

CABINET MEETING – 20th May 2025

STATEMENTS FROM PUBLIC AND COUNCILLORS

1. David Redgewell – Public Transport Network
2. Guy Simpson – Road Safety Improvements – Macaulay Buildings, Widcombe Hill
3. Cllr Jess David – Financial Pressure on Leaseholders
4. Cllr Fiona Gourley – Heritage Lottery Funding for the Fashion Museum

QUESTIONS AND ANSWERS - COUNCILLORS

M	01	Question from:	Cllr Joanna Wright
BANES Officers can make use of shared electric cars and bicycles - who is responsible for servicing the bikes? We've heard from officers that the e-bike doesn't work and that the normal bikes are not in good repair. What budget is allocated to maintenance of this service to staff?			
Answer from:			Cllr Sarah Warren
<p><i>Up to £500 is allocated to a reactive response on repairs when the Staff Engagement Team get notification (they rely on staff letting them know if a bike is faulty). Currently (today) they are not aware of any issues with the bikes. If a member of staff is aware of a problem with a bike, please report it to Staff_Engagement@bathnes.gov.uk so that repairs can be arranged.</i></p> <p><i>Each bike gets an annual service in March.</i></p>			
M	02	Question from:	Cllr Joanna Wright
<p>In the open letter sent by the Leader of Council to all residents it states that:</p> <p><i>"After careful reflection, the council has decided to re-engage with the community to develop a wider Liveable Neighbourhood plan over a longer time, to fully address traffic issues across the East of Bath and ensure proposals are fit for the needs of residents. This will be undertaken during the next external funding round which is likely to take place in several years' time. To formalise this decision, the current forward plan entry E3418 relating to the London Road and Snow Hill LN will be removed"</i></p> <p>https://newsroom.bathnes.gov.uk/news/open-letter-future-london-road-and-snow-hill-liveable-neighbourhood-area</p>			

However, in full council on 20th March 2025 in response to the Motion from the Green Group on a Community Led Liveable Neighbourhood for the East of Bath, the Cabinet Member for Highways stated:

“What the Green Party is attempting to do is circumvent all the processes in place, which ensure the allocation of resources is done fairly, even-handedly, and in accordance with adopted policy. This is a blatant attempt to queue-jump”

What measures are being taken to ensure that the East of Bath has funding in place to develop a transport plan?

Answer from:

Cllr Manda Rigby

The East of Bath is a critical access to the city, and as such is included within a number of key policy documents, which enable us to more effectively bid for future funding, in particular subsequent rounds of CRSTS, Bus Grant and Active Travel England funding:

- *The [West of England Joint Local Transport Plan 4](#) sets out the area’s policy approach and vision for a more sustainable and better connected transport network and includes major transport schemes across the region to help realise this vision.*
- *The [Journey to Net Zero for Bath](#) – consulted on and adopted 2022 - sets out the vision for how we travel into, out of and around Bath in the future.*
- *The [Active Travel Masterplan](#) – consulted on in 2024 and adopted in 2025 - sets out the existing and aspirational network for walking, wheeling and cycling routes across the East of Bath and the rest of Bath and North East Somerset.*
- *The Movement Strategy for Bath – in draft format and set to be consulted upon later in 2025 – this aims to deliver the Journey to Net Zero ambitions. It identifies measures, specifically for the city of Bath, that will help to significantly reduce transport-related emissions and set a blueprint for understanding how space can be used differently, and how to balance competing demands to deliver this transition in a sustainable way to provide an equitable network across the city.*
- *Public Transport - The East of Bath continues to benefit from regional investment in bus services and infrastructure through the West of England’s Bus Service Improvement Plan (BSIP), aligned with the Joint Local Transport Plan and the emerging Bath Movement Strategy. This includes enhancements to reliability, passenger information and supported services, with further improvements to be delivered through confirmed 2025/26 revenue funding via the Government’s national bus grant.*

(This response was provided following the meeting).

M	03	Question from:	Cllr Joanna Wright
Councillors were invited to a webinar with an external consultant to discuss car clubs in February 2024. When will BANES residents see these plans coming to fruition, so shared cars are more widely available, affordable and accessible?			
Answer from:			Cllr Sarah Warren
<p><i>Car Clubs are an important part of the options available to our communities and we will soon be undertaking a procurement exercise for the district.</i></p> <p><i>(The response was provided within 5 working days of the meeting).</i></p>			
M	04	Question from:	Cllr Sam Ross
The quarterly budget monitoring update mentions staffing vacancies in the Green Transformation team. What roles have been or are vacant, and what is the risk to planned projects?			
Answer from:			Cllr Sarah Warren
<p><i>During 2024/5 we have had vacancies in the roles of Green Transformation Analyst, Energy Policy & Projects Manager, and Comms & Community Engagement Officer. When posts become vacant, we consider overall staffing within the service and the capabilities needed to deliver our strategic priorities. Replacing the vacant posts, we have successfully recruited to the new posts of Senior Climate Strategy Advisor and Policy & Projects Manager – Retrofit and Heat. We are currently recruiting a new Climate Emergency Officer. In addition to these core revenue funded staff, we have been successful in attracting external funding, allowing us to increase delivery with additional projects. This includes recruitment of additional staff who are delivering our new Community Energy Network and our Green Infrastructure projects.</i></p>			

M	05	Question from:	Cllr Sam Ross
<p>Compared to areas like Plymouth, South Gloucestershire, Wiltshire and Bristol, our passenger journeys on buses per head are much lower in BANES. Do we know why this is, and if not, are we investigating why? What can we do to change this?</p>			
Answer from:			Cllr Sarah Warren
<p><i>Bus patronage in BANES continues to grow, in line with trends across the West of England, as the region recovers from the impact of the pandemic. However, journeys per head remain below national and regional averages, reflecting long-term reductions in bus mileage and frequency.</i></p> <p><i>The West of England Combined Authority is the Transport Authority for our area and leads on bus service delivery and investment. BANES works closely with WECA across a range of initiatives to improve the network, including major programmes such as the Bus Service Improvement Plan (BSIP) and the City Region Sustainable Transport Settlement (CRSTS).</i></p> <p><i>Despite additional public funding since 2020, the network continues to face challenges. Service frequency in BANES has fallen by over 60% since 2010, limiting accessibility, particularly in rural communities. Further investment and reform are essential to deliver the reliable, affordable services residents expect and need.</i></p>			
M	06	Question from:	Cllr Sam Ross
<p>The annual climate and nature progress report states: <i>The number of passenger journeys in Bath and North East Somerset taking place on local bus services has increased from 8 million in 2021-22 to 9 million in 2022-23.</i></p> <p>It is natural to see an increase in passenger journeys after the pandemic, but this increase is not in line with other areas. Are there any reasons for this?</p>			

Answer from:		Cllr Sarah Warren
<p><i>It is encouraging to see bus passenger journeys in Bath and North East Somerset rise from 8 million to 9 million between 2021-22 and 2022-23 as services recover post-pandemic.</i></p> <p><i>While this increase is slightly below the national average, factors such as our rural geography, service reliability issues, and driver shortages have affected recovery.</i></p> <p><i>It's important to note that the West of England Combined Authority is the transport authority responsible for bus service delivery in our area. We continue to work closely with them and operators through initiatives like the Bus Service Improvement Plan and fare incentives to improve services and encourage greater bus use.</i></p>		
M	07	Question from:
		Cllr Saskia Heijltjes
<p>The following item was included in the budget papers, in Annex 5 (iii) - Local Active Travel Safety Programme 2025-26 - "Parking schemes Grosvenor Place and Kensington Place - 25k". This item can also be found on the recently launched Transport Action Map on the council website. As Lambridge Ward Councillors, we have repeatedly asked for an RPZ and have cautioned against implementing one at Grosvenor Place without implementing one in Lambridge. Could you please clarify whether an RPZ for Grosvenor will be consulted on before an RPZ for Lambridge will be consulted on? What mitigations would be put in place if this were to happen, to ensure Lambridge residents are not further disadvantaged due to commuter parking being pushed to their area?</p>		
Answer from:		Cllr Manda Rigby
<p><i>Funding has been allocated in the 2025/26 budget for new Residents' Parking Zones. We are currently considering requests from ward councillors and expect to make an announcement shortly. The timetable for consulting on extending an RPZ into Kensington Place, which is included in the Local Active Travel & Safety programme, has not yet been confirmed but Cllr Heijltjes' comments will be taken into account.</i></p>		

M	08	Question from:	Cllr Saskia Heijltjes
<p>Anti-idling education and enforcement - As part of this project, workshops were delivered at 16 schools, including at early years settings. Do we expect children (including 3- and 4-year-olds) to talk to their parents/carers about idling? We don't do this for other criminal offences like drink driving or speeding, so why do we do this for idling?</p>			
Answer from:			Cllr Sarah Warren
<p><i>Workshops have been delivered to year 5 and 6 pupils and were based on the "Clean Air for School Toolkit". Workshops aim to introduce pupils to the sources of air pollution (including engine idling), the impact of air pollution on health, and encourages pupils to think about how we can all reduce the amount of air pollution we generate.</i></p> <p><i>The Clean Air for School Toolkit was developed by colleagues in Public Health and Environmental Monitoring teams with support from St Andrews Primary Church School and another independent teacher. This toolkit is available for schools to access directly on The Hub at https://thehub.bathnes.gov.uk/Page/30325.</i></p> <p><i>The Kick the Habit anti-idling campaign physical and electronic resources that have been offered to schools, nurseries, primary health care settings and high street shops are aimed at encouraging drivers to switch off their engines. Resources are also available online https://www.bathnes.gov.uk/engineoff</i></p> <p><i>With the combination of physical resources and workshops we have aimed to reach both drivers and school pupils to raise awareness about the importance of clean air, but also the impacts of engine idling and air pollution with these audiences.</i></p>			
M	09	Question from:	Cllr Saskia Heijltjes
<p>The Clean Air Zone will result in a deficit starting from this financial year, due to increased compliance across all vehicle groups. The net operating surplus used to be spent on sustainable transport initiatives like the western section of Scholar's Way, but with the deficit starting</p>			

from this year, we will no longer have this fund to tap into. The deficit is expected to be just over half a million this budget year, increasing to an estimated 1.5 million in 27/28. How will the eastern section of Scholar's Way be funded so that children and adults from the east of Bath can safely get to their place of education or workplace?

Answer from:

Cllr Sarah Warren

We have been successful in securing an additional £3m of CRSTS funding allocation from the MCA for the eastern section of Scholars' Way. The full business case is currently in the approval process with start on site planned for this summer. Updates will be available regularly via the web-page along with direct comms with residents and businesses along the route.

<https://www.bathnes.gov.uk/scholars-way>

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Question from:

Cllr Lesley Mansell

The Council passed a motion to as part of the 'Get me home safely' a campaign initiated by members of Unite the Union who work those late and "unsocial" hours. This was widely reported in the media in 2023.

This campaign is to ensure safe home transport is widely available for nighttime economy as shift workers often struggle to find and pay for transport home after midnight.

The guiding principle of the campaign is:

- For every worker to have access to safe transport at all hours of the day.
- To encourage employers and, staff alike, to develop solutions for ensuring those who work past 23:00 are able to use transport to and from work safely.

The motion, which was supported unanimously called on the Licensing Committee to review opportunities to use appropriate licensing processes to include additional criteria when considering late opening applications from licensed premises, such as encouraging venues to provide free transport home for night shift employees.

I am looking for an update on initiatives taken so far and to find out which measures the Licensing Committee have taken to:

- include the Get Me Home Safely principles in our Licensing Policy Objectives
- encourage employers to take all reasonable steps to ensure workers are able to get home safely from work at night
- work with licensees, employers, the Police and Community Safety partners to ensure our communities are safe places late at night
- 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.

This includes the establishing of a Women's Safety charter similar to that in Bristol.

Answer from:

Cllr Tim Ball

This is timely as officers took the Statement of Licensing Policy to Licensing Committee on the 24 April, and it is going forward to Full Council in May.

I can confirm that the following has been included in the policy:

32.9. Bath & North East Somerset Councils Corporate Strategy has one clear purpose, to improve people's lives. In November 2023 a motion titled "Safe Travel Home For Night Economy Workers" was passed at full Council. This motion called on the Licensing Authority to include additional criteria when considering late opening applications from licensed premises, such as encouraging venues to provide free transport home for night shift employees and the Licensing Authority will therefore encourage venues to act accordingly.

32.10. Applicants will be directed to be made aware of and encouraged to consider joining the voluntary, "Women's Night-Time Safety Charter."

32.11. Applicants will be informed of or reminded that in such circumstances as but not limited to when members of the public are seen to leaving the venue intoxicated, members of staff should enquire if those persons are in the company of others; require help to enter Taxis or Private Hire vehicles; or asked if they require the service of a Night Marshall if the situation warrants such.

I can confirm that we are working to incorporate the 'Get Me Home Safely' principles into our Licensing Policy Objectives.

We are collaborating with licensees, employers, the Police, and Community Safety partners to ensure our communities are safe places late at night. Officers meet with the police on a monthly basis in the Licensing Enforcement Group, and this is the forum where concerns can be

raised. We also bring any relevant training opportunities to the attention to all licensees, for example, most recently we shared Home Office anti spiking training to all in April, and "Ask for Angela" training in March.

Officers are urging licensees and employers to consider staff transport during their conversations with applicants and licence holders. We are encouraging employers to take all reasonable steps to ensure workers can get home safely from work at night.

I have taken this opportunity to reconfirm this commitment with the Environmental Protection and Licensing Manager.

M	11	Question from:	Cllr Lesley Mansell
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- Schools in England must provide support to children with special educational needs (SEN) as part of their standard offer to children. Where a child requires additional support that goes beyond what a school, college, or nursery can typically deliver from their own budgets or staffing then they may need an Education Health and Care Plan (EHCP).
- The Children and Adult's Health and Wellbeing Development Scrutiny Committee recently heard from a local resident who said that delays in this process resulted in her taking a court case which she won.

Question 1a - How many ECHP applications and reviews (these are conducted annually) are waiting to be assessed, how long do they take?

Q1b - If cases head to court, what's the average time to reach a resolution and how much does this cost the council?

Answer from:	Cllr Paul May
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Response to Q1a:

We have 256 EHC needs assessments at request and assessment stage.

The average amount of time for a plan to be finalised is currently 29 weeks.

The council has invested in additional staff for the service to support the demand for assessment, timescales are improving, and we work hard to communicate with families and schools and maintain positive relationships.

Annual reviews are held each year for every plan (2538 reviews per year). These are held by the school setting.

Response to Q1b:

We do not currently monitor the time it takes to resolve a tribunal; however, we try to resolve at each stage and the vast majority of cases are resolved out of court.

The costs are as follows for legal advice from Solicitors/Barristers. We do not monitor officer time, or the amount of money saved due to tribunal, however the average cost of an independent special school is now £70,000 per year and so defending a request for independent school, when needs can be met locally at one of our special schools, represents good value to the Local Authority. We are currently looking at practicable ways of managing the legal advice in house.

Costs:

<i>Jan 2019 – March 2020</i>	<i>£35,179</i>
<i>April 2020 – March 2021</i>	<i>£44,930</i>
<i>April 2021 – March 2022</i>	<i>£31,961</i>
<i>April 2022 – March 2023</i>	<i>£34,767</i>
<i>April 2023 – March 2024</i>	<i>£46,535</i>
<i>April 2024 – March 2025</i>	<i>£52,000 (not finalised yet)</i>

QUESTIONS AND ANSWERS - PUBLIC

P	01	Question from:	Anne Coghlan
<p>With a 960-bed development being proposed by the University of Bath at their Claverton Down Campus, when will a safe cycling route be provided between the centre of town and the campus?</p> <p>With all three roads being identified as active travel routes in the Active Travel Masterplan, which one will be developed with LTN 1/20 compliant infrastructure so that people of all ages and all abilities can cycle to and from Claverton Down?</p>			
Answer from:			Cllr Sarah Warren
<p><i>The next step for advancing the Active Travel Masterplan involves close collaboration with Active Travel England, WECA and the other West of England local authorities to explore ways to incorporate our Masterplan into a new local or an updated regional Local Cycling and Walking Infrastructure Plan.</i></p> <p><i>A crucial part of this progression will involve a detailed prioritisation process to assess the routes identified in the Active Travel Masterplan. This includes the routes identified between Bath city centre and the University of Bath at their Claverton Down Campus. Each route will be reviewed based on criteria such as potential impact, feasibility, demand, and connectivity within the existing and planned transport network. Following prioritisation, each selected route will undergo an engineering assessment.</i></p>			
P	02	Question from:	Anne Coghlan
<p>A trial was recently announced to make Parade Park Gardens free to access for all. How much revenue did the entrance fees used to bring in? And was this revenue ring fenced for parks and green spaces?</p>			
Answer from:			Cllr Tim Ball
<p><i>The Council are currently piloting the removal of the entrance fee at Parade Gardens. The pilot commenced on 1st April 2025, and it is anticipated it to last a year.</i></p>			

The pilot provides the Council with opportunity to explore commercial ventures, such as the reopening of the café, to cover loss of income from ‘ticket sales’. The pilot is also supplemented by external funding from the Bath Central Riverside regeneration scheme to cover operational costs.

Parade Gardens is located at the centre of the Bath Central Riverside regeneration scheme. If the pilot is successful, a business case will follow and will be factored into the emerging Bath Central Riverside Masterplan.

Balance/ Actual Income for 2022/23, 2023/24 and 2024/25:

£106,750

Note:

No gardening/ equipment/ material costs are included.

No property/ infrastructure repair or maintenance costs are included.

P	03	Question from:	Anne Coghlan
<p>The Milsom Quarter Public Realm Scheme will very likely see the current cycle parking in front of the Podium being removed. This parking area currently provides parking to up to 28 bikes and is one of the most popular parking spots for cycles due to its prime location. In the design ideas new cycle stands are suggested to go on New Bond Street, stating that they will be “better distributed across the area”. New Bond Street is not on a junction like the current cycle parking is. Will all current 28 spaces be replaced in the new plans, within the same proximity to the library?</p>			
Answer from:			Cllrs Paul Roper and Sarah Warren
<p><i>We recognise that this area is currently a popular location for cycle parking due to its proximity to the library and key local destinations. However, the existing provision is not optimal as it is in the middle of a traffic island with active highway surrounding it. This presents several accessibility issues, including stepped access and close spacing between racks, which limits the usability for all cyclists.</i></p> <p><i>The Milsom Quarter Public Realm Scheme aims to provide more accessible and better-distributed cycle parking across this area, in</i></p>			

line with best practice design standards. We are committed to replacing, as a minimum, the overall number currently in the Milsom Quarter and these will be varied and upgraded for different cycle types.

P	04	Question from:	Dominic Tristram
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A statement was made at Full Council by an elected councillor stating with regard to the Liveable Neighbourhood programme "We are following strategic approaches, we consulted on, and we have followed robust phases of consultation and engagement."

Only 8 residents requested the Camden Bus Gate measure during the AECOM consultation. What is the proportion of residents needed to take forward a transport improvement measure? Will the Cabinet Member for Climate Emergency and Sustainable Travel be suggesting the use of Citizens Assemblies?

Answer from:	Cllr Sarah Warren
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There is no fixed number or proportion of people asking for improvements that leads to schemes being taken forward. The council takes into account various needs and objectives. On a strategic level, one of the council's core priorities is to tackle the Climate Emergency through improving public transport and enabling more people to take journeys through walking, wheeling and cycling. That means some specific proposals do not necessarily originate from residents' requests. However, we always undertake consultation, and we listen to the views and comments people make to help shape what gets taken forward. Our Local Active Travel & Safety programme also focusses on making improvements that have been requested to local councillors.

P	05	Question from:	Dominic Tristram
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What data has the Council collected on cycle users along the NCN route 4 in Bath?

Answer from:		Cllr Sarah Warren
<i>Bath and North East Somerset Council collects data from five sites along the National Cycle Network Route 4. Each site records the length, speed and direction of each cycle passing the sensor. Data has been collected from some of these sites since 1998.</i>		
P	06	Question from: Dominic Tristram
How will the funding not spent on the Camden bus gate be diverted to other transport projects?		
Answer from:		Cllr Manda Rigby
<i>Any change in scope of a City Regional Sustainable Transport Settlement (CRSTS) project such as Liveable Neighbourhoods, will be recorded as part of a change request process with the Mayoral Combined Authority (MCA). This process will determine how funding could be reprioritised to other CRSTS projects.</i>		
P	07	Question from: Luanne Thornton
Could you provide a breakdown of expenditure on transport-related projects in the Bathwick Ward from 2019 to the present? This should include spending on bus gates, active travel measures, bollards, public rights of way (PROW) improvements, and traffic regulation orders (TROs).		
Answer from:		Cllr Manda Rigby
<i>Since 2019, there have been nine reviews of parking restrictions in Bathwick ward resulting in 17 new or amended parking restrictions, which arise from requests from the public. It is not possible to state the cost of these because they are undertaken across a wide area of B&NES, meaning the costs cannot be broken down by ward. This large number of changes demonstrates</i>		

how we listen to requests and concerns raised by residents and act on them.

P 08

Question from:

Luanne Thornton

What measures has the Council taken to support the continued operation of early years care providers, such as nurseries and pre-schools?

Answer from:

Cllr Paul May

As a council, we support the early years sector by providing high-quality provision, ensuring sufficient early years places in B&NES, and offering advice, training, and funding for children with SEND in early years settings. As Lead Member for Children's Services, I am aware of the financial pressures facing this sector, and I regularly lobby for better funding.

Supporting the Quality of Provision.

We work with early years education and childcare providers to achieve and maintain high-quality provision, allowing families to use their entitlement funding at settings rated Good or Outstanding by Ofsted. Our support includes online training, hybrid visits, local CPD programs, bespoke visits, peer support clusters, and an annual conference. Post-pandemic, we addressed staffing shortages by developing a local recruitment and retention website and running an active childminder recruitment campaign.

Supply of Places

Using DfE capital and legacy S106 funding, we have created additional early years places: 59 full-time places for children aged 9 months to 2 years, 122 full-time places for 2-year-olds, and 24 full-time places for children aged three and above. In January 2025, Paper Lane Nursery opened in Paulton, and in March 2025, St John's School in Keynsham received DfE funding to convert a classroom into a nursery class. To meet the requirements of the 30-hour offer, the DfE provided a revenue grant, with 65% of eligible providers expressing interest.

Support for SEND

Since 2021, we have supported over 1,000 children with Inclusion Support Funding (ISF) to access their Government Early Years

Entitlement (EYE) funding at Early Years Providers in B&NES. This funding enables suitable interventions to support children's progress and access to placements. Additional support is provided through Disability Access Funding (DAF), administered by the local authority, aiding in adjustments, equipment/resources, and specialised training. The Early Years Area SENCo Team promotes early identification of needs, inclusive practice, and enabling learning environments to over 180 Early Years Providers in Bath and North East Somerset.

The following article highlights work that I have been doing as a cabinet member for children's services to promote proactive support for young children with SEND in their early years - <https://newsroom.bathnes.gov.uk/news/first-childcare-settings-bnes-achieve-mark-excellence-early-years-send-support>

P	09	Question from:	Luanne Thornton
What is the estimated cost to the Council for the repairs to the former Jolly's building on Milsom Street?			
Answer from:			Cllr Mark Elliott
<i>The tender process to appoint a contractor for Jollys is currently progressing and awaiting completion. As soon as all the legal arrangements to appoint the successful contractor have been finalised, we will provide you with the estimated contract cost of the works.</i>			
P	10	Question from:	Kathy Beadle
<p>Could we see details of our bike loan scheme uptake? Shrewsbury has made 100 e-bikes available through a pilot scheme and has been very successful with this. The bikes are being offered at a cost of £10 a month for the first 6 months, rising to £20 a month after that.</p> <p>If there's a lot of demand for our e-bike loans, could we look into securing funding for a similar scheme to Shrewsbury? (pay as you go for a Dott bike is £1 to unlock and 0.22 per minute - this is £3.20 for a 10-min bike ride/2 miles journey - a return trip would set you back £6.40 per day).</p>			

Answer from:		Cllr Sarah Warren
<p><i>Funding for our current bike loan scheme is provided for the purpose of overcoming barriers to access and requires that we do not compete with commercial ventures. The objective is to aim to reach the maximum number of people, in particular providing access to those on low income. We currently have around 20 bikes available and provide on average 150-200 loans per year. The Shrewsbury scheme sounds like a different model, and we will look to find out more details to see whether something similar would work here.</i></p>		
P	11	Question from: Kathy Beadle
<p>Travel Cycle hangar spaces cost £40-55 per year. The recent APPGCW Active Travel and Social Justice Inquiry recommended that the cost of renting a hangar space shouldn't exceed a sixth of the cheapest parking permit in the same area. An RPZ permit for an EV costs £50 a year, which would come down to £8.33 per year for a cycle hangar space. Could we budget for additional funding to support the cycle hangars so that people, especially those on lower incomes, do not pay more than £8.33 per year for a space?</p>		
Answer from:		Cllr Sarah Warren
<p><i>Cycle hangars have been extremely popular in Bath with most cycle hangars fully utilised. The annual rental is equivalent to less than 15p per day. The cost of renting spaces in cycle hangars currently covers some of the cost of providing the service such as administration and is comparable to other neighbouring authorities. While we would like to ensure as many people can access this service as possible, we need to balance this against having a sustainable financial model for delivery. We will keep car parking charges under review to ensure they align with the council's priorities.</i></p>		
P	12	Question from: Kathy Beadle
<p>The decrease in air pollution levels across BANES air quality monitoring sites was 6% in the latest LAQM Annual Status Report</p>		

<p>2024, which is slightly lower than average decrease across the National Automatic Urban and Rural Network which was 9%.</p> <p>Have air pollution levels on average seen an increase at the London Road monitoring site, when comparing the first quarter of 2025 with 2024 data?</p>		
Answer from:		Cllr Sarah Warren
<p><i>The provisional monitoring for Q1 of 2025 at Bath A4 Roadside monitor on London Road increased by 6% (1.5 µg/m3) when compared to Q1 in 2024. This is a quarterly not annual average, and concentrations remain well below the Government's annual objective of 40 µg/m3. Other regional sites also showed increases in concentrations. The increase seen at London Road is in line with increases also seen in Bristol and South Gloucestershire. It should be noted that there are a number of factors which can affect nitrogen dioxide concentrations these include but are not limited to weather, local pollution sources and seasonality. The annual status report for 2024 will be due to be published on the Council website August 2025.</i></p>		
P	13	Question from: Barbara Gordon
<p>The extension of times that disabled bus users can use buses is a major celebration to many. Why were the changes to groups of bus users that were recently introduced not included in the weekly e-comms on 27 March 2025 and well-advertised for those needing to use this service?</p>		
Answer from:		Cllr Sarah Warren
<p><i>The extension to disabled concessionary travel times was introduced and funded by the West of England Combined Authority (WECA) using Bus Service Improvement Plan (BSIP) funding, with the support of Bath and North East Somerset Council. As the initiative was WECA-led and announced during the pre-election period, the Council was unable to issue its own communications at the time. Now that the pre-election period has ended, we plan to promote the changes through our usual channels.</i></p>		
P	14	Question from: Barbara Gordon

Following a public meeting in Lambridge, could the Cabinet Member provide full details on the work being done with Wiltshire to buy or lease fields for the creation of Park & Ride sites to the east of Bath?		
Answer from:		Cllr Sarah Warren
<i>Bath & North East Somerset Council are not currently undertaking any work with Wiltshire to lease or purchase land for the creation of Park & Ride sites to the east of Bath. The A4 from the east of Bath has been proposed as a future sustainable transport corridor project as part of the next round of City Region Sustainable Transport settlement funding through the West of England Combined Authority starting in Mar 2027.</i>		
P	15	Question from: Barbara Gordon
In 2019, B&NES received funding from WECA to look at Park & Ride between Bath and Wiltshire. Please can this report be shared?		
Answer from:		Cllr Sarah Warren
<i>In 2019, Bath & North East Somerset Council received funding from the West of England Combined Authority to explore options for intercepting traffic on the A4 corridor between Chippenham and Bath. This resulted in the East of Bath Express feasibility study, which considered a 'Link and Ride' concept involving multiple smaller interchange points. The report and its appendices were published in 2022 and are available on the Council's website.</i>		
P	16	Question from: Jay Risbridger
Following Bristol City Council's introduction of changes to most of their pedestrian crossings (nearly 100) to automatically make traffic lights red and the crossing green when a pedestrian presses the button. Is BANES considering this cheap, but effective intervention to make walking and wheeling safer and more attractive?		

Answer from:		Cllr Manda Rigby
<p><i>Our traffic signals engineers advise that the signal crossing sites in the Bristol trial will use a system of control called Pre Timed Max (PTM). It does not give instantaneous priority to pedestrians when the push button at a crossing is pressed. The standard method of control used at signalised crossings is called Vehicle Actuation (VA). In this VA mode, crossings have vehicle maximum green time preset in the controller software, which is usually 20 seconds in B&NES. When a pedestrian activates a push button to demand the pedestrian green signal the controller starts to count down this vehicle maximum time until it reaches zero, at which point the crossing will start the pedestrian stage sequence. If, during this vehicle maximum time countdown period, a gap in traffic is detected by the traffic signal controller, the timer immediately drops to zero and the pedestrian stage sequence begins. With Pre Timed Max, the same vehicle maximum green time preset is used, but the countdown period begins when the vehicle green signal first appears, without a pedestrian demand being required.</i></p> <p><i>We understand that Bristol is proposing to set the vehicle maximum green time at the Pre Timed Max sites at 30 seconds.</i></p> <p><i>Bristol City Council has nearly 170 signalised crossings of which around 100 will be trialled with the reduced pedestrian wait time. The crossings not included in their trial are those on high-speed roads and those that require coordination with other traffic signal facilities.</i></p> <p><i>In B&NES, the equivalent type of signalised crossings that are part of the Bristol trial number 41 out of 71 total signalised crossings. However, 22 of these already have Pre Timed Max enabled which means B&NES has 19 sites that could be considered. Each crossing would need to be investigated individually which would involve reviewing its proximity to uncontrolled junctions, vehicle speeds, pedestrian use frequencies, and potential delays to public transport. This will require resources to be allocated, and we will consider this alongside the requests we receive to use the same resources for the installation of new crossings.</i></p>		
P	17	Question from: Jay Risbridger
<p>The Liveable Neighbourhoods Full Business Case (FBC) does not provide transparency around procurement processes, consultancy costs, or the overall strategy behind the funding allocation. As demonstrated in previous projects, without independent cost-benefit analysis, there is a risk of overspending and under-delivering. Presently the LN schemes financial justification is not evident, especially considering the public funding involved and the potential for adverse effects on local communities. What cost-benefit analysis has been undertaken to date?</p>		

Answer from:		Cllr Manda Rigby
<p><i>The FBC for the Liveable Neighbourhoods programme which has received approval from Mayoral Combined Authority (WECA) provides the cost-benefit analysis for the programme. As the schemes have yet to be fully implemented, the Council is not in a position to confirm the benefits from these schemes yet, however, post-implementation monitoring and evaluation of the schemes will measure whether the outcomes defined in the FBC have been realised.</i></p>		
P	18	Question from: Jay Risbridger
<p>In a recent meeting in the New Oriel Hall regarding transport issues on the east of Bath, the issue of parking enforcement in and near Residents' Parking Zones was repeatedly raised. The response to this was that the council has issues around filling the posts of Civil Enforcement Officers (CEOs). It would appear that the council pays the role of Civil Enforcement Officers little bit more than living wage: Civil Enforcement Officers Role £25,584 - £25,992 per annum, pro rata (£13.26 - £13.47 per hour) + 5% of starting salary Welcome Payment The council offers 3 hours per week as contractual overtime.</p> <p>To ensure that the council has the necessary officers to undertake these important roles, would the Council consider better investment in the staff that undertake this role and paying a higher wage?</p>		
Answer from:		Cllr Manda Rigby
<p><i>Whilst its correct that following the pandemic the council experienced low staff levels for its Civil Enforcement Officer role, reflecting similar issues nationally, this is no longer the case and as of May 2025 the council has only two vacancies out of 30 posts and a rolling recruitment programme (with advert due to be reopened) is in place to ensure these are filled. In addition to high staffing levels the turnover of staff in this front-line role remains low.</i></p> <p><i>The advertised salary, based on 2024/25 rates, reflects the grade awarded independently to this role noting that the outcome of a pay award is pending. In addition to this base salary, individuals in this role also receive additional enhancements to reflect the</i></p>		

shift patterns worked which increases the upper scale to approximately £29.8k per annum based on 2024/25 rates, and a further 5% one off payment after 12 months successful service. It's noted that this enhancement information is no longer on the published advert and this will be investigated.

P	19	Question from:	Gareth Eynon
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Following the Council's decision to cancel E3418 relating to the London Road and Snow Hill Liveable Neighbourhood, what was the cost to the Council including AECOM's time to put in place all the work that took place?

Answer from:	Cllr Manda Rigby
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All consultants' fees and council staff costs attributable to the London Road and Snow Hill LN scheme are largely part of wider budgets and so there is no specific recorded information. The only specifically recorded internal staff charges relate to the Highways team and amount to £693.44.

There is an additional cost of £4462 which supported a highway modelling assessment of possible re-routing as a result of the proposed intervention, using the West of England Regional Transport Model.

P	20	Question from:	Gareth Eynon
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Following the Council's decision to cancel E3418 relating to the London Road and Snow Hill Liveable Neighbourhood, what will happen to the CRSTS funding that was not spent on the East of Bath?

Answer from:	Cllr Manda Rigby
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Any change in scope of a City Regional Sustainable Transport Settlement (CRSTS) project such as Liveable Neighbourhoods, will be recorded as part of a change request process with the Mayoral Combined Authority (MCA). This process will determine how

funding could be reprioritised to other CRSTS projects.

P 21

Question from:

Gareth Eynon

In a recent meeting in the New Oriel Hall regarding transport issues on the east of Bath, the issue of an EV cable gully trial was mentioned. Please can you give details about this trial, when will it start and how can residents be involved?

Answer from:

Cllr Sarah Warren

The trial of EV charging cable channels will have three different providers involved:

- *Gul-e*
- *Kerbo Charge*
- *Pavecross*

The selection process for trial participants has begun and an internal review has happened with the first batches of participants about to be sent to the providers for their installation checks.

The first channels will be installed at the end of 2025 and will remain in place for the duration of the trial.

If there are residents that are interested in participating in the trial, please ask them to contact Jacob_ellis@bathnes.gov.uk and provide him with:

- *Name*
- *Home Address*
- *Email Address*
- *Whether your home has a listed status?*
- *Do you currently drive an EV? If no, would participating in the trial mean that you would get an EV?*