

## CABINET MEETING – 11<sup>th</sup> July 2024

### STATEMENTS FROM PUBLIC AND COUNCILLORS

1. Chad Allen – Hedera Helix (English Ivy) and the need for trees and wildlife in B&NES
2. Richard Samuel – Local Government Funding
3. Ceris Humphreys – Debate Not Hate Campaign
4. Stefan Steinhoff – Sydney Road Liveable Neighbourhood
5. Cllr Dave Harding – Bishop Sutton Football Fields and Surrounds

## QUESTIONS AND ANSWERS - COUNCILLORS

<b>M</b>	<b>01</b>	<b>Question from:</b>	Cllr Joanna Wright
<p>At June 2024 Cabinet, the following question was asked, and your response is as follows:</p> <p><i>At the March 2024 Climate Emergency and Sustainability Policy Development and Scrutiny Panel, the Cabinet Member for Climate Emergency and Sustainable Travel said the Council had no plan for an active travel route from the centre of town to Claverton Down. If there is no plan in place how will the Council be able to apply for funding to create this important link?</i></p> <p><i>Response from Cllr Sarah Warren:</i>  <i>We have recently been developing our Active Travel Masterplan which sets out our ambitions for an active travel network serving key destinations across B&amp;NES, which we will be consulting on later this summer. Routes within the masterplan will be considered for development as future funding becomes available.</i></p> <p>As the Council has failed three Active Travel fund bids to date and without a circulation plan for Bath, how will the “proposed ambitious masterplan” with appropriate infrastructure be developed to ensure success?</p>			
		<b>Answer from:</b>	Cllr Sarah Warren
<p><i>Work continues to develop a Circulation Plan for Bath, but in the meantime, it would be quite wrong to cease efforts to secure funding for improved cycling infrastructure across B&amp;NES. Therefore, consultation on the Active Travel Masterplan began on 10th July. The supporting documentation contains the rationale by which it has been compiled and will be available on the consultation webpage.</i></p> <p><i>(This response was provided within five working days of the meeting).</i></p>			

<b>M</b>	<b>02</b>	<b>Question from:</b>	Cllr Joanna Wright
<p>At the June 2024 Cabinet, the following question was asked, and your response given is as follows:</p> <p><i>Lambridge Ward councillors have repeatedly asked for support for 3 homes of residents who have nowhere to park due to changes to the highway created by the Walcot Residents Parking Zone (RPZ). Why won't a council Highways Officer attend an onsite meeting to view the ongoing issue?</i></p> <p><i>Response from Cllr Manda Rigby:</i>  <i>With respect to this specific issue, it will be addressed during a forthcoming review of Residents Parking Zones which is due to begin during the summer with an option appraisal phase to identify potential amendments. Following agreement of any changes, a consultation and delivery phase will continue into 2025. Officers are always happy to arrange site meetings, where it is an appropriate use of their time, to understand and consider a way forward to address an issue or problem. The solution to this issue is understood and so a site meeting would not be appropriate at this time.</i></p> <p>To date, neither residents nor Lambridge ward councillors have been informed of the solution we have repeatedly requested. When will this solution be provided and implemented?</p>			
<b>Answer from:</b>			Cllr Manda Rigby
<p><i>Officers will shortly be starting a review of the Residents' Parking Zones that were implemented last year. Councillors in these wards and those adjacent to them will be contacted within the next two weeks and advised how they can contribute to this review.</i></p>			
<b>M</b>	<b>03</b>	<b>Question from:</b>	Cllr Joanna Wright
<p>At the June 2024 Cabinet, the following question was asked, and your response given is as follows:</p> <p><i>At the March 2024 Climate Emergency and Sustainability Policy Development and Scrutiny Panel, the Cabinet Member for Transport said that a review of paper parking permits for Councillors was not something that the community was asking for, so the Council does not see the</i></p>			

*issue of councillors using paper permits (not quantified through a parking system) as a priority. As all other transactions taken by councillors on Council business need to be identified and interests lodged, can you please explain how much officer time would be taken by removing paper parking permits and putting the councillors using paper parking permits on the council's digital parking system MiPermit?*

*Answer from: Cllr Kevin Guy:*

*The council issues a range of digital permits through MiPermit to help residents; businesses; visitors; and council staff, including councillors, manage their parking conveniently via electronic devices. The council recognises the importance of providing accessible alternatives where these are appropriate and for those that need them, such as paper permits and continuing to support cash payments for parking when other locations are moving exclusively to app and card-based payments only.*

*Please can you explain why the councillors who have paper parking permits need this "accessible alternative"?*

<b>Answer from:</b>	Cllr Kevin Guy
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*For data protection reasons, it would not be appropriate to comment specifically on individual cases.*

<b>M</b>	<b>04</b>	<b>Question from:</b>	Cllr Sam Ross
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At the June 2024 Cabinet, the following question was asked, and your response given is as follows:

*Bath Spa University is currently only served by one bus, the U5. According to the March 2024 minutes of the Climate Emergency and Sustainability Policy Development and Scrutiny Panel, £40k from the Clean Air Zone revenue is reserved towards funding bus services to the University of Bath. Why does Bath Spa not get a subsidised bus service?*

*Answer from Cllr Sarah Warren:*

*Initially, this funding was provisionally allocated for a supported bus service as a contingency measure to mitigate potential operational cost increases. However, it was erroneously associated with the university, and the funding has not been called upon.*

*If this funding has not been called on, what is it being used for?*

<b>Answer from:</b>		Cllr Sarah Warren
<i>The funding will support further development of the Movement Strategy; previously named the Circulation Plan.</i>		
<b>M</b>	<b>05</b>	<b>Question from:</b> Cllr Sam Ross
<p>At March 2024 Cabinet, the following question was asked, and your response given is as follows:</p> <p><i>An amendment has been put forward for a school street in this and last year's budget. We were given an assurance that a school street was being developed for 2023/24. This did not happen. Again, an amendment was put forward this month for a school street as there were none in the 2024/25 budget. At the council meeting on the 20th February, Cllr Elliott declared that B&amp;NES was going to implement a school street and that meetings were in place deciding this and the funds for it. I repeat there are no school streets listed in the budget papers. The importance of the right measures for children to get to school safely are necessary, because B&amp;NES needs to ensure the correct business case to get CRSTS funding, but more than that because all our children deserve safe routes to school. Presently, there are no school streets in B&amp;NES, and none programmed into the 2024/25 budget. A "soft school street" is not a "school street". Where is the documentation evidencing what Cllr Elliott has stated at the council meeting on 20th Feb, is this information publicly available? Accordingly, what school is to have a school street in B&amp;NES as stated by Cllr Elliott at Full Council?</i></p> <p><i>Answer from Cllr Sarah Warren:</i>  <i>Cleaner, greener, school travel is a key element of the Journey to Net Zero and we are committed to delivering a range of schemes which will support children to travel to school by active modes of transport. As mentioned by Cllr Elliott in the Budget and Council Tax meeting on the 20th February, £250,000 of funding from the Clean Air Zone (CAZ) reserve has been allocated to develop a School Streets programme. The spending allocations from the CAZ reserve are reported on an annual basis with the next report due to be published this summer. We are currently undertaking a prioritisation exercise to inform which school will be selected for an initial trial scheme in financial year 2024/25. We then anticipate expanding the programme further if future funding becomes available. We will provide further updates on the School Streets programme as they become available.</i></p> <p>In the Cabinet Report, 9 Sept 2021, Bath Clean Air Plan, it states:  <i>"it is proposed that any surplus revenue generated by the enforcement of the scheme will be held in a Revenue Reinvestment Reserve. Allocation of this revenue will be managed by an internal Steering Group and there is opportunity for reinvestment to directly or indirectly</i></p>		

*facilitate the achievement of Bath and North East Somerset Council's transport policies. These policies include schemes to reduce the use of private vehicles, which will further contribute to a reduction in carbon dioxide generated by transport and travel."*

School Streets have the potential to increase the air quality near schools drastically, with a modest financial investment. So, why is only £250k from the Clean Air Zone net revenue committed to School Streets?

**Answer from:**

Cllr Sarah Warren

*The Council is committed to implementing measures that will contribute to clean air throughout the district and aims to do this in part through providing residents with a genuine choice of transport modes. With this in mind the CAZ revenue funding has been allocated to projects including: the delivery of the western section of Scholars Way, WECA match funding for sustainable transport, funding for the Local Active Travel Safety Programme (formally Highways Improvement Capital Programme), development of transport strategies and delivery action plans, bike hangars, as well as other measures to monitor and improve local air quality, such as supporting some of the annual operating costs of a pollutant capture device at Haycombe Crematorium.*

**M**

**06**

**Question from:**

Cllr Sam Ross

In response to your repeated statements about school streets, you mention that the council is consulting with schools. However, since schools are responsible for children but lack legal powers, and B&NES as the Highway Authority has full control over the highways around schools, what measures is B&NES implementing to secure funding for school streets as the Highway Authority?

**Answer from:**

Cllrs Sarah Warren

*It would be inappropriate to implement School Streets without consultation with schools, as these schemes can only be implemented effectively with support from the school community - as recently discussed at the Climate Emergency PDS meeting of 2nd May 2024, attended by Cllr Ross. As Cllr Ross is well aware, councils are nowadays required to submit competitive bids to government, to the West of England Combined Authority, or to other funding sources in order to fund initiatives of this sort, and funds usually have set criteria. We will, as ever, continue to seek the appropriate opportunities to submit bids to external funding sources to expand our School Streets programme, attempting as ever to match the bid to the criteria of the fund so as to maximise our chances of success.*

<b>M</b>	<b>07</b>	<b>Question from:</b> Cllr Lesley Mansell
<p>Last November, Council unanimously passed a motion, calling on B&amp;NES to encourage measures to protect night workers, in line with the 'Get Me Home Safely' campaign initiated by members of Unite the union, who work those late and "unsocial" hours.</p> <p>This is to ensure safe home transport is widely available for night-time economy and shift workers in B&amp;NES who often struggle to find and pay for transport home after midnight.</p> <p>I have requested updates but had no reply. So could the Cabinet member please advise what measures have the administration and licencing committee taken since Council's unanimous vote almost eight months ago, to implement what councillors voted for, namely:</p> <ul style="list-style-type: none"> <li>• Include the get me home safely principles in our licensing policy objectives?</li> <li>• Encourage employers to take all reasonable steps to ensure workers are able to get home safely from work at night?</li> <li>• Work with licensees, employers, the police and community safety partners to ensure our communities are safe places late at night?</li> <li>• Encourage licensees and employers to consider staff transport as an integral part of operating a safe and sustainable business, thereby valuing workers in these sectors?</li> </ul>		
<b>Answer from:</b>		Cllr Tim Ball
<p><i>Public safety and the prevention of crime and disorder are two of the licensing objectives. Whilst these principally relate to the actual premises, it is important to recognise the role that premises play in local communities.</i></p> <p><i>The Licensing Team ensure the that these objectives are met by: -</i></p> <ol style="list-style-type: none"> <li><i>a. Planned 'Licensing Enforcement Group' visits with the Police, throughout the Bath and North East Somerset Council area.</i></li> <li><i>b. Independent Police patrols.</i></li> <li><i>c. Independent Police Licensing Officer visits</i></li> <li><i>d. Night Marshall patrols.</i></li> </ol>		

*e. Independent Bath and North East Somerset Council Licensing Officer patrols when deemed necessary and in response to complaints from members of the Public or reports of problems by the Police or Night Marshalls etc.*

*Officers have also made particular reference to the “Get me home Safely campaign” in the forthcoming revision of the Statement of Licensing Policy which will be released for consultation later this year.*

*Responsibility for public transport operations now lies with the West of England Combined Authority (WECA) following the council's transfer of services and resources in April 2020. For specific questions concerning how the campaign interfaces with public transport, WECA would be best placed to provide detailed information. However, within Bath and North East Somerset Council, we have been actively collaborating with WECA on a ‘Bus Passenger Charter’ as part of the region’s Bus Service Improvement Plan. This Charter, though not yet published, includes a commitment from WECA, in collaboration with local bus operators, to ensure a safe journey home and provide redress if the last scheduled bus service on a route is cancelled. Passengers will be entitled to claim the cost of reasonable alternative transport home upon presentation of a receipt.*

<b>M</b>	<b>08</b>	<b>Question from:</b>	Cllr Liz Hardman
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At the 1 February Special Cabinet Meeting on the Somer Valley Enterprise Zone (SVEZ), Cllr Roper told me, “Negotiations [with landowners] first took place back in 2019; all the landowners have property agents and have been taking advice on the matter. Negotiations have gone relatively quiet at this point, so I don’t believe there has been very recent communication”.

Given this was the position in February, does the Cabinet member truly feel it is fair and reasonable to issue 15-day ultimatums to local businesses and residents asking them to consider Compulsory Purchase Order offers, at a fraction of the market value - replacement cost - for their land and livelihoods?

How has B&NES assessed landowner residents’ ability to mitigate livelihood lost because of the SVEZ CPOs, including the estimates made of the percentage of annual income these residents are likely to lose?

Is there any way the CPO process can be slowed down, to allow negotiation for more equitable price for this land, which includes prime agricultural land?



**Answer from:**

Cllr Paul Roper

*Following the decision made in February 2024, land referencing agents (Terraquest), working on behalf of the Council, have issued Requests for Information to those parties who may be impacted by a CPO for the SVEZ, including the infrastructure works to the road network, where parties may benefit from subsoil rights within the public highway. The Town and Country Planning Act (s.5A) prescribes that residents are offered 15 days to respond via questionnaire to confirm their landownership/interest details. No offers have been made to residents via these communications.*

*Separately, negotiations with representatives of landowners within the SVEZ boundary, and landowners whose land is required for the road infrastructure, are ongoing via the Council's appointed agents.*

*When making offers to landowners, Compulsory Purchase legislation required public bodies to adopt the Compensation Code when assessing the market value of land, plus reasonable costs of professional advice relating to negotiations and other potential loss payments, depending on the situations of individual landowners. The Council, as a public body, is required to follow the statutory process associated with a CPO to ensure that public money is used appropriately and ensuring that landowners are no worse off.*

*As a CPO progresses, the public body (Council) and landowners continue to have the opportunity to negotiate until a future CPO Inquiry.*

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

Supplementary Question

When an answer is provided to this question would Cllr Roper agree to meet with me to discuss this? Since the Cabinet meeting held on 1<sup>st</sup> February 2024 to discuss the Somer Valley Enterprise Zone proposals, I have been seeking clarification regarding a CPO being used to require the land for development. I read in the Cabinet report (paragraph 9.12) that the making of a CPO should be a last resort and should be preceded by attempts to buy the land by agreement. I look forward to hearing about this.

Response

*I would be very happy to meet with Cllr Hardman to discuss the issues. Essentially, the CPO is going to be put in place as a last resort. It is*

*a complex process, and we have to put it in place, but it will only be used if absolutely necessary.*

**M**

**09**

**Question from:**

Cllr Saskia Heijltjes

At the June 2024 Cabinet, the following question was asked, and your response given is as follows:

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

Response from Cllr Manda Rigby

The Mount Road raised zebra crossing was funded from the 2023/24 Transport Improvement Programme, the total scheme cost, including staff time, is forecast to be £90,000.00.

However, in a recent FOI request (see

[https://www.whatdotheyknow.com/request/mount\\_road\\_liveable\\_neighbourhood\\_2#incoming-2630977](https://www.whatdotheyknow.com/request/mount_road_liveable_neighbourhood_2#incoming-2630977)), it is stated to cost £76K.

Please can you explain the difference in the amounts quoted?

**Answer from:**

Cllr Manda Rigby

*The FOI request for an overall cost was estimated from the original works order prior to the final account being agreed with Volker Highways. The increase in cost from £76k to £90k is due mainly to additional carriageway resurfacing and associated traffic management required.*

<b>M</b>	<b>10</b>	<b>Question from:</b> Cllr Saskia Heijltjes
<p>Could you please provide comprehensive data on pavement resurfacing schedules? Additionally, how frequently are these inspections conducted in B&amp;NES?</p>		
<b>Answer from:</b>		Cllr Manda Rigby
<p><i>The 2024/25 pavement resurfacing budget has increased from £650,000 in 2023/24 to £1.3m £2024/25, the pavement resurfacing works that will be delivered as part of the 2024/25 programme are:</i></p> <ul style="list-style-type: none"> <li>• <i>High St Weston</i></li> <li>• <i>Bathwick Hill, Bathwick</i></li> <li>• <i>Milsom Street Phas1, Bath City Centre</i></li> <li>• <i>Sydney Building, Bathwick</i></li> <li>• <i>Queen Square</i></li> <li>• <i>Englishcombe Way – Bloomfield</i></li> <li>• <i>Southlands Drive, Timsbury</i></li> <li>• <i>Church Road, Peasedown St John</i></li> <li>• <i>Longfellow Avenue, Bear Flat</i></li> <li>• <i>St Saviours Road, Larkhall</i></li> <li>• <i>Henrietta Gardens, Bathwick</i></li> <li>• <i>Claverton Down Road, Claverton</i></li> <li>• <i>Triangle Villas – Oldfield Park</i></li> <li>• <i>Landseer Road, Twerton</i></li> <li>• <i>Oldfield Road, Oldfield Park</i></li> </ul>		

- *Southlands, Weston*
- *Gooseberry Lane, Keynsham*
- *Bathampton Lane, Bathampton*
- *Frome Road, Radstock*
- *South Road, Midsomer Norton*
- *St Nicholas Road, Whitchurch*
- *DurnHill, Compton Martin*
- *The Street, Stowey*
- *Chew Lane, Chew Magan*

*All footways are routinely inspected twice a year, plus individual inspections are undertaken when issues are identified.*

<b>M</b>	<b>11</b>	<b>Question from:</b>	Cllr Saskia Heijltjes
<p>The Centurion bus service (C221D) to Ralph Allen from Freshford, is no longer going through Freshford, but instead, school students have to walk to the A36 and cross it to get the bus. What provision will be provided for young people to cross the A36 safely?</p>			
<b>Answer from:</b>			Cllr Manda Rigby
<p><i>National Highways, who are the highway authority for this part of the A36 rather than B&amp;NES, are currently progressing an option for an uncontrolled crossing with central refuge island, in the broad locality of Midford Lane/Church Lane. They have advised us that their working assumption is that it will be delivered at some point in Roads Period 3 (2025-30), subject to an appropriate cost-benefit assessment on completion of detail design/costing, regional prioritisation and the availability of funding.</i></p> <p><i>Currently the government's draft Road Investment Strategy for 2025-30 has not been published and they do not have details of the funding available or success criteria for this type of work going forward. On that basis, they cannot give any more certainty regarding a delivery timeframe. As matters progress, they will update us at our regular liaison meetings.</i></p>			

## QUESTIONS AND ANSWERS - PUBLIC

<b>P</b>	<b>01</b>	<b>Question from:</b>	Edmund Cannon
<p>Please can you let us know who authorised the projection of the Ukraine Flag on Pulteney Bridge and did this cost the Council any money? If so, how much money did this cost?</p>			
<b>Answer from:</b>			Cllr Kevin Guy
<p><i>At my request, Bath &amp; North East Somerset Council arranged for Pulteney Bridge to be lit in the colours of Ukraine from 21st to 28<sup>th</sup> of February this year as part of the national campaign to raise awareness of the 24 months of war since the Russian invasion. I am proud that the council did this, particularly given our Friendship Agreement with Oleksendriya. However, there was no cost to the authority.</i></p>			
<b>P</b>	<b>02</b>	<b>Question from:</b>	Edmund Cannon
<p>In the B&amp;NES Council Pay and Reward Policy 2022/2023 Annex 8, it states in Section 34 that in addition to an employee's salary, the Council offers a comprehensive range of benefits designed to enhance the work life balance of our employees, the current benefits include various items including a "car benefit scheme".</p> <p>As the Council has declared a Climate Emergency and is committed to sustainable transport options should the Council be offering a "car benefit scheme" to its employees?</p>			
<b>Answer from:</b>			Cllr Sarah Warren

*The council's car benefit scheme is used by employees to enable them to lease electric and hybrid cars. Currently usage of the scheme is as follows:*

*Electric Cars: 45%  
Hybrid: 42%  
Petrol: 13%*

*In response to the Council declaring a climate emergency we capped the Co2 cap to 94g/km which still leaves our staff with over 773 different models and derivatives to choose from. 61% of these are electric cars and 39% are hybrid. The change now means when staff renew, they cannot select a petrol only option.*

*To encourage our staff with sustainable commuting options we also offer a Cycle2Work scheme via a salary sacrifice scheme as well discounted bus tickets via the Commuter Travel club.*

**P 03**

**Question from:**

Edmund Cannon

Some of the residential streets in Freshford are currently classified as C-roads. These include narrow, single-track roads with blind bends and stretches with no pavement.

When has the Council last reviewed the classification of roads in Freshford, and when will it next do so?

**Answer from:**

Cllr Manda Rigby

*We have not reviewed the road classifications in Freshford and in general councils do not routinely review road classifications. Whilst the council has the ability to change these, there is a process involved which requires staff time and resources. There are few benefits, if any, to be gained from undertaking a review of or changing C-class roads to 'unclassified' and for this reason it would not be a good use of our resources to do this.*

**P 04**

**Question from:**

Chad Allen

Now that the ivy has been removed from Bath Pavilion and B&NES know that there has been some structural damage, are the Council now looking to re-evaluate their stance on the damage that ivy does to our eco-system, wildlife system and buildings?

**Answer from:**

Cllrs Tim Ball and Sarah Warren

*The Council considers that English Ivy provides a suitable habitat for many wildlife species and pollinators, although we have identified some damage to the Bath Pavilion which may have been in part caused by the presence of English Ivy, the Council still believes that the benefit of English Ivy outweighs any negative impacts to buildings”.*

**P 05**

**Question from:**

Chad Allen

Does the Council understand how much we need wildlife and trees for the capture of CO2?

**Answer from:**

Cllr Sarah Warren

- *Nature plays an important role in capturing carbon dioxide already released into the atmosphere. Trees and woodlands are one of the best forms of natural carbon sequestration, alongside wetlands and coastal habitats.*
- *Protecting and enhancing nature is one of our goals as a council, to tackle the climate and ecological emergencies.*
- *Our Ecological Emergency Action Plan sets out the steps we will take to help nature recover, and our commitment to double woodland cover is already leading to the creation of new forests in BANES, through our support of partners like Avon Needs Trees and Forest of Avon Trust.*
- *However, we know that even the most ambitious action for nature recovery will not be sufficient to tackle climate change. Reducing emissions is the most important action needed to achieve net zero.*
- *Taking action on nature is not just about capturing carbon; we need to tackle the ecological emergency by improving biodiversity and*

*creating more and better-quality habitats. This will also help to improve people's access and engagement with natural spaces, and thereby improve wellbeing and active travel options.*

- *Nature recovery is also important in adapting to the effects of climate change. For example, new woodlands and wetlands can help to reduce flood risk; and more trees and green spaces in cities and towns can reduce heat stress.*

<b>P</b>	<b>06</b>	<b>Question from:</b>	Chad Allen
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When the Council hires tree surgeons to do a job are they asked to maintain the trees and hedges that we have or simply destroy them?

<b>Answer from:</b>	Cllr Tim Ball
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*Regardless of whether the Council hires a tree surgeon or does the arboricultural work with its own teams, the first principle is to try and retain a tree or hedge and keep it maintained. Removal is a last resort and the decisions to fell or remove are predominantly based on the potential dangers to the public.*

<b>P</b>	<b>07</b>	<b>Question from:</b>	Barbara Gordon
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Residents have been complaining about the lack of working water features at the newly restored Sydney Park Play Area. What was the cost of installing the play water features and what will it cost to fix them?

<b>Answer from:</b>	Cllr Tim Ball
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*One of the water pumps was unfortunately damaged earlier in the year and replacement parts had to be ordered. The lead in time was between 6-8 weeks to arrive from Germany to the British supplier and then a further delay before arrival at the Parks depot. We now have the relevant parts and will be repairing the pump and aiming to reinstall it before the busy summer holidays. The pump cost £11,594 and the*



*replacement part has cost a further £1,854. The work to repair and reinstall the pumps will be carried out by Parks staff.*

<b>P</b>	<b>08</b>	<b>Question from:</b>	Barbara Gordon
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Please provide detailed information on the investments held within B&NES's Treasury Fund. Specifically: please could you provide a breakdown of investments in equity holdings, including any funds or individual stocks that involve companies in sectors such as arms manufacturing or fossil fuels.

<b>Answer from:</b>	Cllr Mark Elliott
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*The Council holds its treasury investments in a mixture of deposit accounts, Money Market Funds and Strategic Investment Funds, along with some fixed term investments in Local Authorities and UK Banks.*

- Deposit accounts are held with NatWest and Handelsbanken UK.*
- Money Market Funds are held with Goldman Sachs, Federated Hermes, Morgan Stanley, Invesco, abrdn investments, and CCLA Public Sector Deposit Fund.*
- The three Strategic Investment Funds invested in are the CCLA Local Authorities Property Fund, FP Foresight UK Infrastructure Income Fund and VT Gravis Clean Energy Income Fund.*
- Fixed Term investments are currently held with Blackpool Council and Lloyds Bank.*

*The Council do not hold any individual stocks in companies apart from those held in its wholly owned subsidiary, Aequus Group Holdings Limited.*

<b>P</b>	<b>09</b>	<b>Question from:</b>	Barbara Gordon
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Please provide information on the Council's rented properties, both industrial and residential. Specifically, could you include the vetting process for tenants, disclosing the criteria used to vet prospective tenants, especially regarding any checks related to involvement in the arms trade or human rights violations?

**Answer from:**

Cllrs Mark Elliott and Matt McCabe

**B&NES Homes**

*Pre-occupancy checks are dependent upon the type of accommodation being occupied and the purpose of occupation. Checks are typically whether the household is owed a temporary housing duty by the Council, or for permanent housing, that they meet the published Homeseach Policy criteria. In addition, the Council will undertake a risk assessment and, dependent on accommodation type, an ability to pay assessment.*

**Commercial property checks**

*The Council undertakes due diligence relating to credit worthiness on all prospective tenants prior to accepting them as future occupiers of Council property. Where the prospective tenant is new to the Council a full credit check is undertaken by OneWest who offer audit, risk and governance assurance. Prospective tenants are informally assessed for sector fit and alignment to the principle of enabling existing Bath businesses to grow and well as the fit for inward investment occupiers; particularly in response to the climate emergency. Where the Council appoints letting agents, they will also vet interest from the market in terms of requirements to comply with money laundering regulations.*

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

**P**

**10**

**Question from:**

Grace Wiltshire

Residents across Bath repeatedly complain about coaches parked on Bathwick Street, causing severe congestion on the strategic road network. What actions will the Cabinet Member for Transport take to address this ongoing issue?

**Answer from:**

Cllr Manda Rigby

*The council provides a number of suitable locations where coaches can safely board and alight passengers or safely park within central Bath, and these are detailed on the council website at <https://beta.bathnes.gov.uk/coach-parking-bath>.*

*Of course, it's a fact that many motorists, including professional drivers, will often selfishly ignore legal restrictions that are installed and advertised on the public highway. To address these behaviours and the impact it has on the safety of road users and the movement of vehicles on the network the council has enforcement powers set out within the Traffic Management Act (2004) (TMA) which decriminalised parking contraventions on our streets.*

*The Council employs a large team of Civil Enforcement Officers (CEOs), working 7 days a week, to undertake these enforcement duties. Whilst this team has in the recent past experienced challenges with recruiting to vacant posts, a challenge common among many operational roles following the COVID pandemic noting especially the emotive nature of this role, the council has been successful in exploring a range of opportunities to attract people to this role and now has 28 officers in post out of a full establishment of 30 posts.*

*Our CEOs have powers to address vehicles that are parked in contravention of valid restrictions and will take appropriate action when they observe this happening. This will begin with engagement to try and achieve compliance, as this is the most effective and appropriate outcome, with enforcement action when this cannot be achieved.*

*The council's Parking Services team welcome intelligence from local communities so that officers can proactively deployed to address local issues more effectively as they arise. However, officers are not able to remain in a single location for extended periods of time and due to pressures across the city and local area their deployment must be balanced to ensure that the areas covered are maximised to help maintain the movement of traffic on the network. Issues can be reported to the Parking team via email to [Parking@bathnes.gov.uk](mailto:Parking@bathnes.gov.uk).*

*Parking Services remain aware of the issues caused by coaches at Bathwick Street and other locations and continues to proactively monitor these locations during the peak summer period, noting that the recent closure of North Parade Bridge due to the repair works has resulted in an increase in these issues as access to the city centre, and coach drop off locations, has been reduced.*

*It's also worth noting the value of the Penalty Charge is prescribed within the TMA and this remains at £50 or £70 (depending on the contravention) as it was first set when the TMA was enacted almost 20 years ago. As this charge can be paid at a 50% discount within the first 14 days it's no longer the effective deterrent it once was to reduce selfish motorist behaviours. The council continues to work with other*

*local authorities and national bodies (including the Local Government Association and the British Parking Association) to seek a review of this charge by the Department for Transport and Ministers.*

<b>P</b>	<b>11</b>	<b>Question from:</b>	Grace Wiltshire
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All parents with children at a school at the Palladian Academy Trust have recently been informed that all unfunded SEND provisions will be stopped due to financial difficulties. Please can you give details of how many children this will be affecting?

<b>Answer from:</b>	Cllr Paul May
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*Palladian are a multi-academy trust and, as such are, not maintained by the Local Authority and report to the DFE Regions group. However, the Trust work closely with the Local Authority. This is a matter for the Palladian Trust.  
(This response was provided within five working days of the meeting).*

<b>P</b>	<b>12</b>	<b>Question from:</b>	Grace Wiltshire
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Please could you tell me how much the Friendship Agreement with Oleksandriya has cost the Council in Officer time?

<b>Answer from:</b>	Cllr Kevin Guy
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*12 hours.*

<b>P</b>	<b>13</b>	<b>Question from:</b>	Dominic Tristram
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B&NES owns a parcel of land between Gloucester Road and Deadmill Lane that was given to the Council through a land agreement, to be developed for allotments in Lambridge. This land has sat idle for many years now with no progress in making it accessible to residents, when

will the Council be ensuring the access to this site will be taking place?

**Answer from:**

Cllr Tim Ball

*The land at Deadmill Lane was given to the Council for use as an allotment as part of the S106 agreement relating to the development of Southbourne Gardens but the agreement did not involve a transfer of funds for the development of new allotments at Deadmill Lane and the £60,000 transferred to the Council was used to create new allotment provision at Fairfield Valley.*

*The principal obstacle to the development of the new allotment site at Deadmill Lane is the requirement to provide new pedestrian or vehicular access to facilitate vegetation clearance and ongoing maintenance. There is currently no budget for such a scheme.*

*The Council has a right of access for vehicles and pedestrians across the adjacent land which has been subject to a planning application and subsequent refusal for the development of 15 affordable dwellings. During the planning consultation period a request was made that the developer provide a vehicular and pedestrian access to the Councils land at Deadmill Lane, as a condition of planning permission. However, with the refusal of planning permission this work was not taken forward.*

*In the event that a future planning application relating to the adjacent land comes forward, representation for new access into the Council's land will be made.*

**P**

**14**

**Question from:**

Dominic Tristram

The Council recently reported on Voice Box 32 survey (see [https://beta.bathnes.gov.uk/sites/default/files/BANES\\_Voicebox32\\_Report.pdf](https://beta.bathnes.gov.uk/sites/default/files/BANES_Voicebox32_Report.pdf)) In question 4 "I feel I can inform decisions made by Bath and North East Somerset Council" those undertaking the survey feel significantly less able to inform decisions made by B&NES Council from 60% in 2022 to 44% in 2023.

What actions are being taken to enhance resident engagement and cooperation in decision-making?

**Answer from:**

Cllr Kevin Guy

*The council is constantly looking at new, better and more accessible ways of listening to and working with our local communities. For example, through a combination of online and face-to-face events attended by more than 600 people we received over 7,500 comments on our consultation on proposed options for future development needs across Bath and North East Somerset. That's three times more than any previous planning consultation and in total it's double the number of comments we have received for any of the previous planning policy consultations. We also received 389 responses to our budget consultation and 990 to our consultation on CIL projects, responses which were really helpful in shaping our decision-making.*

*During the Local Plan options consultation, we made extensive use of things like explainer videos and our aim is to use a wide variety of ways for people to hear about our consultations and to help them respond. In addition, we are currently working with communities to explore innovative "co-production" projects, where the council, service users and partners co-operate to identify improvements. For example, in reviewing our carers' strategy we have worked directly with carers to hear their voices and priorities. We'll be continuing to work closely with carers to shape our approach and I think this joint working leads to better outcomes for all.*

*Similarly, we are also developing the idea of "community conversations" with local communities, with a focus on tackling the climate and nature emergency. We are currently working with ALCA, Bathford, Batheaston and Bathampton Parish Councils as well as local groups such as Grow Batheaston and the New Batheaston Village Hall on our first community conversation and have recently agreed next steps on this in collaboration with them.*

*To give some idea of the scale and scope of our consultation work, in 2023 we undertook 30 consultations via our dedicated web page and so far this year have carried out 14, with more planned.*

<b>P</b>	<b>15</b>	<b>Question from:</b>	Dominic Tristram
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The Council recently reported on Voice Box 32 survey (see [https://beta.bathnes.gov.uk/sites/default/files/BANES\\_Voicebox32\\_Report.pdf](https://beta.bathnes.gov.uk/sites/default/files/BANES_Voicebox32_Report.pdf)) In question 5a "Which of these things, if any, do you think most need improving?" 402 respondents listed "road and pavement improvements".

What actions are you taking to improve pavements?

<b>Answer from:</b>		Cllr Manda Rigby
<p><i>One of the Council's priorities is to provide more travel choice, making it easier for people to walk and wheel. To support this priority the Council has increased the funding for pavement surfacing from £650,000 2023/24 to £1.3m in 2024/25. This is combined with an increased funding for the Local Active Travel Safety Programme from £1.2m in 2023/24 to £2.88m in 2024/25. As part of the programme, we have delivered pedestrian crossings on Mount Road, Lansdown Road and Weston Lane, further pedestrian improvements will be delivered across B&amp;NES throughout 2024/25, the full list can be viewed in the Councils 2024/25 Budget report, pages 134 to 136. See <a href="https://democracy.bathnes.gov.uk/documents/g6321/Public%20reports%20pack%2020th-Feb-2024%2018.30%20Council.pdf?T=10">https://democracy.bathnes.gov.uk/documents/g6321/Public%20reports%20pack%2020th-Feb-2024%2018.30%20Council.pdf?T=10</a></i></p>		
<b>P</b>	<b>16</b>	<b>Question from:</b>
		Off the Record Youth Forum
<p>What impact have BANES Council had on local people's mental health in the past six months?</p>		
<b>Answer from:</b>		Cllr Alison Born
<p><i>The Council continues to deliver mental health secondary services with Avon and Wiltshire Partnership Mental Health Partnership NHS Trust (AWP) in an integrated way.</i></p> <p><i>A Memorandum of Understanding between AWP and B&amp;NES Council is in place. In the last 6 months the work has begun on reviewing the contractual agreement between the Council and AWP on the delivery of local statutory mental health services. The agreement was due to end in April this year, but in line with several changes, including the return of services from HCRG to the Council and the CQC inspection, it was agreed that the completion of the review should be extended until October 2024. There will be a change of direction which will focus on values and vision for how we go forward together to deliver excellent mental health services for the people of B&amp;NES and an overall ambition of 'partnership' threading its way through that Memorandum of Understanding.</i></p> <p><i>Adult Social Care will continue to work on improving quality of practice in relation to delivery of statutory social care in integrated mental health teams including:</i></p> <ul style="list-style-type: none"> <li><i>holding AWP to account regarding delivery of social care in secondary mental health teams - this includes ensuring that individuals</i></li> </ul>		

*are receiving Care Act assessments in a timely way when referred into secondary mental health.*

- *formulation of Standard Operating Procedures for social care in integrated mental health teams.*
- *input by Principal Social Worker for mental health regarding the changes being brought about by the national community mental health framework including the replacement of the Care Programme Approach.*

*There is ongoing work in progress to co-design how services are delivered with people with lived experience and who are receiving a mental health service. The progression of this work is to determine with evidence whether it is a better experience for individuals and their carers receiving a service from an integrated team rather than a non-integrated as is the case in Swindon and Wiltshire.*

*The staff advocate for people with mental health needs regarding:*

- *issues with single gender wards, as in BANES men who require hospital admission cannot stay locally as there is no in-patient provision and they will be allocated a bed in other areas where AWP has a bed available. This is likely to be Swindon. There are many consequences of this including the challenges family face in relation to being able to visit and the challenges faced by the individual regarding their ability to access the community as part of step-down, rehabilitation and discharge planning. These issues have been escalated to senior AWP managers but there is no plan to reverse this decision which originally came about following a Care Quality Commission (CQC) visit.*
- *ensuring that organisational safeguarding concerns are escalated and managed.*

*There are statutory responsibilities for both the Council and the Integrated Care Board (ICB). The Council continue to work with the ICB on various aspects, which include safe services and ensuring that processes in place to split funding between health and social care are adhered to, to ensure there is a fair and consistent process for reviewing eligibility.*

*There is new case law - Worcester Case - The Council have started to implement the legal changes brought about by the Worcester Case regarding people re-detained under the Mental Health Act (MHA) who live outside of BANES area. In practice this has meant undertaking a piece of work to identify all individuals eligible for mental health services and to determine whether they have been re-sectioned (re-detained) under the MHA. If we identify an individual who has been re-detained then the arduous process begins of requesting the new council to accept social care responsibility for their funding. This has resulted in a financial saving for BANES where the service was able to*



*effect a positive outcome and, indeed, a better outcome for the individual as their social care provision is being overseen by the team where they live.*

*The Approved Mental Health Team (AMHP) continues to assess a record number of people under the MHA in our area, individuals who are either resident in B&NES or resident elsewhere but find themselves in our area. This includes a large number of individuals admitted to the RUH and to our Health Based Place of Safety Suite in Devizes.*

*Right Care Right Person (RCRP) - This is the initiative introduced by the police nationally and the management team of the Approved Mental Health Practitioner (AMHP) Lead to input into the working groups to ensure that people locally who are in crisis are supported both by the police and the mental health services.*

### **Children and Young People's Mental Health**

*The Council & ICB continue to work with Oxford Health NHS FT to support the further development of CAMHS provision across the footprint. Following the cyber-attack which affected Oxford Health, we have been working with teams to bring core reporting back online. Key areas of focus based on the data that we have:*

- Increasing referral rates to Mental Health Support Teams (MHST) in schools. Based on referral data for 2023/24 referral rates to MHSTs are lower than anticipated in the majority of the 44 schools covered by an MHST. Of note are the low referral rates from primary schools in our most deprived wards. ICB leads have presented to the School Standards Board, with a clear offer to reach out to school teams to promote the offer and improve understanding of alignment with school counselling and pastoral teams.*
- Link Worker development – through Oxford Health NHS Foundation Trust we have appointed a lead provider to deliver a link worker service across B&NES. The ambition with this service is to work with and walk alongside CYP across the whole pathway – supporting connection to their communities (social prescribing), providing some group-based interventions and preparing children and young people for therapy if required. This is an important step forward to deliver improved outcomes through services already available across our communities.*
- Children Looked After (CLA) – through the appointment of a CLA Lead in Oxford Health, we have reviewed current CAMHS provision for CLA. Of the 224 CLA (April 2024 position) reviewed in B&NES, 44 were open to CAMHS – of which 21 were open to community CAMHS, 23 open to Placement Support. Placement Support Therapists located within the In Reach CAMHS team offer consultation*

*and direct work with foster carers for young people placed in B&NES and Wiltshire. This was recognised to be an exemplary service model, but with limited resource.*

- *Mental Health Champions and Youth Workers in BSW Acute Settings - Ensuring the needs of children and young people with mental health needs who present in our acute and paediatric settings are met appropriately, holistically and collaboratively through the Paediatric Consultant MH Champion in each acute and via the voluntary, community and social enterprise sector (VCSE) commissioned Youth Worker Service in the RUH, GWH and SFT.*

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

<b>P</b>	<b>17</b>	<b>Question from:</b>	Off the Record Youth Forum
<p>What effect has the clean air zone had on Bath city centre traffic, and how successful has it been?</p>			
<b>Answer from:</b>			Cllrs Sarah Warren
<p><i>The primary objective of the Clean Air Zone (CAZ) is to improve air quality and reduce harmful levels of nitrogen dioxide (NO<sub>2</sub>) – it is not a congestion reduction measure. Since launch it has been successful in reducing NO<sub>2</sub> with all monitoring locations now measuring below the legal limit.</i></p> <p><i>Non-compliant vehicles now account for less than 1% of vehicle movements in the zone, a reduction from 6% in March 2021 when CAZ launched. CAZ performance and monitoring results are published online at: <a href="https://beta.bathnes.gov.uk/policy-and-documents-library/baths-clean-air-zone-monitoring-reports">https://beta.bathnes.gov.uk/policy-and-documents-library/baths-clean-air-zone-monitoring-reports</a> Annual report data for 2023 will be published in August.</i></p> <p><i>Long term NO<sub>2</sub> monitoring data for all monitoring locations across B&amp;NES can also be reviewed at: <a href="https://beta.bathnes.gov.uk/nitrogen-dioxide-monitoring-data">https://beta.bathnes.gov.uk/nitrogen-dioxide-monitoring-data</a></i></p>			
<b>P</b>	<b>18</b>	<b>Question from:</b>	Off the Record Youth Forum

What are your opinions about the national service initiative?

**Answer from:**

Cllr Kevin Guy

*I did not support the previous government's national service policy proposal.*

*Many young people in B&NES give up a lot of their time for charity and other volunteer work already, without the need for any compulsory schemes.*

*My personal view is that this proposal was a gimmick, intended to appeal to a particular audience, and not a serious policy proposal.*

*That said, any new funding from the new government to give more opportunities to local young people (for example to take part in activities, develop skills etc.) would be welcomed.*