

# Public Document Pack

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**Date:** 15 November 2022

Dear Sir or Madam

**The Place Policy and Scrutiny Panel – Wednesday, 23 November 2022, 2.00 pm –  
New Council Chamber - Town Hall**

A meeting of the Place Policy and Scrutiny Panel will take place as indicated above.

The agenda is set out overleaf.

Yours faithfully

Assistant Director Legal & Governance and Monitoring Officer

To: Members of the Place Policy and Scrutiny Panel

Councillors:

John Crockford-Hawley (Chairman), Peter Crew (Vice-Chairman), Mike Bird, Gill Bute, John Cato, James Clayton, Sarah Codling, Mark Crosby, Patrick Keating, Phil Neve, James Tonkin and Richard Westwood.

**This document and associated papers can be made available in a different format on request.**

## **Agenda**

### **1. Public Discussion (Standing Order SSO9)**

To receive and hear any person who wishes to address the Panel on matters which affect the District and fall within the remit of the Panel. The Chairman will select the order of the matters to be heard. Members of the Panel may ask questions of the member of the public and a dialogue between the parties can be undertaken. Requests to speak must be submitted in writing to the Head of Legal and Democratic Services, or the officer mentioned at the top of this agenda letter, by noon on the day before.

### **2. Apologies for absence and notification of substitutes**

### **3. Declaration of Disclosable Pecuniary Interest (Standing Order 37)**

A Member must declare any disclosable pecuniary interest where it relates to any matter being considered at the meeting. A declaration of a disclosable pecuniary interest should indicate the interest and the agenda item to which it relates. A Member is not permitted to participate in this agenda item by law and should immediately leave the meeting before the start of any debate. If the Member leaves the Chamber in respect of a declaration, he or she should ensure that the Chairman is aware of this before he or she leaves to enable their exit from the meeting to be recorded in the minutes in accordance with Standing Order 37.

### **4. Minutes (Pages 5 - 10)**

Minutes of the Panel meeting held on 13 July 2022 – to approve as a correct record.

### **5. Matters referred by Council, the Executive, other Committees and Panels (if any)**

### **6. Placemaking Strategies: Clevedon, Nailsea and Portishead (Pages 11 - 94)**

Report of the Assistant Director, Placemaking and Growth.

### **7. Weston placemaking funding applications and investments (Pages 95 - 100)**

Report of the Head of Placemaking and Development.

### **8. Your Neighbourhood update (Pages 101 - 106)**

Report of: the Head of Libraries and Community; the Leisure Manager.

### **9. Bus Service and BSIP update (Pages 107 - 120)**

Report of the Integrated Transport Unit Manager.

### **10. Place Finance update (Pages 121 - 128)**

Report of the Finance Business Partner (Place).

**11. Q1 performance and risk update for 2022/23 (Pages 129 - 146)**

Report of the Head of Business Insight, Policy and Partnerships.

**12. Place Panel Work Plan - November 2022 (Pages 147 - 152)**

Report of the Policy and Scrutiny Senior Officer.

**Exempt Items**

Should the Place Policy and Scrutiny Panel wish to consider a matter as an Exempt Item, the following resolution should be passed -

“(1) That the press, public, and officers not required by the Members, the Chief Executive or the Director, to remain during the exempt session, be excluded from the meeting during consideration of the following item of business on the ground that its consideration will involve the disclosure of exempt information as defined in Section 100I of the Local Government Act 1972.”

Also, if appropriate, the following resolution should be passed –

“(2) That members of the Council who are not members of the Place Policy and Scrutiny Panel be invited to remain.”

**Mobile phones and other mobile devices**

All persons attending the meeting are requested to ensure that these devices are switched to silent mode. The chairman may approve an exception to this request in special circumstances.

**Filming and recording of meetings**

The proceedings of this meeting may be recorded for broadcasting purposes.

Anyone wishing to film part or all of the proceedings may do so unless the press and public are excluded for that part of the meeting or there is good reason not to do so, as directed by the Chairman. Any filming must be done as unobtrusively as possible from a single fixed position without the use of any additional lighting, focusing only on those actively participating in the meeting and having regard to the wishes of any members of the public present who may not wish to be filmed. As a matter of courtesy, anyone wishing to film proceedings is asked to advise the Chairman or the Assistant Director Legal & Governance and Monitoring Officer's representative before the start of the meeting so that all those present may be made aware that it is happening.

Members of the public may also use Facebook and Twitter or other forms of social media to report on proceedings at this meeting.

**Emergency Evacuation Procedure**

**On hearing the alarm – (a continuous two tone siren)**

Leave the room by the nearest exit door. Ensure that windows are closed.

Last person out to close the door.

**Do not** stop to collect personal belongings.

**Do not** use the lifts.

**Follow** the green and white exit signs and make your way to the assembly point.

**Do not** re-enter the building until authorised to do so by the Fire Authority.

**Go to Assembly Point C – Outside the offices formerly occupied by Stephen & Co**





## Minutes

of the Meeting of the

## Place Policy and Scrutiny Panel

**Wednesday, 13 July 2022**

held in the New Council Chamber, Town Hall.

Meeting Commenced: 14:00      Meeting Concluded: 16:20

### Councillors:

P John Crockford-Hawley (Chairman)

A Peter Crew; P substitute Ann Harley

Mike Bird

Gill Bute

P John Cato

P James Clayton

P Sarah Codling

A Mark Crosby

Karin Haverson

P Patrick Keating

P Phil Neve

James Tonkin

Richard Westwood

P: Present

A: Apologies for absence submitted

**Officers in attendance:** Bella Fortune; Lindsay Margerison; Marcus Hewlett; Victoria Barvenova; Michael Reep; Claire Courtois; Luke Johnson (Place); Brent Cross (Corporate Services)

### **PLA Election of the Vice Chairman**

**1**

**Resolved:** that Councillor Peter Crew be elected Vice-Chairman.

### **PLA Apologies for Absence and Notification of Substitutes**

**2**

Apologies received from Cllrs Mark Crosby and Peter Crew; Cllr Ann Harley present as substitute for Cllr Crew.

The Chairman was disappointed by the lack of notification from Members not attending, finding this both unacceptable and inexcusable.

**PLA Public Discussion (Standing Order SSO9)**

**3**

David Redgewell, of the South West Transport Network, addressed the Panel on the Bus Service Improvement Plan, bus stop and shelter maintenance, bus, rail and coach interchanges, and the lack of repair, passenger information, and graffiti on public transport shelters.

He emphasised the need to carry out urgent maintenance on bus shelters, as some had been in a state of disrepair for some time. He also noted that bus maps at some bus stops were woefully out of date. The disabled passengers' lift at Weston-super-Mare railway station had still not been built despite funding being allocated, and North Somerset Council were urged to contact Network Rail about this.

He also suggested that a round-table meeting between the Panel, WECA and the bus operators would be useful.

**PLA Declarations of Disclosable Pecuniary Interest**

**4**

None.

**PLA Minutes**

**5**

Minutes of the Place Panel Meeting held on 10 March 2022, to approve as a formal record.

**Resolved:**

that the minutes of the meeting of 10 March 2021 be approved as a correct record.

**PLA Matters referred by Council, the Executive, other Committees and Panels (if any)**

**6**

None.

**PLA Place Annual Directorate Statement 2022/23**

**7**

As officers were unable to attend, this item was deferred to an informal Panel meeting to be held as soon as possible.

**PLA Development Programme Updates**

**8**

The Head of Development and Placemaking presented the update report, which provided Members with updates on development sites already approved to be progressed. This included updates on the Parklands Phase 2, Castlewood, Weston Business Quarter, and Nailsea Uplands sites.

In discussion, Members raised the following points (*officer responses in italics*):

- Was there a definition of affordable housing? *The technical definition used by the North Somerset Council affordable housing team was accommodation that was rented at between 50 and 80% of market value. The definition also included some types of shared ownership*

*properties, as long as they met specific criteria.*

- A request for more information about the alternatives for Weston Business Quarter. *More information would be shared as the review of options progressed. The option of selling the land to a business who wanted it to run their own operations might be more economically feasible, as the business case would be based on the future of their business rather than on the development value of the land. The business would also then take on the investment risks.*
- Was there potential for splitting developers across a site? *The consortium approach was being encouraged where appropriate, particularly with the procurement related to the Weston town centre and Parklands phase 2.*
- Whether sites were being delivered for self-builders. *The Planning Policy team had a register of land suitable for self-build, and the development team had funding activity to encourage community-led housing groups. This had led to a group being set up in Clevedon, who were looking at options in that area.*
- Whether social housing providers still had an appetite to develop. *Registered Providers had a significant appetite. Many had entered into strategic partnerships with Homes England, which meant that they had secured large amounts of funding across a number of years. This meant they were very active in the market, looking to buy sites or to add affordable homes to sites that were already progressing.*

**Concluded:** that the report be received, and comments sent to officers in the form of minutes.

## **PLA 9 Local Plan 2038 update following consultation on Preferred Options**

The Planning Policy Manager gave an update on the Local Plan, giving details on the Local Plan Preferred Options consultation and a summary of the key issues which emerged from the consultation for consideration at the next stage of plan making.

In discussion, the following points were raised:

- The importance of infrastructure planning such as transport, schools, health and community facilities alongside new development.
- The concerns from many communities over the nature and scale of development proposed, particularly at villages. Was the amount of development proposed in rural areas too high and leading to unsustainable development patterns? There was a need to ensure that the plan contained an appropriate range and mix of sites, including locations which could be delivered in the short term.
- The importance of identifying how the full housing requirement would be addressed in the plan before submission for examination. If sites were to be removed, then these would need to be replaced.
- The need to consider potential locations in terms of the spatial strategy and sequential approach.
- Whether it was probable that the standard method formula for calculating housing numbers would be changed.
- The weight in national policy terms of protecting Green Belt as

opposed to considering areas at risk of flooding. The government attached great importance to Green Belts and their role was to retain openness and prevent urban sprawl. If development was proposed in flood risk areas, then this could be seen as being contrary to the climate change objectives while the additional costs of flood mitigation could impact on resources for other aspects of infrastructure development.

**Concluded:** that the report be received, and comments sent to officers in the form of minutes.

## **PLA 10 Transport Decarbonisation Action Plan**

The Head of Transport Planning and the Principal Transport Policy Officer presented on the development of the action plan, the Joint Local Transport Plan 4, and the Transport Decarbonisation Study commissioned by WECA.

The study aimed to establish the gap in reducing transport carbon emissions, and to test the options for closing the gap to the goal of a net-zero target by 2030.

Officers then went on to detail the next steps up to the development of the Joint Local Transport Plan 5 by March 2024.

Members discussed the following points:

- Whether the goals were realistically achievable. *The political will to implement the levers needed to be present; the tools to deliver the goals were not complex, and any income generated would need to be reinvested to give people more choice in how their lifestyles would change.*
- That the Demand Management tools would need to be implemented carefully, as there might be popular resistance to 'being told what to do'.
- Whether any modelling been done to look at medium-term impacts on daily life if the reductions were achieved. *This was being considered; there was more work to do around the public's idea of what success would look like for them.*
- Whether the modelling had granularly compared reductions in people driving vs an increase in home deliveries, government mandated increases in electric vehicle sales, decreasing costs of electric vehicles, and the broader impacts on the economy of North Somerset if the number of car trips was halved.

**Concluded:** that the report be received, and comments sent to officers in the form of minutes.

## **PLA 11 Place Panel Work Plan – July 2022**

The Scrutiny Officer presented the Panel's Work Plan and asked for Members' input into areas to focus on.

**Concluded:** that the work plan be updated, picking up actions and discussion outcomes from the meeting.

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Chairman

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## North Somerset Council

### Report to the Place Policy and Scrutiny Panel

**Date of meeting: 23<sup>rd</sup> November 2022**

**Subject of report: Placemaking Strategies: Clevedon, Nailsea and Portishead**

**Town or Parish: Clevedon, Nailsea and Portishead**

**Officer presenting: Alex Hearn, Assistant Director, Placemaking & Growth**

**Recommendation:** to note and discuss the draft Nailsea, Clevedon and Portishead Placemaking Strategies as appended, in advance of their consideration and recommended endorsement by the Executive in December.

### 1. Summary of report

- 1.1 This report provides a summary of engagement with stakeholders and communities in Clevedon, Nailsea and Portishead to develop Placemaking Strategies for key areas of those towns. It requests that the Panel discuss the strategies that have emerged as a result of that work, in advance of their consideration by the Executive in December.

### 2. Policy

- 2.1 The work and engagement on placemaking strategies supports delivery of the Corporate Plan priorities to create “*a thriving and sustainable place*”; “*a council that empowers and cares about people*”; and “*an open and enabling organisation*”.
- 2.2 The vision, priorities and actions identified within the strategies will be fed into other relevant council strategies and policies, including where appropriate the development of the Local Plan.

### 3. Details

#### Clevedon and Nailsea – The Two Towns project

- 3.1 During 2021 and 2022, North Somerset Council, with the support of Design West CIC has worked with local communities, business interests and Town Councils to develop Placemaking Strategies for Clevedon and Nailsea, with a focus on the town centres. This has proved to be an opportunity to shape visions for these towns, which have not historically benefited from placemaking programmes.
- 3.2 The project for developing the strategies was called the ‘Two Towns’ programme, as the projects were prepared concurrently, using similar methodologies, and making use of the same professional team. However the distinctive identities of Clevedon and Nailsea were fully recognised throughout the work, and separate Placemaking

Strategies are proposed for each town. Future engagement and project delivery will be through separate programmes of activity for Nailsea and for Clevedon, and not through the 'Two Towns' initiative.

- 3.3 The Design West Team included specialist urban designers, architects, transport, landscape and development professionals. This team led the project, facilitated workshops and other engagement activities, and drafted proposals and reports.
- 3.4 Engagement activity reached more than 2,400 people and included:
- A dedicated [Two Towns](#) website providing public information about the project and acting as a repository of information during the preparation and engagement phases. The website also hosted an online survey.
  - In-person questionnaires, including actors dressed as historical figures attending public events to canvas views and encourage participation.
  - A series of stakeholder workshops and walking tours with Town Councils, local businesses, community organisations and others.
- 3.5 Work commenced with building an understanding of local issues and priorities, before developing more specific proposals for testing through consultation. This included sketch proposals for key sites such as Queens Square; a cultural / community hub associated with the Library and Curzon cinema in Clevedon; and the Crown Glass and high Street areas in Nailsea. These proposals are included in the strategies.
- 3.6 The strategies explore how to adapt and reinvigorate the two town centres to meet the needs of communities for new homes and leisure, culture, and commerce through short- and long-term changes. Action plans for placemaking activity will empower communities to generate local investment, support health and wellbeing and action responses to the climate emergency.
- 3.7 The strategies include prioritised Action Plans with the highest priority actions set out below:

*Clevedon:*

<b>Project</b>	<b>Aims</b>
Queen Square – public realm improvement	Animate and improve, contributing to the sense of place and increasing cultural / economic activity.
Active Travel campaign	Encourage modal shift to walking, cycling and public transport.
Clock Tower, Triangle and Old Church Road improvement	Improve the place of the street and enhance the environment for visitors and businesses.
Town Centre bus and cycle hub	Encourage cyclists to choose the town centre as a destination. To encourage and support active travel and public transport.
Meanwhile Strategy	To support evening (18hr) activity in the town centre.
Castlewood	To bring underused spaces into more frequent use. To use vacant property.



Project	Aims
Nailsea Library	Maintain the role and presence of the library in the town centre.
Crown Glass site development brief and guidance	Develop a shared vision and strategy to guide short and long-term improvement.
Establish a Business Improvement District (BID)	Set out and lead a series of joined-up activities to make an inviting town centre.
Meanwhile Strategy	Support evening activity, and designer makers/independent businesses to bring empty shops and public spaces into use.
Town Centre bus and cycle hub	Encourage cyclists to choose the town centre as a destination, support active travel and public transport.
Cultural and heritage strategy	Build capacity – modelled on the Culture Weston Framework.
Village Green and High Street – public realm improvement	Make the high street a greener and more attractive destination.

- 3.8 The strategies are very much intended to be partnership documents. Outcomes will only be realisable through partnership working and collaborations with town councils, residents, the voluntary sector and social enterprise, business networks and investors. Officers will work across the council and with those partners to assist delivery of actions where needed.
- 3.9 The draft strategies are attached as Appendices A and B. Further information can be found at <https://twotowns.place/>

### Portishead: Wyndham Way Development Framework

- 3.10 In addition to the Two Towns work, the council has worked with Portishead Town Council and business and land interests to prepare a draft Wyndham Way Development Framework. This addresses an area of Portishead between the marina and the high street. It is slightly different from the Clevedon and Nailsea work, because it is concerned with the future of a large brownfield area, the evolution of which needs to be coordinated through the planning process.
- 3.11 The project was initiated as a result of planning challenges in relation to a previous and now withdrawn outline planning application for Old Mill Road, a trading estate set off Wyndham Way.
- 3.12 In 2020, North Somerset Council commenced a process of engagement and exploration with Portishead Town Council and the asset managers ABRDN (formerly known as Aberdeen Standard Investment), who were acting on behalf of landowners the Phoenix Fund. A tripartite memorandum of understanding was agreed, and a steering group formed that also included local business representatives, including from within the Old Mill Road estate. The Steering Group meetings has met monthly since July 2020, albeit with some periods of not meeting during procurement periods.
- 3.13 Part-funded by the Phoenix Fund and North Somerset Council, a professional team led by Allies and Morrison Architects has led and facilitated a process that has resulted in a draft Development Framework. This seeks to establish important

principles in relation to the economy, homes, movement, infrastructure, the climate emergency and delivery. It is intended to help guide future development proposals that may come forward from landowners and developers.

- 3.14 The draft Development Framework is strategic in nature but seeks to bring together and build upon opportunities to:
- Introduce good planning urban design principles for 20 hectares of previously development land within Portishead town centre.
  - Make connections across the site, particularly for pedestrians and cyclists who are currently poorly served.
  - Make the most of emerging improvements to public transport, including though MetroWest Portishead Rail and improved bus services.
  - Ensure there is a supply of good quality workspace to increase the local employment capacity and meet the needs of existing and new ways of working.
  - Provide new homes through high quality placemaking, genuinely including affordable housing.
- 3.15 The project has its own dedicated website at [www.wyndhamway.co.uk](http://www.wyndhamway.co.uk). This has been available for engagement throughout the project and has hosted a public consultation exercise since late September 2022.
- 3.16 The land within the draft Development Framework area has been subject to development pressure in recent years and this is likely to continue and increase with the delivery of Portishead Rail. While under the current Local Plan, the principle of development can generally be supported, the draft Development Framework provides an opportunity to coordinate change and ensure that proposals that come forward respect the key principles set out above.
- 3.17 The draft document is attached at Appendix C. It can be converted to a Supplementary Planning Document to the current or emerging Local Plan and is expected to form part of the evidence base for the emerging Local Plan at Examination in Public.

#### **4. Consultation**

- 4.1 Extensive and exemplary public engagement consultation has been undertaken for all three studies, as detailed in section 3 above. This approach has sought to ensure a representative sample of respondents.
- 4.2 The respective Town Councils, local stakeholders, business and community networks have contributed very actively and positively, often having to consider very challenging issues.

#### **5. Financial implications**

- 5.1 Funding for the studies has been provided by identified revenue reserves from within Placemaking and Growth, allocations from the Community Renewal Fund and in the case of Portishead, contributions from The Phoenix Fund. The respective Town Councils were also invited to contribute.
- 5.2 The endorsement of the strategies does not in itself bring any financial implications.

- 5.3 Future actions and projects identified within the strategies may have financial implications for the council and other partners. Each project will develop its own project and resourcing plans suitable for the nature of the project, which will be subject to standard council governance and decision-making requirements.

## **6. Legal powers and implications**

- 6.1 The proposed endorsement of the strategies by the Executive in December does not bring any significant legal implications.
- 6.2 The outcomes and individual actions from the strategies may have legal implications. These will be assessed and dealt with on a project by project basis.
- 6.3 Nailsea and Clevedon documents have not been prepared to be planning policy instruments, however they may be used to help inform the council's emerging Local Plan and any associated supplementary planning guidance.
- 6.4 The Wyndham Way Development Framework has been prepared so that it can become a Supplementary Planning Document to the current or emerging Local Plan. This would require further governance and decision-making by the council through its role as Local Planning Authority.
- 6.5 Not all projects are within the council's gift to deliver or are on land or property that the council will own. There will need to be effective partnership working between the council, property owners and funders to support delivery.
- 6.6 There may be occasions when the council may need to use its powers to compulsory purchase sites to enable delivery, where there is a credible proposition and the council's costs can be underwritten. These would be addressed if and when such requirements arose as part of the project governance and management.

## **7. Climate Change and environmental implications**

- 7.1 North Somerset's commitment to the declaration of the Climate Change Emergency and its sustainable development goals are core principles underpinning the strategy documents. As projects come forward the specific details and requirements for each project will be developed to maximise sustainability and minimise emissions.

## **8. Risk management**

- 8.1 The content of the strategies in itself does not create any significant risks. Each of the Action Plan projects will develop their own risk management approaches as they come forward.

## **9. Equality implications**

- 9.1 Care was taken to ensure that a wide range of stakeholders, individuals and other interests were involved in the process of developing the strategies. The public consultation took an innovative approach to ensure that communities were fairly represented.

- 9.2 As projects come forward the equalities implications of each scheme will be considered as an integral part of the project plans.

## **10. Corporate implications**

- 10.1 The preparation of the documents has involved a wide range of services from across the council.
- 10.2 The visions and priorities within the documents will be shared with relevant services to feed into their own strategies and actions – for example leisure, public transport, open space and school place planning.
- 10.3 Delivery of projects / actions will require support from across the council, however these actions will be delivered in partnership and some will not need to involve NSC. Project officers will engage with regulatory services such as planning, highways and licensing where appropriate.

## **11. Options considered**

- 11.1 Not to prepare or endorse the strategies for Nailsea, Clevedon and Portishead, or to significantly amend their content: this is not recommended as the strategies have been developed through extensive stakeholder engagement including Town Councils. To reject the conclusions would be damaging to relationships with those partners.

### **Authors:**

Rachel Lewis, Heritage and Design Manager  
Alex Hearn, Assistant Director Placemaking and Growth

### **Appendices:**

- Appendix A: draft Clevedon Placemaking Strategy.
- Appendix B: draft Nailsea Placemaking Strategy.
- Appendix C: draft Wyndham Way Development Framework.

### **Background papers:**

N/a

**PROPOSED**

# WELCOME TO THE CLEVEDON PLACEMAKING STRATEGY



IN ASSOCIATION WITH



TWO  
TOWNS

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The Town Council and North Somerset Council are working together with local stakeholders to take a placemaking approach to improving the town centre, creating new economic and cultural opportunities and supporting active travel, whilst building on what is special and distinctive about the town.

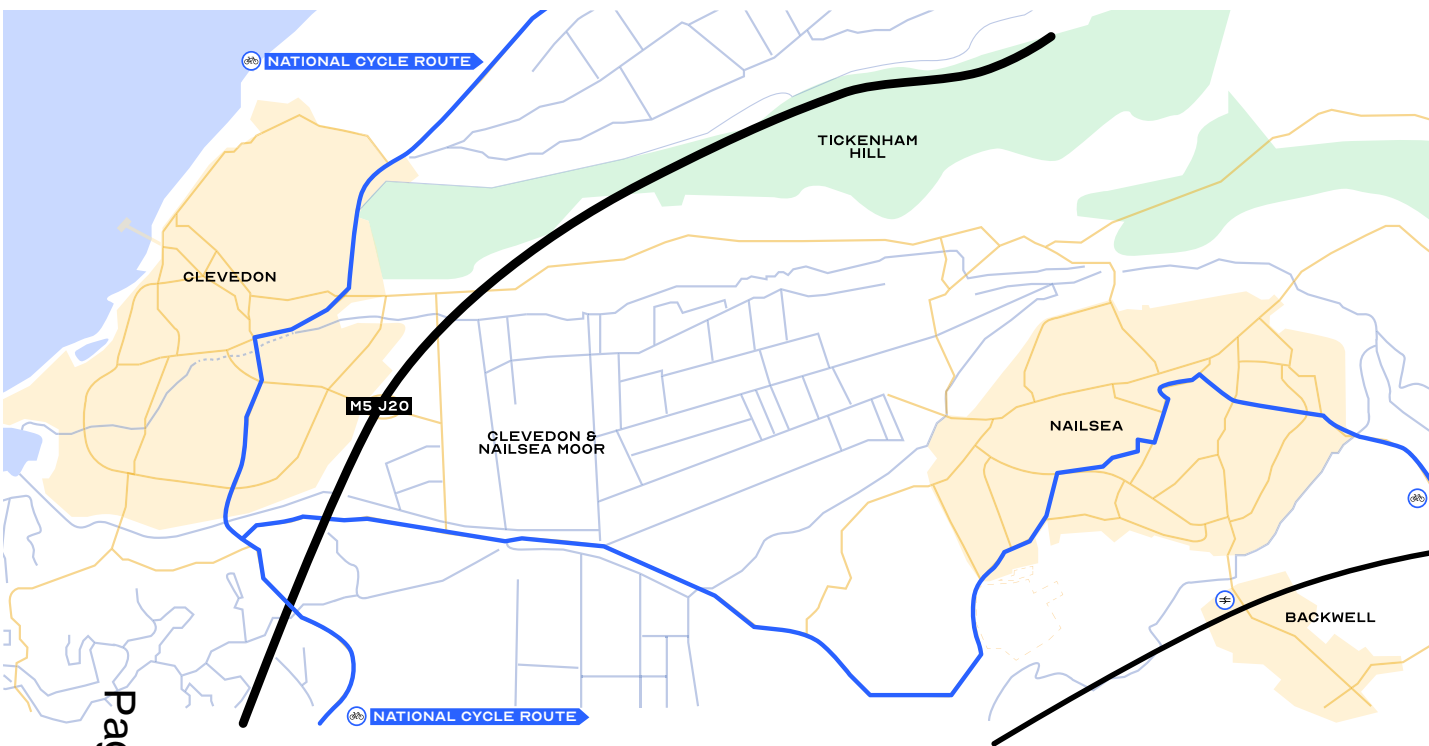
The proposed Placemaking Strategy was developed in parallel with North Somerset’s emerging Local Plan for 2023-38 and focuses on the role of the town centre and seafront and their connections to the town as a whole.

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## CLEVEDON IN CONTEXT



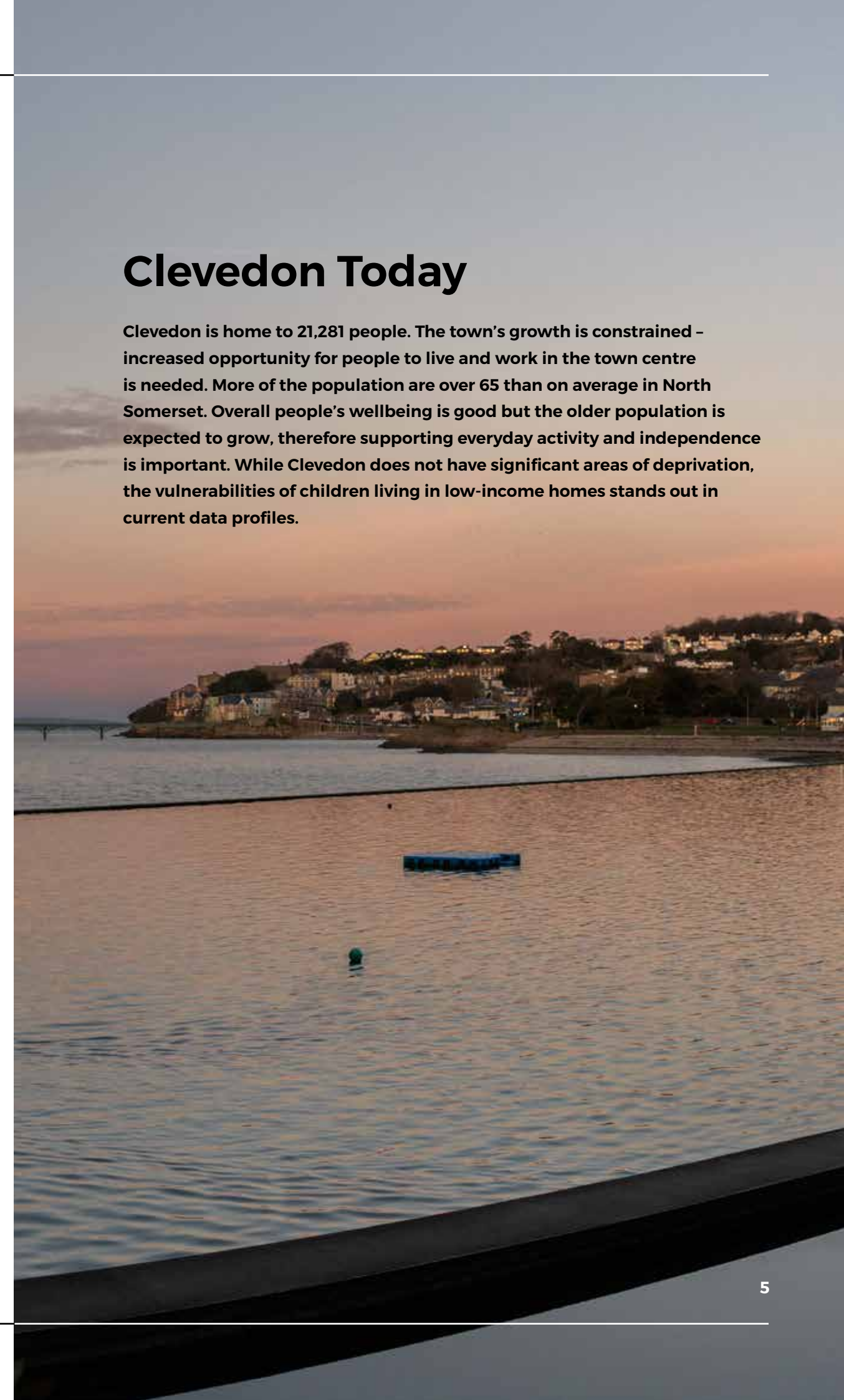
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Clevedon is a coastal town set on and around seven hills overlooking the Bristol Channel. The town grew as a Victorian resort – Clevedon Pier and many fine Victorian buildings are included in its conservation area. The town has expanded gradually over the years with areas of late modern housing infilled around the historic centre. Clevedon Bay is popular for sailing, rowing, paddle boarding and swimming.

The promenade is a popular stopping point for cyclists. Clevedon's inland historic town centre includes the Curzon Cinema and Queen's Square, Clevedon Pier, the Curzon Cinema and Clevedon Marine Lake are key local landmarks that have been restored and are now run by the community. The town is accessible from the M5 and by rail at Yatton and via long-range cycle routes from Bristol and Yatton.

## Clevedon Today

Clevedon is home to 21,281 people. The town's growth is constrained – increased opportunity for people to live and work in the town centre is needed. More of the population are over 65 than on average in North Somerset. Overall people's wellbeing is good but the older population is expected to grow, therefore supporting everyday activity and independence is important. While Clevedon does not have significant areas of deprivation, the vulnerabilities of children living in low-income homes stands out in current data profiles.





## Co-designing Places

The proposed Placemaking Strategy for Clevedon aims to celebrate and develop the identity of the town, setting expectations for future development, planning and funding bids. The strategy also identifies opportunities for meanwhile projects that can be led by communities as a catalyst for change. The Strategy has been developed to link to local and national policy and promote well-designed, beautiful, healthy and sustainable places.

The Strategy was co-designed with a community steering group during 2021 and 2022. A series of workshops set out priorities for the town and explored the potential of some key sites. The Steering Group included representatives

from Clevedon Town Council and those from business, cultural and civil society in the town, bringing a diverse set of perspectives to the co-design process.

Progress was shared via the Two Towns project website (including updates on a sister project in Nailsea) where the public could also engage in the project and contribute ideas and responses.

Stakeholder workshops explored a wide range of themes related to the WECA Quality Places Charter. These included connectivity (public space and active travel), landscape, biodiversity and health, cultural, economic, social development and zero carbon.



# Vision and Priorities

Placemaking activity in Clevedon will build on the town’s Victorian heritage and identity as a place to enjoy the sea. It should enhance and connect the town’s three historic destinations: Clevedon Pier; Clevedon Marine Lake; and the Curzon Cinema, creating an inclusive cultural heartbeat in the town centre, powered by its unique community groups.

Placemaking activity will empower communities to generate local investment, support health and wellbeing and take action to tackle climate change.

The workshops and public engagement identified five placemaking priorities for Clevedon.

## Placemaking Priorities



### DISTINCT

Promote locally responsive architecture, adding to 19thC and seaside identity. Reconnect the town centre and enhance public spaces to create new destinations and improve the setting historic streets and buildings.



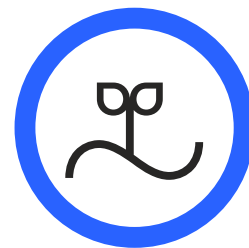
### ENTICING

Generate places and homes to suit young people and young families to maintain diverse communities. Make places attractive to visitors throughout the year, improving recreational opportunities for residents.



### ANIMATED

Create new opportunities for enterprise. Create new spaces for co-working, culture and seafront amenities. Improve the presence and attractiveness of key destinations so they are easy for visitors and residents to find.



### BLUE & GREEN

Enhance existing gardens and planting. Develop opportunities for communities to take ownership of and participate in rewilding. Support the development of community gardens, creating opportunities for improved wellbeing. Make the presence of the river in the town centre more visible.



### ACTIVE

Make it easier to get around on foot and by bike, highlighting key destinations and improving wayfinding. Make the town centre more pedestrian-friendly and healthier, in keeping with the ‘fresh air’ associations of the town.

# Clevedon Strategies

Under each placemaking priority there are seven actions that underpin Clevedon's Strategies.



## DISTINCT

Promote locally responsive architecture, adding to 19thC and seaside identity. Reconnect the town centre and enhance streets and public spaces to create new destinations. Make streets feel safer with more evening activities. Value the town's strong network of community groups.

- 1 Bring different organisations together to work collaboratively to supercharge the town's creative and cultural and social potential.
- 2 Restore the library and extend as a cultural and community hub creating greener outdoor spaces/gardens.
- 3 Develop a safer feeling 18-hour town centre – with more active frontages onto streets and public space with 'eyes on the street'.
- 4 Set design standards for high quality denser housing and mixed-use development in the town centre.
- 5 Encourage high quality, locally responsive design and using Design Review.
- 6 Develop a Parking Strategy to reduce the impact of cars on places and encourage other modes of transport.
- 7 Use resources smartly – make low and zero carbon approaches a new normal – as outlined in North Somerset's Climate Emergency Strategic Plan.



## ENTICING

Generate places and homes to suit young people and families to maintain diverse communities. Make places attractive to visitors and residents throughout the year, improving recreational opportunities. Put the Library and Curzon Cinema at heart of Clevedon's community. Make space for children, teenagers, families and older people and better link communities.

- 1 Recognise the opportunity to develop the cultural dimension of the town to draw visitors and provide new recreational experiences for residents.
- 2 Create a community and cultural hub centred on the Library to bring people together and meet the strategic aims of the North Somerset Libraries Strategy.
- 3 Enhance the presence of Princes Hall and intensify the use of the building and landscape for cultural activities.
- 4 Attract visitors into the town all year round to boost the local economy.
- 5 Identify opportunities for more diverse housing to be developed promoting exemplary projects for example at Churchill Avenue.
- 6 Consider different models of development such as co-housing and reusing existing
- 7 Improve access to amenity within 15-minutes, considering sport and social destinations as well as cultural, work and retail destinations.



## ANIMATED

Create new opportunities for enterprise in Clevedon. Restore and enhance Queen's Square as a pivotal public space. Create new spaces for co-working, culture and seafront amenities. Improve the presence and attractiveness of key destinations so that they are easy for visitors and residents to find.

- 1 Develop a partnership to lead a meanwhile strategy for temporary cultural and food-related events and experiences.
- 2 Identify opportunities for pop-up pitches and new concessions around Queen's Square working with landowners to build community participation and ownership.
- 3 Consider the role of festivals, markets, and events and how these opportunities are supported.
- 4 Explore the potential for improved retail and recreational amenities at Clevedon Marine Lake and Salthouse Fields.
- 5 Identify new low-cost workshop and co-working spaces and establish a partnership to manage and develop these.
- 6 Link physical and digital activities to connect cultural and business organisations.
- 7 Develop a parallel cultural strategy to the Culture Weston Framework.







## BLUE & GREEN

Enhance existing gardens and planting. Develop opportunities for communities to participate in rewilding. Support the development of new community gardens, creating opportunities for improved wellbeing. Highlight the links from Clevedon's rivers to the sea, making their presence more visible.

- 1 Improve the quality of the environment in the town centre with increased pedestrian priority, planting, seating and lighting.
- 2 Create new gardens/green spaces in the town centre such as at the Library and Queen's Square.
- 3 Define incremental and achievable improvements to public space to begin right away – creating spaces that encourage use.
- 4 Increase the use of existing gardens such as Sunhill Park and Marshall's Field.
- 5 Enhance the river corridors – making rivers more accessible and giving them more presence in the town centre.
- 6 Create new play destinations to bring young people into outdoor spaces.
- 7 Link small changes to the big value connections established in North Somerset's Landscape and Rewilding Strategy.
- 8 Set up a biodiversity partnership of existing community groups to develop interpretation, ownership and maintenance of rewilded spaces and gardens.



## ACTIVE

Make it easier to get around on foot and by bike, encouraging active travel. Improve wayfinding and link the three distinct areas of the town. Make the Town Centre healthier in keeping with Clevedon's 'fresh air' associations. Improve the quality of the public realm so that businesses can thrive.

- 1 Shape the public realm to create a sense of arrival in the town, reducing the severance caused by the Great Western Road.
- 2 Increase the impact of the Curzon Cinema, linking to a remodelled Library and connecting these valued places to Queen's Square improving Old Church Road.
- 3 Reduce the environmental impact of traffic and parking through the town centre link and improving public spaces and streets.
- 4 Improve wayfinding with themes, lighting and signage improving access to footpaths and cycleways. Create new – and celebrate existing – landmarks.
- 5 Build on North Somerset's Active Travel Strategy making cycling attractive to all, creating safer well-connected routes.
- 6 Locate a mobility hub in the town centre, including bike maintenance, stores, racks and e-bike hire.
- 7 Partner with communities and schools to encourage the take up of more walking and cycling.



## CONNECTING CLEVEDON

Clevedon Pier, the beach and Marine Lake are well linked to the thriving shops at Hill Road and Alexandra Road, whilst the historic town centre requires regeneration.

This neighbourhood diagram shows how the pier, lake and town centre form a central triangle of destinations. It also highlights the walking and cycling routes which North Somerset Council plans to improve, including wayfinding to key connections and establishing links to the National Cycle Network.

### PROJECT OPPORTUNITIES

- Walking and Cycling Improvements
- Wayfinding Two Rivers (Land Yeo)
- Wayfinding Seafront
- Wayfinding Curzon to Pier
- Linking to National Cycle Network

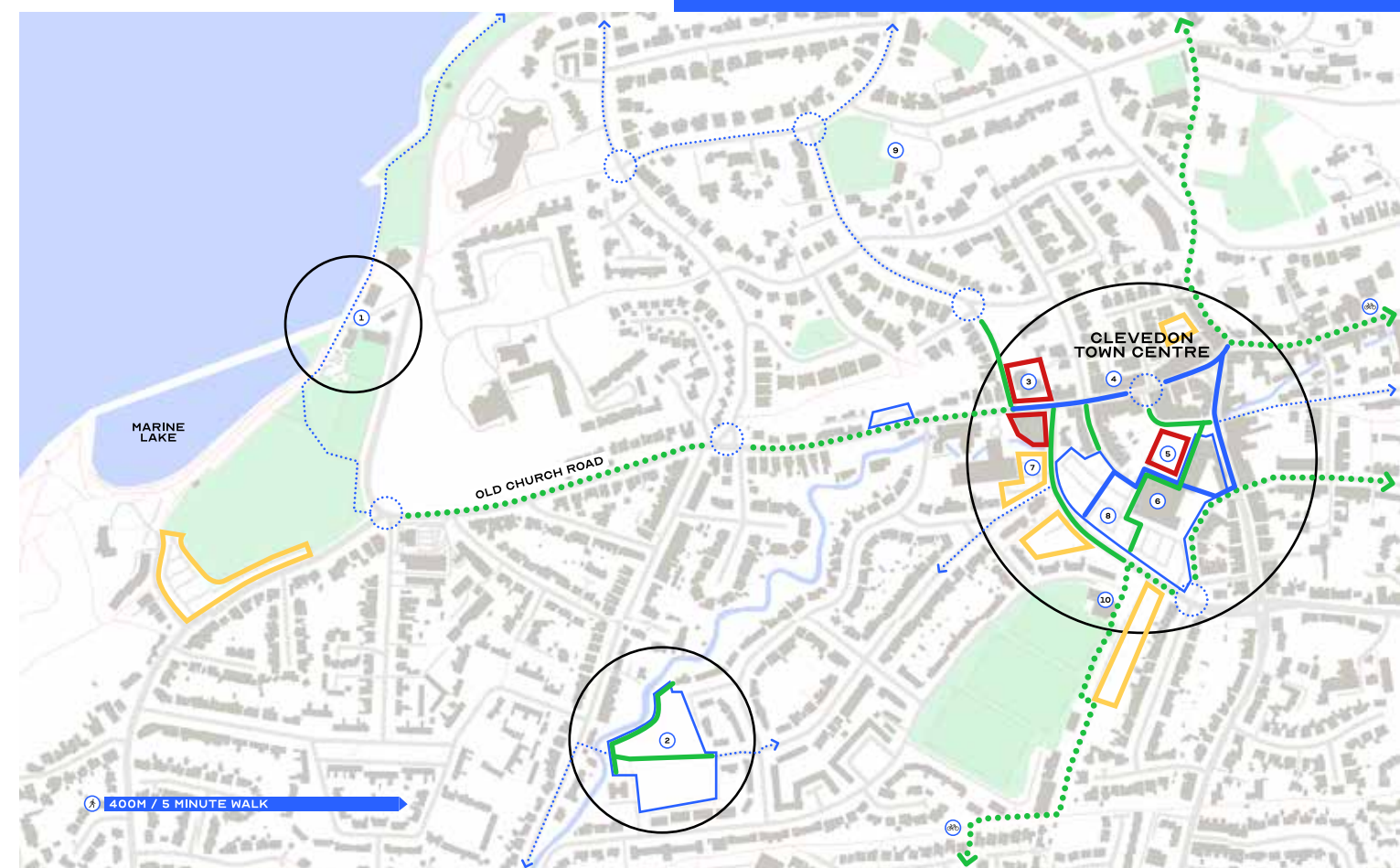
- Proposed bespoke signs/highlights
- Proposed additional Town Maps
- Existing Discover Clevedon Town Maps

## TOWN CENTRE PROJECT OPPORTUNITIES

This map locates streets, public spaces and sites identified by stakeholders for improvement over time. The project opportunities relate to the vision and priorities proposed. They aim to enhance the town centre, generating distinctive, enticing and animated destinations, owned and curated by communities, whilst contributing to blue & green and active travel infrastructure.

### PROJECT OPPORTUNITIES

1. Improved retail and recreational amenities at Salhouse Fields
2. New homes at Churchill Avenue
3. Improved connections between Library and Curzon Cinema
4. Old Church Road and Clock Tower/Triangle improvement
5. Queen's Square animation and improvement
6. B&M store redevelopment, plus new homes
7. Calming Great Western Road
8. Town centre cycle hub
9. Princes Hall improvement
10. The Barn, Youth and Community Centre improvement and 'play on the way'



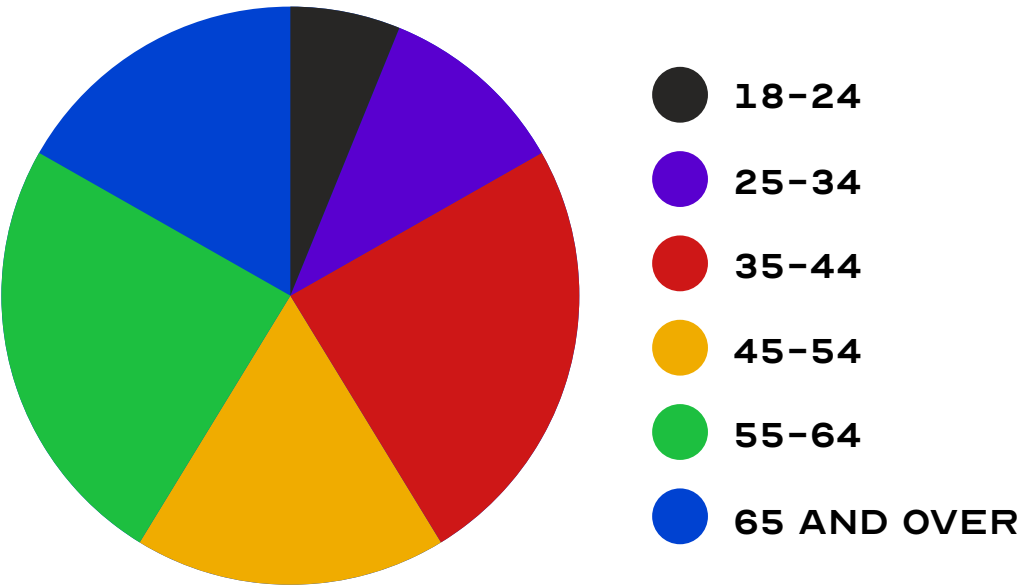
### KEY

- Improved pedestrian and cycle links between Curzon, Library and The Triangle
- Improved blue & green links to Queens Square and Great Western Rd
- ... Improved active travel connections
- Opportunities to improve and animate public spaces
- Strategic sites
- Opportunities to improve and diversify use of car park sites to be informed by parking survey
- ... Wayfinding opportunities

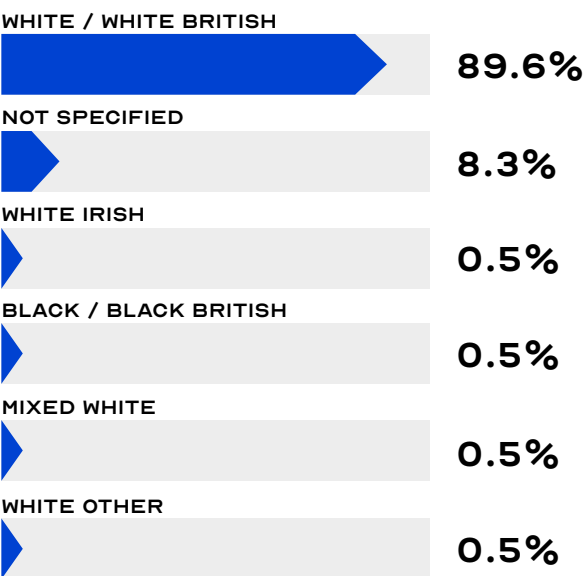
# Public Survey Data Summary

A public survey (195 respondents) explored how Clevedon town centre could be adapted and invigorated to meet the community's short- and long-term needs.

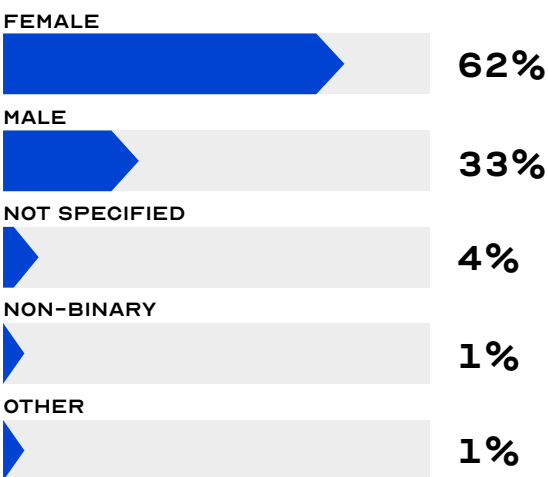
AGE GROUP



ETHNICITY



GENDER

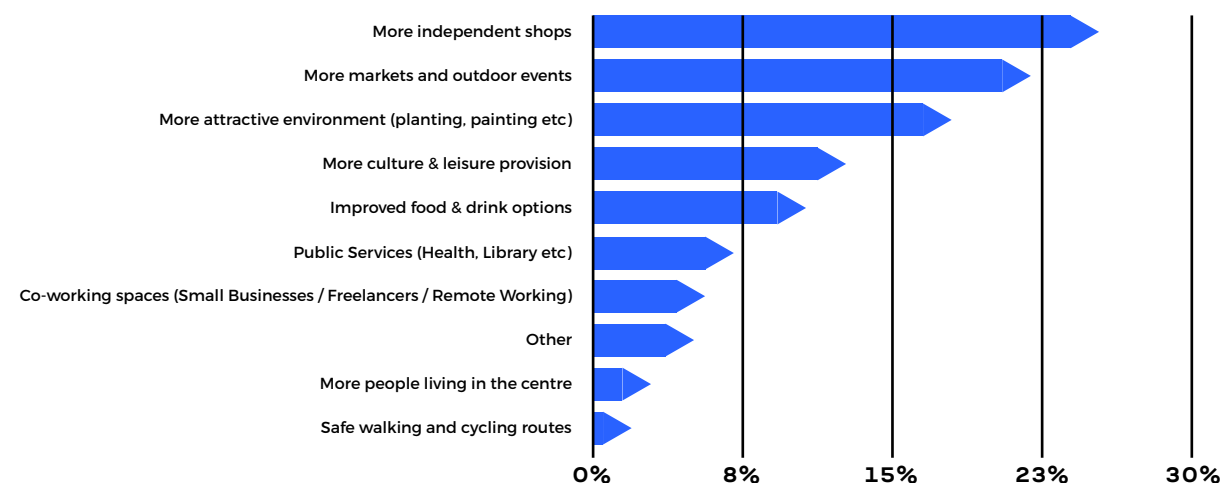


## What do you love about Clevedon?

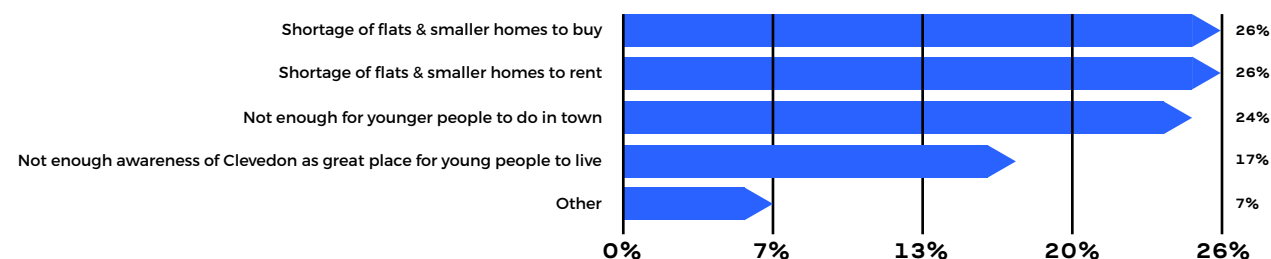




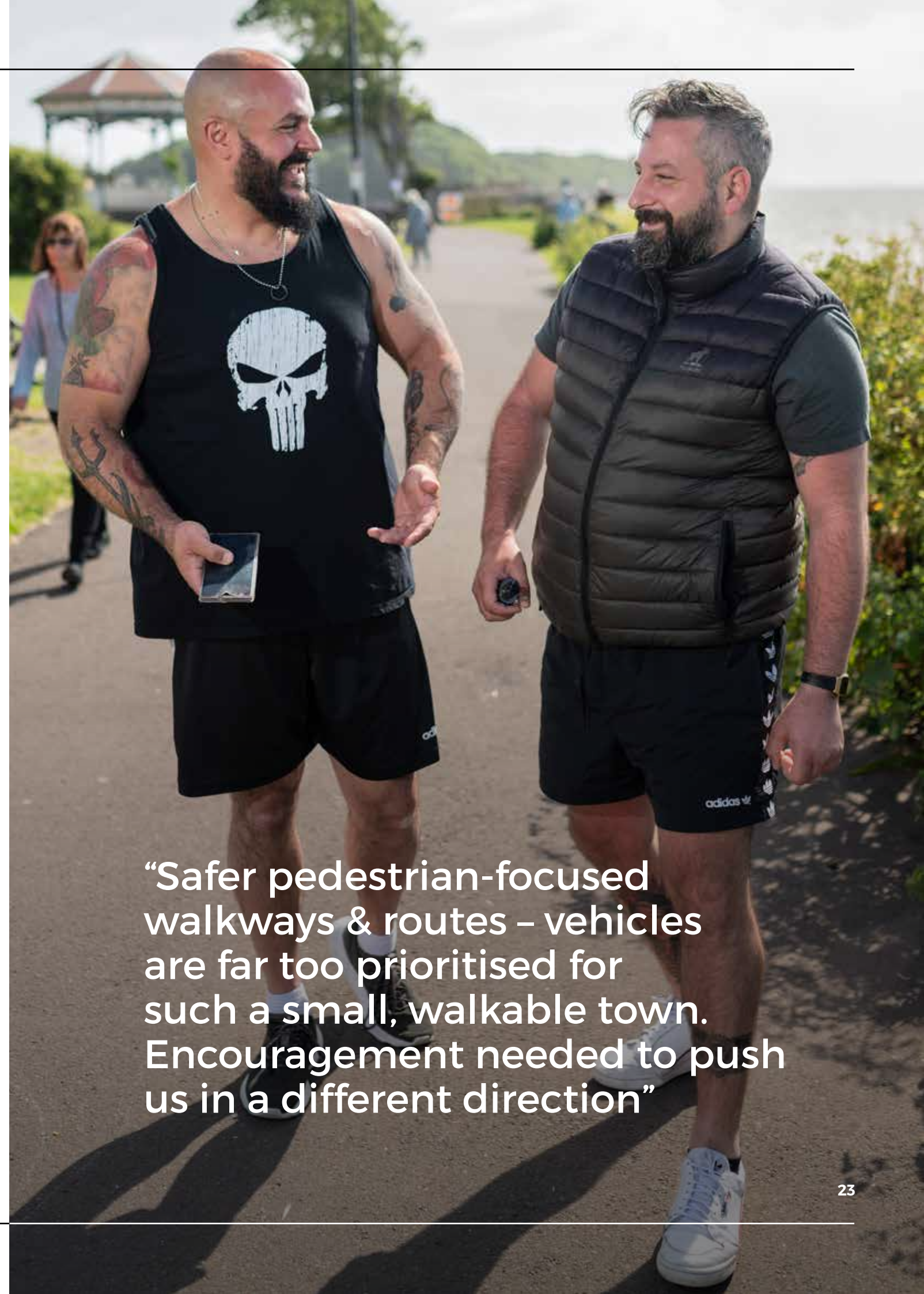
## How do we help the centre of Clevedon thrive?



## What are the biggest challenges in attracting younger people to live in Clevedon?



## How can Clevedon promote healthy people and nature?



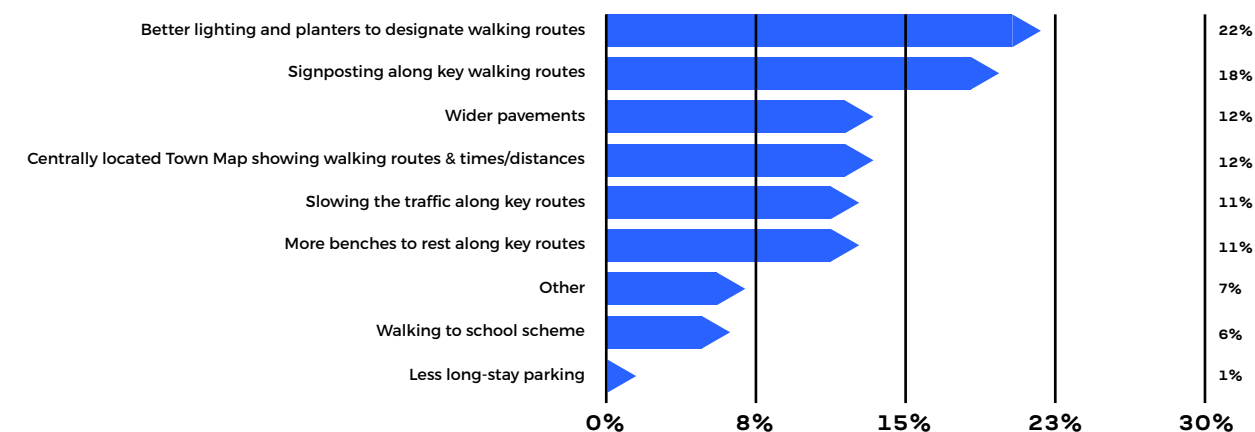
“Safer pedestrian-focused walkways & routes – vehicles are far too prioritised for such a small, walkable town. Encouragement needed to push us in a different direction”



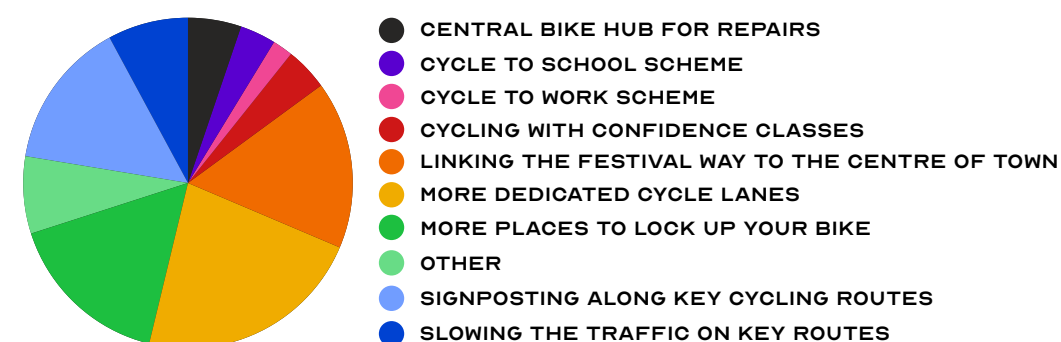


“Having dedicated cycle lanes which actually link up the whole town not just sporadic sections would mean less confident cyclists could get out more”

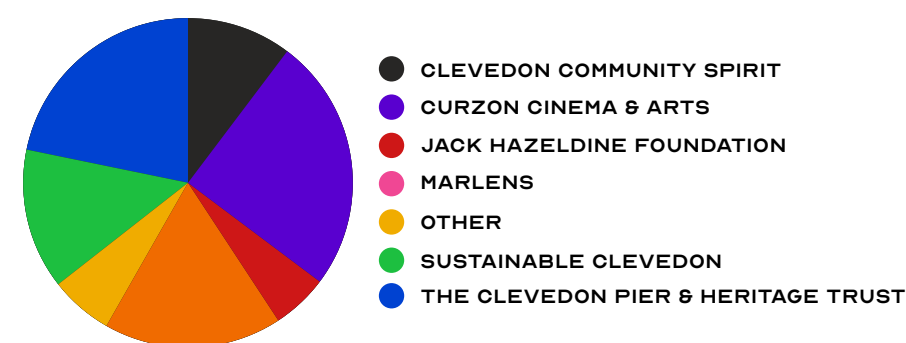
## What would make you walk more?



## What would make you cycle more?



## Which community groups can make Clevedon a better place?



### Other groups mentioned

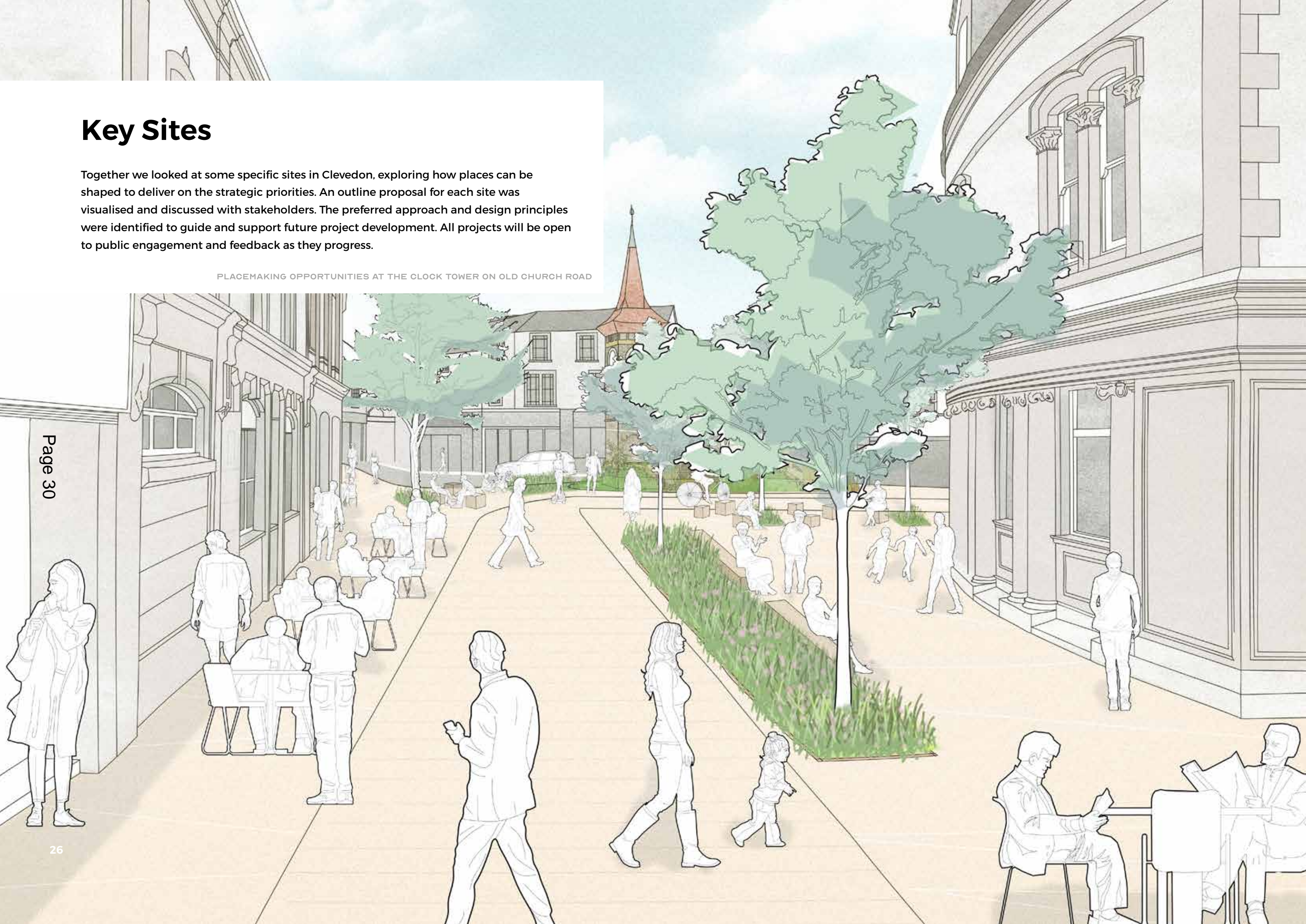
Clevedon Aid, Clevedon BID, Clevedon Civic Society, Clevedon Community Bandstand, Clevedon Literary Festival CIC, Clevedon Men's Shed, Clevedon Pride, Clevedon Skate Project, Strawberry Line to Clevedon connection group, Guides and Scouts, Knitting group at Baptist Church, The Barn Groups, St John's Church, Theatre Orchard, Culture Weston, Transition Clevedon, Clevedon Gardeners' Club



## Key Sites

Together we looked at some specific sites in Clevedon, exploring how places can be shaped to deliver on the strategic priorities. An outline proposal for each site was visualised and discussed with stakeholders. The preferred approach and design principles were identified to guide and support future project development. All projects will be open to public engagement and feedback as they progress.

PLACEMAKING OPPORTUNITIES AT THE CLOCK TOWER ON OLD CHURCH ROAD





# Queen's Square

Queen's Square is at the heart of Clevedon's historic town centre. The weekly Charter Market held every Thursday was established in 1346. The square is surrounded by small cafés and retail units and by Clevedon Baptist Church. In December 2021 planning permission was granted to redevelop the B&M store to the south of the square and add new residential units. An associated investment is to be made to improve Queen's Square. Stakeholders would like to see improvements made to the space early on, and a clear long-term strategy.

The square is a pivotal public space in the town but it needs improvement and better animation. It sees limited use in the evening and feels unsafe at times. Events held there do not have the draw of those on the seafront or Hill Road. Improvements should provide a space that gives local residents a sense of pride and ownership and sustains intensified outdoor activities throughout the year.

VIEW OF QUEEN'S SQUARE



## Making an attractive destination

### Stakeholders would like to see:

- High-impact visual changes to improve draw and dwell time, including generous-sized street furniture and elements for play or playfulness suitable for children and all ages.
- More social and meeting spaces and more greenery and planting.
- Improved infrastructure for seasonal events, markets and performances, harmonising competing uses.
- Improved lighting and reduction of visual barriers to design out anti-social behaviour.
- Opportunities for tenants to spill out into the public realm (e.g. street cafés).
- An enhanced toilet building – making a more positive contribution to the route through with easy access to services.
- Responding to heritage – drawing on the site's river and railway heritage.
- A wider public realm strategy to include Station Road, the Station Road /Kenn Road junction and the Clock Tower junction to Old Church Road

- Include a green transport hub including electric cycle charging and the Strawberry Line cycle amenity

Wider public engagement defined a vision; Queen's Square can transform into a multifunctional meeting point for the community. A place to relax, spend time in nature, host activities, visit the market and support local businesses. The area can be playful and safe for all ages.

### APPROACH

Changes to Queen's Square and subsequent management should be led by a group of key stakeholders, to include: owners/ leaseholders; the Baptist Church; Clevedon BID; Theatre Shop; Wessex Investors; the Market; and cultural/performance organisers. As well as making physical improvements, the aim should be to select appropriate tenants and fund a cultural/ animation programme for the Square.

QUEEN'S SQUARE AND THE CLOCK TOWER PROPOSED PLAN



### DESIGN PRINCIPLES

- AN URBAN PLAZA AT STATION ROAD WITH ROOM FOR OUTDOOR DINING
- AN EXTENDED NATURAL PLAY AREA AROUND THE LARGE TREE
- A FLEXIBLE MARKET, MEANWHILE AND EVENT SPACE
- A DEFINED MOVEMENT CORRIDOR AND ENHANCED WC BUILDING



# Clevedon Library and Curzon Cinema

The Curzon Cinema is one of the oldest cinemas in the country and has been in continuous operation since 1912. Like Clevedon Pier and Clevedon Marine Lake, the cinema is owned and managed by the community. It is opposite Clevedon's Edwardian Library at the western edge of the Old Town. The library is soon to be refurbished internally. The area is currently very car dominated with poor quality public realm. The Curzon is a Grade II listed building, and the Library is in the Conservation Area.

VIEW OF CURZON CINEMA AND CLEVEDON LIBRARY FROM OLD CHURCH ROAD



## Clevedon's cultural and community Hub

The proposals explore opportunities to create an enhanced cultural hub for the town, centred on this pair of distinctive historic buildings. There is opportunity to extend the library and reconfigure parts of the Curzon Cinema, making sensitive contemporary additions to intensify the use of the buildings. From the outline proposals highlighted here, a Design Brief for an extension to the Library will be developed with a dedicated stakeholder group. This will aim to make the building more legible and flexible in its use and remove previous poor quality adaptation. Public realm improvements to the library site should improve accessibility, functionality and appearance (and greenness) of its external spaces. There is also opportunity to animate the east facing façade of the Curzon using lighting and sympathetic signage.

An associated Phased Strategy for Public Realm Improvement will be developed.

There is opportunity to link the Curzon and Library by improving the public realm and creating wider crossings or a shared surface with pedestrian priority. A strategy will be developed to bring together current proposals by North Somerset Highways and Active Travel, linking to proposals for The Clock Tower, Triangle, Old Church Road and routes to the seafront. Proposals will include early wins and a prioritised set of improvements that can be implemented over time.

### APPROACH

A group established to help steer public realm improvements could support here, linking to Queen's Square and any meanwhile projects. The development of the Library as a community hub will bring together Clevedon's cultural and community organisations.

LIBRARY AND CURZON PROPOSED SITE PLAN



### DESIGN PRINCIPLES

- EASIER ENTRANCES TO THE CURZON AND LIBRARY
- GREENER COMMUNITY GARDEN IN FRONT OF LIBRARY
- FLEXIBLE NEW LIBRARY EXTENSION
- INCREASED PAVEMENT WIDTH WITH OPPORTUNITIES FOR SEATING AND PLANTING
- CALMER MORE PEOPLE CENTRED PUBLIC SPACES



# Castlewood

North Somerset Council made a formal decision in May 2022 to stop using the Castlewood site as offices – due to hybrid working practices, the high level of annual costs associated with retaining it and its very poor energy efficiency. A stakeholder workshop was held to explore possible approaches to the site. The site is at the eastern edge of Clevedon about 1km from the town centre fronting north onto Tickenham Road with a southern edge bounded by the river. It is seen when approaching from Nailsea and is part of a gateway to Clevedon.

VIEW OF APARTMENTS FROM RIVER



## Shaping a new gateway to Clevedon

The overall aim is to sustainably intensify the use of the site, predominantly for housing. The questions explored in the workshop were:

1. Reuse of existing building or new build accommodation – how can we meet zero carbon ambitions?
2. A landscape led development – how can we ensure the site is not dominated by cars?
3. Access to the Land Yeo – should/could this be made fully accessible to the public?
4. Provision of commercial space on the site – how much and what type?
5. Who is this new housing for?

The workshop explored two options one retaining and adapting the exiting building another replacing it. Retaining the building was possible but would place limitations on the layout and types of housing that could be proposed. Stakeholders wished to see the whole life carbon value of replacing the building evaluated.

The river front aspect and views of the Land Yeo should be used more, and the screen

of Cypress trees potentially replaced with more permeable and biodiverse habitat. A landscape strategy should deliver shared public gardens and play spaces and better active travel links. The site shouldn't be overly car dominated. It is an opportunity for a neighbourhood mobility hub with accessible bus services and a possible car club.

Housing was generally considered to be a good use of the site. It would be good to see much needed smaller low-cost housing included. Routes for young people into housing are needed. The site is also attractive to families as it is close to schools. Stakeholders would like to see some commercial and social spaces included in the mix.

### APPROACH

For North Somerset Council making the most of previously developed and brownfield land, the 4 hectare (10 acre) site has the potential to deliver an exemplar low carbon residential-led mixed use development that can provide good quality and energy efficient homes including genuinely affordable housing to meet local needs.

PROPOSED PLAN — REUSE EXISTING



PROPOSED PLAN — REPLACE EXISTING





# Churchill Avenue

Churchill Avenue is a green field site designated for housing in North Somerset's Local Plan (2006-26). This allows for 44 homes, improved play and public open spaces, and space for river access (surface water drainage features, with access, is via Wordsworth Road). The site is a WWII Pennyfield and has a strong desire line crossing it. More diverse housing is an identified wish of stakeholders.

VIEW OF HOMES FROM SHARED LANDSCAPE



## A new housing exemplar

Some design principles for the site have been defined with stakeholders. Proposals for the site should be landscape-led, enhance biodiversity and bring people into contact with nature. The layout should offer local amenity with access to the river and small-scale opportunities for play. It should contribute to east west walking and cycling routes and the Land Yeo Friends Two River Walk. Bridge and footpath links to Strode Road should be improved. The public realm proposals should work with the site's history. The impact of parking and hard surfaces should be well contained.

There should be a focus on family homes offering a mixed tenure scheme for open market and public rent, and no senior living as well-provided elsewhere.

### APPROACH

The project should be led by North Somerset in partnership with adjacent landowners where opportunities may exist to improve nearby sites. The proposal should be an exemplar for housing design in the district and should be of high-quality, distinctive and zero carbon.

A flood risk assessment, sequential and exception test will need to accompany any planning application.

### DESIGN PRINCIPLES

- LOCATE SHARED LANDSCAPE ALONG DESIRE LINE, IMPROVING WALKING LINKS
- ENHANCE BIODIVERSITY OF RIVER'S EDGE AND MAKE MORE ACCESSIBLE
- SET BLOCKS BACK RESPECTING NEIGHBOURING BUILDINGS
- INCLUDE POCKET PARK



# Clevedon Stakeholders Priorities for Project Actions and Timings

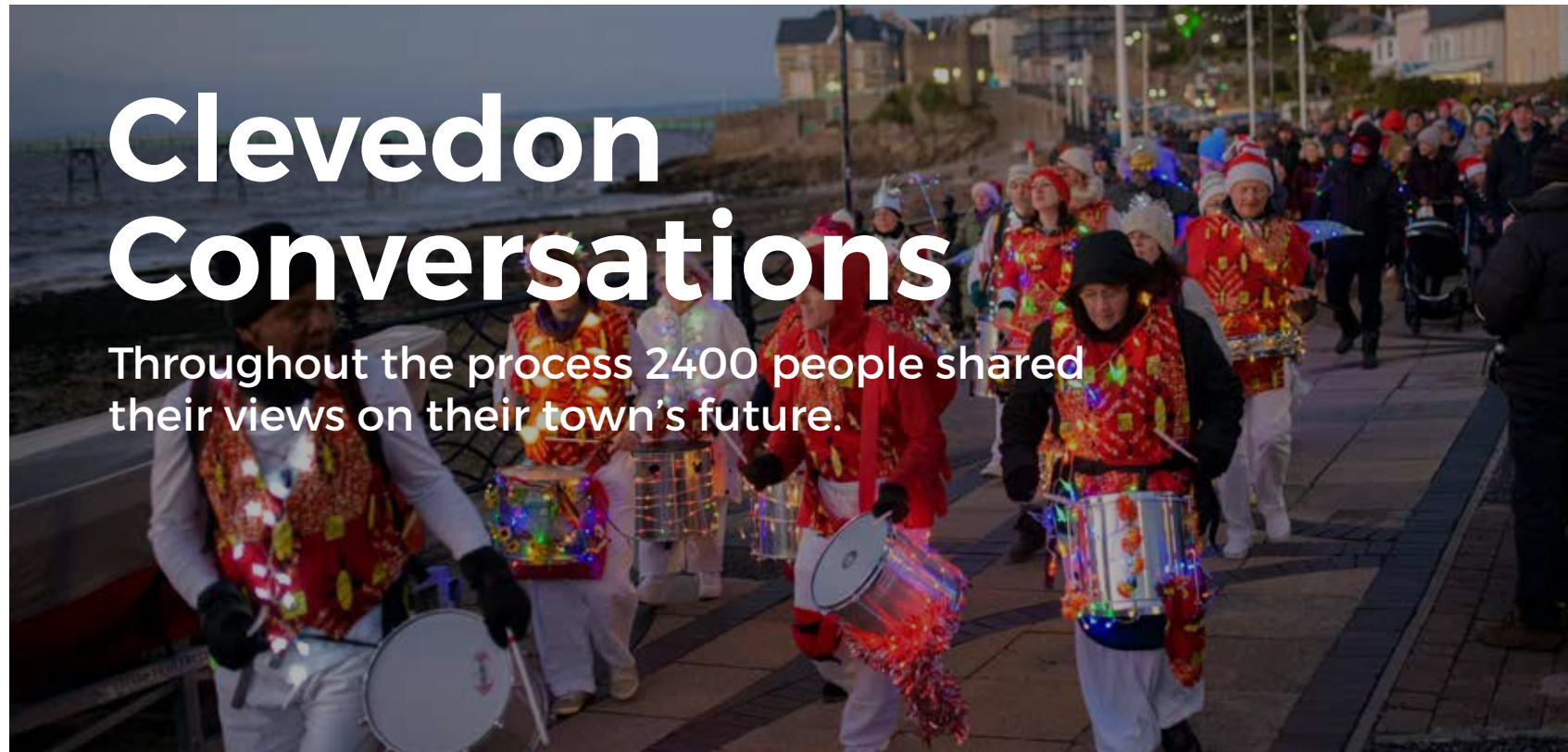
PROJECT	AIMS
<b>Queens Square – Public Realm Improvement</b>	Animate and improve contributing to the sense of place and increasing cultural/economic activity.
<b>Active Travel Campaign</b>	Encourage modal shift to walking, cycling and public transport.
<b>Clock Tower, Triangle and Old Church Road improvement</b>	Improve the place of the street and enhance the environment for visitors and businesses.
<b>Town centre bus and cycle hub</b>	Encourage cyclists to choose the town centre as a destination. To encourage and support active travel and public transport.
<b>Meanwhile Strategy</b>	To support evening (18hr) activity in the town centre.
<b>Castlewood</b>	To bring underused spaces into more frequent use. To use vacant property.
<b>Great Western Road Calming</b>	Create a sense of arrival, improve the identity and accessibility – increasing biodiversity.
<b>Housing Design guidance</b>	Qualities and standards of amenity for high quality town centre housing on design (ref Urban Living SPD, Bristol).
<b>Biodiversity Partnership</b>	Enhance the use of river corridors and existing gardens and allotments. Link to rewilding strategy.
<b>Co-Housing Strategy or Exemplar</b>	Identify site to develop exemplar Community Led Housing
<b>Signing National Cycling Routes</b>	Promote recreational opportunities and active travel
<b>Low cost and co working spaces</b>	Identify opportunities to add to available co-working space.
<b>Salthouse Fields</b>	Improve the quality of retail, recreational amenities and WCs.
<b>Parking Strategy</b>	Use land more efficiently and sustain the viability and vitality of the town centre. To support a balanced approach to transport.
<b>Cultural Strategy</b>	Build partnerships and enhance cultural activities in Clevedon.
<b>The Barn, Youth and Community Centre</b>	Improve access and links to the park. Increase flexibility of use. Add associated play space. To improve amenities for children and young people close to the town centre.
<b>Homes at Churchill Avenue</b>	Provide new zero carbon homes with high quality landscape led design. Improve public access to the river and biodiversity.
<b>Cultural &amp; Community Hub at Library</b>	Increase the role and presence of the library in the town centre. To improve associated external spaces and public realm.
<b>Princes Hall improvement</b>	Intensify use of Princes Hall and improve access and signage
<b>Three Wayfinding Routes</b>	Promote and enhance place qualities and bespoke signage to key landmarks.

LEAD	KEY STAKEHOLDERS	PRIORITY	TIMING
North Somerset Council (NSC)	Project Steering Group, Clevedon Business Improvement District (BID)/Wessex/ Markets/Cultural partners	25	A
Clevedon Town Council (CTC)	Schools and business	23	A
NSC	Public Realm SG (Hosted by BID)	23	A
NSC	Public Realm SG (Hosted by BID)/ Wessex Investors	22	A
Placemaking Steering Group	Cultural Partners/NSC	20	A
NSC		12	A
NSC	Placemaking Steering Group/Wessex Investors	22	B
NSC		21	B
CTC	Existing groups working with countryside recreation and wildlife	21	B
CLH SG		18	B
NSC	BID	17	B
CTC	CTC/NSC/BID	16	B
NSC/CTC	Marlens	16	B
NSC		25	C
Cultural & Community Partners	Curzon/Clevedon Literary Festival/ Theatre Shop/BID	20	C
NSC	The Barn, Clevedon Children's Centre	20	C
NSC	Residents/ Alliance Homes/ The Environment Agency	18	C
NSC Libraries	Clevedon Town Council (CTC) & Community Partners	17	C
NSC Libraries	CTC & Cultural and Community Partners	17	C
Clevedon BID	NSC	15	C



# Clevedon Conversations

Throughout the process 2400 people shared their views on their town's future.





## THANK YOU

Paul Anslow  
Cllr Barry Cherokoff  
Cllr Caroline Cherry  
Pearl Cross  
Phil Curme  
Jane De Bude  
Marilyn Edwards  
Cllr Angela Everitt  
Ruth Gofton  
George Grace  
Cllr Eric Holdsworth  
Jonathan Hurford  
Hilary Jenkins Spangler  
Sarah Mac Cuaig  
Petra Mansour  
Hilary Neal  
Maureen Ni Fiann  
Andrew Pegg  
Keith Pimm  
Carol Price  
Gavin Price  
Cllr Geoff Richardson  
Laila Rizvi  
Suzannah Shaw  
Nicola Short  
Pete Templeton  
David Turner  
John Tranter  
Tom Vaughan  
Eleanor Wade  
Cllr Judith West  
Cllr Richard Westwood  
Isabel White  
Rod White  
Nicki Winstone  
Cllr Hannah Young

Clevedon Chamber of Trade  
Clevedon Town Council  
North Somerset Council  
The Jack Hazeldine Foundation  
Clevedon Pier  
Clevedon Aid  
Clevedon Community Resilience  
Clevedon Town Council  
Sustainable Clevedon  
Clevedon Bid  
Clevedon Town Council  
Clevedon Civic Society  
Marlens Marine Lake  
Discover Clevedon  
Clevedon Skatepark  
Curzon Cinema  
Clevedon Live Music  
Wessex Investors  
Clevedon Baptist Church  
Clevedon Literary Festival  
Marlens Marine Lake  
North Somerset Council  
Clevedon YMCA  
Curzon Cinema  
St John the Evangelist Church School  
Sustainable Clevedon  
Curzon Cinema  
Clevedon Civic Society  
Clevedon BID  
The Barn (Youth and Community Centre)  
Clevedon Town Council  
Clevedon Town and North Somerset Council  
Clevedon Literary Festival  
The Theatre Shop  
Jack Hazeldine Foundation  
Clevedon Town Council

The Students of Weston College  
The People of Clevedon

## NORTH SOMERSET COUNCIL

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Alex Hearn  
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Rachel Lewis  
Frankie Mann  
Luke Turner  
Nicola Webb  
Emma Wellard  
Olivia Stephens

Policy and Partnerships Lead  
Director, Placemaking  
Assistant Director, Placemaking  
Graduate Trainee  
Heritage and Design Manager  
Sustainable Transport  
Sustainable Transport  
Climate Emergency Project Manager  
Head of Libraries and Community  
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Juliet Simpson  
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Ben Stephenson  
Mike Cowdy  
Úna Breathnach-Hifearnáin  
Kate Cowdy

Studio Hive  
AHMM Architects  
AHMM Architects  
AHMM Architects  
Studio Maya  
Studio Maya  
Photographer  
UWE Bristol  
Landsmith Associates  
Helen Newman Architects  
Phil Jones Associates  
Phil Jones Associates  
BAS Consultancy  
McGregor Coxall  
McGregor Coxall  
McGregor Coxall



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**PROPOSED**

# WELCOME TO THE NAILSEA PLACEMAKING STRATEGY



IN ASSOCIATION WITH



MILLENNIUM PARK, NAILSEA





The Town Council and North Somerset Council are working together with local stakeholders to take a placemaking approach to improving the town centre, creating new economic and cultural opportunities and supporting active travel, whilst building on what is special and distinctive about the town.

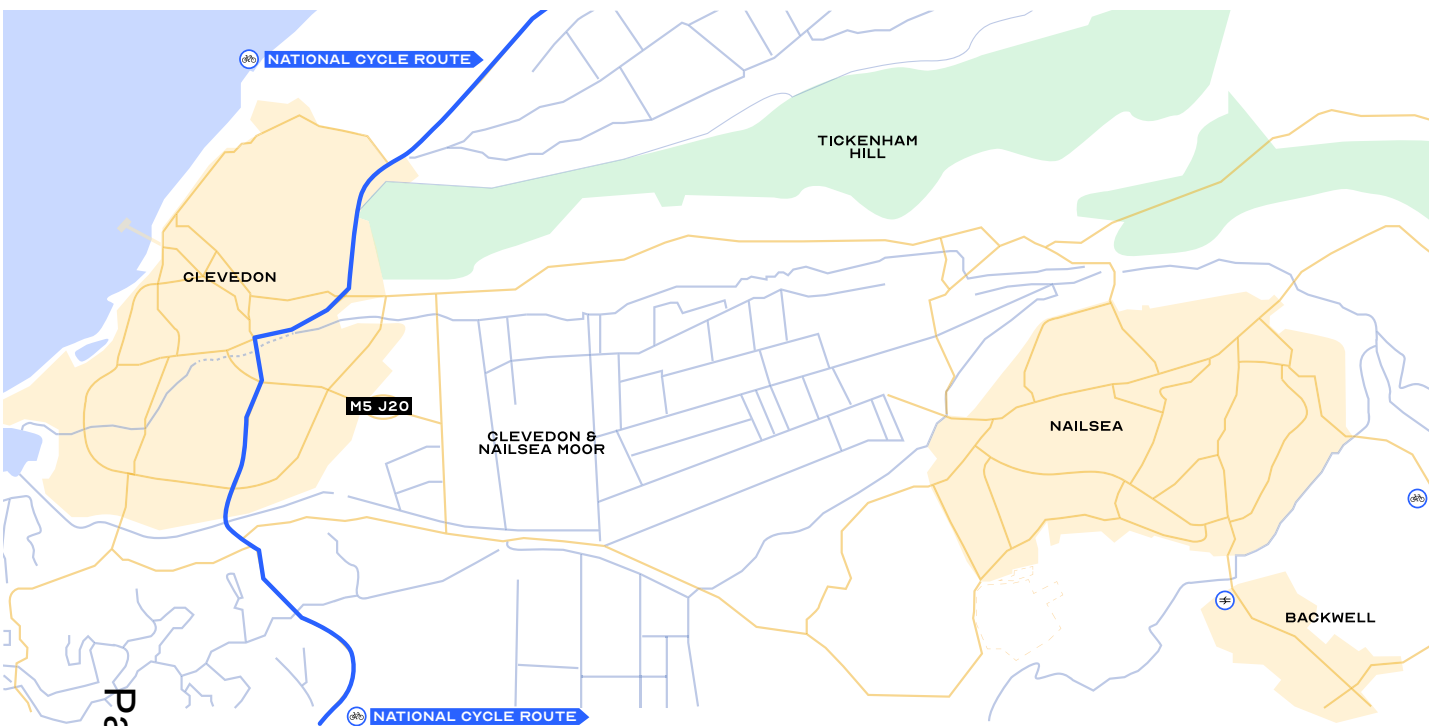
The proposed Placemaking Strategy was developed in parallel with North Somerset’s emerging Local Plan for 2023-38 and focuses on the role of the town centre and its connections to the town.

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## NAILSEA IN CONTEXT



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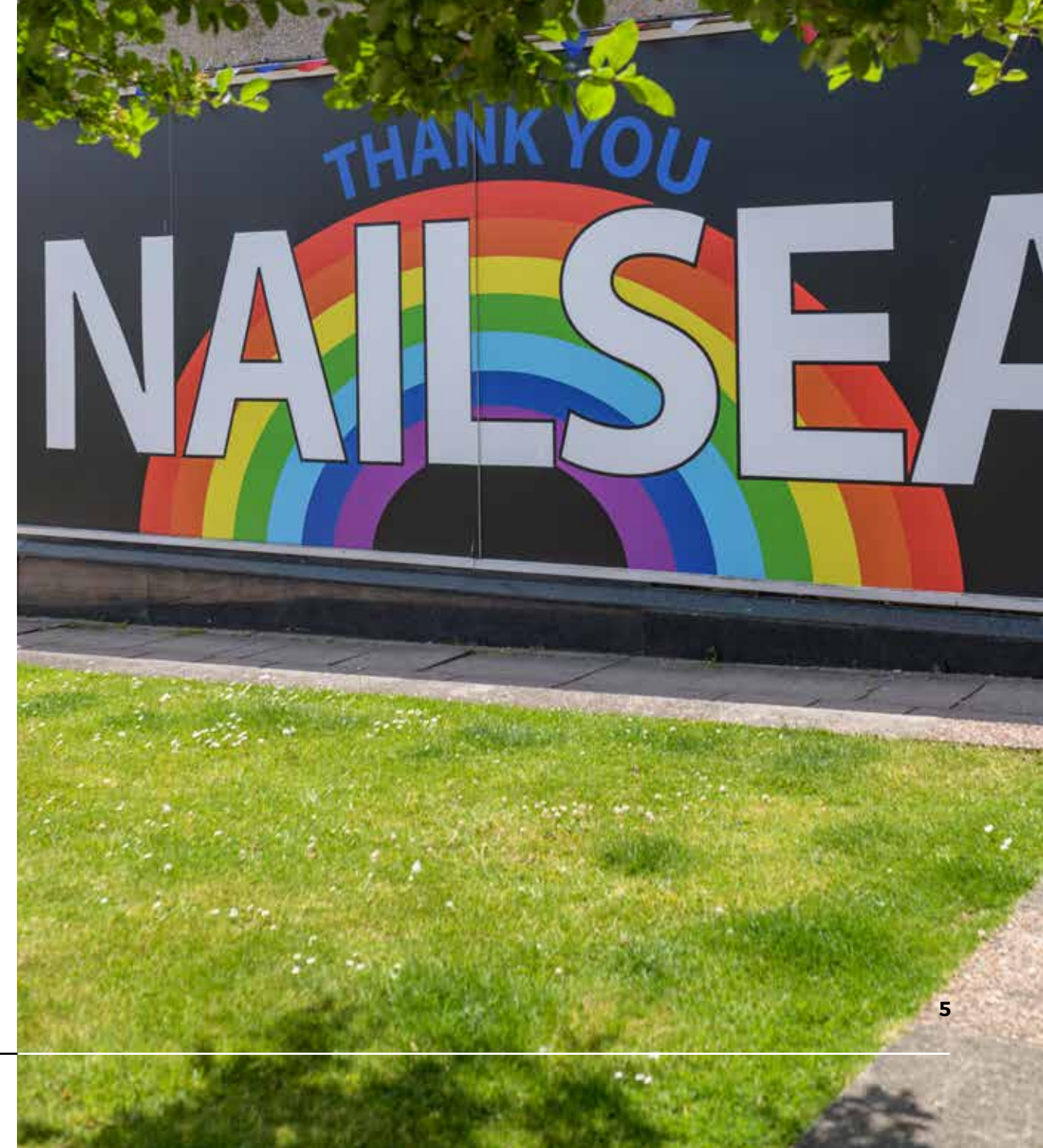
Nailsea began as an agricultural village, famed for coal mining and glassmaking from the 18th century. Fragments of this history and Nailsea's medieval past can be found across the town. The town centre is comprised of the late 20th century galleried Crown Glass Shopping Centre, leading into the fine grained historic High Street. Residents enjoy the greenness of the town with woods and significant trees being key to Nailsea's character.

In the 1970s and 1980s, the oval form of the town was filled out with suburban neighbourhoods. Nailsea is set to grow over the next 15 years with new homes at Youngwood Lane to the west. North Somerset is also piloting the delivery of low carbon council housing nearby.

The town is accessible from the M5, by rail between Nailsea and Backwell Station, and via long-range cycle routes between Bristol and Yatton.

## Nailsea Today

Nailsea is home to 15,630 people. More of its population are aged over 65 than on average in North Somerset. Census data shows that overall people's wellbeing is good, but as the older population is expected to grow, sustaining wellbeing into later life is a key priority. While Nailsea does not have significant areas of deprivation, some large areas of housing have relatively poor access to social space.





## Co-designing Places

The proposed Placemaking Strategy for Nailsea aims to celebrate and develop the identity of the town, setting expectations for future development, planning and funding bids. The strategy also identifies opportunities for meanwhile projects that can be led by communities as a catalyst for change. The Strategy has been developed to link to local and national policy and promote well-designed, beautiful, healthy and sustainable places.

The Strategy was co designed with a community steering group during 2021 and 2022. A series of workshops set out priorities for the towns and explored the potential of some key sites. The Steering Group included representatives from Nailsea Town Council and those from business, cultural and civil society in the towns, bringing a diverse set of perspectives to the co-design process.

# Vision and Priorities

Placemaking activity in Nailsea will contribute to the town’s green and contemporary identity, renewing the town centre as a destination. By bringing in new activity and creating new opportunities, it should celebrate the town’s history as a place of ingenuity and entrepreneurial spirit, and connecting more strongly to its residential neighbourhoods.

Placemaking activity will empower communities to generate local investment, support health and wellbeing and take action to tackle climate change.

The workshops and public engagement identified five placemaking priorities for Nailsea.

## Placemaking Priorities



### DISTINCT

Make Nailsea’s town centre more attractive to spend time in. Extend the greenness of the town and link the fine-grained high street to Somerset Square. Renew the town centre, adding some high-quality outward looking buildings, that are inventive and contribute to safer streets.



### ENTICING

Generate places and homes to encourage young people and young families to relocate to Nailsea and to maintain diverse communities. Make public space and destinations attractive to young people and families, improving recreational opportunities for all.



### ANIMATED

Bring new homes into the town centre to increase activity. Sustain a wide-range of leisure and retail destinations. Make new space for co-working, culture and makers, supporting people working from home in the town. Generate new daytime and evening destinations and activity to animate the town centre.



### BLUE & GREEN

Build on Nailsea’s green and verdant character. Bring new planting to grey areas, adding trees and natural features to improve the High Street and Village Green. Generate opportunities for community participation in green spaces.



### ACTIVE

Build on North Somerset’s Active Travel Strategy to make it easier for all to get around on foot and by bike and via public transport. Connect the railway station with the town, improve wayfinding, and develop the identity of recreational green corridors.



# Nailsea Strategies

Under each placemaking priority there are seven actions that underpin Nailsea’s Strategies.



## DISTINCT

Make Nailsea’s town centre more attractive to spend time in. Extend the greenness of the town and link the fine-grained high street to Somerset Square. Renew the town centre, adding some high-quality outward looking buildings, that are inventive and contribute to safer streets.

- 1 New, well-designed and innovative buildings strengthen Nailsea’s character bringing creativity and inventiveness.
- 2 The civic quality of Somerset Square and the Library are responded to and enhanced through retrofitting and repurposing.
- 3 A phased approach to regenerating the town centre improves the townscape, generating mixed-use and outward-facing, active frontages.
- 4 The poor legibility and greyness of parts of the town centre are improved and to make places more attractive.
- 5 The High Street’s distinctive fine-grained character is restored with more interest along the way, give the street a beginning and an end.
- 6 Pedestrian routes link outwards from the town centre, breaking the road collar. Over-capacity roads are slowed and narrowed and streets have reprioritised space for pedestrian and cyclists.
- 7 Energy efficiency and renewable generation is showcased in new buildings.



## ENTICING

Generate places and homes to encourage young people and young families to relocate to Nailsea and to maintain diverse communities. Make public space and destinations attractive to young people and families, improving recreational opportunities for all.

- 1 The identity of the town centre is developed, according to a long-term vision that is shared with key landowners.
- 2 Land use is diversified and intensified to generate more affordable and/or diverse kinds of workspace and housing.
- 3 Cultural, recreational and evening destinations are developed at the west end of the town centre.
- 4 New proposals celebrate the town’s built and industrial heritage and its green character.
- 5 Concentrated activity around Somerset Square offers unique leisure, retail, recreational and play experiences.
- 6 The identities of Nailsea’s neighbourhoods are reinforced to support ‘15-minute’ neighbourhoods, identifying opportunities to enhance existing centres.
- 7 A parking strategy informs how parking spaces can be improved and used more efficiently.





## ANIMATED

Bring new homes into the town centre to increase activity. Sustain a wide-range of leisure and retail destinations. Make new space for co-working, culture and makers, supporting people working from home in the town. Generate new daytime and evening destinations and activity to animate the town centre.

- 1 At the heart of the town centre, Nailsea Library is maintained as a key destination.
- 2 Other destinations are created, such as a business hub to network, support and encourage start-ups, or an indoor venue for small-scale pop-up shops.
- 3 A Meanwhile Strategy, including leases coordinated by the Town Council, activates empty shop units i.e. with designer/makers and micro manufacturing.
- 4 Somerset Square and the High Street are animated in different ways, including increasing the scale of weekly markets.
- 5 Existing community and cultural organisations and amenities establish a baseline for developing a new cultural strategy.
- 6 Scotch Horn is improved, increasing the links between the building and its outside spaces. Improve the frontages to the town, the park and important cycle links.
- 7 Community resilience and its expression is valued in different spaces in the town, such as No 26 and 65. Learning from this stewardship can be extended to other services.





## BLUE & GREEN

Build on Nailsea’s green and verdant character. Bring new planting to grey areas, adding trees and natural features to improve the High Street and Village Green. Generate opportunities for community participation in green spaces.

- 1 The ease of walking and cycling is improved to deliver high quality streets and spaces and better serve older people and children.
- 2 The High Street is better linked to Millennium Park across Brockway and the east end of the High Street is greened.
- 3 The town centre is better linked to residential neighbourhoods.
- 4 A strategic vision for green infrastructure across and around the town is used improve legibility.
- 5 Existing green corridors are extended through public spaces, e.g. Improving the connections between the north/south rewilding corridor and Somerset Square.
- 6 Rewilding is developed for people and nature with interpretation about rewilding linked to wayfinding in places.
- 7 The role of community groups to own and manage green spaces is developed, to create interesting and engaging recreational routes (e.g. establishing a resource for Town Rangers).

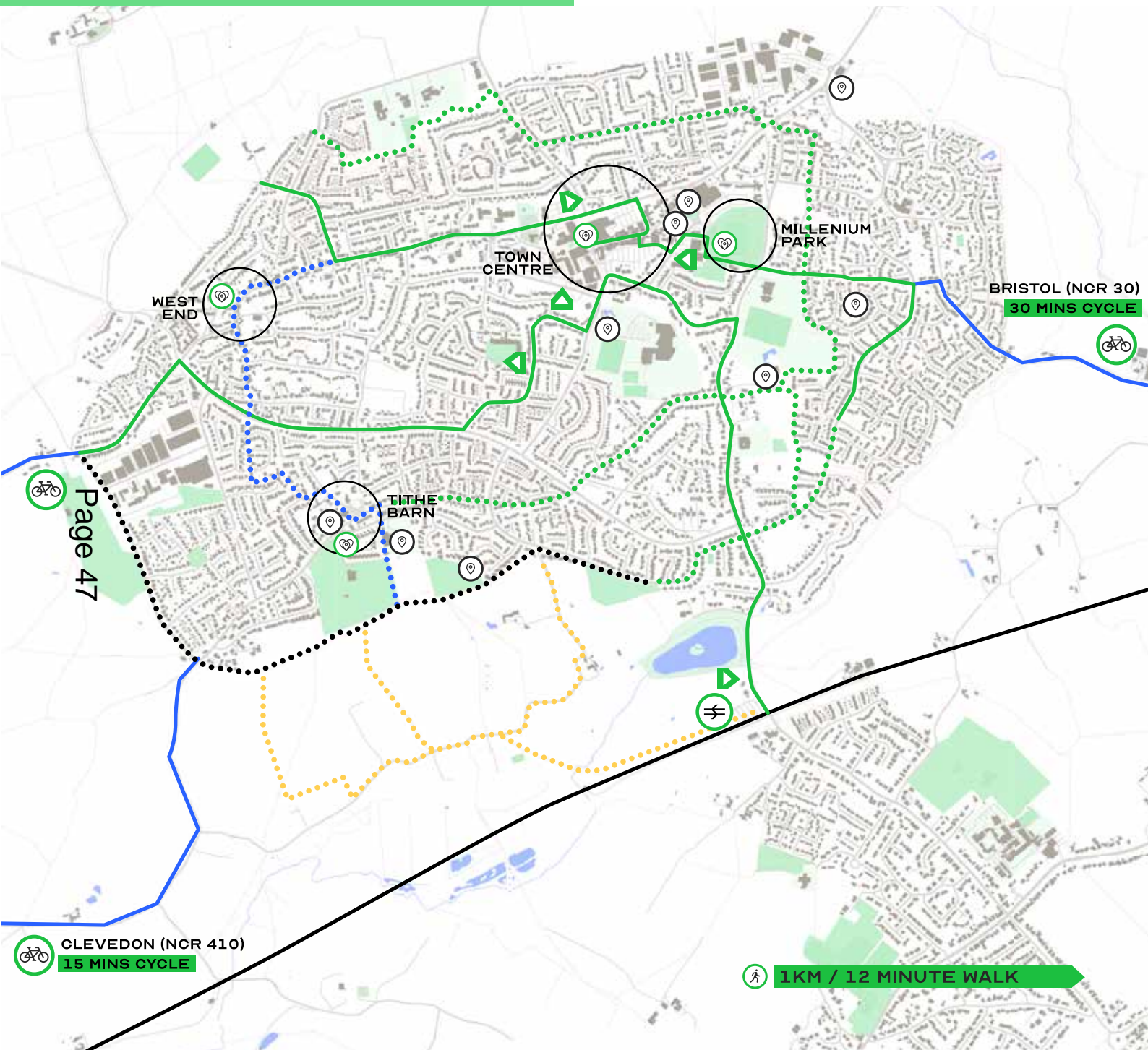


## ACTIVE

Build on North Somerset’s Active Travel Strategy to make it easier for all to get around on foot and by bike and via public transport. Connect the railway station with the town, improve wayfinding, and develop the identity of recreational green corridors.

- 1 More frequent and convenient public transport links to the station make the town a more attractive destination and commercial centre.
- 2 Improve wayfinding: signage, lighting, planting and help with legibility, inclusion and safety.
- 3 From Scotch Horn, Festival Way is extended into the town and linked to the west.
- 4 Create quiet cycle lanes to the west towards Clevedon.
- 5 Calm parts of the town centre ring roads to make better connections to residential area nearby.
- 6 Link walking and cycling routes to green routes, identifying opportunities for active recreation and wellbeing.
- 7 Create an attractive, easy to use time and distance map of walking routes, prioritising key routes across the ‘Nailsea Town Paths’, prioritising safe routes to school and identifying other key destinations. Opportunity for co-design.





## CONNECTING NAILSEA

Nailsea Town Centre, the West End and Tithe Barn are the three historic neighbourhood centres of Nailsea. Linking these places highlights important social and cultural destinations for the town. Improved wayfinding helps promote how much of Nailsea is within walking and cycling distance.

This neighbourhood diagram shows how the town centre is linked to surrounding neighbourhoods. It also highlights the walking and cycling routes that North Somerset Council plans to improve, including links to the National Cycle Network.

### PROJECT OPPORTUNITIES

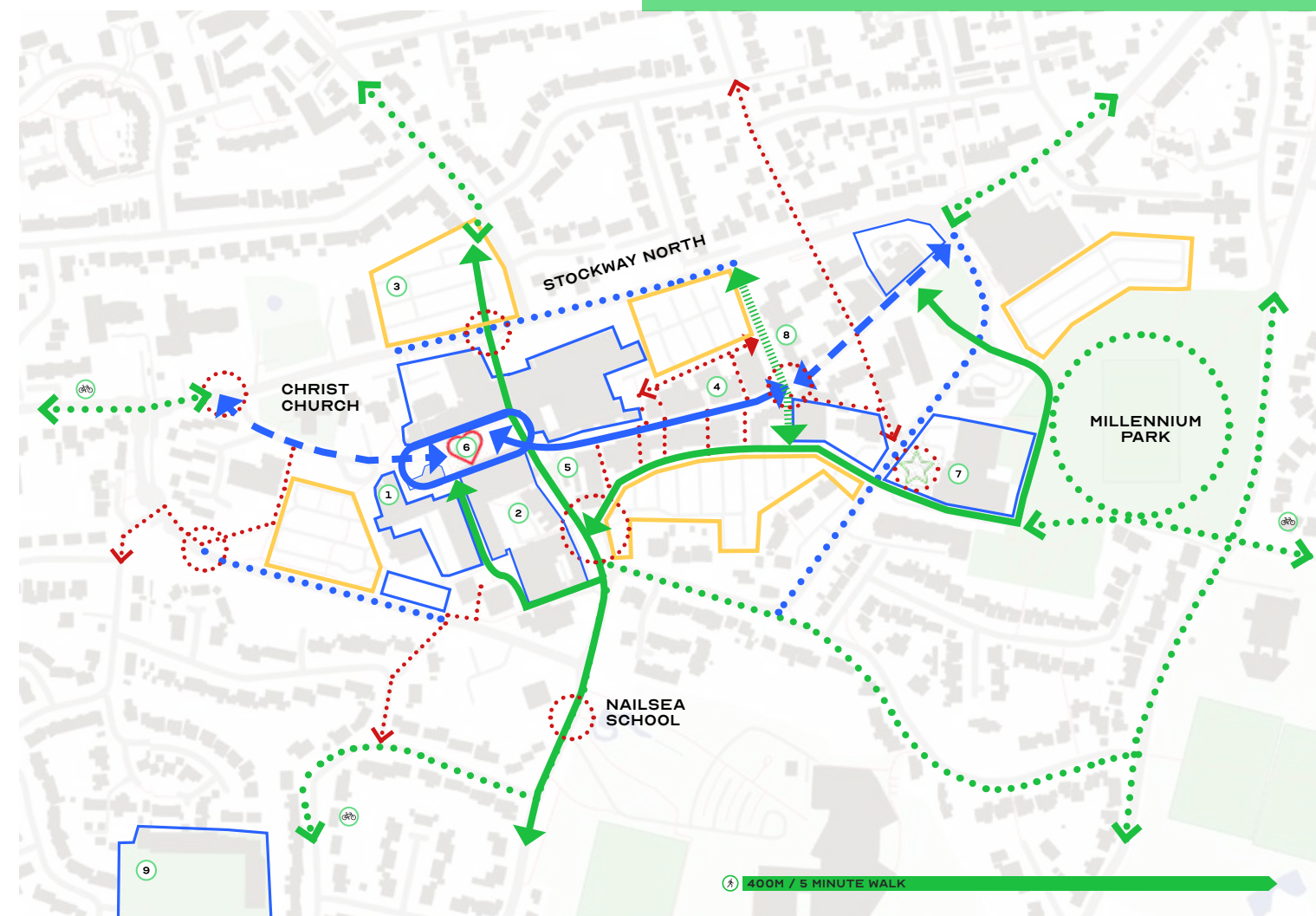
- Walking and Cycling Improvements
- Linking to National Cycling Routes
- Wayfinding Nailsea Edge (part shown)
- Wayfinding West End to Tithe Barn
- Linking schools and selected recreational routes
- Linking Youngwood Lane
- Nailsea & Backwell Station
- Existing Heritage Trail Markers
- Proposed Town Maps
- Proposed bespoke signs/highlights

## TOWN CENTRE PROJECT OPPORTUNITIES

This map locates streets, public spaces and sites identified by stakeholders for improvement over time. The project opportunities relate to the vision and priorities proposed. They aim to enhance the town centre, generating distinctive, enticing and animated destinations, owned and curated by communities, whilst contributing to blue & green and active travel infrastructure.

### PROJECT OPPORTUNITIES

1. Library and former college building regeneration
2. Phased regeneration of Crown Glass
3. Car park study
4. High Street improvement and greening
5. Village green improvement
6. Somerset Square animation
7. Scotch Horn improvement and cycle hub
8. Opportunity to integrate rewilding and wayfinding
9. Opportunity to build community around existing amenity



### KEY

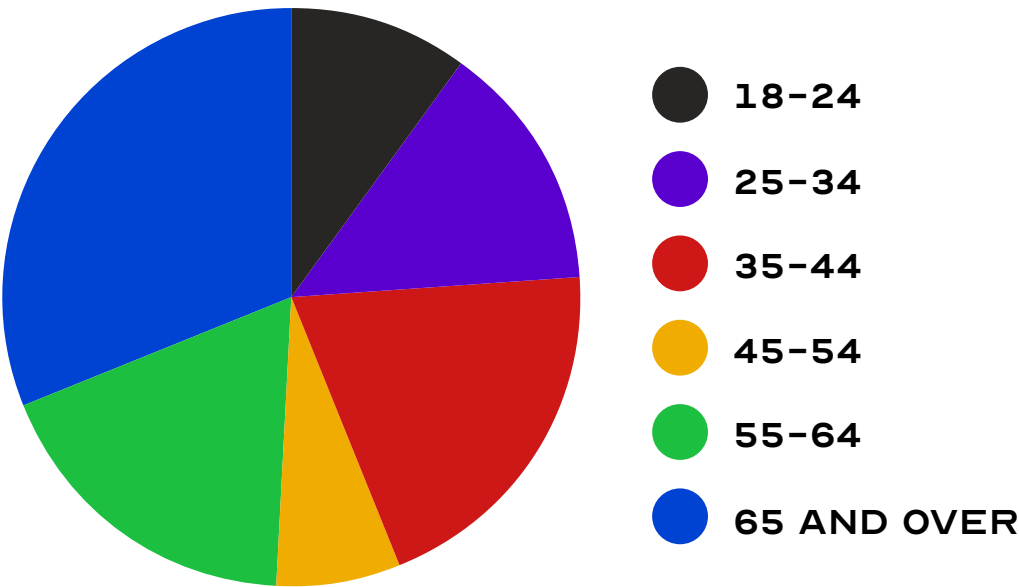
- Improved links between High Street and Somerset Square
- Improved green connections north to south and to Millennium Park
- ... Improved active travel connections
- Opportunities to improve and diversify use of car park sites informed by parking survey
- Other sites where use could be intensified
- ... Opportunities to create outward facing frontages and loosen road collar
- ... Wayfinding opportunities



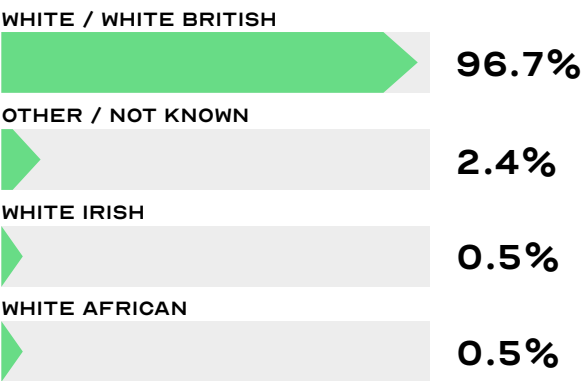
# Public Survey Data Summary

A public survey explored how Nailsea town centre could be adapted and invigorated to meet the community's short- and long-term needs.

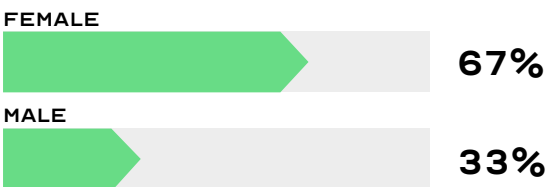
AGE GROUP



ETHNICITY



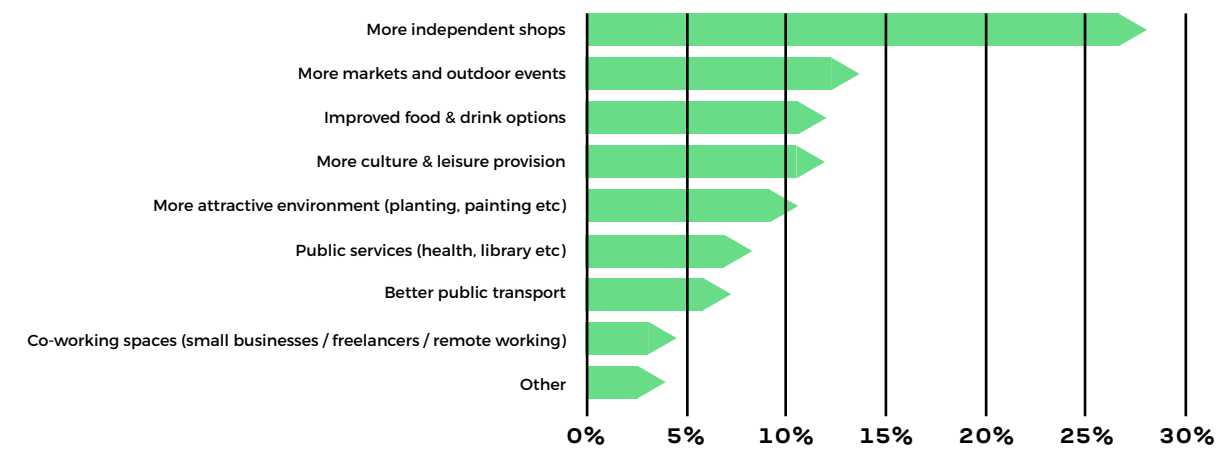
GENDER



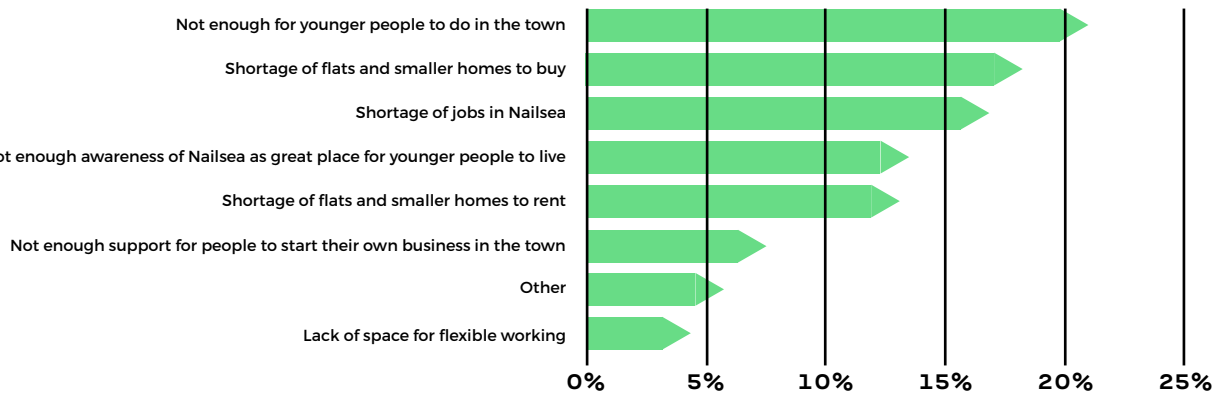
## What do you love about Nailsea?



How do we help the centre of Nailsea thrive?



What are the biggest challenges in attracting younger people to live in Nailsea?



Page 50

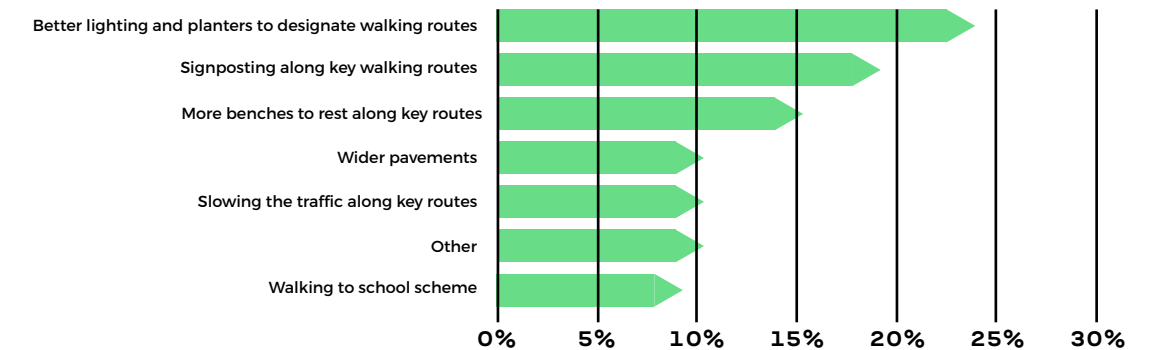
“Good inclusion and facilities for our youth and young adult population – they are our future and we want them to stay in Nailsea.”



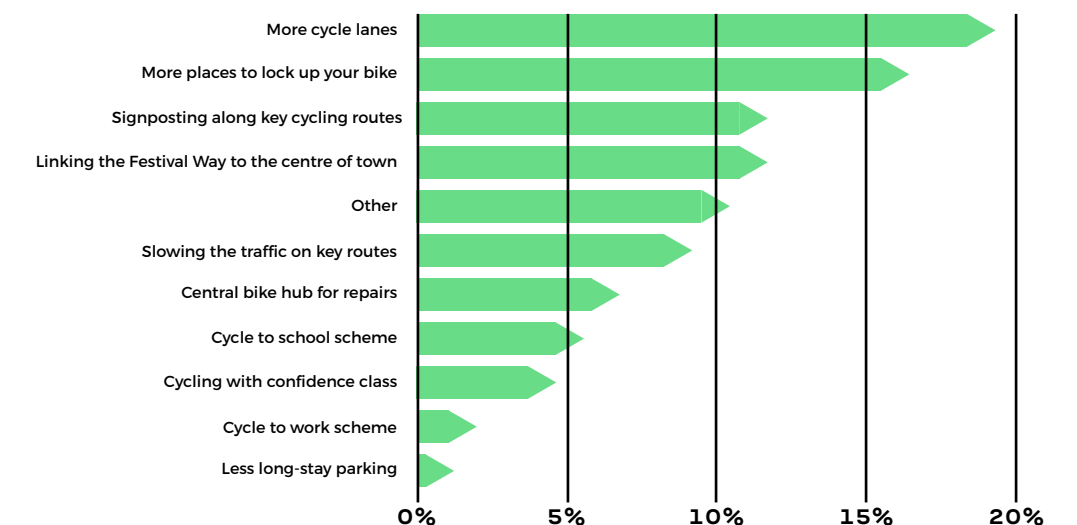


“The cut-through paths between streets are brilliant and should be developed further. The pedestrianised centre is great and should be used more. The views and accessible countryside should stay.”

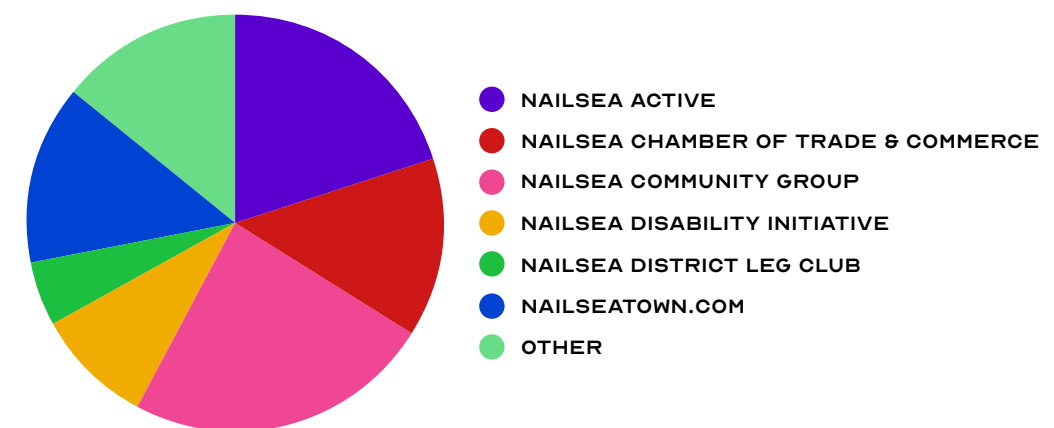
## What would make you walk more?



## What would make you cycle more?



## Which community groups can make Nailsea a better place?



### Other groups mentioned

Nailsea Community Trust Limited, Nailsea History Group, Nailsea & District Horticultural Society, Nailsea in Bloom, Nailsea Shedders, Nailsea Women's Institute, Nailsea and District Local History Society







## Key Sites

Together we looked at some specific sites in Nailsea, exploring how places can be shaped to deliver on the strategic priorities. An outline proposal for each site was visualised and discussed with stakeholders. The preferred approach and design principles were identified to guide and support future project development. All projects will be open to public engagement and feedback as they progress.

VIEW OF HIGH STREET LOOKING TOWARDS THE VILLAGE GREEN





# Crown Glass and High Street regeneration

The Crown Glass Shopping Centre is at the heart of Nailsea. Over the next decade the Crown Glass buildings will need to be regenerated to meet needs of a growing population and to make a more sustainable and attractive destination. The retail centre was purpose built in the 1970s and includes some upper floor residential and office use. At its centre, a large piazza Somerset Square links east to west via Nailsea's High Street and to the south via Colliers Walk.

The generous arcade and public space of Somerset Square is unusual and elegant, and the area has some popular destinations, including a mix of national and independent retailers. But overall, Crown Glass lacks pull as a destination, especially in the evenings. The High Street needs to be a stronger thread running through the town. To regenerate Crown Glass, the challenge is to create a more vital and enduring place by reusing land and structures more efficiently.

VIEW OF TOWN CENTRE LIVING IN COLLIERS WALK



## Setting out a shared vision

With Stakeholders, we explored the need to develop a clearer identity for Nailsea as a shopping destination, bringing an economic and architectural vision together. We identified ways that the use of this important area of the town centre can be concentrated and intensified.

- Introduce new buildings that contribute to Nailsea's character, making the town centre more legible and bringing creativity and inventiveness.
- Concentrate existing activity and diversify the town's retail and leisure offer, including meanwhile and market uses.
- Create quality outside spaces as destinations and amenities for residents and visitors, to include more inviting, well-defined, intimate spaces with better lighting, green space and play spaces.

- Enhance the fine-grained high street making it greener and a more clearly defined connection to Somerset Square.
- Make the town centre more outward looking, with a stronger sense of arrival and more active frontages.
- Break the road collar, establishing safer pedestrian and cycle connections to residential neighbourhoods.
- Activate Somerset Square, support and extend the evening economy, enable economic diversity.
- Make space for niche shopping, flexible spaces, smaller shop units for local start-ups and businesses and incubator spaces, with room for growth.
- Bring new homes into the town centre to diversify and sustain activity.

The extent of retail space is possibly greater than the town needs. There may be an opportunity to shift some areas towards live-work and town centre living.

VIEW OF HIGH STREET LOOKING EAST



### COLLIERS WALK

This example illustrated for Colliers Walk shows a street populated with designer maker workshops and informal recreation and play spaces. More town centre living in this location could contribute footfall overall as important link between square to south and Somerset Square.

Following on from these priorities, a shared vision should be established between key stakeholders that can guide short-term revitalisation and longer-term restoration and redevelopment.



# Nailsea Library and former college building

Nailsea Library is a popular destination in the town centre and is North Somerset's second busiest library. Its character as a landmark in Somerset Square is valued by people in Nailsea and sustaining a viable long-term library site is important to North Somerset Council. Currently the octagonal library building is in a poor condition, has inadequate physical accessibility internally and weak public realm interfaces. The site is next to the unoccupied former Western College building and between them is unattractive un-surveyed public realm. The redevelopment of both sites together presents an opportunity for a catalyst for regeneration, intensifying activity in Somerset Square.

VIEW OF LIBRARY SITE FROM SOMERSET SQUARE



## Three options for reshaping the library and former college site

Stakeholders considered three options, each increasing residential uses at the site and exploring different options for repurposing or replacing the library building.

- 01 - Partial demolition
- 02 - Redevelop all
- 03 - Redevelop all

### Option 01 - Partial demolition

The existing building is valued by stakeholders because it is 'iconic', 'quirky' and 'brutalist'. Retaining the building is challenging as major refurbishment is needed to make the building more accessible and energy efficient. If retained the building could also be improved by having a more inviting entrance and better views out and in. It could offer better overlooked outside spaces and give access to a greener community garden. There could be associated uses such as an outdoor craft market. If the library was to move, the library octagon could be repurposed as a café/restaurant.

### Option 02 - Redevelop all

*3 to 4 storey at current library site*

### or Option 03 - Redevelop all

*Single storey at current library site*

Any new building at the site should also be iconic, retaining some of the existing qualities and contributing to Somerset Square in urban design terms. The design should be distinctive, visibly green and sustainable, softening the concrete with pockets of wildlife and green roofs.

Option 3 is preferred. Stakeholders were concerned Option 2 would overshadow Somerset Square. Ground floor use should be part of a strategy for across Crown Glass. These options could include a café, a food hall and/or flexible space for community use. Some of the first floor could be mixed use, including workspace and small workshops (for example like the Engine Shed in Bristol). The residential use should be high quality, supporting healthy living, with generous balconies to animate the façade.

In each option there is the opportunity to reconnect the library site with Somerset Square and improve the quality of arrival from the west.



OPTION 01  
PARTIAL DEMOLITION



OPTION 02  
REDEVELOP ALL



OPTION 03  
REDEVELOP ALL



# Car parking survey and strategy

Nailsea town centre is surrounded by car parks at Clevedon Road, Station Road, Waitrose, Crown Glass, Scotch Horn and Tesco. Some spaces could potentially be better used to improve public space, landscape amenity or to provide housing (as illustrated here). Stakeholders asked that changes to parking should be informed by a survey of actual parking use in the town. The six main town centre car parks were surveyed. It found that in some there was more parking than needed and that people were making frequent trips from nearby in the town. They also found that most long stay parking users had travelled alone and around 1/3 of those from nearby.

To better sustain people's health and wellbeing and address the climate emergency, other equally convenient ways of getting around need to be supported. North Somerset Council have set out plans to improve active travel and public transport that are integrated in this strategy. A two-step approach to encouraging changes in patterns of movement is proposed.

VIEW CLEVEDON ROAD TOWARDS CROWN GLASS



## Diversifying modes of transport

### STEP ONE

Small/medium scale impactful changes to support behaviour change.

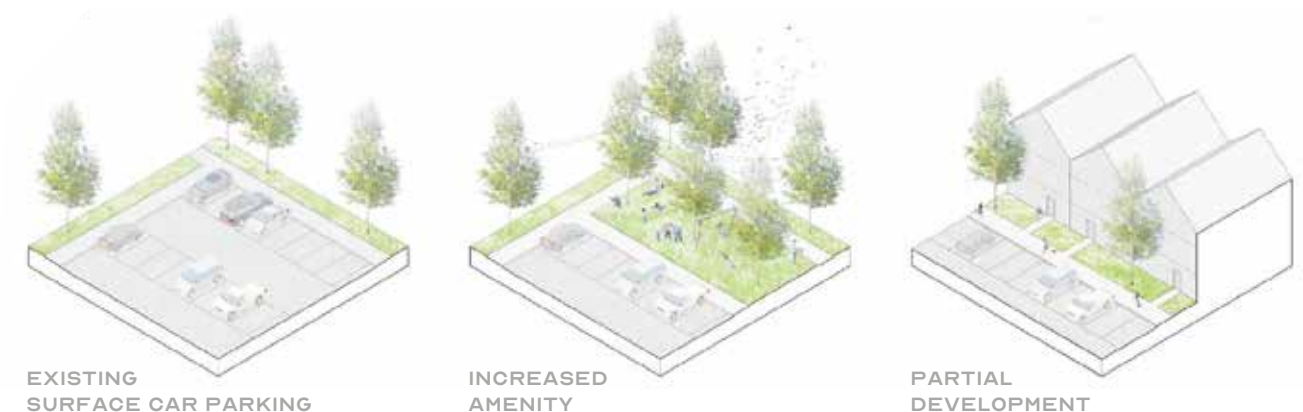
- **Improve active travel infrastructure**
  - Develop mobility hubs
  - Improve cycle parking and storage
  - Improve cycling and walking routes
- **Shift priority to pedestrian and cycle movement**
  - Improve key public space thresholds and linkages
  - Move on street parking to car parks
  - Slow and reduce vehicle movement
- **Improve place qualities and efficiency of car parks**
  - Improve connections between car parks and town centre

- Integrate electric vehicle charging
- Improve signage
- Work with landowners and others on behaviour change

### STEP TWO

Identify priority areas for reducing car parking or making car parking use more efficient

- Establish design approach to improving car park efficiency/reorganisation
- Explore benefit of introducing charging to improve efficiency of use
- Explore scope to use additional parking space site by site to meet other Placemaking Strategy priorities



### CLEVEDON ROAD

The view of Clevedon Road illustrates the potential reuse of a car park site, where the land use is shifted towards residential use, bringing new homes close to the town centre. This explores how placing buildings can reframe and improve streets and public spaces. Stakeholders felt that in the long-term, more housing of the right sort is

desirable. Especially as it is important to diversify housing available in the town with affordable housing to suit young people starting out in life. They also appreciated how this site could make a more positive contribution to the town centre, improving public realm and connecting the Clevedon Road area to the town.



# Nailsea Stakeholders Priorities for Project Actions and Timings

PROJECT	AIMS
<b>Nailsea Library</b>	Maintain the role and presence of the library in the town centre.
<b>Crown Glass Site Development Brief and Guidance</b>	Develop a shared vision and strategy to guide short- and long-term improvement.
<b>Establish a Business Improvement District (BID)</b>	Set out and lead a series of joined up activities to make an inviting town centre.
<b>Meanwhile Strategy</b>	Support evening activity, and designer makers/independent businesses bring empty shops and public spaces into use.
<b>Town centre bus and cycle hub</b>	Encourage cyclists to choose the town centre as a destination, support active travel and public transport.
<b>Cultural and Heritage Strategy</b>	Build capacity - modelled on the Culture Weston Framework.
<b>Village Green and High Street - Public Realm Improvement</b>	Make The High Street a greener and more attractive destination.
<b>Work Hub</b>	Provide shared workspaces for commuters working from home and provide start up opportunities - host events.
<b>Biodiversity Partnership</b>	Enhance the use of landscape corridors and existing gardens and allotments. Link to NSC rewilding strategy.
<b>Improved Station Links</b>	More frequent and convenient public transport links to the station.
<b>Active Travel Campaign</b>	Reduce inefficient use of long-term parking by employers, encourage modal shift to walking, cycling and public transport.
<b>Town Map &amp; Wayfinding Routes</b>	Promote and enhance place qualities and bespoke signage to key landmarks. Improve recreational routes.
<b>Housing Design guidance</b>	Influence high quality town centre housing (as Urban Living SP/ Bristol) guidance on design qualities and standards of amenity.
<b>Parking Strategy</b>	Use land more efficiently and support a balanced approach to transport. Pilot with Station Road Car Park
<b>Link Cycle route to Clevedon</b>	Create quiet cycle lanes to the west towards Clevedon.
<b>Town Centre Homes</b>	Identify opportunities to provide new homes with high quality landscape led design. Including new and renovated social housing.
<b>Brockway Calming</b>	Link the town centre to Millennium Park improving place identity.
<b>Scotch Horn Leisure Centre</b>	If improving, take the opportunity to create a better street and Parkside presence and foreground cycle connections.
<b>Signing National Cycling Routes</b>	Promote recreational opportunities and active travel.
<b>Nailsea Neighbourhoods</b>	Reinforce the identity of Nailsea's existing neighbourhoods around key cultural, leisure and social spaces.

LEAD	KEY STAKEHOLDERS	PRIORITY	TIMING
North Somerset Council (NSC) Libraries	Nailsea Town Council (NCT)	18	A
NSC	Praxis, Developments Bristol, Waitrose	15	A
NTC	NSC, Local Businesses	15	A
NTC / Nailsea BID	Nailsea BID, Nailsea Community Group Cultural Partners	15	A
NTC / NSC	Placemaking Steering Group	12	A
Cultural & Community Partners	NTC/Nailsea BID	12	A
NTC / NSC	Placemaking Steering Group	11	A
NTC / Nailsea BID	Nailsea BID, Nailsea Community Group	14	B
NTC	Existing groups working with countryside recreation and wildlife	14	B
NTC / NSC	Placemaking Steering Group	13	B
NTC	Wessex Water, Pelican and schools and business	11	B
NTC / NSC	Nailsea Active, Nailsea Leg Club	10	B
NSC		10	B
NSC	NTC	9	B
NTC/NSC		14	C
NSC	NTC	13	C
NSC	Placemaking Steering Group	12	C
NSC	NTC/Nailsea Active	12	C
NTC / NSC	Placemaking Steering Group	9	C
NTC	Mizzymeade Leisure Centre, Nailsea Tithe Barn - no 25/No 65	9	C



# Nailsea Conversations

Throughout the process 2400 people shared their views on their town's future.





## THANK YOUS

Amy Badman  
Cllr Mike Bird  
Cllr Jeremy Blatchford  
Carole Brooke  
Jo Duffy  
David Francis  
Matt Hanley  
James Hewitt  
Cllr Claire Hunt  
Sean Kelly  
Cllr Ben Kushner  
Blanche Longley  
Cllr Rod Lees  
Cllr Emily Miller  
Ian Morrell  
Cllr David Packham  
Sandy Riley  
Jules Richardson  
Chris Smith  
Cllr James Steel  
Glen Schmidt  
Cllr James Tonkin

Pelican  
North Somerset Council  
Nailsea Town Council  
The Leg Club  
Nailsea Town Clerk  
Nailsea Memory Club  
One 2 One  
Praxis  
Nailsea Town Council  
Nailsea Disability Initiative  
Nailsea Town Council  
Praxis  
Nailsea Town Council  
Nailsea Town Council  
Nailsea Town Council  
Nailsea Town Council  
Nailsea Tithe Barn  
Nailsea Community Group  
Waitrose  
Nailsea Town Council  
Nailsea Active  
North Somerset Council

The Students of Weston College  
The People of Nailsea

## NORTH SOMERSET COUNCIL

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Luke Johnson  
Rachel Lewis  
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Emma Wellard  
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Heritage and Design Manager  
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Support Officer  
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Sarah Jones-Morris  
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Matt McFeat  
Ben Stephenson  
David Finch  
Martyn Lonsdale  
Yuli Cadney Toh  
Sarah Toy

Studio Hive  
AHMM Architects  
AHMM Architects  
AHMM Architects  
Studio Maya  
Studio Maya  
Photographer  
UWE Bristol  
Landsmith Associates  
Helen Newman Architects  
Phil Jones Associates  
Phil Jones Associates  
BAS Consultancy  
Churchman Thornhill Finch  
Lavigne Lonsdale  
Architect/Urban Designer  
Sarah Toy Consulting



**ALLFORD  
HALL  
MONAGHAN  
MORRIS**

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# A Masterplan for Central Portishead

Wyndham Way Opportunity Area  
Masterplan - draft for consultation

August 2022



Portishead  
Town  
Council



# CONTENTS

- 1 Introduction
- 2 Vision and Principles
- 3 Consultation
- 4 Masterplan Framework
- 5 Phasing and delivery

Allies and Morrison  
Urban Practitioners

**AVISON  
YOUNG**







# INTRODUCTION

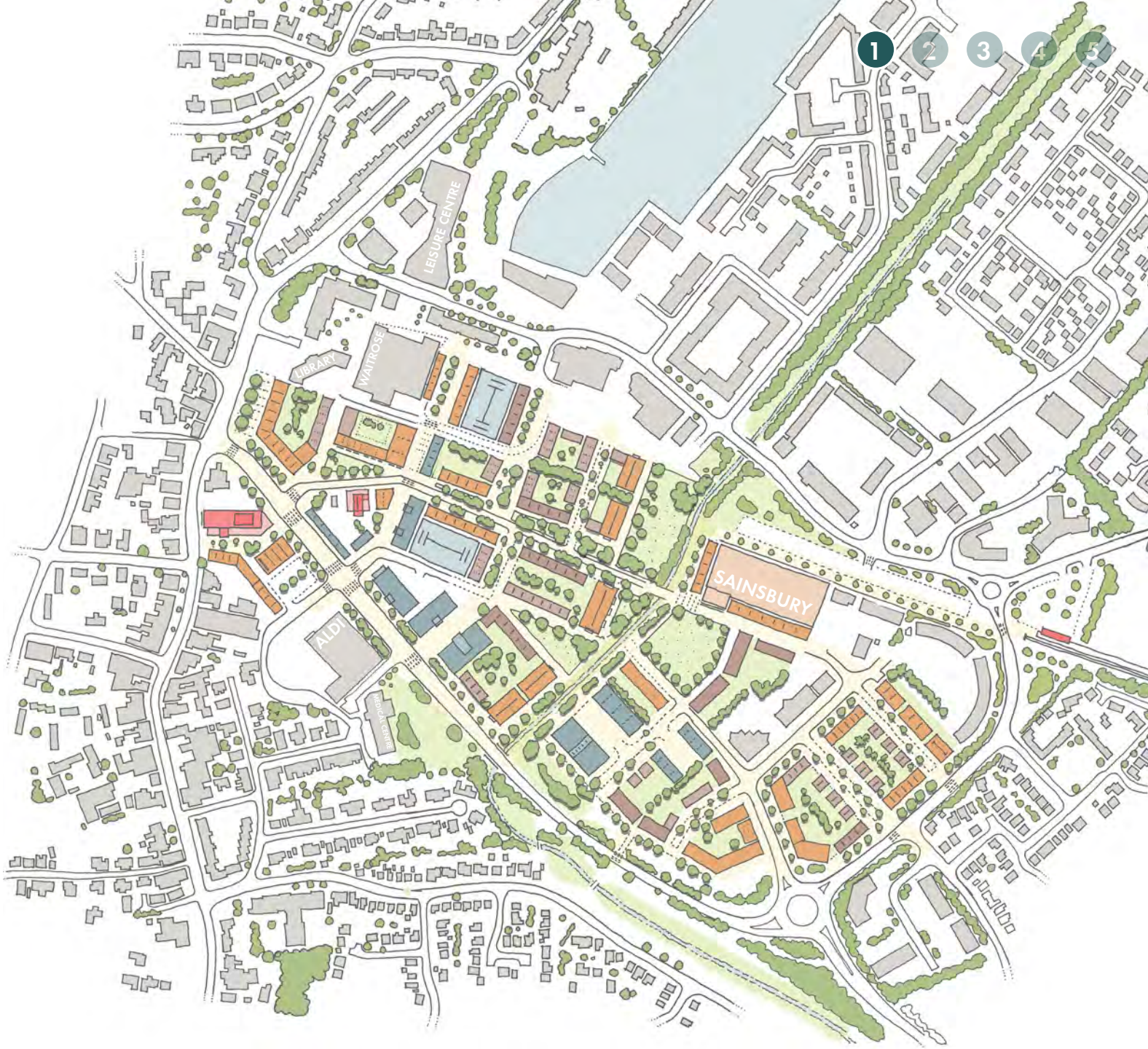
## Introduction

This draft masterplan has been prepared to help guide potential future development of the central area of Portishead, between the High Street, the Marina and the planned new railway station. It has been led by North Somerset Council working with Portishead Town Council and key land owners and with extensive local consultation.

The project started with the 2021 publication of the Vision and Scoping Study which set out the key principles for the area and identified how change could benefit Portishead as a whole. The town has grown substantially over recent decades, and this is an important opportunity to make better connections between the new and old areas.

This is also an important chance to help make Portishead more sustainable through supporting the local economy, helping to reduce car-dependency and creating a greener place.

Change is expected to be gradual - there are many different land owners in the area, so this is a framework for change rather than a big planning application. This approach helps to set a clear direction of travel and coordinate designs so that they add up to deliver the vision we want to see.





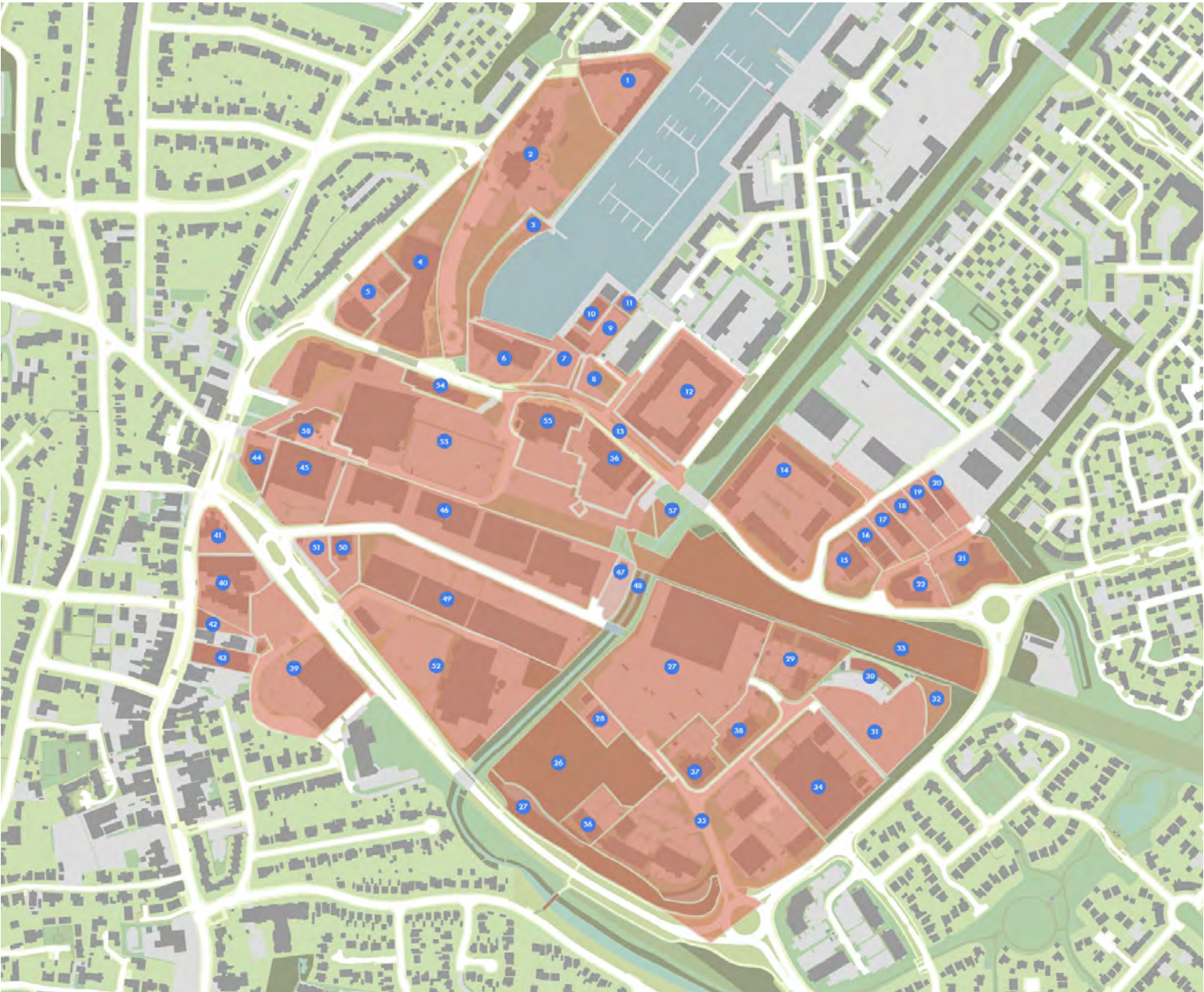
# INTRODUCTION

The land ownership in the area is a really important factor for how the area could change over time. This plan shows the many different parcels of land, and illustrates just how many different land owners have an interest.

A masterplan for an area like this is different to a planning application. It can't dictate a single design, or require that things are developed at a specific time. Even public projects like changes to roads are subject to funding being available. Any change will be gradual, piecemeal and could take many different forms.

The masterplan creates a framework for change. It sets out how the different area can be developed in coordinated ways which contribute to a wider picture. This includes planning the network of streets and spaces and considering different uses. It has to take account of existing uses which may not change for a long time, as well as be flexible enough to allow land owners to develop a range of different options.

What it can do is show what good change should look like, and provide clear rules for the things which are fundamental.





# Understanding the area

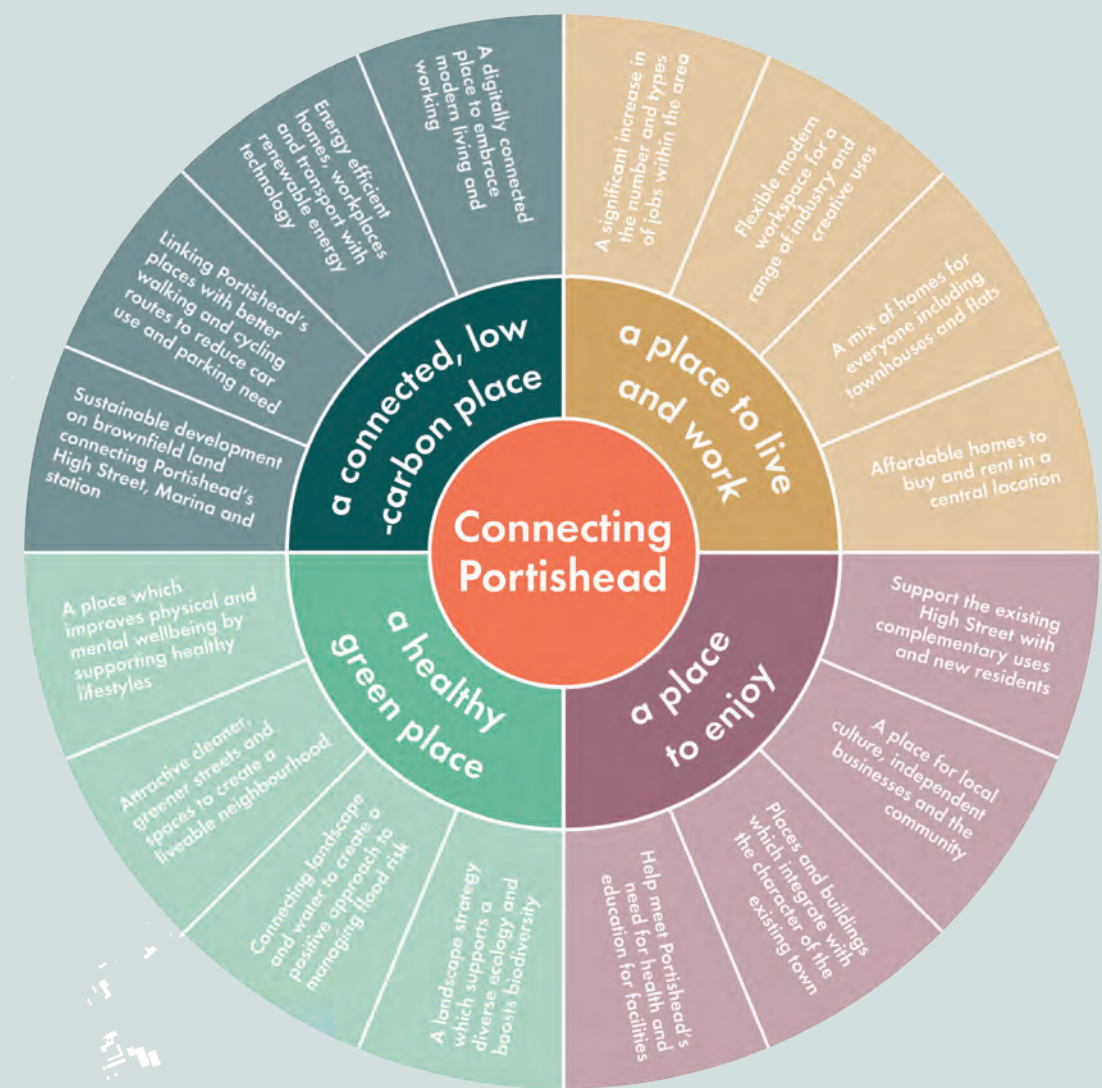
This masterplan is based on extensive research across many different topics. The team has studied the history of the area and how the town has grown responding to the landscape and the historic industry. The team has looked at the environmental and ecological constraints, including wildlife and water. This has informed ideas for how the area can work better for the environment and help reduce the risk of flooding through good design.

The baseline work also looks at the social and economic context, identifying the issues and opportunities for new and existing uses. This work has also taken place in the context of the Local Plan and Neighbourhood Plan and could help to inform future planning policy development.



- Victorian
- 1930s
- 1970s
- 1980s
- 2020s





# 2 VISION AND PRINCIPLES

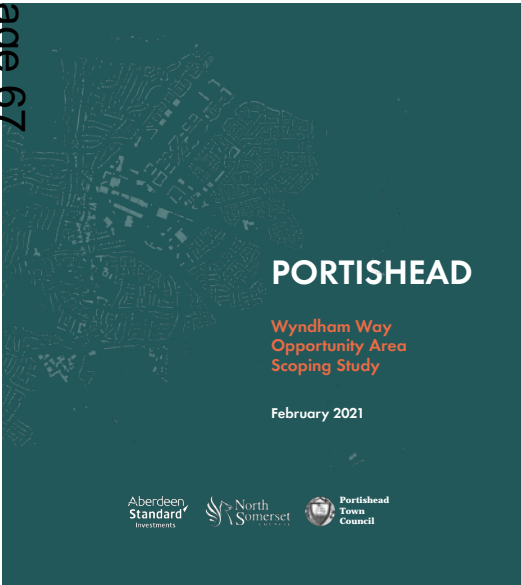


VISION AND PRINCIPLES

Vision and principles

The 2021 Vision is the starting point for this masterplan, and remains central to the approach. It was developed through our consultation work and has helped shape our detailed ideas for the area. You can read this document on our project website.

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“Develop a place for Portishead, of Portishead, capturing the town’s unique character and embracing the opportunities for living and working in a better way.”



After dark, Wyndham Way becomes a sort of no man's land and doesn't feel too safe

There is no sense of arrival and no great impression of the High Street

The leisure centre is too small, in the wrong place and poor quality

The intersection at the petrol station, Wyndham Way, High Street and Cabstand is a very awkward pinch point. The intersection **NEEDS** to be eased, it is very difficult to get through, very busy and way too much traffic

More green space!

The rhine greenway could become central green area

Old Mill Road feels like a wasted space. Could this be made into a link between Waitrose and Homebase?

We enjoy coming to Portishead to walk along the greenway, marina and pier.

The area needs to be more attractive with nicer public spaces

The site has a poor structural environment. It disrupts public space and footpaths and is a health hazard

The Old Mill Road businesses are essential and provide important high skilled and professional jobs

Can we improve the building frontages in the Wyndham Way area?

Could we include an arts or culture club?

Harbour Road is aggressive for pedestrians, a better route across the car park would help

# 3 CONSULTATION



# CONSULTATION

## Listening to local people

The approach to the masterplan is being developed through ongoing consultation with local residents, councillors and landowners. It began with the extensive listening exercise in the Vision and Scoping Study and has continued through new consultation in spring 2022. We have received hundreds of comments and ideas through our library drop-in, stakeholder site visit workshop and through the website:

**Desire for better public transport:** people would like to see better bus services and a well-connected railway station.

**Improved accessibility:** The lack of good walking and cycling routes through the area tends to promote car use. Many enjoy walking but suggested that the area needs new and better connections.

**Importance of the rhine greenway:** Many people use the rhine greenway as an enjoyable space to walk, cycle and run. People see its environmental importance and would like it to be protected and enhanced.

**Improving the attractiveness of the area:** People are keen to see more attractive streets including planting and seating.

**Parking:** There are different opinions around parking provision - some people would like to see parking in Portishead sustained and some people think there is too much. The existing design and location of car parking makes the area hard to navigate and less attractive to walk through.

**Traffic:** Many commented on the amount of traffic in Portishead and the dominance of cars. The Cabstand junction is a particular pressure point for the area.

**Protect current economic uses:** People want to see new businesses settle and thrive whilst protecting the current industry within the Wyndham Way Area. There is a desire for smaller independent shops and businesses.

**Sustainability:** Development must aim for carbon neutrality - energy efficient and enhance and protect local wildlife.

**Schools:** There is concern that rapid growth in new housing would place pressure on school places.

**Leisure:** Some people would like to see the leisure centre improved or replaced with a new facility.



Feedback and ideas from the consultation have helped to develop the vision and principles into the draft masterplan

Redevelop Old Mill Road and create an attractive connection between the station and the High Street. Encourage independent businesses to set up in Portishead to attract visitors to Portishead.

The Old Mill Road businesses are essential and provide important high skilled and professional jobs

Encourage independent businesses to set up in Portishead to attract visitors to Portishead.

There is no sense of arrival and no great impression of the High Street

This is a good opportunity to create an attractive and distinctive gateway between the new station and the High Street

Could we include an arts or culture club?

A wider range of businesses would encourage people to start business and find work in Portishead

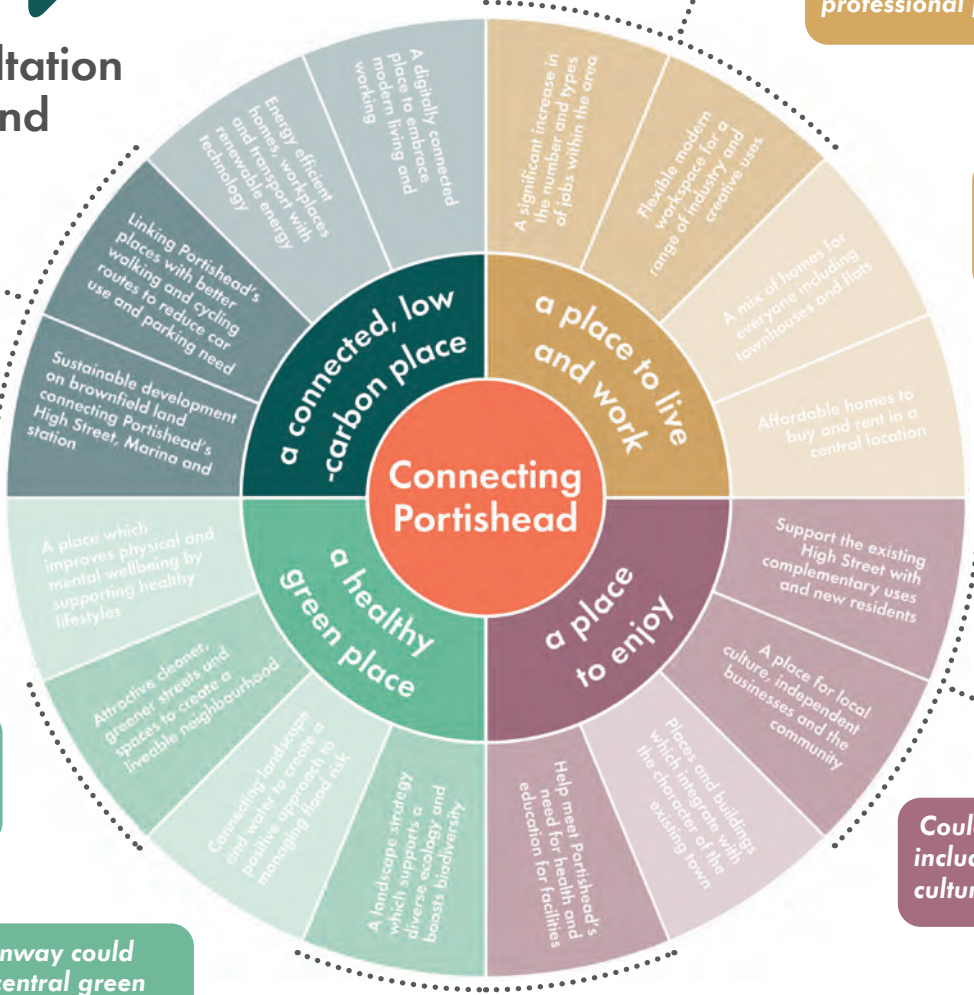
More green space and space for wildlife

The greenway could become central green area

The area needs to be more attractive with nicer public spaces

When you approach Portishead from Wyndham Way, you notice straight away the lack of trees. So we definitely more evergreens needed here

A cycle way from the High Street down Old Mill Road, past the station and then parallel to the railway to Pill.







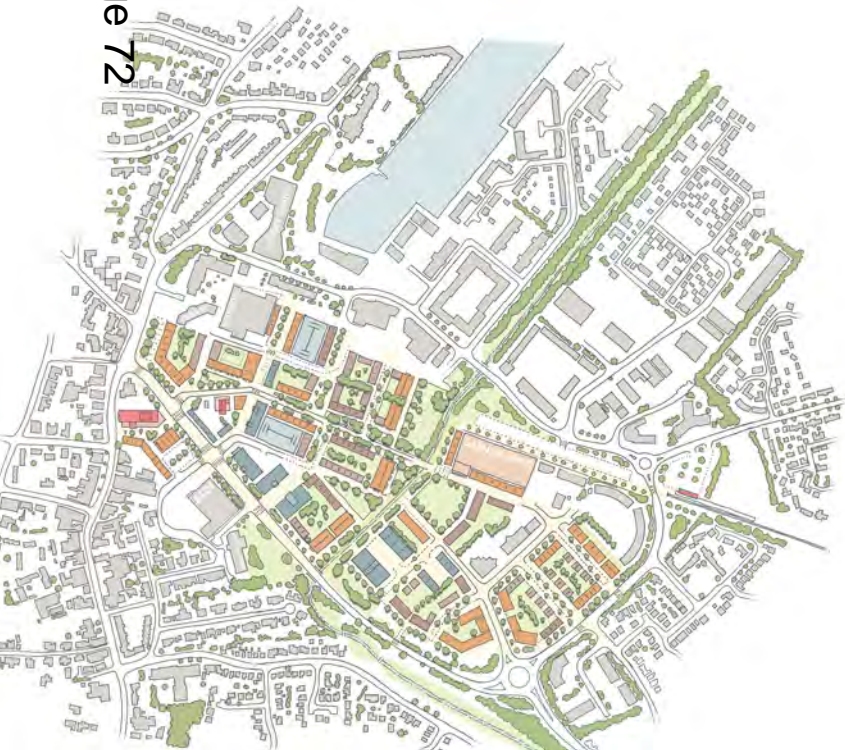
# 4 MASTERPLAN FRAMEWORK



# The masterplan framework

The masterplan has been designed to explore and address the key outcomes of the engagement and research process. It sets out a joined-up approach for the gradual transformation of the area in the context of a series of important discussions which cover not only the Wyndham Way area, but affect the wider town.

Page 72



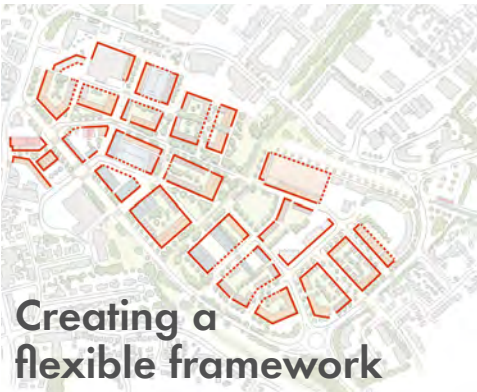
Workspace & industry



A green and blue environment



A connected district



Creating a flexible framework



Parking



School place provision



Leisure centre options



Planning for Portishead rail



Somerset Hall options



Workspace and employment

The existing employment in the Wyndham Way area has been an important part of the public debate around the masterplan. Employment and workspace in and around the town centre has a significant role to play in making the town more economically sustainable, with local jobs supporting the high street and giving people more opportunities to work locally.

Over the last few years the national trend has seen demand for employment and commercial space has remained high, making it attractive for land owners. In the short term, this makes the development of existing sites like Old Mill Road less likely as the space is in demand. Change is likely to be gradual and more likely to be about creative mixed use.

Workspace can be designed to be much better integrated into the wider town, helping to create good streets and be a positive part of Portishead. Lots of historic factory and mill buildings in our towns and cities do this very well and show how workspace could be better integrated into the town.



Crate is an example of innovative workspace for small businesses within an existing industrial estate. It includes a cafe and has become a centre for events and markets



# MASTERPLAN FRAMEWORK

## New types of workspace

In recent years employment sites have tended to be low density and low rise. This contrasts with more historic developments like Victorian factories and warehouses which tended to be multi-storey. Stacked workspace for creative ‘maker-spaces’ is returning as a form of development, as is work space as a ground floor use with housing above. Both options mean that more activity can be accommodated within a site, using land more efficiently and helping to support the town centre.

For any workspace as part of mixed use development, providing yard space which can accommodate vans and deliveries is an important factor, as are goods lifts to upper floors. Work space units also typically need much bigger floor-to-ceiling heights than other uses.

When considering a mixed use scheme, it is important that work space is designed so that factors such as noise, air quality and servicing do not affect nearby homes and create conflict. Careful design of service yards and bin stores as well as the orientation of entrances can play a big part in making mixed use areas successful.



Uplands is an example of the modern stacked industrial space being planned. It includes service yards and goods lifts as well as creating good street frontage.



Modern work space can be much more flexible and attractive.





# A green and blue environment

Green streets and spaces are a vital aspect of creating a place which is liveable, supports biodiversity and helps to address the impacts of climate change. Whilst the rhine creates an attractive green corridor through the heart of the area, a large proportion of space is hard surfaces, either roofs, roads or car parks.

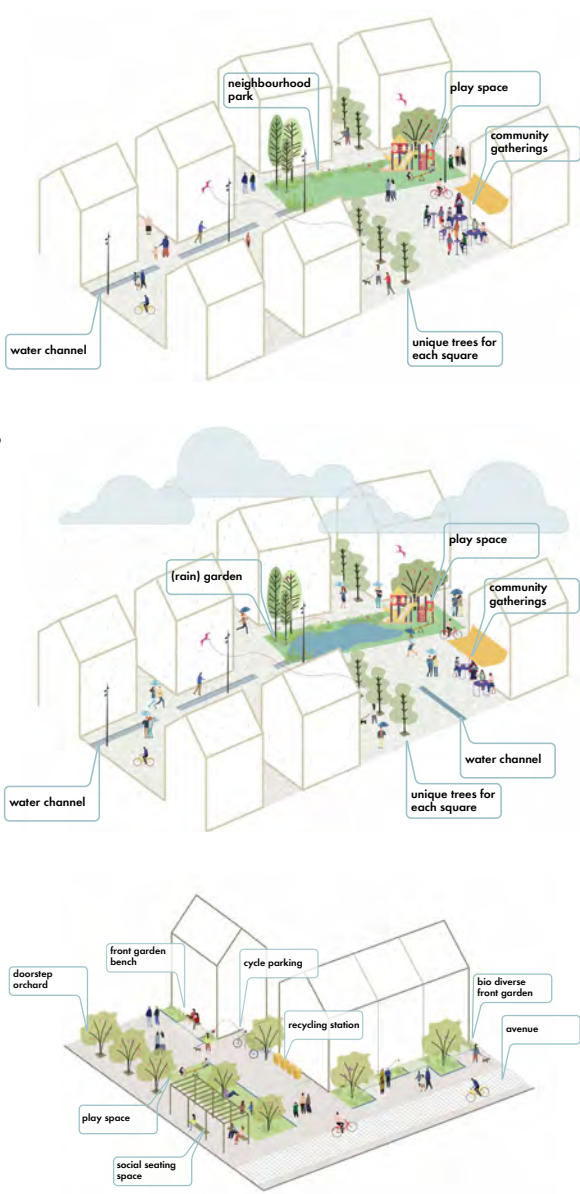
Given the fragmented ownership of the area, it is unlikely that a single large park could be created. However, a series of smaller spaces which connect into the rhine corridor will create usable spaces and will help to extend the benefits of green space to a large proportion of the site.

New and improved streets are also expected to be much greener. Trees are important to provide shade and help maintain cooler temperatures. Greenery at ground level can include elements of seating and features for play, but should also include rain-gardens for sustainable urban drainage to help manage water run-off and reduce flood risk downstream.

Finally, gardens and green roofs also have a big part to play in making the area as green as possible and provide space for residents to relax.



Extending Portishead’s central greenway



Green streets and spaces serve many functions



MASTERPLAN FRAMEWORK





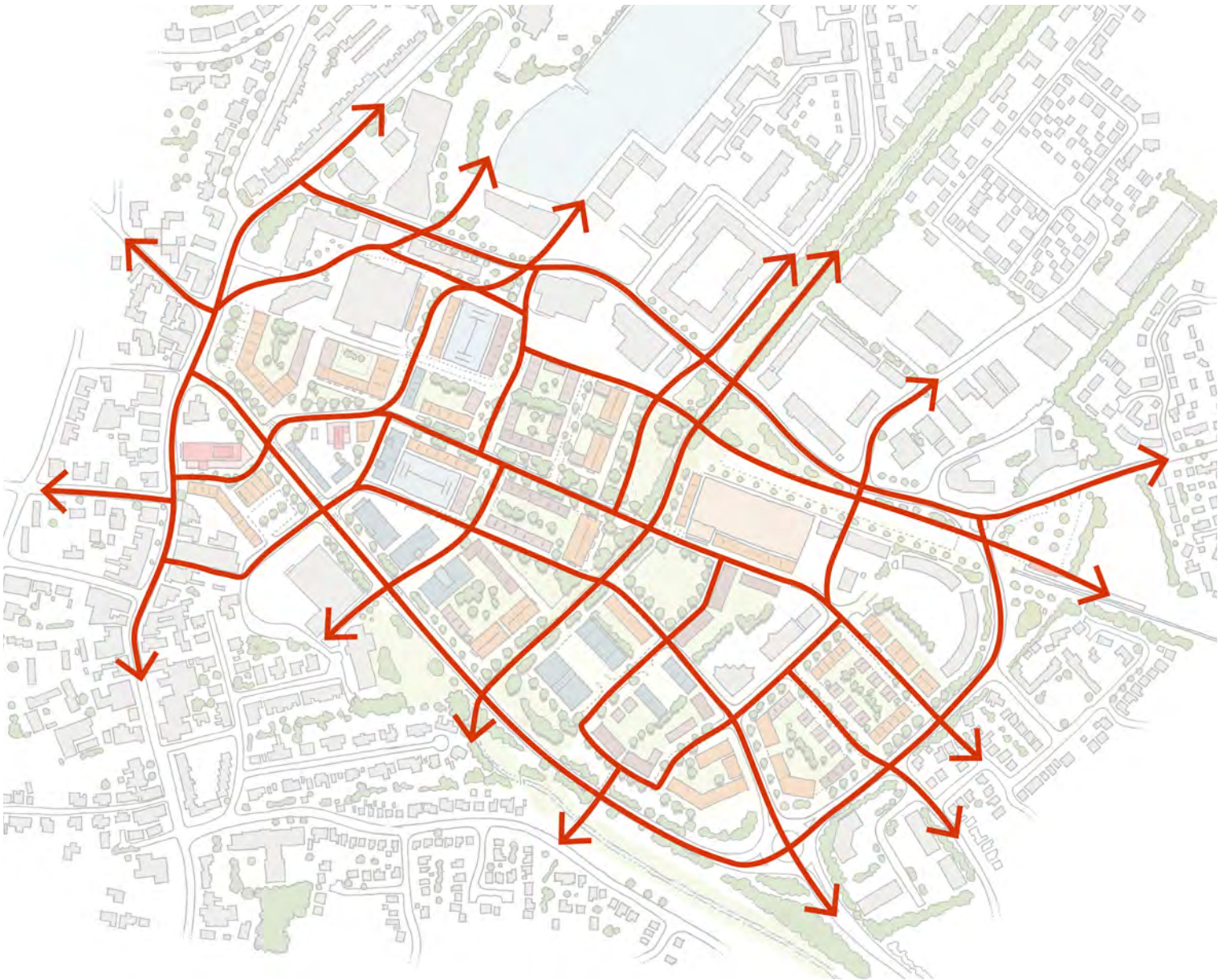
# MASTERPLAN FRAMEWORK

## A connected district

Delivering a connecting network of streets and routes for walking and cycling has been one of the consistent ambitions of this project. It tackles one of the big issues that has arisen as Portishead has grown over the last few decades, but without the connecting routes that could make short journeys really easy to do on foot or by bicycle.

The fragmented ownership in the area makes a comprehensive street pattern hard to deliver as a single project. However, the fact that different land owners need to coordinate their developments to deliver joined-up streets is one of the challenges which makes this framework important. Without it, there is a risk that piecemeal development will never produce a connected place.

A clear and attractive street network will help to make walking and cycling easier for some trips. Whilst it won't replace every car journey it can replace some of them, giving healthy choices to more people. It will also make the town better for children and teenagers who don't drive by creating a safe environment which gives them more independence.



Movement network



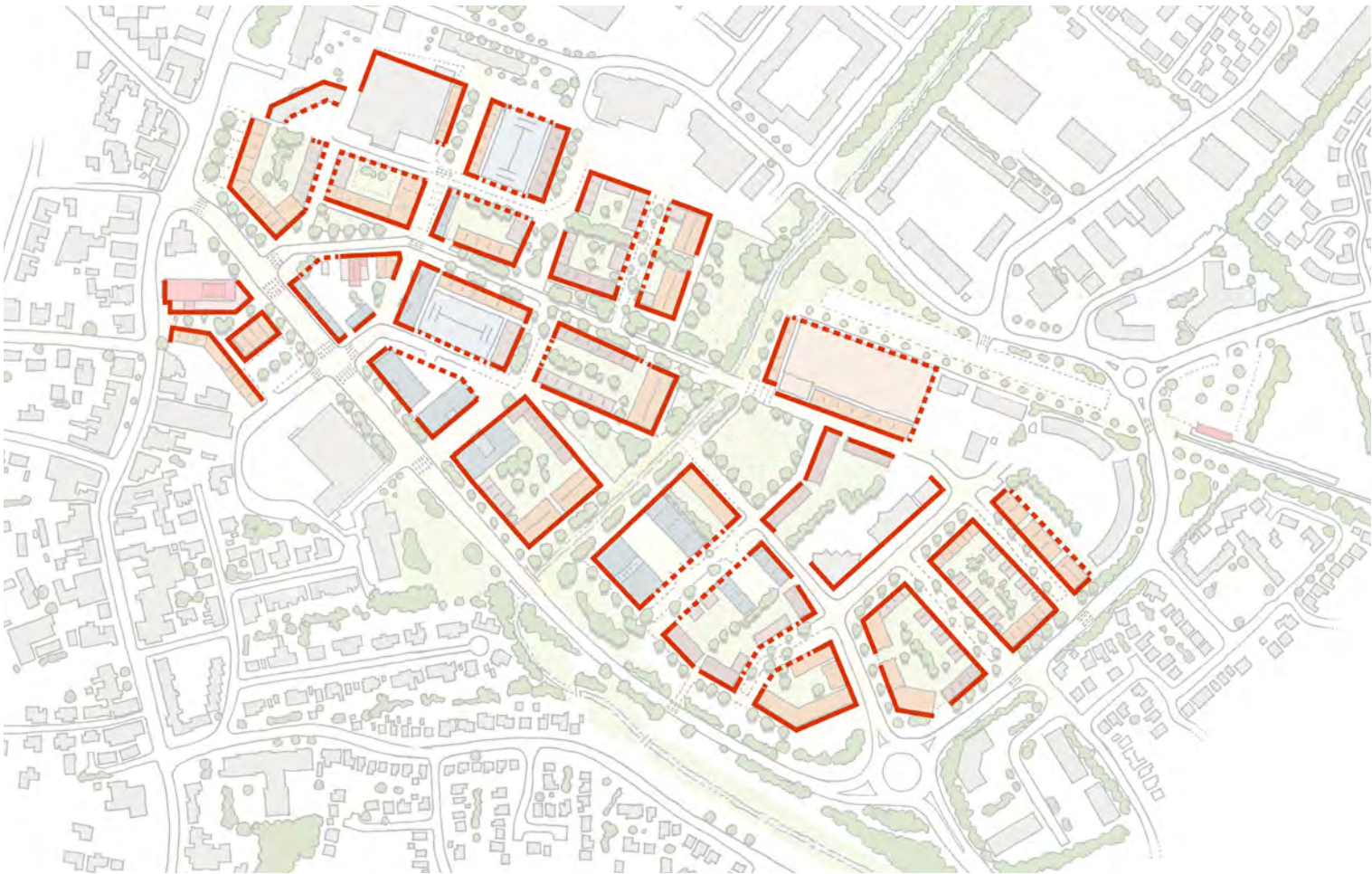
# MASTERPLAN FRAMEWORK

## Creating a flexible framework

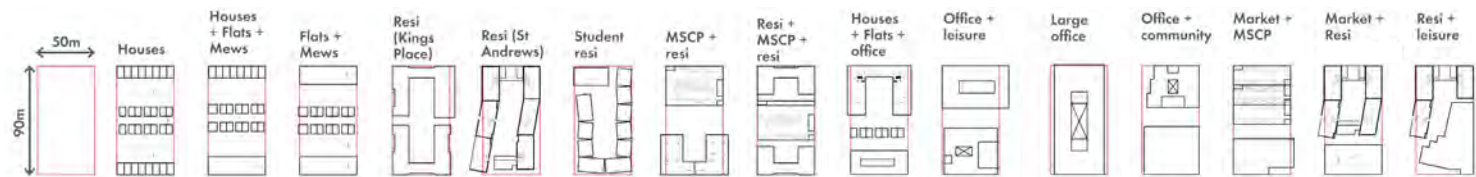
Urban blocks are the key components of our historic towns and cities. They help to create places which deliver safer streets by overlooking with front doors, windows and shop fronts. They are flexible in being able to accommodate a wide range of uses and enable change over time that supports a resilient economy. They also define clear fronts and backs creating areas for gardens, yards and servicing away from the front faces onto public streets.

The flexibility which a good block structure creates is really important to the Wyndham Way area. Change will happen over a relatively long period of time and through many different projects. Whilst the illustrative masterplan help to show ways in which the area could change, the framework of blocks defines the essential rules for development that give landowners and developers the opportunity to be creative but still work in a coordinated way.

The block structure which has been developed for the Wyndham Way area takes account of land ownerships and existing buildings to give the most flexibility whilst still unlocking change.



Urban block structure





MASTERPLAN FRAMEWORK

Planning for different uses

The ability to deliver a range of different uses within the area is a key part of the masterplan approach and it is important to appreciate that the illustrative scheme shown in this document is just one way in which the area could develop.

The framework which we have proposed not only allows for variations in the design of individual buildings but also allows for variations in uses. A flexible approach will help the wider town adapt to changing demands for workspace, leisure, community facilities, homes and more, helping to support a more resilient economy for the town.

- Mixed use blocks including shops, leisure and community uses with homes above
- Workspace and employment
- Residential development including townhouses and flats
- Potential for public uses



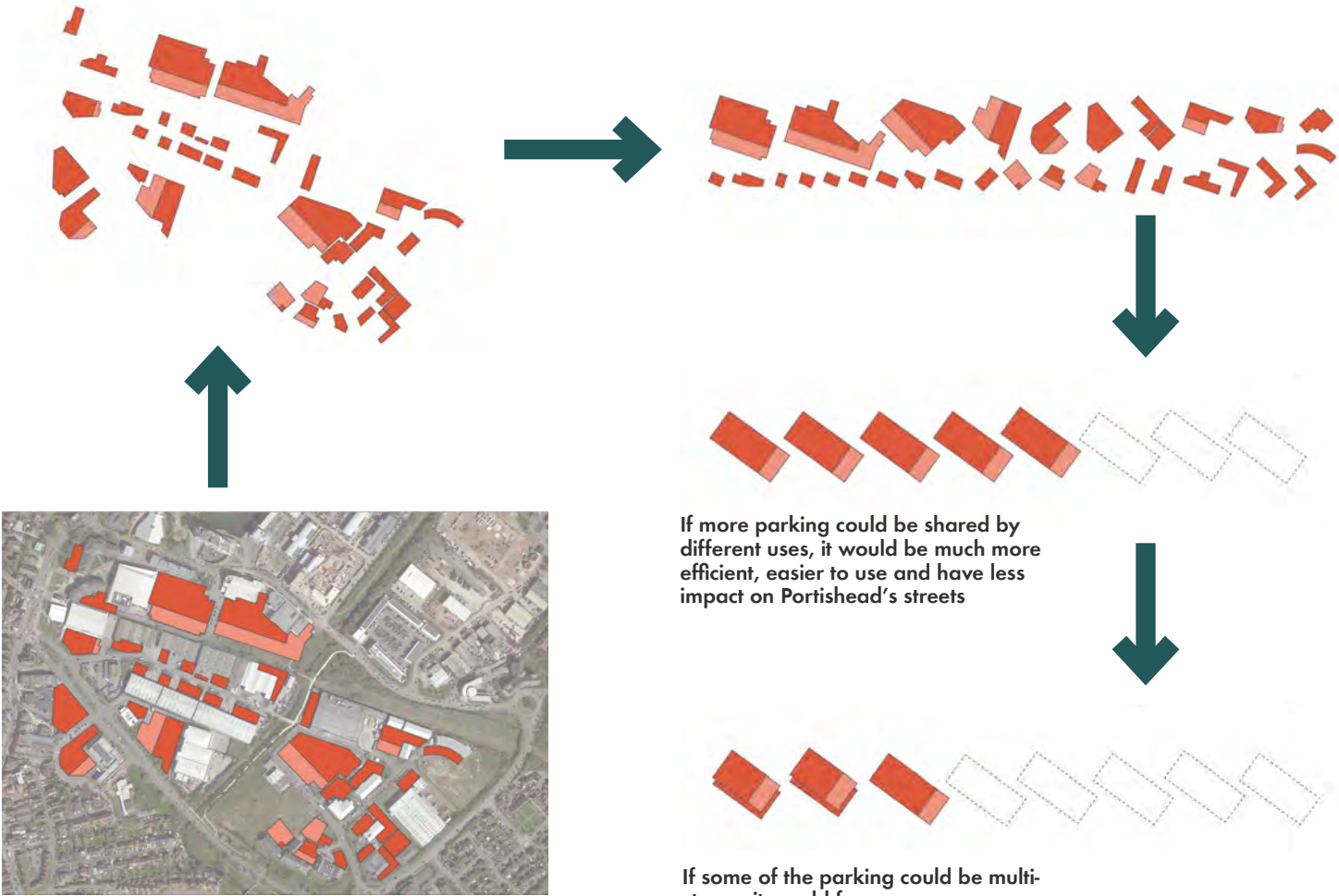
# MASTERPLAN FRAMEWORK

## Parking

Surface car parking currently dominates this part of Portishead. Whilst some car parks like the town centre car park adjacent to the High Street are in demand and well used, most of the car parks are bigger than they need to be. This is largely because they each serve different uses and are split across different ownerships.

As the area changes over time, a different approach to parking could help to meet Portishead's parking needs but also reduce the impact it has on the streets. Greater use of shared parking and multi-storey parking would mean that less space needs to be given over to cars and more can be used for buildings and spaces.

Provision of different parking to suit different needs will also help. Parking near the High Street which is best for short-stay errand parking should be complemented with longer stay parking suitable for people who work in the area, but might not need to park quite so close.



A map of central Portishead highlighting the areas of parking for public use, shopping and businesses

If more parking could be shared by different uses, it would be much more efficient, easier to use and have less impact on Portishead's streets

If some of the parking could be multi-storey, it would free up even more space for productive uses, including workspace and homes in a sustainable location



# MASTERPLAN FRAMEWORK

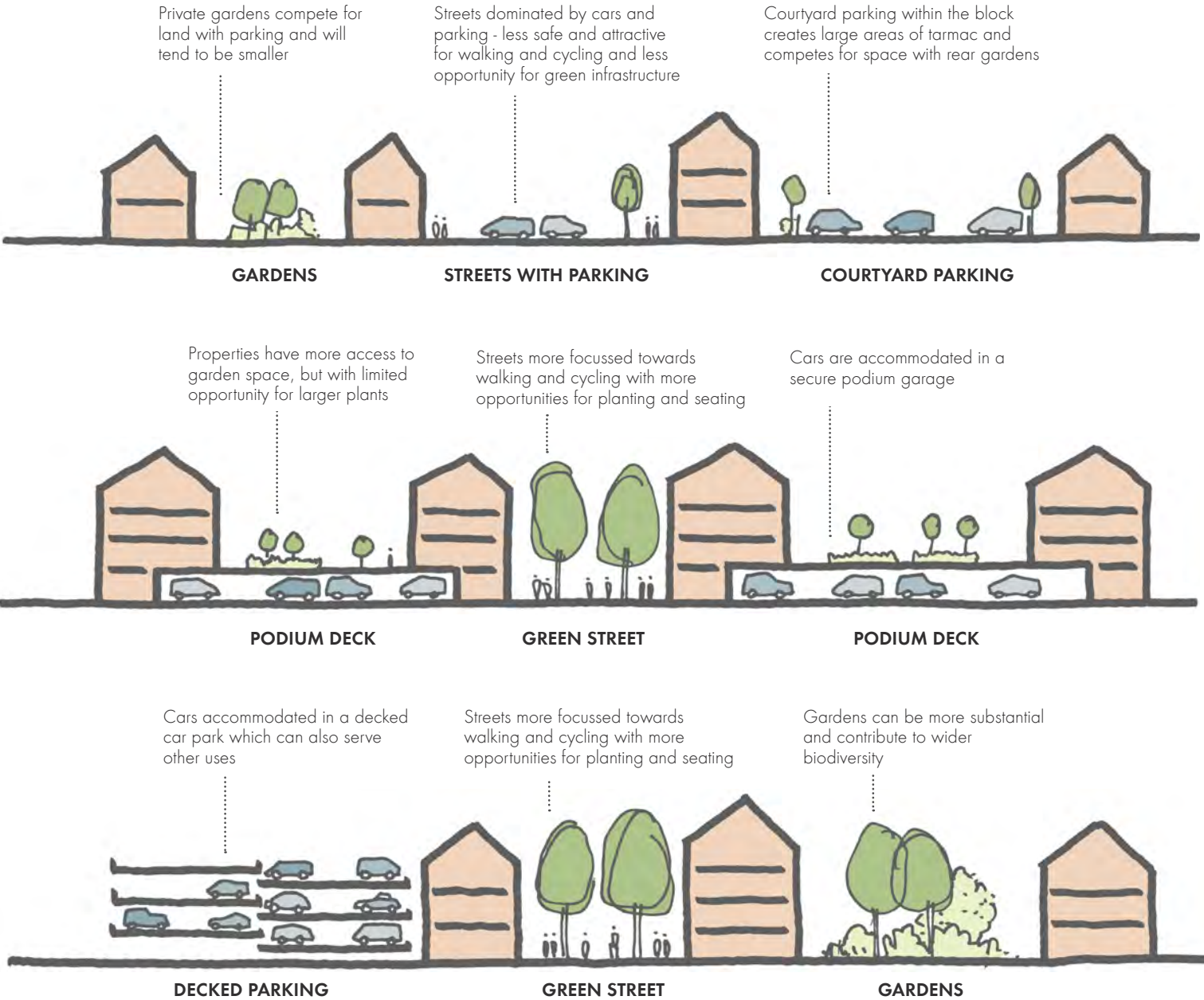
## Residential parking

Any new homes in the area will need some parking, although the central location and delivery of the station will help to reduce the overall requirement. There are different ways to deliver this, each with their strengths and weaknesses.

Surface parking, either on street or in courtyards is space-hungry and has a big impact on the public spaces. It limits the amount of development that can be delivered, but has the advantage of being cheap to build.

Parking in a podium or a multi-storey car park is more expensive to build, but can be used to create better streets and more garden space for residents. They allow for streets to be focussed around walking and cycling as well as allowing deliveries and servicing, and can support schemes like car sharing which reduce the need for car ownership.

The masterplan framework is flexible and can accommodate a range of options. However, options which reduce the need for surface parking will work best with the other objectives in the masterplan to create a sustainable place.



# School place provision

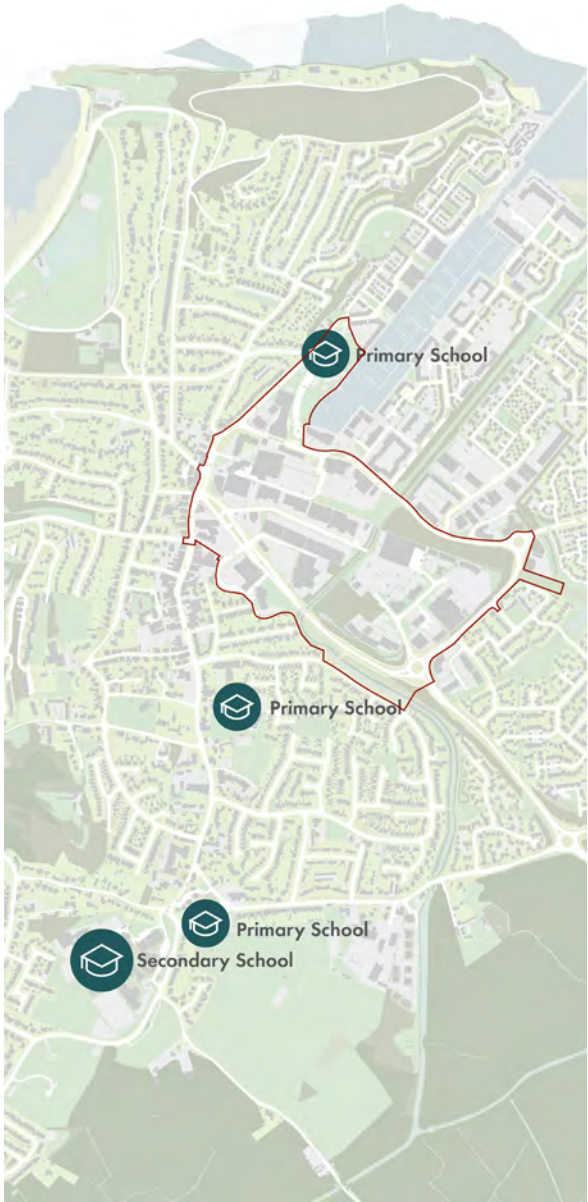
There is currently some capacity in Portishead’s schools, although there could be a deficit in secondary provision by 2026 without intervention. This reflects the rapid growth of the town over recent decades, and the school age bulge this has created and that is passing through the academic years.

If the masterplan proposals were being delivered as a single large scheme it could trigger the need to deliver a new primary school as it would create a new demographic bulge which the existing schools may not be able to meet.

However, as the area is in many different land ownerships, any change is expected to be gradual over a longer period of time. None of the individual schemes would either be large enough to trigger a school or have a site large enough to accommodate one.

Given this context, we expect that gradual delivery of new homes over a long period of time will create a need for school places which is itself gradual, and which follows the existing bulge through the school system rather than making it bigger.

Although the development of new homes won’t necessarily deliver a new school, each development will make a contribution to public funds which includes funding for school places. The local planning authority will continue to keep this under review and may need to allocate land for a school. Land owners and developers are strongly encouraged to engage at an early stage.





# MASTERPLAN FRAMEWORK

## Leisure centre options

Although local people have told us they would like a better leisure centre, Portishead’s existing facility is one of the better and newer ones in the district. This means that it isn’t likely to be replaced in the short or medium term. However, as the Masterplan sets out a gradual process for change, it is possible to anticipate that a new leisure centre could be developed in the longer term. There are a number of factors to consider which can help to plan for this:

- Having the leisure centre in a central location helps to support the High Street and means that it is as accessible as possible
- To ensure continuous operation, it would be good to deliver a new leisure centre on a different site before closing or redeveloping the old site
- A new centre could allow for a more extensive leisure offer, including a training pool, and could include basketball courts and five-a-side pitches - possibly on the roof
- There could be opportunities to integrate and re-provide other public uses



The Britannia leisure centre in Hackney is a good example of a modern facility in an urban area, including rooftop pitches and courts.



# Planning for Portishead rail

The delivery of Portishead Rail creates a new context for the centre of the town and a genuine alternative for travel to Bristol. The plans for the station including changes to the road network to create space for the station and forecourt, and a new car park on land to the north of Sainsbury's.

The masterplan will help to deliver good walking and cycling routes to the station which will help some people to travel without a car. It also shows how new sustainable development in the area around the station will help to capitalise on the investment of public money.

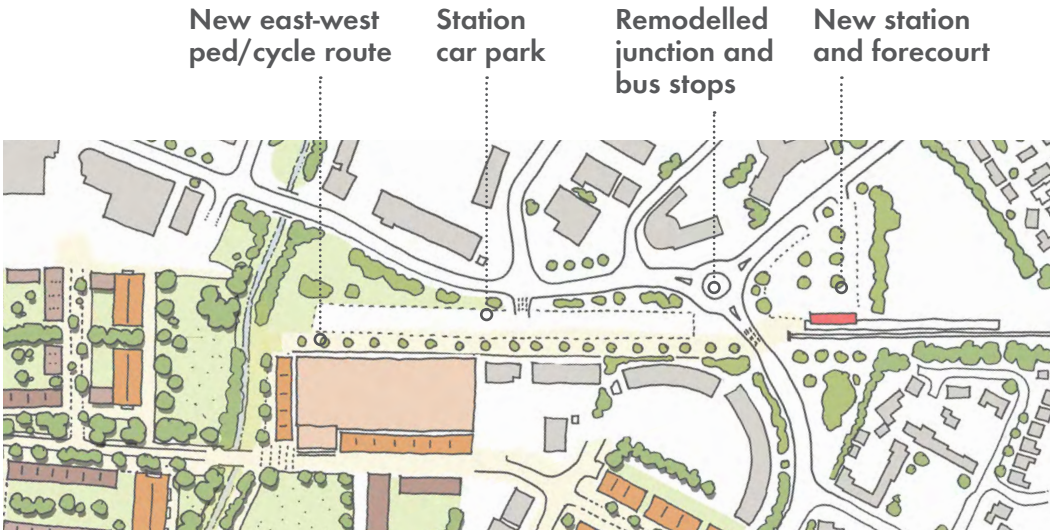
The station will help people commuting to Bristol, but will also make it easier for people who want to get to Portishead. This will support local businesses and should make Portishead a more attractive location for investment.

Along with the delivery of the railway, page 27 of the masterplan also highlights wider potential transport improvements, including the opportunity for a mobility hub on Wyndham Way.

**Existing station area** showing the current road layout and building.



**Proposed plans for the station** showing how the existing Phoenix Way roundabout will be moved to create the station site. It will be connected with improved pedestrian routes, new bus stops and a new station car park.





# Somerset Hall options

Somerset Hall and the Precinct are important parts of the town centre, but also rather turn their backs on Wyndham Way and create a poor first impression of Portishead for many people.

The masterplan sets out how the Precinct could be redeveloped around a remodelled Somerset Hall, creating an opportunity for supporting the growing range of businesses in the area, alongside space for community events. Remodelling the existing building reduces cost and complexity, but is also a more sustainable approach.

Any development would need to be carefully phased and to work with the existing businesses, ideally to re-provide new accommodation which minimises the disruption to continuity of trade.

Some parking should be retained to support short stay parking for shopping and errands but could be designed like a market square so that it can be turned over for big public events on special days. Active street frontage onto Wyndham Way will make it a better point of arrival into the town and could be a future location for bus stops.



Top: Historic images of the Precinct  
Below: The Precinct today



Different sketch options for the development of the Precinct and Somerset Hall with new public space



# An illustrative plan

This illustration shows how the area could look if it was all developed in line with the principles set out in this masterplan. It has the potential to be a connected and sustainable district with a mix of homes, jobs, green space and community infrastructure.

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Buildings with the potential to include shops, workspace or community infrastructure at street level with homes above



Buildings suited to workspace and employment space, ranging from conventional light industry through to studio and workshop space



Buildings likely to provide new homes, including a mix of family houses, flats and duplex



Key public facilities, including the station and Somerset Hall







# A vision for transport improvements

New street connection from the Marina to Wyndham Way

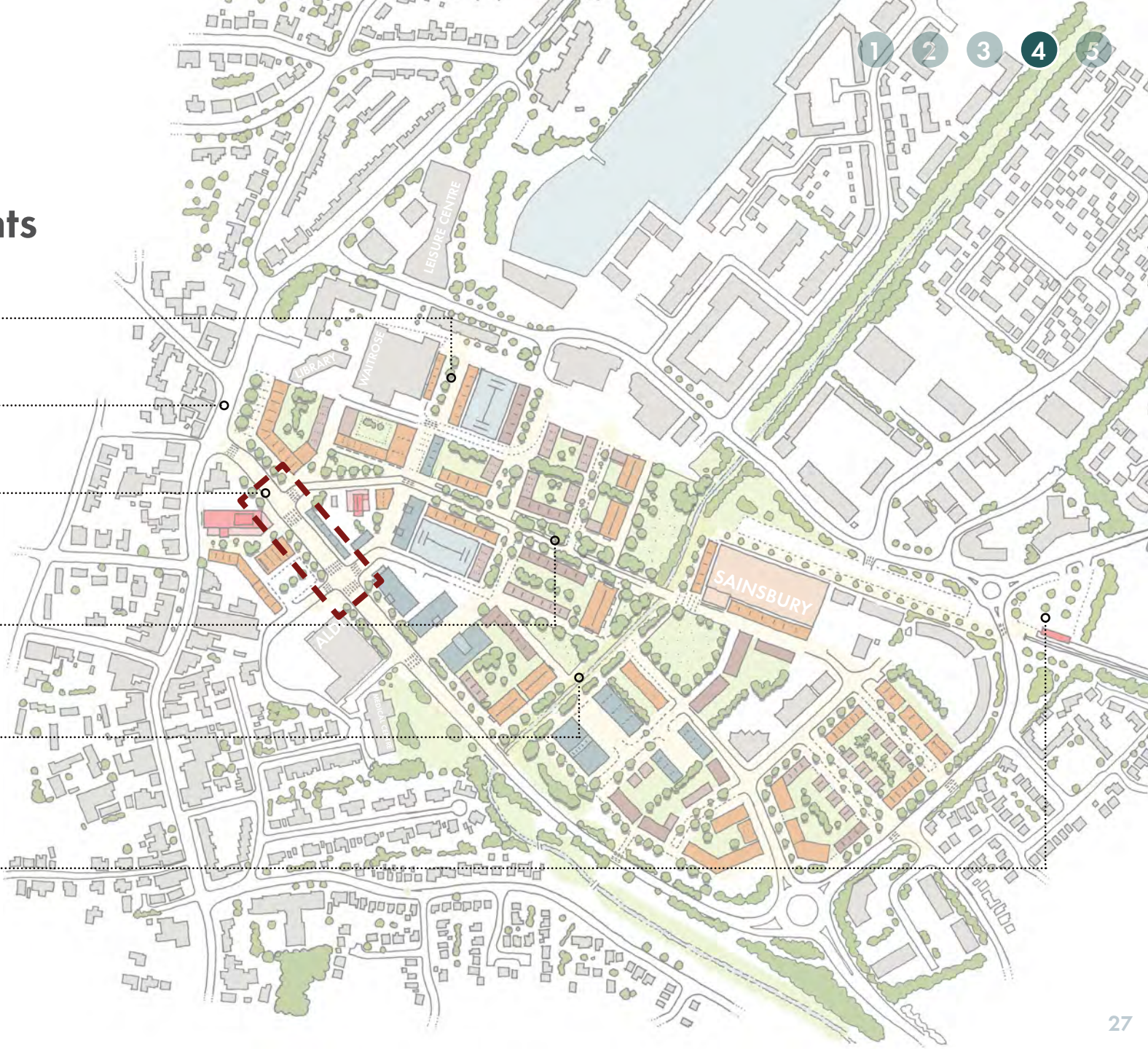
Improved Cabstand Junction especially possible if the Petrol Station is redeveloped

A transformed Wyndham Way could be an ideal future location for a transport hub

New and improved streets and spaces within any development should be green in character and focussed on walking and cycling.

The rhyne retains an important role as a walking and cycling route, but as part of a connected network

New Portishead Rail station and forecourt, supported by new bus stops, improved walking and cycling access and a new station car park





# MASTERPLAN FRAMEWORK

## Connecting routes

This image shows the new connecting route from the High Street to Portishead Marina, through the Old Mill Road area. New buildings would include a mix of uses with workspace and commercial premises at street level and new homes above. As with the flexible approach to buildings and uses, there is also potential for scale and massing to vary as detailed building designs are developed. This could include tall buildings reflecting the context of the marina and subject to high quality design.



Existing





# MASTERPLAN FRAMEWORK

## A green environment

The proposals show how the greenway can be enhanced and extended to create a green corridor with soft edges connecting into new development. Homes and businesses overlooking the corridor help to create safer routes for pedestrians and cyclists.

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Existing





# MASTERPLAN FRAMEWORK

## East to west routes

This image shows the improved links along Old Mill Road between the station and the town centre. It also illustrates how developing new parking for Sainsbury's above the store could release land for homes and open space overlooking the greenway.

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Existing





# 5 PHASING AND DELIVERY

# PHASING AND DELIVERY

## Gradual and flexible change

This masterplan for central Portishead is designed to be flexible, allowing for changes in the economic and development context over a long period of time. There are lots of different land ownerships and it is hard to predict or dictate how change will happen. Some sites will come forward for development before others while some may remain in commercial use for the long term. The following section explores how change could happen, but there are many other ways in which development could be delivered.

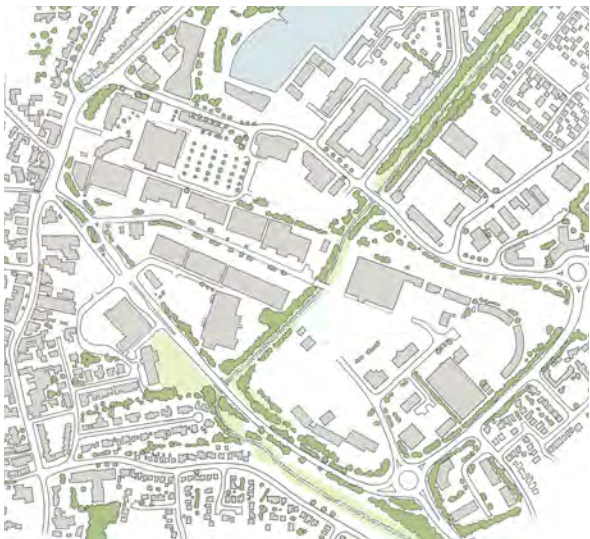
This masterplan approach is important as it helps to form part of the evidence base for the Local Plan and supports decisions about the need for community infrastructure such as school places. This process includes understanding how quickly sites might be redeveloped, bearing in mind their current use - some are completely vacant, and others have long-standing businesses and tenants.

The plans capture a few key principles which will help to coordinate and unlock change:

**Enable independent delivery:** The more that individual land owners can plan and deliver development by themselves, the easier it will be to deliver. However, the local planning authority will want to ensure that proposals do not blight neighbouring sites and that local infrastructure delivery (for example open space) is equitable and practical.

**Enable quick wins, not expedient solutions:** Setting out a clear masterplan will be helpful in unlocking early projects, as people can see that they form part of a wider strategy. However, it is also important to make sure that the projects delivered contribute to the wider vision for a connected place, rather than just being expedient.

**Minimises changes to infrastructure:** Leaving roads, sub-stations and buried services in place as much as possible keeps costs down and makes change easier for individual land owners. However even gradual change and growth will require contributions to and investment in local infrastructure along the way.





# Understanding growth



## Short term - 0 to 5 years

Change in the short term is likely to be limited to available sites like Gordano Gate (as an industrial site) and some residential or mixed use development elsewhere in the study area, though no planning applications for development of any of the sites have been received.

Opportunities for the Precinct and delivering different types of workspace on Old Mill Road could help to strengthen links from the High Street to the Marina. The delivery of the railway station and improved bus infrastructure could also materialise in the first five years.



## Medium term - 5 to 10 years

In the medium term, we could see redevelopment of the Sainsbury's site and parts of the Old Mill Road area to deliver a mix of uses including new homes, commercial and community space new green space, along with development at other sites.



## Long term - 10 to 15 years

In the longer term we might expect that sites like the retail park and petrol station at the Cabstand junction are redeveloped for a mix of homes, commercial and community space, along with the Homebase site and other parcels of land down towards Quays Avenue.

## Allies and Morrison

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## North Somerset Council

### Report to the Place Policy and Scrutiny Policy

**Date of Meeting: 23rd November 2022**

**Subject of report: Weston placemaking funding applications and investments**

**Town or Parish: Weston-super-Mare**

**Officer presenting: Jenny Ford, Head of Placemaking & Development**

**Recommendation:** to note the updates on funding bids and provide comment on potential investments.

### 1. Summary of report

- 1.1 This report provides information on funding applications to the Levelling Up and Cultural Development Funds. It provides background on the intended use of funding and invites member comment and discussion.

### 2. Policy

- 2.1 The proposals in this report support delivery of the Corporate Plan priority of creating a Thriving and Sustainable Place and delivery of the vision and objectives set out in the SuperWeston Placemaking Strategy adopted in September 2020.

### 3. Details

#### Funding applications

- 3.1 In July 2021, the Council submitted a bid to Round 1 of the government's Levelling Up Fund (LUF) to support investment in a range of projects across Weston-super-Mare. Details were provided in a report to Full Council on 19<sup>th</sup> July 2021.
- 3.2 The bid was unsuccessful, however feedback from government contacts was that it had been a strong proposal and that the council should consider re-submitting a similar bid to the second round of the fund.
- 3.3 In line with that advice, a bid was submitted to round 2 of the LUF in July 2022 for a sum of just under £20m. The aims of the bid were stated as to:
  - Boost the visitor economy by investing in much-loved but deteriorating heritage assets to create national visitor attractions and creative hubs.
  - Reinvent and diversify our town centre, supporting our creative economy, independent retailers and food & drink innovators.
  - Deliver wayfinding and quick win public realm improvements to increase footfall and spend and boost local pride in the quality of our environment.

### 3.4 Specific projects included investments in:

- The restoration of buildings at Birnbeck Pier.
- Enhancement of events spaces at the Tropicana to create an attractive four-season facility and increase the capacity to 8,000 people.
- The completion of the restoration of Marine Lake.
- Refurbishment and refit of six high-street units associated with the Sovereign Centre.
- Wayfinding improvements across the town, including elements to encourage active and sustainable travel.
- Improvements to Grove Park.

3.5 A decision on the bid was due in “autumn 2022”. It is now expected possibly in December.

3.6 The LUF bid included match-funding of £2.4m from North Somerset Council (bringing the overall budget up to around £22m). If successful, the council would be required to commence works by the end of the financial year and to complete them by 31<sup>st</sup> March 2025. It is unknown whether government will offer any flexibility on this, given the delay in decision-making, but an officer project group has been established to look at the priorities and options for early spend.

3.7 In addition to the LUF bid, officers in July submitted an Expression of Interest to the Arts Council England (ACE) Cultural Development Fund (CDF). This was for £4.8m and was successful in passing through the Expression of Interest stage. A full application is required by 18<sup>th</sup> November and a decision will be made in February / March 2022. Completion of projects must be achieved by 31<sup>st</sup> March 2026.

3.8 The CDF Expression of Interest proposed £2.95m capital investment to improve existing facilities in the Tropicana and £1.15m capital for a small-scale cultural facility at Birnbeck, with the intention that the latter would help generate income for the wider Birnbeck scheme. It requested £700k revenue (the maximum amount possible) to support delivery and programming.

### **Tropicana**

3.9 The Tropicana is included in both of the bids detailed above. Investment is proposed to be split so that the CDF bid and/or any NSC funding is focused on:

- Essential works to ensure that the building is sound and waterproof.
- Upgrades to heating and ventilation to improve sustainability and reduce running costs. This will also improve the useability of the building, as the current systems are so noisy that they have to be turned off during events.
- Works to increase the capacity of internal spaces and to improve their functionality and flexibility of use.

3.10 LUF funding would focus more on external spaces, improving the surfaces, site capacity, and ability of events organisers to ‘plug and play’.

3.11 The exact range of projects will vary according to the funding available and will be considered by the Executive or Council (depending on value) prior to the scheme moving ahead.



- 3.12 To inform this work and wider considerations about the future operation of the Tropicana, a soft-market testing type exercise will take place over the next 2 – 3 months. This will be an opportunity for potential future operators to talk to the council about what they might want to do with the venue, and which investments would be most important to them. It will include consideration of the council retaining the operation in its ownership, or running it through a suitable arms-length organisation.
- 3.13 The exercise is not intended to be restrictive as to the ideas that may be put forward, other than that those putting forward ideas must be in a position to deliver them (i.e. should be a potential operator); that the proposals must align with the objectives of the SuperWeston placemaking strategy and help diversify the 'offer' in the town; and that they must demonstrate a long-term financially viable future.
- 3.14 This exercise may result in a formal procurement exercise or commercial negotiations. A report will be brought to Executive / Council in due course, as required.

#### **4. Consultation**

- 4.1 The proposals in these bids are based on priorities identified through the development of the SuperWeston Placemaking Strategy (see <https://superweston.net/>). This included extensive engagement activity with more than 5,000 responses from residents, businesses and visitors.
- 4.2 Stakeholder engagement has taken place with key partners including the Weston Place Agency, the North Somerset Enterprise Agency, Culture Weston, the RNLI, local businesses, the Town Council and the Business Improvement District. Letters of support have been received from a wide range of these business and community organisations.
- 4.3 Local MPs for Weston and North Somerset have been briefed and are supportive. They have provided letters of support to the bids and have committed to further lobbying activity to promote the proposed investment.
- 4.4 The soft market testing exercise for the Tropicana is in itself a form of consultation, however further engagement with members and partners will be required prior to any decisions being taken.

#### **5. Financial implications**

- 5.1 If successful, these funding applications could secure up to £25m investment in North Somerset.
- 5.2 The bids require match-funding of up to £2.4m from North Somerset Council. This amount is earmarked but not confirmed in the Capital Programme. A formal decision to commit the funding will be required by the Executive prior to entering into any funding agreement, most likely in January or February.
- 5.3 In the event that the council does not secure LUF or CDF funding, the council may or may not wish to choose to commit its own funding to deliver a lesser package of investments. Any such decision will be subject to further reporting and governance.
- 5.4 Support for the delivery of bid commitments will require significant staff time, however the priorities identified are in line with the Corporate Plan and SuperWeston

Placemaking Strategy so would require support in any case. For the CDF bid, some of the costs of this staff time can be counted towards the match-funding.

## **6. Legal powers and implications**

- 6.1 The contents and recommendations of this report do not in themselves have any legal implications.
- 6.2 In the event that either or both of the funding applications are successful, the council will be required to enter into a Grant Funding Agreement (GFA) with government. The GFA will commit the council to delivering the projects to a required timescale, and to providing the necessary match-funding. Entering into the GFA is likely to require an Executive or Council decision, depending on the level of funding awarded.
- 6.3 Legal advice has been taken to ensure that bid proposals comply with Subsidy Control regulations.

## **7. Climate Change and environmental implications**

- 7.1 The applications and proposals include a focus on sustainability and improved environmental performance. This includes upgrades to insulation and energy infrastructure at the Tropicana, and the promotion of active and sustainable travel through wayfinding measures.
- 7.2 The individual projects listed within the bids will be subject to further environmental assessments as and when they come forward, with the aim of maximising sustainability and minimising emissions.

## **8. Risk management**

- 8.1 Detailed and quantified risk registers have been produced for both bids.
- 8.2 At this stage, the key risks of relevance are:

Risk	Mitigation
Failure to secure funding	<ul style="list-style-type: none"><li>• Use of specialist consultants in preparing bids.</li><li>• Development of positive relationships with funders to draw attention to North Somerset and secure guidance on bid content.</li><li>• Lobbying of local MPs.</li></ul> <p>These processes are very competitive and there is no guarantee of success. In such a circumstance, NSC will have to decide whether it is able and willing to invest its own money, and to what degree.</p>
Funding secured is insufficient to deliver the proposals / government awards a reduced amount.	<ul style="list-style-type: none"><li>• Bids include substantial allowances for inflation and contingencies.</li><li>• Work on the bid includes costings of individual elements and how these could be prioritised /</li></ul>



Risk	Mitigation
	reduced if required. This would be subject to further NSC decision-making.
Funding is directed towards the “wrong” investments / does not support a long-term sustainable future for the investments	<ul style="list-style-type: none"> <li>• Discussion with members, stakeholders and officer teams on expected uses of funding (including this meeting).</li> <li>• Soft-market testing for Tropicana.</li> <li>• Specialist consultant advice.</li> </ul>

## 9. Equality implications

9.1 An initial Equalities Impact Assessment was carried out in support of NSC’s Levelling Up bid. This identified significant positive benefits for people from groups with one or more protected characteristics and/or other individuals facing disadvantage, including those detailed below.

- Improved access to facilities and across the town for people with disabilities, or other people with mobility issues.
- Improved signage for those with visibility impairments.
- Improved economic opportunities and support (jobs and training) for those on a low income, and/or for individuals from groups with protected characteristics that statistically are likely to have a low income.
- Improved health and wellbeing benefits, including mental health benefits, through encouraging access to the open air and facilities of Weston seafront and town centre.

9.3 These benefits are particularly significant in the context of the data showing high levels of deprivation and disadvantage in Weston, specifically issues in relation to health and employment. Opportunities arising from the scheme – such as employment and training opportunities – will seek to target groups known to be disadvantaged or otherwise unable to easily access the employment market.

9.3 An EIA for the CDF bid is in preparation but is expected to have similar positive impacts. Individual projects within the bids will be subject to more detailed EIAs as part of standard project governance requirements. These will seek to ensure that any negative impacts are addressed and the positive impacts maximised.

## 10. Corporate implications

10.1 The recommendations of this report support delivery of the Corporate Plan priority of creating a Thriving and Sustainable Place and delivery of the vision and objectives set out in the SuperWeston Placemaking Strategy adopted in September 2020.

10.2 Delivery of projects detailed in this report would have implications for a wide range of council services and functions. Project groups and briefings will ensure representation from all relevant directorates and teams.

## 11. Options considered

11.1 Not to have submitted bids: this was not pursued, as it would have meant missing the opportunity to potentially secure up to £25m funding. There are limited large-

scale funding opportunities of this type which offer placemaking funding for town centres.

- 11.2 To submit bids focused on other locations or projects: this was considered and was an option considered in more depth in the council report on the Round 1 Levelling Up bid. The projects in Weston were felt to be the most likely to meet the required criteria for the funding and therefore offered the best chance of success.

**Author:**

Jenny Ford, Head of Placemaking & Development

**Appendices:**

N/a

**Background papers:**

- Report to Full Council, 19<sup>th</sup> July 2021: Submission of bid to Levelling Up Fund: <https://n-somerset.moderngov.co.uk/documents/s1286/21%20Submission%20of%20Bid%20to%20the%20Levelling%20Up%20Fund.pdf>
- Government website on Levelling Up Fund round 2: <https://www.gov.uk/government/publications/levelling-up-fund-round-2-prospectus>
- Arts Council website on Cultural Development Fund round 3: <https://www.artscouncil.org.uk/our-open-funds/cultural-development-fund-round-three>
- SuperWeston Placemaking Strategy: <https://superweston.net/about/superweston/>



## North Somerset Council

### Report to the Place Scrutiny Panel

**Date of Meeting: 23 November 2022**

**Subject of Report: Your Neighbourhood Update**

**Town or Parish: All**

**Officer/Member Presenting: Emma Wellard Head of Libraries and Community and John Flannigan Head of Open Space, Natural Environment and Leisure**

**Key Decision: No**

**Reason: Information Item**

### Recommendations

That Place scrutiny notes the progress made against the Libraries Strategy adopted by the council in February 2021 and the Leisure Strategy adopted by the council in December 2020.

#### 1. Summary of Report

This report provides an update for Place Scrutiny on the progress with the Libraries Strategy that was adopted in February 2021 and the Leisure Strategy that was adopted in December 2020.

#### 2. Policy

Delivering the Libraries and Leisure strategies are priorities within the Corporate Plan for 2022/23.[\[Click here to enter Policy\]](#)

#### 3. Details

##### Libraries

The Library Strategy was adopted in February 2021 and has 4 core objectives, developed through widespread consultation. Key progress against each objective is shown below:

##### Objective 1: Reading, literacy and culture

Post lockdown-restrictions saw library buildings close, services move online and the development of click and collect services. Since then, use of libraries has continued to recover, e.g. book lending in October 2022 was 81% of October 2019's activity. A programme of activities has also resumed, e.g. in 2022, 14% of primary aged children in North Somerset engaged with the annual Summer Reading Challenge (addressing dips in literacy levels during the summer holidays and from Covid). Several author and cultural events have taken place, including with Poet Laureate Simon Armitage at Clevedon Library, workshops and story sessions with Theatre Orchard and Jubilee celebration events.

Libraries also hosted Read Easy sessions in Weston and the Read Ahead scheme with Community Learning for adults with low literacy levels. For families, the new Booktrust Storytime programme was piloted targeting families needing support to read with their children.

### **Objective 2: Digital, information and skills**

Libraries continue to play a key role in supporting residents lacking digital access or skills. Digital support sessions have resumed at most sites delivered by volunteers and partners. A 'Learn to code' programme was delivered in 2022, with excellent attendance and feedback from the children's courses. Weston and Healthy Living Centre Libraries provided support for residents for the first digital Census in 2021 and libraries across the district are distributing National Databank resources to address data poverty. Libraries have worked closely with the Economy Team to deliver projects including 'Get connected' where digitally excluded received laptops and 'Opportunity North Somerset' which supported residents into employment and training. Investment in library's digital resources continues: in 2020 the public computers were upgraded to Windows 10 and in 2021 new eMagazine and eNewspaper services were launched in addition to a new combined platform for eBooks and eAudiobooks. Access to digital services will shortly be improved through self-service opening at Clevedon Library (November 2022) and Nailsea Library (Spring 2023).

### **Objective 3: Health and wellbeing**

Libraries continue to provide community locations where residents can access health and wellbeing information and support and are also social prescribing destinations. Libraries regularly host partner information sessions, for example, recently supporting anti-hate crime awareness week and hosting NSC social assessment clinics. Libraries provide access to quality assured collections of 'Reading Well' books in print, eBook and eAudio format to help residents to understand and manage their health and wellbeing. Library staff are trained to support many community needs: there are Breastfeeding Champions in all library sites; frontline staff are all Dementia Friends and trained to provide Autism friendly services and support hidden disabilities. Through the volunteering programme, libraries offer residents opportunities to support their communities, whilst also addressing social isolation. Following a virtual volunteering offer during lockdown, the face-to-face offer was re-established with volunteers reporting a positive impact on their wellbeing. In 2021 the 'Reading Friends' project was also launched in libraries, helping tackle loneliness by bringing people together to read, chat and share stories. The Care Homes Service and Home Library Service were also fully restored following lockdown, supporting isolated residents. The re-start of early years activities has helped support maternal mental health. Library staff have engaged with the development of the NSC Health and Wellbeing Strategy and as a result, a programme of library activities is currently in development to help address mental health and social isolation issues.

### **Objective 4: Community places, accessible to all**

Clevedon Library – the team made a successful capital bid of £215,000 to the DCMS Libraries Improvement Fund (distributed by Arts Council England) supplemented by Clevedon Town Council and North Somerset Council. The programme included works to: reduce the carbon footprint; extend opening hours by installing self-service technology; make access improvements throughout; construct a self-contained meeting space, supporting the development of community hub activity in Clevedon. The library re-opened in October 2022. Nailsea Library – a 125 year lease was signed in October 2022 on a retail unit in Nailsea town centre enabling the existing library to relocate in Spring 2023. Relocating the library will meet accessibility standards; address health and safety issues at the current site; significantly extend library opening hours on a self-service basis; provide a meeting space to give additional community access; facilitate the delivery of activities in



support of the library strategy; save energy; and be more cost effective to run. Other community highlights include hosting the 'Face-to-face' council services pilot in 5 libraries, supporting residents unable to engage with digital council services; updating the Dementia reminiscence project 'Memories Shared' through the Heritage Action Zone work; working with the Refugee Support Team to promote libraries; and joining the 'Public living rooms' initiative, providing a network of warm, non-judgemental, accessible spaces for residents affected by the cost-of-living crisis.

### **Carbon neutrality**

The Library Strategy also outlines ambition to support the Council achieve carbon neutrality by 2030. The main successes to date include: working with partners and other teams to deliver high profile events such as Big Green Week and Earth Day events in Portishead Library; a range of funded decarbonisation work at Clevedon Library; signing up to the national Green Libraries Manifesto.

### **Leisure Service**

The Your Neighbourhood consultation aimed to explore and to help the council to understand the way North Somerset's leisure and sport centres are currently used and how people would like to see them used in the future.

The response rate was very positive and the results showed that:

- 96% of residents thought the council should provide leisure and sports facilities.
- Over 70% using a leisure or sports facility in the last year, reasons mainly for swimming, fitness classes and using the gym.
- Three most important things in a leisure centre being affordable, clean and having good quality facilities.
- Main reasons for dissatisfaction include cleanliness and outdated facilities.

To further support the outcomes of the consultation, The Sport and Leisure Facilities Strategy was adopted by the Council in December 2020.

This document forms the strategic framework for developing future action plans for sports and leisure provision in North Somerset.

### **Covid Impact on leisure**

During the consultation period in March 2020, the leisure centres were forced to close due to the arrival of Covid. The following months brought uncertainty and concern for the leisure facilities and as this continued the impact on income for the leisure centres was significant.

It was a period of months where the leisure centres ability to open was uncertain and the need to adapt to the ever changing restrictions which were in place once the buildings were allowed to re-open.

The contractors who manage the centres on our behalf, were forced to make redundancies and reduce their programme and adapt to try to reduce the financial impact. We worked very closely with our contractors during this period and continue to do so.

The Council recognised the financial difficulties being experienced by the contractors, supported by the recognition from residents the value which the leisure centres can offer and help with people physical and mental health needs.

Financial support was offered to help through the most difficult time and the Council also secured additional funding through the National Leisure Recovery Fund, to support the loss of income the centres were experiencing.

Since the final lockdowns, the centres have been recovering well with swimming usage at an even higher level than pre-covid, with particular demand for swimming lessons. However the fitness market has been slower to recover than expected, but the contractors are adapting to their business offer to try to overcome this.

However recently the significant increase in utilities costs for the leisure centres, on top of the recovery period from Covid is causing further issues.

We are working closely with the contractors to support them to generate further income to reduce the impact on their financial position.

### **Actions**

Even though the last 2.5yrs has been very difficult for the leisure industry, there has been a number of positive actions, which have taken place:

- Capital has been invested in the leisure facilities to enable them to remain open and also to improve the quality and offer to local residents
- Invested Section106 contributions to improve the facilities and activities on offer
- Working closely with the contractors to improve the cleanliness of the buildings.
- Condition surveys produced for all leisure centres, to understand the future building needs and be able to plan future works.
- Decarbonisation studies have been produced for all leisure centres, to understand the potential opportunities to reduce the carbon emissions.

In addition the service has also:

- Continued to ensure new housing developments provide community, sport and leisure facilities for new residents
- Setting up a community fund for residents in Haywood Village to access a small pot of funds (£106) to support local groups and organisations
- Formed and launched a successful Play Improvement Fund, from the £250k budget identified - which enabled town and Parish Council and constituted organisations to apply for match funding to improve their local play facilities. These 22 projects are starting to be seen being installed and will be completed by March 23.

To support the outcomes of the consultation and strategy, the service is also working with Public Health to produce a joint Physical Activity Strategy for North Somerset. This strategy will have a supporting action plan and look at way to improve physical activity levels for residents across North Somerset.

## **4. Consultation**

Both strategies were drafted using the outcomes of the Your Neighbourhood consultation which took place between February and May 2020 and which covered both libraries and leisure service areas.[\[Click here to enter Consultation\]](#)

## **5. Financial Implications**

The delivery summarised in this report has been carried out using approved revenue and capital budgets for the Neighbourhoods and Transport service areas, and grant funding where identified and secured. [\[Click here to enter Financial Implications\]](#)

## **6. Legal Powers and Implications**

None[\[Click here to enter Legal Powers and Implications\]](#)

## **7. Climate Change and Environmental Implications**

Climate change and environmental implications are important parts of both the libraries and leisure strategies and are clearly articulated in both strategies.[\[Click here to enter Climate Change and Environmental Implications\]](#)



## **8. Risk Management**

N/a[Click here to enter Risk Management Implications]

## **9. Equality Implications**

None[Have you undertaken an Equality Impact Assessment? Yes/No

[Click here to enter Equality Implications]

## **10. Corporate Implications**

None[Click here to enter Corporate Implications]

## **11. Options Considered**

N/A[Click here to enter Options Considered]

## **Author:**

Emma Wellard and Karlie Phillips[Click here to enter Author Details]

## **Appendices:**

[Click here to enter Appendices]

**None**

## **Background Papers:**

None[Click here to enter Background Papers]

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## North Somerset Council

### Report to the Place Panel

**Date of Meeting: 23/11/2022 14:00**

**Subject of Report: Bus Service and BSIP Update**

**Town or Parish:**

**Officer/Member Presenting: Bella Fortune**

**Key Decision: No**

**Reason:**

### Recommendations

The place panel requests a scrutiny session with the local DVSA representative to understand what actions are being taken to reduce lost mileage with the local First Bus and Stagecoach operating companies.

#### 1. Summary of Report

The Public Transport team has produced a briefing for the place scrutiny panel following the 1 year anniversary of the BSIP bidding document, and the recent commercial and supported bus changes as the local bus market adjusts to a post covid operating environment. A powerpoint presentation is attached as appendix 1 to this report.

#### 2. Policy

The Council adopted a regional bus strategy in 2017, <https://www.westofengland-ca.gov.uk/what-we-do/transport/bus-strategy/>. The council also adopted and published a joint Bus Service Improvement plan <https://www.westofengland-ca.gov.uk/what-we-do/transport/bus-service-improvement-plan/> which this report aims to provide an update on.

#### 3. Details

This report is accompanied by a presentation in appendix 1 which contains a detailed update on the status of the commercial and supported network along with detailed figures on the state of the network. It is attached for consumption prior to the meeting and for discussion at the Place panel.

#### 4. Consultation

The council is due to undertake joint technical consultation on the adoption of the Enhanced Partnership Scheme with the bus operators who have a right to object to the content of the EP, and the statutory bodies defined by the DfT. This is not a public consultation. The EP

makes provision for a customer charter to engage the public, and an annual bus user forum for open public consultation. These will commence once the EP is made (expected from January 2023). Consultation with residents on the deployment and operation of Demand Responsive transport will be required between December 2022 and January 2023, this can't happen until we have a confirmed delivery partner following the shared tender with the Combined Authority.

## **5. Financial Implications**

The council are awaiting a decision of HM treasury to approve and release the BSIP funding, as now approved by the DfT this remains £48.5m or capital funding and £57m Or revenue funding at the time of this report.

### **Costs**

The council is spending at risk to mobilise capital schemes ready for delivery in February 2023 along with the Combined Authority, the DfT have approved our spending profile, and an early launch of the fares package initiative worth circa £20, over the 2 years of the BSIP funding.

### **Funding**

The delivery of the 48.5m of capital schemes will enable the council to generate ongoing revenue funding from bus lane and moving traffic violations in future years reducing its reliance on core revenue grants.

## **6. Legal Powers and Implications**

The council will need to make the EP with combines authority in order to release the BSIP funding. A condition of the funding is to also memorialise the revenue funding commitments from 2021/2022 when the bid was submitted.

## **7. Climate Change and Environmental Implications**

The BSIP and the associated funding is a key policy mechanism to deliver carbon reductions, by providing a viable alternative to single occupancy car journeys, the funding represents a once in a generation opportunity to rebuild and improve the public transport and active travel network. The bsip capital schemes will enable the bus network to operate at a higher frequency with less resources.

## **8. Risk Management**

The council have limited the spending at risk to essential works preparation, the program of works is approaching a hold position pending the autumn Statement and the final approval of the BSIP funding from HMT. The DfT have confirmed the BSIP and EP exceed expectations. The funding is the last of 32 to be approved in England.

The council are supporting the bus industry with guaranteed ENCTS funding for the duration of 2022/23, in exchange for a guarantee of services being sustained to 80% of pre covid levels. The reliability of services has been below the desired levels for the last 6 months. The DVSA are responsible for enforcing the service levels. Residents are expecting improvements to service reliability, as such the council needs the DVSA to provide more clarity and transparency on what is being done to build the driver workforce and ensure provision meets expectation now and as we invest in the network through BSIP funding.

## **9. Equality Implications**

No.

This report is an update and does not require one at this time.



## **10. Corporate Implications**

The delivery of the BSIP will have impacts on most residents in North Somerset, with lower fares, more reliable and faster bus services, delivering services that are more flexible to changing demands. The overarching aim is to ensure we have socially necessary services that provide access to education, employment, and essential retail, fostering a commercially sustainable environment for operators to have confidence to invest in.

## **11. Options Considered**

None

### **Author:**

Carl Nicholson

### **Appendices:**

Bus and BSIP Scrutiny Update 22

### **Background Papers:**

None

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# Update on Bus Service Improvement Plan and Enhanced Partnership November 2022

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# Current Bus Network Statistics 09/11/22

Overall Patronage recovery compared to pre pandemic levels;

- 77% average recovery of patronage on First bus services
- 61% concessionary recovery
- Lost mileage 3.45%

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- Driver was 2.15%
- Traffic was 0.91%
- Other 0.33%

- Percentage of mileage compared to Pre-pandemic 79% in NSC
- 300 drivers short to deliver current network. Propped up by agency at present!
- Circa 600 drivers short to deliver the aspirational network

The network is 21% smaller mileage, with roughly a third of the pre-pandemic patronage!



# Current BSIP situation 14/11/2022

- The council received a visit from the DfT case handler 28/09/2022 to get an overview of the area and the BSIP schemes. At this meeting it was confirmed that the DfT had approved our BSIP and outline spending plans (known as the Annex 4) and that HMT were holding the pen on the release and approval of the funding.
- **The decision to finalise and release the BSIP funding remains with the Treasury, and is now postponed until the fiscal statement on the 17/11/2022.**
- The Enhanced Partnership draft has been finalised with input from the DfT. The final draft makes reference to the BSIP schemes and commitments at the request of the DfT. This is on hold until the funding is announced formally.
- The expectation is that the EP will be put out for technical consultation with statutory bodies (not the general public) before the start of December 2022. (subject to funding) If the funding is to be revised then the EP will need to be revised again prior to the consultation.
- The council has commenced recruitment for Capital and Revenue funded BSIP posts at risk, in order to accelerate BSIP Delivery from February 2023. There is interest in the roles, with the exception of the engineering posts which remain a challenge.
- The BSIP backed fares package has been launched in September. This introduced flat fares for longer distance routes and a £2 flat fare in Bristol. First are spending at risk at this stage, with written acknowledgement from the DfT that the scheme is backed by them.
- The council has facilitated meetings with Weston College with First bus to foster a driver training package similar to the HGV Covid package.

# Supported Bus Service situation 14/11/2022

## Supported Bus

- Following the news in September that HCT Group had fallen into administration the council lost the rural services 53,54,55 linking Clevedon, Yatton, Bristol Airport, Felton, Dundry and South Bristol. These have yet been replaced, due to a lack of funding in the absence of BSIP, and a lack of commercial interest from any operators to date.
- The 56 also ceased In August, there is no scope for a traditional bus service to serve the Walton Bay Area due to access restrictions. Alternatives are being investigated (see later slides on DRT)
- The 50 has suffered from poor reliability over the last 3 months, this relates to the driver crisis in the region, meaning Stagecoach have had to cancel journeys, often at short notice. This is damaging the confidence of the users and the long term prospects of the service to return it to a commercial footing.
- The 51/51s remains a relatively popular and successful service, a meeting was held in October to review the route and the potential to divert it to cover lost sections of the 126. First do not have any spare driver resource, as such they are unable to lift the frequency or modify the route at this time. There is little scope to tender a new service in the current climate unless more operating capacity can be found.
- The WsM network requires an complete re-work, unfortunately this is held back by the lack of progress on the completion of the north south link road, and the Winterstoke road bridge, both of which could result in a new circular bus route.
- No Solution to the Loss of the 126 at present due to lack of drivers and operator availability.



# Commercial Bus situation 14/11/2022

## First Bus

- First bus took action to de-register routes and frequency across the WoE area at the start of September this means that the commercial network is now 79% of what it was prior to the pandemic in North Somerset. The primary reason for this was to ensure that first are able to deliver the remaining network reliably.
- The Lost mileage (buses failing to run to run) over the last few months has been around 8% at its worst This has recently reduced to a little over 3.45% of which driver was 2.15% traffic was 0.91% 0.33% Driver related issues should be under 1% as a rule of thumb.
- The services are stabilising following the latest network review, however it is too early to tell if the services can reach acceptable levels of service.
- The DVSA are responsible for investigating lost mileage, and ultimately any enforcement action resulting from poor performance. They have approached the council to discuss this in the context of the Enhanced Partnership, a meeting to discuss localised improvements has been suggested as an urgent action.
- It is important to note First are transparent about the issues they face, but the failure to register and operate services to an acceptable level of service have the potential to undermine the investment from BSIP if improvements are not made!
- The regions RTI system is also undermining the confidence in passengers by appearing to display ghost buses, this is due to the bus operators not cancelling services in a timely fashion. The system is also time consuming, to use in their defence!

# Demand Responsive Transport

The BSIP funding has £6 million over 24 months to deliver new Demand Responsive Transport services to areas that have no connectivity to public transport. The intent is to expand the FTZ pilot in WECA to cover more areas under the BSIP funding. This is a mitigation to the recent loss of network following the covid recovery work.

Officers in NSC have specified areas that do not currently have a bus network with significant populations for the provision of a new DRT service. The project is being led by WECA using specialist mapping software we have been able to identify the amount of resource required to deliver a core service.

The Combined authority have tendered for the supply of the resource, and will lead on the delivery of the back office system to support the DRT zones.

Once the required resource is established we will be able to work with the suppliers to define the exact scope and operation method, examples of this could be do we have any fixed routing and times or is it entirely demand led.

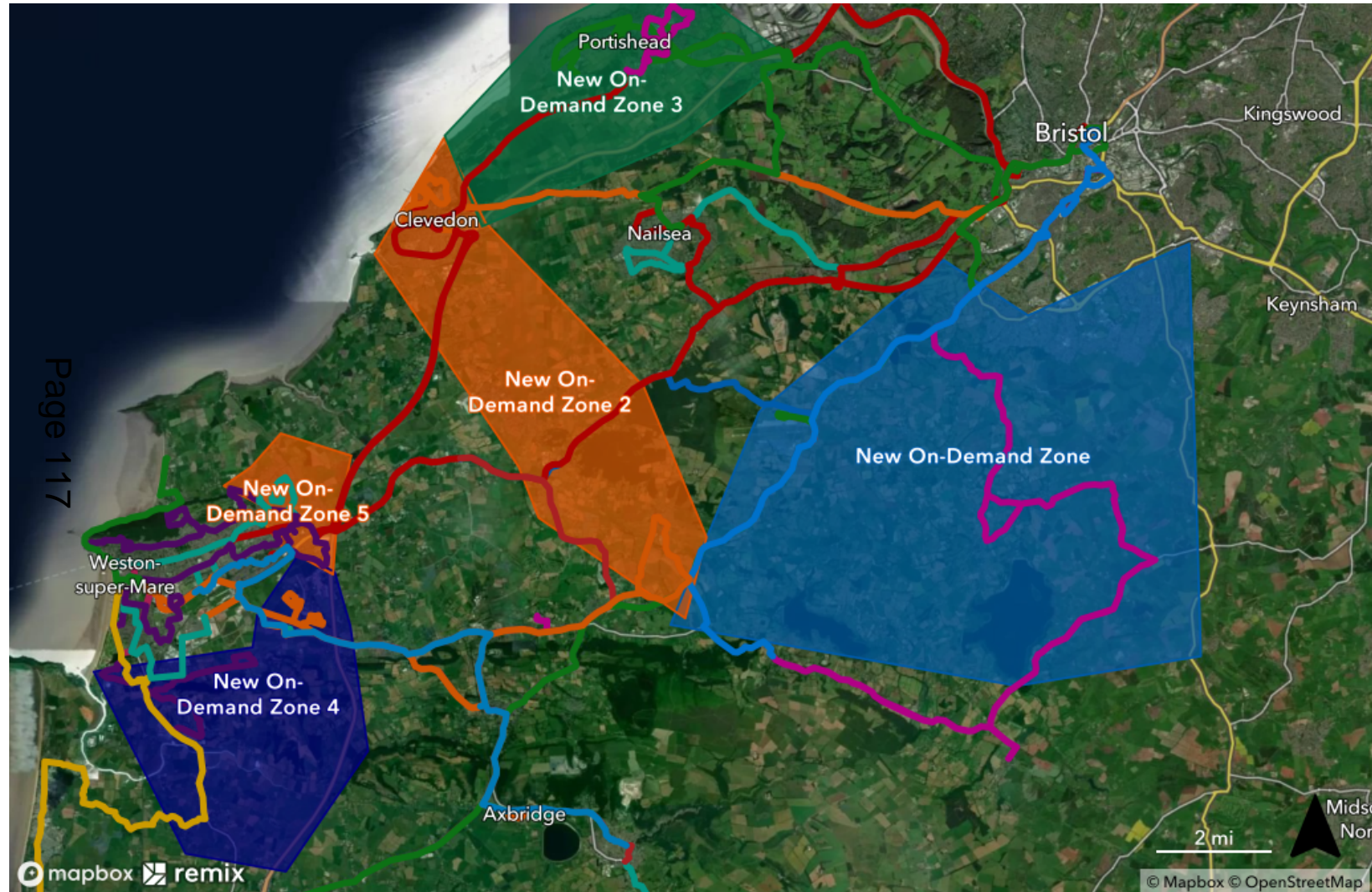
ENCTS will be accepted by default, the rate will need to increase to reflect the cost of the operation though, which we anticipate will be circa £200k per vehicle per annum.

There is a risk vehicles and drivers may not be sourced in time to launch in April 2023!

A map of the DRT zones is on the next page!



# DRT zones



This map shows the operating areas for the DRT services, The large area in light blue is potentially shared with B&NES

The area covering Portishead, Clevedon, Yatton is seen as the most viable and urgent given the recent loss of services

We are trying to establish a link to Axbridge via this service too is if resource permits.

# Capital Schemes Update

- The council has engaged ward and town and parish councillors along with technical consultees around the scope and design of the first 7 schemes
  - A38 Barrow Gurney Signals
  - A370 Long Ashton Bypass / Gurney Roundabout
  - A370 Brockley combe
  - A369 Martcombe Road / M5 Junction 19 south (current HOV Lane)
  - A369 Begger Bush Lane signals
  - A370 Wood hill / Wrington
  - A370 Smallway Congresbury signals
- The council are preparing responses to the engagement.
- The feedback will inform the final design works that due to start from December/January
- The procurement work to deliver the remaining schemes is progressing at pace.
- A report will be brought to the executive committee in February to outline the next steps and seek the relevant approvals for the remaining schemes.



# The positives!

- BSIP Funding is still due, and remains one of the largest settlements in England.
- The Enhanced Partnership is drafted and ready
- The council is shovel ready to deliver the first 7 schemes for BSIP starting early in 2022
- The X1,X4,X7 are operating near full capacity at peak times and require additional capacity.
- The council has jointly tendered for a DRT services to start early next year (subject to interest from operators)
- Lost mileage rates are reducing and services are showing signs of recovery.

# Recommendation

- The place panel requests a scrutiny session with the DVSA to understand what actions are being taken to reduce lost mileage with the local First Bus and Stagecoach operating Companies.



## North Somerset Council

### Report to the Place Panel

**Date of Meeting: 23 November 2022**

**Subject of Report: Place Finance Update**

**Town or Parish: All**

**Officer/Member Presenting: Finance Business Partner (Place)**

**Key Decision: No**

### Recommendations

That the Panel notes the current forecast against budget for Place.

#### 1. Summary of Report

- 1.1 This report summarises and discusses the current forecast against budget for Place, highlighting key variances. It builds on the information received by the Executive at its meeting on 19 October 2022.
- 1.2 The overall projected year end position for Place, as at the end of month 5, is a **£1.348m** overspend on a net budget of £30.080m.
- 1.3 There are a number of material issues that are contributing towards the large overspend this year, these include inflation on contracts, pressures on home to school transport budgets and income shortfalls.
- 1.4 The Place Directorate Leadership Team are discussing actions which could mitigate this position in order to try and reduce the overspend over the coming months.
- 1.5 The 2022/23 net budget includes savings of £1.275m to be achieved in the financial year, good progress is being made against these savings, with the majority on track to be achieved by the end of the financial year.

#### 2. Policy

The council's budget monitoring is an integral feature of its overall financial processes, ensuring that resources are planned, aligned and managed effectively to achieve successful delivery of its aims and objectives.

### 3. Details

#### 3.1 Budget Monitor

The overall forecast for the Place directorate is a net over spend of £1.348m.

The table below shows the net projected variance by service within the directorate:

PLACE DIRECTORATE	NET	NET	NET
	BUDGET £	PROJECTED OUT-TURN £	PROJECTED VARIANCE £
Environment and Safer Communities	11,888,240	11,526,919	(361,321)
Operations Management & Support Services	0	0	0
Highway & Parking Operations	3,351,880	3,383,891	32,011
Highway Technical Services	(46,455)	(55,893)	(9,438)
Libraries & Community	2,024,383	2,181,753	157,370
Open Space, Natural Environment & Leisure	3,495,430	3,701,163	205,733
Regulatory Services	(554,440)	(579,860)	(25,420)
Transport Planning	7,863,852	8,915,940	1,052,088
<b>Neighbourhoods &amp; Transport</b>	<b>28,022,890</b>	<b>29,073,912</b>	<b>1,051,023</b>
Property Asset & Projects	60,321	257,057	196,736
Recharges - Property Assets & Projects	0	0	0
Economy	401,755	362,163	(39,593)
Major Infrastructure Projects	0	(0)	(0)
Major Projects	(164,251)	(133,928)	30,323
Placemaking & Development	779,448	825,948	46,500
Planning Service	355,321	407,448	52,127
<b>Placemaking &amp; Growth</b>	<b>1,432,594</b>	<b>1,718,688</b>	<b>286,093</b>
Place Directorate Management	545,073	555,545	10,472
Place Central Recharges	10,000	10,351	351
<b>Directorate Overheads</b>	<b>555,073</b>	<b>565,896</b>	<b>10,823</b>
<b>Special Expenses</b>	<b>69,410</b>	<b>69,410</b>	<b>0</b>
<b>PLACE DIRECTORATE TOTAL</b>	<b>30,079,967</b>	<b>31,427,906</b>	<b>1,347,939</b>

The main areas of pressures are:

- Home to Schools Transport demand and market costs £946k
- Contract inflation pressures £924k
- Shortfall of Libraries & Community Buildings income £169k
- Other income shortfalls £222k
- Shortfall on salary recharges to the capital programme £211k

These are offset by:



- Surplus recycling materials income £1,287k

It should be noted that there will be further financial pressures included within the Place directorate position later in the year to reflect the pay award and the new energy contract prices. These pressures are currently being reported corporately and are therefore not reflected in the figures above.

Areas of particular note are explained in more detail below.

### 3.1.1 Home to school transport costs

There continues to be significant pressure within the Home to School Transport service as a result of a growth in demand specifically for SEND transport and market factors driving increases in contract prices.

Whilst the service continues to do everything possible to contain the costs, ultimately providing the transport is a statutory service.

This area will continue to be monitored especially now the new school year has started and all the transport arrangements are in place, the forecasts will be updated to ensure we are reflecting the true financial position of the service and this is an area which is being reviewed as part of the Medium Term Financial Planning for 2023/24.

### 3.1.2 Contract inflation pressures

There are a number of large contracts within Place which the council is contractually obliged to pay inflation based on a range of indices that are relevant to the specific area.

Contract inflation is funded through the medium term financial plan however due to the current economic situation the actual inflation being incurred significantly outweighs the amount provided for within the 2022/23 budget.

One example of this is fuel inflation on the waste contract, the budget was based on fuel inflation at 7%, the actual contractual inflation for fuel for 2022/23 is 21% due to the fuel prices in February & March 2022.

### 3.1.3 Mitigations

The Place leadership team and service managers are meeting regularly to discuss potential financial mitigations within the current year which will help reduce the forecast overspend by the end of the year.

## 3.2 Risks

There are a number of risks that may materialise at some point during the financial year, or situations that may require the council to consider providing support or incurring additional expenditure at some point.

These items are being collated and assessed however given that the Directorate budget for the current year is not yet balanced, then any decision to increase spending beyond approved or current levels would be deemed inappropriate and could contravene requirements within the Constitution.

The following areas are currently being monitored as potential areas of risk, although no additional spending for these items has been included within the forecast position.

**Support to contractors/providers** – the current economic situation is causing significant financial impacts for contractors and providers who deliver services on behalf of North Somerset Council. Whilst contractually the council is not obliged to fund anything in addition to contractual inflation, the council may have to consider the consequences of not providing additional support in these areas, such as market failures, which would impact on residents. It is hoped that the government support measures will reduce some of these pressures, although it is recognised that they will not completely disappear and hardship to some degree will remain.

**Bus services** – whilst recognising the significant benefits that the bus network brings to many residents and communities, the council only has a limited amount of resources allocated within the existing budget to fund and support specific bus routes, which it can do by using discretionary service powers. However, given the increasing pressures being experienced elsewhere within the statutory services that the council must continue to provide, it does mean that there is currently little scope to intervene within the public transport market should bus providers stop providing routes.

### **3.3 Medium Term Financial Plan Savings 2022/23**

The 2022/23 budget approved by Full Council on 15 February 2022 included £1.275m of savings to be achieved in the current financial year.

Positive progress is being made and a number of the savings have now been delivered or are on track to be delivered by the end of the financial year.

The savings approved as part of the 2022/23 budget are detailed in appendix two along with the delivery progress.

## **4. Consultation**

Not applicable.

## **5. Financial Implications**

Financial implications are contained throughout the report.

## **6. Legal Powers and Implications**

The Local Government Act 1972 lays down the fundamental principle by providing that every local authority shall make arrangements for the proper administration of their financial affairs, although further details and requirements are contained within related legislation. The setting of the council's budget for the forthcoming year, and the ongoing arrangements for monitoring all aspects of this, is an integral part of the financial administration process.

## **7. Climate Change and Environmental Implications**

There are no direct or specific climate change and environmental implications associated with the recommendations within this report although they remain an important factor in many areas of the council's revenue and capital budgets and are considered and integrated where appropriate.



## **8. Risk Management**

See paragraph 3.2.

## **9. Equality Implications**

There are no specific equality implications with regard to the recommendations contained within this report.

Individual savings proposals incorporated into the revenue budget are supported by an Equality Impact Assessment.

## **10. Corporate Implications**

With continuing financial pressures and demands for services, it is essential that the councils' limited resources continue to be prioritised and allocated in line with the identified priorities.

## **11. Options Considered**

Not applicable

### **Author:**

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### **Appendices:**

## Appendix 1 – Financial Overview Place Directorate

FINANCIAL OVERVIEW OF THE PLACE DIRECTORATE AS AT 31 AUGUST 2022					
Directorate Summary					
	Original Budget 2022/23 £000	Virements £000	Revised Budget 2022/23 £000	Forecast Out-turn 2022/23 £000	Projected Out- turn Variance £000
- Gross Expenditure	56,727	3,652	60,379	65,166	4,787
- Income	(23,124)	(2,338)	(25,462)	(27,027)	(1,566)
- Transfers to / from Reserves	(3,614)	(1,224)	(4,837)	(6,711)	(1,874)
<b>= Directorate Totals</b>	<b>29,989</b>	<b>91</b>	<b>30,080</b>	<b>31,428</b>	<b>1,348</b>
Forecast Out-turn Variance					4.48%
- Neighbourhoods & Transport	27,909	114	28,023	29,074	1,051
- Placemaking & Growth	1,433	0	1,433	1,719	286
- Directorate Overheads	578	(23)	555	566	11
- Special Expenses	69	0	69	69	0
<b>= Directorate Totals</b>	<b>29,989</b>	<b>91</b>	<b>30,080</b>	<b>31,428</b>	<b>1,348</b>
Forecast Out-turn Variance					4.48%
Extract showing material variances compared to the revised budget					
Service area and projected budget variance	Revised Budget 2022/23 £000	Forecast Out-turn 2022/23 £000	Projected Out- turn Variance £000		
<b>Environment and Safer Communities</b>					
<u>Environmental Services &amp; Enforcement:</u>					
NSEC - Surplus on recycling materials (income)	(1,599)	(2,886)	(1,287)		
NSEC - Main contract (expenditure) - Inflationary increase	10,314	10,773	459		
NSEC - Waste Receptacles	142	249	107		
Waste Disposal Contract (net) - inflationary & tonnage increases	6,292	6,611	319		
Garden Waste Charging Scheme (income) - shortfall on income target	(2,195)	(1,776)	419		
Garden Waste Charging Scheme - use of compensation reserve	0	(350)	(350)		
Garden Waste Charging Scheme - reduction in scheme costs	235	135	(100)		
Litter enforcement - short-fall in contract income	(30)	(5)	25		
<u>Safer Community Services:</u> - CCTV (includes historical £95k budget saving)	238	331	93		
Use of Town Council receipt	0	(40)	(40)		
<b>Highway &amp; Parking Operations</b>					
Highway Electrical & ITS - Inflationary increases on new contracts 'materials' costs	1,449	1,513	64		
Highway Network & Traffic Management - Road closures income above target	(82)	(240)	(158)		
Materials testing Lab - expected shortfall on fee income	(321)	(212)	109		
Local Transport Plan (stage 6 & 7)	0	104	104		
Funded by Strategic Projects (Local Plan) reserve	0	(104)	(104)		
<b>Open Space, Natural Environment &amp; Leisure</b>					
<u>Leisure:</u>					
Loss of income - Profit share on Leisure Contracts	(439)	(349)	89		
Agreed mitigation: planned use of reserves	0	(90)	(90)		
Financial support for Leisure Providers (DP189)	175	175	0		
Funded by Covid Reserve	(175)	(175)	0		
<u>Parks &amp; Seafront:</u>					
<b>Bay Cafe:</b>					
Income losses (some operations moved during SEE Monster - incl underlying pressure)	(418)	(82)	336		
Forecast turnover share from temporary operator	0	(17)	(17)		
Saving on expenditure budgets relating to mainly catering provisions & equipment	261	123	(138)		
Saving on staffing costs whilst outsourced	183	77	(106)		
<b>The Bay &amp; Seafront Events (limited events due to SEE Monster):</b>					
Net expenditure budget (excluding staffing)	(175)	(16)	159		
Saving on staffing costs whilst events not running	79	29	(50)		
Mitigated by loss of income compensation from new Substance	0	(70)	(70)		
<b>Parks &amp; Street Scene Contract:</b>					
Glendale contract - Inflationary pressure on extended contract	2,246	2,328	82		
S106 funding draw-down shortfall	(345)	(282)	63		



Extract showing material variances compared to the revised budget (contd)			
Service area and projected budget variance	Revised Budget 2022/23 £000	Forecast Out-turn 2022/23 £000	Projected Out- turn Variance £000
<b>Transport Planning</b>			
<u>Home to Schools Transport (HTST):</u>			
Home to School Transport - Baseline position re increased demand and costs	4,725	5,660	935
Draw down of S106 funding	(150)	(350)	(200)
Extended Rights to Free Travel Grant 2022/23	(97)	(210)	(113)
Home to School Transport - Q Routes software	0	24	24
Home to School Transport - New inflationary pressures for 2022/23	0	286	286
Use of Corporate risk reserve to fund new inflationary pressures	0	(286)	(286)
Home to School Transport - Anticipated new academic year demand	0	300	300
<u>Bus Services</u>			
Bus Services Improvement Plan - Staffing revenue pressure	139	181	42
Funded by reserves (residual 2021/22 grant funding)	0	(25)	(25)
<b>Libraries &amp; Community</b>			
Shortfall in Campus income	(359)	(247)	112
Shortfall in Somerset Hall income	(121)	(63)	58
<b>Placemaking &amp; Development</b>			
Community Renewal Fund - Remaining project spend (ending December 2022)	0	1,504	1,504
Funded by 'Receipt in Advance', grant payment received in 2021/22	0	(701)	(701)
Funded by Final grant claim due in year	0	(802)	(802)
Economy Team staffing - Employer of Choice / Graduate posts	71	211	140
Funded by use of ear-marked reserves	(71)	(211)	(140)
Weston Business Quarter consultancy costs	0	182	182
Weston Quarry consultancy costs	0	84	84
Funded by Driving Growth reserves	0	(267)	(267)
Birnbeck Pier - consultancy commissioned to date	0	101	101
Funding due from Historic England	0	(101)	(101)
Planning - Planning Appeal consultancy and barrister costs to date	0	70	70
Funded by Major Planning Appeal Reserve	0	(70)	(70)
<b>Directorate salary position</b>			
Shortfall on salary recharges to the capital programme (partially mitigated by vacancies v	(2,966)	(2,355)	611
Capital projects delivery team (underspend relating to vacant posts)	2,832	2,432	(400)
<b>Sub total - material budget variances</b>			<b>1,259</b>
Other minor variations to the budget			89
<b>= Directorate Total</b>			<b>1,348</b>

## Appendix 2 – MTFP Savings 2022/23 – Progress update

MTFP SAVINGS PROPOSALS REFLECTED WITHIN THE 2022/23 REVENUE BUDGET						
Dir Ref	Dir	Theme	MTFP Savings Proposals	2022/23 £0	RAG Rating	Notes / Comments
PD S1	Place	Income Generation	Increase of recycling materials income	-500	G	Sale of recycling materials forecast to exceed income budget
PD S2	Place	Income Generation	Re-base garden waste income budget to align to actual levels	-230	G	Shortfall on income after using Waste compensation reserve - mitigated by the reduction in scheme costs
PD S4	Place	Income Generation	Use income from Permit Scheme to fund existing staff	-50	A	Work underway to identify staff time that can be legitimately charged to the scheme
PD S7	Place	Efficiency / Change	Revisit safe Home To Schools Transport routes	-100	A	Recruitment challenges in Design team slowing implementation
PD S8	Place	Efficiency / Change	Safer roads initiatives (additional sites meeting relevant criteria)	-30	G	Bus Lane enforcement - income target already exceeded
PD S9	Place	Efficiency / Change	Events programme to become cost neutral or minimal support	-65	G	Air festival - current year event funded by reserves
PD S10	Place	Income Generation	Introduce break-even policy for Building Control	-20	G	Balanced budget on target to be achieved
PD S13	Place	Income Generation	Parking income	-150	A	Income levels to end of July on target, currently forecast will achieve budget
PD S14	Place	Review provision	Reduction in Concessionary Fares costs - aligned to lower levels of demand for the service	-50	G	Reflected in the WECA transport Levy
PD S15	Place	Efficiency / Change	Reduction in staff travel costs - to reflect the new ways of working	-25	A	Mostly achieved based on car allowances paid to date, possibly small overspend
PD S16	Place	Efficiency / Change	Reduction in street lighting energy costs - aligned to roll-out of LED investment programme	-40	G	Prior year programme roll-out have given significant energy usage however the savings will be not realised due to inflation
PD S17	Place	Income Generation	Increase in income levels, e.g. public conveniences	-15	G	On track to achieve income target
<b>DIRECTORATE TOTAL</b>				<b>-1,275</b>		



## North Somerset Council

### Report to the Place Policy and Scrutiny Panel

**Date of Meeting: 23 November 2022**

**Subject of Report: Q1 performance and risk update for 2022/23**

**Town or Parish: ALL**

**Officer/Member Presenting: Emma Diakou, Head of Business Insight, Policy and Partnerships**

**Key Decision: NO**

#### **Reason:**

This is an information item.

#### **Recommendations**

- That the panel note the Q1 updates to the 2022/23 performance management framework and strategic risk register included in this report.
- That the panel note the additional published data available via the interactive dashboards on the council's website.

#### **1. Summary of Report**

Our Business Planning and Performance Management Framework is designed to monitor progress against our Corporate Plan priorities and against our vision for an **open, fairer, greener** North Somerset.

We do this on an annual basis by developing and implementing Annual Directorate Statements. These are the business plans for the five council directorates (Adults, Children's Services, Corporate Services, Place, and Public Health and Regulatory Services) and give the key strategic commitments for the year ahead. These commitments are directorate specific or organisational wide. Progress against these commitments is monitored by key projects and their milestones. We also monitor a number of Key Corporate Performance Indicators (KCPIs) which give an overview of activity, pace and outcomes.

Alongside these commitments, directorate risk registers are developed, these include any risks which might challenge achievement of our priorities. These risk registers are reviewed to develop an over-arching Strategic Risk Register, where high level risks are escalated and held.

This paper gives an update on progress against the organisational-wide commitments, the KCPIs that are reported to our Scrutiny Panels, and the Strategic Risk Register as of end Q1. This paper also provides links to published data sets which give additional context and/or oversight against our performance.

The panel is asked to note this Q1 performance update using the following framework:

Annual Directorate Statement commitments:

**Fig 1.1: commitment RAG rating framework**

GREEN	Successful delivery of this commitment is highly likely. There are no major outstanding issues that at this stage appear to threaten delivery
GREEN/AMBER	Successful delivery of this commitment is likely but there are some minor outstanding issues that need to be resolved to ensure delivery.
AMBER	Successful delivery of this commitment appears feasible, but issues already exist requiring management attention. These appear resolvable at this stage and if addressed promptly should not present further problems.
AMBER/RED	Successful delivery of this commitment may be unachievable. Issues already exist requiring immediate management attention to ensure delivery.
RED	Successful delivery of this commitment appears to be unachievable. There are major issues which at this stage do not appear to be manageable or resolvable.

Key Corporate Performance Indicators:

- GREEN: On track.
- AMBER: Not on track but likely to be brought back on track by end year.
- RED: Not on track and unlikely to be so by end year.

Strategic Risk Register:

The panel is asked to note the Q1 risk register status using the following risk scoring matrix:

**Fig 1.2: risk scoring matrix**

		← Likelihood →				
		Rare	Unlikely	Possible	Likely	Almost certain
Impact	Critical	LOW/MED	MEDIUM	HIGH	HIGH	HIGH
	High	LOW	MEDIUM	MED/HIGH	HIGH	HIGH
	Medium	LOW	LOW/MED	MEDIUM	MED/HIGH	HIGH
	Low	LOW	LOW/MED	LOW/MED	MEDIUM	MEDIUM
	Negligible	LOW	LOW	LOW	LOW/MED	LOW/MED

## 2. Policy

The Corporate Plan is the council's overarching strategic document. It is the only plan which covers the full range of the council's responsibilities and is an important tool to help focus our effort and resources on the right things. By prioritising a clear set of commitments, the Corporate Plan also helps residents to hold the council to account for its performance and challenge it to improve.

The risk registers detail the risks faced by North Somerset Council in relation to achieving our aims and priorities as defined in the Corporate Plan. The risk registers also note mitigating actions being taken where possible to control those risks.

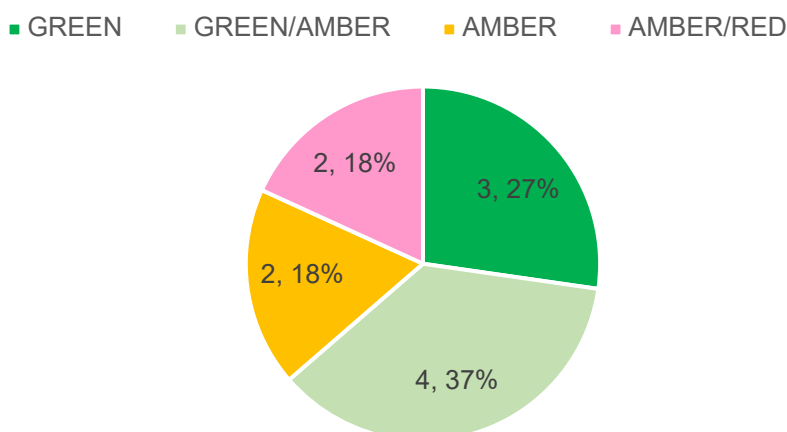


### 3. Details

#### Annual Directorate Statement commitments:

There are 11 organisational wide commitments which all council directorates help to contribute towards. As of end Q1, 3 commitments were GREEN, 4 were GREEN/AMBER, 2 were AMBER, 2 were AMBER/RED, and none were RED.

**Fig 1.3 ADS commitments as of end Q1**



AMBER/RED commitments requiring immediate management attention were:

- Ensure effective financial management across the directorates including a balanced budget at year end and delivery of Medium-term Financial Plan savings.
- Implement the Digital Strategy and deliver on any in year actions in the action plan.

For the full list of organisational wide commitments per the framework in fig 1.1, please see appendix 1. For the full list of all directorate commitments please see the published interactive [Corporate Plan performance dashboard](#). Please note, this dashboard is updated quarterly and includes an overview of all transformational commitments agreed by the directorates for 2022/23, a number of key measures for the area (some of which are KCPIs), all strategic risks, and a number of links to other data sources as follows.

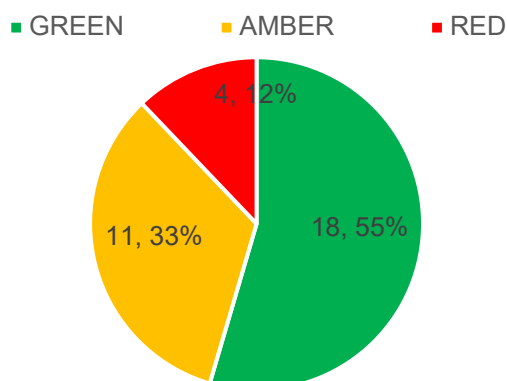
- The interactive [data dashboard](#) for the Health and Wellbeing Strategy: this gives an overview of progress against the Health and Wellbeing Strategy action plan.
- The interactive data dashboard for the Climate Emergency Strategy (in development): this gives an overview of progress against the Climate Emergency Strategy action plan.
- [The North Somerset profile](#): this interactive dashboard includes data on our population, demographics, deprivation, the economy, transport, and crime and anti-social behaviour.
- [North Somerset ward profiles](#): this interactive dashboard includes data at ward level across a number of themes similar to those in the North Somerset profile.
- The North Somerset [Joint Strategic Needs Assessment](#) data dashboard: this interactive dashboard gives North Somerset level data across health and social care.
- The [Customer Services data dashboard](#): this interactive dashboard gives an overview of activity in the North Somerset contact centre and across the North Somerset Council website.

All interactive dashboards can be found on the '[North Somerset Insight: data and statistics](#)' section of the council's website and by publishing this data we contribute towards our Corporate Plan commitment to be open and enabling.

### Key Corporate Performance Indicators:

There were 39 reportable KCPIs as of end Q1, 6 were contextual (not targeted), 18 were GREEN, 11 were AMBER, 4 were RED.

**Fig 1.4 KCPIs as of end Q1**



RED KCPIs requiring immediate management attention were:

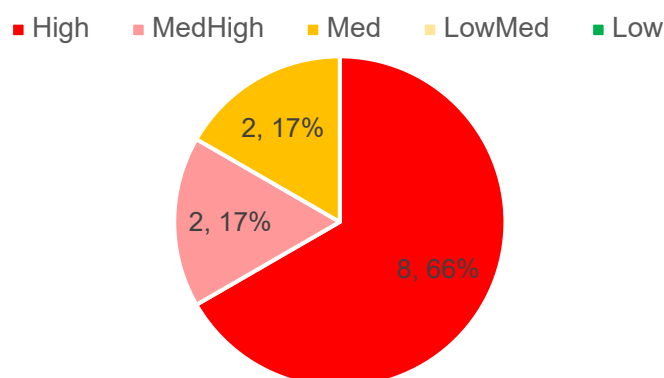
- The percentage of municipal waste sent to landfill.
- The percentage of adults in contact with secondary mental health services living independently or without support.
- The number of households living in temporary accommodation.
- The percentage of care leavers (19-21 year olds) in education, employment and/or training.

For the full list of KCPIs please see appendix 2.

### Strategic Risk Register:

There are 12 risks in the strategic risk register. After mitigating actions were applied in Q1, 8 risks remained HIGH:

**Fig 1.5 strategic risk register: residual risk score as of end Q1**



High scoring risks were:

- Risk that we are unable to deliver the priorities of the council by not planning to meet the Medium-term Financial challenge and delivering a balanced budget.
- Risk that we are unable to reduce or mitigate inflationary pressures (such as energy prices), resulting in impacts on our services.
- Risks of ineffective recruitment across the organisation leading to capacity issues in key areas.



- Risk that we do not deliver sustainable change in children's services at the right pace of the improvement journey.
- Risk that we do not manage the demand for children's social care and special educational needs and disabilities (SEND) placements within available resources.
- Risk that despite protecting the council's systems and essential data from cyber-attacks, malicious attempts to damage critical services within the council could be disruptive.
- Risks aligned to any delay to the Local Plan process exposing council to risk of speculative development and unplanned growth through appeal.
- Risks to achieving a net zero position by 2030 given current resources and sphere of influence.

For the full list of strategic risks including their inherent and residual risk rating as per the matrix in fig 1.2, please see appendix 3.

#### **4. Consultation**

As part of the Business Planning and Performance Management Framework all tier three managers and above contribute to their Annual Directorate Statement. These are then agreed by Directorate Leadership teams and Corporate Leadership Team.

The views of residents, staff and other stakeholders all helped to shape the development of the Corporate Plan on which the Annual Directorate Statements are based.

#### **5. Financial Implications**

The Annual Directorate Statements are developed alongside the Medium-term Financial Plan to ensure that the commitments made are within the resource envelope for the year ahead.

Monitoring the effectiveness of our financial management is then embedded within the Annual Directorate Statements. All statements include a commitment as follows: *Ensure effective financial management across the directorates including a balanced budget at year end and delivery of MTFP savings*. Risks are then aligned to that commitment as needed and reported quarterly.

There are no specific financial implications to this report.

#### **Costs**

N/A

#### **Funding**

N/A

#### **6. Legal Powers and Implications**

N/A

#### **7. Climate Change and Environmental Implications**

The Business Planning and Performance Management Framework contributes to the council's vision to be open, fair and green. As part of this, all Annual Directorate Statements for 2022/23 include the following commitment for all directorates: *Deliver the directorate climate emergency action plan and deliver to timescales*. A commitment is also included to

refresh the over-arching Climate Emergency Strategy and action plan. Progress against this is monitored quarterly.

## **8. Risk Management**

Risk management is embedded within the Business Planning and Performance Management Framework. Once the commitments have been identified for the year ahead, directorate-wide risk registers are developed. These seek to ensure we are aware of any challenges to achievement of the commitments. They are updated and reported quarterly alongside performance data. A quarterly review is also undertaken of any AMBER/RED and RED commitments to ensure they are captured within the risk registers and if not, included for the following quarter. This ensures there is a clear link between the Corporate Plan and our risk management framework. These directorate risks then feed into the Strategic Risk Register which is also updated and reported quarterly.

## **9. Equality Implications**

The Business Planning and Performance Management Framework identifies which commitments are 'equality commitments' and these are updated and reported quarterly. All statements also include a commitment as follows: *Ensure we are an inclusive organisation, meeting our equalities duties, and exemplifying our values to act with integrity, respect each other, innovate, care and collaborate.*

## **10. Corporate Implications**

It is a requirement as part of the Business Planning and Performance Management Framework for all directorates to set their business plan annually and to develop an aligned risk register. These must then be considered at least quarterly by their Directorate Leadership Team, by Corporate Leadership Team, by Executive members, by Scrutiny Panels and by Audit Committee.

## **11. Options Considered**

Business planning and performance reporting are part of the good governance of the council.

### **Authors:**

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### **Appendices:**

- Appendix one: Annual Directorate Statement commitments (organisational wide only).
- Appendix two: Q1 Key Corporate Performance Indicators.
- Appendix two: Strategic Risk Register.



## **Background Papers:**

- North Somerset Corporate Plan: [North Somerset Corporate Plan 2020-2024 \(n-somerset.gov.uk\)](https://n-somerset.gov.uk/corporate-plan-2020-2024)
- Corporate Plan action plan and strategic risk register: [Microsoft Power BI](#)
- Health and Wellbeing Strategy: [Health and wellbeing strategy 2021-24 | North Somerset Council \(n-somerset.gov.uk\)](#)
- North Somerset Insight: data and statistics: [North Somerset Insight: data and statistics | North Somerset Council \(n-somerset.gov.uk\)](#)
- The North Somerset profile: [North Somerset profiles | North Somerset Council \(n-somerset.gov.uk\)](#)
- North Somerset ward profiles: [North Somerset profiles | North Somerset Council \(n-somerset.gov.uk\)](#)
- Joint Strategic Needs Assessment: [Joint strategic needs assessment \(JSNA\) for health and social care | North Somerset Council \(n-somerset.gov.uk\)](#)
- Customer Services data dashboard: [Customer services dashboard | North Somerset Council \(n-somerset.gov.uk\)](#)
- Adults Annual Directorate Statement 2022/23
- Corporate Services Annual Directorate Statement 2022/23
- Children's Annual Directorate Statement 2022/23
- Place Annual Directorate Statement 2022/23
- Public Health and Regulatory Services Annual Directorate Statement 2022/23

## Appendix one

### Organisational wide Annual Directorate Statement commitments (as of end Q1 2022/23)

ADS commitment	Commitment type	Q1 progress
Deliver the Empowering Communities and Reducing Inequalities action plan for 2022/23.	Organisational wide commitment wide	GREEN
Improve the customer journey across all channels by ensuring we have the right tools in place and that residents are well informed and engaged.	Organisational wide commitment wide	GREEN
Respond to national policy opportunities in the coming year to tackle inequalities including the Levelling Up Whitepaper.	Organisational wide commitment wide	GREEN
Deliver the Joint Health and Wellbeing Strategy action plan for 2022/23.	Organisational wide commitment wide	GREEN/AMBER
Ensure we are an inclusive organisation, meeting our equalities duties, and exemplifying our values to act with integrity, respect each other, innovate, care and collaborate.	Organisational wide commitment wide	GREEN/AMBER
Deliver the People Strategy action plan for 2022/23.	Organisational wide commitment wide	GREEN/AMBER
Deliver the actions in the Accommodation Strategy for 2022/23 and embed new ways of working across the organisation.	Organisational wide commitment wide	GREEN/AMBER
Deliver the Climate Emergency Strategy and contribute via directorate action plans.	Organisational wide commitment wide	AMBER
Develop the directorate transformation programmes for 2022/23 linked in to MTFP planning.	Organisational wide commitment wide	AMBER
Ensure effective financial management across the directorates including a balanced budget at year end and delivery of MTFP savings.	Organisational wide commitment wide	AMBER/RED
Deliver the Digital Strategy delivery plan for 2022/23.	Organisational wide commitment wide	AMBER/RED



## Appendix two

### Key Corporate Performance Indicators (as of end Q1 2022/23)

National benchmarking data is intended to provide a comparison of local data against the latest national data wherever possible. Where the data has not yet been published the latest available data has been given. Contextual measures do not have a target.

Scrutiny Panel					Measure	Year End 2021/22	2022/23				Year-End Target	Predicted Year-End Status	Number	National benchmarking <i>England (Eng)</i> <i>South West (SW)</i>
ASH	CYPS	PCOM	PLACE	Health			Q1	Q2	Q3	Q4				
A thriving and sustainable place														
✓					The number of homes where a significant hazard was removed / repaired through local authority intervention	107	14				100 <i>Higher is better</i>	AMBER	n/a	Local measure
✓			✓		The number of affordable houses through working in partnership	189	146				200 <i>Higher is better</i>	GREEN	n/a	Local measure
			✓		The number of jobs created at the J21 Enterprise Area	-	53				100 <i>Higher is better</i>	GREEN	n/a	Local measure
			✓		The number of business start-ups in North Somerset	-	352				1,000 <i>Higher is better</i>	GREEN	n/a	Local measure
			✓		The percentage of vacant retail premises in WsM town centre (including the Sovereign Centre)	20.7%	19.87%				Contextual (not targeted)	n/a	125 / 629	Local measure

Scrutiny Panel					Measure	Year End 2021/22	2022/23				Year-End Target	Predicted Year-End Status	Number	National benchmarking <i>England (Eng)</i> <i>South West (SW)</i>
ASH	CYPS	PCOM	PLACE	Health			Q1	Q2	Q3	Q4				
			✓		The percentage of vacant retail premises in Clevedon town centre	10.6%	7.95%				Contextual (not targeted)	n/a	12 / 151	Local measure
			✓		The percentage of vacant retail premises in Nailsea town centre	13.3%	13.33%				Contextual (not targeted)	n/a	22 / 165	Local measure
			✓		The percentage of vacant retail premises in Portishead town centre	6.7%	6.67%				Contextual (not targeted)	n/a	9 / 135	Local measure
			✓		The percentage of municipal waste sent to landfill	11.48%	11.09%				10% <i>Lower is better</i>	RED	2,906.4kg / 26,218.9kg	Eng 6.13% SW 5.68% (2020/21)
			✓		Residual household waste sent to landfill (per household) (kgs)	404.86kg	98.92kgs				<400kg <i>Lower is better</i>	GREEN	9722.32kg / 98,280 households	Eng 513.09kgs SW 449.27kgs (2020/21)
			✓		The percentage of household waste sent for reuse, recycling or composting	59.5%	61.77%				60% <i>Higher is better</i>	GREEN	15,711.06kg / 25,433.38kg	Eng 41.71% SW 49.23% (2020/21)



Scrutiny Panel					Measure	Year End 2021/22	2022/23				Year-End Target	Predicted Year-End Status	Number	National benchmarking England (Eng) South West (SW)
ASH	CYPs	PCOM	PLACE	Health			Q1	Q2	Q3	Q4				
		✓	✓		The number of crimes overall in North Somerset	13,600 crimes	3,592 crimes				<13,642 <i>Lower is better</i>	AMBER	n/a	Local measure
		✓	✓		The number of anti-social behaviour incidents overall in North Somerset	2,663 crimes	688 crimes				<2691 <i>Lower is better</i>	GREEN	n/a	Local measure
A council which empowers and cares about people														
✓					The proportion of adults with a learning disability who live at home or with family	66.4%	63.0%				68% <i>Higher is better</i>	AMBER	318 / 501	Eng 78.3% SW 77.7% (2020/21)
✓					The percentage of adults in contact with secondary mental health services living independently or without support	50.0%	47.3%				65% <i>Higher is better</i>	RED	TBC	Eng 58.0% SW 53.0% (2020/21)
✓					The number of households living in temporary accommodation	88 households	83 households				<70 households <i>Lower is better</i>	RED	n/a	Total number of households in temporary accommodation per (000s) households NSC 0.89 Eng 2.66 SW 1.16 (Q3 2021/22)

Scrutiny Panel					Measure	Year End 2021/22	2022/23				Year-End Target	Predicted Year-End Status	Number	National benchmarking England (Eng) South West (SW)
ASH	CYPs	PCOM	PLACE	Health			Q1	Q2	Q3	Q4				
✓					More homeless, (or threatened with homeless) households prevented from being homeless	51.8%	54.9%				60.0% <i>Higher is better</i>	AMBER	79 / 144	Local measure
✓					The number of people in permanent care home placements age 65+	738 placements	750 placements				Decreasing trend against long term avg. (5 years) <i>Lower is better</i>	TBC	n/a	Local measure
✓					The number of people in permanent care home placements age 18 - 64	181 placements	186 placements				Decreasing trend <i>Lower is better</i>	AMBER	n/a	Local measure
			✓		Claimant count for those on out of work benefits in North Somerset (aged 16-64 yrs)	2.8%	2.4%				<3% <i>Lower is better</i>	GREEN	2,940	Eng 3.8% SW 2.6%
			✓		Claimant count for those on out of work benefits in North Somerset (aged 18-24 yrs)	4.7%	3.9%				<5% <i>Lower is better</i>	GREEN	525	Eng 4.4% SW 2.8%
	✓				The percentage of 16-17 year olds who are not in education, employment and/or training	2.7%	2.9%				Decreasing trend <i>Lower is better</i>	AMBER	TBC	Eng 3.8% SW 2.6%

Scrutiny Panel					Measure	Year End 2021/22	2022/23				Year-End Target	Predicted Year-End Status	Number	National benchmarking England (Eng) South West (SW)
ASH	CYPs	PCOM	PLACE	Health			Q1	Q2	Q3	Q4				
	✓				The percentage of assessment of completing within 45 working days (children social care only)	93.0%	84.9%				Increasing trend <i>Higher is better</i>	AMBER	n/a	Eng 87.6% SW, 86.8%
	✓				The percentage of re-referrals to children social care within 12 months of the previous referral	17.7%	13.2%				Decreasing trend <i>Lower is better</i>	GREEN	n/a	Eng 22.7% SW 22.7%
	✓				Rate of children on a child protection plan (rate per 10k)	21.2 per 10,000	23.05 per 10,000				Contextual (not targeted)	n/a	n/a	Eng 40.7 per 10,000 SW 41.4 per 10,000
	✓				The percentage of child protection plans started that were a second or subsequent plan	35.3%	30.4%				Decreasing trend <i>Lower is better</i>	AMBER	n/a	Eng 25.2% SW 22.1%
	✓				Rate of children in care (per 10k)	45 per 10,000	51.9 per 10,000				Contextual (not targeted)	n/a	n/a	Eng 59.2 per 10,000 SW 67 per 10,000
	✓				The percentage of children in care with three or more placement moves - rolling 12 month period	13.0%	13.6%				Decreasing trend <i>Lower is better</i>	AMBER	n/a	Eng 9.0% SW 10.7%



Scrutiny Panel					Measure	Year End 2021/22	2022/23				Year-End Target	Predicted Year-End Status	Number	National benchmarking <i>England (Eng)</i> <i>South West (SW)</i>
ASH	CYPs	PCOM	PLACE	Health			Q1	Q2	Q3	Q4				
	✓				The percentage of children in care in long-term placement stability	71.0%	70.1%				Increasing trend <i>Higher is better</i>	AMBER	n/a	Eng 70.0% SW 70.0%
	✓				The percentage of care leavers (19-21 year olds) in suitable accommodation	94.8%	88.2%				Increasing trend <i>Higher is better</i>	AMBER	n/a	Eng 88% SW 89%
	✓				The percentage of care leavers (19-21 year olds) in education, employment and/or training	58.2%	45.1%				Increasing trend <i>Higher is better</i>	RED	n/a	Eng 52% SW 52%
	✓				The percentage of schools and settings rated 'Good' or better by Ofsted (all phases)	83.5%	87.0%				Increasing trend <i>Higher is better</i>	GREEN	n/a	Data not yet available
An open and enabling organisation														
		✓			The percentage of customer satisfaction via telephone	99.0%	99.0%				90.0% <i>Higher is better</i>	GREEN	1,594 / 1,606	Local measure
		✓			The percentage of staff satisfied working for the council remains high (staff survey)	80.0%	79.0%				Above 5 year average <i>Higher is better</i>	GREEN	n/a	Local measure

Scrutiny Panel					Measure	Year End 2021/22	2022/23				Year-End Target	Predicted Year-End Status	Number	National benchmarking <i>England (Eng)</i> <i>South West (SW)</i>
ASH	CYPS	PCOM	PLACE	Health			Q1	Q2	Q3	Q4				
		✓			The percentage of staff satisfied with the way the council is run remains high (staff survey)	76.0%	71.0%				Above 5 year average <i>Higher is better</i>	GREEN	n/a	Local measure
		✓			The number of employed Apprentices and Apprenticeship funded training	N/A	49				Increasing trend <i>Higher is better</i>	GREEN	n/a	Local measure
		✓			The net business rates physically received within North Somerset	£52,723 m	£22,927m				£54,303m <i>Higher is better</i>	GREEN	n/a	Local measure
		✓			The net council tax physically received within North Somerset	£148,394 m	£48,634m				£148,076m <i>Higher is better</i>	GREEN	n/a	Local measure
		✓			The overall % rate of in-year sundry debt collection	87.59%	92.4%				80.0% <i>Higher is better</i>	GREEN	9,0738,844 / 9,825,4699	Local measure
			✓		The percentage of employees who are accredited as carbon literate	16.0%	16.0%				25.0% <i>Higher is better</i>	GREEN	TBC	Local measure

**Appendix three**  
**Strategic Risk Register (as of end Q1 2022/23)**

Risk	Inherent score	Mitigating actions	Residual score
Risk that we are unable to deliver the priorities of the council by not planning to meet the Medium Term Financial Challenge and delivering a balanced budget.	HIGH	Monthly oversight of detailed workplans by Corporate Leadership Team and development of financial strategy required to close the budget gap for future years.	HIGH
Risk that we are unable to reduce or mitigate inflationary pressures (such as energy prices), resulting in impacts on our services.	HIGH	It should be noted that whilst mitigations are in place and progress is being made to close the budget gap, other issues and pressures continue to materialise which means that the council must update its plans.	HIGH
Risks of ineffective recruitment across the organisation leading to capacity issues in key areas.	HIGH	Recruitment is challenging across all sectors. Mitigations being put in place to strengthen our recruitment offer centrally.	HIGH
Risk that we do not deliver sustainable change in Children's Services at the right pace of the improvement journey.	HIGH	Our strategic plan sets out the improvement actions and action plan for the year ahead. Six clear improvement areas are identified, and work continues against these to take all actions forward with leadership from the Assistant Director supported by Heads of Service. Focused meetings are scheduled where progress is monitored, barriers to success identified and working groups with leads set to drive the goals and progress.	HIGH
Risk that we do not manage the demand for children's social care and SEND placements within available resources.	HIGH	Working with Department for Education on 'Safety Valve' project, and through this, have developed a proposal to reduce expenditure over coming years until we have a balanced book. New post created for Education Commissioning to create a dedicated resource to manage SEND Commissioning.	HIGH
Risk that despite protecting the council's systems and essential data from cyber-attacks, malicious attempts to damage critical services within the council could be disruptive.	HIGH	Ongoing area of risk which has increased given the Ukraine situation.	HIGH



Risk	Inherent score	Mitigating actions	Residual score
Risks aligned to any delay to the Local Plan process exposing council to risk of speculative development and unplanned growth through appeal	HIGH	The council continues to progress the preparation of the local plan with the intention to submit to the Secretary of State for Examination during Q4. A new local plan will reset the council's five year housing land supply.	HIGH
Risks to achieving a net zero position by 2030 given current resources and sphere of influence.	HIGH	There is a broad programme of activity across workstreams of our property, retrofitting, communications, transport decarbonisation and renewable energy. These activities will help to reduce the Scope 1 and 2 emissions of the organisation, but Scope 3 emissions will continue to be challenging. Emissions for North Somerset as an area are reducing, but significant transport decarbonisation is required. Making the step change of progress required will require massive levels of investment (including public funding) and mass behavioural change even to meet the government's stated aim of zero carbon by 2050.	HIGH
Risk that we are unable to deliver capital projects within the approved resource envelope either due to lack of governance or unmanageable cost increases.	HIGH	Monthly oversight of detailed financial analysis and forecasting by Corporate Leadership Team, along with strategic planning measures and decision making.	MEDHIGH
Risk that we do not manage the increased demands on social care or market demands within available financial or staffing resources for adult social care.	HIGH	Recruitment to the hospital discharge assessment team and Single Point of Access has taken place. Financial support for domiciliary care providers agreed to mitigate the increase in fuel charges being experienced by care staff and funds set aside to provide some financial mitigation to the residential and nursing sector.	MEDHIGH
Risks to our overall organisational operational effectiveness due to the impacts of COVID-19.	HIGH	Following government guidance. No evidence of significant staff absence related to covid-19 despite high case rates.	MED
Risks aligned to the deteriorating condition of some of our assets	HIGH	New systems and process are being implemented and a revised structure for property resources developed. Funding has been identified to develop investment plans for key priority assets within leisure, libraries, and depots.	MED

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# Place Policy and Scrutiny Panel Work programme November 2022

(to be updated following each Panel meeting)

The Panel will consider issues of significant public concern, areas of poor performance and areas where Members think the Council could provide better value for money. This is a “live” document and is subject to change as priorities or circumstances change.

## SECTION ONE – ACTIVE & SCHEDULED panel Projects as identified in the overarching Strategic Work Plan.

Topic	Reason for scrutiny	Method of scrutiny and reporting process	Timeline	Progress	Lead
Local Plan	To enable Member engagement with Local Plan (LP) development. Providing meaningful engagement with, and hence assurance around, the development of the Plan	<p>Informal SPEDR-led panel meetings (including the wider Council Membership as required)</p> <p>Meetings synchronised with key stages in the Local Plan development process</p> <p>To feed views and recommendations to officers and/or decision maker(s) at key stages</p>	<ul style="list-style-type: none"> <li>27/01 Challenges and Choices:</li> <li>16/02 Preferred spatial Strategy</li> <li>13/05 Airport and Port</li> <li>11/10 Emerging allocation thinking</li> </ul> <p>Draft Local Plan for consultation in late 2021</p>	<p><del>Preferred spatial strategy: reported to Exec on 28<sup>th</sup> April.</del></p> <p>Consultation on Draft Local Plan date 16/07/21, 16/08/21, 13/09/21, 11/10/21; Post-consultation meeting 07/10/22</p>	Michael Reep
Cladding and other fire safety issues in the district (following Grenfell outcomes)	Reference from Council: requesting Panel to establish policy recommendations on a series of specific points raised	<p>Joint Task and Finish group established with ASH Panel</p> <p>To report to a future meeting of the Council “in all urgency”.</p>	To report back to Council at the earliest opportunity	WG mtgs: 08/04/20; 30/11/21 Progress delayed due to passage of legislation. Further meeting tba	Howard Evans
Directorate Statement 2022/23	Members to engage with officers on development of the 2023/24 Directorate Statement	Task & Finish working group	TBA in early 2023		Emma Diakou/ Lucy Shomali



**SECTION TWO – proposed projects (listed in priority order). These must be agreed at Panel and will be referred for discussion at Chairs and Vice Chairs – for potential inclusion within the Strategic Work Plan:-**

Topic	Reason for scrutiny	Proposed method of scrutiny and reporting process	Timeline	Lead

**SECTION THREE** planned briefings, workshops, and informal Panel meetings. Outcomes may, with Chairman's agreement, generate Panel agenda items (for inclusion in S4 below) or, with Panel agreement, escalation to S2 above:-

Topic	Reason for scrutiny	Date	Outcome	Progress	Lead
Housing Infrastructure Fund (HIF)	Briefing	26/07/20, then at roughly 6-week intervals	Agreed ongoing Panel engagement	Series of briefings	Katie Park
Travel Plan SPD	Briefing/engagement	20/07/21	Members briefed – further briefing after public consultation	In progress	Lindsay Margerison
Grounds maintenance and street-cleaning proposals	Briefing/engagement	28/03/22	Members briefed	completed	Colin Russell
Highways Service: future delivery model	Briefing/engagement	02/03/22; 01/07/22; 11/10/22	Agreed ongoing Panel engagement	ongoing	Gemma Dando
Waste Scrutiny Steering Group	Updating and seeking feedback on the development of the waste strategy	10/11/21	Agreed ongoing Panel engagement	ongoing	Gemma Dando
Adoption of first buildings to Local List	Briefing / engagement	26/05/22	Members briefed	Completed	Kate Hudson-McAulay
Ash dieback Action Strategy	Briefing / Engagement	01/04/22	Agreed ongoing Panel engagement	Ongoing	John Flannigan
Rights-of-Way improvement plan	Briefing/engagement	04/08/22	Members briefed	Completed	Esther Coffin-Smith
North Somerset Flood Risk Management Strategy	Briefing	25/10/22	Members briefed	Completed	Simon Bunn
Local Plan constraints	Engagement	07/10/22	Feedback to Executive	completed	Richard Kent
Environmental Crime Contract	Engagement	12/10/22	Members briefed	completed	Colin Russell

**SECTION FOUR - agenda reports to the Panel meetings as agreed by the Chairman.** This section provides for the forward planning of agendas for the coming year and a record of recent panel meeting activity. Item outcomes may include proposing further work such as additional briefings or potential projects for inclusion on the STRATEGIC WORK PLAN (S2 above).

### Panel Meeting 10 March 2022

Report Title	Purpose of Report	Outcome (actions)
Weston Town Centre development sites	For Panel engagement/feedback	Panel feedback noted
Budget Monitor	That the Panel to note and feedback on the current forecast against budget for the Place directorate	Panel feedback noted

### Panel Meeting 13 July 2022

Place Annual Directorate Statement 2022/23	That the Panel note the Place Annual Directorate Statement for 2022/23 and the commitments made both organisational wide and directorate wide for the year ahead.	Panel feedback noted
Development Programme Updates	To note the update on current development sites.	Panel feedback noted
Local Plan 2038 update following consultation on Preferred Options	To note the consultation response to the Local Plan Preferred Options Consultation, and to consider the main themes and issues to be addressed in the next stage of the Local Plan 2038.	Panel feedback noted
Transport Decarbonisation: Action Plan	To note and feed back on the Transport Decarbonisation Action Plan	Panel feedback noted

### Panel Meeting 23 November 2022

Portishead, Nailsea and Clevedon Placemaking Strategies	to note and discuss the draft Nailsea, Clevedon and Portishead Placemaking Strategies.	
Placemaking, cultural investments and funding	to note the updates on funding bids and provide comment on potential investments.	
Neighbourhoods Update (Libraries and Leisure Strategy)	to note the progress made against the Libraries Strategy adopted by the council in February 2021 and the Leisure Strategy adopted by the council in December 2020.	
Bus Services update	That the Panel requests a scrutiny session with the local DVSA representative to understand what actions are being taken to reduce lost mileage with the local First Bus and Stagecoach operating companies.	



Place Budget Monitor	To note the current forecast against budget for Place.	
Performance and Risk update	To note the Q1 updates to the 2022/23 performance management framework and strategic risk register, and to note the additional published data available via the interactive dashboards on the council's website.	

## SECTION 5 - Recommendations - Response from Executive Member

Area for investigation/ Recommendations	When were the recommendations to the Executive agreed?	Expect answer by (first panel meeting after recommendations were submitted)

## SECTION 6 - Progress and follow-up on implementing Panel recommendations

Panel Recommendation	Date of Response	Actions – implementation progress

