

## **BATH AND NORTH EAST SOMERSET**

### **CABINET**

These minutes are draft until confirmed as a correct record at the next meeting.

Wednesday, 23rd June, 2021

#### **Present:**

Councillor Kevin Guy	Leader of the Council, Liberal Democrat Group Leader
Councillor Dine Romero	Cabinet Member for Children and Young People, Communities and Culture
Councillor Tim Ball	Cabinet Member for Planning and Licensing
Councillor Richard Samuel	Deputy Council Leader (statutory) and Cabinet Member for Economic Development and Resources
Councillor Sarah Warren	Deputy Council Leader and Cabinet Member for Climate and Sustainable Travel
Councillor David Wood	Cabinet Member for Neighbourhood Services
Councillor Tom Davies	Cabinet Member for Adults and Council House Building
Councillor Alison Born	Cabinet Member for Adults and Council House Building
Councillor Manda Rigby	Cabinet Member for Transport

#### **15 WELCOME AND INTRODUCTIONS**

The Chair (Councillor Kevin Guy) welcomed everyone to the meeting.

The Chair invited all Cabinet Members to introduce themselves.

The Chair also informed the meeting that speakers will have their opportunity to address the Cabinet before questions from public and Councillors.

#### **16 EMERGENCY EVACUATION PROCEDURE**

The Senior Democratic Services Officer drew attention to the evacuation procedure with health and safety notice.

#### **17 APOLOGIES FOR ABSENCE**

There were no apologies for absence.

#### **18 DECLARATIONS OF INTEREST**

The Deputy Monitoring Officer issued an urgent and temporary dispensation of interest declaration for this meeting only to all Members who either live, work or represent their Wards affected by the Active Travel Plans and Liveable Neighbourhoods items in order that those agenda items may be appropriately debated and determined at this Cabinet meeting.

#### **19 TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIR**

There was none.

The Chair used this opportunity to read out the following statement:

'Before we move on, I'd like to give an update on the issue of urban gull nuisance.

As many residents know, the rules around gull controls were made much stricter last year. B&NES needed a new licence from Natural England to carry out treatments, including nest and egg removal. We asked residents to help us by supplying evidence in support of our application.

Under the new licence the bar for intervention has been set very high. Controls may only be carried out to preserve public health or safety and as a last resort if non-lethal measures are ineffective.

This means that in most cases, we are not legally allowed to remove nests or eggs, despite the serious problems they cause, including gull attacks and sleep deprivation.

This is clearly unacceptable, and I have written to Natural England to raise our concerns about the impact on residents. We understand that Natural England are willing to listen to feedback from Councils about how they approach this situation next year.

We are calling for a wider programme of treatments to be allowed and for the intervention benchmark to be reassessed for urban gulls. This would enable us to assist more of our long-suffering residents.'

## **20 QUESTIONS FROM PUBLIC AND COUNCILLORS**

There were 14 questions from Councillors and no questions from members of the public.

*[Copies of the questions and responses, including supplementary questions and responses if any, have been placed on the Minute book as Appendix 1 and are available on the Council's website.]*

## **21 STATEMENTS, DEPUTATIONS OR PETITIONS FROM PUBLIC OR COUNCILLORS**

Fia Heijltjes (6 years old and accompanied by parent) in a statement [*a copy of which is attached to the Minutes as Appendix 2 and on the Council's website*] addressed her concerns with road safety.

David Redgewell made a statement around traffic and bus issues in West of England Combined Authority as per background paper circulated to the Cabinet in advance of the meeting.

Susan Charles in a statement [*a copy of which is attached to the Minutes as Appendix 3 and on the Council's website*] expressed her concerns about future of parking spaces for Blue Badge holders.

Shiva Page in a statement [*a copy of which is attached to the Minutes as Appendix 4 and on the Council's website*] expressed a number of concerns related to Equality

Impact Assessments on Clean Air Zone, Liveable Neighbourhoods and Active Travel Schemes.

Martin Grixoni in a statement [*a copy of which is attached to the Minutes as Appendix 5 and on the Council's website*] said that he was concerned about misplaced priorities, in particular with recycling and refuse collection.

Allison Herbert in a statement [*a copy of which is attached to the Minutes as Appendix 6 and on the Council's website*] where she highlighted the reasons and benefits of having Bath Christmas Market, and the issues which people mostly complain about, such as access, parking and transport.

Kathryn Davis addressed the Cabinet by supporting Bath Christmas Market as a unique event for local and national visitor experience. Kathryn Davies welcomed the report before the Cabinet by saying that this was an opportunity to deliver an event in 2021 which would provide phenomenal boost to local economy, tourism, and hospitality network.

Charlie Williams said that there would always be those who would be for and against Active Travel Schemes but the Cabinet should stay consistent and continue to combat climate change by trailing and eventually implementing schemes which may not always be popular with all residents.

Jeremy Labram (Chair, Camden Residents' Association) in a statement [*a copy of which is attached to the Minutes as Appendix 7 and on the Council's website*] said that the residents were keen to get into in the Liveable Neighbourhood programme as soon as possible. The association would also like to see the detail of the assessment of the Walcot bid to understand what the project team's misgivings were over complexity and challenge so the residents could start to address those now.

Rachael Hushon in a statement [*a copy of which is attached to the Minutes as Appendix 8 and on the Council's website*] said that residents who live in the lower Lansdown area were grateful to the Council who have recognised that the Kingsmead area and lower Lansdown needed to be looked at in a joined up way with regards to Liveable neighbourhood planning.

Lynda Lloyd in a statement [*a copy of which is attached to the Minutes as Appendix 9 and on the Council's website*] said that she was concerned that the creation of Liveable Neighbourhoods seems to be on a 'Bubble' principle yet the impact was far wider than the immediate community who live within a proposed Liveable Neighbourhood.

Patrick Rotheram in a statement [*a copy of which is attached to the Minutes as Appendix 10 and on the Council's website*] where he expressed his concerns about Camden Low Traffic Neighbourhood, in particular traffic calming measures such as a 20 mph limit and permanent resident parking on Paragon, enforcing the HGV weight limit, and a pedestrian crossing at the unsafe junction of Paragon and Lansdown.

Malcolm Baldwin in a statement [*a copy of which is attached to the Minutes as Appendix 11 and on the Council's website*] said that having spoken in a general context about LTNs at last meeting, it was great to this evening have the opportunity for Cabinet to agree, and hopefully sign-off a process which could lead to

implementation of a number of major environmental and life-style improvements in the city.

Kari Ericsson in a statement [*a copy of which is attached to the Minutes as Appendix 12 and on the Council's website*] expressed her concern about the lack of transport infrastructure, such as pooled cars, buses and taxis, in the delivery of Low Traffic Neighbourhoods, and negative impact that Liveable Neighbourhoods may have on businesses in Bath.

Councillor Joanna Wright in a statement [*a copy of which is attached to the Minutes as Appendix 13 and on the Council's website*] expressed her concerns that the Cabinet has decided not to implement the bus gate on North Road which would give an ammunition to the few who would actively oppose Liveable Neighbourhoods, and in her view this would make Liveable neighbourhoods so much harder to deliver. Councillor Joanna Wright used this opportunity to tender her resignation of the Liberal Democrat Party and said that she would be representing the ward of Lambridge as a Green Party member.

Councillor Michelle O'Doherty in a statement [*a copy of which is attached to the Minutes as Appendix 14 and on the Council's website*] read out a statement from a resident in her constituency in respect to the parking situation around Chelsea Road.

Some members of the public were asked factual questions by the Cabinet Members in order to clarify/verify details and specifics mentioned in their statements.

## **22 MINUTES OF PREVIOUS CABINET MEETING**

**RESOLVED** that the minutes of the meeting held on Thursday 20<sup>th</sup> May 2021 be confirmed as a correct record and signed by the Chair.

## **23 CONSIDERATION OF SINGLE MEMBER ITEMS REQUISITIONED TO CABINET**

There were none.

## **24 MATTERS REFERRED BY POLICY DEVELOPMENT AND SCRUTINY BODIES**

There were none.

## **25 SINGLE MEMBER CABINET DECISIONS TAKEN SINCE PREVIOUS CABINET MEETING**

The Cabinet agreed to note the report.

Councillor Richard Samuel wanted to draw Cabinet's attention to the two decisions he has made recently: the discretionary business rate scheme for 21/22 and BANES businesses in hardship by providing 100% relief to qualifying hospitality and leisure businesses for 3 months then falling to 66% for the remaining 9 months of the year,

and a land disposal at less than market value to enable the construction of a new primary school in Keynsham.

## **26 BATH CHRISTMAS MARKET**

Councillor Dine Romero introduced the report by reading out the following statement:

'We need decide tonight whether to proceed with planning, and delivery of the Bath Christmas Market 2021.

As you will recall last year's Christmas market was cancelled due to the rapid increase in cases without the backstop of a mass vaccination program. Uncertainty still remains due to the increases in case numbers, however this increase must be considered alongside the fact that the majority of adults are now being vaccinated, and there are low-far the cases are less severe cases and people are not ending up in our hospitals. Be assured, I am not underplaying the severity of the pandemic, and will along with the local SAGE be keeping an eye on the situation and changes will be made as required.

However, if we are to have the Christmas Market, we need to decide that now. We are already about 4 months behind where we would be in a normal year, if you can remember what that was like!

I am hopeful that all on cabinet will see that we must decide to proceed. The economic wellbeing of the city, and its traders depends on us making the right decision now.

I know some have asked to move the market to Victoria Park for example, but if we did that then the extra business for our hard pressed local traders will be lost, following such a year this could be death knell for many who are hanging on to survival by their fingertips.

The market is ranked in the top 10 of Europe, and attracts 400k visitors each year, with an estimated spend of £32.5 million in 2019. Half of which is spent elsewhere in the city, on food drink, entertainment, travel and other shopping. The market directly or indirectly supports about 500 actual jobs.

We know that greater proportion of visitors to the market are local, with perhaps 40% coming from further afield. But we are not expecting as many visitors this as that not least as we will not be marketing internationally.

As in previous years we will be asking all to travel sustainably, to use the P&Rs, or public transport wherever possible. This will also be the most sustainable market so far, we are clamping down on the use of single use plastics, relishes etc won't be offered in plastic sachets, LED lights will be used throughout, reliance on fossil fuels on site will be replaced by mains fed electricity points.

The market itself will have an increased footprint, while the number of chalets is being reduced from 205 to 161, with spaces built into the arrangement, and the footprint of the overall market will increase. This will help manage social distancing, and help people stay safe.

The high numbers of visitors can be inconvenient for our residents, but we have a range offers to help. These include a residents-only pre-market event, advertised quieter times for those with autism or who appreciate less bustle, and mobility helpers for those who need extra help and support getting around.

I hope all on cabinet will support this paper, and the proposal, and maybe even pop down to the market when it opens. We need this market, the city traders need this to happen, and to be honest I think we could all do with some festive cheer and normality after the last 18 months.'

Councillor Dine Romero moved the recommendations as per report.

Councillor Richard Samuel seconded the motion by saying that business community has suffered greatly during 2020 and 2021, and that the Council working with Bath BID was strongly committed to taking action to stimulate local retail and hospitality economy. The Bath Christmas market has traditionally provided a major economic boost in the run up to Christmas. This was always welcome but this year it was more important than ever to hold the event if this was possible. In reaching the decision a thought has to be given to the likely events over the next 6 months. However, the risk of cancellation must be acknowledged because of the unpredictability of the spread and mutation of the virus and the actions the government may have to take to reduce transmission. It would be impossible to predict what would happen over the next 5 to 6 months and so the decision to proceed has to be tempered both with caution and realism.

**RESOLVED** (unanimously) that the Cabinet agreed to:

1. Approve the Bath Christmas Market for 2021, from Thursday 25th November to Sunday 12th December, as set out in Appendix one (SAGE proposal).
2. Approve capital budget of £27,200 funded from revenue for the purpose of financing 2021/22 improvements to chalets.
3. Approve the creation of a smoothing capital replacement reserve to be funded from annual profits.
4. Delegate to the Director of Place Management in consultation with the Cabinet Member for Children & Young People, Communities & Culture, SAGE and the Director of Public Health, key gateway decision dates on whether to:
  - (1) Scale back the plans
  - (2) Cancel the event

A decision-making framework incorporating Covid-19 related indicators, national guidance on Covid-19 restrictions and risk mitigation measures is appended at Appendix six. Decision dates will be aligned with financial milestones. This process aims to reduce both risk to public health and pressure on council budgets.

## **27 ACTIVE TRAVEL FUND SCHEMES**

Councillor Sarah Warren introduced the report by reading out the following statement:

‘The Cabinet will be considering and voting on this item with regard to amended drawings UBR 3 and 4, now updated on the council website. These corrected drawings show the ‘buffer’ area at one of the parking bays and bus stops that had been accidentally omitted.

I would like to thank everyone who submitted questions. It hasn’t been possible to answer them all before the meeting. If any are not answered either within the report, or through this evening’s discussion, they should be emailed to [ActiveTravel\\_FundConsultation@bathnes.gov.uk](mailto:ActiveTravel_FundConsultation@bathnes.gov.uk).

On 14 Mar 2019, a climate emergency was declared here in the Guildhall. Many councillors that day, typically of extensive life experience, told how they had discussed the environmental crisis with their children and grandchildren, before deciding how to vote. Their youngsters had impressed upon them the enormity of the crisis, which looms large in young lives. And vote they did, some of you here tonight, almost unanimously, to reduce emissions to zero by 2030.

We know 29% of carbon emissions in B&NES come from land transport. Our greatest priority for reducing these is for each of us to drive less.

We also face a public health crisis: of obesity, of mental health, of air pollution affecting our lungs. These all originate in part from low levels of physical activity. The great news is that that feeling of the wind in your hair, cycling in safety, is not only great fun, but at the same time, it can help us tackle all of these problems.

Commuting by bike is a great way to build a few minutes of exercise and happiness into your life on a daily basis.

As a Council, the main way we can influence travel behaviour is through the infrastructure on our roads. We know that the biggest impediment to taking up cycling is perceived danger, and we are going to change that in Bath and North East Somerset, starting with the Upper Bristol and Beckford Roads.

Now, you might have noticed, Cabinet, that Bath is not Milton Keynes. Our roads were designed before the advent of cars and even of bikes. There are purist cyclists in this city complaining that our plans are not perfect for cyclists in every way, and at the expense of other road users.

But we know that there are still people in Bath and North East Somerset who don't cycle... (yet). We have listened to all responses as government asked us, and we hear that people have legitimate concerns. On the advice of our expert staff, and in line with best design practice, we have made changes to accommodate businesses and disabled residents, as well as other road users. In response to feedback, we have planned in improvements to pavements, spaces for loading, and additional residents' parking.

Because of our narrow, historic streets, we have compromised cycle infrastructure in some areas, but let's be clear, these cycle routes will still be safer than any current on-road cycle provision in B&NES. And we seek a continuing dialogue with Active Travel England, the new body providing national leadership on cycle infrastructure. We will monitor these schemes' success, and learn from how they work in practice, to inform similar decisions in future.

There have also been complaints that we will not be installing a bus gate on North Road, as consulted on. Well, Cabinet, whilst we are fully committed to providing safe active travel between Bath's valley floor, and the educational institutions and centres of employment on the plateau, the clue was in the name. It was a consultation, and we have listened to all our residents, as government asked us. Many told us that the planned bus gate caused them great concern. We do not intend to join the ranks of Crawley, Horsham, Kensington and Chelsea, in removing cycle lanes and wasting taxpayers' money.

We will work closely with residents and commuters in the coming months to codesign strategic routes and schemes that are the best that we can provide for all, both those who cycle, and those who don't (yet).

Now Cabinet, when you think of a cyclist, what do you imagine? A middle-aged man in Lycra on an expensive, racing bike, travelling at speed with friends on Sunday morning?

The cycle lanes that we will build are the first of many, and they are for mums in skirts with shopping bags, and children in uniform with satchels. They are for grans on e-bikes on their way to the RUH, and delivery drivers with e-cargo bikes.

Cabinet, this evening's decision is not about "cyclists" – in quotation marks – or indeed in lycra. We will build excellent infrastructure for all residents and visitors to enjoy. We will build it for our families and for our businesses. We will build it for our young people and for our older residents, for work and for play. This is what those who voted to declare a climate emergency, voted for. This is climate action. I commend this paper to you. Please back these proposals to commit the funds to progress these schemes to the next stage.'

Councillor Sarah Warren moved the recommendations as printed in the report, with an addition of the following recommendation:

*7. Delegate to the Cabinet Member for Climate and Sustainable Travel, along with the Director of Place Management to make final decisions on details for resolutions 1 to 6, and to report back to Cabinet should there be any significant departure from the recommendations.*

Councillor Manda Rigby seconded the motion by saying that everyone should be able to see the benefit in creating an environment where walking and cycling would be perceived as safe choices when making a journey, and those who really need to use their car could do so with fewer other vehicles on the road. Councillor Rigby also welcomed the fact that the schemes have been amended after receiving the consultation input from the residents. Councillor Rigby said that credit must be given to Councillors Warren and McCabe, and the officers for working so hard to find a deliverable set of proposals which, whilst not giving any one section of the community 100% of what it initially wanted, has brought people together to understand the benefits of the current proposal. Councillor Rigby added that she would be looking forward to the setting up of a citizens jury, or similar, to examine the issues round travel to the University of Bath as a whole, and that such a working arrangement can show that it was possible to be both ambitious in aims, and considerate in implementation. Councillor Rigby finished her statement by saying that from her personal perspective, it could be possible to be a supporter of active travel whilst still not supporting non-working elements of the schemes originally presented.

Councillor Richard Samuel welcomed the report by saying that in a city such as Bath creating these safe routes was very challenging due to the historic layout of the city. Many roads were narrow and congested, and in some areas car ownership was very high with little road space available due to parking. Road widths were often narrow reflecting historic patterns of land values that reduced the size of these spaces. In setting out the schemes before the Cabinet today there has been an enormous amount of work and discussion to reach the proposals on the table. It has to be acknowledged that not all the original proposals were popular with the residents directly affected, but what was now before the Cabinet offers the best mix of achievability and value for money.

Councillor Alison Born also welcomed the report by saying that she was happy to support the current plans going out to consultation and she would be looking forward to further pedestrian and cycle friendly measures being introduced across the city in the coming months and years. It was imperative for the Council to consider the feedback from the consultation as these modified schemes would support and encourage active travel (both walking and cycling) which would help to improve the health and wellbeing of our citizens by enabling them to move around the city more



safely, and also take into account the everyday needs of the residents and businesses that were directly affected by the introduction of the cycle lanes.

Councillor Tom Davies welcomed the report by saying that the Active Travel Schemes would seek to rebalance the way in which we travel around our area and tackle the great challenges of pollution, the climate emergency and improving our health and wellbeing. Councillor Davies added that this would enable families, neighbours and residents who enjoy cycling to start take to the streets and roads with confidence helped further by the huge growth in e-bikes and scooters. Councillor Davies thanked everyone who responded to the consultation and he was delighted that the Council was able to invest additional funds in this cycling infrastructure, in addition to anything provided by WECA and central government.

The rest of the Cabinet also welcomed the report, thanked to all those who have provided their feedback in the consultation, and acknowledged the work of the relevant Cabinet Members, Cabinet Assistants and officers on this matter.

**RESOLVED** (unanimously) that the Cabinet agreed to:

- 1 Approve proceeding to the Traffic Regulation Order stage of consultation for the amended Upper Bristol Road scheme (as outlined within the report);
- 2 Approve proceeding to the Traffic Regulation Order stage of consultation for the Beckford Road cycle lane scheme;
- 3 Agree that, should the Upper Bristol Road and Beckford Road schemes go ahead following the Traffic Regulation Order stage, a review of both schemes should be undertaken once they have been in place for 12 months;
- 4 Agree that officers explore external funding streams to cover the £140,438 difference between the Active Travel Fund allocation and the cost of the Upper Bristol Road and Beckford Road proposals. If such funding cannot be secured, delegated approval will be sought to use the £150,000 funding already allocated in the 2021/22 Transport Improvement Fund for the development of walking and cycling schemes;
- 5 Agree that officers should commission a citizens' jury or other suitable process of deep public engagement, to determine the most appropriate safe, strategic cycle route to improve between the city centre, the University of Bath and the large employment and education sites in the Claverton Down area, which will take place before the end of this financial year;
- 6 Approve proceeding to the Traffic Regulation Order stage of the Combe Down to University of Bath scheme as part of the wider business case development work being undertaken to improve walking and cycling routes between Combe Down, the city centre and the University of Bath.
7. Delegate to the Cabinet Member for Climate and Sustainable Travel, along with the Director of Place Management to make final decisions on details for resolutions 1 to 6, and to report back to Cabinet should there be any significant departure from the recommendations.

## **28 LIVEABLE NEIGHBOURHOODS**

Councillor Sarah Warren introduced the report by reading out the following statement:

'Liveable Neighbourhoods are residential areas where road space is reconsidered. They create pleasant outdoor environments in which people can relax and socialise

and enjoy spending time. They are safe, welcoming spaces for outdoor activity, where neighbours are able to make more connections with one another, and they make for vibrant local high streets where people want to spend time and money. To create these schemes, a range of measures, which may include vehicle restrictions, traffic calming, residents' parking zones, additional planting, and electric vehicle charging, are used to reduce the dominance of motor vehicles in residential areas, although people are still able to access their homes by car. By making it safer to move around actively, such measures enable more journeys to take place on foot and have been demonstrated over time to reduce the number of journeys taken by car. This may even reduce congestion on the roads for those with no alternative but to travel by car.

They will not disadvantage, and should actively assist disabled people, by incorporating wider pavements and disabled parking spaces where needed, and by enabling more people who can, to leave their cars at home.

The schemes are an important part of the council's wider programme of works aiming to reduce carbon emissions, improve air quality, enhance road safety, and promote healthy lifestyles by encouraging the use of sustainable transport. They will breathe new life into residential areas and improve the quality of the public realm.

The programme builds upon our pioneering project bringing in the first charging Clean Air Zone outside London earlier this year.

Some have expressed concern about traffic displacement, and about air quality impacts outside the schemes. Whilst displacement can be an issue in the initial few days, over the weeks that follow installation, a new pattern of traffic flow develops, as people find new routines – and fewer of these new routines will involve a car.

However, we do recognise people's real worries, so as for the Clean Air Zone, we will commit to monitoring locations of concern, so that we can determine the facts, and take action if necessary.

Cabinet adopted our Liveable Neighbourhoods policy on 10th December 2020 following a consultation on the principles, which received over 1,500 responses, demonstrating overwhelming support for the concept.

47 schemes were submitted, and tonight, Cabinet, I am bringing forward to you the first 15 that we are proposing to take forward for detailed community consultation and design, the next stages in the process. 12 of these are in Bath, and 3 in North East Somerset, reflecting the fact that many more Bath councillors made submissions.

This is absolutely not a policy, however, that can only work in cities, and I would strongly encourage all North East Somerset councillors to reconsider, ahead of the next deadline on 5th August, whether their residents might also benefit, along with people in Bath, from a pleasanter public realm, and calmer residential areas. I am sure that every ward has a spot with too much through traffic, and I would encourage all councillors to engage their communities in identifying these.

Prioritisation of submissions was carried out using a scoring matrix including factors such as: number of affected households, severity of issues, level of through traffic, community deprivation index, and impact on routes to school – but also factors to do with the logistics of implementation. So, in the first instance, we aim to complete relatively simple schemes, saving complex ones for when we have gained organisational learning from earlier projects.

For the first phase of schemes, residents, businesses and local organisations will be consulted and given the opportunity to work with councillors, with preliminary designs prepared, starting in the autumn. There will then be further public consultation, before detailed designs are drawn up and the first schemes implemented.

All schemes judged to be deliverable will be delivered in due course, and work to design Phase 2 schemes will follow on from Phase 1. Indeed, as we consult and

listen to residents, it is possible that some schemes in Phase 1 may fall by the wayside, and projects in Phase 2 may be brought forward more rapidly. Several schemes will be installed by 2023, and designs completed on others so that they can progress rapidly when funds and capacity permit.

Cabinet, Liveable Neighbourhoods were a manifesto commitment, forming a key pillar of our administration's plans to improve public health, and enable sustainable transport choices. They will create connected, healthy, vibrant communities where motor vehicles are less dominant, improving the local environment for residents, and fostering conditions where people are enabled to use alternatives to the private car. I commend this report to you and ask you to approve provisional allocation of £2.2m funding for the development and delivery of the first 15 schemes, over the next two financial years.'

Councillor Sarah Warren moved the recommendations.

Councillor David Wood seconded the motion by saying that he was delighted to support this report which would be applicable not just to Bath but also to rural areas of North East Somerset. This report was about giving power back to our residents who have helped the Council in identifying what the problems were in their communities.

Councillor Dine Romero welcomed the report and added that she would want to see more about arrangements regarding traffic that may be displaced.

Councillor Alison Born welcomed the report by saying that these schemes were the start of the move to reduce dominance of cars in our streets, and to support the development of communities where people should feel that children can travel to school safely independently, and where people can interact without the ever present threat and fast moving through traffic.

Councillor Manda Rigby also supported the report by saying that the schemes going forward were on the agenda because of requests from the community, and the same community would be involved and consulted on further schemes. Councillor Rigby added that the administration was committed to raising the quality of where all of our communities live, and this was just a starting point.

Councillor Tom Davies also welcomed the report by saying that, designed well with engagement with local residents, Liveable Neighbourhoods have the ability to transform our communities - making our neighbourhoods safer, healthier and ultimately happier places for all. Councillor Davies thanked to all involved in the production of this proposal and said that he would be looking forward to the next few months to see the transformative impact of these new Liveable Neighbourhoods on our communities.

Councillor Tim Ball also welcomed the report and added that by implementing these schemes the Council should make sure that there was nobody adversely affected by these schemes.

Councillor Richard Samuel also welcomed the report by saying that this was the beginning of the rebalancing of local priorities away from the dominance of vehicles in streets across B&NES and towards less intrusive environments for residents. The response from local communities and their ward councillors has been tremendous and this report now moves that to the next level. Councillor Samuel announced that

in preparing the 22/23 budget he would intend to commit further capital funds to this programme to enable it to extend further in 22/23 and beyond into 23/24. The precise amounts would not be announced today but would be determined once the impact of the schemes being announced today has been assessed.

**RESOLVED** (unanimously) that the Cabinet agreed to:

1. Approve the priority list of phase 1 liveable neighbourhood areas to be progressed as outlined in section 3.11 to 3.12 of this report.
2. Note schemes will be considered in consultation with other workstreams.
3. Approve expenditure of £1m from £2.2m allocation (£1,700k in 2021/22 and £500k in 2022/23) for liveable neighbourhoods within the Transportation Delivery Programme Provisional Approval. This will provide funding to support project activity outlined in 3.14 up to detailed design in 2021/22 and provide some funding to deliver priority schemes that are aligned with other portfolio priorities and capable of early implementation.
4. Full approval of balance of funding for programme delivery to be delegated for approval by the Director of Place Management in consultation with the Cabinet Member for Climate and Sustainable Travel and the Cabinet Member for Economic Development and Resources as schemes become ready for implementation.

The meeting ended at 9.00 pm

Chair \_\_\_\_\_

Date Confirmed and Signed \_\_\_\_\_

**Prepared by Democratic Services**