

CABINET MEETING 22nd July 2020

STATEMENTS FROM PUBLIC AND COUNCILLORS

1. David Redgewell – Transport provision during Covid19

Future of Entry Hill and Approach Golf Courses

2. Councillor Mark Elliott
3. Adam Gretton
4. Robin Kerr
5. Emilio Pimentel-Reid
6. Elizabeth Hallam
7. Nicolette Boater
8. Katina Beckett
9. Amy Coulthard
10. Adam Reynolds
11. Councillor Winston Duguid
12. Patricia Ludlam
13. Councillor Lucy Hodge

Update on Corporate Strategy

14. Nicolette Boater

QUESTIONS AND ANSWERS - COUNCILLORS

M	01	Question from:	Councillor Shaun Hughes
<p>For years we have enjoyed the support and financial benefits of our retail & commercial tenants, through rents and business rates they contribute hugely to our finances. They are now looking to us to support them and the future of our retail sector.</p> <p>It's time for us as both as a Council and Landlord to step up to the challenge as it's our responsibility to show some understanding and leadership.</p> <p>Would you agree that we should be cancelling short term rent payments to secure the long term survival of our retail sector?</p>			
Answer from:			Councillor Richard Samuel
<p><i>In response to the above question, I would respectfully direct Cllr Hughes' attention to the statement which was recently published on the Council website below:</i></p> <p>https://newsroom.bathnes.gov.uk/news/cautious-welcome-given-council-income-compensation-scheme</p>			
M	02	Question from:	Councillor Karen Warrington
<p>Regarding Liveable Neighbours: Whilst recognising the need to protect the environment and encourage wildlife I note that there is a statement to improve Air Quality by reducing car trips by 25%. I understand that it is possible to reduce the reliance on the car in Bath and towns where public transport is available but how will this be measured across the district as there is little available public transport in rural areas with cycling and walking considered dangerous by many villagers, due to narrow roads that are shared by vehicles, cyclists, walkers and horse riders?</p>			

Answer from:	Councillor Joanna Wright	
<p><i>Within the report on the progress against the Climate Emergency declaration to Full Council in October 2019, a range of scenarios were considered, and the analysis identified potential measures for each priority area, including transport, which is responsible for approximately 29% of overall carbon emissions in BANES. The figures referred to were not concrete targets for these measures but indicated the scale and speed of ambition we need to have in B&NES to realise our 2030 goal. The statement is set out below:</i></p> <p><i>Transport – A major shift to mass transport, walking and cycling to reduce emissions. For example: a 25% cut in car and van mileage per person per year by 2030, coupled with a 76% switch to electric cars, 14% to petrol/EV hybrid, leaving 10% petrol/diesel on the road by 2030, and, full electrification of passenger rail by 2030.</i></p> <p><i>As noted, the reduction in mileage per person is a target to achieve the aims of the climate emergency declaration. We would always consider that those with the most access to safe and suitable alternatives, including public transport, should be able to reduce their mileage by more than this target whilst recognising that those with less access or with specific needs such as disabilities may not be able to reduce their mileage at all. However, achieving the climate outcomes still requires all residents to consider whether their journeys are necessary or could be undertaken in another way such as by walking, by bicycle or even whether they need to be undertaken at all.</i></p> <p><i>Additionally, within the Low Traffic Neighbourhood Strategy we recognise that some rural areas do have issues, such as rat running, that may be addressed by using some or all of the tools as set out within the strategy and these will be considered as appropriate with Local Ward Members and communities to further improve road safety and access for those who are not car dependant.</i></p>		
M 03	Question from:	Councillor Karen Warrington
<p>Your Low Traffic Neighbourhood Strategy has now been published. As I feared the strategy is extremely Bath-centric, with examples taken from built up areas such as Brixton. Rural areas such the villages that lie on rat-runs to the airport and A38 and those that lie on the A37 with an average of 18,000 vehicles a day have barely received a mention. What is this Administration going to do to ensure that our villages will receive attention and how will the money be distributed?</p>		

Answer from:	Councillors Joanna Wright/Neil Butters
<p><i>As you would expect, the strategies do focus on where the highest levels of traffic are experienced within residential neighbourhoods and in many cases this will be within the urban areas. However, the Low Traffic Neighbourhood Strategy does clearly recognise that some rural areas do have issues such as rat running, that may be addressed by using some or all of the tools as set out within the strategy and these will be considered as appropriate with Local Ward Members and communities to further reduce rat running, improve road safety and access for those who are not car dependant. Low traffic neighbourhoods seek firstly to move traffic out of unsuitable and residential areas and on to main arterial routes that are designed to carry high levels of traffic.</i></p> <p><i>We would always consider that all motorists, particularly those with the most access to safe and suitable alternatives including public transport, should be seeking to reduce their number of journeys and overall mileage significantly in light of the climate declaration whilst recognising that those with less access or with specific needs such as disabilities may not be able to reduce their mileage at all.</i></p>	
M 04	Question from: Councillor Karen Warrington
<p>On Page 325 paragraph 6.2 in the CAZ Report it is stated that 'surplus revenue generated by the enforcement scheme will be held in a Revenue Reinvestment Reserve. Will an appropriate proportion of that Reserve be used to tackle Air Quality along the A37 and through Chew Magna which is used as a cut through for the airport and for the A38 to access the M5/M4 and M49?</p>	
Answer from:	Councillor Sarah Warren
<p><i>The Revenue Reinvestment Reserve must be used to support local sustainable transport policies, and this could include improving air quality by:</i></p> <ul style="list-style-type: none"> <i>• supporting work on improving the way health impacts, air quality and traffic monitoring is assessed</i> <i>• supporting work in other Air Quality Management Areas, such as Temple Cloud and Farrington Gurney;</i> <i>• supporting and encouraging the use of zero and low emission vehicles</i> <p><i>Allocation of funding to specific projects will be overseen by the Revenue Reinvestment Steering Group as set out in Annex 5 of the draft Charging Order which is attached.</i></p>	

M	05	Question from:	Councillor Paul May
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At the Council meeting concerns were expressed about the levels of Government support being provided for Covid19. This did not record and show all of the funding promised to the community such as the business grants direct Adult and Children's funding. At the Children's, Adults WellBeing Committee clearly additional funding in excess of £800,000 has just been allocated and the B&NES revenue support funding this Council put into Children's services will be refunded. Further additional funding has been promised. Could you please supply a simple schedule showing all of the funding received or promised by the government?

Answer from: Councillor Richard Samuel

Please find the full schedule of Government grants awarded to the Council below, this includes the grants administered by the Council for supporting business across Bath and North East Somerset.

Covid 19 Government Support & Grants via Councils	England Total £m	B&NES Total £m	<i>Grant Rec'd as at 21/07/20 (Y/N)</i>	<i>Grant Rec'd as at 21/07/20</i>
Covid 19 - Local Government Support Grant - Tranche 1	1,600	4.644	Y	4.644
Covid 19 - Local Government Support Grant - Tranche 2	1,600	5.358	Y	5.358
Covid 19 - Local Government Support Grant - Tranche 3	500	1.296	N	0
Local Authority Income Loss Support Scheme	tbc	tbc	N	0
Sub Total Covid 19 - Local Government Support Grant	3,700	11.298		10.002
Other Covid 19 Grants and Support:				
Adult Social Care Infection Control Fund	600	2.189	50% rec'd	1.095
Local Authority Test & Trace Service Support Grant	300	0.849	Y	0.849

Reopening High Streets Safely Fund	50	0.173	N	0
Emergency Assistance Grant for Food and Essential Supplies	63	0.143	N	0
Council Tax Hardship Fund	500	1.288	Y	1.288
Small Business Grants Fund & Retail, Hospitality & Leisure Grants - Amount of grants paid to businesses as at 13th July 2020	12300	39.345	Y	39.345
Small Business Discretionary Local Authority Grants - Amount of grants paid to businesses following first application window	617	0.725	Y	0.725
New Burdens Grant - Small Business Grant Fund & Retail, Hospitality & Leisure Grants - Administration Costs	Tbc	0.170	Y	0.170
Sub Total - Other Covid19 Grants & Support	14,430	44.882		43.472

M	06	Question from:	Councillor Paul May
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Following the CAWB committee report could you please confirm how many local authorities in the South west are currently rated by Ofsted as good or above?

Answer from:	Councillor Kevin Guy
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Since the last Ofsted inspection of Bath & North East Somerset's Children's Social Care Services in May 2017, the Ofsted inspection framework has changed and a number of authorities have now been inspected under that new framework. The South West region now has 4 Councils (in addition to the Isles of Scilly) graded by Ofsted as Good or better, as set out in the attached summary. We can expect to be inspected under the new framework in early 2021.

The local area inspections on SEND (jointly undertaken by Ofsted and CQC) are summarised in a letter highlighting local strengths and areas for development – but no graded judgment is issued. 8 out of 11 South West areas whose reports have been published were required to produce a 'Written Statement of Action' to address areas of significant concern. We were very pleased to be one of the few areas not in that position following our inspection which was undertaken last March 2019 and published May 2019.

M	07	Question from:	Councillor Paul May
Following the Covid 19 budget issues can you confirm if any officer posts are under threat?			
Answer from:			Councillor Richard Samuel
<p><i>As you know the financial recovery plan includes some staff savings through managing vacancies and reorganising work where it is necessary and reasonable to do so.</i></p> <p><i>With the announcement of the additional funding package from the government, we have committed to use some of that funding to remove the £2.8M budget pressure on staffing.</i></p>			
M	08	Question from:	Councillor Paul May
The community of Whitchurch village and the wrong road group appreciate that you followed up your promise made at an earlier Council meeting to continue to consult with them. The previously stated cost of £2m spent by B&NES on the JSP has now been written off. As the responsibility for the strategic planning has now transferred to WECA will they cover the full Council's costs?			
Answer from:			Councillor Tim Ball
<p><i>The overall cost of JSP was set out in response to a question raised by Councillor May during a B&NES Cabinet meeting on 12 September 2019: "work across the 4 Unitary Authorities is £1,311,525 from the period covering 1st April 2015 to the 6th September 2019".</i></p> <p><i>The funding arrangements for the WECA Spatial Development Strategy were set out in the report (Item 15) to the Joint meeting of West of England Combined Authority Committee and West of England Joint Committee held on Friday, 19 June 2020.</i></p> <p><i>Furthermore, With the failure of the JSP we must learn the lessons of why it failed. All works done inside WECA on a new plan must be evidence based and be open and honest in the way it is analysed. All information will come through the LDF steering group for discussion. Bath and North East Somerset is very able to hold its ground at WECA and will not tolerate any vanity road show by other</i></p>			

political leaders.

M	09	Question from:	Councillor Paul May
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Has Covid 19 affected the JLTP5 logic and thinking post pandemic?

Answer from:	Councillors Joanna Wright/Neil Butters
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Covid 19 has changed the way people work and move. Whilst we continue at a national, sub regional and local level to monitor closely traffic volumes it is unclear at this stage what the future looks like in terms of the new normal and undoubtedly the pandemic will guide our thoughts as we develop the JLTP5. However, the key principles within JLTP4 continue to remain valid as the focus on mode shift away from the private car; the support of cycling, walking and active travel; increased bus and rail patronage; the need to manage demand and reduce the overall need to travel; and the support that these bring to decarbonisation and climate issues, are all consistent with the current challenges we are facing through Covid-19 as well as longer-term scenarios post Covid-19.

M	10	Question from:	Councillor Brian Simmons
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The pedestrianisation of Keynsham High Street has taken place for the length of the Covid19 emergency; when does this Council intend to make it permanent as outlined in appendix 3 of the previous Cabinet papers?

Answer from:	Councillors Joanna Wright/Neil Butters
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An answer will be provided withing 5 clear working days.

QUESTIONS AND ANSWERS - PUBLIC

P 01	Question from:	Emilio Pimentel-Reid
<p>From Friends of the High Common -</p> <p>The majority of users of the High Common / Approach Golf course are not golfers. How specifically will the council guarantee the continued unfettered use of our local green space by families, vulnerable walkers, Nordic walkers and dog walkers etc who have coexisted in harmony with golfers for over 60 years -given that a commercial operator is likely to want to exclude non-paying residents from the park?</p>		
	Answer from:	Councillor Paul Crossley
<p><i>GLL is already a private operator and no attempt has been made to exclude people walking on the paths through this pitch and putt course and none are planned. We have in the past put up signs advising all users that pitch and putt is being played and that golf balls are dangerous and so people using the space for other than golf need to be aware of the dangers. This arrangement will be written into any agreement made with any new operator.</i></p>		

P 02	Question from:	Emilio Pimentel-Reid
<p>From Friends of the High Common -</p> <p>Why was there no consultation with residents regarding the specific issues of the Approach Golf Course and High Common and when will there be a public consultation so that residents may have their opinions taken into account?</p>		
Answer from:		Councillor Paul Crossley
<p><i>Approach golf course is used for golf derived sports such as pitch and putt and public access to use the paths that cross the site. There are no plans to change this mix of uses and therefore a specific public consultation looking at uses of the site was not deemed necessary. The statutory process of consultation required before any lease or transfer of Public Open Space to a 3rd party takes place under S.123 Local Government Act 1972 will take place however. The law requires the disposal to be advertised on site and in a newspaper circulating in the area on 2 occasions.</i></p> <p><i>The Council is facing huge financial pressure and the Approach Course loses money under its current operational model. We are seeking to work with operators who specialise in golf derived sports and who can operate the site more efficiently and at a profit.</i></p>		