

Appendix A - Full Council 26 July 2023 - Public and Member Questions

Annexe A - Public Questions	
Name of person submitting	Question
David Redgewell	<p>Question 1 .</p> <p>What representations have to be made to First Group Plc, Great Western Railway company and First Group Plc MTR, South Western Railway company and the Department for Transport and Transport Focus, the Government Funded Watchdog.</p> <p>What representation has the Council Integrated Transport Department and Councillor Mike Rigby, Transport Executive, made to the above railway organisations and the Secretary of State for Transport, Mark Harper MP and Local Gloucestershire MP, under Section 17 of the Railway Act 1993 and Transport Act 2017, Department for Transport and to ask for an extension of the consultation to 56 day like Transport for the North for the proposals to close ticket offices on First Group Plc, Great Western Railway company and First Group Plc MTR South Western Railway company by 26 July 2023 to Transport Focus.</p> <p>In Somerset Unitary Council and Railhead used by Somerset residents and tourists in the north of the county in North Somerset Council and BANES and Bristol Temple Meads station</p> <p>On the following tickets office closures in Somerset and jointly with the Peninsula Transport Board and Western Gateway Transport Board with the council object to the following booking office closures on ground of hardship to passenger with reduced mobility and need assistance to travel:-</p> <p>Partly sighted passengers.</p> <p>Digital exclusions</p> <p>With ticket office being able to sale a full range of tickets and pass and cards not available from Tickets machine</p> <p>For railway ferry tickets bus rail integrated tickets</p> <p>Tickets to the UK and Ireland the Channel Islands and the Isle of Man</p> <p>To mainland Europe by the Channel Tunnel and Ferry services</p> <p>50 % wheelchair discounts</p> <p>Tickets on the private steam railway network -West Somerset Railway, Swanage Railway, Torbay and Dartmouth Railways, South Devon Railway, Bodmin Railway, to name a few</p> <p>Plus bus tickets.</p> <p>Making sure passenger pay the cheapest fare in this cost-of-living crisis.</p>

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On the tickets office closures at Taunton Railhead for West Somerset.

With West Somerset Railway and bus connections to Bishop Lydeard, Watchet and Minehead and with through tickets.

At Taunton Station booking office tickets can be purchased to destination across the UK and Ireland the Channel Islands, Isle of Man and through tickets to Scottish Ferries and European destinations.

Accessible toilets waiting rooms

Buffets waiting rooms/Police office

Hotel and new bus rail interchange for

For Taunton Town service and to West Somerset and North Devon

Bus service 28 To Watchet and Minehead.

Bus service 25 To Bampton and Dulverton.

First Group Plc South Buses of Somerset.

Wheelchair users discount.

Railhead for Wells, Glastonbury and Street, Shepton Mallet, Castle Cary and Wincanton.

Interchanges facilities for railway stations to Yeovil Pen Mill and Yeovil Junction via bus and rail links .

Castle Cary sail UK and Ireland Ferry and bus integration tickets.

Wheelchair users discounts

Rail cards

Access to waiting room and toilets when staff on duty.

With no access footbridge at Castle Cary and still no lifts at an intercity station, the station staff help passenger with reduced mobility across the tracks on the Barrow Crossing and ask the Network Rail Western signallers to protect the crossing.

Access to waiting rooms and toilets, including accessible toilets.

And catering facilities

Then help passenger across the tracks and to Taxis and bus connections

But the station still has no safe crossing place for or interchanges for bus service no 1 from Yeovil bus and coach stations via

Castle Cary town and Castle Cary station to Shepton Mallet interchanges via The Bath and West Show Ground and Evercreech and interchange between the Yeovil Pen Mill, Maiden Newton, Dorchester West connections for Wool Wareham for Swanage, Poole and Bournemouth Central via Dorchester South and Weymouth.

Frome station booking office provides integrated ticketing bus and ferry tickets in UK and Ireland.

Wheelchair users discounts.

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Rail cards

Yeovil Pen Mill.

Sales Network rail tickets for the UK bus rail and ferry integrated tickets.

The staff provided help with the Barrow Crossing for disabled access along with the Network Rail signaller from Wessex routes.

The station has waiting room disabled toilet and a buffet.

And help to the train service to Yeovil Junction and the rail link 68 bus services provided by Somerset Council via the Yeovil bus and coach station.

Yeovil Pen Mill has no tickets machine to pay for tickets

Yeovil junction.

Is on the London Waterloo to Exeter Central and St David main line.

The station is staffed with a booking office with island platform

No disabled accessible toilet but a new buffet.

The station is an interchange for the Weymouth and Dorchester west line with connections to via Dorchester South and Weymouth to Wool Wareham for Swanage, Poole and Bournemouth Central.

The station has no disabled accessible footbridge with lifts.

Has no buffet but no accessible toilet.

Theses issue need addressing with Somerset Council and Network Rail Wessex and First Group Plc MTR South Western Railway company.

Tickets machine is not accessible to disabled passengers

Crewkerne has a booking office and cafe with fully accessible toilets

With bus links to Chard, Bedminster and Bridport bus and coach station.

Staff help with disabled assistance to the trains.

The toilets fully accessible and buffet sales all network tickets.

Tickets machine not accessible to disabled passengers

Axminster station has a buffet ticket office disabled toilets and booking office.

Station staff assist passenger with reduced mobility on to the trains

The station has lifts.

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The station is the Railhead by bus for Ilchester and Chard First Group bus service 30 and First Group Plc Wessex bus services to x51 x53 to Lyme Regis, Bridport bus and coach station West Bay and Dorchester South station and Weymouth, Axe Valley buses to Seaton, 885 and stagecoach South West bus service to Exeter bus station via Honiton, 40a

Sales full range of network tickets

Tickets machine not accessible to disabled passengers.

Sherborne station has a ticket office buffet and disabled access to both platforms via the level crossing

Accessible toilets

And bus service to Yeovil Pen Mill station and Yeovil bus and coach station.

The staff to help disabled passengers to and from the train

Full network tickets on sale

Tickets machine not accessible to disabled passengers

Bus link Monday to Friday to Templecombe and Wincanton bus and coach station and Yeovil Pen Mill station and bus station Y4 to Sturminster Newton and Blandford Forum, First Group Plc South Buses of Somerset Service 5 to Dorchester South West Coaches.

Templecombe station disabled assistants provide by booking office to train service.

Bus 58 from the main road to Wincanton bus and coach stations First Group Plc South Buses of Somerset, Service 58 to Sherborne and Yeovil Pen Mill station and Yeovil bus and coach station.

Tickets office full range of Network tickets issue

Tickets machine not accessible to disabled passengers

Bridgwater has a booking office waiting room and buffet, accessible toilets but no accessible footbridge.

Bus service no 1 to the town centre bus and coach station and to the hospital.

Some service to 75 to Street, Glastonbury and Wells bus and coach stations some journeys via the hospital.

The station needs an accessible lifts and footbridge and improvements to the bus railway interchanges facilities at the front of the station

Booking office staff help disabled passengers.

Weston Super Mare has booking office

That retails railway tickets across the UK and Ireland through bus rail ferry tickets .

Wheelchair users 50 % discount.

Bristol Airport rail Airlink

Waiting room buffets.

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Fully accessible disabled toilets but no disabled lift bridge.

So passenger use the Barrow crossing.

Bus service to Weston Super Mare bus and coach interchange to Weston Super Mare hospital

5 7 20 First Group Plc West of England buses, service 20 to Bream, Barrow, Burnham on Sea for service 21 connections to Highbridge and Burnham station Bridgwater bus and coach station and Taunton.

Buses planned to Wells bus and coach stations via locking Banwell, Wincombe, Axbridge Cheddar, Draycott Westbury Sub Mendip and Wells bus and coach station Service 126, Service 1 Weston Super Mare railway station and bus station coaster bus service to Sandy Bay

Service from nearby bus and coach station interchange.

To Clevedon and Portishead x5, to Bristol bus and coach station x1, via Backwell, Weston Super Mare town services 5, 7 and 50.

Worle Parkway has a tickets office and at peak times and bus links to Bristol Airport, Rail Air link buses to Bristol bus and coach stations via Nalisea and Backwell, and Clevedon and Portishead, First Group Plc, West of England buses, Stagecoach West Buses to Weston Super Mare bus and coach interchanges and hospital.

This station is a rail head for the Mendip area.

Disabled assistants at peak times.

Yatton for Clevedon.

Has a tickets office not disabled accessible toilets buffet waiting room

West link bus service to the Mendip

Clevedon town and toward Axbridge.

The new service x5 service from Portishead is going to be divert via from Clevedon via Yatton and Congresbury from September 2023.

Disabled assistants in mornings

Nalisea and Backwell station has a ticket office but no disabled access to the

Weston Super Mare and Taunton platform.

The station needs lifts.

Bristol Temple Meads station is regional railway head with a full accessible station and booking office accessible toilets buffet and shops.

Tickets offices sales railway bus and ferry service tickets across the UK and Ireland and railway tickets to Europe by the Channel Tunnel and ferries.

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Disabled railcard discounts.

50 % wheelchair discount.

Bus railway links railway tickets

By 376 bus service to Knowle Hengrove Whitchurch Pensford Clutton Farrington Gurney Wells bus and coach stations Glastonbury and Street.

Keynsham and Somerdale has a part time ticket office.

Which sales all National Railway network tickets bus rail links and ferry network tickets.

Disabled access and 50 % wheelchair discounts.

Disabled assistants at peak times

Full range of Network rail tickets

Oidfiled Park Bath has part time ticket office .

Full National Railway tickets.

Ferry service to the UK and Ireland.

Bus rail links.

Disabled assistants at peak times

Bath Spa station is a Railhead for North East Somerset and Mendip and has a bus coach interchange in a modern bus station.

The station has a buffet accessible toilets waiting rooms shops and booking office selling tickets for railway journeys across the UK and Ireland tickets to Channel Islands the Isle of Man bus railway integration tickets.

Full railcard discounts.

Wheelchair discount and rail cards.

An example of the problems for disabled passengers are shown in the joining bus and coach station were the travel centre was closed following the covid 19 grant to cover the cost of staff being withdrawn by the Department for Transport leaving no passenger assistance at bus and coach station.

The bus and coach station is owned by BANES Council and Network Rail Western and leased to First Group Plc West of England by the Southgate Shopping Centre.

The bus and coach station provide bus rail links to Peasedown St John Radstock Westfield Midsomer Norton Paulton.

Westbury station has a rail head for the Mendip with Booking office, waiting room buffet accessible toilets.

Bus link to Frome 58

Tickets machines not accessible to disabled passengers.

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Questions 2

What action is the Council taking on a recovery plan with First Group Plc Buses South to restore the bus network.

In Somerset with service cancellations across Somerset and into Devon and Dorset.

Effecting Service 21 Taunton Bridgwater bus and coach station Highbridge and Burnham on Sea station Burnham on Sea for Berrow, Brean and Weston Super Mare bus and coach stations via the hospital and railway station.

Service 20, Service 1 Taunton Town service, Service 6 Taunton Town service, 22 Taunton to Wellington, Service 28 Taunton, Taunton Railway station to Watchet and Minehead, Exmoor Coaster from Watchet to Minehead, Lynmouth, Lynton and Ilfracombe, Service 30 Taunton Chard, Axminster.

The lack of spare bus in Taunton and Bridgwater bus depots during Brakes downs, the cancellations effect bus depots in Taunton, Bridgwater, Minehead, Yeovil, Bridport and Exeter.

Question 3

In view of the importance of delivery of bus service improvement plan, what action is the Council taking with First Group Plc to recruit bus drivers working with the heart of the west local enterprise partnership job centre plus and college and advertising on bus stops interchanges and bus and railway stations and talking with the western traffic commissioner, Kevin Rooney, on reliability and punctuality.

Question 4

In view of the need for base for the bus services and coach services in Taunton and parking grounds for buses, what progress is being made on reopening Taunton bus and coach station as transport hub with passenger waiting room, accessible toilets, changing places buffet staff accommodate offices for the manager real time information displays for bus and coach service and railway departures at Taunton railway station.

Fully accessible and shelters for National Express coaches Megabus Falcon Scottish City Link Flexibus Berry Coaches.

When will The NHS leave the bus and coach station terminal building for work to start on the mobility hub.

Questions 5

What progress is being made to improve bus railway coach interchanges facilities at Taunton railway station with passenger walking shelters and seating especially for bus service to Minehead via Watchet and the West Somerset Railway via Bishops

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	<p>Lydeard First Group Plc Bus 28, Bus service 25 to Bampton and Dulverton and Service 25 First Group Plc buses, Service to Taunton town centre and future National Express Coaches and Megabus Scottish City Link bus call on the way to North Devon.</p>
Response	<p>Q1: Like you I am extremely concerned with any changes that might impact on the ability of people to have fair and equitable access to rail services and all associated fare products. I will respond to the Transport Focus public consultation on these matters which closes on 26th July, and to the rail operator, to highlight these concerns and ask how they intend to address these important issues as they develop and implement changes to their staffing arrangements.</p> <p>Q2: The Council has set up an Enhanced Partnership Plan and Scheme with the bus and rail operators to enable us to discuss changes to bus operations in the County. We are continually working with the operators to understand their commercial situation and understand how the Council might assist with ensuring there is sufficient demand for bus services to keep them operating commercially. You will be aware that the Council has access to fairly limited bus recovery funds from Government which are provided in the form of a 'BSIP +' grant for the current financial year. The Bus Advisory Board, which is a public meeting, will discuss these matters in detail and ensure transparency about use of funds to support services.</p> <p>Q3: First Group Plc have their own recruiting arrangements and we understand that they are currently actively recruiting staff. In the meantime, we understand that several drivers have been transferred from other parts of First Group Plc to support the Somerset operation. Local Managers continue to provide information on lost mileage on a weekly basis, along with information on the daily situation in relation to staff availability. We are not currently in discussions with the Western Traffic Commissioner in relation to reliability and punctuality but are in contact with Local Management over these issues and the need for improvement.</p> <p>Q4: The Council is mid-way through a feasibility study to utilise Bus Service Improvement Plan funds to enable a transport mobility hub to be opened at the Taunton Bus Station. We are currently discussing the specific facilities that will be included in the hub and have an illustrative layout or bus operations that we are discussing with partners prior to consultation. A detailed update will be discussed at the Bus Advisory Board</p> <p>Q5: The interchange has been completed by GWR as per the funded project that they had to create the interchange facility. We have had further discussions with GWR who have confirmed that they are planning to improve wayfinding to the bus facilities across the Station. They are also planning to incorporate Bus Stop Poles, Flags and Timetables and have met with First South West</p>

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	<p>Ltd to progress the provision of bus stop information. We have discussed the possible use of the facility by long distance coaches and GWR have confirmed that they are happy for us to contact National Express to see if they would be prepared to divert any of their services to the new facility and we are in the process of contacting National Express on this matter.</p>
<p>Chris Barker</p>	<p>Chinnock Hollow Risk Assessment</p> <p>The future of the Hollow depends on risk assessment and the WSP conclusion that 2 of the 6 zones they identify have a 'substantial risk' if the road is reopened without further measures. I believe that there are two serious flaws in their analysis and that the risk level is much much lower.</p> <p>WSP used the conventional approach to risk of assessing and scoring 'Likelihood' and 'Effect' and then multiplying the two scores together for the overall result.</p> <p>They correctly score 'Effect' as 'High', meaning 'Fatality or injury to people or major damage to property'.</p> <p>For that outcome to occur, the two following conditions MUST BOTH be met:</p> <ol style="list-style-type: none">1. There has to be a fairly substantial rockfall or tree-fall2. A vehicle has to be under that fall (or too close to stop) when it occurs <p>WSP has assessed the likelihood of the former, but their score must be questioned for one of two reasons:</p> <p>Any assessment of risk likelihood MUST include the element of time. A 70% likelihood of something happening in the next week is much worse than in the next decade. WSP does not give the assumed time period. They have used an assessment process defined in a 2001 paper by Clayton which I cannot access, but it would be normal to look at probabilities for one year. For zones 3 and 5, they say that the likelihood of failure is 50-70%. It is now 2.5 years since the trees fell and there has been no further significant failure. (And there was none recorded nor remembered during at least the preceding 20 years). If the assumed time period is one year, then the 50-70% likelihood would mean that by now, 2.5 years on, there is an 82-95% likelihood that each of the zones would have had a failure, and hence a 97 to 99.7% likelihood that one of the two zones would have had a failure. So we can be very very confident that either the assumed time period is much greater than one year or the assessed risk percentage is too great.</p> <p>WSP has not made any assessment of the likelihood of a vehicle being caught when a fall occurs:</p> <p>The evidence from adjacent roads suggests that 1200 vehicles/day (sum of both directions) is a reasonable estimate for pre-fall usage. That's a 50/hour average or one every 72 seconds.</p>

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	<p>If we assume that:</p> <ul style="list-style-type: none">- the vehicles are travelling at 10m/s (22mph)- a fall affects 10m of road length- the average vehicle is 5m long <p>then some or all of a vehicle will be under the fall or too close to stop (<10m) for about 2.5 seconds. That's 2/72 or 2.8% of the time.</p> <p>Then, even if we accept the probability of 50-70% for a rockfall, the probability of a vehicle being hit by a rockfall is 2.8% of 50-70% which is 1.4 to 1.9% in whatever the assumed time period is. On WSP's scale, anything below 10% scores 1 out of 5 ('negligible'), and the overall risk assessment is 'Trivial' (1 for likelihood x 3 for effect =3. 0-4 is classed as 'Trivial')</p> <p>Chris Barker</p>
Response	<p>Chinnock Hollow is a road which links the villages of East Chinnock and Odcombe. It has been closed since 21 February 2021 following a significant landslide involving 20 tonnes of rock and sand as well as a large tree. The debris rolled down the side of the 12-metre wall of the hollow, burying part of the road below.</p> <p>Somerset Council employs WSP Ltd through the Engineering and Professional Services Contract for consultancy support for specific tasks and areas of specific expertise, in this case, expert geotechnical advice. WSP has been contracted to investigate and report on the complex geotechnical and geological issues at Chinnock Hollow resulting from a landslip in 2021. The reports are published on the Councils website and can be found HERE (note: scroll to 'Downloads' at the bottom of the web page).</p> <p>WSP carried out a Qualitative Risk Assessment (QRA) in which the risk of slope instability was assessed based on site observations made during inspections and a desk-based review of the site geology using geological maps and other resources from The British Geological Survey and other publicly available resources. This is an industry standard approach in the assessment of rock slopes and one which WSP has adopted on a considerable number of projects including Local Authorities and National Highways.</p> <p>The question to Full Council appears to advocate a probabilistic risk analysis approach, particularly in the consideration of time and vehicle activity. This requires a number of inputs which for the Chinnock Hollow site may include detailed rock/slope mapping and comprehensive ground investigation and back analysis to inform the stability of the rock slopes numerically and to determine</p>

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its current condition; prior to the collection of such data there would need to be significant site clearance and associated ecological survey and potential mitigation. It is stated in the document *Managing Geotechnical Risk* by Clayton (2001) that:

“Analyses for routine detailed design are typically carried out on the basis of either:

- Information obtained from limited ground investigation, using design assumptions in accordance with general practise*

Or

- the results of very detailed and costly ground investigation, typically using advanced numerical modelling*

Only in cases where there are significant geotechnical risks or where clear benefits can be obtained from the adoption of a sophisticated geotechnical approach will it be advisable to carry out very detailed ground investigation. Most design will be based on limited ground investigation, and the likely shortcomings of this must be recognised by the designer.”

For context, WSP classify the Chinnock Hollow site as falling under the first point above and a project which might be classified under the second would be a new power station or a high slope above a motorway for example. Probabilistic risk assessment is likely to involve Monte Carlo simulation which requires assigning multiple values to an uncertain variable to achieve multiple results and then assessing the results to obtain an estimate. There may be considerable sensitivity to a particular value which is reflected in the quote above.

The Transport Research Laboratory Report PPR554 Rock slope risk assessment (2011) provides further guidance on methods of rock slope inspection. Further to the points raised above this states the following:

“It is difficult to apply this type of quantitative, probability based risk assessment to highway rock slopes as many elements of rock slope instability are difficult to quantify. In particular prediction of likely failure timing and frequency are difficult and unreliable”
and:

“.....any assessment of risk associated with rock slopes will, to some extent, be dependent on an assessment of rock slope stability. The results of such assessments are not totally compatible with those from quantitative risk assessments.”

In summary, it is concluded that a QRA is an appropriate method of assessing the stability of the rock slopes in Chinnock Hollow based on long established industry practise, the scale and nature of the site and the information obtainable.

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<p>Eva Bryczkows ki</p>	<p>THE CHOICE IS CLEAR: HEALING OR DETERIORATION IN MENTAL HEALTH FOR SAINT ANDREWS PATIENTS?</p> <ul style="list-style-type: none">* There are ethical choices to be made here regarding the need for safety and duty of care towards patients at Saint Andrews, weighed up against the greater risk of suicide and self-harm.*Between manageable caseloads for social workers who are involved in sectioning people at risk of harming themselves or others, weighed up against*Larger caseloads, which will have a big effect on quality-of-care outcomes, leading to greater costs for Somerset and council tax payers. <p>DOUBLESPEAK</p> <ul style="list-style-type: none">*The Integrated Care Board and Foundation Trust claim they are committed to ensuring that patients are treated near home, where they live.*What part of ripping people out of their community, away from loved ones and the area they live in, is that all about????*They claim that, IN CERTAIN CIRCUMSTANCES, they will help with the cost of transport for relatives who want to visit their loved ones in Yeovil. <p>Well, this will incur extra expense, when it would be cheaper for Saint Andrews patients to remain in their community.</p> <p>THE HUMAN RIGHTS ACT</p> <ul style="list-style-type: none">*The proposal completely goes against the Human Rights Act, which states that citizens are fundamentally entitled to privacy and family life.*The ICB are acting illegally regarding the above.*Also, they are not taking into account government policy papers, published some time ago, which emphasise the importance of place, particularly in the case of vulnerable people and their lives.*But of course, the ICB always claims that they are doing everything correctly, by the book.*This may be legal, but I feel it is NOT ethical or practical.*Which leads me onto: <p>A TICK BOX APPROACH</p> <ul style="list-style-type: none">*As with the suicide of a head teacher who learned that her management of the school she cared deeply about was inadequate, the OFSTED leader stated that the process was robust, defending the use of only one word in describing good teaching and quality of management, the ICB adopt a similar approach regarding their decision to close Saint Andrews Ward.
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*Before I became a care assistant, when I was teaching at Strode College I would always use a 'praise sandwich' when giving feedback to a student. For example,

" I enjoyed reading about the plans for your project.

You need to pay more attention to punctuation.

However, a definite improvement on last time."

*We all need to tick boxes when applying for jobs or passports.

But we are NOT DEALING WITH THE RISK OF SUICIDE, unlike the ICB and their decisions. (Excuse shouty capitals).

A RIGGED CONSULTATION

*The respondents from Wells and nearby areas were described as 'biased' so their numbers were discounted from the results of the consultation.

*The feelings of patients who will be forcibly removed from their community, and their relatives, were dismissed, whatever the ICB board members claim.

*Of course, the people in Yeovil weren't biased at all were they???

A rhetorical question.

THE SUICIDE PREVENTION REPORT

*Councillors and Portfolio Holders, did you actually read the report, as I suggested at the full County Council meeting in November?

And did you act on what was contained in the report led by Professor Appleby and his team?

*The research showed that grieving relatives said that change in clinician, or place, moving away from their community, keyworker, or anything else, was the main cause of their child taking their own life.

***Repeat, rinse, repeat...

***Suicide was more likely to occur.

*Blood on the hands of the ICB and Foundation Trust!

An inflammatory statement?

*Nope,

*Fact, based on hard evidence from the report, and the experience of grieving relatives, who were obviously devastated, knowing that this could have been prevented.

THE APPARENT NEED TO BE NEED TO BE NEAR A & E IN YEOVIL

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*This is another tick box reason given by the ICB. Patients need to be ripped out of their community in order to be near Yeovil Hospital.

*Patients in Saint Andrews need to be near an accident and emergency department no more than the rest of the people in Somerset. Locally based paramedics are available.

*I've been to Yeovil A & E three times in the last few months, perhaps I should leave Glastonbury and move to Yeovil?

*If YOUR health is a bit dicky, YOU need to move to Yeovil or next to Musgrove Park too, surely? Start packing now!

*But I'll tell you one thing, there will be more likelihood of an increase in suicide or self harm among Saint Andrews patients if they are moved there against their will.

****They have less rights than prisoners, who ARE covered by the Human Rights Act, such is the power invested in the ICB and Foundation Trust****

WE NEED MORE BEDS IN MENDIP AND THROUGHOUT SOMERSET, NOT LESS.

*The ICB says there won't be a loss in beds. The nine bed spaces will still exist.

But **NO LONGER IN MENDIP**, all the way from Frome to Street, the last remaining mental health ward will close.

*Reopen Phoenix Ward.

*It was closed some time ago, resulting in patients with dementia and those with mental health issues both being in Saint Andrews Ward.

***APPARENTLY, SAINT ANDREWS IS A STAND ALONE WARD, MAKING IT UNSAFE FOR PATIENTS**

*I would like the board members of the ICB to explain again, what are the disadvantages of a stand alone ward, the hierarchy of criteria necessary to make it safe, now that Saint Andrews is the last remaining mental health ward in Mendip, since Pheonix ward was closed, leading to Saint Andrews being deliberately run down?

*But wait a minute, Keward House is literally round the corner from Saint Andrews.

*Run by Rethink, it has mental health patients who are often sent to Saint Andrews. They work in tandem together. Keward is a halfway house, helping patients to access and eventually live independently in the community.

*My friend worked there and said that mental health bed occupancy throughout Somerset was over 115% and counting.

*What alternative parallel holographic reality do ICB board members belong to? You couldn't make it up.

NO BUSES ON SUNDAY, FURTHER TO VISIT, THE COST OF LIVING CRISIS MEANS THAT VISITORS WILL HAVE TO FORK OUT MORE MONEY TO GET TO YEOVIL AND SEE THEIR LOVED ONES, WHO WILL FEEL ISOLATED FROM THEIR COMMUNITY.

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*My friend, who is a high flier in her career, but gets extra work dumped on her, leading to her becoming manic, this means that her husband has to work extra hours in order to feed their children and pay the bills. This will be much harder for him and the children to visit her regularly.

*She needs these visits in order to feel less isolated and heal more quickly.

*The same applies to other mental health patients in Mendip and throughout Somerset.

MY PERSONAL EXPERIENCE.

*As a daughter of a dad diagnosed with paranoid schizophrenia, since being a toddler, I've witnessed my gentle loving father being dragged from our house in a straightjacket, then having numerous ECT sessions, followed by lobotomy and leucotomy operations.

*My Italian mother, and Polish father clung to one another in the 1950s, because of the racism they endured.

*It was very hard for mum, but she said she would never leave him, because it would be like throwing him to the wolves.

* This is what the ICB are doing to the patients at Saint Andrews, who might not have someone being a mainstay in their lives.

*Councillors, please don't let these powerful bunch of board members get away with this.

*Neighbours would visit my dad at home to give my mother a break.

They visited him in the mental hospital, which was nearby and accessible.

*Imagine if he, with confidence and self - esteem issues, had to move much further away? We had no car, so it would have been almost impossible for us to visit him, let alone neighbours from our council estate.

*Yet this is happening throughout Somerset, patients are being sent far away from home, some to places such as Harrogate and Leeds.

*I can't emphasise enough, we need more mental health beds in Somerset, located in communities where patients live.

QUESTION ONE

Councillors, do you agree that the ICB decision to forcibly remove Saint Andrews patients away from their community, and family life, contravenes the Human Rights Act and goes against the government policy papers regarding the importance of place for vulnerable groups of people?

QUESTION TWO

*Furthermore, in monitoring stakeholders such as the ICB, are you satisfied their words match their ACTIONS, in coming from an ethical standpoint regarding keeping Saint Andrews patients safe, within their communities, and not overloading and burning out social workers involved with sectioning people, thus leading to extra caseloads and expense for the county council?

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	<p>QUESTION THREE</p> <p>What is the primary function of the working party proposed after the full council meeting in November 2022, when will it meet and will councillors be in charge of it or the ICB?</p> <p>Finally, while we can't reverse the effects of privatisation, we can mitigate it.</p> <p>The only failure is not to try.</p>
Response	<p>Thank you for your question. We have answered these and similar questions from you and others at previous council meetings. I hope that you received the written responses. Following this meeting we will send you a copy of all previous responses.</p>
Nigel Behan	<p><u>Addressing Carbon Emissions and Climate Change?</u></p> <p>On the 20th July it was reported that: “A leading British climate scientist has told the BBC (World will miss 1.5C warming limit - top UK expert)- he believes the target to limit global warming to 1.5C will be missed.</p> <p>Professor Sir Bob Watson, former head of the UN climate body, told the BBC's Today programme he was "pessimistic". His warning comes amidst a summer of extreme heat for Europe, China and the US.</p> <p>The UN says passing the limit will expose millions more people to potentially devastating climate events.</p> <p>The world agreed to try to limit the temperature increase due to climate change to 1.5C above pre-industrial levels at a UN conference in Paris in 2015. That target has become the centrepiece of global efforts to tackle climate change.</p> <p>Climate scientists have been warning governments for years that they are not cutting their countries' emissions quickly enough to keep within this target.</p> <p>But it is surprising for someone as senior and well respected as the former head of the UN climate science body the IPCC to be so frank that he believes it will be missed.”</p> <p>a) Does SC believe (think) that sufficient proposed actions as discussed at Scrutiny - Climate and Place last week will make any significant reductions in carbon (and other greenhouse gases) emissions (which are measurable and meaningful) and reverse the “direction of travel” indicated above?</p>

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It was further reported:

“Professor Sir Bob Watson is currently Emeritus Professor of the UK's Tyndall Centre for Climate Research - having previously worked at the UN, Nasa, UK's Department of Environment and the US White House - and is perhaps one of the foremost climate scientists in the world.

In the interview aired on Thursday he said: "I think most people fear that if we give up on the 1.5 [celsius limit] which I do not believe we will achieve, in fact I'm very pessimistic about achieving even 2C, that if we allow the target to become looser and looser, higher and higher, governments will do even less in the future."

Although his comments are candid on the state of action on climate change, many of his colleagues will agree with his conclusion that we are on course for a temperature rise of 2.5C or more. Based on current government commitments to cutting greenhouse gas emissions **Climate Action Tracker predicts** that global temperatures will rise to 2.7C .

The figure is not a direct measure of the world's temperature but an indicator of how much or how little the Earth has warmed or cooled compared to the long-term global average - and even slight changes can have significant impacts.”

- b) Does SC accept more needs to be done in addition to the points noted at Scrutiny Climate and Place (Future Transport, Climate, Sustainability and Next Steps and Green Growth)?

It has also been reported:

“There is a simple line in the latest report by the Intergovernmental Panel on Climate Change that quickly cuts through the Australian debate over the future of coal and gas.

It is based on physics and maths, and has been agreed by representatives from most of the world’s governments.....thrashing out the wording of a synthesis document that brings together everything established on the subject over the past eight years.

It is this: greenhouse gas emissions from existing fossil fuel infrastructure is more than enough to push the world beyond 1.5C of global heating compared with pre-industrial times. Obviously enough, it tells us that no more fossil fuel sources can be opened if the world is serious about living up to its commitments and avoiding a significantly worsening climate crisis.”

- c) Does SC believe that there should be no more New Fossil Fuel licences (for exploration and extraction) issued etc?

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Response	<p>Thank you Mr Behan for your reminder of the alarming pace of global warming and the current evaluation of where we are in terms of limiting global temperature rise. We are fully aware of the gravity of the situation in which we now find ourselves and the need for action. We are also aware of the need to bring our communities with us in implementing those changes and ensure that the most vulnerable are not disadvantaged in the process. The actions presented in the 19th July Climate and Place Scrutiny paper are not a comprehensive list of the Climate and ecological emergency response required from Somerset Council. Rather the actions outlined in this paper, present the timescales and steps needed to identify and reaffirm where Somerset Council should focus our efforts to deliver on our decarbonisation goals as set out in the existing CE Strategy.</p>
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