

# BATH AND NORTH EAST SOMERSET

## CABINET

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

Thursday, 6th June, 2024

### Present:

Councillor Kevin Guy	Leader of the Council, LD Group Leader, Member Advocate for Armed Forces and Veterans
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, Housing 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

### 1 WELCOME AND INTRODUCTIONS

The Chair welcomed everyone to the meeting.

### 2 EMERGENCY EVACUATION PROCEDURE

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

### 3 APOLOGIES FOR ABSENCE

There were no apologies for absence.

### 4 DECLARATIONS OF INTEREST

Cllr Matt McCabe declared a Non-Registerable Interest in item number 12 on the agenda – Culverhay – Education Provision Supporting the Safety Valve. Cllr McCabe explained that he lives next door to the site and confirmed that he would leave the meeting while the item was discussed and would not speak or vote.

Cllr Dave Wood declared a (personal) Non-Registerable Interest in item number 12 on the agenda – Culverhay – Education Provision Supporting the Safety Valve. Cllr Wood confirmed that he would leave the meeting while the item was discussed and would not speak or vote.

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

There was no urgent business.

The Chair stated that as it was the 80<sup>th</sup> anniversary of the D-Day invasion our thoughts go out to the brave individuals who took part in that operation. This was a pivotal point in our history and allows us to have the democracy and privileges we have today. We should not take these privileges for granted. He thanked all those who took part in D-Day.

## **6 QUESTIONS FROM PUBLIC AND COUNCILLORS**

There were 13 questions from Councillors and 21 questions from members of the public.

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

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

Members of the public and Councillors made statements as follows:

- Steve Osgood (Friends of the Recreation Ground Association) – Bath Recreation Ground Lease
- David Redgewell – Public Transport Network Issues
- Cllr Jess David – Bus Services – No. 8 bus and lack of a Sunday service
- Lucy Bradley (Bath Student Parliament) – Knife Crime Proposal
- Cllr Joel Hirst – Culverhay Site
- Cllr Sarah Moore – Culverhay Site

*(copies of the above statements are attached as appendices to these minutes).*

## **8 MINUTES OF PREVIOUS CABINET MEETING - 7TH MARCH 2024**

**RESOLVED** that the minutes of the meeting held on Thursday 7<sup>th</sup> March 2024 be confirmed as a correct record and signed by the Chair.

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

No single member items were requisitioned to Cabinet.

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

No matters were referred by Policy Development and Scrutiny Panels.

## 11 SINGLE MEMBER CABINET DECISIONS TAKEN SINCE PREVIOUS CABINET MEETING

The Cabinet agreed to note the report.

## 12 CULVERHAY - EDUCATION PROVISION SUPPORTING THE SAFETY VALVE

*(Note: At this point Cllrs McCabe and Wood left the meeting having declared interests in this item).*

Cllr Paul May, Cabinet Member for Children's Services, introduced the report, moved the updated officer recommendation, and made the following statement:

"This proposal represents the most exciting opportunity for this council to secure delivery of two new schools for our community in Bath and to revitalise a site that has long been reserved for educational use.

We recently announced agreements with the Department for Education to fund a new school for children with special educational needs and disabilities and a new Alternative Provision school.

We now need to confirm that B&NES will make land available as soon as possible, and that is the main purpose of tonight's decision.

As you know, the former Bath Community Academy at Culverhay has been closed for many years, following an earlier DFE decision. Since then, there has been a question mark over the future of the site, with various interim uses and potential pressure for the site to be reallocated – especially given the condition of the existing buildings on the site for conversion.

Our view has always been that this site must be used for education. Local members and I have worked tirelessly to preserve that education function. So, I am pleased – and relieved – that tonight's report asks us to confirm in principle that the council will make the Culverhay site in part available as the location for these two new schools.

There are many advantages in co-locating the two schools on one site, including the possibility of some joint facilities and leisure facilities for shared use for the public out of school hours. This has always been an important factor for the local community, and I am glad that this door is being kept open.

I think it is clear to all colleagues that there is a great need across the country for better provision for children with special educational needs and disabilities and we are investing in other schemes across B&NES to meet those needs.

We are fortunate that we already have three excellent special schools in our area. However, we still need this extra capacity because demand has increased substantially in recent years. Some local children have had to be placed at expensive, specialist schools outside our immediate area.

The new school will provide 120 places to help fill that gap and I am pleased the established Three Ways Academy Trust has been contracted to work with us, through the DFE commissioning process.

As Cabinet Member for Children, I work closely with the Parent Carers' Forum. It is clear that children, parents and families all feel the stress when a young person needs an Education, Health and Care plan (EHCP) and particularly so when it means travelling further to school.

Anything we can do to reduce that pressure for vulnerable young people having to leave our area has to be better for everyone. In addition, travelling often requires taxis and carers to accompany a child to those expensive out of area providers. Local provision will give a better outcome all round.

The 55-place Alternative Provision school will be contracted with the Midsomer Norton Schools Partnership, which is another very successful, local, Multi-Academy Trust, and will be called Sulis Academy.

Alternative Provision aims to support vulnerable children and young people who have been excluded, or are at risk of exclusion, from mainstream schools. Alongside early intervention, the academy will provide high quality and full-time education and vocational opportunities. The aim is to support children and young people to rejoin mainstream education or towards employment.

Again, this is a brilliant opportunity to make sure our children and young people get the best education and start in life that they can.

I am sure my colleagues will comment further on the cost of preparing the site and the long-term financial advantages of this decision. A future risk assessment will be carried out to decide whether B&NES or the DFE will lead on the design and contracts for the build.

The overall site allocation issues need to be worked through in detail after this decision is progressed, which is why we recommend keeping options open as things develop over a long period of time, with regard to any "surplus" land. One option may be a small amount of housing to help fund extra facilities and standards. At this stage we need to be open and accountable regarding value for money for any subsequent proposals.

The Council will be responsible for handing over a cleared site to the DFE, ready for that development, so we must also consider the costs of carrying out that work and the impact on current users.

In summary, I would like to emphasise that this is a really significant, positive, investment for local young people, which will secure the Culverhay site for educational use and bring benefits to the local communities. This decision reflects years of hard work by officers and colleagues on behalf of some of the most vulnerable children in our area. I would like to take this opportunity to pay tribute to the Director of Education and his team for their diligence and persistence in working with the DFE to reach this point."

Cllr Paul Roper seconded the motion and made the following statement:

"I am Cabinet Member with responsibility for the Corporate Estate. The Corporate Estate holds the assets owned by the authority that are mostly non-commercial

assets which generate little or no income and usually come with associated costs such as insurance, heating, lighting and security.

Culverhay is a typical corporate estate asset. The partially occupied Culverhay site has been a significant drain on the finances since 2008 with a net cost to the authority of over half a million pounds over the past three years.

Local Liberal Democrat members and this administration have fought very hard to maintain the site for educational use. This has come at a cost, but the DFE funding that we have secured for two new schools is a major victory and will ensure the site is used for education for many decades to come.

By adopting this paper, officers will be able to move ahead with having the site cleared ready for the construction phase – this is a DFE requirement before they begin. Unfortunately, the existing buildings are not suitable for repurposing into two separate schools and would not meet current required energy standards. However, clearing the site will reduce the current operating costs to next to zero. This will be a significant saving to the authority in a time of need and is further good news.

It is of interest to note that the cost of clearing the site for redevelopment must be borne by this Authority and is not funded by the DFE. This money has to be found from the Council's own budgets.

Whilst we cannot yet determine all the details in what will be a complex and lengthy project, it is hoped and indeed expected that the two schools can be created and still leave some land that could be released to generate income or capital receipts that will enable us to fund the clearance works and possibly support wider community uses on the site. I must stress the land I refer to not the playing fields. These will be maintained.

We have heard from Councillors Hirst and Moore this evening about wider aspirations for the site which are shared by many in the community and amongst our members. I can assure cabinet we will work hard to try and deliver as comprehensive community use for the site as possible. Funding has been secured for a hydrotherapy pool and sports hall for the site and it will be our objective to enhance these over and above the basic funding from the DFE and ensure these assets are made available for community use. The mechanisms, business case and funding by which we achieve this have yet to be determined but it is something we will all strive for.

There is still much work to do to deliver these two new schools and this paper represents the first steps on our exciting journey for this much-loved site. This is however fantastic news, and I would also like to thank officers for all their efforts in securing this funding from the DFE.”

Cllr Mark Elliott stated that he was strongly in favour of the proposal. He explained that the Council has a legal and moral duty to provide sufficient school places for pupils in the area with Special Educational Needs and Disabilities. He also pointed out that it is better for pupils to have provision within their own area rather than being allocated places outside of the area. This will reduce the distance of journeys giving pupils more time with their families. It will also reduce the transport costs for these pupils and home to school transport costs have played a significant part in the huge pressure on the Council's budgets over the last few years. It will also reduce

reliance on out-of-area school placements, bringing a significant reduction in costs year on year. The cumulative net saving over the next seven or eight years should be well over £5m.

Cllr Tim Ball stressed the importance of this facility for local pupils and hoped that it would be up and running as soon as possible.

**RESOLVED** (unanimously):

(1) To approve in principle the deployment of the Culverhay site for continued educational use to provide:

(a) SEND Free Special School contracted with Three Ways Academy Trust

(b) Alternative Provision School contracted with Midsomer Norton Schools Partnership Trust

(2) To approve in principle the release of surplus land for non-educational use to achieve best value for the Council.

(3) To progress early clearance, demolition and site preparation to ready the site for school delivery.

(4) To approve £200K for a Culverhay Re-provision for Project Feasibility Team from Schools Improvement Basic Needs Grant.

(5) To delegate:

(a) The decision on preferred delivery option to officers in consultation with portfolio holders and the Cabinet Member for Resources.

(b) The decision on commitments to fund abnormal costs and additional requirements from Council Basic Need and SEND grant funding to the Director of Education in consultation with the Section 151 Officer.

*(Note: At this point Cllrs McCabe and Wood returned to the meeting).*

## **13 ADULT SOCIAL CARE TRANSFER EVALUATION REPORT**

Cllr Alison Born, Cabinet Member for Adult Services, introduced the report, moved the officer recommendation and made the following statement:

“This paper evaluates the recently completed process of bringing our adult social care services back in house. We took the decision to do this because we believe that B&NES Council is best placed to provide the social work provision that our residents need. We were cautioned against bringing the services back in house as the move was perceived to be risky and potentially costly, but we felt that the benefits outweighed those risks. We wanted to regain control of these essential, statutory services and to ensure that they could never again be transferred to a new provider without our knowledge.

Had we not done this, the alternative proposition was to continue to contract services out to other providers which has been the model in recent years. During that time,

staff working in our local adult social care services have been transferred from B&NES Council to Sirona, from Sirona to Virgin Care, from Virgin Care to HCRG Care Group and most recently from HCRG Care Group back to B&NES Council.

They have not welcomed this regular change of employer, their perceived lack of influence over decisions and processes, the accompanying alterations to their working practices, changes to their terms and conditions and the inherent disruption to services and loss of productivity that tends to result from such changes. All the staff I have spoken to since the transfer have said how well the process was handled and how pleased they are to be working for Bath and North East Somerset council.

Council officers worked incredibly hard to make this happen. They learnt from the experience of previous transfers to ensure that staff were kept informed, had opportunities to influence proceedings and were moved across with minimal disruption to service provision. They also ensured that the inevitable costs of such a transfer (a cost of contracting out that tends to get little attention) were minimised and were far less than initial estimates and the budget identified for the work.

I would like to formally thank officers in the adult social care team, particularly the Director of Adult Social Care and the programme manager for her skilful leadership of the transfer. Also, staff working in a range of corporate services such as IT, estates, HR, and payroll who ensured that services were not disrupted, that staff were made to feel welcome, could access the tools they needed to do their jobs properly from day one and were paid on time. I would also like to thank the HCRG care group who worked constructively with us throughout the transfer process.

The decision to bring these services back to the council demonstrates our commitment to the staff who provide adult social care services and underpins our belief that this model of provision offers more opportunities for collaborative work and innovation to deliver high quality, best value services that meet our residents social care needs as set out in the Care Act of 2014.

The execution of the decision also demonstrates that despite all the cuts to council funding and the prevailing wisdom that the private sector is best placed to provide social care; this administration has demonstrated that it has the political vision to challenge that view in the interests of our staff and residents and that the council has the expertise to implement the necessary change processes for a successful transfer. This is a significant achievement for this administration which should be celebrated.”

Cllr Matt McCabe seconded the motion. He stated that members had been willing to accept a certain amount of risk when deciding to bring the services back in-house, because it was the right thing to do. Officers have worked extremely hard to achieve the required outcomes and to minimise disruption to service users. He congratulated all those who had been involved in the process which has been a huge success.

Cllr Paul May stated that he fully supported the motion and stated that the work undertaken was a credit to all those involved. An in-house service can ensure that adults and children’s services work together, and it is a positive change. He stated that the transition had gone very well and had not adversely affected service users, staff or local communities.

**RESOLVED** (unanimously):

To note the evaluation of the Adult Social Care transfer of services to B&NES Council on 1<sup>st</sup> April 2024 and lessons learnt.

#### **14 UPDATE ON PROGRESS ON DELIVERING THE CORPORATE STRATEGY 2023-27 AND ANNUAL PERFORMANCE REPORT 2023-24**

Cllr Dave Wood introduced the report, moved the officer recommendation and made the following statement:

“It's hard to know where to start given the sheer quantity of achievements delivered by our hard-working officers over the last year.

Amongst our achievements are:

- Opening of the new Pixash Waste recycling facility in Keynsham.
- Being shortlisted by the Local Government Chronical Awards as most Improved Council.
- Bringing social care back in house with no services disruption.
- Agreeing an ambitious new Economic Strategy prioritising green growth, good jobs and affordable housing.
- 15km roads resurfaced and 7,000 potholes filled.
- Support for hundreds of refugees.
- Progressing regeneration in Keynsham, Midsomer Norton and Radstock.
- Renewables are up, emissions per house are down, air quality improved, tree planting is up.

This is a testament to the hard work of officers, councillors, and the vision of the Liberal Democrat administration.”

Cllr Manda Rigby seconded the motion. She highlighted the achievements of the Highways Team who have received national and regional recognition. The Bath park and ride schemes were ranked second best in the country for customer satisfaction. The Council's Highway Maintenance was ranked best in the South West in a national independent survey which analysed results from 111 authorities across England. She went on to give further examples of the team's achievements including high numbers of pothole repairs, resurfacing work, drainage improvements and upgrades to Pay and Display machines.

Cllr Sarah Warren highlighted the improvements that have been made in relation to the area's climate and ecological performance indicators. There has been a reduction in overall carbon emissions for the district and increased renewables capacity. Cllr Warren congratulated the air quality and Clean Air Zone teams for the reduction we are seeing in air quality measurement sites breaching the new local target. There is a steadily improving picture in terms of air quality, both in the city and outside.

Cllr Warren thanked the Strategic Transport and Highways Teams who work alongside the West of England Combined Authority to roll out innovations such as the liveable neighbourhood schemes and e-scooter trial. There remains a long way to go to achieve net zero and it is important to continue and to redouble our efforts across all areas of work.



Cllr Matt McCabe thanked the award-winning Planning Team, the Housing Team and the Community Equipment Team for their hard work.

Cllr Paul May pointed out the huge growth in the number of Education Health and Care Plans (EHCPs) due to increased demand.

Cllr Alison Born thanked the Adult Social Care Team for their partnership working enable people to return home from hospital as quickly as possible to reduce pressure on hospital beds.

Cllr Mark Elliott highlighted the work of the Corporate Services staff, for example, those working in IT and Finance, and commended their work to provide these services for the Council.

Cllr Kevin Guy stated that performance improvements are made easier by the excellent staff and Cabinet Members in B&NES Council and thanked everyone for their hard work.

**RESOLVED** (unanimously):

To note the progress in delivering the Corporate Strategy and the highlights of Council performance and activity during 2023-24.

The meeting ended at 7.33 pm

Chair \_\_\_\_\_

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

**Prepared by Democratic Services**

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## CABINET MEETING – 6<sup>th</sup> June 2024

### STATEMENTS FROM PUBLIC AND COUNCILLORS

1. Steve Osgood (Friends of the Recreation Ground Association) – Bath Recreation Ground Lease
2. David Redgewell – Public Transport Issues
3. Cllr Jess David – Bus Services – No. 8 bus and lack of a Sunday service
4. Lucy Bradley (Bath Student Parliament) – Knife Crime Proposal
5. Cllr Joel Hirst – Culverhay Site
6. Cllr Sarah Moore – Culverhay Site

## QUESTIONS AND ANSWERS - COUNCILLORS

<b>M</b>	<b>01</b>	<b>Question from:</b>	Cllr Eleanor Jackson
<p>Given the importance of good religious education for schoolchildren in developing their own spirituality and ethics, and for learning to live in harmony and co-operation with residents of a different religious or cultural identity, why was SACRE not included in the list of council bodies given in the papers for the Full Council on 14 May?</p>			
<b>Answer from:</b>			Cllr Paul May
<p><i>All committees listed in the proportionality table used at the Annual Council Meeting are committees of B&amp;NES Council or WECA that are legally subject to political proportionality. SACRE is not required to be proportional nor is it a committee of the Council. That is why it is included in the outside bodies list which lists those bodies that do not need to be appointed to on a proportional basis. SACRE is a separate legal body created by Statute (s.390 Education Act 1996) which B&amp;NES is legally required to constitute. It is a Council in its own right, and therefore cannot be a committee of B&amp;NES Council.</i></p> <p><i>The SACRE Annual Report was submitted to the Children, Adults, Health and Wellbeing Policy Development and Scrutiny Panel on 13<sup>th</sup> May 2024.</i></p>			
<b>M</b>	<b>02</b>	<b>Question from:</b>	Cllr Eleanor Jackson
<p>Would it be possible to restore the SACRE budget cut in 2025 – 6 so that more school visits to places of worship, more training (especially for Holocaust Day) and more new course material can be provided?</p>			
<b>Answer from:</b>			Cllr Paul May

*I can confirm that the budget has not been cut and remains at £15,000 (less the £675 Matrix fees).*

**M**

**03**

**Question from:**

Cllr Eleanor Jackson

Why has Westfield been omitted from the “levelling up” grants which are benefitting Midsomer Norton and Radstock? Residents and traders are preparing a petition to the council to get the Elm Tree Avenue shopping area on the A367 upgraded, and Westfield Parish Council has a shortfall between the WECA grant for new changing rooms and community facilities at the West Hill Recreation Ground and the actual cost now, especially if a further planning consent is needed.

**Answer from:**

Cllr Paul Roper

*Westfield is often considered a rural area in government funding terms, so cannot always access the same funding pots as may be available to town centres. However, Westfield Parish Council has recently been awarded a £29,535 grant (April 2024) to install a new footbridge to enhance and encourage public access to Grove Wood, Haydon Batch and Waterside Valley, allowing richer experiences of nature such as bat walks, foraging, hedge layering and mindfulness, green social prescribing.*

*Bath & North East Somerset Council and the West of England Mayoral Authority invited community groups to apply for grants of between £10,000 and £40,000 to carry out local projects. This West of England Rural Fund, which is funded by the UK government through the Rural England Prosperity Fund, part of the UK Shared Prosperity Fund. It is a ‘levelling up’ fund.*

*The press release for the above can be found here: <https://newsroom.bathnes.gov.uk/news/rural-communities-secure-grant-funding-energy-efficiency-and-biodiversity-projects>*

*Westfield Parish is encouraged to speak to the Council's Leisure Services and Physical Activity Team in relation to West Hill Recreation Ground project, they have offered to provide some advice.*

<b>M</b>	<b>04</b>	<b>Question from:</b>	Cllr Sam Ross
<p>Bath Spa University is currently only served by one bus, the U5. According to the March 2024 minutes of the Climate Emergency and Sustainability Policy Development and Scrutiny Panel, £40k from the Clean Air Zone revenue is reserved towards funding bus services to the University of Bath. Why does Bath Spa not get a subsidised bus service?</p>			
<b>Answer from:</b>			Cllr Sarah Warren
<p><i>Initially, this funding was provisionally allocated for a supported bus service as a contingency measure to mitigate potential operational cost increases. However, it was erroneously associated with the university, and the funding has not been called upon.</i></p>			
<b>M</b>	<b>05</b>	<b>Question from:</b>	Cllr Sam Ross
<p>The boating community has now been reassured that the bin store at Bathampton will not be removed, through a joint statement issued on 7 May 2024 by Bath and North East Somerset and the Canal and River Trust (CRT). On 23 May 2024, the bins were taped up with no information being shared with the boating community while Bathampton Parish Council and other groups had been informed.</p> <p>What action is the council taking, together with CRT, to ensure a solution is being sought to prevent fly-tipping at the Bathampton bin store, as well as ensuring regular communication with the community? What additional measures to manage the site will be taken, in addition to increasing the frequency of collections, as mentioned in the statement?</p>			
<b>Answer from:</b>			Cllr Tim Ball
<p><i>The Canal and River Trust (CRT) and council have agreed several actions to address the issues with the bin store at Bathampton. These include looking at the design, monitoring arrangements and signage. It has been agreed that CRT will be responsible for communicating with the boaters. The two parties will keep arrangements under review. Regarding the specific question about 23 May this action appears to</i></p>			

have been undertaken to facilitate a change in contractor. The CRT posts regular updates on its website, please see the link below:

<https://canalrivertrust.org.uk/notices/27578-kennet-and-avon-canal-bathampton-rubbish-disposal-point>

<b>M</b>	<b>06</b>	<b>Question from:</b>	Cllr Sam Ross
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A local authority can make a case to the government to increase the Local Housing Allowance (LHA) in their area. It would appear that B&NES has not applied for this funding. The LHA was supposed to cover the lowest 50% of homes for rent but was reduced to 30% in 2011. It currently covers less than 5% of the private rental market in Bath. The government gives local authority the ability to make a case to the Dept for Works and Pensions (DWP) the ability to increase the LHA to reflect unusual local conditions such as the volume of self-contained homes being taken out of the local rental market to use as AirBnbs and boutique Holiday Lets.

Does the Council plan to commission an economic study into the impact on the local private rental market of AirBnbs and Holiday Lets and increase the LHA in B&NES?

<b>Answer from:</b>	Cllr Matt McCabe
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*Local Authorities cannot challenge the amount of LHA rates. Targeted Affordability Funding is determined when the LHA rates are set, and councils do not apply for this funding. It is automatically calculated and applied where appropriate. The Government reinstated the 30th percentile link in April 2024. This has resulted in rates increasing by 12% and 29% (1 bedroom property) in the Bath and Bristol Market areas respectively, the two market areas covering B&NES. These rates were based on comprehensive rental data gathered by the Government's Valuation Office Agency (VOA). The Council has no plans to commission work to challenge the basis of this decision, and to be clear, it is the VOA and not the council which determine LHA rates.*

<b>M</b>	<b>07</b>	<b>Question from:</b>	Cllr Joanna Wright
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At the March 2024 Climate Emergency and Sustainability Policy Development and Scrutiny Panel, the Cabinet Member for Climate Emergency and Sustainable Travel said the Council had no plan for an active travel route from the centre of town to Claverton Down. If there

is no plan in place how will the Council be able to apply for funding to create this important link?			
<b>Answer from:</b>		Cllr Sarah Warren	
<i>We have recently been developing our Active Travel Masterplan which sets out our ambitions for an active travel network serving key destinations across B&amp;NES, which we will be consulting on later this summer. Routes within the masterplan will be considered for development as future funding becomes available.</i>			
<b>M</b>	<b>08</b>	<b>Question from:</b>	Cllr Joanna Wright
Lambridge Ward councillors have repeatedly asked for support for 3 homes of residents who have nowhere to park due to changes to the highway created by the Walcot Residents Parking Zone (RPZ). Why won't a council Highways Officer attend an onsite meeting to view the ongoing issue?			
<b>Answer from:</b>		Cllr Manda Rigby	
<i>With respect to this specific issue, it will be addressed during a forthcoming review of Residents Parking Zones which is due to begin during the summer with an option appraisal phase to identify potential amendments. Following agreement of any changes, a consultation and delivery phase will continue into 2025.</i>			
<i>Officers are always happy to arrange site meetings, where it is an appropriate use of their time, to understand and consider a way forward to address an issue or problem. The solution to this issue is understood and so a site meeting would not be appropriate at this time.</i>			
<b>M</b>	<b>09</b>	<b>Question from:</b>	Cllr Joanna Wright
The Cabinet Member has informed the Climate Emergency and Sustainability Policy Development and Scrutiny Panel that the development of the Full Business Case for the 15 Liveable Neighbourhoods (LNs) is currently in progress.			



The area for the Snow Hill/London Road LN would potentially affect Lambridge Ward residents greatly, but Lambridge Ward Councillors haven't been consulted on any plans to date. When will Lambridge Ward Councillors be informed about potential measures that will directly impact Lambridge ward and its residents?

**Answer from:**

Cllr Manda Rigby

*The full business case for the Liveable Neighbourhood schemes will be submitted to the Combined Authority during the summer and a decision is expected in September 2024. Once funding has been approved, engagement on the specific measures will be initiated.*

**M**

**10**

**Question from:**

Cllr Shaun Hughes

I have read in the press recently that Portsmouth City Council are covering their car parks with solar panels. The scheme at Lakeside North Harbour has added more than 7000 solar panels on canopies over car park spaces and 1800 solar panels on adjacent buildings achieving an estimated carbon footprint reduction of 860 tonnes per annum. This to me seems an extremely sensible use of existing infrastructure and should be pursued before our current approach of covering productive good grade farmland with them. An example being at Paulton.

Is this something that our Council will be considering? And if already considered, could we also see the reasons it has not been progressed.

**Answer from:**

Cllr Sarah Warren

*The Council has considered installing solar canopies on Council car parks in particular at the park and ride sites as part of a piece of work with the South West Net Zero Hub, (a regional government funded body set up to deliver net zero), to understand our options for renewables generation on Council owned assets, to meet our target of 12MW generation on our corporate estate. Initial pre-feasibility studies identified that the solar canopies were unlikely to be viable due to a number of factors including high grid connection costs due to distance to substations and lack of local off-taker (user of electricity); and the greater expense compared to ground mounted solar (300% increase in cost compared to ground-mounted solar due to needing to install canopies); lack of a grid a connection above 1MW to due existing reserved capacity (until transmission grid upgrades occur in c.2036). An options paper is being prepared that will recommend which schemes to*

<i>develop later this year.</i>			
<b>M</b>	<b>11</b>	<b>Question from:</b>	Cllr Saskia Heijltjes
Entry Hill depot site was called in by B&NES Councillors in July 2023, at the time of the call in, the panel was told that the site would be used for satellite manufacturing by Cross Manufacturing. It is now clear that this company is involved in supplying components to the Israeli army's F35 Combat Aircraft. Does the Council still believe that it was the right decision to sell this land to Cross Manufacturing?			
<b>Answer from:</b>			Cllr Paul Roper
<i>The decision for disposal of the Entry Hill Depot Site was taken by my predecessor in April 2023 and would have been taken in light of the information that was available at that time. At the time of the sale the Council's lawful processes and procedures were followed.</i>			
<b>M</b>	<b>12</b>	<b>Question from:</b>	Cllr Saskia Heijltjes
At the time that the Entry Hill depot site was called in by B&NES Councillors (Corporate Policy Development and Scrutiny Panel [11/07/2023]), the minutes state:  "In his closing statement, Councillor Roper stated that Cross is a third-generation family business of world class precision engineering and is worthy of support. They will be buying at red book value and the risk is theirs".  Did Council officers investigate fully whether the precision engineering company operated in accordance with B&NES Constitutions, specifically the Human Right Act (p.83)? <a href="https://democracy.bathnes.gov.uk/documents/s81445/Constitution.pdf">https://democracy.bathnes.gov.uk/documents/s81445/Constitution.pdf</a>			
<b>Answer from:</b>			Cllr Paul Roper
<i>The Council's Constitution requires that the Council's officers act in compliance with The Human Rights Act when discharging powers and</i>			

*duties on behalf of the Council. That obligation does not extend to vetting its suppliers or purchasers of assets/services for compliance and to do so would be impractical.*

<b>M</b>	<b>13</b>	<b>Question from:</b>	Cllr Saskia Heijltjes
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How much does a School Street with simple barriers that someone puts out and removes again at every drop off and pick-up time cost?

<b>Answer from:</b>	Cllr Sarah Warren
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*It is not possible to provide an accurate hypothetical cost as any figure would need to include scheme development, consultation, monitoring and staff time. The cost of implementing any future School Streets in B&NES would be included in the relevant Single Member Decision report.*

### QUESTIONS AND ANSWERS - PUBLIC

<b>P</b>	<b>01</b>	<b>Question from:</b>	Chad Allen
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Why does the Council not plant more trees on riversides and hedgerows to soak up the rain, rather than on the tops of hills where they can't assist with irrigation?

<b>Answer from:</b>	Cllr Tim Ball
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*The council has planted many trees on a wide range of council sites across Bath & North East Somerset in recent years. The vast majority of these sites are actually within lower lying urban locations and very few trees have been planted on the top of hills. The urban sites include*

*riverside locations and adjacent to hedgerows and roads where they can contribute to reducing storm water runoff, whilst benefiting from rainwater. Where we have planted trees on higher, drier ground, the trees are on a regular watering programme to ensure that they establish. Once they have established, they will still thrive on hills as well as in valleys.*

<b>P</b>	<b>02</b>	<b>Question from:</b>	Dominic Tristram
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The Mount Road raised zebra crossing has recently been installed in Southdown. It is not clear when this scheme was allocated into the Transport Improvement Programme (TIP) (now called the 2024/25 Local Highway Improvements Programme). The budget papers in February 2024 did not show this scheme. Please can you explain how the Mount Road raised Zebra crossing was paid for, which budget stream was used to take it forward and how much it cost?

<b>Answer from:</b>	Cllr Manda Rigby
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*The Mount Road raised zebra crossing was funded from the 2023/24 Transport Improvement Programme, the total scheme cost, including staff time is forecast to be £90,000.00.*

<b>P</b>	<b>03</b>	<b>Question from:</b>	Dominic Tristram
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At the March 2024 Climate Emergency and Sustainability Policy Development and Scrutiny Panel, the Cabinet Member for Transport said that a review of paper parking permits for Councillors was not something that the community was asking for, so the Council does not see the issue of councillors using paper permits (not quantified through a parking system) as a priority. As all other transactions taken by councillors on Council business need to be identified and interests lodged, can you please explain how much officer time would be taken by removing paper parking permits and putting the councillors using paper parking permits on the council's digital parking system MiPermit?

<b>Answer from:</b>	Cllr Kevin Guy
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*The council issues a range of digital permits through MiPermit to help residents; businesses; visitors; and council staff, including councillors, manage their parking conveniently via electronic devices. The council recognises the importance of providing accessible alternatives where these are appropriate and for those that need them, such as paper permits and continuing to support cash payments for parking when other*

<i>locations are moving exclusively to app and card-based payments only.</i>		
<b>P</b>	<b>04</b>	<b>Question from:</b> Dominic Tristram
At the March 2024 Climate Emergency and Sustainability Policy Development and Scrutiny Panel, the Cabinet Member for Climate Emergency and Sustainable Travel mentioned in the written update that the Council were working towards introducing a Workplace Parking Levy, but information on this was not for the public at this time. Please can you explain what actions the Council are taking to introduce the Workplace Parking Levy?		
<b>Answer from:</b>		Cllr Manda Rigby
<i>Further investigation of a Workplace Parking Levy scheme has been undertaken over recent months, and we will be discussing with key stakeholders the role that a Workplace Parking Levy could play as part of the broader mix transport interventions to promote the delivery of more travel choices and further improve air quality within Bath.</i>		
<b>P</b>	<b>05</b>	<b>Question from:</b> Ann Coghlan
Please can you give full detail of which banking groups B&NES Council uses to undertake financial matters?		
<b>Answer from:</b>		Cllr Mark Elliott
<i>The Council uses NatWest (part of the NatWest Group) for its day-to-day banking. It also holds a Call Deposit Account with Handelsbanken plc.</i>		
<i>The Council's purchase cards are issued by Barclaycard (part of Barclays Bank plc), the council's acquirer is Global Payments (card payments), and Santander for Post Office payments (Council Tax).</i>		

<b>P</b>	<b>06</b>	<b>Question from:</b>	Ann Coghlan
<p>The Milsom Quarter Masterplan proposes reversing the entrance/exit of the Waitrose car park.  See: <a href="https://beta.bathnes.gov.uk/sites/default/files/5MQMP_85_100_Movement_Strategy.pdf">https://beta.bathnes.gov.uk/sites/default/files/5MQMP_85_100_Movement_Strategy.pdf</a> From: <a href="https://beta.bathnes.gov.uk/milsom-quarter/view-masterplan-documents">https://beta.bathnes.gov.uk/milsom-quarter/view-masterplan-documents</a></p> <p>The council could decide immediately to reverse this entrance and exit from the car park, creating a better use of the highways particularly for buses that are blocked due to the long queues of cars. When will the Council act on this highway issue?</p>			
<b>Answer from:</b>			Cllr Paul Roper
<p><i>This is an aspiration in the Milsom Quarter Masterplan, the implementation of this would involve agreement of a third party (the Podium Car Park is privately owned). The Council has recently started early stage engagement on public realm and movement changes, including to this area, initial proposals can be seen here: <a href="https://beta.bathnes.gov.uk/milsom-quarter/milsom-quarter-public-space">https://beta.bathnes.gov.uk/milsom-quarter/milsom-quarter-public-space</a> This forms part of the area being redesigned. While there is no immediate funding to implement the Council will be seeking grant funding to implement these improvements.</i></p>			
<b>P</b>	<b>07</b>	<b>Question from:</b>	Ann Coghlan
<p>Many residents are concerned by the use of taxpayer money to pay for the refurbishment of Cleveland Pools, especially because it is not certain when the pools will be able to open again to the public after flooding earlier this year.</p> <p>'The Council has previously awarded grants of £600k through decisions E2727, E2972, E2892 and E3352 towards the project and agreed to pay the £557k grant received for decarbonisation towards a water source heat pump. This further grant funding of £340k is towards completion of the final stages.'</p> <p>In June 2022 another £250k was granted by BANES when Cleveland Pools ran out of money.</p> <p>What work was done with the Cleveland Pools lead to ensure due diligence on this project?</p>			

<b>Answer from:</b>		Cllr Paul Roper	
<i>The Council has worked closely with the Cleveland Pools Trust to support the programme to restore the Pools and bring back into use to benefit the local community, due diligence following the community asset transfer included reviewing and supporting the funding bids to the Heritage Lottery Fund and working closely with the project lead on the programme implementation and delivery plan.</i>			
<b>P</b>	<b>08</b>	<b>Question from:</b>	Ross Turmel
Both Morrisons and the Council have been contacted about the littering and fly-tipping behind Morrisons' car park near the River Avon. I need the Council's support to stop the fly-tipping and clear the waste once deterrents are in place. This waste, which includes automotive parts, building debris, and discarded PPE, poses environmental and safety risks that must be promptly addressed. Can you confirm your assistance with this?			
<b>Answer from:</b>		Cllr Tim Ball	
<i>Yes, our enforcement team will be happy to carry out a site visit by an officer to assess the deposited waste. They will then assist in identifying the relevant landowners on which the offending materials are located and determine the necessary course of enforcement action required to resolve the matter.</i>			
<i>The responsibility to clear up fly tipping rests with the legal occupier of the said land. Once we have determined the ownership, we can then take the necessary steps to get this resolved.</i>			
<i>(A response was provided within five working days of the meeting).</i>			
<b>P</b>	<b>09</b>	<b>Question from:</b>	Ross Turmel
The Council has promised to resurface North Road, (from Warminster Road to Bathwick Hill) for some time now due to the large potholes that are causing a great danger to motorists and particularly to cycle users. Children cycling to school are endangered every day on this hill			

that is littered with potholes.

Please can you confirm when North Road was last resurfaced and the date for the next resurfacing to take place, please confirm why it needs to be undertaken during school holidays?

**Answer from:**

Cllr Manda Rigby

*Historic asset information has been checked and, apart from identifying that a section of North Road in Bathwick was subject to a micro asphalt surface treatment in 2001, there are no other records to indicate when the road was last resurfaced. Currently North Road is scheduled in this year's resurfacing programme and, all being well, will be undertaken from the week commencing 19<sup>th</sup> August. We have a £3.6 million resurfacing programme this year, made up of 38 separate roads, some, including North Road, have been planned in and around the school summer holidays due to their locality being close to educational establishments, this is done to try to limit the additional traffic disruption during their delivery.*

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

**P**

**10**

**Question from:**

Bernie Howley

Given the recent reports on BBC and in the Guardian highlighting the pollution issue in the River Avon and the effect particularly in Bath as a black spot for sewer storm overflow, has Wessex Water been comprehensively questioned about how this can be rectified and has the Cabinet given consideration as to how the public can be persuaded/informed how to keep drains clear?

**Answer from:**

Cllr Tim Ball

*Wessex Water have produced a storm overflow management plan and work with the Environment Agency regarding the monitoring. The plan can be viewed through the Wessex Water web site, the Council does not regulate Water Companies. As a Highway Authority we maintain highway drains and gullies the frequency of cleaning can be viewed on the Council web site using the following link:*



[https://www.bathnes.gov.uk/webforms/maps/?center=51.3552744392073,-2.4914932250976567&zoom=11&base=Ordnance%20Survey&categories=highwaysandtravel,highwaysandtravel\\_drainage&wfslayers=mlyr-1293047](https://www.bathnes.gov.uk/webforms/maps/?center=51.3552744392073,-2.4914932250976567&zoom=11&base=Ordnance%20Survey&categories=highwaysandtravel,highwaysandtravel_drainage&wfslayers=mlyr-1293047)

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

<b>P</b>	<b>11</b>	<b>Question from:</b>	Bernie Howley
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Implementing astro turf sports pitches involves overturning surface soil, disrupting natural habitats, leading to soil erosion, loss of biodiversity, and ecosystem disruption. Additionally, the maintenance of astroturf involves chemicals that can harm soil and water quality, vegetation, and wildlife. The installation of astroturf may also contribute to heat island effects, impacting local temperature regulation.

Were the Cabinet members aware of this impact when they approved the planning application for Larkhall Athletic FC to build new astroturf pitches over existing grass fields at their site off Valley View?

<b>Answer from:</b>	Cllr Sarah Warren and Cllr Matt McCabe
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*Firstly, it should be clarified that Cabinet Members form the Council’s Executive making key decisions including those relating to policy and finance, whereas decisions on individual planning applications have to be made by the non-Executive side of the Council because it is a regulatory function. The highest profile applications are decided by the Planning Committee and the majority of applications are decided by officers utilising powers delegated to them by the Committee. The application referred to was decided by officers under delegated powers.*

*The planning application that you refer to was decided in December 2022 (it had been submitted in August) and had to be assessed in accordance with the planning policies that existed at the time. In December 2022 the policies in question were contained in the Core Strategy (adopted 2014) and the Placemaking Plan (adopted 2017). Since then, the Local Plan Partial Update has been adopted (in January 2023) which includes more stringent policies on artificial sports pitches (Policy LCR6) and Biodiversity Net Gain (Policy NE3A – which allowed the Council to take a 10% BNG approach a whole year before it became mandatory in England). Applications for artificial pitches made since the adoption of the Local Plan Partial Update have had to be assessed against these updated policies and standards.*

*New Policy LCR6 includes the following text:*

*A management plan should be submitted with an application for a new artificial grass pitch. The management plan should outline the materials used and should consider potential sources of pollution from the installation phase through to end of life, including disposal. This includes both chemical and solid wastes including microplastics. Adequate remediation measures must be implemented and reported to ensure any identified potential harm can be suitably mitigated.*

<b>P</b>	<b>12</b>	<b>Question from:</b>	Bernie Howley
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The Devonshire Tunnel has been shut for long periods of time due to flooding and drainage issues between mid-January and mid-April 2024. The Two Tunnels are an important route for both commuting and leisure cycling.

What action is the Council taking to resolve the drainage issues to avoid the route from being closed again in the future?

<b>Answer from:</b>	Cllr Tim Ball
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*The Council has engaged with our framework contractor to carry out remedial works to resolve the flooding issues at Devonshire Tunnel caused by faulty drainage blockages deep below ground, this has necessitated some design changes and planning works requirements which have now been satisfactorily resolved. Over the coming weeks there will be a presence on site by our staff and contractors to carry out essential enabling works which should not affect the normal use of the tunnel. The Council has put in place measures to maintain the Devonshire Tunnels use whilst these works are being carried out and until the works are complete.*

<b>P</b>	<b>13</b>	<b>Question from:</b>	Grace Wiltshire
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Could you provide more clarity on why £1m from the Clean Air Zone (CAZ) net revenue, originally designated for air quality improvement projects, is now being reserved for Highways TIP+ funding, which predominantly focuses on road safety measures? Considering that the CAZ revenue was meant to address air quality issues, can you explain the reasoning behind allocating these funds to road safety initiatives

instead? Additionally, how does this allocation align with the council's goals for sustainable transport and improving air quality in the community?

**Answer from:**

Cllr Mark Elliott

*Net proceeds derived through operation of Bath's Clean air zone may be applied in such proportions as decided by the council, to directly or indirectly facilitate the achievement of its transport policies which may be amended or supplemented from time to time.*

*Annex 5 of the underpinning charging order for CAZ provides more detail as to the types of schemes alongside suggested improvements which may be funded or contributed to through net-revenue reinvestment and can be found here:*

*<https://beta.bathnes.gov.uk/sites/default/files/2021-02/Bath%20North%20East%20Somerset%20CAZ%20Charging%20Order.pdf>*

*With regard to the Local Highways Improvement Capital Programme (previously called the "TIP") – by far the largest proportion of that fund (over £1.5m) is allocated to Pedestrian Schemes in 2024/25. This includes new crossings, footpath improvements, and other improvements to make walking more attractive and safer. Other funds within the Programme do focus on safety schemes, but many of these schemes again relate to pedestrian safety and so improve the infrastructure to encourage walking. There are also some small allocations to bus stop improvement, and cycle schemes. It would be fair to characterise the vast majority of the schemes within the Programme as making walking and cycling more feasible and more attractive, and the allocation is, therefore, entirely aligned with the council's goals for sustainable transport and improving air quality.*

**P**

**14**

**Question from:**

Grace Wiltshire

Instead, could the council allocate funds from the Clean Air Zone (CAZ) revenue to purchase child-carrying equipment for the council's longtail cargo bike, currently it doesn't come with sufficient child-carrying safety equipment such as a backrest or seats? This investment would not only promote safer transportation for parents and caregivers but also emphasise the bike's role in reducing air pollution, making it a valuable use of CAZ revenue.

**Answer from:**

Cllr Mark Elliott

*Current forecast net-proceeds for the Clean Air Zone are already fully allocated (for more details see the answer to question P15). However, I understand that adding child-seat equipment to the council's loan longtail bike is currently under investigation (including the relevant insurance implications).*

<b>P</b>	<b>15</b>	<b>Question from:</b>	Grace Wiltshire
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£3.3m net income was generated in 2022 from the Clean Air Zone (CAZ). What was the income generated in 2023 and what is the total pot available?

<b>Answer from:</b>	Cllr Mark Elliott
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*Net proceeds derived from operation of the Clean Air Zone are split across four reserves:*

- (1) A Smoothing Reserve – to cover future operational deficits.*
- (2) A Decommissioning Reserve – to cover the costs of removal of the CAZ, should such a decision to remove be made in the future. (To be clear, no such decision has been made.)*
- (3) A Monitoring and Modelling Reserve – to cover air quality monitoring and future year modelling predictions.*
- (4) A Re-investment Reserve. This is the reserve used for re-investment in other schemes and projects and receives the highest net contribution each year. £1.2m was directed into it in 23/24. The latest budget workings forecast a further contribution in 24/25 of £650k. This will bring it to a total current forecast of £7.4m over the life of the CAZ. At this stage, the £7.4m is fully committed to investment projects, including the Local Highways Improvement Programme schemes mentioned in the previous question (P13) and major wheeling and walking schemes such as “Scholars Way”.*

<b>P</b>	<b>16</b>	<b>Question from:</b>	Gareth Eynon
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As a resident of Bath living on a road with on-street parking, I want to swap out two cars, diesel and petrol, for a single electric vehicle.

Octopus Energy has offered to install an electric car charging point as part of the deal, but they require written permission for the cable to cross the pavement. I've contacted the council highways department twice to inquire about their stance on allowing a small cable gully to be cut across the pavement to house the cable, ensuring it doesn't create a trip hazard. With my background in the trade, I'm prepared to do this work myself, knowing that the council will inspect it once completed.

Firstly, can I find out if the council permits these minor alterations to pavements? Secondly, is the council looking into making it easier for residents without driveways to install similar systems, enabling them to safely charge electric vehicles across active pavements?

**Answer from:**

Cllr Sarah Warren

*Providing the infrastructure to enable the uptake of electric vehicles is an important part of growing travel choices for our communities. It is incumbent upon the Council to balance this aim, with the provision of safe pavements for all users. Working as part of WECA, we have successfully been awarded funding to commence a trial of gulleys within pavements for electricity cables. We are currently recruiting to a vacancy, and as soon as staffing resources are available, we will begin the trial.*

**P 17**

**Question from:**

Gareth Eynon

Regarding the potential return of HGVs to London Road, I would like to inquire whether the Cabinet has explored options to increase deterrents for these vehicles, particularly those simply passing through the city. Given the reported external pressure to allow their return, could the Council legally consider tripling the clean air zone charge for such HGVs, which contribute to congestion, air and noise pollution, and strain on local infrastructure?

**Answer from:**

Cllrs Manda Rigby and Sarah Warren

*All Euro I to V diesel and Euro 1 to 3 petrol (or earlier) HGVs are levied a £100 charge to enter the Clean Air Zone (CAZ) in Bath. In 2023, the Council also explored amending the Clean Air Zone Charging Order to include an additional charge of £50 for all Euro VI diesel HGVs over 12 tonnes entering the CAZ. Following a public consultation, it was decided not to proceed with the proposal at the time.*

*Local authorities operating a chargeable Clean Air Zone determine the appropriate daily charges levied. The Charging Order acts as a legal instrument laying out the daily charges for each respective vehicle used within the zone; any future adjustments to daily charges would require a consultation and a later variation to the order.*

<b>P</b>	<b>18</b>	<b>Question from:</b>	Gareth Eynon
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Additionally, could the Council assure a ring-fencing mechanism for the extra funds generated from this increased charge? These funds would be earmarked for additional repairs and pollution mitigation efforts necessary on London Road and its surrounding areas as these large vehicles resume their routes. Importantly, this proposed charge increase aligns with the polluter pays principle and aims to alleviate the impact on nearby neighborhoods, some of which have recently achieved 'Livable' status and are keen on maintaining their environmental quality.

<b>Answer from:</b>	Cllrs Manda Rigby and Sarah Warren
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*Currently all net proceeds derived through operation of Bath's Clean Air Zone (CAZ) may be applied in such proportions as decided by the council, to directly or indirectly facilitate the achievement of its transport policies which may be amended or supplemented from time to time.*

*Annex 5 of the underpinning charging order for CAZ provides more detail as to the types of schemes alongside suggested improvements which may be funded or contributed to through net-revenue reinvestment and can be found here:*

<https://beta.bathnes.gov.uk/sites/default/files/2021-02/Bath%20North%20East%20Somerset%20CAZ%20Charging%20Order.pdf>

*In the case that the authority was to seek a variation to daily charges, allocation of those proceeds would follow a similar principle.*

<b>P</b>	<b>19</b>	<b>Question from:</b>	Barbara Gordon
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How many School Street pilots will the £250k allocated from the Clean Air Zone revenue cover?

<b>Answer from:</b>	Cllr Sarah Warren
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*We are currently developing our School Streets programme so it is not yet possible to provide a figure for the number of schemes that will be delivered using the £250k allocated from the Clean Air Zone revenue.*

<b>P</b>	<b>20</b>	<b>Question from:</b>	Barbara Gordon
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Please can the Council inform residents of their ambition to deliver School Streets? How many and by when?

<b>Answer from:</b>	Cllr Sarah Warren
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*We have recently contacted all primary, secondary and SEN schools in B&NES so that they have the opportunity to express interest in a School Street. Once we have an understanding of which schools are interested, we will then be in a position to develop our ambitions further and devise a delivery programme. It is anticipated that we will deliver at least one pilot scheme within the next calendar year.*

<b>P</b>	<b>21</b>	<b>Question from:</b>	Barbara Gordon
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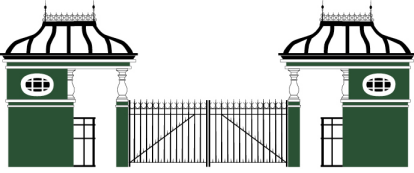
Can school patrol officers help with School Street pilots?

<b>Answer from:</b>	Cllr Sarah Warren
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*Marshals for School Streets will be school staff or volunteer parents/carers. School Crossing Patrol Officers would not be appropriate to marshal School Streets as they have an important role supporting pupils to cross streets safely on their journey to school.*

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# Friends of the Recreation Ground, Bath

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## Statement to the Cabinet meeting 6 June 2024

**1** ICOMOS, the highest authority on world heritage, acting for UNESCO, has Objected to the planning Application for a Stadium on the Rec ; this is not exclusively a matter for your planning committee with its 3 minute objection protocol. This Committee, this Council, must take a position on the two reports. Any slight on Bath's World Heritage status would have wide repercussions, not in the least on the Bath's **Spa Towns of Europe** commitment.

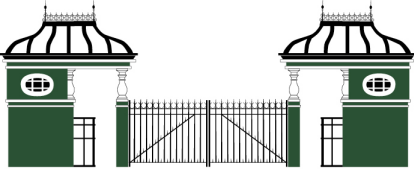
**2** The historic core of Bath cannot be moved. Bath Rugby can. Its ambition for an 18,000 seat premiership rugby stadium..... is now seen not to fit dimensionally on the Rec.

**3** The **Vision** of both the Vendor and Purchaser of the 1956 Conveyance of the Rec to the Citizens of Bath, was for an **open green sward to the river** for amateur recreation, a true **public realm** benefit. That **Vision** is defined in the three key terms of the pre conveyance Agreement signed by the Council

- a- not to be used otherwise than as open space
- b- not to favour any single sport, club or body
- c-for ever hereinafter

High Court Judgement EWCA1623 (2002) recognised 1956 and stated the Rec was not part of the Council's estate, was a charitable gift and should be so managed by a separate body. There was no Appeal.

The Friends association has lobbied the Council for 20 years to sustain this **Vision**, and seeks a **Champion** within its elected Councillors.



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5 The Council subsequently re-registered the Rec in the name of Bath Recreation Company Ltd. No premium was involved ; there was no onward conveyancing ; the terms of 1956 remain unchanged ; the Council retains the role of Guarantor of that **Vision**.

Bath Recreation Ltd holds the Rec as a Public Trustee (I quote) ‘**....under public trust.... for the benefit of the public at large**’. It is not (I quote) ‘effectively the Owner’

6 The terms of the Charity Commission’s Governing Document are the same as 1956, the **Scheme** specifically stating ....”not to be used otherwise than as an open space”. Subsequent changes need ratification at an **open agm**. The Trust has yet to hold the open agm’s required by the Charity Commission.

7 The Rec is a Designated Flood Alleviation Area, the effectiveness of which is compromised by the progressive extension of hard surfaces.

8 In the likely event of an enquiry as a result of the planning Application for a stadium, it would fall on the Council to explain how a **self funded citizens asset** and key part of the city’s **public realm** has become the site for a **privately owned commercial rugby stadium** ; personalities involved in this caesium on 1956 would be called to give evidence.

9 The **2018** Application for the Rec’s Designation as a Local Green Area and the **2022** Representation for the withdrawal of policy SB2 have been deferred for **engagement and determination** within the emerging Local Plan. Both applications are premised on compelling public interest, environmental and climate change issues. With the increasing footprint of new Consents, it is essential that existing green spaces, especially self financing one, are conserved

10 Whilst Bath Rugby Ltd serves to raise the profile of the city, heritage and retail tourism generate more income **by far** than a few home matches a season. This income could be added to by use of the Rec consistent with the **1956 Vision**.



# Friends of the Recreation Ground, Bath

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**11** What is this association asking ?

**Firstly**, it asks the Council to re-affirm its role as Guarantor of the 1956 **Vision**

**Secondly**, to ensure that Council's protegee, Bath Recreation Ltd does not open itself up to an action under the Public Trustees Act.

**Thirdly** it suggests that, rather than continue down the rabbit hole of planning, the most elegant, least cost solution to the very evident conflict, is a Councillor's motion to put a hold on **the current Lease** with Bath Rugby Ltd, then relocating it to a more suitable site.

end

240601

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## **STATEMENT FROM DAVID REDGEWELL – PUBLIC TRANSPORT NETWORK ISSUES**

I would like to address the issue of bus services diversion and shuttle bus service during the closure of A431 for all the right reasons of removing dangerous trees that hit a bus.

But how do we service the villages of Kelston, Swineford, Bitton and Willsbridge and the back entrance of the RuH Bath?

When the A431 is closed and the west of England mayoral combined transport Authority has to provide alternative shuttle buses or Westlink. As the Regional Transport Authority, it's a principle we need to address as we close other Trunk roads but need to allow residents and tourists to visit Somerset, Bath, Gloucestershire and Wiltshire around Bath.

However, residents need to get to work, college, university, health provision, hospital, basic food shopping trips, leisure facilities like the river at Kelston and Swineford and the Bitton Avon Valley railway.

We in the Somerset bus partnership, Somerset catch the bus campaign, Gloucestershire catch the bus campaign and South West transport Network are working with the passengers and communities in Somerset and Gloucestershire, including the Greater Bristol and Bath and services into Wiltshire and Swindon, to support communities with public transport needs.

So, we do need a better protocol with the West of England mayoral combined transport Authority jointly with North Somerset Council Transport Authority.

To deal with Banes, South Gloucestershire County Council, Bristol City Council and North Somerset Council as Highway Authorities and bus operators First Group plc Wales and West buses Division, First Group plc, Great Western trains company limited GWR and Intercity cross country trains Arriva, I sq capital. Favesaver buses Chippenham Wiltshire stagecoach west Rapt Bath bus company, big lemon buses and Westlink demand responsive bus services. Also National Express coaches limited Megabus Scottish City link coaches Transpora buses.

Through the West of England mayoral combined transport Authority and North Somerset council bus service improvement plan Board and advisory panel. Also working with Somerset unitary council.

Gloucestershire county council and South Gloucestershire County council, Wiltshire Council and Swindon Borough Council.

As we have utility companies, Highways works, National Highways and Network rail Western route.

The Somerset unitary council is also looking at this issue at Bus services improvement Board as is Gloucestershire County council.

Bus service improvement plan Board and Forum as protocols with the Bus and coach operators and Highway Authority's police and British Transport police and bus and coach rail operators.

On railway replacement services!

I hope we can lean for the lack of public transport on A431 for 3 weeks fund and find solutions in future.

We fully appreciate and support the need to close the road with the school bus incident and the need to cut and remove trees for the safety of passengers and children on school and college services.

But we still need to provide a shuttle bus. The Westlink Demand responsive bus service operated for the west of England mayoral combined transport Authority and North Somerset council to fill the gap and fix the link during engineering and Highway work. As we did before the west of England mayoral combined transport Authority was set up under the west of England mayoral combined Authority act.

## **STATEMENT FROM CLLR JESS DAVID – NO. 8 BUS**

I am here this evening in order to make the case for improving the Number 8 bus service which serves the Moorlands estate, running from Kingsway to Bath City Centre. The Number 8 is a vital route for many people, including those who for age or mobility reasons cannot walk to other routes.

In April 2023, the Sunday and Public Holiday service was removed following the West of England Combined Authority's decision not to award a contract for this service. Like other services, it has also been cut in frequency over recent years - from every 15 to every 45 minutes. The service level is now also impacted by intermittent cancellations.

Whilst I am really grateful that the Monday-Saturday service has remained, and is supported by the council, I would like to speak up for the many residents that have contacted me about the desperate need to improve the service.

People have consistently raised this issue with me at drop-in sessions and on the doorstep. I recently also asked for some wider feedback on local social media groups and received 40 responses over the next 24 hrs. Here are some quotes – on the two top issues raised:

Firstly, on the lack of a Sunday Service:

- A resident said: "It cuts us off from Bath for one day each week, especially in the case of those of us who can struggle to walk long distances, as well as making links to other transport. Even if it was only a few times a day, that would be better than nothing".
- Another noted: "a large swathe of the city is cut off from the centre that whole day."
- Another said it would be great "to re-instate the Sunday and Bank Holiday service so that we can have a social life."
- Another said "even an hourly service would be helpful. I know a lot of elderly residents who rely on the service for both Moorland Road shops and the city centre".

Secondly on the frequency of the No 8:

- A resident has written: "I suffer from chronic pain and have been waiting for the bus only for no bus to appear! This has happened more than a few times both town and home end. I then end up having to get an expensive taxi."
- Another resident: "I use the service regularly to get home from work. Recently it's been abysmal with busses not showing up or running late. After a 12-hour day it's a right pain. More regular service is needed to mitigate this problem".
- Another resident: "I must spend an extra hour in town each day in order to arrive and leave on time for a 9-5 job. (The previous) service every 30 minutes worked much more smoothly and reliably".
- Another resident: "I can't tell you how many times I've had to fork out for a taxi, because the 8 has turned up 10 minutes early or not shown up at all or been very late! I find it very unreliable".

Informed by this feedback, my ask is:

For the Cabinet to support restoring a more regular 30-minute Service and a Sunday Service to the Number 8 bus route.

Based on previous inquiries I understand the cost of the Sunday and Public Holiday service to be in the region of £45,000 a year.

Secondly, in preparing for the next year's budget please can you look at every source of funding including the Community Infrastructure Levy as a means to restore this vital route.

Links to feedback:

<https://www.facebook.com/groups/2224409079/permalink/10160063094209080/?mibextid=WC7FNe&rdid=AJu2BYv07gSAitEF>

<https://www.instagram.com/p/C7MpimngsXIT/?igsh=a2N2bDYyam02dWd3>



## **Statement from Lucy Bradley – Bath Student Parliament**

Dear Councillors,

As a member of the Bath Student Parliament, a pupil-led organisation set on voicing the political opinions of students in the local area, I would like to talk you through our knife crime proposal. This proposal contains several suggestions of ways we believe will begin to tackle this urgent issue. It is something we all feel very strongly about, particularly with the recent rise in knife related violence.

Our first suggestion is to increase the outreach of police expertise into schools through assemblies and integrating their resources into the PSHE curriculum. We believe that improving the knowledge that young people have around why there is an increase in knife crime and related violence will help them feel less vulnerable and aim to diminish anxiety surrounding the issue.

Furthermore, we believe it would be beneficial for the police to communicate with the teacher leadership teams in school and provide them with appropriate resources to make them feel confident in ensuring they are doing the most that they can to keep the young people they teach safe both within and outside of school.

Our next proposal links to the idea of the police providing resources for schools to use. We propose a BANES school-wide implementation of mandatory education modules about knife crime. These lessons could include teaching de-escalation techniques to students in addition to other parts such as the wider impact of knife crime on the community and the legal implications of carrying a knife. We believe this education is fundamental for increasing the understanding of young people to ensure they feel confident and safe.

A further suggestion is introducing an increased protective presence in the city centre, particularly later at night. We would like there to be a specific team that can act immediately and decisively to assist young people if they are feeling vulnerable or at risk. Within this team would be a medical capacity that is centrally located at all times so that it can assist potential victims of any kind of violence, before an ambulance has time to arrive. In addition to this we would like to see bleed kits available around Bath in a similar manner to those currently found in Bristol, so those already at the scene have the ability to administer lifesaving treatment.

Our final suggestion stems from the idea that we should be taking an active role in ensuring our personal safety. For this reason, we believe it is important for students to have the opportunity to access to self-defence classes. At one local school, some pupils have paid for these classes and are learning crucial skills to protect themselves, but they are extremely expensive. We strongly believe that everyone should have access to such classes therefore funding should come from a central source rather than relying on parental contributions. Our aim for the extra funding would be to provide access to self-defence instructors and validated on-line materials that schools can access.

Within this course, we feel it is also vital to include fundamental first aid techniques, pertinent to knife crime injuries as well as other street violence injuries.

The impact of knife crime on our community is far reaching and unless we all work together it will continue to destroy lives. We appreciate the time you will take to consider our proposal and we look forward to working with you to implement these measures and bring about safer streets in Bath.

## **CLLR JOEL HIRST – CULVERHAY SITE**

As a representative of the Odd Down ward, Cllr Steve Hedges and myself would like to celebrate this proposal to secure the Culverhay site for education.

While our preference would have been for a regular community school, retaining the site for education is very much welcomed.

There is much to commend in the paper before you today: The focus on our most vulnerable children: those with special educational needs and those who need alternative provision. Investment in jobs in the South West of Bath.

The cabinet member and officers deserve a huge thanks for persisting in bringing these business cases forward and securing government funding.

The proposal is an imaginative way of bringing together two different needs onto the one site. The proposal will ensure that Culverhay continues with education and the proposal reduces the hardship for families, by providing specialist places more locally in B&NES, reducing the burden of long commutes.

However, there is a “could do better” element to my comments, which I’m aware Cllr May is working hard to progress forwards.

Focusing on the swimming pool element and our young people, in particular, deserve swimming pools in local communities. We must continue to work hard to ensure that the site has the opportunity to have a swimming pool and fitness facilities onsite.

It’s not acceptable that: 25% of our 11-year-olds can’t swim, that it’s hard to access swimming pools in the South West of Bath, that 38% of our residents in deprived areas are disabled from accessing active exercise facilities. We need to do better. I understand that the economic circumstances make it very difficult to fund new swimming pools, but we need to be ambitious, and if we care about the health and wellbeing of our residents (and particularly our residents in the most deprived part of the city of Bath) we need to focus on that and find a solution.

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## **CLLR SARAH MOORE – CULVERHAY SITE**

As a ward member for Twerton and Whiteway and the member advocate for accessibility, I am pleased to see the new schools paper that is being put forward at tonight's meeting.

The Rush Hill school site has been left empty for far too long causing so many young people in our area longer journeys to a suitable school. B&NES clearly has a shortfall of SEND and alternative provision places and this school will be welcomed by families across my ward and the wider area.

I'm really pleased to see the amended recommendations allowing more flexibility on the site and would ask that any non-educational element of this proposal is clearly defined, and the education area is secured so that this area cannot be allowed to expand any further than the original plans in the future. This is a worry for residents as this site is in the perfect location for education provision and we must not lose this.

I would also like to ask that the community provision is never forgotten and that a full sports and swimming pool facility is re-instated on this site as soon as it is possible.

I urge each of you to support this paper and allow work to commence on this project as soon as possible.

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