

## **BATH AND NORTH EAST SOMERSET**

### **CABINET**

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

Thursday, 7th September, 2023

#### **Present:**

Councillor Kevin Guy (Ch)	Leader of the Council, Liberal Democrat Group Leader
Councillor Tim Ball	Cabinet Member for Neighbourhood Services
Councillor Alison Born	Cabinet Member for Adult Services
Councillor Mark Elliott	Cabinet Member for Resources
Councillor Paul May	Cabinet Member for Children's Services
Councillor Matt McCabe	Cabinet Member for Built Environment and Sustainable Development
Councillor Manda Rigby	Cabinet Member for Highways
Councillor Paul Roper	Cabinet Member for Economic and Cultural Sustainable Development
Councillor Sarah Warren	Deputy Council Leader (statutory) and Cabinet Member for Climate Emergency and Sustainable Travel
Councillor David Wood	Deputy Council Leader (non-statutory) and Cabinet Member for Council Priorities & Delivery

#### **17 WELCOME AND INTRODUCTIONS**

The Chair welcomed everyone to the meeting.

#### **18 EMERGENCY EVACUATION PROCEDURE**

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

#### **19 APOLOGIES FOR ABSENCE**

There were no apologies for absence.

#### **20 DECLARATIONS OF INTEREST**

There were no declarations of interest.

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

There was no urgent business.

#### **22 QUESTIONS FROM PUBLIC AND COUNCILLORS**

There were 10 questions from Councillors and 18 questions from members of the public.

Cllr Robin Moss asked a supplementary question relating to question M10 and Cllr Paul May provided a response.

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

## **23 STATEMENTS OR PETITIONS FROM PUBLIC OR COUNCILLORS**

Members of the public and Councillors made statements as follows:

- Chad Allen – Environmental Protection. Mr Allen expressed concern about the potential damage to buildings and the environment caused by English Ivy. He stated that action needed to be taken to prevent this.
- Cllr Tim Warren – Green spaces. Cllr Warren expressed concern regarding the lack of maintenance at the entrance to an estate in Midsomer Norton. Cllr Tim Ball, Cabinet Member for Neighbourhood Services, agreed to meet with Cllr Warren to discuss this issue.
- Cllr Fiona Gourley – Petition re rural bus services (*a copy of which is attached as appendix 2 to these minutes*)
- David Redgewell – Mr Redgewell was unable to attend the meeting, however, a copy of his statement is attached as *appendix 3* to these minutes.

## **24 MINUTES OF PREVIOUS CABINET MEETING - 13TH JULY 2023**

**RESOLVED** that the minutes of the meeting held on Thursday 13<sup>th</sup> July 2023 be confirmed as a correct record and signed by the Chair.

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

No single member items were requisitioned to Cabinet.

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

No matters were referred by Policy Development and Scrutiny Panels.

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

The Cabinet agreed to note the report.

## **28 YOUTH JUSTICE PLAN 2023-24**

Cllr Paul May introduced the report, moved the officer recommendation, and made the following statement:

“I would like to thank Sally Churchyard for her dedication to B&NES and youth justice for the last 18 years. She has maintained such a strong commitment to working effectively with partners that we can feel assured re this year’s plan.

We are the lead partner under the Crime and Disorder Act, aimed at preventing offending and reoffending for children aged 10-17. This report, if approved this evening, will be reported to Council for formal approval.

Despite many worries by parents and children re recent deaths, the area still has relatively low reported crime and small numbers of children in the formal youth justice system.

Fear generally is rightly a concern, and we now have a Violence Reduction duty, so we work effectively with the violence reduction partnership to produce a strategic needs assessment plus a strategy to address serious violence (Appendix 4).

In the past, the annual plan has been relatively non-controversial but the genuine community worries highlight the importance of various agencies working together effectively.”

Cllr Tim Ball seconded the motion and stressed the importance of keeping children out of the Youth Justice system.

**RESOLVED** (unanimously):

To recommend approval of the Youth Justice Plan to full Council.

## **29 TREASURY MANAGEMENT MONITORING REPORT TO 30TH JUNE 2023**

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

“In line with the Chartered Institute of Public Finance Accountancy (CIPFA) Code of Practice, this report sets out the council’s Treasury Management performance for the first quarter of the financial year. So, it’s a report about how the council’s financial investments are performing and our borrowing levels.

Given the news headlines about the very, very difficult financial environment that all local authorities find themselves operating within at the moment, and the consequences of that for some of them, I guess there might be a little more public interest in these financial reports over the coming months than is sometimes the case. I’m pleased to say that the report in front of us today sets out the very prudent and responsible approach B&NES council takes to managing its investments and borrowing.

The council's investments at 30th June 2023 totalled £52.85 million. There are no high risk or complicated investment vehicles and I'm delighted we're maintaining our £5m investment in Environmental Social and Governance funds. The average rate of interest earned over the period was 4.30% and the average return has continued to increase during the first quarter as the Bank of England interest rate rises fed through to our investments, with the rate on investment returns always lagging a little behind the base rate increases.

The Bank of England's interest rate action continues to be robust in line with their remit for tackling inflation. The Base Rate has increased from 4.25% to 5% during the first quarter. This trend has continued with rates now 5.25% following a further increase in August. I commend to you the report from the Economic and Market Review set out by the council's investment advisors, Arlingclose, in Appendix 5. It doesn't make for very pretty reading in its assessment of the general economic environment. The public will know from their own pockets about our Conservative government's mismanagement of the national economy and inability to tackle inflation, and this affects the council along with everyone else. Given that high inflation means high interest rates Arlingclose currently predict that rates will top out at 5.5% but acknowledges that there is a risk of the base rate reaching 6% before it peaks. Whilst that will be good news for our investments, as a net borrowing authority, that means we have to manage our borrowings very carefully. Borrowing at the end of the quarter was £219m an increase of £9m from the start of the year mainly reflecting a short-term loan taken out in April in line with cashflow requirements. And whilst it's not the subject of this report, the persistently high underlying inflation level is having a very significant effect on the council's revenue budget.

The sound management of our borrowing and investments can help alleviate some of that, however, and an overall underspend of £710k is currently forecast in respect of Capital Financing costs due to the higher than budgeted investment income and delays in the council's need to borrow. This was reported in the Quarter One revenue & capital budget monitoring report as part of the July Cabinet meeting.

The report includes figures showing performance against all the indicators set out in the Treasury Management Strategy and confirms that these are all within approved limits.

I would like to commend the work of the officers in managing our treasury function so carefully and competently, and for the production of this report, and I move the recommendations set out in 2.1 and 2.2."

Cllr Sarah Warren seconded the motion and congratulated officers on their good financial management.

**RESOLVED** (unanimously):

- (1) To note the Treasury Management Report to 30<sup>th</sup> June 2023, prepared in accordance with the CIPFA Treasury Code of Practice.
- (2) To note the Treasury Management Indicators to 30<sup>th</sup> June 2023.

The meeting ended at 6.55 pm

Chair \_\_\_\_\_

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

**Prepared by Democratic Services**

## **CABINET MEETING – 7 September 2023**

### **STATEMENTS FROM PUBLIC AND COUNCILLORS**

1. Chad Allen – Environmental Protection
2. Cllr Tim Warren – Green spaces
3. Cllr Fiona Gourley – Petition re rural bus services

## QUESTIONS AND ANSWERS - COUNCILLORS

M	01	Question from:	Cllr Saskia Heijltjes
How many schools are located within one of the 15 Liveable Neighbourhood areas, and which schools are these? Will any of these schools get a School Street within the next 2 years?			
Answer from:			Cllr Manda Rigby
The table below identifies the educational establishments which are located within Liveable Neighbourhood scheme areas:			
<b>Liveable Neighbourhood Scheme</b>		<b>Educational establishment within LN scheme</b>	
Whitchurch Village & Queen Charlton		Mama Bear's Pre-School Whitchurch Whitchurch Primary School St Nicholas Pre-School (Whitchurch)	
Lyme Road & Charmouth Road		Newbridge Primary School	
Lower Lansdown & The Circus		St Andrew's Church School Percy After School Club Royal High School	
Mount Road		Little Blossoms Nursery School Roundhill Primary School Roundhill Primary School Nursery Class	
Chelsea Road		Peter Pan Pre-School	
Oldfield Lane & the Avenues		St John's Catholic Primary School	

*We've consulted with our communities through our co-design process and understand the key issues that they are concerned about which include how children get to school safely.*

*We are in the process of reviewing the list of possible interventions to identify those which will be most effective in each of the scheme areas. These interventions will then be put forward in a business case to the West of England Combined Authority to gain the funding for their implementation. An intervention might include a school street although a school street project does not have to be part of a liveable neighbourhood project.*

<b>M</b>	<b>02</b>	<b>Question from:</b>	Cllr Saskia Heijltjes
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Could Cabinet confirm whether the current 15 Liveable Neighbourhood areas are the full extent of the project until 2027, or are more Liveable Neighbourhoods planned for this term?

<b>Answer from:</b>	Cllr Manda Rigby
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*The current 15 Liveable Neighbourhood proposed schemes were agreed in principle in the Cabinet Report E3285 from June 2021. Detailed technical work and economic evaluation is in process to ensure release of the funding from the West of England Combined Authority to provide funding to deliver as many of the measures as possible, identified in these schemes in as timely a manner as possible.*

*The process for further Liveable Neighbourhood schemes will be developed later in the year. At this stage the focus is on delivering the existing schemes.*

<b>M</b>	<b>03</b>	<b>Question from:</b>	Cllr Saskia Heijltjes
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Does the council have electric longtail bikes available that families can loan to carry children as part of the Council's bike loan scheme? If so, how many of these bikes are available and why are these not being offered online through the council's bike loan scheme?

<b>Answer from:</b>		Cllr Sarah Warren
<i>The council has a number of types of bike available through the council's bike loan scheme, including an electric longtail. The allocation of bikes through the loan scheme in line with the needs of the applicant is carried out by our partner bike shop following an online application.</i>		
<b>M</b>	<b>04</b>	<b>Question from:</b> Cllr Sam Ross
Residents can request a dropped kerb for their driveway, including when people pave over their front gardens to build a driveway. These dropped kerbs make it very hard to wheel and walk on the pavements, because they are not level. What is BANES position on dropped kerbs for residential properties for people who are not Blue Badge Holders?		
<b>Answer from:</b>		Cllr Manda Rigby
<i>Residents can apply to the Council for a dropped kerb licence. A dropped kerb licence does not grant permission to make changes within the boundary of the property as this becomes a planning matter. The dropped kerb works have to be constructed to the agreed requirements that are set out in the licence. This includes the use of standard taper and drop kerbs that are designed to maintain accessibility for walking and wheeling.</i>		
<b>M</b>	<b>05</b>	<b>Question from:</b> Cllr Sam Ross
The circulation plan for Bath was most recently promised for spring 2023. When will it be delivered?		
<b>Answer from:</b>		Cllr Sarah Warren
<i>The development of a circulation plan for Bath was identified as a long-term aspiration within the Journey to Net Zero strategy. Initial, technical work is underway on the opportunities to improve the way traffic moves round our city. When available, this will be used as the starting point for a dialogue with our communities.</i>		



<b>M</b>	<b>06</b>	<b>Question from:</b>	Cllr Sam Ross
The recent changes to Cheap Street for security reasons, can Cabinet Members explain if this is a violation of the Equality Act?			
<b>Answer from:</b>			Cllr Manda Rigby
<p><i>The Council has given due regard to the Equalities Act and taken suitable measures to consult with residents and to explore potential risks to people with protected characteristics prior to the commencement of the City Centre Security Scheme (please see the link below to the Equality Impact Assessment).</i></p> <p><a href="https://beta.bathnes.gov.uk/sites/default/files/Equalities%20Impact%20Assessment%20-%20City%20Centre%20Security%20-%20Final.pdf">https://beta.bathnes.gov.uk/sites/default/files/Equalities%20Impact%20Assessment%20-%20City%20Centre%20Security%20-%20Final.pdf</a></p> <p><i>Wherever possible the Council has considered and mitigated disadvantage including the provision of access for disabled people who are Blue Badge holders via Westgate Street whilst temporary work is undertaken on Cheap Street.</i></p> <p><i>Further information is available to the public on the website: <a href="https://beta.bathnes.gov.uk/citycentresecurityworks">https://beta.bathnes.gov.uk/citycentresecurityworks</a></i></p>			
<b>M</b>	<b>07</b>	<b>Question from:</b>	Cllr Joanna Wright
<p>After the introduction of the RPZ in Oldfield Park and Westmoreland complaints were received on this proposal and the Council has agreed to review and make changes. However, in Lambridge many residents have complained about the dangerous new layout on Claremont Road that is leading to increased speeding, vehicles driven across pavements, the knocking over of all the bollards. Further, Eastville residents who are not in the RPZ are unable to exit their road safely due to the layout of the RPZ. How will the Cabinet member for Transport take forward a review of this issue?</p>			
<b>Answer from:</b>			Cllr Manda Rigby
<p><i>Officers are aware of the concerns expressed by residents of Claremont Road and Eastville. The Traffic Regulation Order for this area of Bath is being reviewed in the Autumn and ward members can request that these issues are considered as part of that review.</i></p>			

<b>M</b>	<b>08</b>	<b>Question from:</b>	Cllr Joanna Wright
<p>Lambridge Cllrs submitted a Liveable Neighbourhood Proforma in 2021 and to date have had no response from the Cabinet or Officers for their requests. What actions will be taken with regard to Liveable Neighbourhood Proformas that have been submitted but that haven't progressed yet and will the council act upon them?</p>			
<b>Answer from:</b>			Cllr Manda Rigby
<p><i>The Cabinet Report E3285 in June 2021 confirms the 15 Liveable Neighbourhood schemes which were then prioritised for further development out of 48 applications which were received</i>  <a href="https://democracy.bathnes.gov.uk/documents/s66133/E3285%20Liveable%20Neighbourhoods.pdf">https://democracy.bathnes.gov.uk/documents/s66133/E3285%20Liveable%20Neighbourhoods.pdf</a> <i>Schemes which were not included in the 15 proposed schemes at this stage will continue to be considered, subject to available funding and resources.</i></p> <p><i>The Council is very active in working with West of England Combined Authority to secure the maximum funding to deliver as many Liveable Neighbourhood schemes as possible. It should be noted that the council is operating in a financially challenging environment for local government with many statutory challenges to the financial position and there has been much inflation in the construction industry since budgets were proposed. It should be also noted that the funding to deliver more schemes at pace is dependent on National and Combined Authority funding.</i></p>			
<b>M</b>	<b>09</b>	<b>Question from:</b>	Cllr Joanna Wright
<p>What are the CO2 emissions for Haycombe Crematorium waste incinerator?</p>			
<b>Answer from:</b>			Cllr Tim Ball
<p><i>To clarify Haycombe do not operate any waste incinerators, only cremators for the deceased.</i></p> <p><i>For the period 1<sup>st</sup> April – 30<sup>th</sup> June 2023 the cremators emitted approx. 43 tonnes of CO2, this was for a total of 376 cremations during this</i></p>			

*period, which equates to 115kg CO2 per cremation.*

*The national average is roughly between 180kg to 255 kg CO2 per cremation. We continue to look at ways of reducing the output with new technology / equipment and careful management of our systems.*

<b>M</b>	<b>10</b>	<b>Question from:</b>	Cllr Robin Moss
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How many schools (and other buildings) in B&NES have been affected by the RAAC risky concrete problem?

<b>Answer from:</b>	Cllr Paul May
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*We have been advised that no schools in B&NES are affected by RAAC. Although it is possible that some academy trusts may be affected by the need to move pupils around from other areas where RAAC is an issue. We are not aware of any other buildings in B&NES that are affected but it is possible that further information may come to light.*

### **Supplementary Question**

Do you have any figures for the amounts of funding requested by schools over the last few years for essential maintenance? Also, any subsequent Department of Education grants?

### **Answer**

*96% of B&NES schools are multi-academy trusts or voluntary aided schools who receive their funding direct from the Department for Education (DfE). The Government gave B&NES an allowance of £268k in 2022/23 and £179k in 2023/24. The Council prioritises this funding according to need among its schools.*

*The Government has confirmed that any funding required as a result of RAAC issues will be fully funded by the DfE.*

## QUESTIONS AND ANSWERS - PUBLIC

<b>P</b>	<b>01</b>	<b>Question from:</b>	Dominic Tristram
The Council is asking residents to cut car journeys and is introducing RPZ's to ensure its Climate Emergency targets of net zero by 2030 are met, yet the University of Bath is applying for further car parks through planning, and the promised Bath Rugby Stadium will impose thousands of car journeys across the city. How is any of this in line with the Climate Emergency Declaration?			
<b>Answer from:</b>			Cllrs Sarah Warren and Matt McCabe
<i>The council is yet to receive a planning application for a new Bath Rugby stadium and as such it is premature to comment on the highway impact of that proposal or its wider impact on the climate; this is something that will be scrutinised in detail if and when an application is received. Similarly, the council has had no recent applications for additional car parking at the University of Bath and so it is not possible to comment on such matters.</i>			
<b>P</b>	<b>02</b>	<b>Question from:</b>	Dominic Tristram
Can the Council confirm the legality of the transfer of land that was Bath Rec to the Rec Trust and give full details of who are the beneficiaries and who is upholding the covenant?			
<b>Answer from:</b>			Cllr Mark Elliott
<p><i>The Council does not provide legal advice and in answering the question the Council is simply setting out its current understanding in response to the question posed.</i></p> <p><i>B&amp;NES Council transferred the role of sole corporate trustee of Bath Recreation ground to an independent trust called "The Recreation Ground, Bath" which subsequently incorporated (2 January 2018) and is now known as Bath Recreation Limited. Bath Recreation Limited are now responsible for ensuring compliance with the objects of the Trust but it is understood that the covenants and conditions in the 6 April</i></p>			

1992 conveyance are not part of the objects of the charity. Para 27 [Tribunal decision 27 March 2014](#). The enforceability of the covenants and conditions are a matter of property law and are enforceable by the beneficiaries of the covenants, if any.

The Council believes that legal ownership of the land is now held by the Official Custodian of Charities but it has not undertaken a recent HM land Registry search to confirm this.

The Council believes that the beneficiaries of the trust are the public at large. It is understood that this was confirmed in the High Court Judgement in 2002 [High Court decision 2002](#) (para 48) and the First Tier Tribunal decision dated the 27 March 2014 (para 26).

<b>P</b>	<b>03</b>	<b>Question from:</b>	Dominic Tristram
Can Cabinet Members and other councillors who are not on the planning committee add comments to planning applications?			
<b>Answer from:</b>			Cllr Matt McCabe
Yes, any councillor may comment on a live planning application if they wish to, subject of course to compliance with the Members' Code of Conduct. Comments should be made in writing to the case officer and within the deadlines specified on the council's planning website for that particular application.			
<b>P</b>	<b>04</b>	<b>Question from:</b>	Erica Davies
The average annual targets set by the Government for air pollution levels cover Sundays and night times when traffic is much lower, therefore the reality of the air pollution levels recently posted by B&NES are based on these times and not on the times recorded when traffic volumes are higher. Further the recent data from B&NES were from dates when Cleveland Bridge was shut. The World Health Organisation now states that safe levels now sit at 30 ug/m3 not the 40ug/m3 that the Council states. Can the Council give data on the most recent recordings in the summer months of July and August 2023 for air pollution levels on the London Road that were taken between 8am and 11am and 4 to 7 pm weekday?			
<b>Answer from:</b>			Cllr Sarah Warren

The [Air Quality Standards Regulations 2010](#) require the annual mean concentration of Nitrogen Dioxide (NO<sub>2</sub>) not to exceed 40µg/m<sup>3</sup>, and also that there should be no more than 18 exceedances of the hourly mean limit value of 200 µg/m<sup>3</sup>, in a single year. This is a central government target known as its National Air Quality Objectives. It is not one which is determined locally.

Air quality within Bath has significantly improved following the introduction in 2021 of a charging Clean Air Zone as part of the government's NO<sub>2</sub> programme (a joint programme with the Department for Transport NO<sub>2</sub> levels within legal limits in the shortest time possible). The programme aims to improve public health through tackling the worst excesses of roadside NO<sub>2</sub> in local authorities across England. B&NES remains under ministerial direction and obligated to support and engage with the NO<sub>2</sub> programme.

We recognise the differences between the government's air quality objectives and the guideline limit for NO<sub>2</sub> issued by the World Health Organisation (WHO), which are now set at 10 mg/m<sup>3</sup>.

As an ambitious council, Bath and North East Somerset would like to work towards the WHO limit, and in the first instance has set itself an aspiration to achieve a maximum target of 36mg/m<sup>3</sup> of NO<sub>2</sub>, some 10% below the national threshold.

The local authority publishes an [Air Quality Annual Status Report](#) drawing upon monitoring data from across the authority wide area. It makes use of results for 180 locations where NO<sub>2</sub> is monitored.

Similarly the local authority also publish a [CAZ Annual Report](#) which focuses on zone boundary areas and immediate vicinity.

Results from recorded 2022 data indicate a 26% reduction in NO<sub>2</sub> within the Clean air zone area compared to 2019 (pre-CAZ and pre-COVID baseline year), no sites exceeded the 40 µg/m<sup>3</sup> annual objective threshold. Across the wider B&NES area no locations were detected to have an annual average concentration of NO<sub>2</sub> above the threshold either.

Air quality is predominantly measured through deployment of a network of diffusion tubes (test tubes) along the roadside which passively absorb the pollutant to which they are exposed in a given place over a given time. B&NES deploy these on a rolling monthly basis with each tube resealed, forwarded to a laboratory for analysis and replaced with a new tube. This allows a degree of measurement of pollutant levels on a monthly basis.

As part of the wider air quality monitoring equipment used, 4 continuous automated analysers record hourly results across B&NES. One of these is prominently located at the A4 roadside, London Rd, Bath and within the boundary of the Clean Air Zone.

The London Road analyser (known as Bath A4 Roadside site) is unique in that it feeds real time data into Defra's Automatic Urban & Rural Network (AURN) – a national covering of data collection stations which can be reviewed by the public online at: <https://uk-air.defra.gov.uk/interactive-map>

Data collected from this location is made available for public review on an hourly basis.

Monitoring data from continuous other monitoring sites are also made available to view and download from: <https://www.ukairquality.net/>.

The London Road site measures pollutant levels hourly and records the concentration of NO<sub>2</sub> detected. Levels of pollutant vary and are subjective to meteorological & atmospheric conditions coupled with road traffic volume.

Data for the period requested (Weekdays July & August 2023) has only been so far preliminary verified (this means it has been checked and scaled to calibration data but not finalised), though is indicative the location is routinely recording NO<sub>2</sub> as being below the government annual average objective threshold of 40 µg/m<sup>3</sup>.

There are some minor exceedances recorded on 4, 11 and 24 July 2023.

The site recorded levels well within the annual average threshold throughout all of August 2023 - with the exception of a minor exceedance on the evening of 16 August 2023.

An hourly objective target for NO<sub>2</sub> concentrations to be below 200 µg/m<sup>3</sup> is set by government and there have been no hourly breaches of this type within the data period for 2023 as requested.

A copy of this data is provided – with further data available to obtain from [https://uk-air.defra.gov.uk/data/data\\_selector](https://uk-air.defra.gov.uk/data/data_selector)

The location was offline from 7am 31 July to 10am 1 August (due to being serviced) and similarly at 4pm 17 July and 10am 26 July therefore no data is available during this period. Recorded concentrations either side of these offline periods were within the objective limit.

There are minor differences between weekday and weekend days though these are minimal. The peak of NO<sub>2</sub> begins later in the day at weekends.

*Comparatively the same data period (July-August) for 2022 indicates a marginally higher incidence of exceedances across the two months than in 2023.*

*Collectively though data recorded throughout 2022 at the London Road monitoring location was below the annual averaged objective of 40 µg/m<sup>3</sup> and there was one exceedance of the 1-hour objective (200 µg/m<sup>3</sup>) which is within the 18 permitted.*

*Air Quality Data for 2023 across all collective monitoring locations will be reviewed and verified in 2024 with results published within our '2024 Air Quality Annual Status Report'.*

*As a portion of London Road is within the Clean Air Zone, data for this location will also be published in 2024 within our '2023 CAZ Annual Report'.*

*NO<sub>2</sub> is a pollutant from vehicle emissions, we can all play our part in supporting the reductions of NO<sub>2</sub> and wider improvements to air quality by considering how we make use of our vehicles. Where possible we encourage motorists to consider walking, wheeling or using public transport as an alternative to driving where they are able to.*

*(Appendices A and B are attached).*

<b>P</b>	<b>05</b>	<b>Question from:</b>	Erica Davies
How much has B&NES Council spent on Larkhall Square in the last 2 years?			
<b>Answer from:</b>			Cllrs Paul Roper and Manda Rigby
<p><i>Records of spending in such a discrete area are not readily accessible. Normal cleansing and waste services will have been conducted as a matter of routine but it is not possible to give a cost for these.</i></p> <p><i>In 2021 the council made a number of amendments to parking restrictions in and around Larkhall Square at the request of one of the ward councillors and following a period of public consultation. It is not possible to state how much this cost specifically in relation to Larkhall</i></p>			



<i>Square. This is because the Traffic Regulation Order (TRO) that was amended to change these parking restrictions covers a large part of Bath and included many other parking restriction amendments that were made at the same time.</i>		
<b>P</b>	<b>06</b>	<b>Question from:</b> Erica Davies
How many on street parking bays will be created in B&nes for the Tier E-scooters and e-bikes before the arrival of the new shared bikes and scooters? How many on-street parking spaces will be removed for this purpose, if any?		
<b>Answer from:</b>		Cllrs Manda Rigby and Sarah Warren
<i>As this is work in progress, it is not possible to give a response to this question at this time. B&amp;NES will be seeking an undertaking from WECA to ensure that any loss to the council of parking income arising from the creation of scooter and bike parking spaces, is reimbursed to the council by WECA using the income from the scooter trial.</i>		
<b>P</b>	<b>07</b>	<b>Question from:</b> Anne Coghlan
How many requests were received from residents calling for an RPZ at Snow Hill or complaining about parking issues? What's the minimum number of requests or complaints needed for an area to be considered as a potential RPZ?		
<b>Answer from:</b>		Cllr Manda Rigby
<i>The Council does not hold recorded information on the number of requests received from residents calling for an RPZ in Snow Hill or complaining about parking issues, however both ward and Cabinet Members will have historically received requests to resolve parking issues in the area. The potential need for a RPZ in a community is normally raised by the relevant Ward Member and then consideration is given to the local context and options for addressing issues raised by parking, before a decision is made on whether to proceed with an RPZ scheme or not.</i>		

<b>P</b>	<b>08</b>	<b>Question from:</b>	Anne Coghlan
Several trees were planted in Batstone Close in Larkhall by B&NES in the programme to plant 100,000 trees. However, many of these trees have perished. How many trees have been lost in the programme to plant 100,000 trees by spring 2023?			
<b>Answer from:</b>			Cllr Tim Ball
<p><i>The whips planted at Whitewells Open Space at Batstone Close have been monitored throughout the summer. While some of the young trees are showing signs of stress with leaf browning, significant widespread failure is not evident, and we anticipate the majority of the trees will leaf in their second year. In July a tree aftercare session was delivered at the site with volunteers, with the base of the trees weeded and mulched – a best practice standard for young tree establishment.</i></p> <p><i>For whip planting schemes in parks and greenspaces, the density of planting accommodates a failure allowance to ensure full canopy cover at maturity. It is expected that some whips will fail to establish due to a range of factors. For some schemes this was exacerbated due to the unprecedented heat and dry conditions of Summer 2022. However, all planting schemes are monitored and receive aftercare during establishment. If required, spot planting will be carried out to infill failures.</i></p> <p><i>With our resources, it is not possible or practical to monitor the success of every single tree. A more robust measure of long-term tree planting success is measuring canopy cover, and this is the method we will continue to use to monitor trees across Bath and North East Somerset moving forward.</i></p>			
<b>P</b>	<b>09</b>	<b>Question from:</b>	Anne Coghlan
Electric bikes have recently caught fire in several locations causing loss of life and damage to property. Officers and Councillors at B&NES store bicycles in the Guildhall basement. What safety provision is in place for this?			
<b>Answer from:</b>			Cllr Mark Elliott
<i>The draft policy is being discussed with our internal Health &amp; Safety Team on Thursday this week.</i>			

*It will then have to be approved before it can be implemented.*

*At the moment we allow all Council staff to store their bikes in the basement. The draft policy will recommend that ebikes are not stored or charged inside Council premises, but this cannot be enforced until an agreement is in place. A more detailed update will be available next week after the meeting with internal Health and Safety.*

<b>P</b>	<b>10</b>	<b>Question from:</b>	Tracy Carter
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B&NES Council has said it will generate 12MW of renewable power across the properties they own. To date, what is the current position, and please can you give a breakdown on what buildings are generating renewable power?

<b>Answer from:</b>	Cllr Sarah Warren
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*The following table shows the Megawatt Peak (MWp – peak potential generation) of rooftop solar installed across the Council's estate:*

		<i>MWp</i>	<i>kwp</i>	<i>WHO?</i>
<i>INSTALLED</i>	<i>Newbridge Primary</i>	<i>0.037</i>	<i>37</i>	<i>BWCE</i>
	<i>Charlton House Care Home</i>	<i>0.067</i>	<i>67</i>	<i>B&amp;NES</i>
	<i>Lewis House</i>	<i>0.038</i>	<i>38</i>	<i>BWCE</i>
	<i>Civic Centre</i>	<i>0.243</i>	<i>243</i>	<i>B&amp;NES</i>
	<i>Combe Lea</i>	<i>0.097</i>	<i>97</i>	<i>B&amp;NES</i>
	<i>Cleeve Court</i>	<i>0.115</i>	<i>115</i>	<i>B&amp;NES</i>
	<i>Pixash</i>	<i>0.783</i>	<i>783</i>	<i>B&amp;NES</i>
	<i>Clutton Highways depot</i>	<i>0.058</i>	<i>58</i>	<i>B&amp;NES</i>
	<i>Grosvenor House</i>	<i>0.05</i>	<i>50</i>	<i>B&amp;NES</i>
	<i>Bath Quays</i>	<i>0.085</i>	<i>85</i>	<i>B&amp;NES Corporate</i>

<i>PIPELINE</i>	<i>Keynsham Sports Centre</i>	<i>0.1</i>	<i>100</i>	<i>KCE</i>
	<i>Odd Down Sports Ground</i>	<i>0.1</i>	<i>100</i>	<i>B&amp;NES</i>
	<i>Bath Sports Centre</i>	<i>0.15</i>	<i>150</i>	<i>B&amp;NES</i>
	<i>St Keyna</i>	<i>0.055</i>	<i>55</i>	<i>B&amp;NES</i>
	<i>Keynsham Children's Centre</i>	<i>0.025</i>	<i>25</i>	<i>B&amp;NES</i>
	<i>Midsomer Norton Sports</i>	<i>0.1</i>	<i>100</i>	<i>BWCE</i>
	<i>Connections Day Centre</i>	<i>0.024</i>	<i>24</i>	<i>B&amp;NES</i>
	<i>care homes coming back into Council operation</i>	<i>0.25</i>	<i>250</i>	<i>B&amp;NES</i>
<i>Virtual Power Purchase Agreement PIPELINE</i>	<i>Fairy Hill (BWCE)</i>	<i>1</i>	<i>1000</i>	<i>BWCE</i>
<i>POTENTIAL PIPELINE</i>	<i>Newbridge Primary</i>	<i>0.006</i>	<i>6</i>	<i>B&amp;NES</i>
	<i>Ground mounted</i>	<i>4</i>	<i>4000</i>	<i>B&amp;NES/?</i>
	<i>Car park solar canopies</i>	<i>3.8</i>	<i>3800</i>	<i>B&amp;NES/?</i>
<i>TO BE IDENTIFIED</i>		<i>0.817</i>	<i>817</i>	
<i>BWCE rooftop solar on academized schools</i>	<i>Oldfield School</i>	<i>0.046</i>	<i>46</i>	<i>BWCE</i>
	<i>St Mark's School</i>	<i>0.0706</i>	<i>70.6</i>	<i>BWCE</i>
	<i>Oldfield Infants</i>	<i>0.008</i>	<i>8</i>	<i>BWCE</i>
	<i>Hayesfield</i>	<i>0.091</i>	<i>91</i>	<i>BWCE</i>
	<i>Beechen Cliff</i>	<i>0.17</i>	<i>170</i>	<i>BWCE</i>
	<i>Ralph Allen</i>	<i>0.07</i>	<i>70</i>	<i>BWCE</i>
	<i>Threeways</i>	<i>0.129</i>	<i>129</i>	<i>BWCE</i>
	<i>St Martins Garden Primary</i>	<i>0.01</i>	<i>10</i>	<i>BWCE</i>
	<i>Peasedown St John Primary School</i>	<i>0.038</i>	<i>38</i>	<i>BWCE</i>

	<i>Writhlington</i>	<i>0.17</i>	<i>170</i>	<i>BWCE</i>
	<i>Norton Hill School</i>	<i>0.16</i>	<i>160</i>	<i>BWCE</i>
	<i>St John's CoE Primary</i>	<i>0.037</i>	<i>37</i>	<i>BWCE</i>
	<i>Somervale School</i>	<i>0.114</i>	<i>114</i>	<i>BWCE</i>
	<b><i>BWCE schools total</i></b>	<b><i>1.1136</i></b>	<b><i>1113.6</i></b>	<b><i>BWCE</i></b>

*1.43 MWp of rooftop solar has been installed across the Council's estate.*

*The total estimated rooftop capacity potential on the corporate estate is c.2.3MWp.*

*An additional 1.11MWp has been installed by BWCE on academized schools in B&NES and is partially enabled by the Council's cooperation agreement.*

*A BWCE 1MWp ground mounted solar site is at the planning application stage. Should planning permission be granted, the Council are seeking to enter into a Virtual Power Purchase Agreement with BWCE to purchase the electricity at a lower rate than that supplied by traditional suppliers. The Council has been approached by commercial developers also seeking to sell electricity generated in the B&NES area to the Council at a low rate.*

*Work has commenced on feasibility and development of business cases for larger ground-mounted solar (4MW potential on existing land) and car park solar canopy (3.8MW park and rides). Potential wind turbine locations are also being explored with community energy organisations that may fulfil some of the 12MW target. 2MW of the 12MW target was identified as the amount wind turbines should provide (providing a less seasonal - more consistent supply).*

*The 12MWp target originally included some schools that have now academized. The target has not been adjusted down to account for school academisation as it is thought that increased electrification/decarbonisation of heat and vehicle fleet account for greater demand.*

*(This response was provided within five working days of the meeting).*

<b>P</b>	<b>11</b>	<b>Question from:</b>	Tracy Carter
<p>In February 2023 at Full Council, the Council under the Leadership of Cllr Kevin Guy, voted against a motion for school streets in B&amp;NES. However, the Leadership team clearly stated that they supported measures to protect young people outside of schools. As schools have returned for the new academic year, which schools in B&amp;NES have had the 'no parking' road markings refreshed to ensure dangerous parking does not take place outside of schools?</p>			
<b>Answer from:</b>			Cllr Manda Rigby
<p><i>No motion for the February Council was submitted by any party, so a comment cannot be supplied. However, for clarification the Administration is fully committed to delivering Safer School streets and a number of pilot projects are being considered.</i></p> <p><i>(This response was provided within five working days of the meeting).</i></p>			
<b>P</b>	<b>12</b>	<b>Question from:</b>	Tracy Carter
<p>In July 2023 B&amp;NES council agreed to new roles to support Cabinet Members in the form of "Cabinet Lead Roles" who will be paid for this position. The Council has not grown any larger or created any major projects for these Cabinet Lead Roles. Can you confirm that the four Cabinet Lead Roles which have been appointed to are the limit for this elected term? Can you also provide a full job description and reporting structure for these new roles?</p>			
<b>Answer from:</b>			Cllr Kevin Guy
<p><i>Cabinet appointments are the responsibility of the Leader. I am confident we have assembled the right team to deliver residents' priorities and I do not envisage any changes or additional posts at this time. The job description for the Cabinet Project Leads is available at the link below. This was agreed at the meeting of Council on 20 July 2023, along with the report of the Independent Remuneration Panel. Cabinet Project Leads report to the relevant Cabinet portfolio holder.</i></p>			

<a href="https://democracy.bathnes.gov.uk/ecSDDisplay.aspx?NAME=SD1765&amp;ID=1765&amp;RPID=51955357">https://democracy.bathnes.gov.uk/ecSDDisplay.aspx?NAME=SD1765&amp;ID=1765&amp;RPID=51955357</a>		
<b>P</b>	<b>13</b>	<b>Question from:</b> Lisa Loveridge
Is there a formal contract in place for Car Clubs at B&NES? The existing provider is Enterprise car club and it is not possible to see any cabinet papers or records relating to this?		
<b>Answer from:</b>		Cllr Sarah Warren
<i>No. There is no formal contract in place.</i>		
<b>P</b>	<b>14</b>	<b>Question from:</b> Lisa Loveridge
If there is a formal contract for a public Car Club and when does this formally expire? When was this formally procured?		
<b>Answer from:</b>		Cllr Sarah Warren
<i>No. There is no formal contract in place.</i>		
<b>P</b>	<b>15</b>	<b>Question from:</b> Lisa Loveridge
Did the formal procurement by the Council for Enterprise car club where residents pay £9.53 hr and £27p on their standard plan <a href="https://www.enterprisecarclub.co.uk/gb/en/programs/regions/south-west-england/bath/rate-plans.html?ratePlanName=standard-plan">https://www.enterprisecarclub.co.uk/gb/en/programs/regions/south-west-england/bath/rate-plans.html?ratePlanName=standard-plan</a> look at any other comparison providers such as Co Wheels, a social enterprise model where residents could be paying £5.95 hr and 22p mile – which would mean a more affordable use of this scheme?		
<b>Answer from:</b>		Cllr Sarah Warren

*There was no procurement. We are working with a national charity market specialist who will support on policy and demand and advise on commercial models. They will support us with market engagement to deliver a competitive tender process.*

<b>P</b>	<b>16</b>	<b>Question from:</b>	Barbara Gordon
How many times have the bollards at the bottom of Claremont Road, Lambridge needed repairs, how much has this cost the Council and are there any bollards still in place?			
<b>Answer from:</b>			Cllr Manda Rigby
<i>Our asset management system shows that since their install on the 23<sup>rd</sup> June 2023 the four bollards at the bottom of St Saviour's Road/Claremont Road outside Beaufort House junction with London Road have been attended to on six separate occasions for replacement or fixing back into position. The total cost of all 6 interventions is £1,855 (excluding VAT).</i>			
<b>P</b>	<b>17</b>	<b>Question from:</b>	Nicolette Boater
<p>In the Council's 2023-27 Corporate Strategy, the themes and action priorities supporting the 'giving people a bigger say' core policy are less refined as well as less in number than those underpinning the 'tackling the climate and ecological emergency' core policy. Given the interdependence between these two core policies (as highlighted in <a href="#">my statement to 9.3.23 Cabinet</a>), this deficiency could be an Achilles' heel in regard to the delivery of the Corporate Strategy as a whole (as I warned in my statement <a href="#">my statement to 13 July 2023 Cabinet</a>). In view of this, what will the Council do to:</p> <ul style="list-style-type: none"> <li>I. include, enable and empower citizens to "work with" the Council in refining the Corporate Strategy themes and action priorities, and in developing the outcome evaluation framework?</li> <li>and</li> <li>II. ensure that adequate and appropriate resources are efficiently and effectively aligned with the core policy of 'giving people a bigger say' to enable the Council to integrally deliver its renewed, ambitious and strengthened commitments in the updated Corporate Strategy?</li> </ul>			



<b>Answer from:</b>		Cllr Dave Wood
<p><i>I thank the questioner for this and previous contributions and feedback on these important issues. Of course, we fully recognise the interdependencies (in fact, synergies) between our commitments to lead the UK in climate and nature action and to listen to and work with local residents to act on their concerns. I do not accept therefore that this represents an “achilles heel” in the strategy. Rather, it represents a massive opportunity to engage communities early to identify priorities, “co-design” solutions and show imagination and flexibility as we deliver- not just on our climate and nature ambitions, but across all the themes and priorities contained in the Corporate Strategy adopted at Council in July.</i></p> <p><i>As we embed the Corporate Strategy framework in key projects such as the Local Plan and Economic Strategy we will build on the excellent work we have already undertaken to involve residents, community groups, parish councils, Area Forums and others in tackling the climate and ecological emergency (for example, through community-based initiatives such as Somer Valley Rediscovered and the Chew Valley Reconnected Partnership) and also on many other schemes and projects. In addition, we are working with the international Doughnut Economics Action Lab and others at local level who have expressed interest in using the “doughnut” model which our Corporate Strategy has itself drawn on.</i></p> <p><i>In relation to resourcing, central to delivering our Corporate Strategy is that decisions will be shaped by its framework. The themes under our commitment to “listen to and work with residents and act on their concerns”- Equality and respect, Community priorities and Decisions informed by residents - will help shape the key plans, projects and priorities for our administration over the next 4 years.</i></p> <p><i>As stated in the Strategy, cabinet will also receive quarterly reports on how the Corporate Strategy is being delivered against the Integrated Reporting Framework.</i></p>		
<b>P</b>	<b>18</b>	<b>Question from:</b> Nicolette Boater
<p>I gave freely of my time and expertise in December 2020 reflecting on and drafting pertinent well informed responses to each of the 5 themes in the B&amp;NES One Shared Vision Consultation, part of the evidence for the June 2021 <a href="#">‘Bath with NES: Ambitious together’</a> , now a “core strategy” for the Council. In view of my statement to <a href="#">22 June 2020 Cabinet</a> calling for diligence in ensuring that unaffiliated citizens and especially “those bearing the brunt of economic recession (such as the growing numbers of precarious workers, and the disproportionately affected BAME, female, and young) are taken into consideration” by the newly formed and then named Economic Renewal Partnership</p>		

Board,

- (1) Why was my name not associated with my various remarks cited in this report, and especially in regard to that cited as a subtext to the Executive Summary and Headline Recommendations on page 3, whereas those from individuals affiliated with anchor institutions or prominent businesses were so named?
- (2) What other steps are being taken to ensure that less well connected, poorer and disadvantaged groups have and are empowered to use their voices on the Future Ambition Board?

**Answer from:**

Cllr Kevin Guy

*I apologise on behalf of the Council as you should have been credited with the comments you made towards the Ambitious Together report.*

*One of the workstreams highlighted in the report is “Opportunity for all” and there is a group facilitated by David Hobdey of St Johns, this group includes many groups representing and working with the most disadvantaged groups and is developing a work plan on how this engagement can be further improved. This is a partnership initiative, and the Council is just one of the partners in this work.*

Appendices (relating to question P04)

Appendix A – Copy of AURN Bath A4 July to August 2023

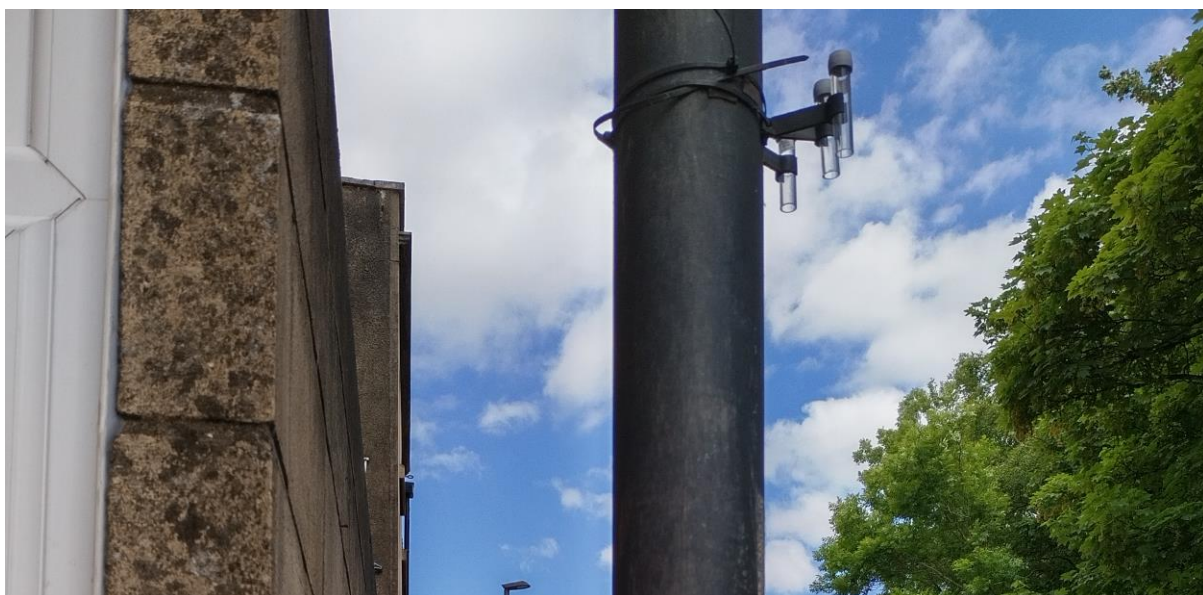
Appendix B – Diffusion Tube Analyser in situ

Date	Day	08:00	09:00	10:00	11:00	16:00	17:00	18:00
01/07/23	Sat	13.18	18.3	25.03	31.89	23.75	26.54	16.95
02/07/23	Sun	8.17	13.65	14.11	20.5	13.21	9.26	9.64
03/07/23	Mon	30.55	15.8	13.58	17.59	16.62	23.38	17.52
04/07/23	Tue	53.57	42.44	51.18	53.33	45.24	50.91	60.02
05/07/23	Wed	30.75	21.29	23.9	20.09	19.26	22.49	19.49
06/07/23	Thur	20.57	18.25	22.59	18.13	20.99	20.3	16.25
07/07/23	Fri	34.01	16.98	14.77	19.13	12.5	20.03	12.72
08/07/23	Sat	21.45	23.58	39.47	23.22	18.94	19.07	16.18
09/07/23	Sun	11.91	9.57	11.52	15.49	14.6	12.87	12.55
10/07/23	Mon	14.43	13.99	14	20.09	13.96	20.13	18.94
11/07/23	Tue	33.27	32.44	37.6	42.5	30.54	34.22	24.29
12/07/23	Wed	17.33	15.41	14.99	19.13	16.96	21.5	15.4
13/07/23	Thur	22.62	29.76	19.15	25.52	16.73	14.15	16.29
14/07/23	Fri	14.93	10.71	10.16	11.58	15.84	17.35	11.88
15/07/23	Sat	6.82	6.14	8.22	9.87	9.22	10.24	8.52
16/07/23	Sun	4.33	5.86	8.44	10.34	15.54	12.91	11.42
17/07/23	Mon	23.34	15.75	20.3	15.73	No Data	24.51	15.96
18/07/23	Tue	21.66	12.33	15.03	16.74	24.4	26.92	17.24
19/07/23	Wed	30.52	23.82	28.02	28.79	22.21	21.31	33.28
20/07/23	Thur	22.57	20.14	24.24	26.18	28.59	29.22	26.81
21/07/23	Fri	23.11	26.37	30.42	23.85	23.67	19.63	20.73
22/07/23	Sat	8.16	16.02	22.07	16.93	11.68	13.18	9.62
23/07/23	Sun	2.85	5.33	8.97	12.05	19.32	15.03	13.75
24/07/23	Mon	22.42	21.96	24.08	25.32	37.59	44.95	33.53
25/07/23	Tue	19.91	27.25	35.7	29.69	24.88	27.14	20.55
26/07/23	Wed	24.94	23.22	No Data	27.37	23.75	23.8	21.19
27/07/23	Thur	19.38	13.31	16.28	15.28	14.28	20.4	22.05
28/07/23	Fri	16.19	21.56	22.48	34.01	23.25	20.1	19.13
29/07/23	Sat	8.58	8.54	8.36	14.96	14.91	14.71	14.46
30/07/23	Sun	3.59	6.23	14.82	12.09	9.8	11.64	8.79
31/07/23	Mon	No Data	No Data	No Data	No Data	No Data	No Data	No Data
01/08/23	Tue	No Data	No Data	No Data	21.61	22.76	22.19	24.29
02/08/23	Wed	18.55	14.15	15.11	13.58	27.92	18.93	16.07
03/08/23	Thur	33.66	30.79	31.75	18.74	25.82	30.98	32.9
04/08/23	Fri	23.91	25.25	27.54	21.8	33.28	38.82	28.69
05/08/23	Sat	6.89	10.52	13.77	15.49	21.04	13.96	12.05
06/08/23	Sun	8.42	10.14	10.14	11.48	20.46	12.24	14.73
07/08/23	Mon	17.21	23.14	22.76	21.23	14.73	19.13	13.39
08/08/23	Tue	24.1	19.89	23.72	24.48	15.11	17.79	13.58
09/08/23	Wed	23.72	19.32	19.89	24.29	24.67	30.22	27.92
10/08/23	Thur	21.99	16.07	12.81	12.62	13.96	17.98	13.2
11/08/23	Fri	16.26	14.73	14.34	21.61	23.14	17.4	19.89
12/08/23	Sat	12.05	11.67	12.81	19.32	18.74	13.58	11.67
13/08/23	Sun	5.36	6.69	13.2	17.4	28.88	20.85	22.38
14/08/23	Mon	17.02	15.3	12.05	11.86	19.32	21.99	16.45
15/08/23	Tue	28.5	27.35	20.08	29.64	27.54	28.69	30.6
16/08/23	Wed	21.42	26.39	20.85	21.04	40.16	42.65	39.4
17/08/23	Thur	22.76	20.46	15.87	21.42	19.13	21.04	20.46
18/08/23	Fri	13.01	12.81	13.77	13.77	20.46	13.58	12.05

19/08/23	Sat	7.08	9.75	14.92	14.73	17.21	28.31	35.96
20/08/23	Sun	5.36	8.22	10.14	12.43	13.96	17.21	19.32
21/08/23	Mon	22.76	17.02	20.08	15.11	12.43	18.55	13.2
22/08/23	Tue	22.76	18.55	19.13	17.6	14.34	13.2	20.27
23/08/23	Wed	14.34	26.39	16.83	12.43	16.83	23.14	22.76
24/08/23	Thur	22.19	27.35	30.22	22.19	23.72	23.14	22.19
25/08/23	Fri	22.19	19.51	22.19	19.7	17.98	13.39	13.96
26/08/23	Sat	12.05	15.87	19.13	19.89	13.2	14.92	19.89
27/08/23	Sun	8.42	8.99	9.56	13.77	10.14	15.3	13.77
28/08/23	Mon	8.03	10.71	12.43	15.87	28.5	25.25	19.7
29/08/23	Tue	19.13	21.99	22.57	34.04	20.85	24.67	20.46
30/08/23	Wed	25.25	20.08	19.7	14.34	16.83	20.27	18.55
31/08/23	Thur	13.01	14.15	16.83	16.64	20.27	25.44	23.72

19:00	<b>PRELIMINARY VERIFIED</b>
12.63	A4 Roadside, London Road, Bath
8.66	Nitrogen dioxide (No2) ug/m-3
11.42	Data supplied by UK-AIR
37.8	
11.16	
15.11	
10.2	
20.32	
14.1	
26.16	
21.25	
11.04	
13.27	
10.23	
12.45	
12.6	
12.94	
13.66	
14	
22.86	
14.68	
9.53	
16.71	
34.38	
18.36	
18.15	
12.99	
20.82	
9.73	
8.59	
No Data	
17.6	
12.05	
16.07	
23.72	
10.9	
10.52	
9.56	
12.24	
26.58	
12.43	
19.32	
10.52	
12.81	
17.98	
24.29	
45.71	
17.98	
11.86	

29.64	
16.64	
10.14	
14.54	
25.63	
18.55	
16.26	
20.27	
14.73	
16.64	
15.49	
16.07	
22.76	



**Triplicate Air quality diffusion tubes in situ upon a lamp post at Wells Road, Bath**



**Image depicting the continuous analyser in situ at A4, London Road, Bath. Credit: UK-AIR**

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## **CABINET MEETING – 7<sup>TH</sup> SEPTEMBER 2023**

### **STATEMENT FROM CLLR FIONA GOURLEY (MEMBER ADVOCATE FOR RURAL COMMUNITIES)**

An update to Cllr Warren's Emergency Statement about rural buses at the July Cabinet meeting.

A month ago, I met the WECA Mayor to discuss the urgent issue of public transport in North East Somerset and presented him again with our Rural Bus Proposal. He promised to look at it and respond quickly but so far, he has refused to accept our plan and not taken urgent action to solve the problem. This is despite having the authority, funds, and permission from Government Ministers to use the £57m Bus Service Improvement Plan funding for regular buses.

Meanwhile the 672 in Chew Valley has now stopped, and the 94 only continues because Wiltshire Council is currently fully funding it. Residents in the Somer and Cam Valleys are stranded and find that Westlink is not a reliable alternative. Currently at least 40,000 people in North East Somerset are impacted along the lost or at-risk bus routes. We know of North East Somerset residents living less than 20 minutes away forced to give up work in health and social care because they cannot get reliable public transport into Bath. As people return to education and work after the summer, this situation has become even more critical.

Councillor Warren, our Transport Officers, and I continue to talk to WECA staff, neighbouring authorities in Wiltshire and Somerset, and North East Somerset Councillors of all parties and none. This is not a game of "bus bingo" as he claims, but a serious attempt to try to influence/encourage/persuade the WECA Mayor to adopt our comprehensive plan to support threatened buses, to regularise Westlink, and to divert existing buses through abandoned communities, i.e., to provide the rural transport network our residents need now.

With these initiatives, it appears that the WECA Mayor is bending to public pressure as he acknowledges in his reply to Cllr Guy's letter that "he has more work to do" although his response is not speedy. He is "setting up a framework and an independent assessment to agree how best to use limited funds to support the bus network now and in the future." His first action in B&NES is to organise a meeting in Bishop Sutton on 12<sup>th</sup> September at 7pm – ironically unreachable by public transport, and without inviting local councillors!

His plan is to launch another round of "big questions" to assess demand and value for money. We will make the point that social isolation and loss of independence should count and reducing rural transport to a cost per passenger journey compared to city services (with lower costs because of denser populations and shorter distances), completely misses the point, when residents have no alternatives. In addition, regular services are likely to be better value than random on-demand services, particularly at peak times. B&NES has already given £1m to support non-commercial buses this year, more per head than the other local authorities. It would

only cost around £2m annually to fund the lost buses. So, he should not spend £4m on cosmetic branding or £8m on “free birthday buses” promotions, when entire communities have lost their last service.

So besides encouraging Chew residents to attend the meeting in Bishop Sutton, we want to encourage all North East Somerset residents to put more public pressure on the WECA Mayor, by launching a rural bus petition this month. This will be sent out across North East Somerset, via all ward and parish councillors, bus activists, and other community groups. It aims to be a cross-party initiative as all our residents are affected, regardless of who they vote for. Which is a point that will not be lost on the WECA Mayor. I urge you to give this your support.

## **STATEMENT TO CABINET – 7<sup>TH</sup> SEPTEMBER 2023**

### **DAVID REDGEWELL**

We again bring to your attention the difficulties and hardships on residents and visitors to Greater Bristol try to use the public transport and bus Network. Many community groups, residents/tenants' associations and youth groups have expressed very deep concern about not being able to get to school, college, university, work, hospital, food shopping and other shopping and leisure and Tourism facilities.

The public transport network is the responsibility of the West of England mayoral combined transport Authority and North Somerset council jointly through the bus service improvement plans.

With funding through the bus service improvement plan, and importantly, the funding the supported bus service through the transport levy paid by the unitary councils Bristol city council, Banes and South Gloucestershire council with contributions from North Somerset council.

The power to provide public bus services is the responsibility of the West of England mayoral combined transport Authority and North Somerset council Mayor Dan Norris and councillor Hannah Young transport executive North Somerset council. And Bristol city council Banes South Gloucestershire County council under the west of England mayoral combined Authority act.

The areas of Greater Bristol and Bath city region are on the following areas, with bus routes having been withdrawn Service 5 / 47 route from Bristol city centre St Pauls, St Werburgess, Eastville park, Stapleton, Broomhill, Fishponds, Oldbury Court, Downend, Emerson Green Pucklechurch, Westerleigh, Yate bus station, Yate North, which could be restored by extending stagecoach west 525 Yate North Yate bus station, Westerleigh Pucklechurch, Emerson Green service back to Bristol city centre. Via Downend Oldbury court, Fishponds Broomhill, Stapleton, Eastville Park. The service could terminate at The Eastgate centre or Bristol city centre.

Ashton vale is a community on the North Somerset council city and county of Bristol border without a public bus service since the withdrawal of bus service 23 from Ashton vale Southville Bristol city centre bus .But the west of England mayoral combined transport Authority and North Somerset council run the 505 Southmead hospital bus station Clifton, Hotwells ,Ashton Gate long Ashton park and ride service Run by stagecoach west and can be extended to Ashton vale estate and Back to the long Ashton park and ride via winterstoke Road. For a connection to Southville Bristol city centre Cabot circus, Old market, Easton Eastville ,Horfield, Lockleaze, Southmead hospital bus station By First group plc bus 24 West of England buses .

Brislington, Knowle ,Hengrove, Whitchurch Park Hartcliffe and Bishopsworth.

Service 36 Bristol city centre, Old market, Barton hill , St Anne's park needs Extention to Bristlington , via Hungerford road Knowle Hengrove hospital, Whitchurch estate Hartcliffe, Bishopsworth.

Service 52 Bishopsworth South Bristol hospital to Bristol city centre and Broadmead. Has been withdrawn this weekend.

672, Bladon Chew valley, Bridgwater Road Bedminster Bristol city centre has been withdrawn.

This leaves South Bristol cemetery without any bus service. The 52, 672 service needs addressing with a new service starting from Cheddar. North Bristol.

Service 10 and 11

Service 10 11 operators from Shirehampton and Avonmouth to Westbury on Trym and Southmead hospital bus station but leaving the community with bus link except at school and colleges and work journeys To Uwe Bus and coach station Bristol parkway railway station. This link needs to be restored to allow passenger to get to and from the university and City of Bristol college And South Gloucestershire and Stroud college. Bradley Stoke Aztec west Hortham Alverston Thornbury.

Service 622 Cribbs causeway bus station Bristol Zoo, Lower Almondsbury, Olverton Alverston Thornbury, Tytherington and yate bus and coach station. Which at present is just a school and colleges service 917.

Services in South East Bristol and North East Somerset.

The 522 Bristol bus and coach station Bristol Temple meads station. Arnos vale Brislington Keynsham Marksbury, Timsbury, Paulton, Midsomer Norton Westfield, Radstock Peasedown St John Bath spa bus and coach station.

This service needs to operate via Bristol bus and coach station Bristol Temple meads station, Arnos vale, Brislington Keynsham , Marksbury Timsbury Paulton Midsomer Norton Tesco, Timsbury Tunley Bath spa bus and coach station.

Service 414,424 Frome coach station To Radstock Westfield Midsomer Norton Paulton needs to include bus route 82. In North Somerset council area Service 126 Wells bus and coach station Easton, Draycott, cheddar, Axbridge Winscombe, Banwell, locking, Weston bus and coach station interchanges. Needs urgently restoring It was promised in September 2023 and October 2023.

Alan Peters of Abus has offered to run the service.

Service changes in Greater Bristol to serve areas without bus services. Are service No1 from Cribbs causeway bus station to Bromhill and Brislington.

Via Blase castle estate, Henbury Westbury on Trym, The Downs Clifton Down station park street, Bristol city centre, Bristol Broadmead shopping centre Bristol Temple meads station Arnos vale Brislington at sandy park road the route can split going service 1 Alison road Bromhill Brislington.

1 a sandy park road St Anne's park Guilford Road Broomhill road Brislington trading estate Hungerford Road, Brislington village, school Road Brislington St Anne's park, Wick Road Sandy park road Bath road normal route .

Other route is service 24 24 a Running from Ashton gate Southville Bedminster Redcliffe Bristol city centre Bristol Cabot circus old market Easton Eastville Horfield lockleaze Bristol Southmead hospital bus station. The other route is 24a being split From some service could start from Bishopsworth upland on the 52 route Ashton vale Southville Bedminster Redcliffe Bristol city centre, Bristol Cabot circus St Paul's St werburgess Eastville park Horfield lockleaze Southmead hospital bus station.

Westlink Demand responsive bus services.

Northern area. Needs to serve the following Destinations to make interchange with

Bus and train services.

Aztec west metro bus stop

Bristol Cribbs causeway bus station.

Bristol parkway station.

Uwe bus station

Filton Abbey wood station

Patchway station.

Southmead hospital bus station.

Downend? oidbury court, Fishponds Broomhill, Stapleton, Eastville Park

Easton, Barton hill, Dings

Bristol Temple meads station

In South area

To serve Ashton vale

Long Ashton park and ride site

Brislington park and ride site.

Brislington Hungerford road.

Bristol Temple meads station

Abus service review with new contracts and service is due to go to the west of England mayoral combined transport Authority West of England scrutiny commission in October 2023 and 6th October 2023 west of England mayoral combined Authority committee and joint committee on 6th October 2023.

Bus services are very important in Greater Bristol and Bath city region communities and will be a major issue in the Bristol city council election and General election. And councillor Cheney and his proposals for the transport levy from Bristol city council to the west of England mayoral combined transport Authority mayor Dan Norris and North Somerset council must be scrutinised.

Other public transport Network issues:

Investment is the need to progress

Metro west railway service Network

Henbury loop station platform needs planning permission granted in south Gloucestershire County council area. With provision made for through running to Avonmouth Dock station.

And construction of stations at Filton arena and Exhibition centre And Ashley Down.

On the Bristol Temple meads station to Bedminster, Parson Street, pill Portishead with a new station at Ashton Gate. The business case is being rewritten for the Portishead line.

With the opening of Bristol Portway park and ride. A bid has been put in for a full public transport interchanges bus access. To allow buses to travel to Severnside and North Bristol via Lawrence Weston Westbury on Trym Southmead hospital bus station Uwe bus and coach station and Bristol parkway station. To Severnside. And to Portishead and Clevedon. The Terminal building and Ev charges need addressing and Taxis provision.

Ticket office closures and the west of England mayoral combined transport Authority and North Somerset council. Western gateway Transport Board Objections. To the closures of tickets offices on the metro west railway Network and at Cheltenham spa Gloucester central. Yate Bristol parkway. Bristol Temple meads station. Keynsham, Oldfiled Park. Bath spa Bradford on Avon Trowbridge Westbury Warminster Salisbury/ Frome. Nalisea and Backwell Yatton for Clevedon. Worle parkway. Weston super mare. Bridgwater. Taunton.

These tickets office Sale 50% Discount tickets for wheelchair users Bus railway integrated tickets. Railway ferry tickets to Ireland Northern Ireland Channel Islands Isle of Man and the Scottish islands.

Railway cards. Split and cheap Tickets and help wheelchair and passenger with reduced mobility and Assist travel partly sighted passengers on and off the train.

#### BATH SPA RAILWAY STATION AND PUBLIC TRANSPORT NETWORK INTERCHANGE.

Bath spa Railway station and public transport Network interchange Bath spa tickets office and booking hall ceiling has clasped and need repair it has been temporary repaired. The plaster is failing off the walls in the stair well on the London platform. The station clock is broken and needs repairing in the clock Tower the clock is missing out for repairs. The station canopy needs repairing the glass is missing. The lift from Glaziers Restaurant and bus and coach station on platform 1 is broken. The sewerage system needs repairing under the station. The bus and coach station seats need replacement both in the bus and coach station building and Dorchester Street. The station needs deep cleaning on the class and concourse. The bus and coach station interchanges and Travel centre needs to reopen to support passengers and Tourists With bus, rail and coach station information. The bus and coach operators under Alan Peters has offered to bring together First group plc west of England buses Faresaver buses National Express coaches, Airport flyer bus service and Toote bus Rapt Bath bus company.

West of England mayoral combined transport Authority and visit west to find a solution to the information point in the bus and coach station.

British land the owner with Banes council and Network rail Western route need to come up with a plan to with the west of England mayoral combined transport Authority Department for transport Network rail western route Banes, British land and First group plc. To restore Bath spa Railway station Bus and coach station and passenger interchange. Detailed work needs to be looked at for Saltford and Corsham stations.

On mass transit system The Bristol bus and coach station to Bristol Temple meads station, Arnos vale Brislington, Keynsham, Saltford Newbridge, Weston, Bath spa bus and coach station Railway interchange is out for public consultation by the west of England mayoral combined transport Authority mayor Dan Norris.

But the proposal to put a road down the North Somerset railway line should be protected as a railway corridor. From Bristol city centre Bristol Bus and coach station, Bristol Temple meads station Arnos vale, Brislington, Talbot Road station to Bath Road to Keynsham Saltford Newbridge Weston Bath spa bus and coach station railway interchange this link could cross the river Keynsham Bitton Kelson Weston railway corridor and street run into Bath spa interchange.

Upgrading the A4 bus corridor from Bristol bus and coach station Bristol Temple meads station Arnos vale Brislington Keynsham Saltford Newbridge Weston Bath spa bus and coach station is very important.

With bus service and stops and interchanges especially in Brislington, Keynsham Saltford Newbridge Weston Bath spa bus and coach station. Interchange at Keynsham next to the Railway station and bypass. Improvement in walking and cycling along the corridor. And the North Somerset railway line. Used a public Transport corridor. Not as the Brislington by for the A4 trunk road with a park and ride at Brislington Hicks Gate and a link from Callington Road corridor Hengrove park Whitchurch Hengrove hospital imperial park Hartcliffe Bristol Airport.

The other consultation issue to make sure bus coach and Taxis services can operate through the proposed Broadmead shopping centre and central regeneration scheme. And wheelchair access consultation to all coaches by the Department for transport.

Spike island Bristol - There is a need for the west of England mayoral combined transport Authority and North Somerset as transport Authorities and operator on the m2 metro bus service Long Ashton park and ride site To Harbourside Redcliffe Bristol city centre Bristol Temple meads station and Bristol Cabot circus. To have a consultation about the need to access to spike island for blue badger holders and people with reduced mobility and residents who need to access their homes and small businesses jointly with Bristol city council as Highway Authority.

On Ferry services we welcome the extension of the ferry services from Hotwells Bristol city centre, Bristol Temple meads station To Natham. But we need an accessible boat for wheelchair accessible to be addressed by the west of England mayoral combined transport Authority. With marketing of the Taxis bus service From Bath city centre to Bathampton.

With regards to branding, we need to move forward on branding of bus stop shelters, interchanges, bus and coach stations with West bus coach and rail interchange.

West bus

Metro west rail

West scooter

West e bike

West coach

West Ferry

West light rail.

West park and ride.

We need branding like the West Midlands combined Authority mayor Andy Street and Greater Manchester combined transport Authority mayor Andy Burnham have implemented.

We need to make urgent arrangements for the transfer Bristol city council Transport staff and especially public transport Network staff. With Banes and South Gloucestershire council to the west of England mayoral combined transport Authority.

Their needs to be a devolution deal for North Somerset council and the local Enterprise partnership to join the west of England mayoral combined Authority in 2025 after the next mayoral elections. We need the metro mayor Dan Norris and leader of North Somerset council leader councillor Mike Bell to hold a public transport Network bus forum and for Banes council to hold a journey to net zero Transport forum.

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