is Dr Ian Orpen. I have lived in Bathampton since 1992 and was a GP in Bath for 30 years.

For 10 years till 2020 I worked closely with the council in a senior NHS role, including with Cllr Guy. Indeed, I recognise many familiar faces in the chamber today.

I was struck by the motivation of councillors, irrespective of their political persuasion: to represent their ward and the people who live in it and, to serve the public.

I saw how important it is to engage meaningfully with the public to change how they lead their lives. This required listening to all those who needed to be heard.

The Sydney Road LTN has been an object lesson in how **not** to make change to the way lives are led.

I speak for many who feel dismayed by the way in which this proposal has been handled and by our ward councillors in not facilitating their involvement in the process. It has further eroded trust in politicians.

To be clear, I have no objection to Liveable Neighbourhoods as I have seen where they are thought through, they bring real benefit. Also, I see the administration's ambitions in tackling the climate emergency as laudable.

However, the Sydney Road scheme, that even Cllr Guy admitted that he had initial misgivings about, is a case where noble ambition defies practical reality.

To improve residential streets, and encourage safe, sustainable travel relies on the correct intervention. If you choose the wrong place for your intervention, you cause harm and, at times, outright danger instead.

To suggest that Sydney Road (which, prior to the trial, carried 1/3 of the traffic from the A36 into Bath) is a "rat run", does not stand up to scrutiny. It was designated a trunk road until declassified at the request of the council.

This technicality does not alter how the road is seen and used by the public.

The disbenefits of the scheme should have been obvious without a trial, such as displaced traffic onto neighbouring roads, thereby generating rat runs, congestion and increased pollution.

Delivering change always generates opposition. It is deeply unfortunate that the council chose to ignore the views of many whose lives would be directly affected by the proposal.

Instead, it performed the minimum statutory consultation. This has provoked unnecessary opposition in the drive to tackle the climate emergency: enemies, not allies.

The trial has coincided with extensive roadworks along the A36 that the council officers knew about, which has reduced traffic by 20%. This will impact trial data and its validity. It gives the impression that the council do not take the trial seriously and further undermines faith in our political leaders, and the process.

However, there is time for the council to show it is listening, to halt the trial and consult more widely to design a more suitable alternative.

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Good evening Councillors, I am Alan Morley. I have lived at the bottom of North Road above its junction with Warminster Road since 1999. My comments are made after consulting the people at the bottom of North Road. When the co-design workshop was held no one from the bottom of North Road attended as it was not considered that changes around Sydney Place, would affect us. If there had been an indication that the closure of Sydney Road was a possibility, then we would have got involved. We think that the trial road layouts are solving a problem that did not exist. However, I ask you to take note of the words of Wera Hobhouse, our Liberal Democrat MP , "In my opinion the Council has not engaged and communicated properly **what** the intentions, evidence base and success criteria of individual schemes are; the Sydney Road closure stands out amongst them", and "The more I listen to individual households the more I doubt that closing off Sydney Road has any real benefits".

In general people are in favour of liveable neighbourhoods as most of us walk and some cycle everywhere within the city. However, we cannot dis-invent the motor car and so any measures to reduce its impact should be of benefit to the majority and minimise disruption to daily lives. We live only a few feet from Sydney Rd and would assume we are part of the same neighbourhood. However, Sydney Road and Place make up one road, not a neighbourhood.

As a result of the closure, we now have more traffic queueing in front of our houses, particularly during school runs in the morning and evening. When another stress was added, like the open days at Bath University, the queues and consequent fumes lasted for an hour or so outside our houses. We asked for queue monitoring on North Road and Warminster Road, but to our knowledge that is not being done. Even so, we have still to see the full effect because according to Highways England's figures the Limpley Stoke road works have reduced traffic volumes on the A36 by 20% since January and these will reduce further when the A36 is fully closed from August to the spring of 2025. This traffic has only been displaced and will return when the road is reopened. This means that for the period of the trial, traffic volumes and flow rates are significantly curtailed by temporary circumstances. How will it be possible for

the Council to objectively rely on their monitoring data to justify the Sydney Road ETRO trial?

Scheme supporters argue that Sydney Road/New Sydney Place is a Rat Run. We believe it is a relief valve for traffic going towards Pulteney Road where traffic can turn onto Darlington Street, at a traffic light controlled junction. In our opinion this is borne out by the increase in traffic on Beckford Road and Sydney Place leading up to the junction with Bathwick Street. There is also an increase in traffic on Cleveland Walk, St Anne's Way and Bathwick Hill. These are all streets in the neighbourhood of Bathwick. The residents are dealing with heavier traffic and fumes because of one street's insistence that they should hear birdsong. This is not a liveable or low traffic neighbourhood. It is a neighbourhood that was largely not consulted – some houses never received any correspondence but learnt about it through neighbours.

Additionally, some residents have noticed a significant increase in the number of emergency vehicles using their sirens, to make a way through standing traffic. Other residents perceive that the average speed of traffic going up North Road has increased probably because of the change in sightlines which is making it more difficult and less safe for pedestrians to cross North Road. We see traffic turning in Sydney Road, Kennet House had its gate post demolished by a lorry turning, E scooters going through the bollards on the wrong side of the road and into oncoming traffic. I could go on about the adverse affects of closing Sydney Road but all these have been included in comments on the consultation responses.

Councillors, the residents at the bottom of North Road are united in their opposition to the scheme, and consider that the money would be better spent on more deserving neighbourhoods than Sydney Road/New Sydney Place that was already a pleasant place to live. However, whatever the outcome, the residents would ask that further consultation takes place on the layout and surface water drainage of the North Road/Warminster Road junction.

Thank you for your time.

SUPPORT OF CIRCUS AND LOWER LANSDOWN EXPERIMENTAL TRAFFIC RESTRICTIONS

GOOD EVENING AND THANK YOU FOR THE OPPORTUNITY TO SAY A FEW WORDS

I AM HERE TONIGHT AS A MEMBER OF THE COMMUNITY SPEED WATCH GROUP FOCUSED ON CAVENDISH ROAD AND THE SURROUNDING AREA AND WANT TO EXPRESS SUPPORT FOR THE LOWER LANSDOWN EXPERIMENTAL TRAFFIC RESTRICTIONS

I JOINED THE SPEED WATCH GROUP FOR A SIMPLE REASON :

THE VOLUME OF TRAFFIC FROM THE MARLBOROUGH TAVERN JUNCTION THROUGH CAVENDISH ROAD AND INTO WINIFRED'S LANE / LANSDOWN CRESCENT PARTICULARLY HAD SIGNIFICANTLY INCREASED IN RECENT YEARS AND THE SPEED OF SOME VEHICLES WAS TOTALLY UNACCEPTABLE. (AS CONFIRMED BY THE SPEED WATCH DATA AND THE ABUSE WE RECEIVED !)

THE AREA HAD OBVIOUSLY BECOME A RAT RUN AS CARS SEEK TO TAKE A SHORT CUT FROM THE A4 TO THE A46 AND M4 ...EFFECTIVELY WE ARE A THROUGH ROUTE TO THE MOTORWAY AND BEING TREATED AS A MAIN ROAD

THE RESIDENTIAL ROADS AND NARROW LANES WERE NEVER INTENDED TO BE USED IN THIS WAY

THE E.T.R.O. IN THE CIRCUS AND LOWER LANSDOWN IS AN EXCELLENT INITIATIVE BY THE COUNCIL (AS ARE THE INCREASED NUMBER OF CROSSINGS) AND HOPEFULLY THE PROPOSED TRIAL WILL SEE BOTH THE VOLUME AND SPEEDS REDUCED SIGNIFICANTLY THROUGH THE AREA

SOMETHING NEEDS TO BE DONE .....THE MAJORITY OF LOCAL RESIDENTS ARE FED UP WITH THE RAT RUNNING AND THE IMPACT ON THE ENVIRONMENT

I BELIEVE THAT BY RESTRICTING THE ROUTE AT THE TOP OF CAVENDISH ROAD IT WILL DISSUADE DRIVERS FROM LEAVING THE A4.

AT THE CO DESIGN WORKSHOP THE WHOLE ROOM EXPRESSED THE NEED TO LOOK AT CAVENDISH ROAD AND THE IMPACT ON CONNECTING ROADS

BUT I ALSO ACCEPT THAT THIS IS A TRIAL AND PART OF THE EXTENSIVE CONSULTATION PROCESS.

THERE MAY BE A NEED TO REFINE THE TRIAL IF TRAFFIC USES ALTERNATIVE RESIDENTIAL ROUTES AND MORE SPEED REDUCTION MEASURES MAY ALSO BE NEEDED IF BEHAVIOUR DOES NOT CHANGE.

I KNOW THE LIVEABLE NEIGHBOURS TEAM WILL BE FULLY BEHIND THE CONCEPT OF TRIALLING AND USING THE EXPERIENCE TO ENABLE THE SCHEME TO WORK AS INTENDED AND NOT PRESENT LOCAL PEOPLE WITH A SIMPLE CHOICE AT THE END OF THE TRIAL.....RETAIN OR REMOVE.

THE VOICE OF LOCAL PEOPLE IS VITAL .....NOT ONLY THOSE WHO MERELY DRIVE THROUGH.

AT THIS STAGE THE SCHEME IS PROVISIONAL ALLOWING THE FINAL SCHEME TO BENEFIT FROM REAL LIFE DATA WHICH CAN BE USED TO INFORM THE ULTIMATE DESIGN.THE TRIAL ALSO ALLOWS EVERYONE TO FULLY UNDERSTAND THE SCHEME DESIGN AND WILL STOP NEGATIVE MIS INFORMATION

BY USING THE TRIAL AND TAKING CONSIDERED FEEDBACK I BELIEVE THE COUNCIL WILL BE ABLE TO BRING THOSE PEOPLE ON BOARD WHO MAY HAVE RESERVATIONS AT THIS STAGE AND WE CAN ALL FULLY UNDERSTAND THE IMPACTS OF THE TRIAL

FINALLY

AS I SAID EARLIER ....SOMETHING NEEDS TO HAPPEN TO TRULY CREATE A LIVEABLE NEIGHBOURHOOD .....I LOOK FORWARD TO THE TRIAL AND BELIEVE THIS IS A VERY SIGNIFICANT AND POSITIVE STEP.

THANK YOU

## Malcolm Baldwin statement to Council 18<sup>th</sup> July 2024

### **"Liveable Neighbourhoods: an essential future-proofing".**

Good evening,

A quotation: "We will continue to work with residents on designing and delivering meaningful improvements, such as [to] rat-running and speeding, through our Liveable Neighbourhood programme."

Source: B&NES Liberal Democrat Election Manifesto - May 2023.

So the voters responded with an overwhelming majority for a political ethos in which the concept of the introduction of Liveable Neighbourhoods into our city was more than implicit and part of a thorough and ongoing consultation process.

The above being said there is no 'one fits all' Liveable Neighbourhood (LN) solution to significantly differing areas of our city.

For those of us who support the principle of LNs we have a responsibility to listen to any expressed concerns but also to fully explain the context relating to the introduction of any particular LN that we might support.....for the context and priorities may differ.

That errors may have been made in early LN implementations is less important than the fact that key councillors and appropriate officers have listened and remain actively involved and continue to encourage ongoing consultations.

The importance of the context relating to the implementation of LN traffic-management interventions within my own Circus Area zone is not merely the 'icing on the cake' of significant public realm improvements, which we continue to initiate with the support of key Council officers. Rather such traffic-management interventions are an essential ingredient within the overall and vitally necessary improvements to our particular area's public realm.

For us as a local community the debate about LNs has never been about mere traffic flow intervention measures, rather about a real vision of how we can make a positive difference to our local community, its residents, its visitors and as a consequence to its local businesses and local economy as a whole. This is the context of a meaningful Liveable Neighbourhood.

The difficulties, fast increasing for key heritage areas such as our own  
lwhich are vitally important to <sup>Page 31</sup> our overall city economy, require imaginative intervention and significantly improved resolution to the toxic

mix of vastly increased local and visitor footfall and the continued and dangerous culture of motor vehicle speeding and rat-running.

Additionally, my particular catchment area may not yet be suffering from over-tourism although we are likely, in some respects, to be close to that point.

Those who applaud, perhaps understandably, the Netflix or Bridgerton effect upon our city's visitors numbers and local economy must begin to realise that if we are not yet quite suffering from over-tourism, certain areas, such as my own, are certainly suffering from 'under-management' of tourism.

Hence, when we look at the background context of a particular LN implementation, priority to future-proof not only for climate or ecology criteria but also for specific local catchment area issues remain an important ingredient and will reinforce the success of specific Liveable Neighbourhoods.

Malcolm Baldwin.

Chair - Circus Area Residents Association (CARA).



The West of England Combined Authority City Region Sustainable Transport Settlement (WECA CRSTS) includes a £434M construction programme that must be completed by March 2027. BaNES Council, working in partnership with WECA, is responsible for delivery of £82M of that programme.

As part of this, the A4 Bath to Bristol Strategic Corridor programme is an ambitious £125M programme, of which BaNES is responsible for delivering £42M. We would all like to see this happen if it is feasible.

However, the 917 page Outline Business Case published in February of this year, contains a most important statement on page 239, paragraph 5.10.3, which I would like to read to you:

“Construction is expected to commence in winter 2025 and is expected to be complete by spring 2027. The conditions of the CRSTS grant from central government advises that any spend must be complete by March 2027, therefore any spend incurred after this **will be covered by the local authority contribution.**”

As demonstrated by the Somer Valley Links Outline Business Case and the Low Traffic Neighbourhood program, the council is separating clearly identifiable schemes into their own program of work and getting them done before the March 2027 financing cliff edge.

However a £125 MILLION nine mile long construction programme, at a scale never attempted before, coordinated across two councils, with highly complex and sometimes controversial issues, with a strict 18 month construction window over two hard wet winters is not realistic. Any delay results in the bankruptcy of Bristol and BaNES councils.

It is suggested, therefore, that to deliver the A4 Corridor programme:

- The size and scope of the project should be reviewed to identify what is realistically achievable by March 2027 and to ensure those elements are separated out into their own schemes (e.g. the Keynsham Bypass cycle track).

and

- Central Government should be lobbied as a matter of urgency, by all interested parties, to extend the current March 2027 spending deadline to at least March 2029. This financial cliff edge will be affecting all Metro Combined Authority CRSTS programmes.

“The Emperor's New Clothes” folk tale is very relevant here. Ambition takes time and we need to be honest about that. BaNES and many other councils across England will be left holding very very expensive babies just for being ambitious.

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