Environment and Community Services Committee
Wednesday, 6th July, 2016

Present

Councillors: Judy Adams, John Ashe, Ian Boulton, Rob Creer, John Davis, Martin Farmer (for Roger Hutchinson), Heather Goddard, Pat Hockey, Colin Hunt, Dave Kearns, Steve Reade, Kim Scudamore and Claire Young

Apologies for Absence

Apologies for absence were received from Councillor Roger Hutchinson

1 WELCOME AND INTRODUCTIONS (Agenda Item 1)
Councillor Heather Goddard welcomed everyone to the meeting.

2 EVACUATION PROCEDURE (Agenda Item 3)
The Chair drew attention to the evacuation procedure.

3 DECLARATIONS OF INTEREST UNDER THE LOCALISM ACT 2011 (Agenda Item 4)
There were none.

4 MEMBERSHIP (Agenda Item 5)
The membership was noted.

5 TERMS OF REFERENCE (Agenda Item 6)
The terms of reference were noted.

6 ANY OTHER ITEMS WHICH THE CHAIR CONSIDERS URGENT (Agenda Item 7)
There were no urgent items.

7 MINUTES OF THE COMMUNITIES COMMITTEE HELD 6 APRIL 2016 (Agenda Item 8)
The minutes were noted.

8 MINUTES OF THE PLANNING, TRANSPORT & STRATEGIC ENVIRONMENT COMMITTEE HELD 4 MAY 2016 (Agenda Item 9)

The minutes were noted.

9 MINUTES OF THE JOINT MEETING OF ENVIRONMENT & COMMUNITY SERVICES COMMITTEE, DEVELOPMENT CONTROL (EAST) COMMITTEE AND DEVELOPMENT CONTROL (WEST) COMMITTEE HELD 20 JUNE 2016 (Agenda Item 10)

RESOLVED that the minutes be confirmed as a correct record of the meeting for signing by the Chair.

10 ITEMS FROM MEMBERS (PETITIONS, QUESTIONS AND MOTIONS). (Agenda Item 11)

The following question was submitted by Councillor Michael Bell in advance of the meeting:

“I am being inundated with complaints from residents about the state of grass subject to the council’s ‘core’ cutting service, which has grown so long in places that it has become dangerous. This situation requires the occasional emergency cut.

Does the Chair of ECS agree that the current ‘core’ grass cutting policy is not working well? Will she now take steps to review the policy so that that the grass never again grows to dangerous levels?”

In response, the Chair gave the following answer:

Following a decision by the Communities Committee to implement a localism approach to the maintenance of open spaces, coupled with a standardized level of service across the area, StreetCare have implemented a two cut regime to all highway classified grassed areas. This initiative was part of the council wide Transformation Programme and realised a saving in the revenue account of circa £330k.

Extra cuts have not been undertaken for “safety purposes”, however, since the implementation of the standard the team have monitored the growth of the grass and where necessary undertaken an additional cut mid-year to aid the teams getting round the second scheduled time in a timely manner.

The “interim cut” in Valley Road cost the service in the region of £590, across the whole of the unparished area it is approximately £4k

Additional resource of approximately £12k would be required to return to the previous regime in the unparished area alone or more if all the other parishes wish to see a level playing field.

Councillor Claire Young raised the following issues:
• With regard to the agenda order, it was considered more appropriate to schedule ‘Submissions from the Public’ earlier on the agenda.
• What actions are being taken to inform and encourage town and parish councils to consider what plans they might have for future Section 106 items so that these aspirations were ready to be discussed with developers when opportunities arose? Concerns were raised that this matter was catching councils by surprise and had prompted extensive discussion at the Joint meeting of the ECS and Development Control Committees on 20th June.
• A resident had requested that the No. 82 bus to Southmead/Parkway should have increased frequency, an earlier start (to enable patients to get to Southmead for 7.30am) and a later finish. The resident had also suggested that the service be re-routed, as set out below, to increase the catchment and hence patronage.

  Church Road, Frampton Cotterell; turn left into Lower Stone Close, bus stop near chemist; bear left into Woodend Road, bus stop at Nisa; on to Badminton Road, turning right, using existing bus stop; turn into Beesmoor Road using existing bus stop; turn right into Woodend/Ryecroft Road, stop near Rising Sun pub; back on to Church Road.

The Director of Environment and Community Services agreed to provide a written response to the issues raised by Councillor Young.

Councillor Pat Hockey questioned whether or not the North Fringe to Hengrove rapid transport scheme would provide accessible interchanges with ordinary bus services?

In response, the Strategic Transport Policy Manager agreed to provide a response to the question outside of the meeting.

11 UPDATES FROM MEMBERS APPOINTED TO OUTSIDE BODIES (Agenda Item 12)

The Chair drew attention to the submission from Councillor Roger Hutchinson, which updated the Committee on the recent meeting of the LGA Public Transport Consortium.

12 SUBMISSIONS FROM THE PUBLIC (Agenda Item 13)

Dave Redgwell, South West Transport Network raised the following issues:

• Concern was raised with regard to withdrawal of the evening journeys on Service 37 and that customers travelling to and from Bath now had to change at Cadbury Heath (not considered an ideal location for an interchange) between Service 44/45 and Service 19.
• Concerns were raised over the loss of the Service No.18 Emersons Green - Henbury Sundays and evenings and potential changes to the
81, 82 from September. Support was given to the retention of 84, 86, 620, 625 and 622 on Sundays

- Any MetroBus works for bus lanes between Bristol Parkway, Hatchet Road and Gypsy Patch Lane will need to take account of the park setting hence this was not considered to be a desirable route.
- Attention was drawn to the disruption caused to public transport by work on the highway network in Bristol City Centre and along the Ring Road.
- Concerns were expressed with regard to the closure of a platform at Pilning Station.

Christina Biggs, FOSBR expressed concern with regard to the closure of a platform at Pilning Station and made the following points:

- This action has occurred without proper consultation.
- The closure follows Network Rail's reluctance to spend money to ensure that this station and others, including Patchway are accessible.
- The Council should confirm that they have not consented to this and to assertively tell Network Rail and the Office of Road and Rail that this is not acceptable and to work with them to ensure that stations meet Access requirements.
- Pilning has the future potential to serve the extensive industrial and housing development proposed for Severnside.
- Pilning should be served by a twice daily weekday service enabling commuters from Severnside to get to work. At present there is no public transport from Severnside to Bristol's North Fringe.
- FOSBR will be writing to the Office of Road and Rail to complain about this proposal and the lack of consultation, and to note the future potential of Pilning station and the need for local stations to be compliant with equalities legislation.
- The West of England should ensure that all aspects of accessibility, including (where possible), convenient interchange between rail and bus, is included in their bid for the Regional Growth Fund on 21 July 2016.

Gary Spindler, Rodway Ward resident expressed concern with regard to the state of grass in Rodway Ward, which was subject to the council’s ‘core’ cutting service. The grass in a local playing field had grown so long that it had become almost unusable whereas some areas that did not require cutting were being regularly cut.

The following residents spoke in relation to item 14, Cribbs Patchway MetroBus Extension.

Brian Hawkins, local resident highlighted the heritage value of the WW2 Pill Box adjacent to the Gipsy Patch Lane railway bridge. Mr Hawkins was concerned that the historic monument would be demolished to facilitate bridge widening works and asked the committee to agree not to go ahead with the demolition without giving him further time to evidence its heritage value. Mr Hawkins expressed disappointment that the Chair had been unwilling to use her discretion to allow him to address the Committee for more than his allotted 5 minutes.
Steve Shields, Stoke Gifford Parish Council Clerk made the following points:

The Parish Council had received comments from residents regarding concerns about:

- access onto Gipsy Patch Lane
- damage to hedgerow, trees, habitats
- pill box

The Parish Council object to the proposals on Hatchet Road because of:

- the impact on Mead park
- the short section of bus lane doesn’t justify the cost and negative impacts

Julie Hills, local resident raised objections to the Hatchet Road proposals and made the following points:

- Concerns were raised with regard to the damage and removal of parkland, hedgerows, trees and wildlife habitat
- The road would be brought closer to residential properties without adequate separation leading to increased noise and disturbance
- Pollution
- Drainage issues resulting from the loss of trees
- Increased traffic and congestion will make it difficult for residents to exit their driveways
- Loss of property value

Sue Bandcroft, local resident raised objections to the Hatchet Road proposals and made the following points:

- Concerns were raised with regard to the damage and removal of parkland, hedgerows, trees and wildlife habitat
- The proposals will exacerbate existing levels of congestion around the Sandringham Road roundabout and along Hatchet Road
- In order to protect residential amenity the fence/walls on Hatchet Road should be replaced before construction begins
- Option 3 would result in the least amount of disruption and loss of vegetation

Paul Tanner, local resident raised objections to the Hatchet Road proposals and made the following points:

- Concerns were expressed that inadequate consultation had taken place when the proposals were still at a formative stage.
- Officers have not fully considered the objections raised during the consultation
- The local road network does not suffer from congestion during the school holidays – roughly 50% of the year
• Option 3 would be the most cost effective solution and result in the least amount of disruption

Leslie Cox, local resident raised objections to the Hatchet Road proposals and made the following points:

• The proposal was contrary to the rules of natural justice and planning policy
• Officers had not fully considered the objections raised during the consultation
• The proposal would have a detrimental impact upon park, green space and wildlife

Dave Redgwell, South West Transport Network raised the following issues:

• Support was given to MetroBus and MetroRail as an alternative to the private car
• Any works for bus lanes between Bristol Parkway, Hatchet Road and Gipsy Patch Lane will need to take account of the park setting
• Integration with Patchway station is important

Alan Hingley, local resident raised objection to the Hatchet Road proposals and highlighted the level of local objection.

13 CRIBBS PATCHWAY METROBUS EXTENSION (Agenda Item 14)

Councillor Keith Cranney, Stoke Gifford Ward Councillor raised objections to the Hatchet Road proposals and made the following points:

• Attention was drawn to the letter of objection submitted by Councillor Brian Allinson.
• Concerns were raised with regard to the damage and removal of parkland, hedgerows, trees and wildlife habitat
• Concerns were expressed that Stoke Gifford Parish Council would not be able to access Mead Park for maintenance purposes during implementation of the scheme when it was proposed to use the park’s car park as a construction compound.
• The proposals will exacerbate existing levels of congestion around the Sandringham Road roundabout and along Hatchet Road
• In order to protect residential amenity the hedgerow/fence/walls on Hatchet Road should be replaced before construction begins
• The introduction of a bus lane would cause confusion for motorists and be detrimental to the safety of pedestrians wishing to access local schools and nurseries
• A route along Winterbourne Road and Great Stoke Way would be a more viable alternative.
In response to a request from Councillor Keith Cranney for the submitted statement from Councillor Brian Allinson to be read out by a member of the committee, the Chair confirmed that the committee had received the statement from Councillor Allinson in advance of the meeting along with a number of representations from members of the public regarding Hatchet Road, hence there was no need for it to be read out at the meeting.

Councillor Ernie Brown, Stoke Gifford Ward Councillor raised objections to the Hatchet Road proposals and suggested that a route along Winterbourne Road and Great Stoke Way would be a more viable alternative. Councillor Brown was concerned that Stoke Gifford Parish Council would not be able to access Mead Park for maintenance purposes during implementation of the scheme when it was proposed to use the park’s car park as a construction compound. Councillor Brown went on to express a preference for Option 4 in the technical note at Appendix A (no change other than 1 pair of MetroBus Stops).

In response to issues raised, the Strategic Transport Policy Manager made the following points:

- The technical assessment concludes that the consulted scheme along Hatchet Road remains, on balance, the most appropriate route for MetroBus Extension and therefore the officer recommendation remains that the Hatchet Road route be progressed.
- The technical assessment found that journey times along Hatchet Road are shorter than the Winterbourne Road in all of the options investigated.
- If approved, during the progression of the Hatchet Road scheme through detailed design, every opportunity would be explored to reduce impacts of the scheme in relation to the issues and concerns raised through the consultation whilst maintaining the benefits of the scheme. This is reflected in the recommendations in the report.
- Officers acknowledged that Option A would result in the loss of some vegetation along Hatchet Road. The Council would seek to mitigate adverse environmental impacts, for example through replanting wherever possible.
- The Council would undertake ecological surveys to ensure that the presence of any protected species was managed appropriately.
- Full details of the responses to the consultation together with officer responses, are set out in Appendix C.

The Council’s technical consultant gave a presentation outlining the scheme objectives and gave an overview of the options investigated including a comparison of costs and journey times. The technical assessment, confirmed that the consulted scheme along Hatchet Road was, on balance, the most appropriate route for MetroBus Extension and it was recommended that the Hatchet Road route be progressed.

In response to issues raised, the Strategic Transport Policy Manager made the following points:
An overview of CPME route with options, including maps and photographic representations, was publicly available during the consultation.

Even if funding were to be secured, any option on the Suggested Alternative Routes, as set out in the Technical Report at Appendix A, would result in significant delays to the programme for the whole scheme as it would be necessary to undertake surveys and work up preliminary designs prior to undertaking another public consultation on the new proposals.

Any of the alternative options on the Suggested Alternative Routes would set the programme back by up to 18 months.

All options for the Suggested Alternative Route would require additional funding on top of the Hatchet Road consultation scheme.

The Local Enterprise Partnership has provisionally approved an initial indicative programme of schemes for funding from the Economic Development Fund. The alternative option along Winterbourne Road is significantly more expensive and exceeds the currently identified budget for this scheme and the Council would need to reconsider its priorities to identify funding opportunities.

Councillor Dave Kearns welcomed the provision of further information regarding the Hatchet Road proposals and the alternatives following deferral of the decision at the last meeting of the Planning, Transport and Strategic Environment Committee. Councillor Kearns subsequently moved that in order to support the delivery of the Cribbs Patchway MetroBus Extension (the Scheme), the Committee:

a) Approve the use of framework and/or the procurement of other consultants to support the development of the Scheme to Full Business Case as necessary.

b) Approve the procurement of Network Rail to implement the Gipsy Patch Lane Bridge replacement element of the Scheme up to the end of GRIP 8.

c) Approve the progression of Option A (the Scheme along Hatchet Road) subject to the implementation of any practical, deliverable and affordable measures to mitigate its impact on adjacent landowners identified by the consultation responses.

d) Approve the making of a Compulsory Purchase Order under Sections 239, 240, 250 and 260 of the Highways Act 1980 for the acquisition of the land and new rights for San Andreas Bus Link, North Way Bus Link and Gipsy Patch Lane Bridge (shown in Appendix B(i) to this report) subject to the Full Business Case, and in so far as the whole or any part or parts of the land required is not acquired by negotiation in accordance with recommendation (f) in the October 2016 sub-committee report.
e) Approve the acquisition of land for Option A (shown in Appendix B (ii) to this report) by negotiation.

f) Approve the making of a Compulsory Purchase Order under Sections 239, 240, 250 and 260 of the Highways Act 1980 for the acquisition of the land and new rights for Option A (within the areas shown in Appendix B (ii) to this report), subject to the Full Business Case, and in so far as the whole or any part or parts of the land required is not acquired by negotiation in accordance with e above.

g) Recommend to Policy and Resources Committee to make a capital allocation, subject to affordability within the Scheme budget, in order to secure the land acquisition in d, e & f above.

h) Authorise the Director of Environment and Community Services to:

   (i) progress all requisite work streams to develop the Full Business Case for the Scheme.
   (ii) make all necessary applications including those under the Town and Country Planning Act (T&CPA) 1990 and obtain the relevant permissions, consents and orders to enable the construction and operation of the Scheme.
   (iii) exercise permitted development rights.
   (iv) approve any variation in the extent of land or rights to be acquired under CPO powers (or by negotiation) where these variations are deemed necessary for the proper delivery of the Scheme, such variations to be notified in future reports as necessary.
   (v) approve the amendments to the Scheme designs as listed in paragraph 30 as appropriate.

(i) Authorise the Head of Legal, Governance & Democratic Services to:

   (i) Conclude agreements (including easements and licences) with landowners as required for the Scheme
   (ii) take all appropriate legislative steps in implementing Compulsory Purchase Order procedures to secure the making, publication, confirmation and sealing of any statutory order associated with and necessary for the delivery of the Scheme in accordance with the relevant statutory requirements and the presentation of the Council’s case at any Public Inquiry for the Scheme
   (iii) make the appropriate statutory traffic orders relating to the Scheme subject to any objections received at the formal consultation or public advertisement stages
   (iv) acquire interests in land and new rights as set out in appendix B (i) and B (ii), within the Compulsory Purchase Order either by agreement or compulsorily
(v) approve agreements with landowners setting out the terms for the withdrawal of objections to the Order

The motion was seconded by Councillor Colin Hunt.

Councillor Pat Hockey noted the level of objection to the Hatchet Road proposals and in particular the issue of congestion. MetroBus was intended to be a network of express bus services that would provide fast and reliable journey times but the consultation responses suggested that this option would not necessarily deliver consistent and reliable journey times. Further concern was expressed that the proposals did not account for future growth in the area. Councillor Pat Hockey questioned whether the suggested alternative route along Winterbourne Road would set the programme back by as long as 18 months and subsequently moved an amendment to Councillor Kearns motion and proposed that clause (c) be omitted and replaced with the following:

Approve the progression of the CPME along Hunts Ground Road, Great Stoke Way and Winterbourne Road in 2 phases.

(i) Converting general traffic lanes to bus on dual sections

And subject to further investigation and additional funding being sought

(ii) Widening on single carriageway sections for bus lanes

Clause (e), (f) and (g) were also amended in accordance with the proposed amendment.

The motion was seconded by Councillor Claire Young.

Councillor Colin Hunt spoke against the amendment on the grounds that the suggested alternative route would set the programme back by up to 18 months and would involve additional cost.

On being put to a vote, Councillor Hockey’s motion was LOST (3:10:0).

Councillor Ian Boulton moved an amendment to Councillor Kearns motion and proposed that clause (c) be omitted and replaced with the following:

Approve progression of Option 3 in the technical note at Appendix A (Hatchet Road – No bus lanes, 1 pair of MetroBus Stops (as per consultation scheme), 3 new laybys for stops)

Clause (e), (f) and (g) were also amended in accordance with the proposed amendment.

On being put to a vote, the motion, which was seconded by Councillor Martin Farmer, was LOST (6:7:0).
In response to issues raised, the Strategic Transport Policy Manager confirmed that planning permission would be required for the replacement bridge on Gipsy Patch Lane and that works would not be started in advance of this. Members asked that the programme for the MetroBus project be made publically available in order that members of the public were aware as to when a planning application was likely to be submitted.

On being put to a vote Councillor Kearns motion was CARRIED (7:6:0) and RESOLVED that in order to support the delivery of the Cribbs Patchway MetroBus Extension (the Scheme), the Committee

a) Approve the use of framework and / or the procurement of other consultants to support the development of the Scheme to Full Business Case as necessary.

b) Approve the procurement of Network Rail to implement the Gipsy Patch Lane Bridge replacement element of the Scheme up to the end of GRIP 8.

c) Approve the progression of Option A (the Scheme along Hatchet Road) subject to the implementation of any practical, deliverable and affordable measures to mitigate its impact on adjacent landowners identified by the consultation responses

d) Approve the making of a Compulsory Purchase Order under Sections 239, 240, 250 and 260 of the Highways Act 1980 for the acquisition of the land and new rights for San Andreas Bus Link, North Way Bus Link and Gipsy Patch Lane Bridge (shown in Appendix B(i) to this report) subject to the Full Business Case, and in so far as the whole or any part or parts of the land required is not acquired by negotiation in accordance with recommendation (f) in the October 2016 sub-committee report.

e) Approve the acquisition of land for Option A (shown in Appendix B (ii) to this report) by negotiation.

f) Approve the making of a Compulsory Purchase Order under Sections 239, 240, 250 and 260 of the Highways Act 1980 for the acquisition of the land and new rights for Option A (within the areas shown in Appendix B (ii) to this report), subject to the Full Business Case, and in so far as the whole or any part or parts of the land required is not acquired by negotiation in accordance with e above.

g) Recommend to Policy and Resources Committee to make a capital allocation, subject to affordability within the Scheme budget, in order to secure the land acquisition in d, e & f above.

h) Authorise the Director of Environment and Community Services to:
(i) progress all requisite work streams to develop the Full Business Case for the Scheme.
(ii) make all necessary applications including those under the Town and Country Planning Act (T&CPA) 1990 and obtain the relevant permissions, consents and orders to enable the construction and operation of the Scheme.
(iii) exercise permitted development rights.
(iv) approve any variation in the extent of land or rights to be acquired under CPO powers (or by negotiation) where these variations are deemed necessary for the proper delivery of the Scheme, such variations to be notified in future reports as necessary.
(v) approve the amendments to the Scheme designs as listed in paragraph 30 as appropriate.

(i) Authorise the Head of Legal, Governance & Democratic Services to;

(i) Conclude agreements (including easements and licences) with landowners as required for the Scheme
(ii) take all appropriate legislative steps in implementing Compulsory Purchase Order procedures to secure the making, publication, confirmation and sealing of any statutory order associated with and necessary for the delivery of the Scheme in accordance with the relevant statutory requirements and the presentation of the Council’s case at any Public Inquiry for the Scheme
(iii) make the appropriate statutory traffic orders relating to the Scheme subject to any objections received at the formal consultation or public advertisement stages
(iv) acquire interests in land and new rights as set out in appendix B (i) and B (ii), within the Compulsory Purchase Order either by agreement or compulsorily
(v) approve agreements with landowners setting out the terms for the withdrawal of objections to the Order

14 WASTE STRATEGY 2015-2020 (Agenda Item 15)

Councillor Rob Creer moved that the revised Waste Strategy 2015 to 2020 be adopted and in doing so made the following points:

- In South Gloucestershire we produce more waste than our statistical and geographical neighbours, including Bristol, B&NES and Swindon.
- The adoption of the waste strategy is a key milestone in creating a greener, better value approach to waste management in our communities with an aim to reduce waste by 5% over the next 5 years.
- Currently the average contents of a black bin contains 52 percent of material that could be recycled. Since the introduction of the green bin surcharge there has been a tripling of green waste in black bins from 3% to 9%.
• This strategy will see the reintroduction of a weekly collection for recycling, a separate collection for nappies and dedicated support for people who need help adjusting to the new approach.
• The majority of our black bins are coming towards the end of their lives anyway, with many still bearing the stamps of Kingswood Borough and North Avon District Councils. These can be recycled to bring money back into the council to help fund this new scheme and the new waste strategy really emphasises the green agenda we want to see realised for a healthier, more pleasant and more responsible future for everybody in South Gloucestershire.

The motion was seconded by Councillor John Ashe.

Councillor Claire Young proposed an amendment to paragraph 25 of the officer report to remove the first two sentences (“Families with … contains nappies”) and replace them with “Families with children aged three years and under will be allowed to request a 240L bin. Anyone making this request would have to demonstrate they were recycling, and prove the age of the relevant child. Any 240L bins provided under this scheme would be visually distinctive with a different colour lid, and replaced with a standard bin when the child was over 3 years old.

The revised paragraph would read:

Families with children aged three years and under will be allowed to request a 240L bin. Anyone making this request would have to demonstrate they were recycling, and prove the age of the relevant child. Any 240L bins provided under this scheme would be visually distinctive with a different colour lid, and replaced with a standard bin when the child was over 3 years old. Alternatively, families will be able to seek assistance through a reusable nappy scheme offering a discounted nappy kit to provide reusable nappies from birth to potty.

The motion was seconded by Councillor John Davis.

The Waste Manager confirmed that families with children in nappies would be eligible to receive a separate nappy sack collection through the provision of use once plastic bags that they can present alongside the household bin. This approach had been successfully adopted by other Local Authorities and there was no evidence to suggest that the bags would burst.

On being put to a vote, Councillor Young’s motion was LOST (3:10:0).

On being put to a vote, Councillor Creer’s motion was CARRIED (10:0:3) and

**RESOLVED** that the revised Waste Strategy 2015 to 2020 be adopted.
Councillor Colin Hunt moved

i. That the Committee accept the recommendations of the Member Working Group in relation to the negotiated option presented in the report and award the contract to Operator C at a combined package price of £506,000. In summary:

a. The amendment of the 84 and 86 services so the 84 service operates an hourly circular route in an anti-clockwise direction from Wotton under Edge – Charfield – Cromhall – Wickwar – Chipping Sodbury – Yate – Chipping Sodbury – Horton – Hawkesbury Upton – Hillesley – Alderley – Wotton under Edge. Alongside a new 85 service operating an hourly circular route as previous but in a clockwise direction. Service 86 will be amended to operate a two hourly service between Kingswood and Yate addressing punctuality and reliability issues.

b. The continuation of the existing 620 service between Old Sodbury and Bath as part of a combined group package cost of £506,000

c. The continuation of the existing 622/625 Sunday and bank holiday services (renumbered 627) as part of a combined group package cost of £506,000 to Operator C as set out in appendix 2 of this report.

ii. That the committee agree to the cessation of the current 624 contract with effect from 3rd September 2016.

iii. That authority is delegated to the Director of Environment and Community Services to implement the preferred options.

The motion was seconded by Councillor Dave Kearns.

In response to issues raised, the Transport & Procurement Manager confirmed that:

- National regulations require buses to be accessible
- Service No. 84 would continue to run via KLB and Chipping Sodbury School.
- Service No. 86 would operate along a shorter route, increasing reliability.

On being put to a vote, Councillor Hunt’s motion was unanimously CARRIED and

RESOLVED

i. That the Committee accept the recommendations of the Member Working Group in relation to the negotiated option presented in the
report and award the contract to Operator C at a combined package price of £506,000. In summary:

a. The amendment of the 84 and 86 services so the 84 service operates an hourly circular route in an anti-clockwise direction from Wotton under Edge – Charfield – Cromhall – Wickwar – Chipping Sodbury – Yate – Chipping Sodbury – Horton – Hawkesbury Upton – Hillesley – Alderley – Wotton under Edge. Alongside a new 85 service operating an hourly circular route as previous but in a clockwise direction. Service 86 will be amended to operate a two hourly service between Kingswood and Yate addressing punctuality and reliability issues.

b. The continuation of the existing 620 service between Old Sodbury and Bath as part of a combined group package cost of £506,000.

c. The continuation of the existing 622/625 Sunday and bank holiday services (renumbered 627) as part of a combined group package cost of £506,000 to Operator C as set out in appendix 2 of this report.

ii. That the committee agree to the cessation of the current 624 contract with effect from 3rd September 2016.

iii. That authority is delegated to the Director of Environment and Community Services to implement the preferred options.

16 WAIVERS AND VISITOR PARKING PERMITS (Agenda Item 17)

Councillor John Ashe moved that that the Committee

i. Adopts the Policy on Waivers / Dispensations attached as Appendix 1 in the report.

ii. Agrees the introduction of visitors’ permits within Residents Parking Restriction areas on the basis described in paragraphs 11 - 13 of the report.

On being put to a vote, the motion, which was seconded by Councillor Judy Adams was unanimously CARRIED and

RESOLVED that the Committee

i. Adopts the Policy on Waivers / Dispensations attached as Appendix 1 in the report.

ii. Agrees the introduction of visitors’ permits within Residents Parking Restriction areas on the basis described in paragraphs 11 - 13 of the report.
19 IMPACT OF HOUSES IN MULTIPLE OCCUPATION (Agenda Item 18)

Councillor Dave Kearns moved that the Committee agrees:

i. to note the advice set out in this report and agrees that it be provided to the Development Control Committees

ii. that a ‘task and finish’ Cross Party Member Working Group comprising members whose wards are particularly impacted on HMOs be set up to further investigate this issue and to advise if one or more Article 4 pilots should be established in South Gloucestershire. This group should follow a similar model to that set up to discuss residential parking standards

iii. that the findings and recommendations of the Member Working Group, should be brought back to a future meeting of the Environment & Community Services Committee.

On being put to a vote, the motion, which was seconded by Councillor Steve Reade was unanimously CARRIED and RESOLVED that the Committee agrees:

i. to note the advice set out in this report and agrees that it be provided to the Development Control Committees

ii. that a ‘task and finish’ Cross Party Member Working Group comprising members whose wards are particularly impacted on HMOs be set up to further investigate this issue and to advise if one or more Article 4 pilots should be established in South Gloucestershire. This group should follow a similar model to that set up to discuss residential parking standards

iii. that the findings and recommendations of the Member Working Group, should be brought back to a future meeting of the Environment & Community Services Committee.

18 DESIGNATION OF MANOR FARM QUARRY AS A REGIONALLY IMPORTANT GEOLOGICAL SITE (Agenda Item 19)

Councillor Dave Kearns moved that the committee approve the designation of Manor Farm Quarry as a Regionally Important Geological Site.

On being put to a vote, the motion, which was seconded by Councillor Steve Reade was unanimously CARRIED and RESOLVED that the committee approve the designation of Manor Farm Quarry as a Regionally Important Geological Site.
19  **WINTERBOURNE MEDIEVAL BARN - HERITAGE LOTTERY FUND GRANT (Agenda Item 20)**

Councillor John Ashe moved that the committee agree that

i. the council accepts the HLF second round grant (£165,000)

ii. if the second round bid is successful and the required match funding is secured by the WMBT, the council accepts the delivery phase grant for completion of the project. (£880,000)

On being put to a vote, the motion, which was seconded by Councillor Steve Reade was unanimously CARRIED and

**RESOLVED** that the committee agree that

i. the council accepts the HLF second round grant (£165,000)

ii. if the second round bid is successful and the required match funding is secured by the WMBT, the council accepts the delivery phase grant for completion of the project. (£880,000)

20  **AIR QUALITY ANNUAL REPORT (Agenda Item 21)**

Councillor Ian Boulton expressed disappointment with regard to the lack of action and results in improving air quality in areas such as Staple Hill where air quality issues had been identified and hoped that the updated Action Plan would result in progress being made. Councillor Boulton’s comments were endorsed by Councillor Steve Reade.

In response to issues raised, Councillor Heather Goddard asked officers to consider whether the short term actions within the Action Plan could encourage parents waiting outside schools to switch off engines when stationary.

Councillor Rob Creer moved that the 2015 Air Quality Report be approved.

On being put to a vote, the motion, which was seconded by Councillor Judy Adams was unanimously CARRIED and

**RESOLVED** that the 2015 Air Quality Report be approved.

21  **CAPITAL BUDGET MONITOR (Agenda Item 22)**

The report was noted.

22  **REVENUE BUDGET MONITOR - PROVISIONAL (Agenda Item 23)**

Noting the concerns raised by Councillor Michael Bell and a public speaker earlier in the meeting, Councillor Ian Boulton suggested that the underspend
within StreetCare and Transport could be used to provide additional resources to support the Council’s grass cutting programme.

The report was noted.

23 ECS DEPARTMENTAL SERVICE PLAN (Agenda Item 24)

Members highlighted the relationship of the Council with the West of England, particularly with regard to the Joint Spatial Plan and Joint Transport Plan, which will shape how the South Gloucestershire area will grow in the future. Members were also mindful of the challenge of supporting sustainable patterns of development in areas such as Thornbury that were the subject of speculative developments.

Councillor John Ashe moved that the committee approve the Environment and Community Services Departmental Service plan for 2016-2018.

On being put to a vote, the motion, which was seconded by Councillor Judy Adams was unanimously CARRIED and RESOLVED that the committee approve the Environment and Community Services Departmental Service plan for 2016-2018.

24 DATES OF FUTURE MEETINGS AND WORK PROGRAMME (Agenda Item 25)

The Democratic Services Officer explained that, in order to accommodate public interest in the CSP item relating to the Libraries, the next meeting of the Committee would be held at the Armstrong Hall, Thornbury. November’s meeting would be held at Turnberries Community Centre, Thornbury because the Council Chamber was being used for a Public Inquiry.

Councillor Pat Hockey questioned whether or not the committee would be given the opportunity to consider the Joint Spatial Plan at a joint meeting with the Development Control Committees.

Members noted that an updated on Devolution would be presented to Full Council in October.

In response to issues raised earlier in the meeting with regards to grass cutting, the Director of Environment & Community Services advised that these appeared to be localised issues and that a strategic report addressing the subject was not required. The issues would be brought to the attention of the Head of StreetCare & Transport.

The dates of future meetings and the work programme were noted.

104 ITEMS FOR NOTING (Agenda Item 26)

The Democratic Services Officer explained that under the revised
(streamlined) committee system fewer reports to note should be appearing on agendas. The reports ECS Risk Register and ECS Performance were considered to be internal matters for the Departmental Management Team but had been included on the agenda for Members information.

Meeting closed 4.45pm

I confirm that the minutes have been agreed as a true record of the meeting

Chair