

CABINET MEETING 10 FEBRUARY 2022

STATEMENTS FROM PUBLIC AND COUNCILLORS

1. David Redgewell – Budget on Transport
2. Cllr Dr Yuktेशwar Kumar – Collegiality
3. Katherine Howells – Proposed parking charges in Midsomer Norton
4. Cllr Grant Johnson – Proposed Parking Charges in Midsomer Norton and Radstock (including petition)
5. Cllr Michael Evans – Midsomer Norton car parking charges
6. Cllr Alastair Singleton – Bristol Airport Appeal
7. Cllr Vic Pritchard – Council budget
8. Malcolm Baldwin – Potential Re-siting of the Fashion Museum

QUESTIONS AND ANSWERS - COUNCILLORS

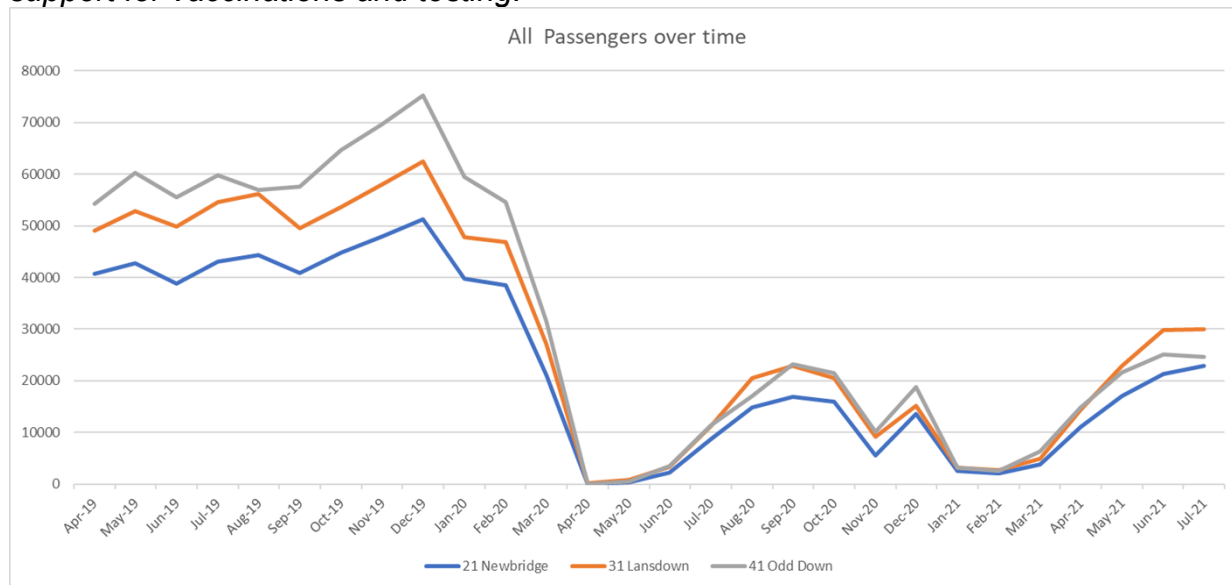
M	01	Question from:	Cllr Vic Pritchard
<p>On the A37 towards Pensford, next to Short Lane, a pedestrian island was installed as part of £200,000 highways safety works to allow people to access the bus stop more easily. This arrangement proved to be dangerous for pedestrians, though, as the island was regularly hit by traffic. In order to further improve safety, the council installed a kerb around the pedestrian island. It has since been removed entirely and replaced with a build-out to make the road narrower on one side. This, however, has still failed to improve road safety at this location. Please specify how much money has been spent installing the pedestrian island and repeatedly trying to preserve it and confirm if any plans are in place to move the bus stop to a safer location or to better utilise the bus stop further along the A37.</p>			
Answer from:			Cllr Manda Rigby
<p><i>This pedestrian island was installed in 2019 as part of a wider scheme to improve safety along the A37 through Pensford, which also included improvements to other existing pedestrian islands, kerbing and bollards to reduce occurrences of vehicles overrunning footways, and a priority system on Pensford Hill for large vehicles. Since the now removed island was part of that larger scheme, we don't have a breakdown of the specific cost for its original installation.</i></p> <p><i>No works were undertaken to try and retain the island once it had become apparent how often collisions were occurring. This is because officers undertook an assessment and concluded there no were measures that could be used to reduce the risk of collisions sufficiently and that the only option was to remove the island. The safety risk to the public of leaving the island in place was assessed to be higher than removing it. However, to help mitigate for the loss of this crossing facility the footway on one side of the road was widened and 'SLOW' markings added to the road surface.</i></p> <p><i>The possibility of relocating the bus stops was considered, but there is no location in the near vicinity that this could be provided that would not result in the loss of the bus shelter because of the steep embankment.</i></p> <p><i>A speed survey at this point on the A37 is being undertaken which will help identify a suitable location for providing a new flashing speed limit reminder sign to help slow traffic. Signs to warn drivers of pedestrians crossing will also be erected.</i></p>			

M	02	Question from:	Cllr Vic Pritchard
----------	-----------	-----------------------	--------------------

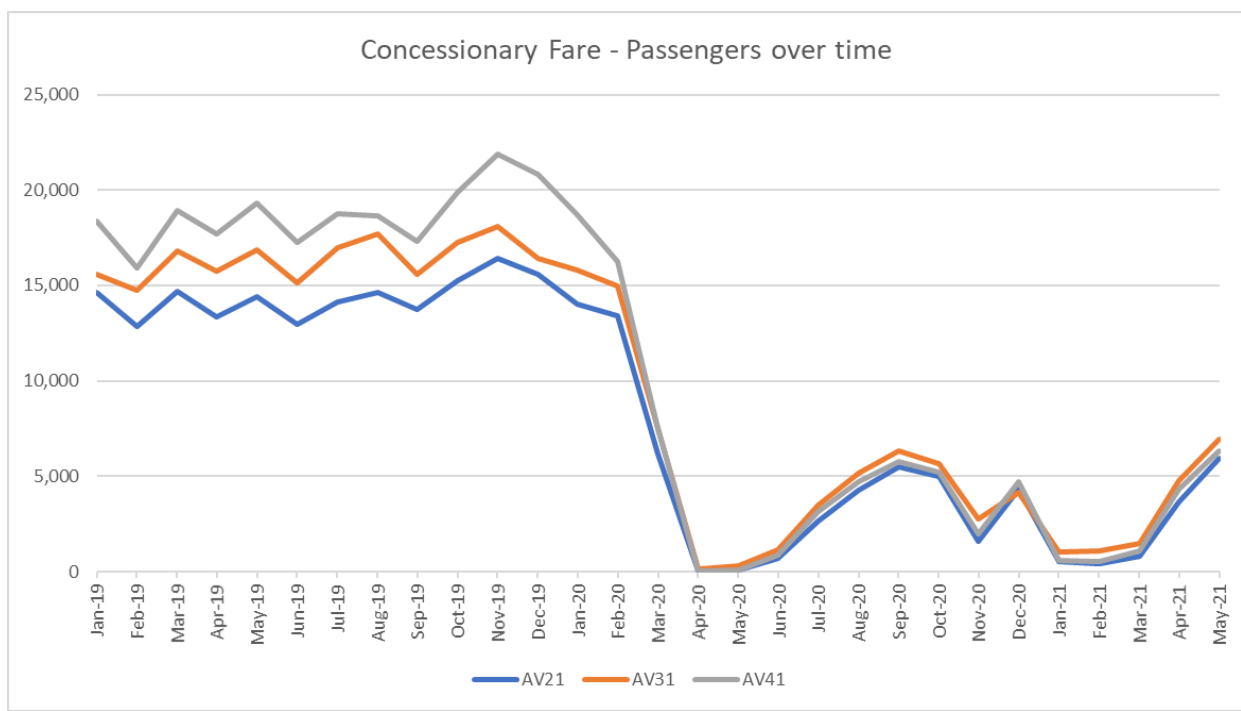
Please provide usage stats for all Bath's Park and ride sites over the course of the past 12 months.

Answer from:	Cllr Manda Rigby
---------------------	------------------

The Park and Ride (P&R) service passenger data is collected by First as the operator of the commercial service. The most recent data provided to the council by WECA, who administer the contract on the council's behalf, was received in early January 2022 and is set out below. The council has made further enquires with regards to the passenger numbers over the period of the last 6 months, which is not included in this data. Passenger data remains a more reliable source of data for service usage, particularly during the COVID pandemic when sites have provided support for vaccinations and testing.



It's assumed that that concessionary fare data is included within the all-passenger data; however, confirmation has been requested from WECA and First and is pending.



M	03	Question from:	Cllr Vic Pritchard
----------	-----------	-----------------------	--------------------

The Information Commissioner’s Office (ICO) details the responsibilities organisations have to ensure breaches of personal data do not take place. If the council experiences breaches in personal data, are the breaches automatically reported to the ICO?

Answer from:	Cllr Kevin Guy
---------------------	----------------

*The Council complies with the Data Protection Act 2018 and UK GDPR regulations which place a duty on all organisations to report **certain***

personal data breaches to the Information Commissioners Office (ICO).

*In deciding whether to report, each organisation (i.e., the Council) must assess if the breach is likely to result in a **high** risk of adversely affecting individuals' rights and freedoms, and if the breach is reported must also ensure any affected individuals are informed without undue delay.*

In assessing whether to report or not the Council will review each case on its merits and assess a range of adverse effects on individuals, which include emotional distress, and physical and material damage. Some personal data breaches will not lead to risks beyond possible inconvenience to those who need the data to do their job. Other breaches can significantly affect individuals whose personal data has been compromised.

In order to ensure these processes are managed appropriately we have formal reporting and assessment processes for breaches, and these are managed independently by our Information Governance team. Their role is to ensure an objective assessment is made and they work with services to manage containment and recovery and identify learning from experience to avoid a future repeat of any incidents.

Any reportable breach is then subject to a final check by our Statutory Data Protection Officer to ensure that processes have been followed.

M

04

Question from:

Cllr Vic Pritchard

Is there any unspent money left over in this year's Ward Councillor Empowerment Fund pot? If so, can it be put into the Community Contribution Fund to be handed to local charities?

Answer from:

Cllr Richard Samuel

The amount of Ward Councillor Empowerment Fund left unspent for the 2021-22 year is £2,000. Any resources unspent by ward members will be returned to corporate funds. There is no proposal to subsume any of the funds into the community contribution fund.

M	05	Question from:	Cllr Paul May
<p>Once the current Local Plan Update is approved, the housing needs for B&NES will be provided for over the course of the next five years. Will you give absolute assurance that you will resist any future proposals for our area to take inappropriate and unwelcome overspill housing from Bristol?</p>			
Answer from:			Cllr Kevin Guy
<p><i>The Local Plan Partial Update will increase the district's housing land supply which will provide defence against speculative planning applications in the medium term. For the longer term, work is due to start on the new Local Plan which will need to conform with the West of England Spatial Development Strategy (SDS). The SDS must comply with the Duty to Cooperate which requires that local authorities work together to ensure that housing needs across the wider area are met as far as possible. The SDS will consider the implications of the Duty to Cooperate and will set out a spatial strategy and housing requirements for the Unitary Authorities accordingly. Failure to comply with the Duty to Cooperate will mean the SDS will not pass public examination and the result will be that in the longer term the Unitary Authorities will be vulnerable to speculative planning applications.</i></p>			
<p><u>Supplementary Question:</u> Leader, thank you. I had hoped for a simple yes! Following the logic of your reply, does it mean that if we have to take housing needs from Bristol, who keep refusing their own opportunities, this inappropriate housing will be added to B&NES own housing needs? With some 70% of our area being Green Belt and an effective local plan update due for examination soon, you will just allow WECA to dump Bristol housing in areas like my own, Bath, Bath surrounds, Keynsham, Saltford, Radstock and Midsomer Norton without challenging their right to do so. Co-operate does not mean capitulate. Do you believe that the Green Belt should be protected? If you approve the draft SDS for consultation you will be committing BANES to accept the principle.</p>			
Answer from:			Cllr Kevin Guy
<p><i>I am wholeheartedly against being an overflow for Bristol housing and am proud that officers have a good track record of putting quality housing and affordable housing in the right places. I will ask Councillor Tim Ball, Cabinet member for Planning and Licensing, to meet with Cllr May to discuss this issue.</i></p>			

M	06	Question from:	Cllrs Michael Evans and Chris Watt
<p>Considering the damaging effects on the local high street that introducing parking charges in Midsomer Norton and Radstock will have, will Cabinet commit to reversing the proposal and ensuring Midsomer Norton and Radstock continue to benefit from free parking?</p>			
Answer from:			Cllr Richard Samuel
<p><i>The council's draft budget proposals have been the subject of public consultation and are considered as part of the budget report today. The cabinet will consider the key points arising from this consultation and determine how it wishes to proceed.</i></p>			
M	07	Question from:	Cllrs Michael Evans and Chris Watt
<p>Please confirm whether you intend to hold a public consultation over proposals to introduce car parking charges at Midsomer Norton and Radstock car parks.</p>			
Answer from:			Cllr Manda Rigby
<p><i>The council is required to use Traffic Regulation Orders (TROs) to make change to restrictions in its off street car parks. Changes to these legal orders require the council to conduct formal statutory consultations and to assess any feedback received.</i></p>			
M	08	Question from:	Cllrs Michael Evans and Chris Watt
<p>A survey was recently carried out by the council concerning future usage of South Road Car Park in Midsomer Norton. The results of this survey led to a change of policy in relation to plans for a supermarket on site. Could you please share the survey?</p>			

Answer from: Cllr Richard Samuel

Please find attached the survey results for Midsomer Norton that enabled us to put together a technical note on the future of South Road car park including a number of potential options. The technical note refers to parking surveys that were carried out in 2015 and 2019, I have attached both for completeness.

M 09 Question from: Cllr Karen Warrington

Please confirm the number and exact locations of all disabled parking bays in Bath.

Answer from: Cllr Manda Rigby

*As part of the changes introduced on street by the Bath City Centre Security Scheme information on formal disabled bays within the city centre is available online at https://www.bathnes.gov.uk/sites/default/files/temporary_disabled_bays_0.pdf
The number of spaces within council car parks in Bath are as follows:*

Car Park	Number of Disabled Spaces
<i>Charlotte Street</i>	<i>24</i>
<i>Avon Street</i>	<i>12</i>
<i>Manvers Street</i>	<i>6</i>
<i>Kingsmead Square</i>	<i>4</i>
<i>Broad Street</i>	<i>4</i>
<i>Cattle Market</i>	<i>0</i>
<i>Claverton Street</i>	<i>1</i>

M	10	Question from: Cllr Karen Warrington
<p>The draft Budget for 2022/23 indicates savings of £711,000 over the next three years in the fostering service, with the suggestion that this saving will be made by the council recruiting more foster carers. Recruiting foster carers, however, is not easy, with local authorities across the country putting huge efforts into sophisticated recruitment campaigns. With this in mind, please outline Cabinet’s strategy for recruiting more foster carers over the short and long term, and please give an estimation of how much you intend to spend on an accompanying communications campaign.</p>		
Answer from:		Cllr Dine Romero
<p><i>There are currently not enough in-house foster carers in B&NES – the Council relies on Independent Fostering Agencies (IFAs), and residential settings which are generally more expensive, and place a significant pressure on our spend. This project will also be overseeing the development and implementation of the Fostering Families service within B&NES. Fostering families will seek to provide a better outcome for children as well as a saving for the Local Authority by providing a dedicated fostering service to support those children at the edge of care, to remain at home. This service will provide a dependable, consistent and emotionally invested individual who can provide support for the duration of children’s minorities.</i></p> <p><i>The following have been included within the scope of this project:</i></p> <ul style="list-style-type: none"> • <i>Intensive service: step up/down to/from residential</i> • <i>Mother and baby foster carers</i> • <i>Family Link carers – for disabled children</i> • <i>Respite carers – both for carers and from home</i> <p><i>The service on average recruits 8 new fostering households per year. This project seeks to increase that to 13. In total, the service has recruited seven foster carers since April 2021, with an additional three due at panel between February and April 2022. There has been an increase in the number of contacts to the service, which is opposite to the experience of neighbouring authorities, who have seen contacts decline.</i></p> <p><i>There have been four fostering families’ approvals and we have three new fostering applications; one of which is our first Parent and Child</i></p>		

application. We have an additional three applications sent to possible carers who have yet to respond.

The B&NES project includes a marketing agency, which is supporting 4 x recruitment campaigns over two years, at a total cost of £62,000. The first campaign push was in October 2021, the second is planned for March 2022. The initial campaign highlighted the need for work to be done updating the fostering website in B&NES, but at least two foster carers quoted the adverts they had seen as part of the campaign.

Supplementary Question: How many carers do you actually have active currently, and how many have withdrawn their services from April 2021 until now?

Answer from:

Cllr Dine Romero

Response (provided following the meeting): We have 83 active carers currently, since April 2021 we had 11 de-registrations, of which 1 withdrew.

M **11**

Question from:

Cllr Vic Pritchard

The draft Budget for 2022/23 indicates savings of £215,000 in the waste service. The description refers to “restructuring” and the requirement for an “operational review”. Please specify the changes residents are likely see to the council’s waste service as a result of these savings.

Answer from:

Cllr Richard Samuel

The savings detailed will largely be achieved by separating and sorting more materials for recycling behind the scenes, and thus being able to sell better quality materials for enhanced prices. Residents will see new facilities for mattress recycling and hard plastics recycling installed at our recycling centres, and our intention is for new plastic film recycling containers to be available when UK markets are available. The kerbside recycling collection service will continue to operate weekly, with new food waste collections being expanded to those few remaining residential dwellings (mainly in the city centre) who don’t currently have access to this. An enhanced food waste collection service will also be offered to our commercial customers, to encourage more businesses to recycle their food waste. We are also commissioning a project to set up 3 new bring recycling facilities within Bath and will consult residents in due course on locations for these.

M	12	Question from:	Cllr Vic Pritchard
----------	-----------	-----------------------	--------------------

Please confirm how much money the council has received from the government for COVID-19 related since the start of the pandemic.

Answer from:	Cllr Richard Samuel
---------------------	---------------------

The following table summarises the grants the Council has received to date between 2020/21 and 2021/22 for Covid related support and activities. The table is broken down by year and by government department, separating out grants we have administered and passported onto local businesses from main Council Covid grants. It should be noted that some of the main Council Covid grants would have been administered and passported onto residents in the form of welfare support, and third parties, in particular those across the social care and health sector.

Covid Council Grants	2020/21 £000	2021/22 £000	Total £000
<i>Department of Health and Social Care</i>	<i>(10,894)</i>	<i>(7,375)</i>	<i>(18,270)</i>
<i>Department for Levelling Up, Housing and Communities</i>	<i>(32,437)</i>	<i>(10,315)</i>	<i>(42,752)</i>
<i>Department for Education</i>	<i>(30)</i>	<i>0</i>	<i>(30)</i>
<i>HM Treasury / HM Revenues and Customs</i>	<i>(562)</i>	<i>(10)</i>	<i>(571)</i>
<i>Department for Digital, Culture, Media and Sport</i>	<i>(392)</i>	<i>0</i>	<i>(392)</i>
<i>Department for Environment, Food and Rural Affairs</i>	<i>(143)</i>	<i>0</i>	<i>(143)</i>
<i>Ministry of Justice</i>	<i>(82)</i>	<i>0</i>	<i>(82)</i>
<i>Department for Work and Pensions</i>	<i>(495)</i>	<i>(585)</i>	<i>(1,080)</i>
Total Covid Council Grants	<i>(45,035)</i>	<i>(18,285)</i>	<i>(63,320)</i>

Covid Business Support Grants	2020/21 £000	2021/22 £000	Total £000
--------------------------------------	-------------------------	-------------------------	-----------------------

<i>Department for Business, Energy and Industrial Strategy</i>	<i>(69,232)</i>	<i>(29,427)</i>	<i>(98,659)</i>
Total Business Support Grants	(69,232)	(29,427)	(98,659)

Total Grant Receipts	(114,268)	(47,712)	(161,979)
-----------------------------	------------------	-----------------	------------------

M	13	Question from:	Cllr Joanna Wright
----------	-----------	-----------------------	--------------------

What actions is B&NES taking to ensure that the Council is prepared for the extension of section 54 of the Modern Slavery Act 2015?

Answer from:	Cllr Dine Romero
---------------------	------------------

The extension of Section 54 of the Modern Slavery Act 2015 requires local authorities to publish a slavery and human trafficking statement for each financial year of the organisation. Section 54 relates to transparency in the supply chain.

B&NES' Modern Slavery Statement was approved at Cabinet on 20th May 2021. It is on published on our website - <https://beta.bathnes.gov.uk/modern-slavery-statement>

The Strategic Procurement Team are:

- updating the council's procurement processes to ensure the approach to Modern Slavery is more robust, particularly in high-risk categories of procurement*
- identifying high risk categories*
- communicating Modern Slavery and other labour-rights associated issues to our supply chain*
- working with Electronics Watch in respect of IT hardware contracts*

- *developing training as part of a wider suite of procurement training*
- *in a current tender, we are asking bidders to complete the Crown Commercial Service Modern Slavery Assessment Tool, not only to ensure we engage compliant organisations but also to bring the issues, and associated remedial actions, to a wider potential supplier basis*

We will review the current Modern Slavery Statement in the next few weeks and prepare the Statement for 2022/23.

M	14	Question from:	Cllr Joanna Wright
----------	-----------	-----------------------	--------------------

The Council is launching a ‘pilot delivery subsidy scheme’ at the end of this month. Will the delivery subsidy scheme apply to deliveries made by e-cargo bikes only or will other types of e-vehicles, e.g. e-vans or e-cars be part of this pilot?

Answer from:	Cllrs Sarah Warren
---------------------	--------------------

The scheme as proposed at this time states that the parcel must be collected by e-cargo bike in the first instance and that electric vans or cars can then be used for onward delivery where this is outside the range of an e-cargo bike.

This option is available to all operators and should both broaden the appeal of the service and provide an air quality benefit across the local area.

The subsidy offered to customers to support the transition to e-cargo bike deliveries will be determined on a case-by-case basis with a view to ensuring an enduring and sustainable change. A budget will be created for each customer, which will be held by us and paid to operators. Customers are free to choose which operator or operators they wish to work with.

M	15	Question from:	Cllr Joanna Wright
----------	-----------	-----------------------	--------------------

Questions sent to Cabinet are sent on behalf of residents who quite rightly want to know what is taking place using tax-payers money. Repeatedly, the Cabinet Member for Neighbourhood Services has only answered questions after the cabinet has taken place, which is his right to do, but is not in keeping with the code of conduct of an elected official. I therefore ask, on the weekend of 22nd and 23rd January 2022, residents were able to collect by car trees in Radstock to help B&NES respond to the Climate and Ecological Emergencies. Where did these trees come from: That means who grew them and how

much did that cost? These trees were sold at 20% of normal retail cost, does that mean the council is making a loss and if so, what is the loss? Will future sales of trees be more widely advertised and made available in locations where those without private vehicles can access them more easily?

Answer from:

Cllr David Wood

We have held a couple of successful tree give away events now. The trees were purchased from Boningdale Nurseries, a wholesale tree supplier who do not provide info on the cost of growing these to the point of sale. The Council subsidises the tree giveaways to enable residents to benefit from planting trees in their own gardens to meet tree planting targets. For the event in question, the trees cost £27K and the Council got £9K in income. The event was subsidised by approx. £18K out of the Council's capital budget (CIL allocation) for tree planting.

The trees on offer at the giveaway events so far have been 10 litre container grown trees, many of which are 2+ metre in height, so ideally require a vehicle to transport them. The Radstock Road depot is the only Council depot site which can readily facilitate such an event and the events have proven to sell out quickly with the advertising channels used. We need space for the articulated lorries to deliver the trees in the quantities required, and for the trees to be unloaded and stored safely, so detailed planning and preparation is required to facilitate this and other depots do not have the space nor suitable public access. For future events we are looking to see if we can also offer discounted bundles of bare root tree whips to communities via parish and town councils and will broaden our advertising accordingly. I want to thank the public for their response and their enthusiasm for tree planting on their own land.

M

16

Question from:

Cllr Joanna Wright

Was the council aware of the temporary closure of Waitrose's car park, and if so, did they discuss traffic management measures that might be needed on roads leading to it, i.e. Walcot Street, Broad Street and The Paragon, resulting from this?

As traffic levels may well have been affected by the temporary closure, did the council take the opportunity to measure numbers of vehicles using these roads before, during and after the closure? Do the council monitor air pollution on these roads, and did they measure it during the period of the closure?

Answer from:

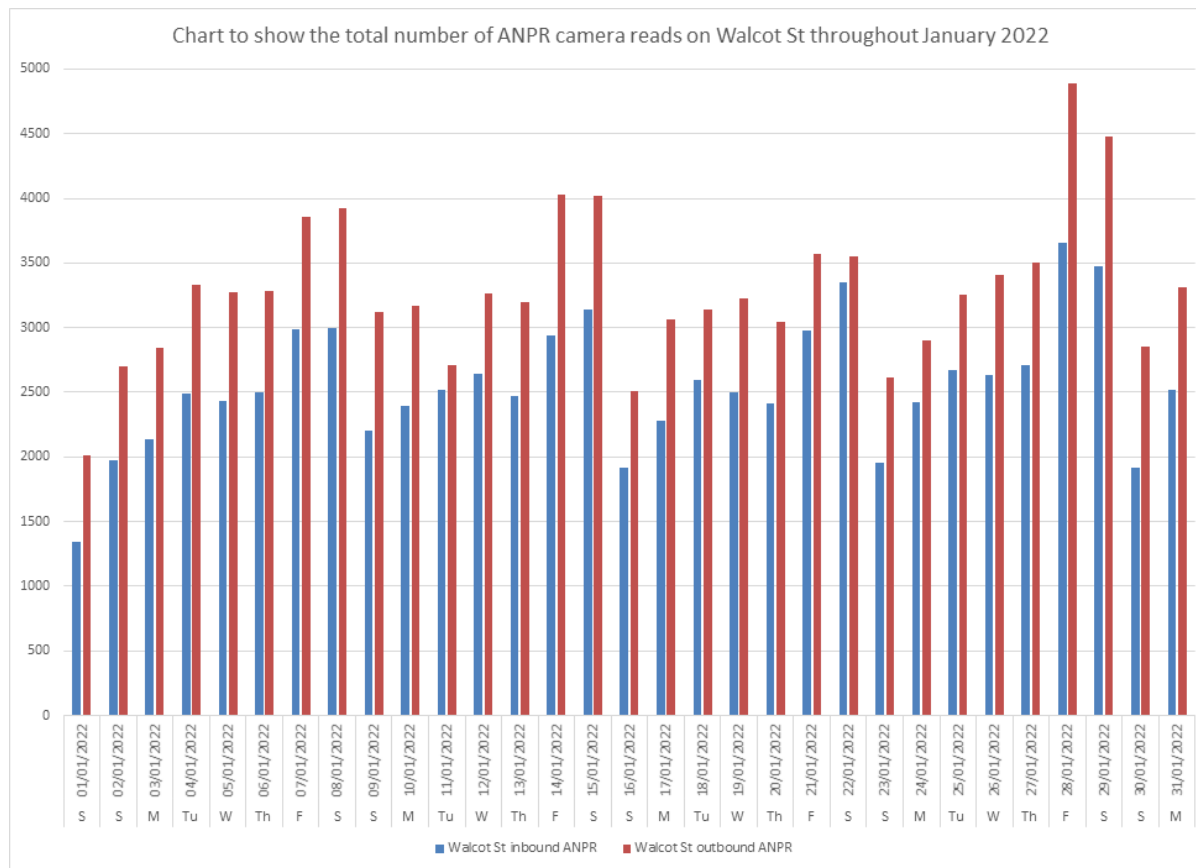
Cllr Manda Rigby

The council was broadly aware of the refurbishment works underway at the Podium car park since the spring of 2021, however, it only received contact from the operator the day before the closure as part of a request that the on street car park VMS signage be changed to 'Closed' and that this would be required until 22 Jan (total 10 days).

There is a VMS sign located on the London Road at its junction with Walcot Street which advises motorist in advance of the status of the car park. With the closure of Milsom Street to general traffic from 10am, Walcot Street also remains the primary route to access the council's own car parks at the Cattle Market and Broad Street.

The operator subsequently confirmed that advance warning signage had been in place on site within the car park for 10 days.

To implement dedicated monitoring for both traffic and air quality measurements requires advance notice to allow the installation of equipment to be sufficiently in advance of any change so that impacts may be observed and analysed. As no advance notice was received on this occasion, this was not possible. However, the council has ANPR cameras for the CAZ monitoring both inbound and outbound traffic on Walcot Street, situated near to the junction with Beehive Yard. This data is shown below:



Air quality monitoring sites are located on Walcot Street; however, these provide monthly concentrations, so are unlikely to pick up short-term peaks and troughs.

M	17	Question from:	Cllr Joanna Wright
<p>Will the council be discussing with Waitrose whether the temporary closure of their car park has affected the numbers of customers using their shop or their takings for that period? If that has already happened, what are the results?</p>			
Answer from:			Cllr Richard Samuel
<p><i>The car park operator works closely with the occupiers of the Podium and has advised the council that all were all involved in securing the closure dates for the car park in order to minimise the impact. The full closure of the car park ensured that the ongoing reduction of spaces from the refurbishment is minimised.</i></p>			
M	18	Question from:	Cllr Joanna Wright
<p>In a council's response to questions sent to the Climate Emergency and Sustainability PDS committee (January 2022) on the reduction of emissions in B&NES buildings which was noted as 66% in all press releases. As B&NES buildings take up 1% of the district's buildings, this measurement is in fact 66% of 1% which is 0.66% since 2009, an entire decade before the Climate Emergency was declared. That same statement admitted that emissions, since the Emergency Declaration, have remained similar (at 3,031.53 tCO₂e) despite council offices often being empty owing to COVID, what were the actual figures and why have emissions, in real terms, increased?</p> <p>The council's response also stated that the Local Government Association (LGA) were provided with six case studies showing positive, proactive climate action from Bath and North Somerset, what were these?</p> <p>What quantified progress has been made since the adoption of the Climate Emergency, publication of the Climate Emergency Report and subsequent approvals by council since Sep 2019?</p>			
Answer from:			Cllr Sarah Warren
<p>- <i>Council's emissions are on a downward trajectory, including since 2019. The draft report figure for 2020/21 was provisional.</i></p>			

Confirmed figures for building and operational emissions for the year 2018-19 were 3,401 tCO₂e, for 2019-20 were 3,031.53 tCO₂e and for 2020-21 were 2,737 tCO₂e. In the next couple of years, the impact of current projects, such as retrofitting and installing solar PV on several more care homes and building the very low carbon recycling facility at Pixash Lane, will reduce emissions further.

- *The case studies provided to the LGA are attached and examples of other action taken or underway can be found on the Council's Climate Emergency webpages, with the latest news available on the Council Newsroom page.*

(These are the relevant links <https://beta.bathnes.gov.uk/our-climate-action> and [Tackling the Climate and Ecological Emergency section](#) of the Council newsroom).

- *Progress was first reported to full Council in January 2021 and a draft annual report provided to the PDS Panel this January included quantitative and qualitative progress. The final updated version of that report will be submitted to full Council in March 2022.*

M	19	Question from:	Cllr Joanna Wright
----------	-----------	-----------------------	--------------------

The 2018 UN Intergovernmental Panel on Climate Change reported the need to reduce carbon emissions more quickly in order to prevent the world from warming by more than 1.5°C. Please can you quantify the district emission reductions since 2019 and how does this compare with the UK government trajectory which is forecast to put us on target for a 3°C rise?

Answer from:	Cllr Sarah Warren
---------------------	-------------------

Local authorities do not have access to the data that government collects and analyses on local area carbon emissions. Central government provides these figures annually to local government, but with a two-year time lag, so the latest figures all local authorities have is for 2019.

M	20	Question from:	Cllr Joanna Wright
<p>The funding deadline for delivering electric charging points in B&NES was September 2021. What date will the proposed EV charger at the New Oriel Hall Car Park, Lambridge, be ready to use by residents?</p>			
Answer from:			Cllr Sarah Warren
<p><i>The electric charging point at the New Oriel Hall Car Park, Lambridge, is programmed to be installed and ready to use, by the end of March 2022.</i></p>			
M	21	Question from:	Cllr Joanna Wright
<p>Cllr Samuel has stated previously that “we are clear that the existential threat that climate change poses must still be tackled, this includes continuing to bear down on carbon emissions from vehicles and taking other carbon reduction measures.” During the pandemic the government gave out funding to local government, to deliver active travel routes so that people could safely travel by walking or cycling, especially on routes that are frequented by bus users. North road was selected through a process which included all Liberal Democrats Cllrs internally voting on proposed routes, followed by a public consultation, which was in favour of delivering this important link to well used locations such as the University of Bath, Ralph Allen School, Wessex Water. At a time when many are having to choose between heating or eating, in your role as Deputy Leader for the Climate and Sustainable Travel, you have decided to conduct a Citizen’s Jury at the cost of £30,000 to deliver a scheme that has already been internally and externally consulted on. Is this a fair use of taxpayers and University money when all public services such as adult care and community initiatives are under intense pressure to deliver quality services with limited budgets?</p>			
Answer from:			Cllr Sarah Warren
<p><i>Good public engagement is a vital factor in the public acceptability of sustainable transport programmes. The citizen’s panel is one tool in the rapidly developing discipline of deliberative public engagement, that can help the council design better transport schemes and foster a thriving democracy.</i></p>			

M	22	Question from:	Cllr Joanna Wright
<p>In the last round of questions, Cllr Alastair Singleton, who is not in a Cabinet position, appeared to know in full about the many questions that I had reasonably asked for the public record. Do all questions sent by me to Cabinet Members, get circulated to Liberal Democrat Councillors in advance? Is this in keeping with the Nolan Principles and standards in public life?</p>			
Answer from:			Cllr Kevin Guy
<p><i>Questions are not circulated to Liberal Democrat Councillors in advance. I have checked with Cllr Singleton, and his question to the December Cabinet meeting referred back to the Q&A for the November Cabinet meeting – at which Cllr Wright had tabled 17 questions.</i></p>			

QUESTIONS AND ANSWERS - PUBLIC

P	1	Question from:	David Harding
<p>I understand that between 2015 and 2019 the council was able to use capital resources to fund revenue expenses in particular where 'reorganisations' resulted in redundancies.</p> <ol style="list-style-type: none"> 1. Please confirm whether my understanding of this financial mechanism is correct and how it was operated. 2. Please confirm the amount of funds spent in this way between 2015 & 2019 and the numbers of staff made redundant. 			

Answer from:

Cllr Richard Samuel

Central Government outlined in December 2015 that local authorities would be able, under certain circumstances, to utilise capital receipts for revenue expenditure for certain purposes. The scheme is called "Flexible use of capital receipts". This allows Local Authorities to treat as capital expenditure and fund through capital receipts, expenditure which "is incurred by the Authorities that is designed to generate ongoing revenue savings in the delivery of public services and/or transform service delivery to reduce costs and/or transform service delivery in a way that reduces costs or demand for services in future years for any of the public sector delivery partners". This flexibility was introduced to cover spend incurred from 1st April 2016 and has since been extended to 31st March 2025.

£7.837m of spend was funded using the flexible use of capital receipts in the period to 31st March 2019, which included severance costs for 184 members of staff.

Attachments

- (M18) - LGA Case Studies
- (M8) - Midsomer Norton & Radstock Traffic Survey Report 2014
 - Sainsbury's Traffic Survey Data
 - Midsomer Norton Parking Beats Data