

FoBRA's response to this consultation is shown below in red. It was submitted on 26th Jan 20.

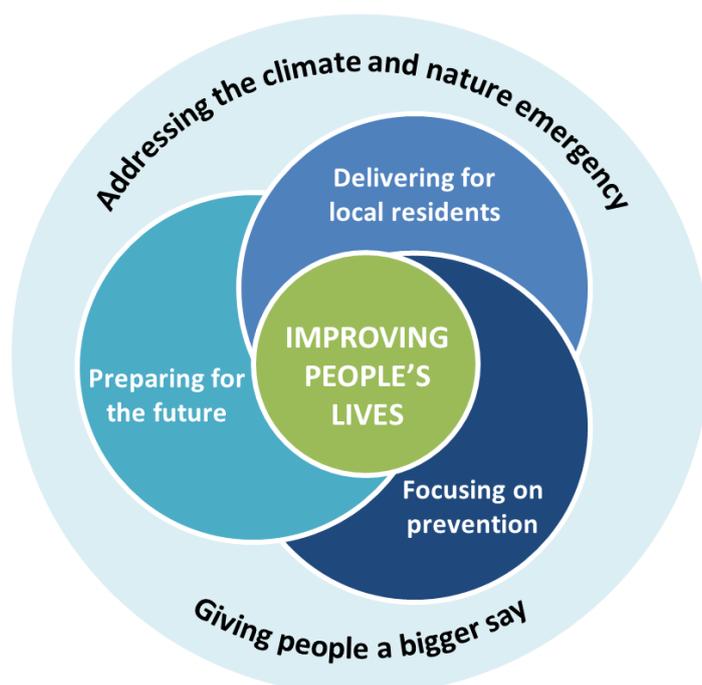
Bath and North East Somerset Council

Draft Corporate Strategy 2020-2024

The Corporate Strategy is the council's overarching strategic plan. It sets out what we plan to do, how we plan to do it, and how we will measure our performance over the next four years.

The draft strategy proposes a new framework for what we will focus on and how we will work:

- ONE: We have **one** overriding purpose – to improve people's lives. This might sound simple, but it brings together everything we do, from cleaning the streets to caring for our older people. It is the foundation for our strategy and we will ensure that it drives our commitments, spending and service delivery.
- TWO: We have two core policies – tackling the climate and nature emergency and giving people a bigger say. These will shape everything we do.
- THREE: To translate our purpose into commitments, we have identified three principles. We want to prepare for the future, deliver for local residents and focus on prevention.



Engagement on the Corporate Strategy

We have already worked with Area Forums on our emerging corporate priorities. We have also recently held 2 public events on the 17th and 19th December to undertake further engagement. However, we want to hear from as many people as possible and would like to now welcome your feedback on our draft Corporate Strategy.

This survey will be open from 20th December 2019 until 24th January 2020. Responses will be analysed and considered by the Council's Cabinet as part of its Corporate Strategy and budget setting meeting on 13th February 2020. Please read the draft Corporate Strategy document available here https://beta.bathnes.gov.uk/sites/default/files/2020-01/Draft%20BNES%20Council%20Corporate%20Strategy%20-%20Draft%20for%20Comments_1.pdf and share your feedback by answering the below questions.

To request a paper copy of this survey, please email or telephone partnerships_corporateservices@bathnes.gov.uk / 01225 396390.

QUESTIONS

PAGE ONE - Core policies

Our strategy sets out two core policies for the council – addressing the climate and nature emergency and giving people a bigger say. These will shape everything we do from budget planning through to delivering services and will enable us to be clear about **how** we will work as an organisation.

1. Addressing the climate and nature emergency

We will be launching a comprehensive programme of community engagement and consultation in early 2020 on addressing the climate and nature emergency. Please see our webpage for further information: <https://www.bathnes.gov.uk/climate-emergency>.

If you would like to be notified as further information on this is published, please share your email address:

robin.kerrconsulting@uwclub.net

2. Giving people a bigger say

Appendix One to the strategy sets out our new Community Engagement Charter which establishes some clear standards for how we will engage with local communities.

Please share any comments on the new Community Engagement Charter:

We are content with this.

Do you have any examples of good practice on community engagement that you would like to share?

The Better Bath Forum

Bath Transport Commission

Bath Alliance for Transport and the Public Realm

Some aspects of the Bath City Forum

FoBRA's method of bringing together its 37 members for discussion on current issues.

PAGE TWO - Principles and commitments

Our strategy includes a number of key commitments for **what** the council will be focused on delivering over the next four years. These are set out under three key principles - we want to prepare for the future, deliver for local residents and focus on prevention.

3. Preparing for the future

Do you have any ideas of how you or an organisation you are working with would like to get involved in helping the council prepare for the future?

We take it that the Corporate Strategy will supplement the B&NES Local Plan, as the latter is a statutory requirement. We have already commented extensively on the draft Local Plan. We should like to understand the relationship, and see a clear articulation, between the Corporate Strategy and the Local Plan. Our understanding is that a Corporate Strategy is most unlikely to be eligible to be taken into account in development control decisions, so, where there are elements of the Strategy which call for implementation through such decisions, we suggest it is essential that action be taken to correct this, for example through a new Supplementary Planning Document, until such time as the Core Strategy and Placemaking Plan are superseded.

FoBRA agrees that investment in air quality and transport improvement is required. Traffic congestion and air pollution have consistently been FoBRA members' top priority. Moreover, car parking policy, is hugely important, demanding widespread consultation within the city. Parking control is the main lever available to the Council to reduce traffic volumes and air pollution, and to respond to this component of the Climate Emergency.

Further:

- Take advantage of Expertise already available in the city. FoBRA and the Bath Alliance for Transport and the Public Realm have wide local knowledge and expertise, and stand

ready to support the Council. This would be consistent with your aim of 'Giving people a bigger say'.

- Rec Stadium – an under-pitch car park would attract extra traffic into the central area, and would be a fundamental breach of several adopted Council Policies including the Transport Strategy and the Clean Air Plan.
- Can Community Groups such as FoBRA join the new 'Transport Steering Group'? FoBRA was previously a member of the Bath Transport Commission, which oversaw the preparation of the 2014 Bath Transport Strategy. We believe that FoBRA made a useful contribution to the work of the Commission which was welcomed by the then Council Leader and Cabinet Member for Transport. By contrast, we have had no involvement in the Transport Study for Bath.
- What measures are proposed to provide a P&R facility of some kind to the east of the city, including consideration and development of the 'Link & Ride' concept?
- Coaches contribute significantly to congestion and pollution in the city. When will a coach strategy be published?
- What is the Council's thinking about the way forward on charging points for electric vehicles, as this is so important for Climate Change mitigation?

Do you have any comments on how we plan to measure our progress?

The draft strategy has only two Core Policies: *"Tackling the climate and nature emergency, and giving people a bigger say. These will shape everything we do."* Under the first (climate change/nature emergency) there are just three priority areas:

- *"Energy efficiency improvements to existing buildings and zero carbon for new build"*
- *"A major shift to mass transport, walking and cycling to reduce transport emissions"*
- *"A rapid and large-scale increase in local renewable energy generation."*

Against that background it is disappointing that the proposed performance measures have nothing relating to transport and specifically nothing relating to the "priority area" of a "core policy" - "major shift to mass transport, walking and cycling to reduce transport emissions". Whilst Low Traffic Neighbourhoods (LTNs) and traffic management are mentioned in the document, a policy or "priority" without meaningful target or measure is not useful.

Since transport is one of the two biggest contributors (with housing) to climate change, we suggest that in light of Climate Emergency policy there should be at least one performance measure relating to the reduction of private car use within Bath (and perhaps also B&NES more widely).

Please share any other comments you might have on this principle:

- Use of the new CAZ camera network for additional purposes, such as enforcing moving traffic offences? We understand that the Department for Transport is considering giving Councils extra powers similar to those already available in London to enforce moving traffic offences. Crucially, this could include HGV weight limits, which are not currently enforced.
- Take advantage of the imminent closure of Cleveland Bridge to 'change behaviour' of drivers. The closure must also be carefully managed to prevent large numbers of vehicles (of all types, but especially HGVs) using the city centre as a short cut.
- A comprehensive destination management plan is required. What is being done to convert the inexorably increasing number of day-tripper tourists bringing no benefit to the

city into (smaller) numbers of visitors who will spend more in the city and ideally stay for at least one night?

- The various strands of transport policy need to be integrated into a comprehensive Transport Plan for Bath, so that the public can see how the individual elements contribute to the overall vision. In our view, the approved Bath Transport Strategy provides a sound basis for developing the Transport Plan.

4. Delivering for local residents

Do you have any ideas of how you or an organisation you are working with would like to get involved in helping the council deliver for local residents?

FoBRA agrees that the crisis funding situation for children's services and adult social care needs to be tackled – by Govt. Has our MP been alerted?

Housing: The social homes programme is welcome but almost certainly not enough. Serious attention needs to be paid also (i) to student housing, starting with drafting a Student Housing Policy, for which we have been calling over many years; and (ii) to the short term letting problem which threatens our long term residential housing stock and the ability for people of modest means to live here.

Resolution of the 'democratic deficit' in Bath.

LTNs – a worthy aim but will need detailed and sensitive consultation in all areas that will be affected, not just in the areas proposed to become LTNs. A traffic movement plan for traffic displaced from LTNs is essential, as most of the so-called 'arterial' routes are already full to capacity during the rush hour and the school run, and many of these routes are also residential (eg London Road, Bathwick Street, Lansdown Road, Wellsway and the A36). The impacts on those who live on routes that would be designated as arterial or distributor roads must be fully weighed and mitigation measures included in the LTN proposals to avoid significant increases in traffic on those roads. Any LTN scheme should be accompanied by measures to reduce overall traffic levels. The central area is the most densely residential area of the city, as well as the main destination for visitors, and should be treated as an LTN in its own right. For example, the 20 mph limit should be applied to the whole area.

Do you have any comments on how we plan to measure our progress?

See 3b above.

Please share any other comments you might have on this principle:

See 3c above.

5. Focusing on prevention

Do you have any ideas of how you or an organisation you are working with would like to get involved in helping the council focus on prevention?

Enforcement is famously the poor relation of Local Authorities, but regulation without enforcement does not work. As an aside, the 'Fix my street' App works well and has much potential for expansion into other areas, including crime prevention.

Do you have any comments on how we plan to measure our progress?

See 3b above

Please share any other comments you might have on this principle:

See 3c above

PAGE THREE - Delivering the strategy

Our strategy sets out how we will achieve our commitments as well as monitor progress on delivering the strategy.

6. Service planning and performance management

How would you like to be kept informed about the delivery of this strategy?

Through consultative seminars, Council announcements, email, and Stakeholder Project Review Boards

7. Managing our money

Do you have any comments at this stage on the council's approach to managing its money?

It's certainly very tight, so resolution of the adult social and children's care dilemma must be resolved. This will require Government action.

8. Our people

Do you have any examples of where council staff have gone the extra mile?

This is a difficult one, but Officers involved in Community Engagement are very dedicated.

9. Our partners

Are there any new partnerships you would like to forge with the council?

A new or revitalised Bath Transport Commission.

10. About you

I am answering this survey as;

- **Myself**
- **Other**
- **An organisation (please specify) The Federation of Bath Residents' Associations (FoBRA)**

Please share your email address if you would like to receive updates about our Corporate Strategy:

robin.kerrconsulting@uwclub.net

We are collecting your email address so that we can get in touch with Corporate Strategy updates. It will be stored, managed and processed in line with the Council's privacy notice.