

CABINET MEETING 14th November 2016

REGISTERED SPEAKERS

Where the intention is to speak about an item on the Agenda, the speaker will be offered the option to speak near the beginning of the meeting or just before the Agenda item.

Statements about issues NOT on the Agenda

- Park and Ride
 - Christine Boyd
 - Andrew Mercer (Christine Boyd read out his statement)
 - Annie Kilvington
- The future of Bath Community Academy and the Community
 - Jo Hargreaves
- Joint Spatial Plan
 - Duncan Hounsell (Chair of the Keynsham & Salford Liberal Democrats)
- Petition – buses in Upper Oldfield Park
 - Cllr Ian Gilchrist
 - Cllr Jasper Becker
 - Sarah Carney
- Funding Approval for the Getting Around Bath Transport Strategy
 - Nicolette Boater

Statements about issues on the Agenda

- Devolution
 - Ian Bell
 - Cllr Robin Moss
 - Trevor Osborne
 - David Redgewell

QUESTIONS AND ANSWERS - COUNCILLORS

M 01	Question from:	Councillor Eleanor Jackson
<p>In the Supplementary Agenda Dispatch for the Resources PDS Panel dated 9 February 2015, under the item Budget & Council Tax 2015/16 and Medium term Financial Outlook, page 33 it states that there is a 'Radstock and Westfield Implementation Plan for Full Approval of £100,000 and Provisional Approval of £50,000 to 'support the regeneration of Radstock town Centre by supporting Norton Radstock Regeneration to create a community service hub at new premises adjacent to Victoria Hall and developing proposals for the next phase of regeneration in the town centre'</p> <p>Has this money been spent? If so, what has it been spent on, given that there is no sign of a community hub adjacent to the Victoria Hall? Secondly, why should only Radstock benefit? Would it not be a good idea to spend this money, and make provision in the 2016/17 budget for improvements in Westfield, starting with the purchase of St Hugh's Church to be a library hub like Paulton's, and a youth club, and the adjacent Shambles for retail premises and offices, there being adequate parking on the site?</p>		
Answer from:		Councillor Charles Gerrish
<p><i>The funds referred to by Cllr Jackson have not been formally committed and are being held pending:</i></p> <p><i>(1) the outcome of the bid to NHS England by the Hope House doctors surgery which could enable an integrated healthy living centre and community hub</i></p> <p><i>(2) completion of discussions between the Town Council and NRR about a smaller community facility close to Victoria Hall and</i></p> <p><i>(3) completion of the Linden Homes central area scheme to assess the need for complimentary enhancements in Fortescue Road area.</i></p> <p><i>A community hub linked to a new surgery, and potentially incorporating the library, has been discussed at RAWDAG (Radstock & Westfield Development Advisory Group – B&NES ward members and local council representatives from the area) plus the Somer Valley Forum. The surgery and the CCG have presented ideas which have been well supported. These local meetings noted the proposals and in discussions welcomed the potential to create a new integrated and financially sustainable library, children's centre, health visitor base and doctors surgery in accessible and up to date premises. Other complimentary healthy living facilities in the new centre may also be possible. Although this has become the leading idea for a community hub in Radstock it is dependent on significant NHS funding just allocated but subject to due diligence. The integrated healthy living concept in one building is seen as a key strength of the NHS bid.</i></p> <p><i>It is planned to continue to keep RAWDAG informed about the bid and the alternative options as above, whilst also taking into account other emerging ideas, such as those mentioned by Cllr Jackson.</i></p>		

Supplementary Question:

Have officers, or the Cabinet, actually talked to the planning department on this proposal; would you be prepared to consider alternative plans to what have you given in the answer?

Answer from:

Councillor Charles Gerrish

I will reply in 5 working days.

M 02**Question from:**

Councillor Karen Walker

With the review of the Councils Waste Collection Service underway - I would like to ask the Cabinet Member for Community Services to ensure that the Council looks thoroughly at the ways it plans to collect its recyclable waste, ensuring that we are not just going to continue to collect as we have in the past without considering other methods.

Recycling is going to be the main collection service and we need to ensure that the process we use is fit for purpose. Please ensure that you take this opportunity to review the collection process and options for the Recycling Service.

Answer from:

Councillor Martin Veal

In reviewing the options the Council looked at recycling collections nationwide, and financially modelled several different collection methods. The method chosen is the one that represents the best solution to the Council, in terms of cost and achieving high levels of recycling, with a quality product that can be sold at market rates, without the need to pay fees to 3rd party sorting plants.

The collection options have been reviewed extensively. The system that the Cabinet have agreed is similar to those operated successfully for many years in Bristol, North Somerset, South Gloucestershire and Somerset County, and is based upon a blueprint agreed by the Welsh Assembly Government as being the preferred collection system for Wales on grounds of cost & quality.

However, if Cllr Walker has any specific concerns or suggestions in relation to collections in her ward that she feels need to be looked at I would be happy to look into them with officers.

M 03**Question from:**

Councillor Karen Walker

Following my question to Cabinet on 9 September 2015. I would like to again ask that the Cabinet Member for Transport looks at altering the flow of traffic on the A367 into Bath.

Currently the people commuting into Bath from Peasedown St John and beyond frequently have to que up Dunkerton Hill in the morning. I do believe with some work we could improve this situation.

At the present time there is no incentive for commuters to use this park and ride, they even have to que unnecessarily because of the current layout; they actually have to drive past where they will be parking to be able to turn into the Park & Ride. The entrance is at the wrong end.

The infrastructure is in place, although I realise that some re-modelling of the road network would be needed, I understand from Officers that they have been looking into some options. I would like to urge the Cabinet Member to move this scheme forward and allocate Officer time and funds to make it happen for ALL the residents in the Somer Valley.

Answer from: Councillor Anthony Clarke

Funding has been allocated in this year's Capital Programme to assess proposals, with an aim of testing and implementing improvements in the coming financial year.

M 04 Question from: Councillor June Player

What steps is the Cabinet Member for Community Services going to take to change the 3day a week recycling and rubbish collection services in the Ward of Westmoreland to one day a week collection days? We currently have three different collection days per week depending on which streets residents live in. This results in there being mess all week somewhere throughout this ward. This is made worse due to containers then being left out to be kicked/blown about in the streets throughout the week as well as dropped mess.

The introduction of the new Waste and Recycling Scheme for 2017 is the ideal opportunity to bring this about and reassure Westmoreland residents that the Council is serious with their commitment to cleaning up their ward. Please do not let the opportunity for one day collections throughout Westmoreland Ward to slip by.

Answer from: Councillor Martin Veal

As part of the new waste and recycling service in 2017 every route in the District will be revised. We understand the issues currently in Westmoreland ward and will bear this in mind when optimising routes, but at this stage we do not know exactly where the collection day boundaries will be. They will be based on the most operationally efficient routes.

M 05 Question from: Councillor John Bull

Should the Cabinet decide to apply to the Government to become part of a Combined Authority , with a Metro Mayor, will Cllr Clarke pledge to investigate the introduction of two new powers allowed to such devolved authorities, namely Franchising of Bus Services and the declaring of Clean Air Zones where air quality breaches the required standards?

Answer from: Councillor Anthony Clarke

The potential of franchising of Bus Services is being investigated as part of the JSP that is being developed for the West of England. It is possible that the recent High Court judgement will lead to the release of further funds for Clean Air Zones from the Central Government, and the Council will investigate this possibility.

Supplementary Question:

You may be aware that the Bus Services Bill went through the Parliament, and as amended it will allow Local Authorities to own arm's length bus services. Would you investigate that possibility for this Council?

Answer from:

Councillor Anthony Clarke

We will be considering the whole issue of bus management.

M 06

Question from:

Councillor Eleanor Jackson

To what extent has the Council's policy as defined by the resolution passed at council a year ago to assist veterans been implemented, and how many individuals have availed themselves of this service?

Answer from:

Councillor Tim Warren

The Government's Armed Forces Covenant is about fair treatment for the armed forces community. Community Covenants are local statements of mutual support between civilian and military communities, which are signed by local councils, military representatives, charities and other partner agencies. Bath and North East Somerset Council signed its Community Covenant in 2013.

On 23rd March 2016, Council resolved:-

To appoint an appropriate existing officer to act as a single point of contact for all service leavers in B&NES. This would include making veterans aware of local service charities and offering advice on issues including employment, housing, healthcare, and benefit entitlements. This officer would have the power to commit the council to actions and would monitor and review the community covenant.

Following this resolution, discussions took place with the Council's Customer Services team, who deal with enquiries on the issues set out in the resolution. As a result, Council Connect now provides the initial point of contact for armed forces veterans. Under this process, when enquirers identify as veterans, they are assigned a Senior Customer Services Officer, who will act as a co-ordinator for the package of help and support needed.

The benefits of this approach are that:

- The range of issues veterans face are varied and sometimes complex. Our Customer Services Officers, together with the Welfare Support team, are best placed to obtain the help and advice veterans need. They also have the networks in place to*

make referrals to specialist agencies where necessary.

- Whether they contact us on the telephone, through e-mail or in person at one of our One Stop Shops, the Council's Customer Services team will be able to provide veterans with the help they need. This system also means that veterans will be able to "tell their story" once only and not be passed "from pillar to post".*
- The Customer Services team will also be able to take action required, and identify any key issues directly with the Council's lead officer for the Community Covenant, who can consider this when monitoring and reviewing the covenant*

Since March 2016, our Welfare Support Team have helped an armed forces veteran facing financial difficulties, arranging for home visits. A separate enquiry was also received from an armed forces family which related specifically to a school placement and this was resolved to the satisfaction of the family.

A challenge for both local authorities and central government is that there is limited information on the veteran population and there is currently a campaign to have questions about armed forces service added to the census. The Royal British Legion did have a presence in the Council's One Stop Shops during 2014 and 2015 but decided not to continue with this due to the lack of direct enquiries.

The Council is therefore working to increase knowledge of the help we can provide to veterans. The West of England Rural Network's Village Agents have been identifying veterans in Bath and North East Somerset and North Somerset through their direct engagement with members of the community, particularly the older population. The Village Agents identified that having undertaken National Service qualifies individuals and their families for a range of support. This highlighted an opportunity to assist those who had not previously considered themselves as having had a military career.

The Village Agents developed this into a funding bid to the national Community Covenant Fund and in March 2016, their 'Rural Hidden Heroes' project was awarded £18,600 from this fund to:-

- Identify gaps in service provision in isolated rural areas*
- Facilitate service providers to deliver their work more effectively*
- Map who and where the beneficiaries live*
- Encourage veterans to have pride in their military connections*
- Establish social events to bring those with military connections together*
- Signpost to appropriate partners and assist with navigating complex medical and social systems*

Veterans identified through the work of the Village Agents will also be invited to attend the Council's Armed Forces Flag Raising Ceremony each June.

Bath Rugby Foundation have also been awarded £20,000 from the Community Covenant fund in October 2016 to establish a Military Coaching Academy based in Wiltshire. They will train and mentor ex-service and transitioning personnel in Wiltshire allowing them to develop new careers in sport and community engagement.

M 07	Question from:	Councillor Colin Blackburn
<p>With the Council proposing to introduce wheelie bins into the City of Bath I was horrified to hear from the Council Officers that the colour being proposed for the wheelie bins was black.</p> <p>With our City famous for its Bath stone coloured buildings, surely we can do better than this. We owe it to the residents of Bath, as part of these planned service changes, to try and make these large unsightly objects as less obtrusive as possible to the street scene.</p> <p>I would like to ask the Cabinet Member for Community Services if he has looked into colour options and how did he come up with black over another colour such as beige/stone which would be more in-keeping with the colour of many of the homes and streets within the City.</p> <p>It has been stated that the new waste services policy will not be a 'one size fits all' proposition across BANES. This is a clear area where that policy can be applied to the benefit of our World Heritage City.</p> <p>Please let us not waste this opportunity to try and improve the service for our customers, we must be more creative with our thinking.</p>		
Answer from:		Councillor Martin Veal
<p><i>We are still working through which properties in the city will be suitable for wheeled bins. Many in the city centre itself will not be suitable for bins. The large wheeled bin manufacturers do not produce domestic sized bins in a beige colour. They are manufactured from recycled polymer dyed.</i></p> <p><i>The black bins wear well and look smarter for longer – the colour hides minor scuffs etc. Black is the most popular colour used globally for residual waste and is commonly used throughout this country. People understand that black is for rubbish. Other colours are generally used for recyclables. Replacement bins can be readily obtained at the best price as the colour is commonly manufactured. Black represents the best value option for the Council for the reasons stated.</i></p>		
M 08	Question from:	Councillor Lisa Brett
<p>Could the Cabinet member please confirm that Southbourne Gardens Road is going to be adopted by the Council and, if so, when will this take place?</p>		
Answer from:		Councillor Anthony Clarke
<p><i>Southbourne Gardens Road will be adopted. Currently there are outstanding issues which the developer is to resolve prior to adoption. I am unable to provide a date but would anticipate early to mid 2017.</i></p>		
M 09	Question from:	Councillor Andrew Furse

1. What initiatives are planned to help residents with limited storage manage their waste and recycling in light of the introduction of fortnightly waste collections?
2. What new types of recyclables will residents be able to recycle in 2017?

Answer from:

Councillor Martin Veal

1. *We have been clear from the start that the Council will not be taking a 'one size fits all' approach to these changes, and will fully engage with residents over the plans.*

With regards to recycling, residents will continue to use green boxes for recyclables, and food waste caddies to recycle their food waste. Whilst the vast majority of households are assessed to have adequate storage for a wheeled bin, the Council does recognise that this will not be suitable for all households in all areas due to a lack of storage, and in these instances we will work with residents on a suitable alternative, such as the heavy-duty sacks which have already proved popular in parts of Bath.

As previously stated, the Council will be engaging with residents to assist them with these changes in the coming months prior to the new system being implemented.

2. *B&NES already collects the most comprehensive range in the UK. We need to ensure residents use the scheme to the maximum potential. The following recyclables are all collected now.*

- *Garden waste*
- *Food waste*
- *Plastic bottles, pots, tubs and trays (nb: only black plastic can't be recycled as there is no market for this).*
- *Glass*
- *Paper*
- *Cardboard*
- *Aluminium and steel cans*
- *Aerosols*
- *Foil*
- *Tetrapaks*
- *Textiles*
- *Batteries*
- *Small electrical and electronic items*
- *Spectacles/mobile phones/used engine oil.*

Supplementary Question:

Are you aware that some of residents' waste and recycling storages are small?

Answer from:

Councillor Martin Veal

Yes, I am aware how small some of them are, and we will be considering the size of every single waste and recycling storage.

M 10	Question from:	Councillor Andrew Furse
<p>Could the Cabinet member confirm there are no plans to permanently suspend any of the four crossings on Dorchester Street?</p>		
Answer from:		Councillor Anthony Clarke
<p><i>We will be reviewing improvements to Dorchester Street and the adjacent areas as part of next year's programme or work. There are currently no firm plans to suspend any crossings in this area.</i></p>		
Supplementary Question:		
<p>Are there any plans to suspend any crossing in this area, and is the Cabinet Member confident that pedestrian safety will not be compromised by the permanent suspension of any of the crossings, given that they each serve a natural 'desire line'?</p>		
Answer from:		Councillor Anthony Clarke
<p><i>There are no firm plans but there are plans for us to assess more carefully where the crossing points should be and how they should be managed. When we turned the Dorchester Street crossing lights out, the traffic has improved then there were serious congestions. We are unable to put in smart traffic lights because there are too many crossings.</i></p>		
M 11	Question from:	Councillor Neil Butters
<ol style="list-style-type: none"> 1. Could the Cabinet Member please advise when the 20 mph speed limit in Hinton Charterhouse will be implemented? Also the proposed village entry gates? 2. Is the Cabinet Member satisfied that enough is being done to ensure that traffic signs are kept clear of foliage and are visible for motorists, bearing in mind that signs often have safety, as well as information, purposes? 3. When will the Real Time Information Indicators, now behind schedule, be installed in Dorchester Street? 4. Is the Cabinet Member satisfied with regard to the reliability of the current Real Time Information Indicators, and if not, what pressure is he bringing to bear to improve the situation? 5. What progress has been made with regard to looking afresh at the 20A/C bus route, including the possibility of breaking it up, to improve reliability and punctuality? 6. What efforts are being made to address the continuing problems with regard to coach parking? 7. Does the Council plan to formally adopt the Bath Cycle Network 'Tube' Map, as proposed by Adam Reynolds, given that this seems to have widespread support? If so, how will it be used? 8. Is the Cabinet member aware of the joint initiative between the West Midlands Police Traffic Unit and Birmingham City Council cycling traffic officers outlined in this article https://trafficwmp.wordpress.com/2016/09/09/junction-malfunction-and-a-new-dawn/ (sent to him on 21 September by Adam Reynolds)? Does he consider that such an initiative, if replicated in B&NES, could improve safety for cyclists on our roads? 		

9. Will Network Rail's electrification LBAs be brought before the Development Management Committee? If not, is the Cabinet member satisfied that a sufficient overall view re possible harm to the World Heritage Site will be taken by Officers, as well as an individual view with regard to specific structures?
10. Is the Cabinet member satisfied with progress over the past 18 months with regard to easing traffic congestion and also improving air quality in Bath?
11. Recently further repairs to the access road to Wellow Station Road Car Park have been carried out and yet again to a less than satisfactory result. Would Cabinet now consider instructing Parking Services/Property Services and their Contractor NKS to carry out a more permanent repair to this valued asset so as to avoid the Authority having to continually pay for less than appropriate and ineffective on-going maintenance?
12. I understand that the MetroWest Phase1 GRIP 3 Timetable Analysis remit specification only proposes a sensitivity test for "inclusion of call at the proposed Salford Station". Was it an officer or a Cabinet member who made the decision to exclude Salford Station at the outset from the substantial study?
13. Has any Cabinet member contacted GWR and/or Network Rail directly seeking progress of the timetable analysis in relation to Salford?

Answer from:

Councillor Anthony Clarke

1. *This scheme is due to be installed within the next month and the village entry gates will be included as part of the works.*

2. *The Highway Maintenance team do try to keep the vegetation cut back as much as possible. The cutting is included in cyclic cutting programme in some cases. When reports are received these are inspected and dealt with as appropriate to maintain highway safety. If you have any particular concerns about specific locations please report them to myself or officers.*

3. *Unfortunately, there have been considerable practical difficulties in getting real time information units installed at the bus stops in Dorchester Street. It will be necessary to dig further trial holes in Dorchester Street to establish how a power supply can be provided and this will inevitably involve some disruption of this very busy road. It was necessary to delay this work until after the North Parade work was completed to avoid making the traffic situation worse and now the Christmas embargo will cause a further delay until January 2017. If the exploratory work is successful, I envisage that displays will be installed in early 2017. I am anxious that this work be completed as soon as possible. In the meantime, real-time predictions are available to smartphones by using the Travelwest Bus Checker app.*

4. *Successful operation of the real-time information system is vital to give bus passengers accurate information on how services are running and to give bus operators data to help manage their operations. The system relies on several processes happening in the background and a problem in any one of these can affect the output. Faults in the display units themselves are passed on to our contractor to follow up and there is a financial incentive for the contractor to rectify faults promptly. The contractor has been challenged to address the faults reported over the past few months. Bus operators are responsible for ensuring their vehicles are equipped with the necessary*

equipment and that it is working. Some operators have had difficulty in achieving the target of 90% of their vehicles “tracking” and they are being encouraged to improve their performance. Procurement of a new real-time information contract to succeed the current one is being carried out by Bristol City Council on behalf of the four West of England councils. The opportunity will be taken to learn from the operation of the current contract in formulating the new one and I have asked officers to give a high priority to improving the overall performance of the system under the new contract

5. The process of review of the 20A/C service is now planned for later next year. Although we have a lot of the data required there are still some outstanding elements we need to review in greater depth, and with the notice requirements for the contract we are not in position to develop alternatives for April 2017 as was originally planned. The need to improve punctuality is accepted unfortunately service 20A/C has been seriously affected recently by the construction work at the Mulberry Park access roundabout in Combe Down and the temporary closure of North Parade with its knock-on effects on Manvers Street and Dorchester Street.

6. The Council recognises the role coaches play in helping reduce the number of individual cars entering the city. The council is currently developing a long term plan for coaches in the city and this will be completed early in 2017 furthermore a comprehensive review of coach management is underway. In the meantime, as the new road layout at Corn Street crosses the old coach park the remaining coach spaces operate on a pick up and drop off basis, with longer stay parking available at Weston Island. The Council has entered into an agreement with First Bus to provide daytime parking at the Weston Island facility due to the availability of the site, facilities available and its capacity, in addition return travel back into the city centre is provided by First Bus for the driver free of charge whilst the coach strategy assesses the options available.

The Council’s Civil Enforcement Officers (CEOs) continue to monitor and record, with photographic evidence wherever available, instances where coaches are identified as parking in contravention of parking restrictions or inappropriately on the highway. Where they are in contravention a Penalty Charge Notice (PCN) is issued. Where they are not a letter is sent to the operator outlining their responsibilities as a responsible coach operator. To date there have been 115 instances recorded and each of these results in correspondence, with evidence, to the operator bringing the drivers actions to their attention. This is also copied directly to the Traffic Commissioner for the West of England who has the authority to take action against licenced Public Service Vehicle (PSV) operators.

7. We have our own cycle maps which provide a good level of information for cyclists to navigate around Bath and North East Somerset, though I am always happy to consider new proposals and how we could make members of the public more aware of the availability of these maps.

8. I am aware of this initiative. However, it is one of many that have been suggested to me. It is for that reason that I am supporting the formation of B&NES Cycling, Walking and Accessibility Forum to advise me and my officers of locally applicable initiatives that are worthy of introduction.

9. All Network Rail applications will be dealt with following the Council's adopted scheme of delegation. Officers will assess any proposals in the context of the World Heritage Site as well as in relation to the impact on specific structures. Officers are working closely with Network Rail in the development of their proposals with a view to safeguarding the World Heritage Site and the specific structures affected. Cllr Warren and I have regular meetings with Network Rail and GWR and have used these opportunities to emphasize the heritage issues, and not least by reminding them that the Railway is an integral part of the heritage of Bath & North East Somerset

10. Both traffic congestion and air quality continue to be real challenges within Bath. There are no overnight solutions, but to address this issue we must continue to implement and update the plans set out in the Getting Around Bath Transport Strategy, including investment in our transport infrastructure to reduce the number of cars entering the city and support for initiatives that encourage greater user of sustainable transport modes such as walking and cycling, whilst also looking for ways to improve the flow of traffic around the city.

At the same time, we will look to the additional powers and influence that could be available through the Devolution agreement with Central Government to press for powers to address these problems, such as Clean Air Zones.

11. (An answer from Cllr Charles Gerrish) Surveyors will attend site to re-assess the surface of the car park. In the event the Surveyors consider that the previous works have been undertaken to a less than satisfactory standard then we will seek a remedy from the Contractor. However, if it is the view that the site is in need of complete resurfacing then consideration will be given as to whether the nature of the deterioration is such that the work warrants introducing into this year's capital programme. Otherwise, the capital planned maintenance programme is prioritised by way of condition and priority status and given its budget is limited the resurfacing work will be considered against all other Council assets within that programme on the basis of priority. In the meantime however Property & Project Delivery will ensure the car park is maintained in a condition that keeps it fit for purpose (an answer from Cllr Charles Gerrish).

12. This was an officer decision taken at the MetroWest Phase 1 project board. I and the Leader have met with both GWR and the Saltford Parish Council to understand the technical challenges with this work. It is very frustrating that it is still not clear that a timetable is possible that would support a new station at Saltford. This difficulty has been discussed with the Parish Council on a number of occasions. A new station to serve the communities in and around Saltford is included within the Joint Transport Vision published by the West of England; this is something for which I have personally argued.

13. As noted above I regularly meet with GWR and at the last six or so occasions I have specifically requested that time-tabling work should be undertaken. Officers have also requested the information.

Supplementary Question:

Is the Cabinet Member satisfied that the Christmas Market will not see a repeat of the gridlock that plagued Bath in October?

Answer from:	Councillor Anthony Clarke
<i>There are significant mitigation plans to assist with coach parking over the Christmas Market period, including additional parking outside the city.</i>	
Supplementary Question:	
In the WoE paperwork the precise location of the Saltford station appears to be drawn in west of current location. Was that an error?	
Answer from:	Councillor Anthony Clarke
<i>The present position is that we don't have the timetable set yet. Until we get that information we will not devote officers' time to this matter. We don't feel it would be justified to take this project further on before we receive more information from the train industry.</i>	
M 12	Question from: Councillor Ian Gilchrist
Is Cllr Clarke aware of the difficulty that emergency vehicles can have getting through the Rossiter Rd lights especially at peak times, and have any solutions been considered? I refer to an email recently received from one of my residents (a retired doctor) in Widcombe, "We notice emergency vehicles are experiencing difficulties getting through traffic along Rossiter Road. I am suggesting a very simple solution involving traffic lights. I have explained this suggestion to the Ambulance team and driven round in an ambulance car. The staff say the suggestion is a good one."	
Answer from:	Councillor Anthony Clarke
<i>It is important that drivers react in a sensible manner and when safe to do so give emergency vehicles safe right of passage, as most do. I would be happy to ask officers to investigate any particular incidents and would encourage any suggestions such as these to be passed on for further consideration.</i>	
M 13	Question from: Councillor Caroline Roberts
<ol style="list-style-type: none"> 1. Is the Cabinet member aware of the concerns over speeding traffic on Kelston Road? Residents and Oldfield School report many near misses due to speeding traffic. Will he commit to introducing measures to lower traffic speeds on this road before a pedestrian is hit and seriously injured or killed? 2. Could the Cabinet member please give an update on and timetable for the review of 20 mph speed limits in residential areas and the introduction of speed reduction measures, where required? 3. Will the Cabinet member reconsider the decision he made at the beginning of this administration to cancel the consultation on residents parking in Newbridge? Will he give local residents the opportunity to consider this option? 	
Answer from:	Councillor Anthony Clarke

1. *The Road Safety Engineers monitor our roads and data frequently to ensure that they are as safe as possible and to prioritise schemes that need to be implemented. I and officers would be happy to discuss the concerns raised by Cllr Roberts and undertake a site visit with her.*

2. *I will consider reviewing within the next financial year.*

3. *The Council is shortly due to commence a comprehensive review of parking throughout the Authority. Following this I will be in a better position to see how Residents' Parking Zones should be administered. I would like to remind Cllr Roberts that I did not cancel the consultation, but came to a decision based on the outcome of consultation. We also spoke at the time, where I said that I might consider more modest schemes if support among the community could be demonstrated, and this position has not changed.*

M 14

Question from:

Councillor Steve Hedges

1. What communications has the Cabinet member had with Cabot Learning Federation with regard to Bath Community Academy?
2. What steps has he taken to ensure the continuity of education for pupils of Bath Community Academy?
3. If in the end Bath Community Academy is forced to close, against the wishes of children, parents and the local community, can he assure me that the site will be retained for educational use?

Answer from:

Councillor Michael Evans

1. *Discussions with Cabot Learning Federation have been with the Strategic Director for People and Communities and senior Children's Service staff. As Cabinet Member I have been full apprised of these discussions. The issue here is that the Council has no formal role in decisions about BCA, my Officers have sought to offer support to CLF and BCA through this process. My Officers are in touch with all agencies and I anticipate that I will meet with both CLF and the Regional Schools Commissioner in due course.*
2. *The Council has met with Cabot Learning Federation and the Regional Schools Commissioner's staff on a number of occasions to understand the circumstances in place from their perspective. We have provided advice and information including demand for future places and population growth, the place-planning impact of planned housing development, the operation of admissions within the Greater Bath Consortium area, the level of vacancies across secondary schools within the GBC area, the potential options for the transfer of students if a decision is reached to close BCA as initially proposed by CLF.
With the agreement of colleagues within CLF, Officers have also undertaken liaison with the other secondary schools within the GBC and supported direct discussions between CLF and these other schools about the situation and options so that local children are provided for in local schools.
The Council has supported direct work in BCA on attendance and absence management and has a range of services that can be deployed to support students*

at the request of CLF. We also provide services for students with SEND and those who require alternative provision and would work to ensure that all vulnerable students are well supported in any transitions which result from the decisions of the Regional Schools Commissioner.

3. If a decision to close BCA is taken the Council will do everything it can to support students and the school in managing this change to minimise disruption to learning. I recognise that a closure would represent a significant loss to the community and you have my commitment that the Council would work with the RSC, CLF and other local partners to explore other educational uses for the site recognising that it also contains leisure provision and is adjacent to primary health care facilities. My Officers have clearly communicated this commitment to all partners; however, it is important to state that decisions on school provision are now made by the RSC and Department for Education.

M 15	Question from:	Councillor Dine Romero
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1. Could the Cabinet member confirm how many staff are employed by the West of England Partnership and Local Enterprise Partnership?
2. Is it correct that B&NES administers the payroll etc. for the WEP and LEP?
3. What mechanism is used for the four West of England Councils to share these costs?

Answer from:	Councillor Charles Gerrish
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1. There are currently a total of 24 staff employed on behalf of the West of England Office and Local Enterprise Partnership. This includes 8 staff directly related to B&NES Council's roll as Accountable Body who are wholly externally funded.

2. B&NES acts as lead employer for all WoE Staff and as such all staff are on the B&NES payroll. All related costs and overheads are fully charged to the WoE budget.

3. A WoE budget is agreed before the beginning of each Financial Year and approved at a meeting of the LEP Executive. This includes the level of forecast contribution requested from each of the four WoE authorities which is then invoiced by B&NES. The contributions are based upon 25% for each WoE authority and in 2016/17 this amounts to £149,800 each. The majority of costs are funded by specific Government grant and grant recharges.

Supplementary Question:

Will this group of staff be forming the core of the forthcoming combined authority force?

Answer from:	Councillor Charles Gerrish
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To the best of my knowledge there is no intention to employ additional staff, so I assume that the current staff structure will remain.

Supplementary Question:

What mechanism will be used by the combined authorities to share these costs?

Answer from:

Councillor Charles Gerrish

The current level of funding is set out as per my answer. The document refers to future contribution from each authority based on population.

QUESTIONS AND ANSWERS - PUBLIC

P 01

Question from:

Keynsham, Saltford, and Farmborough Liberal Democrat branch

1. The Greater Bristol Strategic Transport Study 2006 concluded that a by-pass at Saltford would have no strategic benefit and create additional traffic in Bath. What has changed since 2006 for your administration to include a by-pass at Saltford in the West of England Partnership's emerging Joint Spatial Plan and Transport Study?
2. The land south of Broadmead roundabout, Keynsham, has been earmarked for strategic housing development in B&NES Core Strategy. Is a necessary consequence of this that the route of any future southern Saltford by-pass would pass nearer Copse Road, Grange Road and Manor Road (lane) in Saltford?

Answer from:

Councillor Anthony Clarke

1. *A southern orbital bypass for Saltford is identified as one of the ideas in the Emerging Transport Vision, which has been developed through the West of England Joint Transport Study(JTS). This is not a firm proposal, rather it is included for consultation. The present engagement process runs until Friday 16 December 2016, and any stakeholder comments are welcome.*
The Greater Bristol Strategic Transport Study (GBSTS) said that a Saltford Bypass "... would relieve the congestion from traffic passing through the village but would involve high construction costs due to the terrain through which it would pass. ... the scheme's economic performance does not justify its inclusion in the strategy, although it produces some local relief, the strategic benefits are limited."
The JTS is suggesting that a bypass could allow public transport improvements through the village, as well as providing an improved link between Bath and Bristol. As well as further housing growth in Keynsham, Bath and Bristol over the past decade, other factors will have changed over the last 10 years, not least air quality

within the village, which rightly suggests we should revisit this issue in this strategy

2. *The precise route of a Salford Bypass would need to be considered in a detailed study in the event of this aspect of the strategy being brought forward, and this sort of speculation about the exact route suggested by the question would not be responsible.*

P 02

Question from:

Andrew Mercer

The Bathampton Meadows Alliance film, 'Becoming a Ghost Town' shows that Odd Down park and ride is so underused that 6ft tall bushes are growing from some of the parking bays.

Please give the total cost of expanding Odd Down by 230 spaces in 2012?

Please give the total cost of the expansion of Newbridge, by 248 spaces, in 2013 and Lansdown by 400 spaces, in 2015?

Answer from:

Councillor Tim Warren

<i>Location</i>	<i>New spaces</i>	<i>Cost (with 20% design and management fees)</i>
<i>Odd Down</i>	<i>230</i>	<i>£1,000,713.60</i>
<i>Lansdown</i>	<i>390</i>	<i>£1,277,290.80</i>
<i>Newbridge</i>	<i>250</i>	<i>£2,122,912.80</i>

This does not reflect the original cost of building the existing P&R sites.