

CABINET MEETING – 11th September 2025

**STATEMENTS FROM PUBLIC
AND COUNCILLORS**

There were no public statements.

QUESTIONS AND ANSWERS - COUNCILLORS

M	01	Question from:	Cllr Robin Moss
Please can you provide figures for the number of single member decisions taken over the last 3 years, broken down on a quarterly basis.			
Answer from:			Cllr Kevin Guy
2022	2023	2024	2025
Jan to Mar - 10 Apr to Jun - 14 Jul to Sep - 6 Oct to Dec - 18	Jan to Mar - 23 Apr to Jun - 6 Jul to Sep - 10 Oct to Dec - 7	Jan to Mar - 22 Apr to Jun - 9 Jul to Sep - 10 Oct to Dec - 11	Jan to Mar - 12 Apr to Jun - 12 Jul to Sep - 16
TOTAL: 48	TOTAL: 46	TOTAL: 52	TOTAL TO DATE: 40
M	02	Question from:	Cllr Joanna Wright
Three School Streets were promised to be delivered this financial year, when are they going to be delivered?			
Answer from:			Cllr Lucy Hodge and Joel Hirst

It is aimed to deliver four School Street schemes in this financial year subject to engagement with schools and local communities. Officers are currently liaising with the shortlisted schools, and these will be confirmed on the approval of a forthcoming single member decision.

M	03	Question from:	Cllr Joanna Wright
<p>All councillors were invited to an online meeting on EV charging. This webinar included presentations from external partners who informed the participants about EVs.</p> <p>In this 2023 B&NES administration, very little has been presented on cycling, e-bikes or (shared) e-scooters. What online meetings are being organised on cycling, e-bikes or (shared) e-scooters?</p>			
Answer from:			Cllr Joel Hirst
<p><i>The administration's priorities include creating cleaner and greener places; and supporting improved travel choices.</i></p> <p><i>Cycling, e-bikes and (shared) e-scooters has been embedded within broader active travel and transport strategies.</i></p> <p><i>Key recent developments include:</i></p> <ul style="list-style-type: none"> <i>The Active Travel Masterplan, which prioritises cycling for journeys under 5km, supported by public consultation and regional funding (LCWIP, CRSTS, Active Travel Fund). (Published Feb 2025)</i> <i>The Council has been working on the Movement Strategy and is intending to engage with public on this in the Autumn 2025. At the heart of the strategy is the objective of improving travel choices.</i> <i>Cycling, e-bikes and e-scooters have featured in meetings such as Journey to Net Zero Forum in Nov 2024 & Feb 2025 and Health & Wellbeing Board sessions in May 2025.</i> <i>Infrastructure planning is ongoing, with schemes in Bath, Somer Valley and the Bath to Bristol Corridor under development.</i> <i>Presentations have been given at the Visitor Economy Conference and Bath Advisory Group in April. We have also had Transport conversations at Community Conversations and Area Forums this year.</i> <i>There are a number of transport meetings planned by our West of England Mayoral Combined Authority partners such as the recent</i> 			

Greening the Transport System: Enhancing nature and biodiversity in projects in July 2025 and To Light or Not to Light: Challenges with Lighting and Biodiversity on transport projects on 10th September.

The tier/dot e-scooter and e-bike service is contractually managed by WECA. B&NES have supported how this is publicised. We are pleased to say we will be doing further promotion and information sessions on the service shortly. You can see more by following the links on the website: <https://www.bathnes.gov.uk/parking-and-travel>

- *We are working to expand the tier/dot e-scooter and e- network in the next few months.*

We appreciate the question and will give additional thought on what additional meetings we would have capacity to put on in line with the administration's priorities.

M	04	Question from:	Cllr Joanna Wright
What have the savings been in the process to deliver the “Being Our Best” programme? And what were the intended savings?			
Answer from:			Cllr Mark Elliott
<p><i>An overall target of £4.5m of savings were set for the Smarter Structures strand of the Being Our BEST programme across the two financial years of 2024/2025 and 2025/2026. Circa £500k of savings were delivered through the senior management restructures in 2024.</i></p> <p><i>The programme has not yet been completed, and appeals are currently ongoing. On completion the final figures will be available.</i></p>			
M	05	Question from:	Cllr Saskia Heijltjes
<p>Avon and Somerset Police have been using e-bikes very successfully for years now. Some of the council’s Civil Enforcement Officers currently use motorbikes to get around, requiring staff to hold a motorcycle licence. Has the council looked into the possibility of using electric bicycles instead, for use within the City of Bath? The use of e-bikes wouldn’t require a licence, only some training.</p>			
Answer from:			Cllr Joel Hirst

Our political priorities include making cleaner and greener places in our authority and having sound financial management. We try and achieve these priorities with respect to this issue as set out below.

The council currently uses electric motorbikes which improve the effectiveness of Civil Enforcement Officer patrols by allowing mobile patrols to be undertaken across the whole Bath & North East Somerset Geographical area, particularly in areas where specific parking issues are reported or where parking is not permitted.

Officers are more effective patrolling on foot in locations where vehicles are heavily parked due to the statutory requirement to obtain evidence and demonstrate each vehicle is in contravention when a Penalty Charge Notice is issued. The council has previously explored the potential for e-bikes to deploy officers more effectively for foot patrol in less central areas of Bath and this remains under review.

M	06	Question from:	Cllr Saskia Heijltjes
<p>Cycle hangars are a popular and a welcome sustainable transport intervention, providing secure storage for those without space at home. At present, renting a space costs £60 per year, plus a £25 one-off signup fee. The recent APPGCW Active Travel and Social Justice Inquiry recommended that the annual charge for a hangar space should not exceed one-sixth of the cheapest local parking permit. In Bath and North East Somerset, a residents' parking zone permit for an EV costs £50 annually (24/25), which would equate to £8.33 per year for a cycle hangar space.</p> <p>Further, Blue badge holders are exempt from car parking permit charges but are currently not exempt from cycle hangar fees. Would BANES consider budgeting to subsidise hangar spaces so that residents, particularly those on lower incomes, pay less than the current £85? Could Blue Badge holders get free cycle hangar storage?</p> <p>Could B&NES address this disparity to ensure equitable access to secure cycle storage?</p>			
Answer from:			Cllrs Joel Hirst and Lucy Hodge
<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</i></p>			

per day. The cost of renting spaces in cycle hangars currently covers some of the cost of providing the service 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 cycle hanger charges under review to ensure they align with the council's priorities.

M	07	Question from:	Cllr Saskia Heijltjes
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At the Climate Emergency and Sustainability Policy Development and Scrutiny Panel on 3 July 2025, no Cabinet Member was present. A Cabinet Member Update item is always on the agenda, but it is never clear which Cabinet Member will be present. Climate Emergency and Sustainability covers a wide range of portfolios and includes climate adaption, housing, waste, transport, and more. Will Cabinet ensure at least one cabinet member will be present at each of the Climate Emergency and Sustainability Policy Development and Scrutiny panel meetings going forward so that members can get an update and can ask questions on this?

Answer from:	Cllr Sarah Warren
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Cabinet Members will endeavour to prioritise attendance at PDS Panel meetings to which they are invited and subject to the agenda.

M	08	Question from:	Cllr Sam Ross
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Green bin costs have gone up significantly from £56.95 to £70 a year, a 23% increase. From correspondence with residents, these increased costs were not communicated effectively. Residents received an email regarding the annual payment, which did not include any explanation about the price increase. There is a potential risk that residents will now burn or dump their garden waste. How many residents still subscribe to this green waste service compared to last year, and what is being done to make sure any reduction in use doesn't pose additional risks to either air quality through burning or increased costs to taxpayers in clearing up fly-tipped waste?

Answer from:		Cllr Mark Elliott
<p><i>As part of the Council's broader budget-setting process for 2025/26, we undertook a detailed assessment of the costs associated with delivering optional services such as garden waste collection. This review revealed that the actual costs of providing the service had increased significantly over recent years, due to a combination of inflationary pressures and operational demands. The Council is required to ensure that optional services are not subsidised by the general taxpayer. The current garden waste service charge reflects a necessary reset to bring it in line with the true cost of delivery.</i></p> <p><i>In terms of the impact of the new charge, we have noted a 2% drop in the number of subscribers in September 2025 in comparison to the same time last year. The drier summer is also likely to have had an impact and delayed the need for the service for some homes.</i></p> <p><i>The Environmental Protection team reports that there has been no significant increase in complaints about bonfires this summer in comparison to last year. Likewise, reports of fly-tipped garden waste have not increased. The Council's three recycling centres continue to offer a free garden waste composting service as an alternative to the chargeable discretionary collection service.</i></p>		
M	09	Question from: Cllr Sam Ross
<p>Residents in some areas of North East Somerset have limited or no access to a direct bus service to Bath. Of those which do exist, many have significant journey times due to a long and convoluted route around the district. With no through tickets in place, this can also double the travel costs for those who rely on the bus. Is there a public consultation planned to determine rural routes and ensure all North East Somerset residents can gain affordable and reliable access to a bus service in their area?</p>		
Answer from:		Cllr Joel Hirst
<p><i>Bath & North East Somerset Council acknowledges the challenges faced by rural communities and regularly raises these concerns with the West of England Combined Authority (WECA). As councillors will be aware, WECA is the Transport Authority responsible for bus services across the region. The approach to public consultation on bus services is therefore led by WECA, and this question would be most appropriately directed to the Mayor.</i></p>		

M	10	Question from:	Cllr Sam Ross
<p>From the Local Air Quality Management (LAQM) Annual Status Report 2025, levels of the pollutants measured appear to be decreasing across the district. In North East Somerset, is it possible to gain any insight from the results on whether this is related to the type of transport/active travel used, i.e. are people using public transport/walking/wheeling more, or is this just an indication of a change to more modern vehicles and EVs due to the lack of any alternative sustainable travel options?</p>			
Answer from:			Cllr Sarah Warren
<p><i>Bath & North East Somerset Council welcomes the continued improvement in air quality across the district. While multiple factors contribute to this trend, increased use of public transport, walking, wheeling, and cycling, along with the shift to cleaner vehicles, are all playing a role.</i></p> <p><i>We continue to work with the West of England Mayoral Combined Authority (WECA) to support the shift to sustainable travel through investment in public transport, active travel infrastructure, and low-emission technologies to achieve further improvements in air quality and greater sustainable transport options for our residents, businesses and visitors.</i></p>			

QUESTIONS AND ANSWERS - PUBLIC

P	01	Question from:	Cllr Dom Tristram (Radstock Town Council)
<p>The recent Robbie Williams concert, with an attendance of 30,000 at the Royal Crescent, was hailed as a great success. The average ticket price (general admission) was £125 - a price level that could be argued is not an 'inclusive' part of the BaNES cultural offering. How much in total did the Council receive in income from the organisers and other companies involved in running these concerts and providing services or facilities? How much was paid to the Royal Crescent Society and the Marlborough Lane and Buildings Residents' Association? Were any tickets made available for those on a lower income?</p>			
Answer from:			Cllr Manda Rigby
<p><i>£72,568, was received to B&NES Council, for land hire (Royal Crescent Lower Lawn, Bandstand Lawn, Lansdown North), Parking Suspensions, Road Closures, Bus Stop Suspensions, Removal of Bollards and CCTV services. Pre-sale for local residents was provided, but not discounted tickets.</i></p> <p><i>A ticket levy of £1.50 per ticket was used to support music in local schools, particularly in lower income areas.</i></p> <p><i>The financial details of the payment to the residents' association remain undisclosed, as they form part of a private agreement between the involved parties.</i></p>			
P	02	Question from:	Cllr Dom Tristram (Radstock Town Council)
<p>Fees for Bath & North East Somerset Council events vary significantly by the type and scale of the event, but generally include non-refundable application fees, land hire charges for outdoor events, and costs for specific licences such as Premises Licences or Temporary Event Notices (TENs). For outdoor events, fees depend on location (heritage parks vs. other parks) and whether the</p>			

event is commercial or charitable, with costs changing seasonally. Large events may also involve fees for council officer attendance and administration, and a refundable bond may be required.

Many local events run by volunteer groups (not CICs or charities) find these costs exorbitant and subsequently often decide not to run events. What support is the Council giving to residents and volunteers to sustain local events that matter in BaNES communities?

Answer from:

Cllr Manda Rigby

- *Event fees are based on the advertised rates*
- *Charities and often CIC organisations qualify for the charity rate*
- *In some instances we also offer the charity rate/discounted rates to community events – this is on a case by case basis where the event organiser has flagged that the cost is prohibitive. Over the past year the following events have received discounted rates. For a rough percentage, based on 2024 number of events - out of the 30 events that had land hire charges, this is 20%, out of 102 events (as many are admin only) this is 7%.*
 - o *Twerton Flower Show – Community Event, not charity or CIC, offered charity rate and fee was covered by Bathscape*
 - o *Bath Boules – Media Clash are commercial company but due to event doing so much for charity they are charged charity rate*
 - o *Keynsham Music Festival – Community event, charged charity rate*
 - o *Bath Carnival – CIC, charged charity rate*
 - o *Carols in the Circus – offered 50% discount on commercial rate*
 - o *Easter Funfair – 3-year agreements created to enable them to return year on year*
- *Friends of Groups are able to hold community events at their relevant park with an administration fee only, no land hire.*
- *All events that get in contact to say that they are unable to proceed due to costs are looked at on a case by case basis and escalated.*

Council teams have been able to support events with their land hire charges: Regen, Landscape City, Bathscape & Leisure teams

have all been able to support various events with their costs.

With regards to the licensing fees, these are statutory fees which cannot be amended or waived.

P 03

Question from:

Cllr Dom Tristram (Radstock Town Council)

Delivery cycle hangars in Cavendish Crescent and Charmouth Road are presently empty (according to [BikeNest](#)). How were these two locations selected? Were they chosen because they are within a Liveable Neighbourhood, or based on demand?

Answer from:

Cllr Lucy Hodge

In November 2023, the West of England Mayoral Combined Authority's (WECA) held a consultation to find out where local communities felt new cycle hangars would be best located. These two locations were proposed and scored well in the scoring matrix. This indicated that respondents would be interested in hiring space in cycle hangar for multiple bikes and that they would cycle more if secure / accessible cycle parking was available near their home.

P 04

Question from:

Grace Wiltshire

What is the overall plan for Residents' Parking Zones (RPZs)? Is the plan for the entire city of Bath to be covered?

Answer from:

Cllr Joel Hirst

The administration's priorities include having clean and green places, protecting the environment, and supporting improved travel choices.

We will continue to implement RPZs where they are requested by residents. We are currently working with ward members in several areas of the city to look at further possible RPZs. We recently undertook consultation on a potential RPZ covering parts of Southdown and Moorlands ward, and we're currently analysing the responses.

P	05	Question from:	Grace Wiltshire
<p>What actions are the council undertaking to ensure bus priority across B&NES including in narrow streets in Bath, to ensure buses deliver a quality in service including timeliness. How does the council work with bus companies to ensure that priority is given to buses on residential streets?</p>			
Answer from:			Cllr Joel Hirst
<p><i>One of the administration's political priorities is to support residents to have improved travel choices.</i></p> <p><i>Bath & North East Somerset Council is committed to improving bus reliability and journey times, including in narrow and residential streets. Through our Journey to Net Zero programme and upcoming Movement Strategy (previously known as the Circulation Plan), Liveable Neighbourhoods, and targeted infrastructure schemes, we are prioritising buses and reducing congestion, all whilst acknowledging the road constraints within Bath.</i></p> <p><i>We recognise that Bus services are provided by private companies, which the council has limited levers to influence their service. However, our joint Enhanced Partnership with the West of England Combined Authority (WECA) and bus operators ensures alignment on service standards, investment priorities, and long-term improvements across the network.</i></p> <p><i>We work closely with (WECA) to deliver improvements via the Bus Grant, Bus Service Improvement Plan, and City Region Sustainable Transport Settlement (CRSTS) schemes, supporting enhanced corridors e.g. Bath Bristol corridor and the Somer Valley Links corridor, priority measures, and better service integration. Looking forward to 2027-31 we are working with WECA to bring forward future schemes through Transport for City Regions funding allocation.</i></p>			
P	06	Question from:	Grace Wiltshire
<p>To make space for active travel and buses requires re-negotiation of the present highways, particularly where vehicles have been used as traffic calming decoys/on-street parking as traffic calming measures.</p> <p>What measures are the council taking to improve traffic calming that incorporates active travel and buses?</p>			

Answer from:		Cllr Joel Hirst
<p><i>The administration political priorities include supporting improved travel choices for residents.</i></p> <p><i>Bath & North East Somerset Council is redesigning road space to support safer, more sustainable travel. Through our Active Travel Masterplan, Liveable Neighbourhoods and Walking, Wheeling and Cycling schemes we are introducing traffic calming measures, such as modal filters, junction redesigns, and reduced speed limits, that support walking, cycling, and reliable bus services. Through our Local Active Travel Safety (LATS) programme we have been delivering improvements to the network including for example new pedestrian crossing in Lansdown and Bloomfield Road and more 20mph zones.</i></p> <p><i>We work with the West of England Combined Authority (WECA) to align these changes with regional investment via the Bus Grant, Bus Service Improvement Plan (BSIP), City Region Sustainable Transport Settlement (CRSTS) including schemes like Scholars Way, Transport for City Regions (TCR) and our Enhanced Partnership with bus operators, ensuring infrastructure supports both active travel and public transport.</i></p>		
P	07	Question from: Barbara Gordon
<p>Given the BBC's findings that B&NES Council's debt rose by nearly £30m in 2024/25 to £276m, can the Cabinet confirm whether it is considering selling any council-owned assets to reduce this debt and what safeguards are in place to protect community facilities from being lost?</p> <p>https://www.bbc.com/news/articles/cglnp2x7p50o.amp</p>		
Answer from:		Cllr Mark Elliott
<p><i>Whilst council debt rose to £276m in 2024/25 this is was still well within the bounds of normal operational borrowing rather than anything unusual or exceptional. Our Treasury Management Strategy sets an operational boundary for borrowing of £413m and an authorised limit of £442m for 2024/25.</i></p> <p><i>We have a well-planned capital programme and always ensure there is enough revenue to manage our debt. This includes an ongoing asset disposal programme (budgeted for £12.6m in 25-30, including right to buy receipts), in line with established good</i></p>		

practice.

The council holds more than 1,000 built assets on behalf of B&NES residents with a value of £567m and disposing of underutilised and surplus properties helps us to manage our debt and ensure our public money is invested in the right places to deliver on the priorities set out in the Corporate Strategy.

Prior to considering any asset for disposal the council assesses whether its deployment can meet one of our stated priorities, such as improved service provision, prevention, housing or climate change, and only if genuinely surplus to those requirements will assets be considered for disposal. We carefully consider the impact of asset disposals and consult stakeholders and communities before taking any action.

Assets that are generally held and used for community purposes are normally prioritised for asset transfer to the relevant community and not part of the disposal process, provided their value does not exceed £2m.

P 08

Question from:

Barbara Gordon

A recent press release on air pollution levels mentioned: "Net proceeds from the Clean Air Zone (CAZ) are supporting local reinvestment to sustainable transport projects or schemes which complement wider air quality improvements." However, the CAZ is forecast to run a net operating deficit from this financial year (25/26) onwards, forecast to reaching a 1.5 million net operating deficit in 27/28. Is the council considering strengthening the CAZ, to continue to reduce air pollution, as well congestion, road danger, and noise pollution?

Answer from:

Cllr Joel Hirst

The Administration priorities include continuing to work on having cleaner and green places and improving the travel choices for residents.

We have recently published the CAZ Annual Report Summary for 2024 -

https://www.bathnes.gov.uk/sites/default/files/4692.CAZ%20Annual%20Summary%202024_v3.pdf

The findings show that the CAZ is working to improve air quality and reduce traffic volumes across the area and not just within the zone. The report also sets out the following next steps for the CAZ:

- Continuing to follow guidance from the Joint Air Quality Unit (JAQU) to progress along their roadmap to success.
- Continue to operate and enforce a charging class C CAZ and monitor air quality, traffic flow and vehicle compliance.
- Continue to pay particular attention to sites that are within 10% of the national objective limit, considering specific initiatives to help reduce concentrations where necessary.
- Continuing to promote long-term, sustainable habits around transport and private car use in line with the Council's Journey to Net Zero policy.

These next steps are being considered in line with the administration's priorities.

P	09	Question from:	Barbara Gordon
<p>Breaking Listed Building Consent (LBC), meaning carrying out work on a listed building without proper permission, is a criminal offence with severe penalties, including an unlimited fine and/or imprisonment, and can result in a Listed Building Enforcement Notice requiring the work to be reversed. Owners should always contact their Local Planning Authority (LPA) before undertaking any work, as they can provide advice and process the necessary LBC to protect the building's special architectural or historical character.</p> <p>As the council is responsible for a great many heritage buildings across a World Heritage Site, how will it be ensuring due diligence is in place for example Pulteney Estate and veteran trees that grow in B&NES?</p>			
Answer from:			Cllr Matt McCabe
<p><i>All applications for listed building consent and for works to protected trees follow statutory processes and national planning guidance. The Council is subject to the same legislative requirements in respect of designated heritage assets and protected trees as all building and landowners.</i></p>			
P	10	Question from:	Kathy Beadle

Bristol Council offers a varied pricing structure for Residents' Parking Zone (RPZ) parking permits:

<https://www.bristol.gov.uk/residents/parking/residents-parking-schemes-rps/residents-and-visitors-parking-permits-cost>

B&NES has a one size fits all pricing structure:

<https://www.bathnes.gov.uk/apply-residents-parking-permit>

What consideration is the Council taking to reduce these fees to Universal Credit claimants, families in receipt of free school meals, and people eligible for council tax discounts or exemptions, including carers, apprentices, trainees and student nurses?

Answer from:

Cllr Joel Hirst

The political priorities of the council include making clean and green places, supported improved travel choices, having sound financial management and trying to reduce inequalities in our authority.

As part of any review into parking charges the council commits to undertake equalities impact assessments. These are reviewed following consideration of feedback from respondents where public consultation is required.

The costs for residents' parking permits equate to a small percentage of the annual costs of running a motor vehicle and any financial impact of a proposal is considered against the wider objectives the proposals are designed to support. Charges for permits ensure that scheme running costs are covered by those that own or drive vehicles, and not by all residents, who as taxpayers, may not own or cannot afford to own, a vehicle.

Whilst It's noted that some price variability exists across schemes in the examples provided there is no evidence to indicate any variability for individuals and families within a scheme area. Additionally, we have introduced the option for residents to purchase a 1 month permit to help make permits more affordable and flexible.

P 11

Question from:

Luanne Thornton

The recent call for expressions of interest for Energy in Your Community gave a short timeframe and little information on how to apply. Will the Council be reviewing this call to residents and local communities?

Answer from:		Cllr Sarah Warren
<p><i>The call for registrations for Energy in Your Community ran from 4th July to 5th August 2025. It was promoted via a press release and newsletters from partnership organisations. The project team also visited each Area Forum and the Parish Liaison meeting to advertise the opportunity. A link and information pack were provided with details on the project and how to apply.</i></p> <p><i>The Community Energy Network has funding to support three new community areas to explore community renewables projects, alongside three existing areas that were chosen as part of a pilot in 2022. We received 18 registrations from community groups, individuals and parish councils, with a good geographical spread. Of the 18 responses received, we have been able to cluster 12 of those into new focus areas or partner them with the existing areas.</i></p> <p><i>For those interested parties who do not fall into those areas or who did not apply, there are still opportunities to be involved in the wider work of the Community Energy Network. They can get in touch via Community_Energy@BATHNES.GOV.UK</i></p>		
P	12	Question from: Luanne Thornton
New info has come to light through an FOI on the Sydney Place LN call-in. It would appear that the information on costs was misrepresented during the call-in. Does this mean that this call-in is legal?		
Answer from:		Cllrs Joel Hirst and Mark Elliott
<p><i>The administration's political priorities include protecting our environment and improve travel choices for residents.</i></p> <p><i>To progress and fund the trial of the through-traffic intervention in New Sydney Place prior to the approval of the full business case (FBC), the Mayoral Combined Authority provided an early allocation of £306k from the wider FBC funding allocation. This is documented in a Single Member Decision E3495 dated February 2024, and it was this amount referred to during the call-in meeting on 13 March 2025 to decide whether the through-traffic restriction should be made permanent.</i></p> <p><i>We are satisfied there was no misrepresentation.</i></p>		

P	13	Question from:	Luanne Thornton
<p>At the recent call in (E3620), made by the Cabinet Member for Resources on 4 July 2025, to pilot a new “rubbish collecting” scheme from September that would alter the evening collection window for business waste to 6pm–8.30pm, there were numerous questions about the data on the consultations including the 93% of respondents that did not support the collection time change from 5pm to-8.45pm to 6pm to 8pm. It was argued that because only 8% of businesses had responded to the consultation that the 93% was not really a useful barometer of what businesses thought was best.</p> <p>Can the Council provide data on 10 recent consultations that have taken place across B&NES and give the percentage of businesses or residents that answered?</p>			
Answer from:			Cllrs Mark Elliott and Manda Rigby
<p><i>Council consultations are in the main open to all.</i></p> <p><i>Where organisations undertake closed surveys aiming at a particular cohort, a response rate of 30%-40% is considered good.</i></p>			
P	14	Question from:	Gareth Eynon
<p>What are the air pollution levels in the Ward of Westmoreland, Bath?</p>			
Answer from:			Cllr Sarah Warren
<p><i>Nitrogen dioxide concentrations for all monitoring locations in Bath and North East Somerset can be found at our interactive map here: https://www.bathnes.gov.uk/nitrogen-dioxide-monitoring-data</i></p> <p><i>Data for 2024 is due to be uploaded in due course.</i></p>			

The results for 2024 are also available to view in Appendix A on the 2025 Annual Status Report, available via the following link:
https://www.bathnes.gov.uk/sites/default/files/2025_Annual_Air_Quality_Report

P	15	Question from:	Michael Coffey
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Everyone Health, who have recently been commissioned by Bath & North East Somerset Council to deliver the Wellness Service, have launched their Volunteer Brokerage Programme. This connects local residents with a wide range of rewarding volunteering opportunities in the community. What is the cost of this service?
<https://everyonehealthbathvolunteers.simplyconnect.uk/>

Answer from:	Cllr Alison Born
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Everyone Health have been commissioned to deliver the B&NES Wellness Service which includes the provision of a Volunteer Brokerage Service. The annual cost of this service to the council is £30k. The funding comes from the Community Engagement Team.

P	16	Question from:	Michael Coffey
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"Mums for Lungs" sent Freedom of Information Requests to all 32 London boroughs and the City of London, revealing within two years 76% of school streets had their costs recouped. ANPR cameras, which read number plates for enforcement purposes, paid for themselves through fines of non-compliant drivers. On top of that, nitrogen dioxide outside schools - the harmful gas in exhaust emissions - dropped by 23% according to the group.

How will the Council be using ANPR to effectively manage School Streets as well as generate revenue to pay for children to be safe around schools (and beyond)?

Answer from:	Cllr Lucy Hodge
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The council will be consulting on proposals for four School Streets within the next few months with the aim of introducing them in 2026, subject to the outcome of those consultations. They will be implemented initially through use of signage and barriers, and we will determine how successfully these operate before considering whether to use ANPR camera enforcement. Under national guidance relating to the enforcement of such traffic restrictions, we need to be sure that other methods of achieving compliance have not been successful before using camera enforcement.

P 17

Question from:

Michael Coffey

Given the national *Save Our Children's Rights* campaign, can the Cabinet confirm whether B&NES Council supports retaining statutory Education, Health and Care Plans (EHCPs) for children in mainstream schools, and what assurances can be given to local families that these legal rights will not be weakened or removed?

Answer from:

Cllr Paul May

The council is very aware that some parents, carers, and young people wish to have their children's Special Educational Needs and Disabilities (SEND) met in mainstream schools. We operate within the current legislation that underpins this right. To support this, the council has recently made significant investments in our SEND and Alternative Provision (AP) advice service. This ensures that all schools have access to additional support and Continuous Professional Development (CPD) to provide the best education for all children.

We are not able to comment on any proposed changes to EHCPs or SEND legislation that have yet to be published. However, we will always continue to advocate for inclusion and belonging in our schools and we are dedicated to supporting our community and ensuring that every child receives the education they deserve.