

CABINET MEETING 9th November 2011

The following Statements and Questions had been registered by the time of publication.

REGISTERED SPEAKERS

There were 9 notices of intention to make a statement at the meeting. Where the intention is to speak about an item on the Agenda, the speaker will be offered the option to speak near the beginning of the meeting or just before the Agenda item.

Statements about issues NOT on the Agenda

- Cllr Rob Appleyard - Re: Affordable Housing
- Cllr Eleanor Jackson - Re: Railway Radstock – Frome

Re: A-Boards (Agenda Item 12)

- Cllr Brian Webber
- Henry Brown (Chair, Federation of Bath Residents Associations)

Re: High Street / Orange Grove (Agenda Item 18)

- Cllr Brian Webber
- Rob Hollingdale (Bath Taxi Association)
- Ken Taylor (Bath Taxi Association)
- Derek Noble (Empire Owners Association)

Re: Broadband provision (Agenda Item 19)

- James Weeks

QUESTIONS AND ANSWERS - COUNCILLORS

M01	Question from:	Councillor Martin Veal
<p>BT is currently in the process of rolling out superfast broadband to the more densely populated areas of Bath, Midsomer Norton and Radstock. However, I believe it should also be a priority to ensure that our rural areas, and our farming and village communities also have equal access to high-speed broadband and that the Council should be doing all it can to deliver this. It would not only improve services to local residents, but also provide a welcome boost to our local economy by supporting local small businesses.</p> <p>Could the Cabinet Member please detail what, if any, action and resources the Council is putting in to ensuring that superfast broadband is delivered to our rural communities throughout B&NES, in line with national Government policy and support? Could the Cabinet member also detail when this is likely to be implemented?</p>		

Answer from:	Councillor Cherry Beath
<i>Thank you for your question regarding superfast Broadband for rural areas. Broadband Delivery UK has been created by the Department of Culture, Media and Sport to deliver match-funding for rural Broadband where the market will not deliver before 2015 at the earliest. Taking up this match-funding requires a commitment of £1.045m from Council budgets. This proposition and related issues will be discussed and debated at the Cabinet meeting on 9th November, where Cabinet will make a decision about whether to develop a local broadband plan and access BDUK funding. The papers (ref. E2328) including a proposed timetable for implementation will be available in advance as papers for Cabinet are available on the website.</i>	
Supplementary Question:	
Thanks to the Cabinet member for her reply. If the Cabinet agrees later to proceed with the proposals, will she give an assurance that the rest of the money will also be used?	
Answer from:	Councillor Cherry Beath
<i>I cannot give such an assurance. We must await the outcome of the Cabinet's decision.</i>	

M02	Question from:	Councillor Eleanor Jackson
When is the independent feasibility study into the viability and cost of re-opening the Frome-Radstock railway line to commuter traffic, which was promised by the new administration in May 2011, going to be commissioned and delivered?		
Answer from:	Councillor Roger Symonds	
<i>The terms of reference for the study has been finalised and sent to Halcrow, our term consultants, who we hope will deliver the final report within 3 months. We have held off finalising the commission because we were aware that DfT was about to publish new guidance on opening of new stations. This was published last week so we can now take this study forward in the light of up-to-date DfT advice. We have also included in the commission consideration of potential reopening of Saltford Station.</i>		
Supplementary Question:		
Can the Cabinet member explain why Halcrow were selected? Will the full £15,000 be available for the Frome-Radstock study?		
Answer from:	Councillor Roger Symonds	
<i>Both studies will be delivered within the £15,000 cost.</i>		

M03	Question from:	Councillor Nigel Roberts
<p>What are the current subsidised bus routes, including the total distance subsidised and the cost per passenger mile? What is being done to advertise these routes?</p>		
Answer from:		Councillor Roger Symonds
<p><i>A list of local bus services currently receiving financial support is attached. We do not have a total mileage figure for contracted services nor do we measure the distance travelled by passengers. The basic measure by which we assess the relative value for money of contracted services is the average cost per passenger journey. This falls within a wide range, reflecting the diversity of contracts, but overall is less than £1.50 per passenger journey. Alongside this, consideration is given to the distinctive social needs of the areas served by each route.</i></p> <p><i>We produce publicity leaflets for those supported services that are not shown in operators' own timetable books or leaflets and these are distributed to passengers, town & parish councils and local facilities. Most of our contracts are let on a "net subsidy" basis under which the contractor keeps all the fares revenue. This incentivises the contractor to attract more passengers.</i></p>		

M04	Question from:	Councillor Nigel Roberts
<p>Please could the executive councillor list the Bath and North East Somerset wards in terms of level of deprivation. Please indicate the measure being used, such as the index of multiple deprivation.</p>		
Answer from:		Councillor Simon Allen
<p><i>My full response is attached as an annex to this QA sheet</i></p>		

M05	Question from:	Councillor Patrick Anketell-Jones
<p>In the B&NES Draft Core Strategy it details plans to encourage growth of Creative Industries in Bath, and in particular references the redevelopment of the Bath Quays area for new employment, including Avon Street.</p> <p>However, in the recent Full Council report regarding the revisions made to the Draft Core Strategy with reference to the changes to the Bath Transport Package, it is stated that, in light of the reduction in the number of additional Park & Ride spaces; 'The Council remains committed to the strategy of reducing the availability of long stay parking within the city centre. However, in the short term current parking capacity will have to be retained.'</p> <p>This clearly raises concerns over the likelihood of the redevelopment of the Avon Street area in the foreseeable future and the jobs this would create.</p> <p>Can the Cabinet Member please clarify what the situation is regarding the</p>		

redevelopment of the Avon Street and Bath Quays area, and what alternative new site has been found for the development of Creative Industries, tech hub and other new jobs in Bath?

Answer from:

Cllrs Cherry Beath, Roger Symonds and Tim Ball

The original Bath Transport Package bid, which was produced against a background of economic growth levels handed down in the Regional Spatial Strategy, has been de-scoped and value engineered at the request of DfT. The revised bid is more reflective of the growth levels anticipated in the Draft Core Strategy and delivers a better cost benefit ratio than the original. In a competitive bidding environment the chances of DfT funding the, more affordable, revised scheme are good.

The revised BTP would still deliver significant increases in Park & Ride capacity which will enable development sites to be released in line with the more realistic growth projections in the Draft Core Strategy.

Further options for an East of Bath P&R site are being evaluated at the instruction of Council. This could provide additional Park and Ride capacity to release further development sites over the medium term.

These sites are part of the Bath City of Ideas Enterprise Area and the new administration has commissioned a review of the Bath development sites to support their delivery. The review will include a financial impact analysis and viability studies. The work will inform the Planning the Future Funding the Future project. It is anticipated that the initial findings will be reported to Cabinet in the spring of 2012 together with options for delivery.

I am pleased that you are supportive of the New Administration's emphasis to work actively with the Creative, Digital and Knowledge sectors, and the review will include options for potential sites for a Creative / Digital Hub.

Supplementary Question:

Thank you for the positive response. However, it covers only the long term. What medium term plans do you have to use the site?

Answer from:

Councillor Cherry Beath

The current plans are not so long term as you suggest. There are no plans for the site in the interim period.

M06

Question from:

Councillor Charles Gerrish

Can the Cabinet Member please provide an update on what discussions have taken place between the Council and Taylor Wimpey regarding seeking an agreement on creating an alternative access road to the K2 development site?

Answer from:

Councillor Tim Ball

Until Taylor Wimpey have fully developed their plans, and the Council has a clear

strategy for the development of its own land at south west Keynsham, talks with Taylor Wimpey about a possible alternative access road are on hold.

Supplementary Question:

In view of a recent breach of planning conditions, why can the Council not accelerate the conversations?

Answer from:

Councillor Tim Ball

Response provided after the meeting:

Following a complaint from local residents and Ward Members, planning officers investigated the allegation that work on the K2 development had commenced on Friday 21st October 2011, as such action would have been in breach of a number of pre-commencement conditions imposed by the Appeal Inspector.

However, the developers (Taylor Wimpey) informed officers that the activities on the site related only to the closure of an established badger sett in accordance with a licence given by Natural England, and that the excavator delivered to the site on the morning of 21st was removed later the same day. This was subsequently confirmed by an officer site inspection.

The works to the badger sett do not constitute the implementation of the planning permission granted on appeal, and accordingly I can confirm that there has been no breach of the Conditions attached to the permission. No action can therefore be taken by the Council at this time, but nevertheless, Taylor Wimpey have been reminded that any activity on the site will be under close scrutiny from the local community and have responded to officers by confirming that they will keep the Council informed of any future activity which could raise concern by local residents and Ward Members. Taylor Wimpey are aware of the need to submit details in discharge of a number of conditions prior to the commencement of development and the discharging of these conditions will take place prior to the commencement of development on site. It is understood that development will commence in Summer 2012.

M07

Question from:

Councillor Martin Veal

Earlier this year the swimming pool at Bath University was closed due to the need for repairs in order to make the pool fit for use. This has resulted in significant difficulties for local schools and parents in the area, whose children previously used the pool for swimming lessons. The University has now submitted an application seeking permission to demolish the pool entirely, stating that the costs of the repairs are prohibitive. If the Council were to grant this permission, this would be a major loss to the local community and Bath more widely.

Can the Cabinet Member please detail what discussions he has had with the University on this issue?

Would the Cabinet Member also look into the possibility of the Council working with the University and helping with the cost of repairs in order to save and reopen the pool?

Answer from:	Councillor David Dixon
<i>None and no.</i>	
Supplementary Question:	
I appreciate his succinct reply, but could the Cabinet member not give more consideration to an issue which affects at least 700 local families?	
Answer from:	Councillor David Dixon
<i>The Council has its own sport and leisure properties, which it seeks to support as a priority, and cannot commit to supporting those owned by others.</i>	

M08	Question from:	Councillor Patrick Anketell-Jones
Can the Cabinet Member please provide an update on what action the Council intends to take to reopen Victoria Bridge, what the cost of this will be, what other options have been considered, and whether the Council's plan will be for a full and permanent restoration as previously indicated?		
Answer from:	Councillor Cherry Beath	
<p><i>Officers have worked closely with consulting engineers and specialists in the restoration of historic bridges to develop a temporary solution that should enable the bridge to be reopened at a reduced width in summer 2012. Various temporary solutions have been investigated and these have included the provision of alternative routes and a Bailey Bridge. It was not possible to accommodate the latter within the available land. The preferred temporary solution is a boxed truss at an estimated cost of £390,000. The Cabinet remains committed to the permanent restoration of the bridge which should be completed by the end of Autumn 2013. The total project costs including the temporary bridge works are estimated to cost £3.2m. Cabinet is scheduled to consider the project plan for Victoria Bridge at its meeting on 7th December.</i></p>		

M09	Question from:	Councillor Rob Appleyard
<p>The news that private rents in the Bath area are the highest outside the Home Counties (Chronicle, 20 October) comes as no surprise. Many of our residents will have spent years languishing on the Council's housing register with no prospect of an affordable home in the foreseeable future. We believe that the lack of affordable housing is not only a tragedy for the individuals</p>		

and families who can't afford a place to live but one of our largest social challenges. We know that public finances are being severely squeezed, and the Council will have to choose its priorities very carefully. We believe, however, that the increased provision of housing and especially affordable housing should be our number one priority.

The New Homes Bonus will provide an increasing revenue to this Council over the coming years and will only be truly beneficial if housing supply is gained in its early years. It is estimated that by 2016 this will amount to c£5.7m pa to this council.

Will this council invest at least a further £1.2 million in affordable housing over the next two years?

This money can additionally be used to deal with the range of empty properties within the authority and also to deal with any obstructions that fall within this councils area of influence that prevent the supply of affordable and new housing, by our own figures we are already 50% behind our own housing provision targets. I mention new houses as it will enable movement from the social sector.

Answer from:

Councillor David Bellotti

The Administration believes that affordable housing is a serious challenge in our area and one that must be met.

We are proposing a new affordable housing enablement capital programme with £500k for 2012/13. It is our intention to increase this amount the following year. Therefore it is very likely that £1.2M will be spent over the next two years on affordable housing, subject of course to Council voting for the administration's budget proposals. The Council has already agreed to an affordable housing contribution at Bath Western Riverside of £3M and this will greatly assist local families.

QUESTIONS AND ANSWERS - PUBLIC

P01	Question from:	Bo Novak
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The city of Ghent in Belgium has adopted a very successful and popular Meat-Free Day to improve the health of its citizens and minimise the impact of food production on the environment. Other cities such as Bremen (Germany), San Francisco (USA), Cape Town (S. Africa) have followed suit. With the number of food outlets and visitors in Bath - not to mention the range of vegetarian options already available - would Councillor Crossley agree that Bath should become the first British city to do the same?

(NOTE: There are many organisations and individuals who would be able to provide advice, support and information to make such a campaign successful and high profile in the event that the Council were willing to take the lead, e.g. the Vegetarian Society, Meat-Free Mondays campaign, etc).

Answer from:

Councillor Paul Crossley

The council is committed to reducing the Bath and North East Somerset carbon footprint

by 45% by 2026 and is working very actively with partners and the community to achieve this.

I will look at how I can work with the wider community to explore this initiative, but at this point cannot justify the resources needed to develop such an initiative from council officers.

However, I would encourage the questioner to consider becoming a member of the Bath & North East Somerset Environmental Sustainability Network, by following this link: www.sustainabilitynetwork.co.uk

One of the key purposes of the network is to enable members of the community to share ideas. There is a topic group for 'Local Food', where the proposal could be discussed. The network enables members to be kept up to date with local green news and events, to publicise local environmental activities, and to join discussions around sustainability topics.

Question M03 Supplementary information

**LOCAL BUS SERVICES PROVIDED WITH FINANCIAL SUPPORT
BY BATH & NORTH EAST SOMERSET COUNCIL – 30 OCTOBER 2011**

SERVICE NUMBER AND ROUTE DETAILS	REF. NO.	OPERATOR	END DATE	GROSS COST P.A.	NET COST TO B&NES P.A.	PASS. TRIPS PER YEAR	AVG. COST TO B&NES PER PASS. TRIP	COMMENTS
1 Combe Down to Bath City Centre MF – 1 journey at 0642	702 FM13	First	29/3/13	£1,369	£1,369	2,688	£0.51	Add-on to commercial service 1
1 Combe Down to Bath City Centre MS evenings – hourly	706 SV13	First	30/3/13	£34,534	£34,534	13,311	£2.59	Add-on to commercial services 1 & 6
6 Bath City Centre circular service via Fairfield Park and Larkhall MS evenings – hourly								
1 Combe Down to Bath City Centre Sa – 1 journey at 0732	702 IM13	First	30/3/13	£402	£402	128	£3.14	Add-on to commercial service 1
2 Ensleigh to Bath City Centre Su/BH – hourly from 1000 to 1800	702 GA13	First	31/3/13	£7,984	£7,984	4,250	£1.88	Add-on to commercial service 2

SERVICE NUMBER AND ROUTE DETAILS	REF. NO.	OPERATOR	END DATE	GROSS COST P.A.	NET COST TO B&NES P.A.	PASS. TRIPS PER YEAR	AVG. COST TO B&NES PER PASS. TRIP	COMMENTS
<p>12 Whiteway to Bath City Centre</p> <p>Su/BH – hourly from 1000 to 1800</p>								
<p>6 Bath City Centre circular service via Fairfield Park and Larkhall</p> <p>7 Bath circular service via Larkhall and Fairfield Park</p> <p>MS – every 30 minutes on each service</p>	N/A	First	31/3/12	£75,000	£75,000	N/A	N/A	<i>De minimis</i> payment to provide increased frequency on commercial services
<p>6 Bath City Centre circular service via Fairfield Park and Larkhall</p> <p>7 Bath circular service via Larkhall and Fairfield Park</p> <p>Su/BH – hourly on each service from 1000 to 1900</p>	706 GA13	First	31/3/13	£9,884	£9,884	17,607	£0.56	Add-on to commercial services 6, 7 & 17

SERVICE NUMBER AND ROUTE DETAILS	REF. NO.	OPERATOR	END DATE	GROSS COST P.A.	NET COST TO B&NES P.A.	PASS. TRIPS PER YEAR	AVG. COST TO B&NES PER PASS. TRIP	COMMENTS
17 Kingsway to Bath City Centre Su/BH – hourly from 1030 to 1830								
7 Larkhall to Bath City Centre via Fairfield Park M-F – 1 journey at 0624	707 FM13	First	29/3/13	£2,357	£2,357	1,026	£2.30	Add-on to commercial service 7
12 Whiteway to Bath City Centre MF – every 40 minutes from 0900 to 1400; Sa – every 40 minutes from 0900 to 1600	712 SA12	Bugler Coaches	31/3/12	£18,500	£18,500	25,356	£0.73	
13 Bathford to Fox hill via Bath City Centre MS – late night journeys	713 SV13	First	30/3/13	£27,527	£27,527	22,866	£1.20	Add-on to commercial service 13

SERVICE NUMBER AND ROUTE DETAILS	REF. NO.	OPERATOR	END DATE	GROSS COST P.A.	NET COST TO B&NES P.A.	PASS. TRIPS PER YEAR	AVG. COST TO B&NES PER PASS. TRIP	COMMENTS
13 Bathford to Foxhill via Bath City Centre Su – every 90 minutes after 1800; BH – every 30 minutes until 1800; every 90 minutes after 1800	713 GV13	First	31/3/13	£17,495	£17,495	6,146	£2.85	Add-on to commercial service 13
14A Weston to Odd Down via Bath City Centre D – late night journeys	714 DV13	First	31/3/13	£17,566	£17,566	14,908	£1.18	Add-on to commercial service 14
17 Penn Lea Road to Kingsway via Bath City Centre MS evenings – hourly	717 SV13	First	30/3/13	£25,705	£25,705	13,297	£1.93	Add-on to commercial service 17

SERVICE NUMBER AND ROUTE DETAILS	REF. NO.	OPERATOR	END DATE	GROSS COST P.A.	NET COST TO B&NES P.A.	PASS. TRIPS PER YEAR	AVG. COST TO B&NES PER PASS. TRIP	COMMENTS
<p>20A University of Bath Circular via Widcombe, City Centre, Weston, Twerton, Odd Down and Combe Down</p> <p>20C University of Bath Circular via Combe Down, Odd Down, Twerton, Weston, City Centre and Widcombe</p> <p>MF – University to Twerton via City Centre every 60 minutes until 1900; Twerton to University via Odd Down every 30 minutes until 1900 Sa – every 60 minutes until 1800</p> <p>20R Green Park to Ralph Allen School via Odd Down and Combe Down</p> <p>SD - 1 journey in each direction</p>	<p>20 FA18 20 FV18 20 IA18 20A FP18 20C FP18</p>	<p>Wessex Connect</p>	<p>4/10/18</p>	<p>£238,608</p>	<p>£147,784</p>	<p>149,750</p>	<p>£0.99</p>	<p>Group price.</p> <p>Contributions totalling £90,824 from Sainsbury and University of Bath via Section 106 agreements</p>

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42 Odd Down P&R Site to RUH via Southdown and Twerton MF - every 30 minutes	42 FA14	Abus	28/3/14	£103,747	£35,596	113,684	£0.31	Contribution of £68,151 from RUH. Includes off-peak demand-responsive service.
67 West Harptree to Bristol via Chew Magna and Whitchurch MF – 1 off-peak return journey	67 IN11	Abus	31/3/12	£3,145	£3,145	2,024	£1.55	<i>De minimis</i> arrangement.
94 Bath to Trowbridge via Freshford MS – every 2 hours	WCC 0794	Libra Travel	31/3/12	£39,909	£19,954	12,810 (a)	£1.56	Contribution to Wiltshire Council contract
173 Wells to Bath BH – every 90 minutes from 1000 to 1900	173 BA13	First	31/3/13	£4,000	£4,000	757	£5.28	Add-on to commercial service 173
175 Peasedown St John to Bath via Dunkerton MF – hourly	175 FN12	Somerbus	18/4/12	£10,000	£0	N/A	£0.00	<i>De minimis</i> payment from s106 agreement for CircleBath Hospital.

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178 Paulton to Bath via Midsomer Norton and Radstock MS evenings – 2 journeys	779 SV13	First	31/3/13	£28,549	£28,549	5,734	£4.98	Add-on to commercial services 178 & 179
179 Bath to Midsomer Norton via Timsbury MS evenings – 2 journeys to Bath and 3 journeys from Bath								
178 Midsomer Norton to Bath via Radstock Su evenings – 2 return journeys	173 GV13	First	31/3/13	£2,085	£2,085	1,612	£1.29	Add-on to commercial service 173
228 Colerne to Bath via Batheaston MS – every 2 hours	WCC 0828	Faresaver	31/3/12	£45,596	£7,751	4,575 (a)	£1.69	Contribution to Wiltshire Council contract.
265 Bath to Trowbridge MS evenings - hourly	WCC 0705	First	31/3/12	£67,279	£9,261	4,880 (a)	£1.90	Contribution to Wiltshire Council contract.

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265 Bath to Warminster Su/BH – every 2 hours	WCC 0707	First	31/3/12	£28,422	£4,064	1,860 (a)	£2.18	Contribution to Wiltshire Council contract.
267 Bath to Frome MS evenings – 3 return journeys	767 SV14	First	29/3/14	£15,529	£15,529	19,611	£0.79	Add-on to commercial service 267
318 Cribbs Causeway to Keynsham via Kingswood and Longwell Green MS – hourly	318 MS AD	First	31/3/12	£34,936	£8,035	N/A	N/A	Contribution to S. Gos Council <i>de minimis</i> payment for extension of commercial service from Kingswood to Keynsham.
332 Bath to Bristol via Bitton Su/BH – every 2 hours	632 GA14	First	30/3/14	£8,699	£4,871	9,220	£0.53	Contribution of £3,828 from S. Gos Council. Add-on to commercial service 332.

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349 Keynsham to Bristol via Brislington MF – Extension of morning peak journey to start at Courtenay Road	N/A	Abus	31/3/12	£1,265	£1,265	N/A	N/A	<i>De minimis</i> add-on to commercial service 349
376 Wells to Bristol via Clutton and Whitchurch MS evenings – 2 return trips	376 SV12	First	31/3/12	£16,763	£8,770	9,200	£0.95	Contribution of £7,993 from Bristol City Council. Add-on to commercial service 376
376 Wells to Bristol via Clutton and Whitchurch Su/BH evenings – 2 return trips	376 GV12	First	31/3/12	£4,402	£4,402	2,176	£2.02	Add-on to commercial service 376
376 Wells to Bristol via Clutton and Whitchurch BH until 2100 – hourly	376 BA12	First	31/3/12	£4,000	£4,000	5,093	£0.79	Add-on to commercial service 376

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<p>532 Keynsham to Longwell Green via Oldland</p> <p>533 Keynsham to Mangotsfield via Oldland, Kingswood and Staple Hill.</p> <p>MS – hourly on each route</p>	532 MS AD	Wessex Connect	31/8/12	£215,593	£7,000	2,745 (a)	£2.55	Contribution to S. Glos Council contract.
<p>620 Old Sodbury to Bath via Yate, Wick and Pucklechurch</p> <p>MS – every 2 hours</p>	MS 620 AD	Wessex Connect	31/8/13	£78,500	£7,379	N/A	N/A	Contribution to S. Glos Council contract.
<p>636 Hengrove to Keynsham via Whitchurch</p> <p>Tu/F – 1 return trip</p>	640 IN14 668 IN14 754 IN14 757 IN14	Somerebus	28/3/14	£21,209	£21,209	2,428	£2.38	Group Price.
<p>640 Bishop Sutton to Keynsham via Chew Magna and Pensford</p> <p>F – 1 return trip</p>						1,799		

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668 Midsomer Norton to Bristol via Timsbury and Keynsham Tu – 1 return trip						1,774		
754 Hinton Blewett to Radstock via Bishop Sutton and Chew Magna M – 1 return trip						981		
757 Midsomer Norton to Bath via Peasedown St John and Wellow W – 1 return trip						1,942		
649 Bath to Bristol via Keynsham D – 1 late night journey in each direction	649 DV14	First	30/3/14	£18,508	£18,508	14,004	£1.32	Add-on to commercial services 339 and 349
665 Keynsham & Saltford local service MF – 5 off-peak journeys	665 FA15	B&NES Environmental Services	31/8/15	£41,636	£25,826	20,523	£1.26	Estimated fares revenue of £15,810

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665 Keynsham & Saltford local service Sa – 4 journeys	665 IA15	CT Coaches	31/8/15	£9,803	£6,395	3,748	£1.71	Estimated fares revenue of £3,408
672 Blagdon to Bristol via Bishop Sutton and Chew Magna MS – 4 journeys to Bristol, 5 journeys from Bristol	672 SA14 672 SV14	CT Coaches Eurotaxis	29/3/14	£71,289	£49,572	12,976	£3.82	Estimated fares revenue of £1,026. Contributions totalling £20,691 from Bristol City and N. Somerset Councils.
678 Writhlington to Bristol via Radstock, Midsomer Norton and Keynsham Su/BH – 3 return journeys	678 GA13	Wessex Connect	31/3/13	£20,151	£12,844	4,084	£3.14	Estimated fares revenue of £7,307. Add-on to commercial service 178
683 Keynsham to Wells via Chew Magna and Blagdon Tu – 1 return journey	683 IN4	Abus	3/4/14	£4,158	£1,663	N/A	N/A	Contribution to N. Somerset Council contract.

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700 Sion Hill to Bath City Centre MS – 5 return journeys 716 Newbridge to Bath City Centre MS – 5 return journeys 734 Bathwick to Bath City Centre MS – 3 return journeys	700 SA12	CT Coaches	31/3/12	£59,960	£40,982	19,185	£2.14	Estimated fares revenue of £18,978
752 Hinton Blewett to Bath via Bishop Sutton and Chew Magna W – 1 return journey	752 IN14	B&NES Environmental Services	26/3/2014	£4,456	£4,456	893	£4.99	
768 Clutton to Bath via Midsomer Norton, Radstock and Timsbury Tu/Th – 2 return journeys	768 IN14	CT Coaches	31/8/14	£14,266	£14,266	4,855	£2.94	
768 Clutton to Bath via Midsomer Norton, Radstock and Timsbury MS – 3 return journeys	768 SA14	CT Coaches	31/8/14	£49,916	£49,916	22,612	£2.21	

SERVICE NUMBER AND ROUTE DETAILS	REF. NO.	OPERATOR	END DATE	GROSS COST P.A.	NET COST TO B&NES P.A.	PASS. TRIPS PER YEAR	AVG. COST TO B&NES PER PASS. TRIP	COMMENTS
782 Paulton to Tynning via Midsomer Norton and Radstock MF – 2 return journeys; Sa – 4 return journeys	782 IN14	Somerebus	29/3/14	£29,305	£29,305	23,244	£1.26	Add-on to commercial service 782
791 Bath to Midsomer Norton via Radstock, continuing as 793 to Weston-s-Mare via West Harptree W – 1 return journey	791 IN14	Abus	26/3/13	£15,622	£5,768	3,961	£1.46	Estimated fares revenue of £4,761. Contribution of £5,093 from N. Somerset Council.
834 Bishop Sutton to Weston-s-Mare via Chew Magna and Blagdon Tu – 1 return journey	834 IN4	CT Coaches	3/4/14	£4,300	£2,150	N/A	N/A	Contribution to N. Somerset Council contract.
835 Chewton Mendip to Weston-s-Mare via West Harptree and Blagdon Th – 1 return journey	835 IN4	CT Coaches	3/4/14	£6,800	£1,360	N/A	N/A	Contribution to N. Somerset Council contract.

Notes

1 Codes used in table:

BH - Bank Holidays only

D - Daily

F - Fridays only

M - Mondays only

MF - Mondays to Fridays (not Bank Holidays)

MS - Mondays to Saturdays (not Bank Holidays)

N/A - Not available (data incomplete at present)

Sa - Saturdays only

Su - Sundays only

Su/BH- Sundays & Bank Holidays only

Tu - Tuesdays only

Tu/F - Tuesdays & Fridays only

Tu/Th - Tuesdays & Thursdays only

W - Wednesdays only

2 Passenger data is supplied by operators or collected by the Council through on-bus surveys. Some data, particularly on cross-boundary services and new contracts, is incomplete at present.

3 Passenger trip numbers include all passengers on the service except where marked: (a) - B&NES residents only; or (b) - passengers using the supported section only

4 Estimates of fares revenue exclude reimbursement for free off-peak concessionary travel

AS021111

Question M04 Supplementary information

Bath and North East Somerset Council Indices of Deprivation – Ward Summary

V0.1
03/11/11

1. Introduction

The indices of Multiple Deprivation (IMD) are a long standing method used by the government to develop an understanding of differences at a local level by allowing a relative comparison of all areas in England. Deprivation in these terms is used to cover a wide range of issues and looks at unmet needs across a number of issues (or “domains”). This report examines the 2010 indices published in March 2011.

Bath and North East Somerset is one of the least deprived authorities in the country, ranking 247 out of 326 English authorities. It is ranked 49 out of 56 unitary authorities.

Further detail on the Indices of Deprivation in B&NES can be found at:

<http://www.bathnes.gov.uk/communityandliving/ResearchAndIntelligence/Pages/IndicesofDeprivation2010.aspx>

Although an area may be defined as more deprived than another it does not mean that all, or even a majority, of residents in an area are necessarily experiencing deprivation. Conversely, areas with lower levels of relative deprivation may still have residents who are experiencing deprivation for one or more issues.

The indices are useful in demonstrating how different communities experience issues differently. For example, in 2010 it was estimated that the most deprived 20% of B&NES areas had over four times as many young people defined as not in education, training or employment as the least deprived areas. As a result, the IMD forms part of our overall corporate evidence base and will form part of the forthcoming Joint Strategic Needs Assessment.

2. IMD at Ward level

The IMD does not use wards as its base geography, instead it uses smaller geographies (called LSOAs) created by the Office for National Statistics. It is however, possible to create an “average” ward result for the data and then compare that with other English wards. Fig 1 demonstrates the breakdown of wards in Bath and North East Somerset when compared to England as a whole.

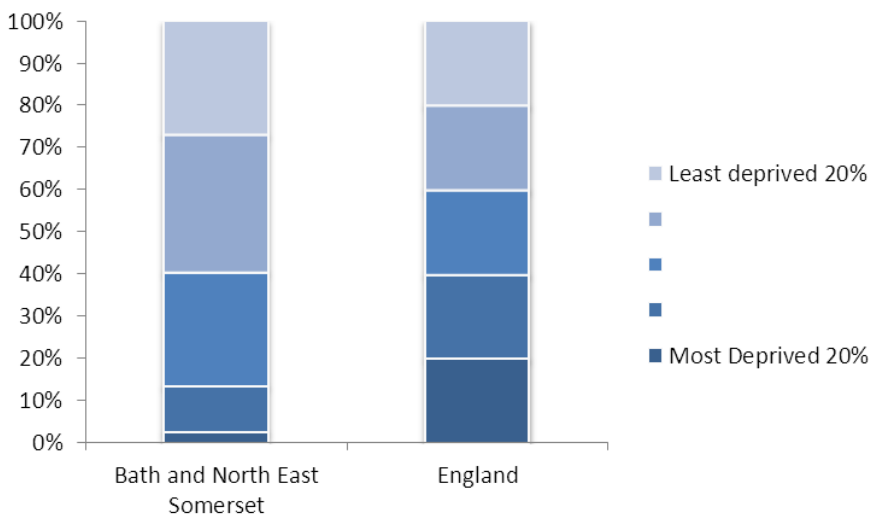


Fig 1 – Distribution of wards - B&NES compared to England (IMD 2010)

Comparative data for local wards is provided in Appendix 1.

Appendix 1 – Average IMD scores for B&NES wards with national comparisons.

Ward	Average of IMD SCORE	National Rank (out of 7569 (1 is low))	National Comparison
Twerton	35.695	745	Most deprived 5%
Abbey	22.485	2146	Most deprived 30%
Southdown	20.022	2583	Most deprived 30%
Radstock	17.393	3133	Most deprived 40%
Kingsmead	16.429	3349	Most deprived 40%
Odd Down	15.609	3573	Most deprived 50%
Keynsham North	15.370	3654	Most deprived 50%
Keynsham South	14.829	3839	Most deprived 50%
Publow and Whitchurch	14.232	4046	Most deprived 50%
Combe Down	14.226	4048	Most deprived 50%
Bathavon West	13.670	4232	Least deprived 50%
Oldfield	13.581	4258	Least deprived 50%
Peasedown	13.217	4388	Least deprived 50%
Midsomer Norton Redfield	13.093	4436	Least deprived 50%
Westfield	12.269	4753	Least deprived 50%
Walcot	11.870	4898	Least deprived 40%
Weston	11.444	5067	Least deprived 40%
Paulton	11.249	5141	Least deprived 40%
Timsbury	10.342	5527	Least deprived 30%
Lansdown	9.856	5741	Least deprived 30%
Farmborough	9.738	5794	Least deprived 30%
Westmoreland	9.712	5807	Least deprived 30%
Mendip	9.505	5881	Least deprived 30%
Bathavon South	9.136	6009	Least deprived 30%
Clutton	8.881	6109	Least deprived 30%
Lambridge	8.869	6119	Least deprived 30%
Midsomer Norton North	8.817	6138	Least deprived 30%
Bathavon North	8.088	6395	Least deprived 20%
High Littleton	7.561	6577	Least deprived 20%
Chew Valley North	7.552	6579	Least deprived 20%
Widcombe	7.515	6591	Least deprived 20%
Newbridge	7.468	6606	Least deprived 20%
Chew Valley South	6.509	6909	Least deprived 10%
Keynsham East	6.449	6922	Least deprived 10%
Lyncombe	5.918	7070	Least deprived 10%
Saltford	5.171	7250	Least deprived 5%
Bathwick	3.509	7508	Least deprived 5%

Table 1 – Ward averages for total IMD*, including national rank and comparison.

Source: English Indices of Deprivation 2010 © Crown Copyright 2011

*Ward IMD score calculated by a crude average of constituent LSOA scores and as such pockets of deprivation within wards may be disguised.

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