

Public Document Pack

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Date: Monday, 12 April 2021

To all Members of the Council

****Virtual Meeting**

Dear Sir or Madam

**Summons to attend the Council Meeting – Tuesday, 20 April 2021 at 6.00 pm
Virtual Meeting**

You are requested to attend the Meeting of the Council to be held at 6.00 pm on Tuesday, 20 April 2021. Councillors will be sent a Teams Meeting invitation to place the meeting in their Calendar and can then access the meeting from the link in that calendar item.

Please Note that any member of the press and public may listen in to proceedings at this 'virtual' meeting via the weblink below –

https://youtu.be/6kB_-ZYGfDM

The agenda is set out below.

Yours faithfully

Assistant Director Governance and Monitoring Officer

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

Agenda

1. **Apologies for absence**
2. **Election of the Chairman of the Council for the Municipal Year 2021/22**
3. **Appointment of the Vice-Chairman of the Council for the Municipal Year 2021/22**
4. **Public Participation, petitions, and deputations (Standing Orders 2(vi) and 17, as amended by new Standing Order 5A)**

The Council will receive written statements from any person who wishes to make a submission in accordance with the above Standing Orders. The Chairman will select the order of the submissions. Each submission must comply with the usual time limits of five minutes for public participation and deputations and three minutes for petitions. This section of the meeting must not exceed 30 minutes and matters must not refer to a current planning application.

The Council will also receive questions from the public and provide answers thereto, subject to the Chairman being satisfied that the questions are relevant to the business of the meeting.

Requests and full statements must be submitted in writing to the Head of Legal and Democratic Services, or to the officer mentioned at the top of this agenda letter, by noon on the day before the meeting and the request must detail the subject matter of the address. Statements received will be published on the Meetings App and on the Council website in advance of the meeting.

5. **Petitions to be presented by Members (Standing Order No. 16)**

As this is a virtual meeting, members are asked to provide petitions to the Head of Legal and Democratic Services by 12.00 noon on the day before the meeting. Details of any petition received will be published on the Meetings App and on the Council website in advance of the meeting.

6. **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 meeting 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.

7. **Minutes 23 February 2021 (Pages 7 - 22)**

23 February 2021, to approve as a correct record (attached)

- 8. Motions by Members (Standing Order No. 14) Local Authorities Mental Health Challenge; Test and Trace System; Tackling Disability Stigma and Discrimination (Pages 23 - 30)**
 - (1) **Local authorities' mental health challenge**
Councillor Charles (attached)
 - (2) **Test and Trace System**
Councillor Haverson (attached)
 - (3) **Tackling Disability Stigma and Discrimination**
Councillor Codling (attached)
- 9. Matters referred from previous meeting**

None
- 10. Chairman's Announcements**
- 11. Leader's Announcements**
- 12. Chief Executive's Announcements**
- 13. Political Balance and Leaders and Deputy Leaders of the Political Groups for the Municipal Year 2021/22**

The Assistant Director, Governance & Monitoring Officer will report orally.
- 14. The Council's Constitution 2021 (Pages 31 - 36)**

Report of the Assistant Director, Governance & Monitoring Officer (attached)
- 15. Constitutional appointments etc.**

The Leader to appoint up to eight Members of the Council to form the Executive, including their portfolios.

The Council to approve arrangements for the Policy/Overview and Scrutiny Panels, the Committees and the Scheme of Delegation in accordance with the Constitution.
- 16. Municipal Calendar 2021/22 (Pages 37 - 52)**

Report of the Assistant Director, Governance & Monitoring Officer (attached)
- 17. Appointments to Outside Bodies 2021/22 (Pages 53 - 62)**

Report of the Assistant Director, Governance & Monitoring Officer (attached)

18. Forward Plan dated 1 April 2021 (Pages 63 - 76)

Forward Plan dated 1 April 2021 (attached)

19. Policy and Scrutiny Panel Report

None

20. Corporate Parenting Responsibilities (Pages 77 - 80)

Report of Councillor Gibbons (attached)

21. Question Time (Standing Order No. 18)

Questions must relate to issues relevant to the work of the Executive. Question Time will normally last for 20 minutes.

As this is a virtual meeting the Chairman and the Leader of the Council have requested that members supply the Democratic Services Officer with full details of the question they wish to ask by no later than 12 noon the day before the meeting. All questions received will be published on the Meetings App and on the Council website in advance of the meeting. A summary note of each question will be included in an appendix to the minutes in the usual way.

22. Report and matters referred from the Executive

None

23. Reports and matters referred from the Policy/Overview and Scrutiny Panels other than those dealt with elsewhere on this agenda

Strategic Planning, Economic Development and Regeneration Policy & Scrutiny Panel - 10 March 2021 (Pages 81 - 82)

SPR 22 SPEDR Panel Work Plan - March 2021 (Active Travel Strategy)
(draft minute extract attached)

24. Reports and matters referred from the other Committees other than those dealt with elsewhere on this agenda

None

25. Reports on joint arrangements and external organisations and questions relating thereto (Pages 83 - 86)

(1) **Avon Fire Authority**
Report from Councillor Jacobs (attached)

(2) **Avon and Somerset Police and Crime Panel**
None

- (3) **West of England Combined Authority Joint Scrutiny Committee**
None

26. Adoption of the North Somerset Active Travel Strategy (Pages 87 - 190)

Report of Councillor Tonkin (attached)

27. Updating the Creating Sustainable Buildings and Places Supplementary Planning Document (SPD) (Pages 191 - 322)

Report of Councillor Tonkin (attached)

28. Chairman's notifications of the appointment of a Chaplain and a Deputy Chaplain

29. Urgent business permitted by the Local Government Act 1972 (if any)

For a matter to be considered as an urgent item, the following question must be addressed: "What harm to the public interest would flow from leaving it until the next meeting?" If harm can be demonstrated, then it is open to the Chairman to rule that it be considered as urgent. Otherwise the matter cannot be considered urgent within the statutory provisions.

Exempt Items

Should the Council 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."

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.

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



Minutes

of the Meeting of

The Council

Tuesday, 23rd February 2021

held in the New Council Chamber, Town Hall.

Meeting Commenced: 6.00 pm Meeting Concluded: 8.29 pm

Councillors:

P David Shopland (Chairman)

P Richard Westwood (Vice Chairman)

Marc Aplin

P Nigel Ashton

P Mike Bell

P Mike Bird

P Steve Bridger

P Peter Bryant (joined after attendance roll call)

P Gill Bute (joined after attendance roll call)

P Mark Canniford

P Ashley Cartman

P John Cato

P Caritas Charles

P Caroline Cherry

P James Clayton (joined after attendance roll call)

A Sarah Codling

P Andy Cole

P Peter Crew

P John Crockford-Hawley

P Ciaran Cronnelly

P Mark Crosby

P Donald Davies

P Catherine Gibbons

A Hugh Gregor (unable to join for technical reasons)

P Wendy Griggs

P Ann Harley

P Karin Haverson

P Sandra Hearne

P David Hitchins (joined after attendance roll call)

P Steve Hogg

P Nicola Holland

P Ruth Jacobs

P Huw James

P Patrick Keating

P John Ley-Morgan

P Stuart McQuillan
P Ian Parker (joined after attendance roll call)
P Robert Payne
P Marcia Pepperall (joined after attendance roll call)
P Bridget Petty
P Lisa Pilgrim
P Terry Porter
P Geoffrey Richardson
A Tim Snaden
P Mike Solomon
P James Tonkin
Stuart Treadaway
P Richard Tucker
P Roz Willis
Vacancy

P: Present

A: Apologies for absence submitted

Officers in attendance: Jo Walker (Chief Executive), Lucy Shomali (Director of Place), Sheila Smith (Director of Children's Services), Matt Lenny (Director of Public Health), Hayley Verrico (Interim Director of Adult Social Care), Richard Penska (Interim Director of Finance and Property), Nicholas Brain (Assistant Director Governance & Monitoring Officer), Vanessa Andrews (Corporate Services Directorate), Michele Chesterman (Corporate Services Directorate), Sue Efford (Corporate Services Directorate), Jonathan Kirby (Place Directorate), Mike Riggall (Corporate Services Directorate), Peter Spence (Corporate Services Directorate), Sally Varley (Place Directorate)

COU Chairman's Welcome

148

The Chairman welcomed everyone to this virtual Council meeting and explained some of the procedures to be followed.

At the invitation of the Chairman the Assistant Director, Governance and Monitoring Officer took a roll call of members to confirm attendance at the start of the meeting. Additional members joined the meeting after the roll call.

COU Public participation, petitions, and deputations (Standing Orders 2(vi) and 17, as amended by new Standing Order 5A)

149 **Petition: Clean Our Lake (Agenda Item 1)**

The Chairman drew members' attention to the petition from Sue Mason, a Portishead resident and town councillor and signed by 315 local residents, calling on North Somerset Council to dredge the lake at the Portishead Lake Grounds. The petition had been published with the agenda papers.

The petition was noted and referred to the relevant Executive Member.

COU Petitions to be presented by Members (Standing Order No. 16): Rainbow Crossing in Portishead (Agenda Item 3)

150

At the invitation of the Chairman, Councillor James presented his petition signed by 570 residents, as published with the supplementary agenda papers. The petition called on North Somerset Council and Portishead Town Council to replace the crossing on Portishead High Street with a rainbow crossing as a meaningful symbol that people in Portishead stood for equality and LGBT people are not alone.

The petition was noted and referred to the relevant Executive Member.

COU 151 Declaration of disclosable pecuniary interest (Standing Order 37) (Agenda Item 4)

Councillor James declared an interest in the member's motion on cladding (minute no. COU153 refers) and confirmed he would take no part in the debate.

COU 152 Minutes of the meeting held on 12 January 2021 (Agenda Item 5)

Resolved: that the minutes be approved as a correct record.

COU 153 Motions by Members (Standing Order No. 14) End our Cladding and EWS1 Scandal (Councillor Keating) (Agenda Item 6 (1))

Having earlier declared an interest in this item, Councillor James took no part in the debate.

In introducing his Motion, Councillor Keating referred to the significant number of low and mid-rise buildings in North Somerset and the residents and leaseholders who through no fault of their own were being left in limbo as a result of the cladding scandal. He referred to the wording of the motion as published with the agenda papers and proposed it be amended to refer the matter to the Strategic Planning, Economic Development and Regeneration Policy and Scrutiny Panel rather than to the Executive, and to ask the Chief Executive to write to Government to express Council's concerns.

Motion: Moved by Councillor Keating and seconded by Councillor Charles

"Council notes that:

- a. Following the human tragedy of the 2017 Grenfell Tower fire taking 72 lives blamed on Aluminium Composite Material (ACM) cladding, this has rightfully led to a focus on fire safety in buildings across the country.
- b. The Government banned the use of all combustible materials on the walls of new high rises in November 2018 (MHCLG, Government bans combustible materials on high-rise homes, 29 November 2018) meaning the problem has now extended beyond ACM cladding to buildings decorated with other materials that could be flammable - including balconies, and wooden panels. However, it did not legislate for building owners to take action or provide sufficient compensation funds to cover all situations.
- c. In parallel, the Royal Institution of Chartered Surveyors (RICS) and the UK Council of Mortgage Lenders agreed the industry External Wall System fire review and certification process resulting in what is known as an EWS1 form.

Only circa 300 professional fire safety engineers nationally are qualified to issue these - creating a bottleneck across the country including in the West of England.

d. In North Somerset, there are a significant number of low and mid-rise buildings. These are mostly limited to traditional builds, however there are a concentration of buildings with non-traditionally built dwellings – particularly around Portishead Marina.

e. Without an EWS1 form, many lenders are now refusing to provide mortgages. As there is no Government legislation forcing owners to produce EWS1 forms or to take remedial action, many leaseholders are having to battle with owners whether their Local Authority, Housing Associations or private landlords. Remediation costs are also skyrocketing in the £100Ks and many owners are forcing this back on leaseholders via financially ruinous service charges – including impacting those in shared ownership.

f. Subsequently, residents and leaseholders through no fault of their own are being left in potentially ruinous limbo unable to mortgage properties, re-mortgage and therefore unable to buy and sell.

g. Additionally, residents are living in fear in homes with no idea if they are safe. This is fundamentally holding up people's lives, costing our residents money they shouldn't have to pay and leaving a huge mental health impact.

Council therefore

(1) calls on the Strategic Planning, Economic Development and Regeneration Policy and Scrutiny Panel to establish policy recommendations on the following points and to report back, in all urgency, to a future meeting of the Council:

- a. Sign up the Council to the End Our Cladding Scandal campaign: endourcladdingscandal@gmail.com.
- b. Continuing providing advice and support to provide assistance to all North Somerset residents associations regardless of housing tenure i.e. Council, Housing Association, Shared Ownership or private. The aim being to assist such resident associations in lobbying developers, building owners and claiming Government funds to urgently rectify their buildings. This support should be proactive rather than reactive.
- c. Work in partnership with the West of England Combined Authority and LEP to redeploy and upskill surveyors and suitable professionals as appropriate, in order to perform more EWS1 assessments. The aim being to accelerate remediation and certification. This may also have a longer-term benefit to increasing higher value job opportunities in North Somerset in partnership with Weston College's Institute of Technology.
- d. Work in partnership with all local private building owners and Housing Associations to act immediately in rectifying issues and achieve EWS1 certification – noting that some of these owners may not be the original developer and therefore will need the Council's assistance to engage and trace such developers or other routes to remedy to avoid any cost to their Leaseholders.
- e. Explore ways to delay approving planning applications from developers where the applicant has outstanding snagging or EWS1 certification issues in North Somerset and include a condition to be discharged on all future planning applications to provide an EWS1 form before first occupation.

- f. Explore ways to expediate Planning Applications, Support, and a Design Guide for communities effected by ESW1 forms and cladding issues.
- g. Lobby and work with the MPs, Ministry of Housing Community and Local Government to:
 - i. Devolve powers to local authorities like North Somerset in order to have jurisdiction over enforcing remediation of housing of all tenures and to target relevant compensation funds from Central Government to where it can actively support affected residents best.
 - ii. Adopt the sensible recommendations of the Housing, Communities and Local Government Select Committee that the EWS1 process could be reformed to urgently revise and implement a process (at no cost to leaseholders) that offers clarity to lenders, insurers and peace of mind for homeowners and buyers to re-instate re-mortgaging and property sales provided there is no immediate danger.
 - iii. Adopt the 10 asks of the 'End Our Cladding Scandal' campaign; and

(2) asks the Chief Executive to write to Government to express our concerns about the support provided to our residents affected by the cladding scandal and to highlight the particular circumstances in North Somerset.”

Seven members signalled their support for a debate on the Motion.

Councillor Keating spoke in support of his Motion and urged all members to support it.

Resolved: Council notes that:

- a. Following the human tragedy of the 2017 Grenfell Tower fire taking 72 lives blamed on Aluminium Composite Material (ACM) cladding, this has rightfully led to a focus on fire safety in buildings across the country.
- b. The Government banned the use of all combustible materials on the walls of new high rises in November 2018 (MHCLG, Government bans combustible materials on high-rise homes, 29 November 2018) meaning the problem has now extended beyond ACM cladding to buildings decorated with other materials that could be flammable - including balconies, and wooden panels. However, it did not legislate for building owners to take action or provide sufficient compensation funds to cover all situations.
- c. In parallel, the Royal Institution of Chartered Surveyors (RICS) and the UK Council of Mortgage Lenders agreed the industry External Wall System fire review and certification process resulting in what is known as an EWS1 form. Only circa 300 professional fire safety engineers nationally are qualified to issue these - creating a bottleneck across the country including in the West of England.
- d. In North Somerset, there are a significant number of low and mid-rise buildings. These are mostly limited to traditional builds, however there are a concentration of buildings with non-traditionally built dwellings – particularly around Portishead Marina.
- e. Without an EWS1 form, many lenders are now refusing to provide mortgages. As there is no Government legislation forcing owners to produce EWS1 forms or to take remedial action, many leaseholders are having to battle with owners whether their Local Authority, Housing Associations or private landlords. Remediation costs are also skyrocketing in the £100Ks and many

owners are forcing this back on leaseholders via financially ruinous service charges – including impacting those in shared ownership.

f. Subsequently, residents and leaseholders through no fault of their own are being left in potentially ruinous limbo unable to mortgage properties, re-mortgage and therefore unable to buy and sell.

g. Additionally, residents are living in fear in homes with no idea if they are safe. This is fundamentally holding up people's lives, costing our residents money they shouldn't have to pay and leaving a huge mental health impact.

Council therefore

(1) calls on the Strategic Planning, Economic Development and Regeneration Policy and Scrutiny Panel to establish policy recommendations on the following points and to report back, in all urgency, to a future meeting of the Council:

- a. Sign up the Council to the End Our Cladding Scandal campaign: endourcladdingscandal@gmail.com.
- b. Continuing providing advice and support to provide assistance to all North Somerset residents associations regardless of housing tenure i.e. Council, Housing Association, Shared Ownership or private. The aim being to assist such resident associations in lobbying developers, building owners and claiming Government funds to urgently rectify their buildings. This support should be proactive rather than reactive.
- c. Work in partnership with the West of England Combined Authority and LEP to redeploy and upskill surveyors and suitable professionals as appropriate, in order to perform more EWS1 assessments. The aim being to accelerate remediation and certification. This may also have a longer-term benefit to increasing higher value job opportunities in North Somerset in partnership with Weston College's Institute of Technology.
- d. Work in partnership with all local private building owners and Housing Associations to act immediately in rectifying issues and achieve EWS1 certification – noting that some of these owners may not be the original developer and therefore will need the Council's assistance to engage and trace such developers or other routes to remedy to avoid any cost to their Leaseholders.
- e. Explore ways to delay approving planning applications from developers where the applicant has outstanding snagging or EWS1 certification issues in North Somerset and include a condition to be discharged on all future planning applications to provide an EWS1 form before first occupation.
- f. Explore ways to expediate Planning Applications, Support, and a Design Guide for communities effected by ESW1 forms and cladding issues.
- g. Lobby and work with the MPs, Ministry of Housing Community and Local Government to:
- i. Devolve powers to local authorities like North Somerset in order to have jurisdiction over enforcing remediation of housing of all tenures and to target relevant compensation funds from Central Government to where it can actively support affected residents best.
- ii. Adopt the sensible recommendations of the Housing, Communities and Local Government Select Committee that the EWS1 process could

be reformed to urgently revise and implement a process (at no cost to leaseholders) that offers clarity to lenders, insurers and peace of mind for homeowners and buyers to re-instate re-mortgaging and property sales provided there is no immediate danger.

iii. Adopt the 10 asks of the 'End Our Cladding Scandal' campaign; and

(2) asks the Chief Executive to write to Government to express our concerns about the support provided to our residents affected by the cladding scandal and to highlight the particular circumstances in North Somerset.

COU Chairman's announcements (Agenda Item 8)

154

The Chairman welcomed back Councillor Ley-Morgan after his recent illness and was pleased to see how well members were looking with a number having recently received their Covid-19 vaccinations.

COU Leader's announcements (Agenda Item 9)

155

The Leader thanked members and officers for their excellent work over recent months in supporting local communities. He also thanked residents for their forbearance which had resulted in a drop in the Covid-19 case numbers within North Somerset.

COU Chief Executive's announcements (Agenda Item 10)

156

The Chief Executive was pleased to announce the recent appointments of Hayley Verrico as Director of Adult Social Services and Amy Webb as Director of Corporate Services as part of the council's senior management restructure.

She reported this would be the last Council meeting attended by Richard Penska as interim Director of Finance and Section 151 Officer as Richard would be returning to his substantive post on a part-time basis, ahead of his forthcoming retirement. She thanked Richard for his long and invaluable service to the council and thanked both Richard and the Finance team for bringing forward the MTFP and budget report. These sentiments were echoed by councillors during the meeting.

COU Forward Plan dated 29 January 2021 (Agenda Item 11)

157

Councillor Davies presented the Forward Plan.

Resolved: that the forward plan be noted.

COU Corporate Parenting Responsibilities (Agenda item 13)

158

Councillor Gibbons presented the report.

Resolved: that the report be noted.

COU Question Time (Standing Order No. 18) (Agenda item 14)

159

Members noted the two questions that had been raised and the responses thereto as published in advance with the supplementary agenda papers.

COU Report and matters referred from the Executive, 11 February 2021
160 EXE 77 – Treasury Management Strategy 2021/22 (Agenda Item 15 (1))

With the agreement of the Chairman, Councillor Cartman presented the Executive finance references and the council tax setting update report en bloc, that is: Treasury Management Strategy 2021/22; Capital Strategy 2021-2025 and Capital Budget 2021/22; Medium Term Financial Plan (MTFP) and Revenue Budget 2021/22; Revenue Budget Update and Council Tax Setting 2021/22 update report. It was noted that a named vote would be required on the budget decision.

In presenting the Executive references and the report, Councillor Cartman thanked Richard Penska and the Finance team for their work in bringing forward the reports and expressed special thanks to Richard for his invaluable contribution. He also paid tribute to his Executive colleagues for their collaboration and team work in presenting a robust and balanced budget. He referred to the three core themes within the corporate plan of 'open', 'fair' and 'green' as reflected within the council's finance reports and he outlined the key elements within the reports. He referred to the ongoing budget challenges due to increasing cost pressures and rising demand for services, and to particular difficulties for North Somerset given its low tax base resulting in any council tax increases generating less overall funds to spend on services.

In discussing the finance items members echoed the thanks and appreciation expressed to Richard Penska. During the debate the following key points were raised: members welcomed the additional funding for highway maintenance but with the ongoing effects of Covid-19 and increasing demand on services, members sought assurances that the budget was robust and there were sufficient funds available within contingencies to cover this; members welcomed the range of new investment priorities as set out within the capital strategy plans including investment in lakes and community facilities as well as public rights of way and cycle networks; members recognised the importance of robust community engagement and welcomed the new engagement strategy to ensure all groups within the community had a voice and were listened to; reference was made to the challenges around integrated care and the need to ensure the council's interests were protected in the event of further pooling of budgets; members noted the uncertainties around the public health budget for the coming year and the importance of planning for services to address existing inequalities and the delivery of those initiatives delayed due to the pandemic.

In response to questions raised during the debate the interim Director of Finance confirmed it was his assessment as Section 151 Officer that the proposed revenue budget for 2021/22 was robust and the council's reserves were adequate. A detailed assurance assessment was included at Appendix 7 of the report to the Executive on 11 February.

On the Motion of Councillor Cartman, duly seconded it was

Resolved:

(1) the Treasury Management Strategy for 2021/22, as shown in Appendix 1 of the report to the Executive, be approved, which includes the requirement to borrow up to £95.561m during the period 2020-2025 as funding for the approved capital programme;

(2) that the Prudential Indicators for 2021/22, as shown in Appendix 2 of the report to the Executive, be approved; and

(3) that the Minimum Revenue Provision Statement for 2021/22, as shown in Appendix 3 of the report to the Executive, be approved.

**COU 161 Report and matters referred from the Executive, 11 February 2021
EXE 78 – Capital Strategy 2021-25 and Capital Budget 2021-22 (Agenda Item 15 (2))**

Councillor Cartman presented the reference from the Executive.

All the finance items were discussed together en bloc (see minute no. COU 160 above).

On the Motion of Councillor Cartman, duly seconded it was

Resolved:

(1) that the capital strategy 2021/22 to 2024/25 as set out in Appendix 1 of the report to the Executive be approved;

(2) that an increase to the capital programme of £110.737m for a range of transport, housing, school and social care schemes as detailed in section 4.4 and table 3 of the report to the Executive be approved, subject to confirmation of grant funding allocations; and

(3) that an increase to the capital programme of £8.810m for a range of new investment priorities as detailed in section 4.5 and Table 5 of the report to the Executive be approved.

**COU 162 Report and matters referred from the Executive, 11 February 2021
EXE 79 – Medium Term Financial Plan (MTFP) and Revenue Budget 2021/22 (Agenda Item 15 (3)) and
Revenue Budget Update and Council Tax Setting 2021/22 (Agenda Item 16 and 16a)**

The Chairman drew members' attention to the update report that now included the precept from the Police and Crime Commissioner (agenda item 16a) and which replaced agenda item 16.

The Chairman ruled that the update report be considered as urgent because it was necessary to consider this information at the meeting so that the Council could approve a budget and set a council tax within the statutory timescale, and the information required from all the other precepting authorities was not available at the time of publication.

Councillor Cartman presented the reference from the Executive and the update report on the Revenue Budget Update and Council Tax Setting 2021/22 (agenda item 16a).

All the finance items were discussed together en bloc (see minute no. COU 160 above).

It was noted that Standing Order 22A required a named vote to be taken on the budget decision.

On the Motion of Councillor Cartman, duly seconded it was

Resolved:

(1) that the 2021/22 net revenue budget for North Somerset Council services of £171.317m; and the Council Tax Requirement of £177.423m being the value including town and parish council precepts be approved, as set out in Appendix 1 of the update report;

(2) that a council tax increase of 1.99% for 2021/22 be approved;

(3) that an adult social care precept of 3% on the council tax for 2021/22 be approved;

(4) that the directorate gross income and expenditure budget allocations as detailed in the body of the update report and as set out in Appendix 1 be approved;

(5) that the council tax charges for 2021/22 be approved in accordance with the formal Resolution as set out in Appendix 2 of the update report, which provides for an average Band D council tax charge in respect of North Somerset Council services for 2021/22 of £1,504.03, plus special expenses, where such charges apply, giving an overall charge of £1,505.03, and provides for other major preceptors being the Avon Fire Authority, the Police and Crime Commissioner for Avon and Somerset and the town and parish councils, as follows (this represents an increase of 1.99% on the general level council tax, and a 3% charge in respect of an adult social care precept):

COUNCIL TAX RESOLUTION

The Council resolves as follows:

1. It be noted that on 31st January 2021 the Council calculated the Council Tax Base for 2021/22:

(a) for the whole Council area as 78,738.9 [Item T in the formula in Section 31B of the Local Government Finance Act 1992, as amended (the "Act")]; and

(b) for dwellings in those parts of its area to which a Parish precept relates as in the attached Appendix B.

2. Calculate that the Council Tax requirement for the Council's own purposes for 2021/22 (excluding Parish precepts and Special Levies) is £118,505,192.

3. That the following amounts be calculated for the year 2021/22 in accordance with Sections 31 to 36 of the Act:

a	Being the aggregate of the amounts which the Council estimates for the items set out in Section 31A(2) of the Act taking into account all precepts issued to it by Parish Councils (Gross Expenditure)	373,026,738
b	Being the aggregate of the amounts which the Council estimates for the items set out in Section 31A(3) of the Act (Gross Income)	248,415,499
c	Being the amount by which the aggregate at 3(a) above exceeds the aggregate at 3(b) above, calculated by the Council in accordance with Section 31A(4) of the Act as its Council Tax requirement for the year. (Item R in the formula in Section 31B of the Act). (North Somerset Council Tax Requirement, inc. special expenses, town and parish precepts and special levies)	124,611,239
d	Being the amount at 3(c) above (Item R), all divided by Item T (1(a) above), calculated by the Council, in accordance with Section 31B of the Act, as the basic amount of its Council Tax for the year (including Parish precepts). (Band D Council Tax for North Somerset Council including an average of special expenses and town and parish precepts)	1,582.58
e	Being the aggregate amount of all special items (Parish precepts) referred to in Section 34(1) of the Act (as per the attached Appendix C) (Area related expenditure, i.e. town and parish precepts and special expenses)	Precepts: 6,106,047.14 Spec Exp: 79,190.00 6,185,237.14
f	Being the amount at 3(d) above less the result given by dividing the amount at 3(e) above by Item T (1(a) above), calculated by the Council, in accordance with Section 34(2) of the Act, as the basic amount of its Council Tax for the year for dwellings in those parts of its area to which no Parish precepts relates. (The Band "D" amount for North Somerset Council excluding "area" related expenditure, i.e. special expenses and town and parish council precepts)	1,504.03
g	The amount of Special Expenses (expressed in Band D)	1.00
h	The total Relevant Basic Amount for North Somerset Council	1,505.03

4. Precepting Authorities

To note that the Police and Crime Commissioner and the Fire Authority have issued precepts to the Council in accordance with Section 40 of the Local Government Finance Act 1992 for each category of dwellings in the Council's area, as shown in the table below:

Precepting Authority	Valuation Bands							
	A	B	C	D	E	F	G	H
Police & Crime Commissioner	160.80	187.60	214.40	241.20	294.80	348.40	402.00	482.40

Fire Authority	50.95	59.45	67.94	76.43	93.41	110.40	127.38	152.86
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5. That the Council, in accordance with Sections 30 and 36 of the Local Government Finance Act 1992, hereby sets the aggregate amounts shown in the table on the following page, as the amounts of Council Tax for 2021/22 for each part of its area and for each of the categories of dwellings.

6. The Council's basic amount of Council Tax for 2021/22 is not determined to be excessive in accordance with principles approved under Section 52ZB Local Government Finance Act 1992.

and

(6) that the refreshed Pay Policy for 2021/22 be approved in accordance with the details set out in Appendix 5 of the update report.

Named Vote as required under Standing Order 22A

For the Motion (42):

Nigel Ashton, Mike Bell, Mike Bird, Steve Bridger, Peter Bryant, Gill Bute, Mark Canniford, Ashley Cartman, John Cato, Caritas Charles, Caroline Cherry, James Clayton, Peter Crew, John Crockford-Hawley, Ciaran Cronnelly, Mark Crosby, Donald Davies, Catherine Gibbons, Wendy Griggs, Ann Harley, Sandra Hearne, David Hitchins, Steve Hogg, Nicola Holland, Ruth Jacobs, Huw James, Patrick Keating, John Ley-Morgan, Stuart McQuillan, Ian Parker, Robert Payne, Marcia Pepperall, Bridget Petty, Lisa Pilgrim, Terry Porter, Geoffrey Richardson, David Shopland, Mike Solomon, James Tonkin, Richard Tucker, Richard Westwood, Roz Willis

Against the Motion (0)

Abstentions (0)

Note: Councillors Andy Cole and Karin Haverson were absent when the vote was taken.

COU 163 Reports on joint arrangements and external organisations and questions relating thereto: Avon Fire Authority (Agenda Item (19 (1)))

Councillor Tucker provided an oral report. He summarised the matters discussed at the recent Fire Authority meeting on 10 February 2021, including approval of the budget precept. He also reported on a fatal incident following a fire in a flat in North Somerset and expressed his condolences to the victim's family.

With reference to the Motion on cladding earlier in the meeting, members raised questions regarding the Fire Authority's view on the risks posed by such buildings. Councillor Tucker confirmed an assessment had been carried out of all high rise buildings in the area and he undertook to provide more information to members on this. It was agreed that input from the council's representatives on the Fire Authority and from professional fire officers should be sought by the Strategic Policy, Economic Development

and Regeneration Policy and Scrutiny Panel as part of its deliberations on the cladding Motion.

Resolved: that the report be noted.

COU 164 Reports on joint arrangements and external organisations and questions relating thereto: Avon and Somerset Police and Crime Panel (Agenda Item (19 (2)))

Councillor Willis presented the report. She updated members on the subsequent meeting of the Panel to reconsider the revised precept following the Panel's veto of the proposed 6.5%, and confirmed this had been set at 5.88%.

In discussing the report and the impact of the reduced precept on the police service, it was noted that the Panel had been advised this would increase the budget deficit but have no direct effect on planned service improvements or the uplift in officer numbers. Reference was made to the challenges faced by Black and Minority Ethnic (BAME) communities and to police initiatives to address this, including an increase in the number of BAME officers.

Concerns were raised regarding the ongoing underfunding of the police service in North Somerset with crime becoming a significant problem in some areas. Ongoing efforts were needed to secure fair funding and to ensure the needs of the area were met. With reference to the suggestion that strategic plan for policing in North Somerset should be scrutinised, Councillor Bridger as Chairman of the Community and Corporate Organisation Policy and Scrutiny Panel confirmed he would invite the new Police and Crime Commissioner (PCC) to the June meeting of the Panel to discuss these issues.

In response to questions raised in relation to the forthcoming PCC elections in May, the Assistant Director Governance and Monitoring Officer advised that from 22 March information would be available in relation to both the PCC and West of England Combined Authority (WECA) Mayoral elections on 6 May 2021.

Resolved: that the report be noted.

COU 165 Reports on joint arrangements and external organisations and questions relating thereto: West of England Combined Authority (WECA) Joint Scrutiny Committee (Agenda Item 19 (3))

Councillor James presented the report. He drew particular attention to WECA's position on the Bristol Airport planning appeal, its bid to create a Great Western Freeport and to latest position regarding North Somerset's request to become a member of WECA.

Resolved: that the report be noted.

COU 166 Budget Approval and Award of Contract to Progress the Creation of a New School Site to Support the Expansion of Baytree Special School in Clevedon (Agenda Item 20)

Councillor Gibbons presented the report. She summarised the key issues within the report and the recommendations as set out and thanked officers for a comprehensive report.

In discussing the report reference was made to the significant opposition to the proposed site given its location on a flood plain and its community value as an area of public open space and amenity. Members fully recognised the need for additional places for children with learning and physical disabilities, but some members suggested the proposed site was unsuitable. It was proposed that given the budget impact of this development, a report should be brought back to Council once the decision of the Secretary of State was issued rather than authority being delegated to the Executive Member. With reference to other options considered, members noted a large number of alternative sites had previously been considered and dismissed, and reference was made to the importance of avoiding any unnecessary delay in building the school given the growing demand for local places for children with profound disabilities.

Councillor Willis stated she had close friends who would be affected by the proposal and would therefore be abstaining from the vote.

Following the debate and the different views expressed, the Chairman proposed that the vote on this item be taken by roll call.

On the Motion of Councillor Gibbons, seconded by Councillor Westwood it was subsequently

Resolved: that, subject to notification by the Secretary of State of application 20/P/0605/R3 and, if successful, a planning decision notice being issued, the Council:

(1) approves a budget of £14.63 million;

(2) approves the award of the contract to Wilmott Dixon Construction Ltd for the construction of the new Baytree Special School in Clevedon for the value of £14,119,582.00, based on Willmott Dixon's final RIBA Stage 4 cost submission, which assumes a start on site of March 2021, as part of the total project delivery budget of £14,630,000.00; and

(3) delegates authority to the Executive Member for Finance and Performance to make any changes to the above budget and contract value, arising from conditions relating to the planning approval and a later start on site date of September 2021.

COU 167 MetroWest Phase 1 – 2021/22 Budget (Agenda Item 21)

Councillor Tonkin presented the report.

In discussing the report members thanked the Executive Member and officers for the progress on this project but raised concern in relation to the risks of further unavoidable delays and the impact of escalating costs for the Council.

On the Motion of Councillor Tonkin, seconded by Councillor James it was

Resolved:

(1) that Council agree to spend £7.392M for the 2021-22 financial year, in accordance with previous MetroWest reports, from the already secured project funding sources. This funding will progress technical work feeding into the Full Business Case, including completion of Development Consent Order process (DCO) and to commence the detailed design.

(2) that Council notes that reporting of spend against this allocated budget will form part of monthly Capital Programme financial reports to the Executive; and

(3) that Council notes that in the MetroWest Phase 1 report to 10th November 2020 full council meeting, it indicated that officers were working on opportunities to mitigate the time delay of 9 months to the project caused by Covid. Should these opportunities involve accelerating works and therefore spend these will be outside of the above allocation but part of the total project costs.

COU 168 Asset, Accommodation and Development Strategies (AADS) – Adoption (includes exempt appendix) (Agenda Item 22)

Councillor Cartman presented the report. He summarised the report and the recommendations, stressing that these three corporate strategies were independent yet inextricably linked, and were fundamental to the council's transformation programme and to the delivery of excellent services. He referred to the proposals outlined in section 3 of the report and the conclusion that the Town Hall should be retained as the primary office and cultural heart of the council, but stressed that decisions on the future of sites listed within Group 2A as set out in paragraph 3.17 of the report would be subject to feasibility and business cases. He also made reference to the sites listed in Group 2B and 3 as set out in the exempt appendix, which had yet to be formally allocated but which presented longer term opportunities.

In considering the accommodation strategy, members discussed the many issues around working from home and urged caution in progressing too quickly with any move from Castlewood. It was suggested that once lockdown restrictions had ended and there was a return to some form of normality the position may be different and staff views on working models may have changed. Reference was made to the many benefits of Castlewood and of having council offices based in the north of the district and members stressed the need for careful consideration of the impact of any sale before making any decision. Members noted there had been full scrutiny engagement on the strategies and it was suggested the proposals offered a flexible approach in addressing service plans and new ways of working resulting from the challenges and opportunities presented by the

pandemic. Reference was also made to the environmental and climate change benefits of working from home or from local touch down locations, and the importance of finding the right balance to best suit the needs of the organisation and to support the health and wellbeing of staff.

Councillor Cartman assured members that any future decisions on sites would be evidence based and subject to a rigorous feasibility process as detailed in the report, and he encouraged members to attend and get involved in any consultation and scrutiny sessions.

In response to queries raised during the debate on which sites listed within the exempt appendix were in fact exempt, the Assistant Director, Governance and Monitoring Officer provided clarification. He advised that the sites listed within Group 2B and 3 were exempt for reasons of commercial sensitivity and would remain so beyond this meeting.

On the Motion of Councillor Cartman, duly seconded it was

Resolved:

(1) that the following corporate strategies be adopted:

- (a) Strategic Asset Management Plan (SAMP)
- (b) Accommodation Strategy (AS)
- (c) Development Strategy (DS);

(2) that the feasibility and business cases proceed in relation to the recommendations arising from these strategies, as outlined in section 3 of the report. This work will inform future decision making, to be brought to Executive and full Council as required by the constitution;

(3) that it be noted that financial allocations have been made through the medium term financial plan (MTFP) and capital programme to progress these strategies, as shown in table 1.1 of the report, subject to approval to spend these funds in accordance with the capital programme approvals process; and

(4) that the outline timeframes in section 12 of the report and the high-level activities be noted, to inform future decision making.

Chairman

Local authorities' mental health challenge **Cllr Caritas Charles**

This council notes:

- 1 in 4 people will experience a mental health problem in any given year.
- The World Health Organisation has highlighted the adequate provision of mental health services one of its key priorities for 2021.
- Mental ill health costs some £105 billion each year in England alone.
- People with a severe mental illness die up to 20 years younger than their peers in the UK.
- There is often a circular relationship between mental health and issues such as housing, employment, family problems or debt.
- Just over three out of 4 suicides (76%) are by men and suicide is the biggest cause of death for men under 35.

This council further notes:

- The Pandemic has caused an unprecedented rise in issues around collective and individual mental health in the last 12 months.
- The Centre for Mental Health forecasts a rise in those in poor mental health to 8.5 million this includes an additional 3.2 million who have never previously reported mental health concerns.
- The centre also predicts that over 200k of NHS workers may need support including nearly 37 k for PTSD.
- A recent survey by the charity Young Minds found that 67% of the young people they surveyed (aged 13-25) believed the Pandemic will have a long term effect on their mental health.

This council believes:

- As a local authority we have a crucial role to play in improving the mental health of everyone in our community and tackling some of the widest and most entrenched inequalities in health.
- Mental health should be a priority across all the local authority's areas of responsibility, including housing, community safety and planning.
- All councillors, whether members of the Executive or Scrutiny and in our community and casework roles, can play a positive role in championing mental health on an individual and strategic basis.

This council resolves:

- To sign the Local Authorities' Mental Health Challenge run by Centre for Mental Health, Mental Health Foundation, Mental Health Providers Forum, Mind, Rethink Mental Illness, Royal College of Psychiatrists and YoungMinds.*see footnote
- We commit to appoint an elected member as 'mental health champion' across the council.
- We will seek to identify a member of staff within the council to act as 'lead officer' for mental health
- Consider mental health impact within our COVID recovery plans across all aspects of our work.

- The council will also:
 1. Support positive mental health in our community, including in local schools, neighbourhoods and workplaces
 2. Work to reduce inequalities in mental health in our community
 3. Work with local partners to offer effective support for people with mental health needs
 4. Tackle discrimination on the grounds of mental health in our community
 5. Proactively listen to people of all ages and backgrounds about what they need for better mental health.

*Footnote:

By signing up to the challenge North Somerset Council will receive the following benefits.

- resources (for example published evidence, expert opinion and briefings) to help the council in its work.
- networking opportunities and peer support for mental health champions, including an annual meeting and through use of electronic media.
- Recognising and acknowledging publicly the councils that sign up to the challenge and the champions they appoint.

Signing up to the challenge requires no cost to the council.

Member champion role description

The role of member champion for mental health may include, but not be limited by:

- Advocating for mental health issues in council meetings and policy development
- Reaching out to the local community (eg via schools, businesses, faith groups) to raise awareness and challenge stigma
- Listening to people with personal experience of mental ill health to get their perspectives on local needs and priorities
- Scrutinising the work of local services that have an impact on mental health: eg health, social care, housing, police.
- Fostering local partnerships between agencies to support people with mental health problems more effectively
- Encouraging the council to support the mental health of its own workforce and those of its contractors.

The member champion will have access to the following *benefits* to help them in these roles:

- Advice and support from the mental health challenge national partners (usually by phone or email)
- Access to resources on the challenge web site members' area
- A monthly update on relevant news, events and key policy developments
- An annual meeting with other member champions to share intelligence, experiences and ideas.

As local leaders for better mental health, we expect *all* member champions to:

- Provide a vocal presence for mental health within their council where this is necessary
- Identify at least one priority each year for focused work
- Seek the views of people with lived experiences of mental ill health when identifying priorities and concerns
- Work respectfully, sensitively and empathically with people with mental health problems at all times
- Respond to occasional requests from the challenge coordinator for updates on activities undertaken in the role of member champion.

We are aware that member champions are elected members of councils who have a number of competing priorities and limited time to put into the role of member champion.

The national partners reserve the right to raise concerns where member champions whose conduct falls below the expectations set out above. Where steps are not taken to address concerns expressed by the national partners, councils may be removed from the challenge membership.

Lead officer role description

The role of *lead officer* can be taken by any staff member in the council. Their role may include, but not be limited by:

- Providing information to the member champion to support their work
- Advising the member champion on current issues and priorities
- Supporting implementation of strategies initiated by the member champion
- Raising awareness within the council's staff about mental health issues
- Seeking external support for activities led by the council to promote mental health and wellbeing
- Liaising with the mental health challenge national partners to secure information and advice.

The lead officer will also have access to the benefits described above for member champions.

Test and Trace System

Cllr Karin Haverson

A recent cross party government advisory committee has stated that during the current pandemic, the Test and Trace system has only made a marginal impact in the UK. This system is run by private companies at huge expense to the tax payer.

It is now apparent that local authorities are much more successful in tracing contacts, they also have the local knowledge for backwards tracing, ie tracing the source of an outbreak. North Somerset like many other local councils have run a supplementary service since January, contacting local residents who could not be contacted by the existing service. Some other LAs such as Sandwell (West Midlands) and others have taken all of contact tracing on as early as last summer, Lambeth Borough Council have recently done so.

A functioning Test and Trace system is still absolutely vital to stopping this virus spreading over the coming months and year, as Independent SAGE members led by Sir David King, the WHO and public health experts like Prof. Devi Sridhar have asserted time and time again. Scientists also expect future pandemics.

I therefore move that North Somerset Council expresses concern about the poor performance of the existing Test and Trace system and ask our Chief Executive and our Leader to write to the Secretary of State for Health Matt Hancock and to Robert Jenrick. Secretary of State for Housing, Communities and Local Government as well as our local MPs, to ask for meaningful dialogue with local authorities on co-designing our future health protection rather than receiving a national policy decision. This should include considering the Contact Tracing system to be devolved to Local Government, with rapid data transfer from the testing service and appropriate funding support. This may be both more cost effective and more successful in encouraging compliance, as local authorities know their communities and are trusted. However, this will have to be clearly dependent on adequate funding both for staff and data systems.

I also move to explore the possibility of expanding our current follow up system by involving volunteers such as retired GPs and nurses, analogous to our successful North Somerset Together scheme. This could be brought forward in time for the next 'wave' expected by many scientists for the autumn.

Tackling disability stigma and discrimination

A ‘hidden disability’ is a disability that may not be immediately obvious. Hidden disabilities don’t have physical signs and include learning difficulties, mental health conditions as well as mobility, speech, visual or hearing impairments. It is regrettable that there have been instances where people with hidden disabilities which require urgent visits to toilet facilities, have faced abuse from the public and even accusations by staff members of being ineligible to use accessible toilets.

Crohn’s and Colitis UK is encouraging venues providing accessible toilets to install new signage. This is to help stop stigma and discrimination towards people with Crohn’s Disease, Ulcerative Colitis and other invisible conditions. The signage has two standing figures and a wheelchair user with the words ‘Accessible Toilet’ and the logo ‘Not every disability is visible’.

It is encouraging that the Council are currently exploring becoming a ‘*Sunflower Friendly Council*’ to promote that the authority is Hidden Disability-friendly. Choosing to wear a lanyard bearing a sunflower logo enables people to discreetly indicate to others that they have a Hidden Disability and may need additional support, time or help. By adopting the scheme, the Council will be able to offer residents with a hidden disability the recognition, understanding and help they may need when out and about across North Somerset.

In terms of wider disability issues, changes to statutory guidance came into effect from January 2021 requiring the provision of ‘*Changing Places*’ toilets in certain new buildings. These are larger accessible toilets for people who cannot use standard disabled toilets, with equipment such as hoists, curtains, adult-sized changing benches and space for carers. Campaigners declared that the provision of these toilets will open up a whole new world for the hundreds of thousands of people who rely on them. The Government has announced a new £30 million fund to increase the number of facilities across England. Councils are invited to “opt in” to bid for a proportion of the funding in order to install such facilities in their communities.

In view of its duties under the Equality Act 2010 and as a demonstrable indication that it supports the dignity of all its residents, whilst aiming to do all it can to prevent and challenge instances of abuse and discrimination, this Council resolves to:

1. Ensure that all Council accessible toilets bear the Accessible Toilet signage;
2. Encourage town and district centre retailers and leisure outlets to do likewise with their accessible toilets;
3. Seek advice from disability charities on the information and training that could be provided for Council staff, to further their understanding of these conditions and to prevent potential embarrassment for those who have them;
4. Complete exploratory work required to become a ‘*Sunflower Friendly Council*’;

5. Opt in to bid for a proportion of the Government '*Changing Places*' toilets fund;

6. Use its community leadership position to exploit opportunities to raise awareness of hidden disabilities; be explicit in condemnation of disabilism; and work continuously to ensure maximum accessibility for all who live in, work in or visit North Somerset.

North Somerset Council

Report to the Council

Date of Meeting: 20 April 2021

Subject of Report: Constitution 2021

Town or Parish: None

Officer/Member Presenting: Assistant Director Governance & Monitoring Officer

Key Decision: N/A

Reason:

Not an Executive Decision.

Recommendation

That Council approves the changes to the Constitution referenced in this report and authorises the Assistant Director Governance & Monitoring officer to implement them.

1. Summary of Report

The report recommends changes to the Constitution to provide appropriate governance arrangements regarding the companies owned by the Council, to align officer establishment approvals with appointment approvals, to provide for the authorisation of external agents to undertake enforcement activity for the Council and to address recommendations from the planning peer review.

2. Policy

None

3. Details

Policy and scrutiny panels changes to address Council companies

3.1 Members are aware that the Council has recently established a company, North Somerset Environment Company Ltd., to undertake waste collection functions for the Council. The Council also owns two other companies, Inspire and Wyvern South West, both of which are inactive at present. The companies are governed by their articles of association which provide for decision making and operations within the companies but there are various matters (such as share issue, appointment of directors and senior staff, approval of business cases and dividend issues) which are reserved to the Council to decide as the shareholder.

3.2 Whilst the body corporate is the shareholder, a shareholder representative is required to exercise the shareholder powers and make decisions. It is recommended that this role be undertaken by the Executive Member for finance and performance whose portfolio covers corporate organisation. This will provide for separation in roles between the

Executive Member responsible for company administration and governance and the Executive Member(s) whose functional portfolio activities may be delivered by the company. The Leader and deputy Leader will need to consider this recommendation and decide upon it as Executive Member appointments and portfolios is a matter for them.

3.3 The policy and scrutiny panel terms of reference should also be considered in order to provide for company development and oversight. It is recommended that the company policy and scrutiny issues are separated from the policy development and scrutiny of any functions delivered by the company. This would be in accordance with recommendations in recent public interest reports related to companies in the ownership of Croydon and Nottingham councils where clear lines of demarcation and separation of roles were considered by external auditors to be inadequate.

3.4 Reviewing the panel terms of reference also gives the opportunity to consider realignment of panel activity with the organisational establishment restructures.

3.5 It is therefore recommended that:

3.5.1 the Strategic Planning, Economic Development and Regeneration Policy and Scrutiny Panel be renamed as Place Policy and Scrutiny Panel and its remit be amended to also include waste and recreational service functions.

3.5.2 the Community and Corporate Organisation Policy and Scrutiny Panel be renamed Partnerships, Corporate Organisation and Overview/Management Policy and Scrutiny Panel with its remit to include the council owned companies, external partnerships and regional governance as well as internal organisation and strategic financial affairs including capital projects. It is proposed that Climate Emergency remains with this panel to emphasise the cross council approach as well as external focus with partners. This panel would also preform the overview and management role across all panels ensuring then workplans and resources are focussed on council priority activity.

3.6 The revised terms of reference for all panels is shown in the appendix

Staffing establishment changes

3.7 Council in November last year agreed revised arrangements for recruitments to the officer establishment. The Employment Committee deals with senior appointments at Chief Executive, Director and statutory s151 and monitoring officer posts. Directors are authorised to appoint to posts up to and including grade JM4 and to posts above JM4 and below the Employment Committee appointments with prior approval of the Chief Executive. Changes to the officer establishment are authorised by directors up to JM4 provided costs are within allocated budgets. Changes to establishment above JM4 require report to the Executive unless approved as part of the budget process. It is recommended that the changes to establishment structure be aligned to the authorisation levels required for appointments with approval being required from Executive to any of those posts that would fall to Employment Committee for appointment.

Authorisation of persons other than officers to discharge functions

3.8 The officer delegations in Part 3 of the Constitution refer in a number of places (e.g. paragraphs 6.1 and 6.2 relating to planning and highways functions) to directors exercising all functions including the authorisation of officers under various enactments. These

delegations do not currently provide for directors to authorise persons other than officers of the Council to undertake functions despite various enactments (e.g. Clean Neighbourhoods and Environment Act 2005, as amended) making provision for functions to be discharged by such persons provided they are specifically authorised in writing. It is therefore recommended that provision is made for directors to be permitted to authorise persons other than officers of the Council to discharge functions where appropriate and permitted by legislation.

Recommendations from the planning peer review

3.9 Members will be aware that the Council recently invited a planning service peer review which was organised by the LGA with the Planning Advisory Service. A number of recommendations have been included in the peer review report which can be progressed by officers and members such as training requirements and reviews of structures and processes. Two recommendations would require approval of Council to implement as they would require changes to the Constitution. The first is a permanent reduction in the size of the Planning and Regulatory Committee. The review recognises that the current size of 13 appears to work well and a tighter more focussed Committee can assist in delivering the Place shaping aspirations. It is recommended that the committee size is set at 13. The second item requiring Council approval is a review of the public speaking arrangements. The report suggests allowing public to join MS teams and speak at Committee during the Covid regime and that public input should be at the start of relevant agenda items rather than all together at the start of the meeting. The first of these can be implemented by the chairman under current arrangements if the appropriate technical arrangements can be made but the second would require a change to standing order 17.17 which currently provides for public speaking to be at the start of meetings. It is recommended that standing order 17A be amended to allow for public speaking to be at the start of relevant agenda items or at the start of the meeting if the chairman determines it necessary to hold it at that point in the meeting.

4. Consultation

The proposals regarding company governance arrangements have been the subject of consideration by the Waste scrutiny working group and subjected to suitability testing by external consultants BDO.

It is proposed that Audit Committee undertake a further review of their effective operation in 6 – 12 months time to provide further assurance.

The recommendations related to the planning peer review arise from the review which itself undertook consultation internally and externally with interested parties.

5. Financial Implications

None

6. Legal Powers and Implications

None

7. Climate Change and Environmental Implications

None.

8. Risk Management

The company governance arrangements have been designed to avoid issues identified in public interest reports related to other councils as referenced in this report.

9. Equality Implications

N/A. The processes would not disproportionately affect protected characteristic groups.

10. Corporate Implications

None

11. Options Considered

Not to implement changes.

Author:

Nicholas Brain
Assistant Director Governance & Monitoring Officer

Appendices:

Revised terms of reference for panels

Background Papers:

Company governance arrangements approved for NSEC Ltd.

External audit public interest reports related to Croydon and Nottingham councils and controlled companies.

ARTICLE 6 - POLICY AND SCRUTINY PANELS

Terms of reference

The Council will appoint the following Policy and Scrutiny Panels to discharge the functions conferred by section 21 of the Local Government Act 2000 or regulations under section 32 of the Local Government Act 2000 in relation to the matters set out for each Panel.

Partnerships, Corporate Organisation and Overview/Management Policy & Scrutiny Panel –

External Partnerships

Crime and Disorder (in accordance with the requirements of the Police and Justice Act 2006)

Corporate organisation including:

- Human Resources and organisation development
- support services (internal and supplier provided)
- strategic communications and community engagement
- strategic financial planning
- organisational performance management

Strategic approach to procurement and contract management including capital projects

Council owned/controlled companies and organisations

Local and regional governance

Climate Emergency

Overview of policy & scrutiny function

workloads and resourcing (to include management of workplans for all policy and scrutiny panels and working groups)

Corporate service finance and performance

Children and Young People Services Policy & Scrutiny Panel –

Schools including Academies
Central Education Support
Early Years
Youth Service
Children's Services
Further & higher education liaison
Children's directorate finance and performance

Adult Services and Housing Policy & Scrutiny Panel –

Social Care for Adults
Housing Services
Adult services and housing finance and performance

Health Overview Policy & Scrutiny Panel –

National Health Service Scrutiny
Wider Health Issues apart from NHS – health promotion, addressing health inequalities, impact of local and national initiatives (drugs and alcohol, hospitals, mental health, primary care etc.)
Public Health issues for both adults and children
Regulatory services
Emergency planning
Public health directorate finance and performance

Place Policy & Scrutiny Panel

Regeneration – places and communities
Town and Country Planning
Highways planning and maintenance (including monitoring of highway related contractor services) and Transport (including public and home to school transport)
Parking strategy and car parks
Recreational Services
Tourism and Economic Development
Waste services
Environmental protection – flooding and marine environment
Heritage
Community Safety
Place directorate finance and performance

North Somerset Council

Report to the Council

Date of Meeting: 20 April 2021

Subject of Report: Municipal Calendar 2021/22

Town or Parish: None

Officer/Member Presenting: Assistant Director, Governance & Monitoring Officer

Key Decision: N/A

Reason:

Not an Executive Decision.

Recommendation

(1) that the municipal calendar for 2021/22 as attached to the report be approved; and

(2) that the Leader of the Council be authorised to approve any amendments not dealt with elsewhere.

1. Summary of Report

The report proposes a municipal calendar for 2021/22 for Members' approval.

2. Policy

None

3. Details

3.1 As required under the Constitution, the Municipal Calendar is approved each year at the Annual Council Meeting. To allow councillors and officers to plan ahead and to give members of the public as much notice as possible of forthcoming meetings, a draft Municipal Calendar for 2021/22 was considered and approved by Council at its meeting on 10 November 2020, subject to final approval at the Annual meeting.

4. Consultation

Members and officers have been consulted on proposed dates. The draft calendar was also considered and approved by Council on 10 November 2020.

5. Financial Implications

None

6. Legal Powers and Implications

The Council's Constitution requires that the Annual Council Meeting approves a programme of meetings for the forthcoming year.

7. Climate Change and Environmental Implications

Holding virtual meetings under the Coronavirus Regulations 2020 has avoided the necessity for members, officers and other participants to travel to and from meetings. If virtual meetings continue beyond May 2021 further journeys to and from meetings may be avoided. Active travel to and from any physical meetings would reduce the environmental impact associated with journeys to the Town Hall.

8. Risk Management

Having a draft calendar in place well in advance reduces the risk of meeting clashes both within the Council and with partner organisations.

9. Equality Implications

Have you undertaken an Equality Impact Assessment? No

The livestreaming of meetings has increased accessibility and opened up the decision-making process to a wider audience.

10. Corporate Implications

None

11. Options Considered

As contained within the report.

Author:

Sue Efford

Committee and Support Services Manager, Legal and Democratic Services

Tel: 01275 884244

Appendices:

Municipal Calendar 2021/22

Background Papers:

Council Report and Minutes, 10 November 2020

MUNICIPAL CALENDAR 2021/22

Draft Edition issued April 2021

This Calendar includes scheduled meetings where the Council has Constitutional interests.
Meetings of some statutory bodies, joint bodies and panels are not included.

APRIL 2021

1	Thursday		
2	Friday	BANK HOLIDAY	
5	Monday	BANK HOLIDAY	
6	Tuesday		
7	Wednesday		
8	Thursday		
9	Friday		
12	Monday		
13	Tuesday		
14	Wednesday		
15	Thursday		
16	Friday		
19	Monday		
20	Tuesday	COUNCIL (ANNUAL MEETING)	6.00 pm
21	Wednesday	Planning & Regulatory Committee	2.30 pm
22	Thursday		
23	Friday	Audit Committee	10.30 am
26	Monday		
27	Tuesday		
28	Wednesday	Executive	2.30 pm
29	Thursday		
30	Friday		

MUNICIPAL CALENDAR 2021/22

Draft Edition issued April 2021

This Calendar includes scheduled meetings where the Council has Constitutional interests.
Meetings of some statutory bodies, joint bodies and panels are not included.

MAY 2021

3	Monday	BANK HOLIDAY	
4	Tuesday		
5	Wednesday		
6	Thursday		
7	Friday		

10	Monday		
11	Tuesday	COUNCIL	6.00 pm
12	Wednesday		
13	Thursday		
14	Friday		

17	Monday		
18	Tuesday		
19	Wednesday	Planning & Regulatory Committee	2.30 pm
20	Thursday		
21	Friday		

24	Monday		
25	Tuesday		
26	Wednesday		
27	Thursday		
28	Friday		

31	Monday	BANK HOLIDAY	
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MUNICIPAL CALENDAR 2021/22

Draft Edition issued April 2021

This Calendar includes scheduled meetings where the Council has Constitutional interests.
Meetings of some statutory bodies, joint bodies and panels are not included.

JUNE 2021

1	Tuesday		
2	Wednesday		
3	Thursday	Health Overview and Scrutiny Panel	1.30 pm
4	Friday		

7	Monday		
8	Tuesday		
9	Wednesday		
10	Thursday		
11	Friday		

14	Monday		
15	Tuesday		
16	Wednesday	Planning & Regulatory Committee	2.30 pm
17	Thursday	Children and Young People's Services Policy & Scrutiny Panel	10.00 am
18	Friday		

21	Monday		
22	Tuesday		
23	Wednesday	Executive	2.30 pm
24	Thursday	Adult Services and Housing Policy & Scrutiny Panel	10.30 am
25	Friday		

28	Monday		
29	Tuesday		
30	Wednesday		

MUNICIPAL CALENDAR 2021/22

Draft Edition issued April 2021

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JULY 2021

1	Thursday	Health and Wellbeing Board	2.00 pm
2	Friday		
5	Monday		
6	Tuesday		
7	Wednesday		
8	Thursday		
9	Friday		
12	Monday		
13	Tuesday	COUNCIL	6.00 pm
14	Wednesday	Strategic Planning Economic Development and Regeneration Policy & Scrutiny Panel	2.30 pm
15	Thursday	Community and Corporate Organisation Policy & Scrutiny Panel	2.00 pm
16	Friday		
19	Monday		
20	Tuesday		
21	Wednesday	Planning & Regulatory Committee	2.30 pm
22	Thursday		
23	Friday		
26	Monday		
27	Tuesday	Public Rights of Way Sub-Committee	3.00 pm
28	Wednesday		
29	Thursday	Audit Committee	10.30 am
30	Friday		



MUNICIPAL CALENDAR 2021/22

Draft Edition issued April 2021

This Calendar includes scheduled meetings where the Council has Constitutional interests.
Meetings of some statutory bodies, joint bodies and panels are not included.

AUGUST 2021

2 Monday
3 Tuesday
4 Wednesday
5 Thursday
6 Friday

9 Monday
10 Tuesday
11 Wednesday
12 Thursday
13 Friday

16 Monday
17 Tuesday
18 Wednesday Planning & Regulatory Committee 2.30 pm
19 Thursday
20 Friday

23 Monday
24 Tuesday
25 Wednesday
26 Thursday
27 Friday

30 Monday BANK HOLIDAY
31 Tuesday

MUNICIPAL CALENDAR 2021/22

Draft Edition issued April 2021

This Calendar includes scheduled meetings where the Council has Constitutional interests.
Meetings of some statutory bodies, joint bodies and panels are not included.

SEPTEMBER 2021

1 Wednesday
2 Thursday
3 Friday

6 Monday
7 Tuesday
8 Wednesday Executive 2.30 pm
9 Thursday
10 Friday

13 Monday
14 Tuesday
15 Wednesday Planning & Regulatory Committee 2.30 pm
16 Thursday
17 Friday

20 Monday
21 Tuesday COUNCIL 6.00 pm
22 Wednesday
23 Thursday
24 Friday

27 Monday
28 Tuesday
29 Wednesday
30 Thursday

MUNICIPAL CALENDAR 2021/22

Draft Edition issued April 2021

This Calendar includes scheduled meetings where the Council has Constitutional interests.
Meetings of some statutory bodies, joint bodies and panels are not included.

OCTOBER 2021

1 Friday

4 Monday

5 Tuesday

6 Wednesday

7 Thursday Health Overview and Scrutiny Panel 1.30 pm

8 Friday

11 Monday

12 Tuesday

13 Wednesday Planning & Regulatory Committee 2.30 pm

14 Thursday

15 Friday

18 Monday

19 Tuesday

20 Wednesday Executive 2.30 pm

21 Thursday Children and Young People's Services 10.00 am
Policy & Scrutiny Panel

22 Friday

25 Monday

26 Tuesday

27 Wednesday

28 Thursday Health and Wellbeing Board 2.00 pm

29 Friday

MUNICIPAL CALENDAR 2021/22

Draft Edition issued April 2021

This Calendar includes scheduled meetings where the Council has Constitutional interests.
Meetings of some statutory bodies, joint bodies and panels are not included.

NOVEMBER 2021

1	Monday		
2	Tuesday	Licensing Committee	10.00 am
3	Wednesday		
4	Thursday	Adult Services and Housing Policy & Scrutiny Panel	10.30 am
5	Friday		
8	Monday		
9	Tuesday	COUNCIL	6.00 pm
10	Wednesday		
11	Thursday	Community and Corporate Organisation Policy & Scrutiny Panel	2.00 pm
12	Friday		
15	Monday		
16	Tuesday		
17	Wednesday	Planning & Regulatory Committee	2.30 pm
18	Thursday		
19	Friday		
22	Monday		
23	Tuesday	Public Rights of Way Sub-Committee	3.00 pm
24	Wednesday	Strategic Planning Economic Development and Regeneration Policy & Scrutiny Panel	2.30 pm
25	Thursday	Audit Committee	10.30 am
26	Friday		
29	Monday		
30	Tuesday		

MUNICIPAL CALENDAR 2021/22

Draft Edition issued April 2021

This Calendar includes scheduled meetings where the Council has Constitutional interests.
Meetings of some statutory bodies, joint bodies and panels are not included.

DECEMBER 2021

1 Wednesday
2 Thursday
3 Friday

6 Monday
7 Tuesday
8 Wednesday Executive 2.30 pm
9 Thursday
10 Friday

13 Monday
14 Tuesday
15 Wednesday Planning & Regulatory Committee 2.30 pm
16 Thursday
17 Friday

20 Monday
21 Tuesday
22 Wednesday
23 Thursday
24 Friday

27 Monday BANK HOLIDAY
28 Tuesday BANK HOLIDAY
29 Wednesday EXTRA DAY
30 Thursday
31 Friday

MUNICIPAL CALENDAR 2021/22

Draft Edition issued April 2021

This Calendar includes scheduled meetings where the Council has Constitutional interests.
Meetings of some statutory bodies, joint bodies and panels are not included.

JANUARY 2022

3	Monday	BANK HOLIDAY	
4	Tuesday		
5	Wednesday		
6	Thursday		
7	Friday		

10	Monday		
11	Tuesday	COUNCIL	6.00 pm
12	Wednesday		
13	Thursday		
14	Friday		

17	Monday		
18	Tuesday		
19	Wednesday	Planning & Regulatory Committee	2.30 pm
20	Thursday		
21	Friday		

24	Monday		
25	Tuesday		
26	Wednesday		
27	Thursday	Audit Committee	10.30 am
28	Friday		

31	Monday		
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MUNICIPAL CALENDAR 2021/22

Draft Edition issued April 2021

This Calendar includes scheduled meetings where the Council has Constitutional interests.
Meetings of some statutory bodies, joint bodies and panels are not included.

FEBRUARY 2022

1	Tuesday		
2	Wednesday	Executive	2.30 pm
3	Thursday	Health Overview and Scrutiny Panel	1.30 pm
4	Friday		

7	Monday		
8	Tuesday		
9	Wednesday		
10	Thursday		
11	Friday		

14	Monday		
15	Tuesday	COUNCIL	6.00 pm
16	Wednesday	Planning & Regulatory Committee	2.30 pm
17	Thursday	Health and Wellbeing Board	2.00 pm
18	Friday		

21	Monday		
22	Tuesday	COUNCIL (RESERVE)	6.00 pm
23	Wednesday		
24	Thursday	Adult Services and Housing Policy & Scrutiny Panel	10.30 am
25	Friday		

28	Monday		
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MUNICIPAL CALENDAR 2021/22

Draft Edition issued April 2021

This Calendar includes scheduled meetings where the Council has Constitutional interests.
Meetings of some statutory bodies, joint bodies and panels are not included.

MARCH 2022

1	Tuesday		
2	Wednesday		
3	Thursday	Community and Corporate Organisation Policy & Scrutiny Panel	2.00 pm
4	Friday		
7	Monday		
8	Tuesday	Licensing Committee	10.00 am
9	Wednesday	Strategic Planning Economic Development and Regeneration Policy & Scrutiny Panel	2.30 pm
10	Thursday	Children and Young People's Services Policy & Scrutiny Panel	10.00 am
11	Friday		
14	Monday		
15	Tuesday		
16	Wednesday	Planning & Regulatory Committee	2.30 pm
17	Thursday		
18	Friday		
21	Monday		
22	Tuesday		
23	Wednesday		
24	Thursday		
25	Friday		
28	Monday		
29	Tuesday	Public Rights of Way Sub-Committee	3.00 pm
30	Wednesday		
31	Thursday		

MUNICIPAL CALENDAR 2021/22

Draft Edition issued April 2021

This Calendar includes scheduled meetings where the Council has Constitutional interests.
Meetings of some statutory bodies, joint bodies and panels are not included.

APRIL 2022

1 Friday

4 Monday
5 Tuesday
6 Wednesday
7 Thursday
8 Friday

11	Monday		
12	Tuesday	COUNCIL	6.00 pm
13	Wednesday	Planning & Regulatory Committee	2.30 pm
14	Thursday		
15	Friday	BANK HOLIDAY	

18	Monday	BANK HOLIDAY	
19	Tuesday		
20	Wednesday		
21	Thursday		
22	Friday		

25	Monday		
26	Tuesday		
27	Wednesday	Executive	2.30 pm
28	Thursday	Audit Committee	10.30 am
29	Friday		



MUNICIPAL CALENDAR 2021/22

Draft Edition issued April 2021

This Calendar includes scheduled meetings where the Council has Constitutional interests.
Meetings of some statutory bodies, joint bodies and panels are not included.

MAY 2022

2	Monday	BANK HOLIDAY	
3	Tuesday		
4	Wednesday		
5	Thursday		
6	Friday		

9	Monday		
10	Tuesday	COUNCIL (ANNUAL MEETING) (tbc)	6.00 pm
11	Wednesday		
12	Thursday		
13	Friday		

16	Monday		
17	Tuesday		
18	Wednesday		
19	Thursday		
20	Friday		

23	Monday		
24	Tuesday		
25	Wednesday		
26	Thursday		
27	Friday		

30	Monday		
31	Tuesday		

North Somerset Council

Report to the Council

Date of Meeting: 20 April 2021

Subject of Report: Appointments on Outside Bodies

Town or Parish: None specific

Officer/Member Presenting: Assistant Director Governance & Monitoring Officer

Key Decision: N/A

Reason:

Not an Executive Decision.

Recommendations

That the Council determines the appointment of Members on Outside Bodies.

1. Summary of Report

The schedule of appointments is attached as an appendix to this report and Council is invited to consider its nominations accordingly.

2. Policy

The Constitution provides that appointments to external organisations are reserved to Council, save where such appointments have been delegated by the Council, or are exercisable by the Executive. A separate report on Executive outside body appointments will be considered by the Executive at its meeting in April.

Appointments of three or more are subject to political balance.

3. Details

The attached schedule of appointments comprises bodies to which the Council is required to appoint members, bodies where it is desirable for a member to be appointed, and those where the Council has a power of appointment but does not need to be a member.

Included within the schedule is an additional Council appointment:
'South-West Armed Forces Covenant Partnership Board'

In addition to Outside Bodies, the schedule also lists 'Appointments to other roles / Council led partnership groups' to provide a complete list of Council appointments.

4. Consultation

The schedule of annual appointments has been circulated to Group Leaders for their consideration in advance of the Annual Meeting.

5. Financial Implications

The Council has determined either that travel expenses to the main meeting place will be paid by the Council, with other travel expenses requiring prior authorisation or that expenses aren't paid by the Council, in which circumstances claims are submitted to the Outside Body concerned.

6. Legal Powers and Implications

The Constitution provides that appointments to external organisations are reserved to Council, save where such appointments have been delegated by the Council, or are exercisable by the Executive. Political Balance applies to appointments of three or more.

7. Climate Change and Environmental Implications

Active travel and/or the use of public transport where these options exist would reduce the impact of any journeys to and from meetings of the Outside Bodies as listed.

8. Risk Management

N/A

9. Equality Implications

N/A

10. Corporate Implications

N/A

11. Options Considered

N/A

Author:

Roz Hime, Democratic Services, 01275 888094

Appendices:

Appendix 1 - North Somerset Council Appointments on External Organisations:
Appointments made by The Council

Background Papers:

Outside Bodies correspondence: Council Appointments 2020/21

North Somerset Council Appointments on External Organisations: Appointments made by The Council

Section A - Appointments subject to political balance (appointments of three or more)

Organisation	Appts	Auth. Granted by	Representative(s)	Political Group Nominating	Term of Office Expires	Name & Address of Correspondent
Avon Fire Authority	4 (1:1:1:1) [Exp N]	COU 22/2019	Cllr Donald Davies Cllr Ruth Jacobs Cllr Robert Payne Cllr Richard Tucker	I C LD L	May 2023 4-year term (subject to 8 year limit in total)	Amanda Brown The Clerk to the Fire Authority the.clerk@avonfire.gov.uk
Local Government Association General Assembly	4 (1:1:1:1) [Exp Y]	COU 42/2019	Cllr Nigel Ashton Cllr Mike Bell Cllr Don Davies Cllr Catherine Gibbons	C LD I L	Municipal Year End	Fatima de Abreu, Member Services, Local Government Association Fatima.DeAbreu@local.gov.uk (Alternative: MemberServices@local.gov.uk)

Section B - appointments not subject to political balance (less than three appointments)

Organisation	Appts	Auth. Granted by	Representative	Term of Office Expires	Name & Address of Correspondent
Alliance Homes Board	1 [Exp N]	COU 42/2019	Cllr Huw James	Municipal Year End	Company Secretary Alliance Homes philippa.armstrong-owen@alliancehomes.org.uk
Birnbeck Regeneration Trust	2 [Exp Y]	COU 23/2020	Cllr Robert Payne Cllr Mike Solomon	Municipal Year End	Charles McCann chales@talk21.com
Bristol Airport Consultative Committee	1 [Exp Y]	COU 42/2019	Cllr Steve Hogg	Municipal Year End	James Gore, Bristol International Airport igore@bristolairport.com

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North Somerset Council Appointments on External Organisations: Appointments made by The Council

Organisation	Appts	Auth. Granted by	Representative	Term of Office Expires	Name & Address of Correspondent
Bristol Port Company Liaison Committee	2 [Exp Y]	COU 42/2019	Cllr Nigel Ashton Cllr Don Davies	Municipal Year End	PA to the Chief Executive Officer, Bristol Port Company julie.lock@bristolport.co.uk
Campaign to Protect Rural England	1 [Exp Y]	COU 42/2019	Cllr Steve Bridger	Municipal Year End	Gill Sayzeland, CPRE gillsayzeland@googlemail.com
Clevedon Business Improvement District	1 [Exp Y]	COU 42/2019	Cllr Geoffrey Richardson	Municipal Year End	George Grace, BID Manager george@clevedonbid.com
Clevedon Community Association	1 [Exp Y]	COU 42/2019	Cllr Caroline Cherry	Municipal Year End	Anne Scholes, Centre Manager, Clevedon Community Association anne@clevedoncommunitycentre.org.uk
Clevedon Pier & Heritage Trust	1 [Exp Y]	COU 42/2019	Cllr Mark Crosby	Municipal Year End	Clevedon Pier & Heritage Trust admin@clevedonpier.com NicoleLaken@clevedonpier.com
Clifton Suspension Bridge Trust	1 [Exp Y]	COU 42/2019	Cllr Ashley Cartman	Municipal Year End	Tim Baines, Clerk to the Trustees tbaines@bcscconsultants.co.uk
Durnford Quarry Local Liaison Group	1 [Exp Y]	COU 42/2019	Cllr Stuart McQuillan	Municipal Year End	Tarmac Southern Ltd. andy.cadell@tarmac.com
North Somerset Citizens Advice Bureau	1 [Exp Y]	COU 42/2019	Cllr Catherine Gibbons	Municipal Year End	Director North Somerset Citizen's Advice Bureau bureau@nsomersetcab.cabnet.org.uk

North Somerset Council Appointments on External Organisations: Appointments made by The Council

Organisation	Appts	Auth. Granted by	Representative	Term of Office Expires	Name & Address of Correspondent
Police and Crime Panel	2 [Exp N]	COU 42/2019	Cllr Richard Westwood Cllr Roz Willis* [* Permitted 8 year term of office completed on 18/03/2020; PCP agreed to extend it until immediately prior to the PCC Election on 6 May 2021]	May 2023 4-year term	Clerk to the Police & Crime Panel, Patricia Jones PLJones@somerset.gov.uk
Portishead Youth Centre Management Committee	1 [Exp Y]	COU 42/2019	Cllr Nicola Holland	Municipal Year End	Kimberley Jones, Head of Centre and Youth Provision, Portishead Youth Centre mail@portisheadyouthcentre.co.uk
Severnside Sirens Trust	1 [Exp N]	COU 42/2019	Cllr Tim Snaden	Municipal Year End	Victoria Bywater, Cooksley & Co (Trust Administrators) info@severnsidesirens.co.uk
South-West Armed Forces Covenant Partnership Board	2 [Exp Y]	New Council Appointment	Cllr Donald Davies Cllr David Shopland	Municipal Year End	Garry Hawkes, Secretariat South-West Armed Forces Covenant Partnership Board Garry.Hawkes@n-somerset.gov.uk
Standing Conference of Severnside Local Authorities	1 [Exp: Y]	COU 42/2019	Cllr Bridget Petty [Cllr Don Davies as substitute]	Municipal Year End	Severn Estuary Partnership, c/o School of Earth and Ocean Sciences, Main Building, Park Place, Cardiff, CF10 3AT severn@cardiff.ac.uk
Strawberry Line Society	1 [Exp Y]	COU 42/2019	Cllr Ann Harley	Municipal Year End	Treasurer & Membership Secretary Irene.threasher@btinternet.com info.sls1978@gmail.com

North Somerset Council Appointments on External Organisations: Appointments made by The Council

Organisation	Appts	Auth. Granted by	Representative	Term of Office Expires	Name & Address of Correspondent
Uphill Village Society (formerly known as 'Uphill Victory Hall Committee')	1 [Exp Y]	COU 42/2019	Cllr Peter Bryant	Municipal Year End	Leigh Morris, Secretary, Uphill Village Society secretary@uphillvillage.org.uk
Wessex Reserve Forces & Cadets Association	2 [Exp N]	C COU 42/2019	Cllr David Shopland Cllr Roz Willis	Municipal Year End	Hannah Owen, Association Staff Officer, Wessex RFCA wx-offman@rfca.mod.uk
Weston Town Centre Co Ltd	2 [Exp Y]	COU 42/2019	Cllr Mike Bell Cllr Mark Canniford	Municipal Year End	Steve Townsend steve.townsend@wsmtcp.co.uk
Winter Gardens Access Board	1 [Exp Y]	COU 42/2019	Cllr Sarah Codling	Municipal Year End	Lorraine Bush, Policy & Partnerships Development Officer, NSC lorraine.bush@n-somerset.gov.uk

North Somerset Council Appointments on External Organisations: Appointments made by The Council

Appointments to other roles / Council led partnership groups

Organisation	Appts	Auth. Granted by	Representative(s)	Term of Office Expires	Name & Address of Correspondent
North Somerset Armed Forces Covenant Partnership (previously listed as 'Armed Forces Champion')	1 [Exp Y]	COU	Cllr David Shopland	Municipal Year End	Garry Hawkes, Armed Forces Co-ordinator Garry.Hawkes@n-somerset.gov.uk
Corporate Parenting Panel (previously known as Children's Champions Group)	Unlimited [Exp Y]	COU 42/2019	Cllrs Caroline Cherry, Ciaran Cronnelly, Ann Harley, Hugh Gregor, Wendy Griggs, Nicola Holland (24/10/2019), Lisa Pilgrim, Tim Snaden, Mike Solomon, Richard Westwood	Municipal Year End	Roz Hime, Democratic Services Roz.Hime@n-somerset.gov.uk
Disabilities Champion	1 [Exp Y]	New Council Appointment	Councillor Mike Bell	Municipal Year End	Louise Roberts, Equality and Diversity Manager louise.roberts@n-somerset.gov.uk
Disability Access Group	1 [Exp Y]	New Council Appointment	Councillor Mike Bell	Municipal Year End	Louise Roberts, Equality and Diversity Manager louise.roberts@n-somerset.gov.uk
Equality Stakeholder Group [previously known as Equality Scheme Implementation Group]	1 [Exp Y]	New Council Appointment	Councillor Nicola Holland	Municipal Year End	Louise Roberts, Equality and Diversity Manager louise.roberts@n-somerset.gov.uk
[Responding to] Hate Incidents in North Somerset	1 [Exp Y]	New Council Appointment	Councillor Huw James	Municipal Year End	Louise Roberts, Equality and Diversity Manager louise.roberts@n-somerset.gov.uk

North Somerset Council Appointments on External Organisations: Appointments made by The Council

Organisation	Appts	Auth. Granted by	Representative(s)	Term of Office Expires	Name & Address of Correspondent
Heritage & Regeneration Champion	1 [Exp Y]	COU 42/2019	Cllr John Crockford-Hawley	Municipal Year End	Roger Willmot, Development & Environment Roger.Willmot@n-somerset.gov.uk
Home to School Transport Appeals Panel	1 [Exp Y]	COU 42/2019	Councillor nominated	Municipal Year End	Integrated Transport Unit Bella Fortune, Transportation Service Manager Bella.Fortune@n-somerset.gov.uk
Joint Safety & Consultative Committee (JSCC)	8 [Exp Y]	COU 42/2019	Cllr Peter Crew (C) Cllr Andy Cole (I) Cllr Mike Bell (LD) Cllr Ciaran Cronnelly (LA) Cllr Donald Davies (I) Cllr Wendy Griggs (LD) Cllr Mike Solomon (I) Cllr James Tonkin (I)		Roz Hime, Democratic Services Roz.Hime@n-somerset.gov.uk
North Somerset Local Access Forum	3 [Exp Y]	COU 42/2019	Cllr Mike Bird (I) Cllr Ann Harley (C) Cllr Robert Payne LD)	May 2023 4-year term	Roz Hime, Democratic Services Roz.Hime@n-somerset.gov.uk
Older People's Champion	1 [Exp Y]	COU 89/2019	Cllr Ian Parker	Municipal Year End	Director of Adult Social Services Hayley.Verrico@n-somerset.gov.uk
Standing Advisory Council on Religious Education	3 [Exp Y]	COU 42/2019	Cllr Stuart Treadaway (LD) Cllr Sarah Codling (C) Cllr Mike Solomon (I)	May 2023 4-year term	Mike Newman, Strategy & Policy Development Manager, NSC mike.newman@n-somerset.gov.uk Roz Hime, Democratic Services Roz.Hime@n-somerset.gov.uk

North Somerset Council Appointments on External Organisations: Appointments made by The Council

Organisation	Appts	Auth. Granted by	Representative(s)	Term of Office Expires	Name & Address of Correspondent
Younger People's Champions	2 [Exp Y]	COU 109/2020	Cllr Ciaran Cronnelly Cllr Huw James	Municipal Year End	Director of Children's Services Sheila.Smith@n-somerset.gov.uk

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Forward Plan

for the four-month period commencing on

1st May 2021

published on 1 April 2021



This Forward Plan gives details of decision items to be presented during the forthcoming four months.

Councillors are invited to review the items and to consider whether any of them should be referred for scrutiny or discussed with the appropriate Executive Member.

Executive Members (8)

Leader of the Council - Councillor Don Davies: external liaison including strategic partnerships: Local Enterprise Partnership, North Somerset Partnership, Joint Executive Committee (WECA and North Somerset Council), Alliance, Police; strategic policy/corporate plan development, forward programme and strategic review; human resources and organisational development; strategic communications and marketing (with Deputy Leader); public and home to school transport.

Deputy Leader of the Council and Executive Member for Adult Care and Health - Councillor Mike Bell: adult social care; Health and Wellbeing Board; public health and regulatory services; NHS health and liaison; voluntary sector liaison; emergency management; housing.

Executive Member for Finance and Performance – Councillor Ashley Cartman: finance – revenue, capital programme and income generation; procurement; legal and democratic services; property and asset management; ICT, digital and customer services; lead for business support contracts – Agilisys and Liberata.

Executive Member for Planning, Highways and Transport – Councillor James Tonkin: planning and strategic development; local plan; building control; highways; strategic transport and active travel; parking strategy.

Executive Member for Climate Emergency and Environment – Councillor Bridget Petty: climate emergency; waste services including reduction and recycling; environmental protection including flooding; marine environment; parks and green spaces including rewilding.

Executive Member for Economy and Community Safety – Councillor Mark Canniford: economic recovery and development including employment; business engagement; regeneration of highstreets and town centres; community safety.

Executive Member for Communities, Tourism and Leisure – Councillor Mike Solomon: libraries; culture strategy; visitor economy; leisure; seafronts; events; community engagement and consultation; town and parish liaison; North Somerset Together.

Executive Member for Children’s Services and Lifelong Learning – Councillor Catherine Gibbons: children and young people’s services; education and skills; further and higher education liaison.

The items and the final decision taker are indicative. Decision making is subject to the Constitution.

Copies of documents listed can be obtained by contacting the officer named in the attached schedules. Other relevant documents may be submitted to the decision maker and can be requested from the named officer as they become available or may be available on the Council's website www.n-somerset.gov.uk

May 2021

1. Council and Executive Items

(NB No Executive meeting scheduled for May)

Meeting Date	Item/Issue requiring decision	Background Documents for Consideration	Decision Taker	Exempt Item? Yes/No/Part	Policy & Scrutiny Panel Activity & Engagement / Timeline	Contact Officer for Further Details
11/05			Council			

May 2021

2. Executive Member Items and Director Key Decisions

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Decision not before	Item/Issue requiring decision	Background Documents for Consideration	Decision Taker	Exempt Item? Yes/No/Part	Policy & Scrutiny Panel Activity & Engagement / Timeline	Contact Officer for Further Details
01/05	Award of contract for Tutshill agricultural crossing (to enable Weston-Clevedon Cycle Route)	https://apps.n-somerset.gov.uk/Meetings/document/report/NSCPM-111-490 Executive Member decision 20/21 DP272 https://www.n-somerset.gov.uk/council-democracy/councillors-committees/decisions-meetings/executive-member-decisions/2020-executive-member-decisions	Director of Place (key decision)	No	Regular briefings with the Chair of SPEDR / Chairman's authority	Contact: Ben Searle 01934 426962
01/05	Award of contract/s for path construction and other elements of Weston – Clevedon Cycle Route	https://apps.n-somerset.gov.uk/Meetings/document/report/NSCPM-111-490 Executive Member decision 20/21 DP272 https://www.n-somerset.gov.uk/council-democracy/councillors-committees/decisions-meetings/executive-member-decisions/2020-executive-member-decisions	Director of Place (key decision)	No	Regular briefings with the Chair of SPEDR / Chairman's authority	Contact: Ben Searle 01934 426962
01/05	MetroWest Phase 1 – Western Power Distribution - agreement (new entry)	25th June 2019 report to Full Council http://apps.n-somerset.gov.uk/cairo/docs/doc29690.htm	Director of Place (key decision)	No	10 November 2020 report to Full Council on agreements with utility companies / statutory undertakers. https://apps.n-somerset.gov.uk/Meetings/ByCommittee/15/2020/84	Contact: Richard Matthews 01275 888937

Decision not before	Item/Issue requiring decision	Background Documents for Consideration	Decision Taker	Exempt Item? Yes/No/Part	Policy & Scrutiny Panel Activity & Engagement / Timeline	Contact Officer for Further Details
01/05	MetroWest Phase 1 – Compañía Logística de Hidrocarburos– agreement for building and working over and in proximity to oil pipelines (new entry)	25th June 2019 report to Full Council http://apps.n-somerset.gov.uk/cairo/docs/doc29690.htm	Director of Place (key decision)	No	10 November 2020 report to Full Council on agreements with utility companies / statutory undertakers. https://apps.n-somerset.gov.uk/Meetings/ByCommittee/15/2020/84	Contact: Richard Matthews 01275 888937
01/05	MetroWest Phase 1 – Bristol Water - agreement for building and working over and in proximity to water pipelines (new entry)	25th June 2019 report to Full Council http://apps.n-somerset.gov.uk/cairo/docs/doc29690.htm	Director of Place (key decision)	No	10 November 2020 report to Full Council on agreements with utility companies / statutory undertakers. https://apps.n-somerset.gov.uk/Meetings/ByCommittee/15/2020/84	Contact: Richard Matthews 01275 888937
01/05	MetroWest Phase 1 – Wales and West Utilities agreement (new entry)	25th June 2019 report to Full Council http://apps.n-somerset.gov.uk/cairo/docs/doc29690.htm	Director of Place (key decision)	No	10 November 2020 report to Full Council on agreements with utility companies / statutory undertakers. https://apps.n-somerset.gov.uk/Meetings/ByCommittee/15/2020/84	Contact: Richard Matthews 01275 888937

Decision not before	Item/Issue requiring decision	Background Documents for Consideration	Decision Taker	Exempt Item? Yes/No/Part	Policy & Scrutiny Panel Activity & Engagement / Timeline	Contact Officer for Further Details
01/05	MetroWest Phase 1 – National Grid agreement (new entry)	25th June 2019 report to Full Council http://apps.n-somerset.gov.uk/cairo/docs/doc29690.htm	Director of Place (key decision)	No	10 November 2020 report to Full Council on agreements with utility companies / statutory undertakers. https://apps.n-somerset.gov.uk/Meetings/ByCommittee/15/2020/84	Contact: Richard Matthews 01275 888937
01/05	MetroWest Phase 1 – Utilities Side Agreement with West of England Combined Authority (new entry)	25th June 2019 report to Full Council http://apps.n-somerset.gov.uk/cairo/docs/doc29690.htm	Director of Place (key decision)	No	10 November 2020 report to Full Council on agreements with utility companies / statutory undertakers. https://apps.n-somerset.gov.uk/Meetings/ByCommittee/15/2020/84	Contact: James Willcock 01934 426414
01/05	MetroWest Phase 1 – Bristol Port Company agreement (new entry)	25th June 2019 report to Full Council http://apps.n-somerset.gov.uk/cairo/docs/doc29690.htm	Director of Place (key decision)	No	10 November 2020 report to Full Council on agreements with utility companies / statutory undertakers. https://apps.n-somerset.gov.uk/Meetings/ByCommittee/15/2020/84	Contact: James Willcock 01934 426414

June 2021

1. Council and Executive Items

(NB No Council meeting scheduled for June)

Meeting Date	Item/Issue requiring decision	Background Documents for Consideration	Decision Taker	Exempt Item? Yes/No/Part	Policy & Scrutiny Panel Activity & Engagement / Timeline	Contact Officer for Further Details
23/06	2020/21 Month 12 Budget Monitor	Previous Budget Monitor reports to Executive	Executive	No	Awaiting information	Contact: Melanie Watts 01934 634618
23/06	Abbots Leigh, Ham Green, Pill and Easton-in-Gordano Neighbourhood Plan. Consideration of Examiners report and authority to hold a local referendum to approve the Plan	<u>Abbots Leigh, Ham Green, Pill and Easton-in-Gordano Neighbourhood Plan</u>	Executive	No	Scrutiny Chair briefed. Additional briefing/meeting can be arranged as necessary upon receipt of Examiners report	Contact: Celia Dring 01934 426244
23/06	Bus Back Better: Approval to establish an Enhanced Partnership under the Bus Services Act and approval to consult on a draft Bus Service Improvement Plan (new entry)	The Ministerial statement of 15 March 2021: https://www.gov.uk/government/speeches/local-transport-update-national-bus-strategy-for-england-published New National strategy launched 15 March 2021: https://www.gov.uk/government/publications/bus-back-better	Executive	No	Informal SPEDR engagement date TBC	Contact: Bella Fortune or Colin Medus 01934 7540

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Meeting Date	Item/Issue requiring decision	Background Documents for Consideration	Decision Taker	Exempt Item? Yes/No/Part	Policy & Scrutiny Panel Activity & Engagement / Timeline	Contact Officer for Further Details
23/06	Approval of the revised Travel Plan SPD for public consultation (previously listed for April)	Revised Draft Travel Plans SPD and additional documents for schools Current Travel Plan SPD https://www.n-somerset.gov.uk/sites/default/files/2020-02/travel%20plans%20supplementary%20planning%20document.pdf	Executive	No	Informal SPEDR prior to 23 June (date TBC) SPEDR engagement will also be sought after the conclusion of public consultation and prior to formal adoption of the revised SPD.	Contact: Frankie Mann 01275 888904
23/06	Approval to agree the (draft) Education Provision in North Somerset ~ A Commissioning Strategy September 2021 – August 2024	https://www.n-somerset.gov.uk/sites/default/files/2020-03/education%20provision%20in%20North%20Somerset%20-%20a%20commissioning%20strategy.pdf Public Consultation – web link to be provided	Executive	No	26 November 2020 – CYPS Policy & Scrutiny Panel School Organisation Steering Group CYPS Policy & Scrutiny Panel School Organisation Steering Group planned for late May 2021 (date tbc)	Contact: Sally Varley 01275 884857

Meeting Date	Item/Issue requiring decision	Background Documents for Consideration	Decision Taker	Exempt Item? Yes/No/Part	Policy & Scrutiny Panel Activity & Engagement / Timeline	Contact Officer for Further Details
23/06	Approval of Green Infrastructure Strategy	Report: Pre-consultation sign-off of the draft North Somerset green infrastructure strategy – in preparation for public consultation (February-March 2021) https://apps.n-somerset.gov.uk/Meetings/document/report/NSCPM-111-603	Executive	No	Ongoing engagement with Community and Corporate Organisation Scrutiny Panel	Contact: John Flannigan 01934 427346
23/06	Adoption of the procedure for the North Somerset Council Local Heritage List	North Somerset Council Local List Procedure and Criteria	Executive	No	SPEDR engagement will be sought during April/May 2021	Contact: Kate Hudson-McAulay 01275888169

June 2021

2. Executive Member Items and Director Key Decisions

Decision not before	Item/Issue requiring decision	Background Documents for Consideration	Decision Taker	Exempt Item? Yes/No/Part	Policy & Scrutiny Panel Activity & Engagement / Timeline	Contact Officer for Further Details
01/06	<p>Article 4 directions on preventing the demolishing of stone walls and stone gate posts in Great Weston Conservation area.</p> <p>Article 4 directions on preventing erection of fences in Great Weston Conservation area</p> <p>Area of Advertising and Shopfront Control in Great Weston Conservation area</p> <p>(new entry)</p>	<p>NSC adopted policy document 04/12/18: Great Weston Conservation area management plan</p> <p>http://www.n-somerset.gov.uk/sites/default/files/2020-02/Great%20Weston%20Conservation%20Area%20management%20guidance.pdf</p>	Executive Member (Cllr Tonkin)	No	Research work April /May 2021. Scrutiny panel May 2021	Contact:Cara MacMahon 01934 426825

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July 2021

1. Council and Executive Items

(NB No Executive meeting scheduled for July)

Meeting Date	Item/Issue requiring decision	Background Documents for Consideration	Decision Taker	Exempt Item? Yes/No/Part	Policy & Scrutiny Panel Activity & Engagement / Timeline	Contact Officer for Further Details
13/07			Council			

July 2021

2. Executive Member Items and Director Key Decisions

Decision not before	Item/Issue requiring decision	Background Documents for Consideration	Decision Taker	Exempt Item? Yes/No/Part	Policy & Scrutiny Panel Activity & Engagement / Timeline	Contact Officer for Further Details
01/07						

August 2021

1. Council and Executive Items

(NB No Council or Executive meetings scheduled for August)

2. Executive Member Items and Director Key Decisions

Decision not before	Item/Issue requiring decision	Background Documents for Consideration	Decision Taker	Exempt Item? Yes/No/Part	Policy & Scrutiny Panel Activity & Engagement / Timeline	Contact Officer for Further Details
01/08						

North Somerset Council

Report to the Council

Date of Meeting: 20 April 2021

Subject of Report: Corporate Parenting Responsibilities

Town or Parish: N/A

Officer/Member Presenting: Executive Member for Children's Services and Lifelong Learning

Key Decision: No

Reason:

Not an Executive Decision.

Recommendations

Members are asked to note the report.

1. Summary of the report

1.1 The report provides members with information on the Independent Review of Children's Social Care, its scope and the government's intention to 'radically reform' the system with the intention of improving children's lives.

2. Policy

2.1 Whilst the concept of members viewing themselves as the parents of all children who are looked after came from the Quality Protects initiative launched in 1998 by Frank Dobson, the then Secretary of State for Health, the Children and Social Work Act 2017 defined for the first time in law the responsibility of corporate parents to ensure, as far as possible, secure, nurturing and positive experiences for 'our' children. This means that they should:

- act in their best interests, and promote their physical and mental health and wellbeing;
- encourage them to express their views, wishes and feelings, and take them into account, while promoting high aspirations and trying to secure the best outcomes for them;
- make sure they have access to services;
- make sure that they are safe, with stable home lives, relationships and education or work;
- prepare them for adulthood and independent living.

3. Details

3.1 The Independent Review of Children's Social Care was launched by the government on January 15 2021 and it was announced that it would be led by Josh MacAlister who was previously the founder of the Frontline programme which provides training for graduates to enter the social work profession.

3.2 The review aims to take a fundamental look at the experiences of the people who matter most, children and young people themselves, and the services they receive through children's social care and partner agencies. It will consider how the provision of services in one part of the system influences a child's experiences and outcomes later. The review will prioritise hearing the voices of children, young people, and adults that have received the help or support of a social worker, or who have been looked after. It will look at the whole system of support, safeguarding, protection and care, and the child's journey into and out of that system, including relevant aspects of preventative services provided as part of early help. This will include children throughout their interaction with children's social care, from referral, child in need and child protection plans, through to becoming looked after.

3.3 The government is aware that the outcomes of all children involved with children's social care are comparably challenging and have highlighted the following:

- children on a child in need plan had an average Attainment 8 score of 23 in 2016, the same as children in care (the national average is 50). The review will focus on what is needed to meet these children's needs, starting with the contribution that children's social care can make to these children's lives – keeping them safe, improving their lifetime outcomes and reducing the impact to children and to society of failing to provide effective support – whilst also considering the role and contribution of the wider multi-agency system. The implications if we are not able to fully support children to achieve their potential are clear:
- children who have been in care comprise 25% of the homeless and 24% of the prison population.
- over a third of care leavers (39%) are not in education, employment or training compared to 13% of all 19-21 year olds and
- just 13% progressed to Higher Education by age 19 compared to 43% of all other pupils.

3.4 The review will investigate how partner agencies roles, responsibilities and accountabilities interact with children's social care and recommend improvements to the way they work together. The influence of related social issues will also be considered, for instance domestic abuse, mental ill health and substance abuse. The government is clear that the review must lead to deliverable reforms that are evidence based, demonstrate a measurable impact and represent good value for money.

3.5 The review will focus on the following themes and questions:

Support: what support is needed to meet the needs of children who are referred to or involved with social care, in order to improve outcomes and make a long-term positive difference to individuals and to society?

Strengthening families: what can be done so that children are supported to stay safely and thrive with their families, to ensure the exceptional powers that are granted to the state to support and intervene in families are consistently used responsibly, balancing the need to protect children with the right to family life, avoiding the need to enter care?

Safety: what can be done so that children who need to be in care get there quickly, and to ensure those children feel safe and are not at risk of significant harm?

Care: what is needed for children to have a positive experience of care that prioritises stability, providing an alternative long-term family for children who need it and support for others to return home safely?

Delivery: what are the key enablers to implement the review and raise standards across England, such as a strong, stable and resilient workforce, system leadership and partnerships, and what is needed so that this change can be delivered?

Sustainability: what is the most sustainable and cost-effective way of delivering services, including high-cost services, who is best placed to deliver them, and how could this be improved so that they are fit for the future?

Accountability: what accountability arrangements are necessary to ensure that the state can act appropriately, balancing the need to protect and promote the welfare of 4 children with the importance of parental responsibility, and what is needed to ensure proper oversight of how local areas discharge those responsibilities consistently?

3.6 Josh MacAlister has launch a 'Call for Advice' to help shape the early work of the review and appointed an 'Experts by Experience' Group to advise him on how to include the voices of people with a 'lived experience' of the children's social care system. It is envisaged that the review will consult widely and bring in a broad range of expertise.

3.7 Conclusion:

As corporate parents we should keep ourselves updated and take any opportunities that arise to contribute to this significant piece of work, the recommendations of which will undoubtedly impact on future legislation, funding and our responsibilities.

4. Consultation

None, this is for information.

5. Financial Implications

None.

Costs

None.

Funding

None.

6. Legal Powers and Implications

None.

7. Climate Change and Environmental Implications

None.

8. Risk Management

None.

9. Equality Implications

Have you undertaken an Equality Impact Assessment? No.

10. Corporate Implications

None.

11. Options Considered

None.

Author:

Sheila Smith, Director of Children's Services

Appendices:

None.

Background papers:

The Review's website:

<https://childrensocialcare.independent-review.uk/>

Early plans:

https://childrensocialcare.independent-review.uk/wp-content/uploads/2021/02/IRCSC_Early-Plans_V2.pdf

Call for Evidence:

<https://forms.office.com/Pages/ResponsePage.aspx?id=yXfS-grGoU2187O4s0qC-aGv4cJOe8pAp9ukipZHYJhUMzUyQjczRVcwNjRUMFFDODNRTkdXNklxNi4u>

Strategic Planning, Economic Development and Regeneration Policy and Scrutiny Panel

10th March 2021

Draft Extract

SPR 22 **SPEDR Panel Work Plan - March 2021 (Agenda Item 9)**

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

The Sustainability Coordinator updated Members on the review of the Creating Sustainable Buildings and Places SPD, which was out for public consultation and was to be an interim improvement on the existing SPD until the Local Plan was introduced in 2023.

The Scrutiny Officer referred Members to the Work Plan appendix containing a note of Members' conclusions at the informal Draft Active Travel Plan briefing held on 18th February 2021. It was confirmed that the Panel endorsed these conclusions supporting the draft strategy, including the proposed areas for strengthening following the public consultation and:

Concluded: that it be **recommended** to Council that the proposed Active Travel Strategy be endorsed.

In response to a query about the outcome of the recent Planning Peer Review, Members noted that a report would be provided at or before the next formal SPEDR meeting.

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

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An insight into Red Watch Wsm 20-21

The last 12 months or so have been pretty challenging for everyone. For us especially we have been business as usual - albeit a slightly different type of business.

In order to be best placed to serve and protect our communities we have had to put a bit of an arm around our watch to ensure we are safe and well. Maintaining a positive work/life balance during the current times is really important. All of us have families and in turn all of us have stresses outside of the organisation which can play a part on our health and wellbeing.

We have built some time into each day to ensure we all sit down and just talk. Talking is really important and provides us an opportunity to show that we are all in this together. The Service provides regular, informative updates as to local Covid-19 issues and how well the organisation is dealing with it. It's good to know how detailed and thorough the planning is at a strategic level to keep us and our communities safe.

We have had to change our mind set with how we interact with the public (PPE, social distancing etc). So instead of a face to face visit for fire safety advice we have been using the telephone a lot more. When we respond to incidents we have had to ensure we factor in measures that will protect us in case the casualty has Covid-19. Our Service has really invested in equipment, PPE and guidance to ensure that we are as safe as can be. Our mobile data terminals on the appliances have been updated to include a live document with the latest Covid-19 information surrounding levels of PPE and decontamination procedures.

As the whole world seems to be "Zooming" at the moment, our Wellbeing team have arranged for some inspirational speakers to talk to us about their life events. These are really informative and provide a different perspective on things, but also highlight how our values are interconnected and the foundation of what we do. To date the service has hosted the following events.

- **John Sutherland** - A former Police Commander in the Metropolitan Police.
- **Chris Jewell** - A British cave rescuer who took a leading role in the 2018 Tham Luang (Thailand) cave rescue of a school football team.
- **Deputy Chief Fire Officer Wayne Brown** of West Midlands Fire and Rescue Service. In connection with Black History Month.
- **Jason Fox** is due to speak. Jason is a former Special Forces operative and features of the televised SAS who dares wins.

At station level we have also welcomed our **DICE (Diversity, Inclusion, Cohesion and Equality)** officers into the station to generate healthy conversation. To work with them to help shape how our organisation works in becoming more diverse. Some member of Red Watch have joined a mentorship programme to help assist under represented local individuals better understand the application process in joining Avon Fire and Rescue.

The lockdown has given us the opportunity to really focus on our training and improve our preparedness for incidents on our station ground. We have a new firefighter who is almost out of his probation, so we have been working hard to prepare him. With fewer people about we have also been able to fully utilise our special appliances.

We are just about to start a refresh of training for all our operators of our turntable ladder. Part of this training is identifying different risks on our station ground and ensuring that the TTL can be safely deployed in different situations. So far we have conducted training on the toll road, off the cliff at Birnbeck Pier and the Tropicana.

With fewer people near the seafront we have also been able to deploy our hovercraft for several training sessions, ensuring that we are ready for the anticipated summer surge of tourists.

With many buildings and businesses currently closed to the public we have also been able to gain access to some premises for training and site familiarisation. These include the Grand Atlantic Hotel, Weston College Construction Campus, Hutton Moor Leisure Centre and the Tropicana. Where possible, we have tried to train jointly with other agencies too including the Police, Ambulance, RNLI, Coastguard and North Somerset Council (Beach Rangers). Having robust local relationships is incredibly important and helps us jointly deliver services more effectively, which ultimately provides the best service possible for the public.

We have recently carried out a multi-agency training day with the Hazardous Area Response Team (HART) from the South West Ambulance Service on a RTC scenario at the station. Training days such as this allow us to share best practice and demonstrate the importance of joint working. It also allows us to speak to other like-minded people and share our experiences. These training days have been so well received that they are being rolled out across all teams within HART.

Across the service there is a massive effort to assist in the Covid-19 response. We recently assisted at Bath Racecourse with the setting up and dismantling of some of our equipment which was used at the Mass Vaccination Centre. We also have acted as the pilot watch/station in the roll of Lateral Flow Testing within our own organisation. So now staff can be tested ahead of starting a tour of duty.

Recent Incidents of note

Whilst the number of calls has reduced massively as peoples behaviours have changed, I would like to share a snapshot of a few recent incidents we have attended.

Feb 21. A fire persons reported flat fire with the occupant hanging out the window on arrival. This happened literally at the end of the road. We couldn't have been any closer or quicker. This was a job that proved when it really matters we are there. The job was well managed and the occupant has made a full recovery.

Dec 20 We assisted with our TTL at the explosion in Avonmouth where sadly a number of people were killed.

Dec 20. We were called to help the ambulance to assist a casualty who was in cardiac arrest. On arrival we quickly realised that it was a Fire colleague. This was extremely hard to deal with and puts a different perspective on things when you know somebody. This was a great example of where a good chat over a cup of tea after was needed. The Service was really supportive too, pointing people in the direction of specific help if needed.

We work really closely with the Ambulance Service and are called whenever they are unable to gain entry to a property. This could be because an elderly person has fallen and cannot get to the door or due to other reasons such as impairment through drink or drugs. Sadly the number of the latter calls has risen and we are seeing more and more people who are not coping and need help with their mental health. In these situations it is really important to show compassion.

Future Initiatives

Biker Down We are in on-going talks with Avon and Somerset Police regarding the restarting of the Biker Down project. An initiative to help educate motorcyclists and improve road safety.

Parking and access in St Georges

We are looking to restart our parking Patrols in St Georges (WSM). This has been a joint initiative with the local Parish Council, ASP and AFRS. It has previously been well received.

Hovercraft Exercise

We have a hovercraft exercise planned in May on Weston beach to test our search and rescue assets. (Dog, Drones and Thermal Image Cameras). This will be the first time we have brought all of these assets together for an exercise.

School Education

As soon as we are able to restart our KS1 learning programme, we will be working with local schools to deliver this.

Cllr Ruth Jacobs

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North Somerset Council

Report to Full Council

Date of Meeting: 20 April 2021

Subject of Report: Adoption of the North Somerset Active Travel Strategy (ATS), following strong endorsement from its public consultation (November 2020 – January 2021)

Town or Parish: All

Officer/Member Presenting: Cllr James Tonkin – Executive Member for Planning and Transport (excluding Public Transport)

Key Decision: No

Reason:

Council Report

Recommendations

To adopt the North Somerset Active Travel Strategy.

Summary of Report

The shift in central Government policy towards active travel priority and accompanying new funding, strategy and infrastructure standards since March 2020 has been notable. The [Spring 2020 budget announced £5billion for walking, cycling and public transport](#), with around £2billion of this for walking and cycling specifically. This was followed up in July 2020 with the Government's new national walking and cycling plan for England, [Gear Change: A bold vision for walking and cycling](#). This plan describes the vision to make England a great walking and cycling nation and sets out the actions required at all levels of government to make this a reality, grouped under four themes:

- better streets for cycling and people
- cycling and walking at the heart of decision-making
- empowering and encouraging local authorities
- enabling people to cycle and protecting them when they do.

This was supported by the announcement of a significant update to cycle infrastructure design standards, in the form of [Local Transport Note 1/20 \(LTN 1/20\)](#). For the first time, this made it clear that:

- Cyclists must be physically separated and protected from high volume motor traffic, both at junctions and on the stretches of road between them. White painted cycle lanes in isolation are no longer an acceptable form of cycle provision.
- Cyclists must be physically separated from pedestrians and should not share space with pedestrians. Where cycle routes cross pavements, a physically segregated track should always be provided. At crossings and junctions, cyclists should not share the space used by pedestrians but should be provided with a separate parallel route.

- There must be a demonstration of the opportunities to improve cycling provision as an expectation of any future local highway schemes funded by Government.

This clear, physical segregation for cycling is a step change away from previous guidance and is important in enabling a meaningful uptake in active travel journeys. A further announcement included the introduction of a new inspectorate, Active Travel England, to inspect and ensure that local authority-built active travel infrastructure (such as segregated cycle lanes and other active travel improvements) meet the new LTN 1/20 standards. Although this has not yet been formed, it is certainly a positive step towards ensuring that infrastructure for active travel is high quality, safe and enjoyable to use.

To provide a clear new direction on the importance of increasing active travel locally, in alignment with the updated national policy on active travel priority, North Somerset Council has developed its draft Active Travel Strategy (ATS). Following the [October 2020 NSC Executive Committee approval](#), NSC consulted on the strategy in public with residents, businesses, stakeholders and other interested parties between November 2020 and January 2021. The results of this are discussed below under the 'Consultation' section.

The aim of the ATS is to create a 10-year plan to enable, promote and increase walking, cycling and other active travel modes such as running, wheeling and scooting. It sets out an aspiration for active travel in North Somerset which is encapsulated by the vision statement for this Active Travel Strategy:

'Making walking and cycling the natural choice for a cleaner, healthier and more active North Somerset'.

The ATS sets out how we will reshape places to become healthy, vibrant and clean. Using new and improved walking and cycling infrastructure, we strive for residents and businesses to choose walking and cycling as the natural choice for short and medium length journeys and for the first and last mile of longer journeys. We aim for them to take these journeys via a safe, connected network, making active travel the most attractive option wherever possible. This will be important in working towards making our transport network carbon neutral by 2030.

The provision of a high-quality, segregated cycle network will also attract visitors to North Somerset to cycle, walk and spend more within the District. This will be to the benefit of the local economy, as we work towards a green recovery from the COVID-19 pandemic.

We have four key objectives, showing what we aim to achieve for North Somerset:

- Deliver safe and frequent active travel
- Tackle the Climate Emergency
- Drive local economic development
- Shape active travel neighbourhoods through an enabling planning system

Although we received strong support for our four objectives from the public consultation, we are proposing to amend the first objective, following feedback that public health was not as prominent in the key objectives as it should be. The first objective will therefore read:

'Deliver safe and frequent active travel to enable improved public health'

The other main changes we are proposing to make following public consultation are summarised in the 'Consultation' section of this report below.

Achieving these four objectives will result in the following successful outcomes:

- High-quality walking and cycling networks are delivered, enabling residents and visitors to make active journeys more frequently, with improved public realm and access to local shops, facilities and green spaces.
- Safety and perceptions of safety are addressed through improved infrastructure and suppressed demand for active travel is released through reallocated road space to improved walking and cycling facilities.
- Awareness is increased, supported by a strong, consistent media campaign showing the active travel options available. Residents are supported to make changes using education, training and publicity.
- Improved health and wellbeing of residents through increased regular walking and cycling, making a healthier, happier and more resilient North Somerset.
- A lower carbon transport network with lower fossil fuel and car dependency, reduced carbon emissions and improved air quality across North Somerset, especially around schools and shopping areas. Transport is playing a central role in contributing towards carbon neutrality by 2030 to help tackle the climate emergency.
- A stronger local economy, supported by improved access to work, services and businesses, as part of our green recovery from the COVID-19 pandemic. Income from tourism is higher, supported by attractive active travel facilities and the reduced dominance of cars in central spaces.
- Council spending priorities will be more focussed towards delivering identified active travel improvements and funding opportunities are maximised.
- An enabling planning system that ensures development is active travel focused.
- Other local policies ensure that new developments are active travel neighbourhoods from the outset and support the rapid growth in retrofitting our transport network to prioritise active travel.

The strategy is wide-ranging in scope, covering new infrastructure, promotion, cycle training, and opportunities which may be gained by the Council changing how it carries out existing duties. This final ATS will form a local supporting strategy to the emerging Local Plan, [Joint Local Transport Plan 4](#), and in due course, the emerging successor to the JLTP4.

The recently approved [West of England Local Cycling and Walking Investment Plan](#) (LCWIP) has helped to identify key routes for delivery / improvement and these are incorporated into the ATS. The national methodology for the LCWIP means these route improvements are mainly focussed around urban areas with significant opportunity for active mode increase, but the ATS takes a wider view of the issues and locations for improvements, including improving access to rural areas and public transport and strategic cycling corridors.

Following strong endorsement through the public consultation, as well as the Strategic planning, economic development and regeneration policy and scrutiny panel (SPEDR) being supportive of both the strategy and the proposals to strengthen it following the successful public consultation, a decision is sought to approve the final, amended ATS document and adopt it as Council policy.

Policy

The ATS is a key strategic document that interacts with a wide range of policies in North Somerset and across the West of England. It sets out how we will act to deliver key aims and objectives:

- Deliver safe and frequent active travel to enable improved public health
- Tackle the Climate Emergency
- Drive local economic development
- Shape active travel neighbourhoods through an enabling planning system

Climate Emergency Declaration

North Somerset have been making good progress increasing levels of walking and cycling, principally increasing numbers of trips through the provision of off-road networks. Between March 2017 and March 2020, North Somerset saw an increase of 25% in cycling trips (pre-COVID-19, Annual Average Daily Cycle Trips). This was significantly higher than the national trend of in this period. However, there is plenty more work to do and this strategy reframes the progress that is now required in order to deliver on our target of Net Carbon Neutrality by 2030.

The transport sector at 42%, is the largest single source of [carbon emissions in North Somerset](#). This is considerably higher than the regional (South West) average of 32% and the national average of 33% from transport (2018 figures, Gov.uk). For the West of England region, transport CO2 emissions will rise by a further 22% by 2036 if we don't act - increasing the risk of droughts, floods and extreme heat globally and extreme weather events in the South West region.

Consequently, North Somerset Council (NSC) and the other four authorities in the West of England have declared climate emergencies and are urgently working on action plans to mitigate this. The Active Travel Strategy will be an important part of North Somerset's carbon reduction action planning.

In order to achieve carbon neutrality for North Somerset by 2030, we set out in this Active Travel Strategy to increase walking and cycling trips by at least 300% by 2030. According to the 2011 Census, 1.1% of North Somerset residents cycled to work as their main transport choice (2.2% walking). We also know that there was a 25% increase in cycling trips between March 2017 and March 2020 alone, so along with other cycling and walking improvements across the district (both physical measures and awareness campaigns and training), as well as the increased environmental consciousness since 2011, we would be comfortable assuming that there was been at least a 100% increase in both walking and cycling since 2011 Census data. This would mean that the 1.1% cycling to work (2.2% walking) would have increased to 2.2% for cycling (4.4% for walking).

Setting the strategy's key target as increasing cycling (and walking) trips by 300% by 2030 would see us increase the 2.2% for cycling to work (4.4% walking) up to 8.8% of all trips to work being made by cycling (and 17.6% for walking). These are assumptions and the 2021 Census will allow us to update our baseline data in the strategy to become more accurate. However, meeting these targets would form an important jigsaw piece of enabling carbon neutrality on our transport network by 2030.

Clearly the trip to work is just one of the many types of trips that people make. It has been used here as traditionally there are more statistics available for this journey type. There is a large consensus however that monitoring other types of trips needs to

continue to improve to capture the wider spectrum of journey types, especially as post-COVID-19 commuting patterns are likely to be different. Again, the 2021 Census data will allow us to update the strategy baseline data and check that our targets are both ambitious and realistic.

Corporate Plan

The [NSC Corporate Plan 2020-24](#) was approved by Full Council in February 2020.

The draft priorities are grouped under three broad aims, and the key areas related to the ATS are described below:

1. A healthy, sustainable and thriving place
 - A great place for people to live, work and visit
 - Safe, welcoming, clean and vibrant communities
 - A reduction in our carbon footprint to net zero by 2030
 - A transport network which promotes active and low carbon travel
2. A council which empowers and cares for people
 - A commitment to protect the most vulnerable people in our communities
 - A focus on tackling inequalities, improving outcomes and encouraging healthier lifestyles
 - An approach which enables children, young people and adults to lead independent and fulfilling lives
3. As an open and smart organisation, we will
 - Engage with and empower our communities
 - Collaborate with partners to deliver the best outcomes

Public Health Strategy (including COVID-19)

The ATS supports the local and national public health agendas by making physical activity easier to incorporate into everyday life. The lack of adequate physical exercise by a large proportion of the population threatens to become a national emergency with huge implications for the wellbeing of individuals and NHS resources. The COVID-19 pandemic has had a range of impacts on people travel habits and resilience to public health threats is an important theme of the ATS.

Despite being a significant and ongoing resource and public health challenge, North Somerset Council is determined to maximise the benefits of our changed world for decarbonising the transport network and delivering public health resilience and improvement through significant active travel growth.

During peak lockdown, we saw a staggering 364% increase in cycling on one of our routes and even as we continue to 'reopen' as a district and as a nation, walking and cycling levels across our network remain much higher than pre-COVID-19 levels. The COVID-19 crisis has shown us the importance of underlying good health both physically and mentally and active travel is a very easy way for people to achieve this. It also showed the strong suppressed demand for active travel; only when motor traffic levels were down to approximately 25% of pre-COVID-19 levels did many people feel it safe enough to cycle on our transport network. Such opportunities and lessons must be harnessed.

Nationally, we are actively inputting to and responding to the changing national policy and guidance on both COVID-19 and active travel.

The update of local design guidance for cycling infrastructure, in the form of [LTN 1/20](#), was very welcomed by NSC, as it sets out for the first time that cycling should take

priority over other highway users wherever possible in order to gain Governmental funding. Accompanying updates to the Highway Code with improved priority for cycling offer vital support and make clear the national government's recent shift towards cycling as a crucial 'form of mass transit' that is key to aid social distancing and improve public health in the short term, and reduce motor vehicle dependency and carbon emissions in the medium to long term.

The recent Department for Transport's Emergency Active Travel Fund (Tranche 2) welcomes only ambitious walking and cycling scheme bids that 'must meaningfully alter the status quo on the road' and 'include segregation or point closures to through traffic'. This sets a strong agenda for mass increases in active travel via significantly improved active travel infrastructure and awareness.

The COVID-19 pandemic will continue to have a significant impact on our local and national economy. As we continue into the 'reopening' phase of the recovery, we have the opportunity to reshape and strengthen the North Somerset economy. The evidence on the increased footfall, income, vitality and general attractiveness of local shopping streets and areas that have strong pedestrian, cycle and public realm is staggering. We should not make the false assumption that prioritising access by cars will deliver economic success, where more often than not, this is just not the case.

Joint Local Transport Plan (JLTP4)

This is our 15-year vision for transport investment in the West of England. The focus for investment is on increasing the attractiveness of more active and sustainable modes, both by improving these networks and opportunities and implementing measures that can manage private car use.

JLTP4 seeks to deliver a well-connected sustainable transport network that offers greater, realistic travel choice and makes walking, cycling and public transport the preferred way to travel. The focus for investment is on increasing the attractiveness of more active and sustainable modes, both by improving these networks and opportunities and implementing measures that can manage private car use. Individuals will be empowered to change their travel habits, with sustainable modes becoming the preferred choice for journeys, if journeys need to be made at all.

Green Infrastructure Strategy

Also at the West of England 'sub-regional' level, links with the emerging [West of England Green Infrastructure Strategy](#) will be key in supporting the growth in safe and frequent active travel by maximising active travel connections with improved and greener public spaces. This will enable people to feel comfortable to dwell and spend time and money in our popular places and spaces both within towns and in our beautiful rural areas.

A successful Active Travel Strategy will rely heavily on and be interdependent on Green Infrastructure. The inclusion on elements such as permeable pavement, bioswales, planter boxes and trees will create environments that will encourage the uptake of active travel modes, and the enjoyment of the experience of both travel corridors and destination places. Meanwhile Green Infrastructure can also deliver solutions on wider issues created by the transport network (such as highway runoff) or experienced by it (e.g. stormwater runoff).

North Somerset Local Plan 2038 (Emerging)

Locally, through our emerging NSC Local Plan up to 2038, we will ensure that new developments (both residential and employment) will be active travel neighbourhoods from the outset and connect into our growing strategic cycle network.

Significant 'decarbonisation reviews' of our Parking Standards Supplementary Planning Document (SPD), Travel Plans SPD, Transport & Infrastructure Capital Works Programme and our ongoing active-travel focussed [Active Travel Fund 2 ambitious scheme package](#) will continue to ensure that the Active Travel Strategy is a strong fit with existing and emerging local policy; to reduce carbon and get North Somerset moving.

North Somerset Economic Plan (2020 Emerging document)

Transport, retail, the visitor economy and creative industries have been hit particularly hard by the COVID-19 pandemic. Unemployment has risen and our young people are especially at risk with fewer job opportunities and apprenticeships. The lockdown has also highlighted digital poverty; those without access to broadband or the right equipment and skills are at a big disadvantage. And these unprecedented times have put huge pressure on mental and physical health – highlighting the importance of well-being.

The changes to lifestyle and work as a result of the pandemic means we need a new approach to our existing economic plan, which was due to run until 2036.

Our new plan will have two core drivers: Helping those suffering economic hardships and building on the opportunities the crisis has revealed.

The priority is to first identify projects which can help residents experiencing exacerbated deprivation due to the impact of the pandemic. Job losses, business closures, reduced access to digital learning or reskilling courses must be addressed to lessen the impact felt by our vulnerable communities.

Our second driver is rooted in the changes we've all had to make to the way we live and work and the opportunities that has revealed. Economic and financial values will remain a core priority in our recovery, but the lockdown has also highlighted a different set of values. Community, connectivity and well-being, as well as a healthy and sustainable environment, are now much more prominent drivers for decision-makers.

In response, the Council is prioritising economic renewal activity around three key pillars:

- Providing inclusive growth and well-being for North Somerset people.
- Delivering digital access for all.
- Supporting green business and low carbon activities.

Other relevant policies include:

- Weston-super-Mare Town Centre Regeneration SPD
- Weston Villages SPD
- Travel Plans SPD (revised 2020 and currently being consulted)
- NSC 20mph Policy
- North Somerset Rights of Way Improvement Plan 2007-2017 (Revised 2010).
- North Somerset Road Safety Strategy (which will be brought to Executive in due course).
- Creating Sustainable Buildings and Places SPD (emerging)
- Parking Standards SPD (being revised, due for consultation in 2021)

Details

The ATS sets out our approach to supporting active travel over the next nine years to 2030. It explains how active travel delivers Council priorities. It is intended to guide the Council's decisions which impact upon active travel and sets out how the Council plans to increase active travel.

This Active Travel Strategy differs from any active travel plans and policies produced by NSC in the past. This time, we are placing active travel as the number one priority within transport planning considerations.

We are serious about decarbonising our transport network, achieving carbon neutrality by 2030 and ensuring a green and fair recovery from the COVID-19 crisis. As a result, active travel will be the first priority. After all, the first and last stages of all trips should be walking whenever possible. The strategy is intentionally ambitious and we are already developing, designing and delivering schemes that will help us achieve the ambitious targets of the strategy and also help us monitor our progress. Examples are included below.

It is our responsibility to help create and reshape environments that provide equal access for all people regardless of their physical and socio-economic mobility; not just for those who have access to a car. Reshaping can take the form of reallocation of street space, priority or through improvement in the experience. Green Infrastructure is also vital to the experience of places and streets, and the aim in the ATS is to ensure that we deliver appropriate green infrastructure improvements through all our schemes.

We will create active travel neighbourhoods from new and transform existing neighbourhoods dominated by the motor car to create green, safe and active environments for North Somerset residents, businesses and visitors. Accompanied by an enhanced, safer strategic cycle network (within and between our towns and villages), we will achieve our ultimate vision of making walking and cycling the natural choice for a cleaner, healthier and more active North Somerset. Green Infrastructure will play a key role in our active and green neighbourhoods, creating information play areas, visually breaking up space to reduce the dominance of motor vehicles, providing places to stop and spend time or rest, and redefining the street as a civil and community space, not only for the passage of motor vehicles.

We are already designing and delivering a number of flagship active travel priority and improvement schemes. The ATS includes the commitment to improve our strategic inter-urban and rural cycle routes and we are already working on the following (as just a few examples of schemes in development):

- River Avon Trail (Pill Path) between Pill and Bristol. An interim patching and vegetation management upgrade will be delivered while we develop a more permanent rebuild/reconstruction of this path;
- The North Somerset Moors Quiet Lanes network between Clevedon, Nailsea, Backwell, Yatton and Tickenham;
- The Strawberry Line Extension (Yatton to Clevedon);
- Weston-super-Mare – Clevedon 'Pier to Pier' section of North Somerset Coastal Towns Cycle Route.

The ATS also includes the policy commitment that 'we will design and build infrastructure to give priority to pedestrians and cyclists over vehicular traffic and segregate paths away from traffic wherever possible' and that we will 'create active travel neighbourhoods from new and transform existing neighbourhoods dominated by the motor car to create

green, safe and active environments.’ Our ambitious Active Travel Fund package of schemes, already under development (with the Clevedon Seafront & Hill Road Active Travel Improvements scheme already out to public consultation) will help us achieve these policy commitments. The scheme package, which includes the Moors Quiet Lanes scheme above, also contains:

- Milton Road - Baker Street Active Travel Improvements (Weston-super-Mare);
- Weston Station Active Travel Gateway (Hildesheim Bridge);
- School Pedestrian & Cycle Zone Package.

We will closely monitor:

- the public consultation on these schemes to see how we can improve the schemes further;
- the active travel take-up once they are built to show how we are progressing towards the strategy’s ambitious targets.

There are many other smaller-scale improvements we are working on delivering. Routes included are mainly derived from existing policy, engagement and prioritisation work (including the LCWIP), based on their strategic value and their potential to generate the greatest uplift in active travel. Also included are routes that promote leisure and tourism, which are essential for the economic benefits this brings across North Somerset, and to ensure that opportunities for healthy exercise are available to all residents. Proposals contained within the ATS were circulated amongst all relevant council officers. North Somerset Cycle Forum have also inputted and various elected Members. Further local schemes will also be required, especially for new development.

It is well documented that the key factors which facilitate mode shift from car to foot/bike include the following, and it is these this strategy intends to address:

- Comprehensiveness of the network (i.e. can a complete journey be made by foot/bike). The Strategy includes a detailed schedule of all the main walking and cycling routes and improvements across the District that we should be striving to deliver up to 2030. It does not mean these will all happen but helps ensure opportunities will not be missed. Specific projects will also be subject to more detailed environmental assessment and consideration as necessary as a part of their detailed project-specific management arrangements. The progress of this and implementation will be subject to council resources and success in obtaining external funding.
- Safety of the network both actual and perceived safety (i.e. greater segregation from motorised traffic is perceived as safer and will therefore attract more users). The Strategy seeks to provide safer routes and road conditions, with complementary Education, Training and Publicity (ETP) programmes aimed at all road users. This has a crucial role in supporting physical improvements.
- Attractiveness and ease of use. The Strategy includes plans to improve the maintenance of routes, provide public realm improvements, greater legibility of routes and more widespread and improved cycle parking. The safer, the more attractive, and more comprehensive the cycling and walking network is, the greater the mode shift that will be seen.

Consultation

Methods:

Following approval from NSC Executive Committee in April 2021, the public consultation started in November 2020 and ran until mid-January 2021, following an extension to the

consultation to allow more interaction and engagement over the festive period and into the new year.

Due to COVID-19 restrictions on social distancing and gatherings of people, the consultation consisted of entirely digital means. We used NSC's online portal (eConsult) as the host website for information and submission of responses, including a short questionnaire to aid the consultation responses. We also sought engagement through the use of social media (via Facebook) as well as press releases on the NSC website (shared by other local news outlets). We also directly contacted many stakeholders, including all town and parish councils in North Somerset and groups representing walking and cycling interests, to encourage them to get involved.

Internally, we set up a workshop with the Strategic planning, economic development and regeneration policy and scrutiny panel (SPEDR) to ensure that Local Member involvement and scrutiny was central in the ATS consultation, to further represent the residents, businesses and other stakeholders in North Somerset. We shared the results of the consultation (more information below) and a positive engagement session resulted in the support of SPEDR for both the strategy and the proposed changes to be made to the strategy following the consultation.

We publicised the consultation via The Knowledge to try to engage with the full range of service areas and specialisms within the Council. This proved fruitful as we engaged closely with other teams such as the Planning Policy Team, Highways Development Management and Public Health teams to ensure that their input was taken on board to strengthen the strategy. It was also important to do this to manage the information and messaging around our Active Travel Strategy public consultation in a consistent and clear manner that does not confuse or result in consultation overload for residents at the same time as other NSC consultations. For example, the NSC Local Plan Choices consultation also went live for public for engagement in November/December 2020 which was around the same time as this ATS.

Results:

We received 307 responses to the consultation via eConsult and a further 5 responses directly via email. 29 of these responses were made by organisations, the rest via individuals or otherwise not specified. There was a good mix of age demographics responding to the consultation, although the under-30s category was under-represented at just 4% of the responses. This is a consistent theme with NSC transport consultations.

Overall, the consultation responses proved to be very supportive of the strategy:

- 91% agreed that an increase in active travel (for example walking, cycling, jogging, wheeling, scooting) is needed to help North Somerset reduce its carbon emissions from transport;
- 77% of respondents voted either 'strongly agree' or 'agree' that we need to do more to give priority to pedestrians and cyclists over private motor vehicles wherever possible;
- Just 6% of respondents believe the North Somerset active travel network is 'good' (4%) or 'very good' (2%). This shows that change is both needed and wanted;
- 81% of respondents voted either 'strongly agree' or 'agree' with the ATS vision to 'Make walking and cycling the natural choice for a cleaner, healthier and more active North Somerset'.
- 76% of respondents voted either 'strongly agree' or 'agree' with the strategy's key target to increase walking and cycling trips by at least 300% by 2030. A large

proportion of the 'disagree' or 'strongly disagree' responses were qualified by comments which indicated they felt the target was not strong enough.

- Strong agreement for the four key objectives, although support for explicitly naming public health within one of the objectives and not just a sub-objective (which we have now amended);
- Strong support for the types of interventions we will make to improve walking and cycling facilities across North Somerset:
 - High Street or district centre active travel improvement schemes (82% 'strongly agree' or 'agree');
 - Active and Green Neighbourhoods (82% 'strongly agree' or 'agree');
 - 20mph limits/zones (68% 'strongly agree' or 'agree');
 - School pedestrian and cycle zones and priority walking schemes (88% 'strongly agree' or 'agree');
 - Strategic urban cycle routes (86% 'strongly agree' or 'agree');
 - Strategic inter-urban/rural cycle routes (87% 'strongly agree' or 'agree');
 - Segregated cycle lanes (84% 'strongly agree' or 'agree');

Many of the criticisms of the strategy were that it wasn't going far enough with its ambition to improve active travel, which shows the levels of support for significant and meaningful upheaval of our transport network to be rebalanced towards people and active travel and less dominated by the more carbon-emitting and less space-efficient private motor car.

As a result of the consultation responses, including the free text questions on how to improve the strategy further, we have strengthened the text around these main themes:

- Clearer on the physical & mental health benefits of active travel, including adding this as one of the four key objectives (instead of a sub-objective);
- More explanation that proposals are not 'anti-car' – we are just rebalancing what has increasingly become a heavily car-dominated network– some trips will always be needed by the car (electric vehicle!);
- Relationship to public transport, including first & last mile of trips;
- Rural connectivity: strengthen importance of and plans to improve active travel connectivity;
- More of a focus on directly asking what elderly, disabled, and young families need for active travel;
- Targets: added more detail & qualification.

Overall, we are very happy with the numbers and results of the consultation in a difficult time and believe that they strongly give a mandate to adopt the Active Travel Strategy.

Financial Implications

Costs

The ATS has no immediate direct financial impact. However, the document will inform and shape our financial allocations from within existing resources and our bidding and project development priorities. For example, we have reprioritised our Transport & Infrastructure Capital Works Programme 2021-24 to focus heavily on active travel and public transport.

The ATS outlines potential funding sources for proposals where this is known. The delivery of the ATS schemes will require further funding for proposals to be developed and delivered and this will be sought as appropriate opportunities become available e.g.

through external grants. North Somerset have a good track record in securing external and Government funding through bids.

As schemes reach deliverability, approvals will be sought through standard processes to add them to the Capital Programme.

Funding

Many schemes will require external funding and these usually require some element of match funding (for example, through our Integrated Transport Block funding from the DfT or from developer contributions).

The ATS also outlines a range of existing and proposed ETP (Education, Training and Promotion) activities, some of which is already funded and some by short term funding streams. Other proposals may require additional funding to be sought.

Where resources (including additional staff) are required this will be dealt with via the processes of the MTFP and restructuring.

There are also implications for our contracts. For example, when we receive grant allocations for scheme delivery, due to our alignment with the national policy requirements. This will mean additional sums that could be spent through the Highways term contract (currently with Skanska).

As with any new or changed infrastructure schemes, there may be indirect costs or savings associated (e.g. maintenance).

Legal Powers and Implications

None. The ATS is a guidance document and would not itself create commitments or statutory requirements on the Council, legal, financial or otherwise. There are no land or property implications as any schemes proposed would remain subject to the usual consultation, planning and land acquisition requirements.

Climate Change and Environmental Implications

The more we increase active travel the greater the reduction in transport-based emissions. The delivery of the ATS will have direct positive effects on climate change and directly eliminate polluting journeys.

The Council has included active travel within the North Somerset Council Climate Change Motion 2019 – the main aim of which is to be carbon neutral by 2030. The ATS is intended to maximise active travel within the North Somerset as rapidly as possible.

The shift away from the private motor vehicle to cycling and walking will also have direct significant positive impacts on air quality as cycling and walking do not emit particulate matter or NOx.

Risk Management

If the draft ATS draft document is not approved this will jeopardise progress of a whole range of schemes and aims of the Council as set out in the Policy section above. The key aims of this strategy are to:

- Deliver safe and frequent active travel to enable improved public health
- Tackle the Climate Emergency
- Drive local economic development

- Shape active travel neighbourhoods through an enabling planning system

If implemented, it would provide a very wide range of positive outcomes including (but not limited to) delivery on the Council's efforts to address the climate emergency, air quality, health benefits, access to work, equality and tourism. All of these are corporate aims and objectives for North Somerset Council.

Public Health is a key risk to the Authority, as shown by the COVID-19 pandemic. Delivering public health resilience is reliant on underlying good health both physically and mentally and active travel is a very easy way for people to achieve this.

The change in cycling and walking levels during the COVID-19 lockdown period evidenced the strong suppressed demand for active travel; only when motor traffic levels were down to approximately 25% of pre-COVID-19 levels did many people feel it safe enough to cycle on our transport network. Motor traffic presents risks of road dangers, air quality and noise, which can all be addressed through altering the priority and allocation of space on our streets.

As individual schemes are developed these will be subject to their own risk management procedures.

Equality Implications

Have you undertaken an Equalities Impact Assessment? No.

The ATS directly addresses current transport inequalities as it focusses on improvements for vulnerable road users such as pedestrians and cyclists, including those with disabilities.

As schemes are developed NSC officers will engage closely with user/interest groups to ensure that proposed interventions reflect the needs of vulnerable users. The objectives within the ATS align with both the cycling and walking approach within the JLTP4, and with current DfT guidance.

Active travel is an activity which is open to all. In accordance with Policy DM 33 of the Sites and Policies Plan (Part 1), new infrastructure would be planned with the path surface, gradients, and all access points designed to facilitate access by disabled people. This will be of the same standard as that provided for able-bodied people; this includes those who use wheelchairs and mobility aids.

The latest guidance and design standards will be followed during the design of and construction of this scheme and it is not foreseen that any deviations from standard will be required.

Corporate Implications

The ATS document supports the NSC policies outlined in Section 2 above.

Options Considered

Not developing the ATS would put the District at a disadvantage when applying for DfT and other external funding for cycling and walking schemes. We have therefore considered that not producing this document is not an option. Presentation of a less ambitious strategic approach will fail to deliver on our corporate aims and ambitions.

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Appendices:

Appendix 1 – NSC Active Travel Strategy (attached separately due to size constraints).

Background Papers:

None.

NORTH SOMERSET COUNCIL

Active Travel Strategy 2020 – 2030

Making walking and cycling the natural choice for a cleaner, healthier and more active North Somerset

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EXECUTIVE SUMMARY

Ambition and vision

Active Travel refers to the movement of people or goods by using the physical activity of a person for movement. During this Active Travel Strategy, active travel refers to the most popular forms walking and cycling most commonly, but also includes important options such as running, wheeling and scooting.

The aspiration for active travel in North Somerset is represented by the ambitious but achievable vision statement for this Active Travel Strategy:

'Making walking and cycling the natural choice for a cleaner, healthier and more active North Somerset.'

Within North Somerset, we will use active travel improvements to help reshape places to become healthy, vibrant and clean. Using new and improved walking and cycling infrastructure, we strive for residents and businesses to choose walking and cycling as the natural and enjoyable choice for short and medium length journeys and for the first and last mile of longer journeys. We aim for residents to take these journeys via a safe, connected network, making active travel the most attractive option wherever possible. This

will be important in working towards making our transport network carbon neutral by 2030.

The provision of a high-quality, segregated cycle network will also attract visitors to North Somerset to cycle, walk and spend more within the District. This will be to the benefit of the local economy, as we work towards a green recovery from the COVID-19 pandemic.

We have four key objectives, showing what we aim to achieve for North Somerset:

- Deliver safe and frequent active travel to enable improved public health.
- Tackle the Climate Emergency.
- Drive local economic development.
- Shape active travel neighbourhoods through an active travel focused planning system.

Achieving these four objectives will result in the following successful outcomes:

- High-quality walking and cycling networks are delivered, enabling residents and visitors to make active journeys more frequently, with improved public realm and access to local shops, facilities and green spaces.
- Safety and perceptions of safety are addressed through improved infrastructure and suppressed demand for active travel is

released through reallocated street space to improved walking and cycling facilities, as well as to public transport interchanges such as bus stops and railway stations.

- Awareness is increased, supported by a strong, consistent media campaign showing the active travel options available. Residents are supported to make changes using education, training and publicity.
- Road safety awareness will also be increased through an ongoing positive campaign that highlights the needs and safety of pedestrians and cyclists.
- Improved physical, mental health and wellbeing of residents through increased regular walking and cycling, making a healthier, happier and more resilient North Somerset.



- A lower carbon transport network with lower fossil fuel and car dependency, reduced carbon emissions and improved air quality across North Somerset, especially around schools and shopping areas. Transport is playing a central role in contributing towards carbon neutrality by 2030 to help tackle the climate emergency.
- A stronger local economy, supported by improved access to work, services and businesses, as part of our green recovery from the COVID-19 pandemic. Income from tourism is higher, supported by attractive active travel facilities and the reduced dominance of cars in central spaces. Council spending priorities will be more focussed towards delivering identified active travel improvements and funding opportunities are maximised.
- An active travel focused planning system that ensures development is active travel focused, and minimises the need for car travel. Other local policies will ensure that new developments are active travel neighbourhoods from the outset and support the rapid growth in retrofitting our transport network to prioritise active travel.

Foundations and the context for change

North Somerset has laid strong foundations for a significant rise in walking and cycling through to 2030. Between March 2017 and March 2020, North Somerset saw an increase of 25% in cycling trips (pre-COVID-19, Annual Average Daily Cycle Trips). This was significantly higher than the national trend in this period. This has been partly due to the delivery of some flagship strategic active travel routes, including the increasingly popular Festival Way commuter-route into Bristol from Nailsea and Backwell (via Long Ashton) and the more leisure-focused Brean Down Way section of our ambitious North Somerset Coastal Towns Cycle Route. When completed this route will link the Somerset and North Somerset Coast with Bristol via our three coastal towns of Weston-super-Mare, Clevedon and Portishead.

However, there is plenty more work to do. In order to help achieve carbon neutrality for North Somerset by 2030, we set out in this Active Travel Strategy to **increase walking and cycling trips by at least 300% by 2030**. A baseline of 2.2% for cycling and 4.4% for walking has been assumed. Refer to Section 6, Monitoring & Evaluation for further information.

It is only by setting ambitious aims like this that we will raise our game sufficiently to ensure that the North Somerset transport network and its users are contributing to carbon neutrality as much and as soon as possible.

The United Nations Intergovernmental Panel on Climate Change (IPCC) has warned that a rise in temperatures of just 1.5 degrees could lead to ecological, environmental and humanitarian



disaster. The Panel concludes we will require rapid, far-reaching and unprecedented changes in all aspects of society to avoid this. This is especially true for the transport sector which, at 42%, is the largest single source of carbon emissions in North Somerset. This is considerably higher than the regional (South West) average of 32% and the national average of 33% from transport (2018 figures, Gov.uk). For the West of England region, transport CO2 emissions will rise by a further 22% by 2036 if we don't act – increasing the risk of droughts, floods and extreme heat globally and in the South West Region. Consequently, North Somerset Council (NSC) and the other four authorities in the West of England have declared climate emergencies and are urgently working on action plans to mitigate this. The Active Travel Strategy will be an important part of North Somerset's carbon reduction action planning.

2020 was already set to be a year for active travel growth with the climate emergency and resulting work on decarbonising transport well underway. Momentum was building, with young people particularly helping to invigorate climate action, supported by a moving speech from global climate activist Greta Thunberg in nearby Bristol at the end of February 2020. This helped represent the West of England's ambition and commitment for carbon neutrality via meaningful carbon action.

This was before the COVID-19 global pandemic dramatically changed the world as we know it. Despite being a significant and ongoing resource and public health challenge, North Somerset Council is determined to maximise the benefits of our changed world for decarbonising the transport network and delivering public health resilience (both physical and mental) and improvement through significant active travel growth. During peak lockdown, we saw a staggering 364% increase in cycling on some routes and even as we continue to 'reopen' as a district and as a nation, walking and cycling levels overall remain higher than pre-COVID-19 levels. The COVID-19 crisis has shown us the importance of underlying good health both physically and mentally and active travel is a very easy way for people to achieve this. It also showed the strong suppressed demand for active travel; only when motor traffic levels were down to approximately 25% of pre-COVID-19 levels did many people feel it safe enough to cycle on our transport network. Indeed, many people have found they can work well at home, at least some of the time, reducing their car dependency. Such opportunities and lessons must be harnessed.

Work is required to deliver safe and frequent active travel and we will use this unique opportunity to decarbonise our transport network, improve public health and transform our often car-dominated streets and town centres; not just

for the benefit of us all today but for generations to come.

This Active Travel Strategy has strong links with other important strategies, plans and guidance at the local, regional and national levels. Our ambition to make active travel the natural choice for short journeys and a part of longer ones reflects this key ambition set out in the Government's Cycling & Walking Investment Strategy. The Department for Transport's publication of updated guidance, Cycle Infrastructure Design, LTN 1/20, builds on this as it sets out for the first time that cycling should take priority over other highway uses wherever possible, in order to gain Governmental funding. This has all been very welcomed by NSC. Accompanying updates to the Highway Code with improved priority for cycling offer vital support and make clear the national government's recent shift towards cycling as a crucial 'form of mass transit' that is key to aid social distancing and improve public health in the short term, and reduce motor vehicle dependency and carbon emissions in the medium to long term. The Department for Transport's Active Travel Fund (Tranche 2) welcomes only ambitious walking and cycling scheme bids that 'must meaningfully alter the status quo on the road' and 'include segregation or point closures to through traffic'. This sets a strong agenda for mass increases in active travel via significantly

improved active travel infrastructure and awareness.

The COVID-19 pandemic will continue to have a significant impact on our local and national economy. As we continue into the 'reopening' phase of the recovery, we have the opportunity to reshape and strengthen the North Somerset economy. The evidence on the increased footfall, income, vitality and general attractiveness of local shopping streets and areas that have strong pedestrian, cycle and public realm is staggering. We should not make the false assumption that prioritising access by cars will deliver economic success, where more often than not, this is just not the case.

At the West of England 'sub-regional' level links with the emerging West of England Green Infrastructure Strategy will be key in supporting the growth in safe and frequent active travel by maximising active travel connections with improved and greener public spaces. This will enable people to feel comfortable and spend time and money in our popular places and spaces both within towns and in our beautiful rural areas.

Locally, through our emerging NSC Local Plan up to 2038, we will ensure that new developments (both residential and employment) will be active travel neighbourhoods from the outset and connect into our growing strategic cycle

network. Significant 'decarbonisation reviews' of our Parking Standards Supplementary Planning Document (SPD), Travel Plans SPD, Transport and Infrastructure Capital Works Programme and our ongoing active-travel focussed COVID-19 response (including the ambitious Active Travel Fund Tranche 2 scheme work) will continue to ensure that the Active Travel Strategy is a strong fit with existing and emerging local policy; to reduce carbon and get North Somerset moving.

It's different this time...

This Active Travel Strategy differs from any active travel plans and policies produced by NSC in the past. This time, active travel will be the number one priority within transport planning and considerations. We are serious about decarbonising our transport network, achieving carbon neutrality by 2030 and ensuring a green and fair recovery from the COVID-19 crisis. As a result, active travel will be the first priority. After all, the first and last stages of all trips should be walking whenever possible. This is not to say that cars, (and increasingly electric vehicles) do not have a place – some journeys will always remain difficult by other means. However, current levels of motor traffic, and a certain level of driver behaviour that is not as accepting of, or careful around those who actively travel as it should be, squeezes out this possibility for many people.

It is therefore our responsibility to help create and reshape environments that provide equal access for all people regardless of their physical and socio-economic mobility; not just for those who have access to a car. We will create active travel neighbourhoods from new and transform existing neighbourhoods dominated by the motor car to create green, safe and active environments for North Somerset residents, businesses and visitors. Accompanied by a growing, enhanced, safer strategic cycle network (within and between our towns and villages), we will achieve our ultimate vision of making walking and cycling the natural choice for a cleaner, healthier and more active North Somerset.



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Our vision for active travel

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Foundations for future success

Section 3:
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Deliver safe and frequent active travel to enable improved public health

- Deliver infrastructure and awareness
- Achieve meaningful health and social benefits
- Collaborate effectively with internal and external partners

Objective 2:
Tackle the climate emergency

- Reduce reliance on fossil fuels and car dependency
- Improve air quality and public realm

Objective 3:
Drive local economic development

- Improve access to services, jobs and training
- Guide spending priorities and maximise funding opportunities

Objective 4:
Shape active travel neighbourhoods through an active travel focused planning system

- Guide development planning to create active travel communities
- Ensure local supporting policies and SPDs help to expediate active travel growth

Section 5:
Funding and delivery

Section 6:
Monitoring and evaluation

Section 7:
Summary of objectives and interventions

Section 8:
Conclusions and key points

Appendices

SECTION 1:

Our vision for active travel

Active Travel refers to the movement of people or goods by using the physical activity of a person for movement. During this Active Travel Strategy, active travel refers to the most popular forms walking and cycling most commonly, but also includes important options such as running, wheeling and scooting. The wide range of benefits of active travel are well-documented for public health (both mental and physical), air quality and the environment, social interaction and for providing key forms of transport connectivity to help the economy at local, regional and national levels.

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The aspiration for active travel in North Somerset encompassed in the ambitious but achievable vision statement for this Active Travel Strategy:

'Making walking and cycling the natural choice for a cleaner, healthier and more active North Somerset.'

This is supported by four key objectives:

- Deliver safe and frequent active travel to enable improved public health.
- Tackle the Climate Emergency.
- Drive local economic development.
- Shape active travel neighbourhoods through planning.

Within these four key objectives are more detailed sub-objectives. These help to achieve several

successful outcomes for active travel in North Somerset and are shown in Table 1.

Carbon neutrality

North Somerset Council declared a Climate Emergency in 2019 and we have since set out our [Climate Emergency Strategy](#) and accompanying [Climate Emergency Action Plan](#) (both agreed in 2019). As part of this, we commit to becoming carbon neutral by 2030. But what does this mean?

Carbon neutrality means having a balance between emitting carbon and absorbing carbon from the atmosphere in carbon sinks. The end result, carbon neutrality, is net zero carbon emissions.

We are working hard to 'decarbonise' our transport network (as well as all other sectors within North Somerset, including business, housing and many others) – that is reduce the carbon we are using through transport, such as choosing active travel for short journeys or to get to public transport – instead of the petrol or diesel car. This Active Travel Strategy has an important role to play in setting out how we do this.

Reducing our carbon to a 'carbon neutral' status is a huge challenge and one that will only be achievable by increasing opportunities to store carbon, such as through planting trees (that store carbon) and allowing regularly maintained natural areas such as grass banks and verges to grow longer. North Somerset's Rewilding

programme sets out to plant over 50,000 young trees in our area, as well as allowing grass to grow longer to reduce our carbon footprint and encourage wildlife.

We know that carbon offsetting is just a part of the ambitious aim to become carbon neutral by 2030, with most of the carbon reduction coming from making changes to the daily choices we make, with transport currently the most carbon emitting sector both in North Somerset and nationally. Whether walking, scooting or cycling to school and work, working from home more to reduce travel or using active travel to get to the shops and to see friends and family; we all have a big role to play in making greener, cleaner and more active choices to become carbon neutral and address this climate emergency.

Interventions

Throughout this Active Travel Strategy, every time there is a commitment for NSC to 'intervene', that is a sentence that starts with '**We will**', it represents an '**Intervention**' for NSC to provide action to improve active travel. For example, in Section 2, we outline how:

We will embark on a programme of delivering Active Travel Neighbourhoods to improve the safety and attractiveness of active travel for residents, businesses and visitors in our towns and villages.



All of these 'Interventions' will be displayed in **bold green** font to outline their importance. These Interventions are included throughout the main body of this strategy (largely from Section 4 onwards) and are summarised in a Table 3 in Section 7. This table also shows which of the Objectives each Interventions contribute towards.



Table 1: Objectives, Sub-Objectives and Outcomes for the Active Travel Strategy

Objectives	Sub-objectives	Outcomes
Deliver safe and frequent active travel to enable improved public health	Deliver infrastructure and awareness	<ul style="list-style-type: none"> High-quality walking and cycling networks are delivered, enabling residents and visitors to make active journeys more frequently, with improved public realm and access to local shops, facilities and green spaces Safety and perceptions of safety are addressed through improved infrastructure and suppressed demand for active travel is released through through reallocated street space to improved walking and cycling facilities, as well as to public transport interchanges such as bus stops and railway stations Awareness is increased, supported by a strong, consistent media campaign showing the active travel options available. Residents are supported to make changes using education, training and publicity
	Achieve health and social benefits	
	Collaborate effectively with internal and external partners	
Tackle the Climate Emergency	Reduce reliance on fossil fuels and car dependency	<ul style="list-style-type: none"> Road safety awareness will also be increased through an ongoing positive campaign that highlights the needs and safety of pedestrians and cyclists.
	Improve air quality and public realm	
Drive local economic development	Improve access to jobs and services	<ul style="list-style-type: none"> Improved physical, mental health and wellbeing of residents through increased regular walking and cycling, making a healthier, happier and more resilient North Somerset A lower carbon transport network with lower fossil fuel and car dependency, reduced carbon emissions and improved air quality across North Somerset, especially around schools and shopping areas. Transport is playing a central role in contributing towards carbon neutrality by 2030 to help tackle the climate emergency
	Guide spending priorities and maximise funding opportunities	
Shape active travel neighbourhoods through planning	Guide development planning to create active travel communities	<ul style="list-style-type: none"> A stronger local economy, supported by improved access to work, services and businesses, as part of our green recovery from the COVID-19 pandemic. Income from tourism is higher, supported by attractive active travel facilities and the reduced dominance of cars in central spaces Council spending priorities will be more focussed towards delivering identified active travel improvements and funding opportunities are maximised A planning system that ensures development is active travel focused. Other local policies ensure that new developments are active travel neighbourhoods from the outset and support the rapid growth in retrofitting our transport network to prioritise active travel
	Ensure local supporting policies and SPDs help to expediate active travel growth	

SECTION 2:

Foundations for future success



This Strategy builds upon our recent foundation-setting for facilitating growth in active travel. We have successfully delivered flagship strategic cycle network schemes, including:

- The Festival Way shared-use commuter route, providing off-road cycle access from Nailsea and Backwell to Bristol via Flax Bourton, Long Ashton and the Long Ashton Park and Ride. For commuters and tourists alike, it has seen a year on year increase in use since its opening in 2013. It saw an increase of 364% in cycling numbers during peak lockdown in May 2020.
- The Brean Down Way, completed in 2017 is the first section of our ambitious Coastal Towns Cycle Route, already proving very popular with approximately 100,000 trips per year. It connects Somerset's picturesque Brean Down and the Brean holiday resort with the bustling Weston-super-Mare promenade via paths through nature reserves.
- A371 Locking Parklands to Haywood Village shared use cycle path, providing active travel connection between two new major development locations (with onward linkages with Weston Town Centre)
- The very popular Strawberry Line off-road shared-use path, along the old Strawberry Line rail route between Clevedon and Cheddar. This provides active travel connections for leisure trips and commuters between Winscombe (and on into Somerset) in the south, Congresbury and the A370 and Yatton Railway Station in the north.

These highly successful schemes have been delivered through a mixture of strong funding bids to external agencies and government departments as well as local contributions, with some private developer contributions. We also continue to deliver a programme of more 'local'

cycle improvement schemes using extremely limited local resource, with funding contributions towards schemes like the Uphill Road North cycle link (as part of the Coastal Towns Cycle Route) and active travel, public realm and public transport improvements at Alexandra Parade in Weston-super-Mare town centre.

Levels of cycling at key employers such as Weston College and North Somerset Council continue to rise through the provision of infrastructure and support through Business Engagement, funded through the Local Sustainable Transport Fund and the Access Fund. Significant work is ongoing engaging with schools, by helping them develop and commit travel plans to increase walking and cycling levels amongst pupils, which has been increasing as a result of these interventions.

Overall, thanks to the early progress achieved above, active travel is increasing in North Somerset. But it is not growing fast enough to contribute sufficiently to achieving carbon neutrality by 2030 and tackling the climate emergency.

To speed up the transition to active travel,

we will accelerate improvements to our strategic cycle network routes, allowing medium to long distance active travel for leisure, education and commuter trips (via segregated cycle paths, cycle lanes and active travel focused 'Quiet Lanes').

This allows those key connections between our towns, villages and countryside and beyond into Bristol, Bath and North East Somerset and Somerset.

As well as these between-settlement 'strategic' routes

we will embark on a programme of delivering Active Travel Neighbourhoods to improve the safety and attractiveness of active travel for residents, businesses and visitors in our towns and villages.

Improving access to key facilities and improving the public realm in town and village centres – making popular areas feel cleaner, greener and more attractive for active travel and for residents and visitors to just 'dwell' – is crucial to getting people out of their cars and onto their feet and their cycles; for the good of themselves, the economy and the environment.

Providing this infrastructure is important to shift trips to walking and cycling as a safe, attractive travel choice. However, without sufficient awareness boosting, all potential users (everyone in North Somerset) will not be aware of the active travel option and all the benefits that come along with it.

We will increase Education, Training and Promotion (ETP) for active travel, for events and for all existing and new active travel infrastructure across North Somerset.

Only with this intervention will we achieve any meaningful shift towards the greener, lower-carbon transport choices of walking and cycling; enabling residents and businesses to choose active travel as the natural choice for regular journeys and for this to be an enjoyable and rewarding experience.



SECTION 3:

Challenges and opportunities

Of course, there are a number of challenges for active travel success. The most important challenges are identified below, along with an opportunity that is available to be harnessed from each challenge.

Challenges...

Culture shift: creating a positive attitude to active travel

Road safety and air quality concerns breeding a lack of confidence

Lack of awareness of active travel routes and options

Lack of appropriate active travel infrastructure

Lack of funding for active travel infrastructure, historical and present

Failure to manage demand for private car

Geography of North Somerset

Economy of North Somerset

Creating equal and fair access

Opportunities...

Harness the momentum from growth in active travel seen during COVID-19 lockdown and from growing acceptance of urgency of climate emergency

Traffic calm and reallocate street space to footway, cycleway, public open space in areas of most need (town/village centres, tourist spots, road safety hotspots). Promote active travel awareness campaigns to improve road safety.

Increase Education, Training and Promotion of cycling on the highway and awareness boosting of off-road/segregated/ Quiet Lane cycle and walking routes

Deliver enhanced programme of active travel infrastructure including Active Travel Neighbourhoods and strategic cycle network

Maximise fresh impetus in national funding for active travel and reprioritise internal investment for active travel first within transport, planning and maintenance

Start to use demand management tools such as reallocating highway and parking spaces in town centre areas for walking, cycling and public open space

Continue to upgrade the strategic network along flat land and valley floors between settlements. Promote awareness of electric bikes for hills and longer distances

Deliver and document the positive impact of prioritising active modes and reducing car dominance in driving economic success

Providing facilities for all forms of disability. Ensure our work improves conditions for the poorest and most disadvantaged in society

SECTION 4:

Objectives and interventions

Objective 1:

Deliver safe and frequent active travel to enable improved public health

1.1 Deliver infrastructure and awareness

North Somerset Council has a well-established track record in delivering active travel schemes, supported by Education, Training and Publicity (ETP) programmes. We must build on this success and further accelerate strong growth in active travel seen during the COVID-19 crisis. During lockdown we saw a situation where people took to using the transport network for walking and cycling, despite the provision of active travel infrastructure still being well below acceptable levels for new and lower-confidence pedestrians and cyclists. A big factor in this increase was due to a reduced level of car use. We are going to learn from this and actively prioritise our networks for walking and cycling.

Delivery and design standards

The good design of walking and cycling infrastructure is key to increasing the usage and maximising the impact of facilities. All new walking and cycling facilities must be designed to current best practice design standards whilst existing infrastructure needs to be reviewed and upgraded to ensure that it remains fit for purpose and of a condition which provides safe and comfortable access for all users. All our highway

engineers need to be familiar with the latest guidance and best practice – for example [LTN 1/20](#) – we intend to run training workshops to ensure this.

We will:

- run workshops to ensure that all internal NSC highway engineers, planning, regeneration, Elected Members (and all other relevant or interested teams and officers) are familiar and comfortable using latest guidance and best practice design standards for walking and cycling infrastructure, learning from national and international best practice
- deliver on the five design principles set out by the Department for Transport which are the essential requirements to achieve more people travelling by active modes, based on best practice both internationally and across the UK.

Networks and routes should be Coherent; Direct; Safe; Comfortable and Attractive. Inclusive design and accessibility are to run through all five of these core design principles, in order to provide infrastructure that caters for the

broadest range of people. Walking and cycling infrastructure should be accessible to everyone from 8 to 80 and beyond: it should be planned and designed for everyone. The opportunity to walk and cycle in our towns and villages should be universal.

For existing infrastructure, and where pedestrian and cycle desire lines have been identified, the LCWIP audit process will be followed before any changes to a route are carried out. This will ensure opportunities for improvements are not missed. It will also guide which routes should be prioritised for investment. Multi-modal audits will be carried out at all stages of a scheme to ensure active mobility is not compromised.

We will use audit processes (both LCWIP and multi-modal) to prioritise important, quick-win and value-for-money infrastructure improvements to our existing walking and cycling network.

All walking and cycling provision must be designed or adapted to facilitate access by disabled people which is of the same standard as that provided for able-bodied people. This includes those who use wheelchairs, mobility aids, and cycles of various kinds as mobility aids, as well as people with sensory impairments.



Case study: West of England LCWIP

The priorities of walking and cycling infrastructure for the West of England is shaped by a vision for investment in strategic and local infrastructure. The West of England wide Local Cycling and Walking Infrastructure Plan (LCWIP) has developed packages to improve walking, cycling and other forms of active travel, as well as public realm.

The West of England LCWIP is a significant step towards transforming active travel in the region. The Plan proposes investment of £411m by 2036, improving the environment for cyclists and pedestrians, focussing on 30 local high streets as well as improvements along 55 continuous cycle routes across the West of England region.

The five West of England authorities, Bath & North East Somerset, Bristol, North Somerset and South Gloucestershire councils and the West of England Combined Authority (WECA), are aiming to provide high quality infrastructure to ensure the West of England is a region where cycling and walking are the preferred choices for shorter trips and to access public transport.

This plan was adopted in June 2020 and builds on the draft published as part of a public consultation held earlier in the year – receiving nearly 2,000 responses from across the region. North Somerset Council have adopted the proposed infrastructure improvements for North Somerset within this Active Travel Strategy (please see Appendix 2 for more details).

Surfaces and access points must be smooth, free draining, and designed to accommodate walkers and cyclists of all abilities whilst gates and access controls should be omitted where possible. Where not possible, for design and inclusivity purposes, a cycle should be considered as a vehicle 1.2m wide by 2.8m long, as per Highways England's Interim Advice Note 195/16 (IAN 195/16).

While in some cases deviations from design standards may be required due to a site's particular conditions, such deviations should be a last resort and only used where no practical alternative exists. One example is where livestock must be controlled and no other solution found. RADAR gates can also be used but should also be a last resort.

Prior to the design, construction, or adoption of any walking or cycling facility, a literature review should be undertaken to ensure that current design standards and best practices are being followed where relevant. The most relevant current guidance which should be listed in the following box.

Current design guidance:

- Local Transport Note 1/20 (July 2020). This replaces previous guidance LTN 2/08 and LTN 1/12
- Local Transport Note 1/04 'Planning and Design for Walking and Cycling'*
- Interim Advice Note 195/16 Cycle Traffic and the Strategic Road Network – HE
- NSC Highways Development Design Guide (currently being updated, to be adopted early 2020)
- Planning for Cycling – CIHT
- Guide to Inclusive Cycling (2019) – Wheels for Wellbeing
- Designing for Cycle Traffic, International principles and practice – ICE

It should also be recognised that walkers and cyclists have different needs that unless considered carefully can lead to conflict. The specific needs of all users should be considered at all stages of the design process. Shared spaces in urban environments should be avoided if at all possible. Where (lesser used) rural paths are shared adequate provision, such as width and forward visibility, should be provided, and equestrian needs considered.

Wherever practical and where it does not compromise safety, priority will be given to walkers and cyclists as opposed to vehicular traffic; for example, at access ways or junctions of roads with lower levels of traffic. The alignment of new paths will be segregated from carriageways as much as possible, for example, by including grass verges or studs in between paths and the carriageway edge.

Frequent access points should be provided on cycle paths where adjacent to carriageways as a way of encouraging users to exit and join the carriageway with ease. Crossing points should be frequent, on all desire lines, and with good visibility. Controlled crossings should provide for cyclists wherever necessary.

The needs of visually impaired users will continue to be accommodated including, where relevant, consideration of strong contrasting colours and tactile features to indicate where surfaces are to be shared or segregated.

We will design and build infrastructure to give priority to pedestrians and cyclists over vehicular traffic and segregate paths away from traffic wherever possible. This will transform our transport network from spaces where people are 'able' to walk and cycle to environments in which they are 'invited' to walk and cycle.

Enhancement features

Walking and cycling are much more engaging modes of transport compared to travelling in motor vehicles. As a result, the inclusion of interactive features can greatly enhance the enjoyment, and hence likelihood of repeated use, of walking and cycling routes. Such features can also enhance inclusivity by providing stopping or resting points for less able users. These features enhance walking and cycling routes, and more generally our popular places and spaces, and will be maximised wherever possible.

This will help us to deliver the wider economic and social need for streets that invite us to linger and dwell, to socialise and play. The creation of low-traffic or traffic-free spaces mean children can enjoy being more active and sociable, allowing our streets to be transformed into cleaner, safer and more welcoming places for people of all ages. Some of the key interventions can consist of the following:

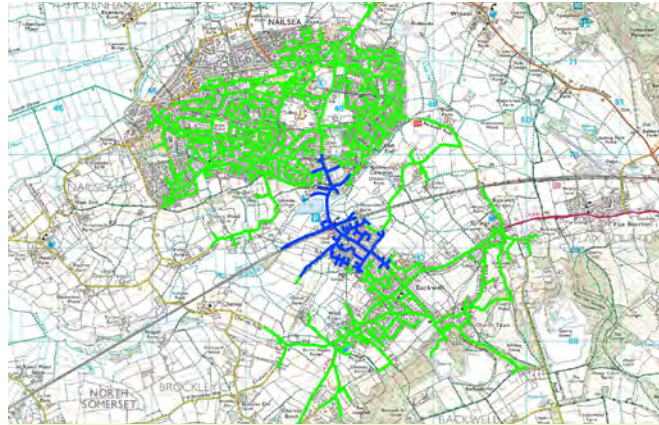
- seats and benches (these help older and disabled people consider a walk or make it easier for them, particularly on steep hills)
- public art and displays
- interpretation and notice boards
- planting, trees, landscaping and picnic areas
- mileposts
- ecological features
- 'Pop-up' or permanent cafe or refreshment stops.

Case study: Cycling and Walking Journey Distances and Times

We recognise that for many people, cycling is more attractive than walking. For many other people, walking is more attractive or may be the only option. Cycling is not more important than walking, but in this Active Travel Strategy it may sometimes seem that cycling is being emphasised and referenced more often than walking.

The infographic to the right shows routes providing a 10-minute walk (in blue) and a 10-minute cycle (in green) to Nailsea & Backwell Railway Station from the Nailsea & Backwell area.

The map shows that nearly the whole of Nailsea and Backwell are within a 10-minute cycle from the station, whereas the relatively small areas in south Nailsea and north-west Backwell (shaded in blue) show how walking to the station within 10 minutes is far more limited. Cycling can therefore offer a far greater reach in terms of the shorter journey times and greater distances for those choosing to or are able to cycle instead.



As a result, many of our active travel improvement schemes prioritise improving the environment and infrastructure for cycling to local facilities such as shops, schools, workplaces and transport interchanges as it unlocks a far greater area and number of people to choose active travel to get to where they need to be quickly, safely and conveniently.

We continue to understand the huge role of walking on a more local level to get people to their destinations on a regular basis. We remain committed to investing in making walking and other forms of active travel such as jogging the natural choice for shorter, local journeys or to public transport options to go further afield.

Sometimes enhancement features may be implemented across both new and existing infrastructure, for example mileposts or public art trails. It may also be possible to find funding for enhancement features beyond the scheme construction budget, for example, Arts Council funding.

We will incorporate the attractive features such as benches, public art, notice boards, planting and landscaping on or close to walking and cycling routes wherever possible.

Wider Infrastructure

A multi-modal design approach will help deliver the strategy by overcoming barriers.

The interventions below are required to achieve and maintain the necessary behavioural change; encouraging and empowering more residents to travel actively for shorter journeys, instead of driving when making new trips.

As set out in the DfT's Cycling Delivery Plan (2014)

we will seek also to 'cycle proof' the road network – to ensure that active modes are considered as first priority at the design stage of new or improved road infrastructure.

The Government and NSC want to ensure that all cycling interventions, wherever possible, benefit both the walking and cycling environment and, by considering the most vulnerable road users first, avoids bringing pedestrians and cyclists into conflict.

North Somerset Council's position on new road infrastructure:

As specified in North Somerset Council's Executive Committee decision to adopt the West of England Joint Local Transport Plan 4 (JLTP4) in February 2020, the Council's position on the building of new road infrastructure is as follows:

We will only construct new roads to provide access to major development sites, to improve transport corridor flow at pinch-points that will have benefits for public transport connectivity, air quality, public realm or to provide road safety improvements, or to reallocate street space to more sustainable modes on existing roads (to optimise the use of highway space).'

This shows the Council's commitment to enabling a carbon neutral North Somerset transport network by 2030, by only building new road infrastructure to facilitate improvements to other, less carbon-emitting transport choices.

This Executive Committee Report is available to view on the North Somerset Council website.

Concerns over safety are often cited as one of the main reasons why people do not cycle or walk. Perceptions as well as real road dangers need addressing in tandem (for example nationally those who already cycle have better perceptions of cycling safety than non-cyclists). For people to choose to walk or cycle the conditions needs to be right. The street environment can be a discouragement to walking and cycling with a real or perceived threat of high traffic speeds, road safety, noise and poor air quality. Poor signage and route legibility also contribute to a hard to follow and therefore less attractive walk, jog, wheel, scoot or cycle.

We will develop an infrastructure network of high capacity, quality cycle tracks along main road corridors as well as a plan for strategic cycling infrastructure to address missing links, pinch-points and safer cycling within neighbourhoods.

There are many different types of interventions we will use to deliver safe and frequent active travel:

- road safety and awareness campaigns targeted at all road users
- traffic calming
- speed limits
- reallocation of street space, including on-carriageway cycle lanes and advance stop lines

- contra-flow cycle lanes
- implementation of road user hierarchies
- use of Intelligent Transport Systems
- pedestrian crossings and footway maintenance
- designing out crime, such as increasing natural surveillance (for example avoiding largely hidden, narrow alleyways)
- improved signage and route legibility
- urban realm improvements
- public cycle pumps and parking.

We will use a package of measures as part of our Active Travel Neighbourhood programme, to prioritise walking and cycling, reduce vehicle dominance and improve public open space in town and village centres.

Cycle parking

Cycle parking makes a statement that cyclists are welcome, enables cycles to be parked conveniently and securely at facilities, businesses and homes, and encourages cycling.

A cycle audit of North Somerset's main towns was completed in 2017 to inform the need for the increased provision.

Adequate cycle parking, normally in the form of 'Sheffield' stands, needs to be provided at convenient locations – including shops, tourist attractions, workplaces, schools, leisure centres and railway stations. After all, per square metre, cycle parking can deliver 5 times higher retail spend than the same area of car parking. Further to this, a compact town optimised for walking and cycling can have a "retail density" (spend per square metre) 2.5 times higher than a typical urban centre¹.

North Somerset Council's Parking SPD sets out minimum cycle parking standards for new developments. Cycle parking needs to be further addressed on-street and at local town, village and retail centres over this Strategy period. This is most effective as small groups of stands in lots of places rather than large banks of racks and should be convenient to building entrances. Grant match-funding for cycle parking has been provided to schools and workplaces over the past



Photo: Aliaksander Karankevich/Shutterstock.com

seven years through our 'Claim a Stand' scheme, and subject to funding will continue.

We will work with private businesses, organisations and stakeholders to fund and improve cycle parking provision both on-street and at town, village and retail centres. This includes working to provide secure bike storage for people living in HMOs (houses of multiple occupancy) or flats/apartment blocks, where people living in small or crowded accommodation are likely to struggle with bike storage. Where this is not possible we will work to promote the use of folding bikes for easier storage and more active and green travel choices.



Holistic Interventions and awareness boosting

Without knowledge that a route exists, or that a journey is achievable by active means, then infrastructure improvements will not meet their full potential. This is recognised by the DfT who recommend a reasonable proportion of an infrastructure scheme budget should be spent on so called 'soft' measures. To achieve the highest Benefit/Cost Ratios (BCRs) for the improvement scheme, the principle has been established that capital investment should be balanced by revenue supported Education, Training and Publicity (ETP).

Research for the DfT ('Finding the Optimum: Revenue / Capital Investment Balance for Sustainable Travel', 2014) has shown that nearly all infrastructure (capital) schemes are more effective when complemented by an element of revenue funded education, training and promotion (ETP).

¹ https://www.gov.uk/government/publications/the-value-of-cycling-rapid-evidence-review-of-the-economic-benefits-of-cycling?fbclid=IwAR0pAvkhZl8lW6Qip6J0gcbBEFhNNN20shahqc8AZybYbg4_SvCJjr-kQuA#

The amount that's appropriate can vary significantly. For example, a network of new and improved routes in a town with a low baseline of cycling will require a whole change in culture to maximise the full potential benefit of these. This is because cycling, and to a lesser degree walking, require more than just the provision of routes to encourage greater uptake. A holistic approach is required that overcomes all the potential barriers to more active travel. Marketing of existing and new infrastructure is essential to maintain current users and encourage uptake. Those already active need targeting to ensure they are aware of new provision and this includes potential visitors from outside of North Somerset.

As part of their 'Moving the Nation' framework (2018), the Cycling and Walking Alliance prioritised five policy changes to begin the transformation of our roads and streets and trigger wider societal change towards active travel. Along with Speed, Space, Safety and Priority, Culture is an important strand that will need to adjust for us to meaningfully alter the status quo on our transport networks to active travel priority but also our attitude towards active travel as a realistic, attractive and first choice form of transport for as many short and medium journeys as possible.

Active mobility culture is a powerful instrument for building sustainable, healthy, and equitable places which can catalyse widespread change through movement away from the negative norms of



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car-centric development; segregated, congested, unhealthy and polluted communities. The social, environmental, and economic drawbacks of over-reliance on private cars have become overwhelmingly clear. In response to this, we will build a mainstream, inclusive, district-wide cycling culture as well as project specific promotions.

We are committed to giving people a realistic choice to travel actively so that anyone, of any age, gender, fitness level and income can make this their choice. The case for shorter journeys is strong, and the resulting benefits are wide reaching – to the economy, to the environment and to the enjoyment and health of individuals and communities. A real step change cannot be achieved overnight, and it requires strong leadership and commitment and vital long-term planning for incremental changes to take place until active travel becomes the norm for everyone.

In order to deliver an active-travel supportive culture we will require a suite of engagement and promotional activity.

We will develop and coordinate the following:

- Education and training:
 - Support and where possible arrange led-rides and other promotional events, especially when new flagship cycle infrastructure is completed.
 - Bike maintenance for adults of all ages and abilities.
 - Cycle training for all children during their primary and secondary school years and embed a culture of walking and cycling throughout the school curriculum.
 - Adult cycle training programmes.
 - Support community groups to develop bike recycling, disability cycling programmes and other initiatives.
- Media:
 - We will develop a range of media promotional activities, as part of a mainstream, inclusive, public-facing media strategy. This will include but not be limited to:
 - Digital and paper mapping of our active travel network, including journey planner functions.
 - Various media publicity, including North Somerset Life magazine and

through various NSC social media channels (including Facebook, Twitter and YouTube at present).

- Including press releases (NSC website and local media outlets) at key stages of a project to promote schemes and improvements under development, ready for their completion.
- A multi-media campaign targeted at all road users to think about how they drive, including whether their journey is necessary by car and encouraging drivers to drive in a way that is respectful and safe around pedestrians and cyclists.
- Other promotions:
 - Facilitate a grants programme to support active travel infrastructure and events.
 - Develop 'Bike Park' mountain biking events.
 - Develop a festivals, community – and led-rides programme to engage the wider community.
 - Continue to engage stakeholders, community groups, volunteers, advocates, funding and delivery partnerships to enable strategic delivery.

Bikeability

North Somerset Council operates Bikeability in schools, to ensure that habits are formed from an early age and young people develop cycling as a habit, and then continue this into adult life. The Bikeability scheme is one of a series of measures that the DfT put in place to improve safety on British roads. It has links to the sport strategy – Sporting Future – from the Department for Culture, Media and Sport which stresses the importance of ensuring that children are given the opportunity to get involved in cycling and be active from a young age. Bikeability teaches young people the necessary skills to ride on today's roads while encouraging them to be active and healthy both mentally and physically.

There are three levels to Bikeability, and additional Bikeability Plus options including:

- **Level 1 (red badge)** – covers basic bike handling skills and is delivered in a traffic-free environment, such as a playground.
- **Level 2 (amber badge)** – is taught on quiet roads but in real traffic conditions and covers simple maneuvers and road sense.
- **Level 3 (green badge)** – covers more complex situations and equips the cyclist to handle a wide range of traffic conditions and road layouts.
- **Bikeability Balance** – is a series of school-based sessions that aims to prepare children with the skills that they will need to take part



in Bikeability Level 1, by using games and balance bikes to develop their handling and awareness. North Somerset Council does not currently provide Bikeability Balance.

- **Bikeability Fix** – sessions teach Bikeability trainees how to perform basic maintenance on their bikes and, when run prior to courses, also serves to make sure that bikes are roadworthy when they are brought to training sessions.

We will aim to train 50% of pupils to Bikeability Level 1 by the end of year 4, 50% of children to Level 2 by the end of primary and 20% of children to Level 3 by the end of year 9.

We currently have DfT Access Fund and Bikeability Funding until March 2021 and this supports the majority of our ETP work including

leaflets for cycle schemes, Modeshift STARS work, adult cycle training, cycle parking. A replacement external funding source for this workstream will need to be found if this work is to continue achieve its full range of benefits.

Adult cycle training

For those who haven't ridden a bike for a while, or perhaps never learnt to cycle, North Somerset Council offers the opportunity of free sessions with a trainer. You can have up to two sessions, either on a one-to-one basis, with a partner or friend, or as part of a group. The trainer will go to a person's location of choice, adjust their bike and even accompany them on a given journey. Advice is provided on planning a journey and local facilities can be highlighted by the trainer. The purpose is to give participants the skills, confidence and knowledge to cycle whichever journeys are important to them. This will require additional funding – We will seek all opportunities to continue to deliver this.

We will continue, where funding allows, to coordinate adult cycle training to enable people to boost their skills, confidence and knowledge to cycle the journeys that they wish to.

Cycle hire

Cycle hire offers visitors the opportunity to cycle when it may be difficult to transport their own cycles, or when cycling is unplanned. It also enables residents who do not own cycles to try cycling without making a large investment, perhaps trying a new kind of cycle such as electric assisted cycles (electric bikes). Commuters can also benefit by not having to take their own cycle on crowded public transport. Further to this,

we will deliver a dedicated Cycle for Weston centre at Weston seafront offering a wide range of cycles for hire, cycle maintenance, and a shop/café if possible.

Events and guided rides

We have previously publicised very popular mass rides to launch and publicise routes such as the Strawberry Line and Brean Down Way.

We will continue to publicise mass rides to help ensure new infrastructure gets off to a flying start.

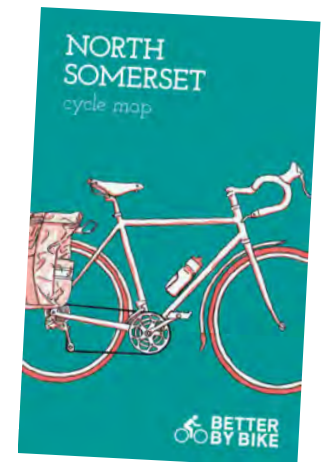
We can also publicise smaller rides, aimed at for example, employees at a workplace to discover local routes.

Maps

Awareness of new routes and the network as a whole, will be raised through comprehensive signing, North Somerset Council's free cycle map, articles in the council's magazine 'North Somerset Life', its website and social media accounts. In addition, the West of England initiative www.betterbybike.info is a comprehensive sub-regional resource promoting local cycling routes and resources. We have published our ever-popular North Somerset Cycle Map for nearly two decades. It maps our cycle route network and routes; this is available to all via its website to help keep information up to date. Even in this digital age a hard copy map has a place to instantly see the network of routes available, and to plan and follow journeys. It's an important part of publicising new routes to ensure they are known about. Funding permitting,

we will continue to update and distribute the North Somerset Cycle Map as well as producing online versions.

From time to time we also publish other more local maps – for example detailing all paths in certain urban areas.



Travel plans – workplace and residential

Workplace travel planning and residential travel plans are a planning requirement for larger developments. They are a means to encourage cycling and walking and make employees and residents aware of new opportunities and the health benefits of active travel. A revised Travel Plans Supplementary Planning Document (SPD) is being prepared outlining the expectations on developers to deliver these.

Personal Travel Planning (PTP)

PTP is a proven and cost-effective way of creating a modal shift in favour of sustainable transport. It often involves travel advisors visiting households interested in exploring sustainable travel options. They assess people's current travel situation, establish travel desires and provide information and incentives specific to their needs. It provides information for local authorities about what the public want to help them change their travel behavior as well as creating good will, as people feel they are being listened to. PTP can also be performed in other settings, such as in workplaces and schools. PTP is often funded by a development as part of a Travel Plan.

Borrow a Bike

Since 2012, residents have been able to borrow a bike, for free, for two to four weeks to see how they get on. The scheme is aimed at those in work or job-seekers, to encourage more sustainable commuting. Conventional, electric-assist and folding cycles are available with the bikes being provided by The Bicycle Chain – a local shop. Since 2010, there have been over 500 cycle loans. We plan to continue this, subject to funding.

Cyclists Welcome

'Cyclists Welcome' (www.cyclistswelcome.co.uk) is a listing scheme managed by Cycling UK (the largest UK cycling organisation) to help cyclists find welcoming establishments which meet their needs.

As our network of tourism friendly routes grow North Somerset intends to take a proactive role in encouraging local businesses such as; bed and breakfasts, cafes, pubs, and leisure facilities to sign up to the scheme, which can be enhanced with a dedicated website (for example – www.cyclescottishborders.com). Cyclists are more likely to book accommodation in the area if they know there is somewhere safe and dry to leave their bike and eat a hearty meal. Some establishments provide tool kits, workshop pumps and bike wash facilities.

1.2 Achieve meaningful health and social benefits

Transport in general has direct and indirect impacts on health through transport-related accidents, physical activity levels and well-being, air quality and access to a range of services, employment and training. It is well-evidenced that active travel provides an extensive range of health benefits, both physical and mental.

The health benefits of increased active travel have been modelled. Over the period 2012-31 DfT calculated that roughly £17BN could be saved nationally by an increase in cycling and walking levels over the 20-year period². £9BN could be saved through the reduced cost of type 2 diabetes alone. In addition to the potential savings, the 'cycling economy' contributed £2.9BN to the UK economy in 2010³.

Increases in regular walking and cycling are proven to have a substantial impact on the health and wellbeing of an individual. This means a reduced bill for the NHS, reduced sick days and stress and a healthier and happier North Somerset.

² Davis, A, Claiming the Health Dividend: A summary and discussion of value for money estimates from studies of investment in walking and cycling, DfT, 2014

³ Grous, A., 2011 The British Cycling Economy, the Gross Cycling Product Report, London: LSE

Figure 2.3: Effects of cycling investment



Source: Cycling and Walking Investment Strategy, DfT, 2016

The negative effects of transport are more likely to affect people living in more deprived neighbourhoods and the effects of lack of access to transport particularly affect those in rural areas. This problem is even worse for lower income groups. People living in the least prosperous areas are twice as likely to be physically inactive as those living in more prosperous areas.

We need to better understand why this is the case and seek to help where we can. Improved infrastructure may help but take-up of active travel may be about affordability, space to store bikes, juggling work with other responsibilities, doing more tiring manual work/longer hours, poorer health, cultural, or a combination of factors.

Whether deprived or not, rural connectivity for active travel remains a challenge that will be difficult to address at scale without changes to how we use our roads.

This physical inactivity is a major public health issue, directly contributing to one in six deaths in the UK. Around half of women and a third of men in England are damaging their health through a lack of physical activity, failing to achieve a minimum of 30 minutes of activity a day. In some communities only one in ten adults are active enough to stay healthy.⁴

Walking and cycling for transport are the most appropriate physical activity options, as they are

low impact and safe. Increasing walking and cycling reduces health inequalities and we know that interventions are effective for individuals as well as being cost effective. Additionally, the risk to health from physical inactivity far outweighs the risks from being a road casualty (ref PHE report for directors of Public health).

We will work with local communities and stakeholders to understand the specific local barriers to increasing active travel take-up in rural and deprived areas.

We will increase active travel investment in or linking to rural and deprived areas of North Somerset to level up on health inequalities across the district.

We will promote the awareness and take-up of electric bikes for hills, longer distances and into our more rural areas where conventional cycling is more difficult

Building physical activity into everyday life through active travel is the most cost-effective and sustainable way to encourage people to meet their recommended levels of physical activity. More than half (55%) of UK adults say they are willing to walk more often in order to reduce their impact on the environment, and one in four (27%) say they are willing to cycle more⁵. However, many do not feel safe enough to do

⁴ Everybody Active, Everyday (Public Health England, 2014)

⁵ Attitudes and behaviour towards climate change, Department for Transport, 2011

so, as a study compiled by Brake and Direct Line indicated that as many as one in three non-cyclists would be persuaded to cycle if there were safe local cycling routes⁶. Currently, only 15% of North Somerset residents cycle once a month, compared to a South West average of 16.6%. North Somerset also has the second lowest percentage of people in the West of England who walk for 30 minutes, five times a week (Public Health England). It is clear that we need to get North Somerset moving.

We will monitor requests using public interaction sites for active travel such as Widen My Path and Space to Move, for active travel improvements from North Somerset residents, businesses and visitors to develop and deliver improvements wherever possible.

Public Health England and the Local Government Association outline in their paper; **Healthy people healthy places: briefing on Obesity and the environment** (ref PHE and LGA, Healthy people, healthy places briefing) a number of steps that can be taken to increase individuals' levels of physical activity through active travel. This includes the recommendation of prioritising active travel in local transport plans, and outlines several steps that local authorities can take to increase active travel. NSC is committing to these interventions, by confirming that

we will:

- invest in localised cycling infrastructure appropriate for different locations and complexities
- identify and investigate proposals for active travel routes to provide 'health loop' routes. Incorporating local schools, shops and other facilities, they will enable people to hit their 10,000 daily steps by making safe and attractive routes following on from other nearby trips (for example a local walk or cycle after taking children to school)
- use shared space developments where safe to do so to encourage increased footfall in town centres
- use local research and consult and collaborate with residents, businesses and stakeholders to inform active travel planning
- implement 20mph zones in town and village centres and residential areas, prioritising schools and health care facilities
- use the Health Economic Assessment Tool (HEAT) and the Active Mode Appraisal Toolkit (AMAT) to estimate cost effectiveness of active travel interventions.



These strong interventions will ensure that walking and cycling quickly become the natural choice, for a cleaner, healthier and more active North Somerset.

1.3 Collaborate effectively with internal and external partners

NSC has a long history of successful collaboration and partnership working with both internal stakeholders and local and regional external partners. Internal partners have included health, leisure, sports and active lifestyles and public rights of way expertise and external partners have been varied between national organisations such as Sustrans, regional groups such as Bristol Cycling Campaign and more local stakeholders such as town and parish councils and local activist groups (for example via the North Somerset Cycle Forum). This enables us to maximise our collective experience and resources to result in the best possible outcomes for active travel improvements.

⁶ Brake and Direct Line Report on Safe Driving: A Risky Business, Brake, 2011

**Case Study: Brean Down Way
(North Somerset Coastal Towns Cycle Route)**

North Somerset Council opened the most southern leg of its flagship Coastal Towns Cycle Route in July 2017. The three-mile Uphill to Brean section has been an exemplary project showing how we work with a very wide range of partners, volunteers and funding sources, and the determination to realise a long-held ambition. It was jointly led by North Somerset Council and national cycling charity, Greenways and

Cycleroutes Ltd. It also involved the Environment Agency, Wessex Water, Natural England, Somerset County Council, Sedgemoor District Council and their contractors, Brean Parish Council, the National Trust and landowners.

The route continues for three-miles to the tip of Brean Down, which used to look close to Weston-super-Mare, but the barrier of the River Axe and poor connecting paths meant holiday makers and residents had to drive, take two buses, or cycle the busy, narrow and circuitous Accommodation

Road, which was also three-miles longer. The route was instantly very popular when it opened in July 2017, and it now averages at least 100,000 trips/annum. Almost all the active travel journeys are new leisure trips, which were not possible or desirable before. The route won the Highway Partnership Award at the Institute of Highway Engineers (IHE) South Western awards in May 2018.

Photo: Anna Jastrzebska/Shutterstock.com



An example of this strong and continuing collaborative way of working was the opening of the Brean Down Way in 2017, as the first part of NSC's flagship strategic cycle route the North Somerset Coastal Towns Cycle Route.

Engagement with both the public and our internal and external stakeholders helps ensure infrastructure and other measures are fit for purpose.

We will improve further our collaborative way of working with internal and external stakeholders and funders to secure important active travel improvement schemes and measures across North Somerset.

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Cycle Forum

North Somerset Council has had an active and very positive Cycle Forum for over a decade. Local cycling organisations are represented as well as individuals, who play a great advocacy role in the District. The Forum is consulted and given the opportunity to comment on all our cycling schemes and initiatives and bring forward their own ideas (FFI see www.n-somerset.gov.uk/cycleforum). Wider public consultation will be used where appropriate for all our active travel schemes.

We will continue to use the Cycle Forum as the voice for North Somerset cyclists to aid our active travel improvement planning. We will also work with the new North Somerset Citizens' Panel once it is set up to understand further how we can help less confident cyclists to feel comfortable choosing cycling as the first choice for small and medium journeys.

Business engagement

As improvements to benefit commuters have been made, our sustainable travel business engagement officers have targeted employers to ensure their employees are aware of the improvements and how they can benefit. With routes connecting to Bristol we have ensured that our Bristol counterparts have also been aware of these routes to encourage commuters to travel to Bristol via bicycle, bus or car share.

We also have 25 successful Active Travel Champions, based at many of our larger employers, established through the Access Fund.

Case study: Active Travel Champions

The purpose of the Champions project is to get more people walking or cycling to work through peer lead support. Our champions are empowered and supported to make positive changes within their organisation and change the behavior of those around them. Some of the ways in which they can do this is through the organisation of free bike health check events, bike loans, cycle confidence training, led rides, personalised travel planning, organisation travel challenges and the provision of maps, walking and cycling accessories and an Emergency Bike Repair Kit for all staff to use.

We will continue to engage with businesses to increase awareness of existing active travel options and seek guidance on future improvements that will deliver a further increase in cycling to employment and services across North Somerset.

Without collaboration with internal and external partners, we would struggle to implement effective, the most appropriate and well-publicised active travel improvements for North Somerset.

School Engagement

Building active adults starts at school and within families. We have a programme of activities that help to increase children's physical activity, reduce congestion and improve safety around schools and take part in national promotions which schools can participate in increase to encourage active travel journeys, such as Bike Week.

Children who walk or cycle to school tend to be more attentive and achieve better results and cycle-friendly environments promote more physical activity in later years⁷.

We will:

- continue to develop resources, incentive schemes and events to help all schools take part in activities to encourage active travel and we will work harder to deliver work in schools (for example through assemblies and classroom sessions, alongside outdoor practical lessons such as learn to ride, cycle maintenance and bike breakfasts)
- further develop our programme of Safer Routes to Schools and access restrictions to support children's safe walking and cycling to schools across the district.

⁷ https://www.gov.uk/government/publications/the-value-of-cycling-rapid-evidence-review-of-the-economic-benefits-of-cycling?fbclid=IwAROpAvkhZl8lW6Qip6J0gcbBEFhNNN20shahqc8AZybYbg4_SvCJjr-kQuA#



Objective 2: Tackle the Climate Emergency

2.1 Reduce reliance on fossil fuels and car dependency

Significant progress has been made both nationally and within North Somerset in the last twenty years to reduce our reliance on fossil fuels such as gas, oil and coal and increase the proportion of our energy sources coming from renewable energy sources. Even better than this, efforts are being made to reduce the amount of energy we are using full stop.

However, progress is not being made fast enough. Much of the world is continuing with 'business as usual'. The depletion of reserves of fossil fuels is continuing at an alarming rate and as such, fuel costs are likely to continue to rise for the foreseeable future.

As warned by the United Nations' Intergovernmental Panel on Climate Change (IPCC), we will require rapid, far-reaching and unprecedented changes in all aspects of society to avoid a rise in temperatures of just 1.5 degrees, which could lead to ecological, environmental and humanitarian disaster. This is especially true for the transport sector which, at 32%, is the largest single source of carbon emissions in the South West. For the West of



The Somerset Levels flooding in January 2014 flooded the London and Exeter main railway line (pictured) and local roads and paths leaving thousands cut off. Extreme weather events like this are expected to become more common with climate change.

England transport CO2 emissions will rise by a further 22% by 2036 if we don't act – increasing the risk of droughts, floods and extreme heat not just globally but also for the South West region.

Consequently, North Somerset Council (NSC) and the other four authorities in the West of England have declared climate emergencies and are urgently working on action plans to mitigate this. The Active Travel Strategy is an important part of North Somerset's carbon reduction action planning.

For transport in North Somerset, despite a 25% increase in cycling since 2016/17, we have continued to rely heavily on the private petrol or diesel car for transport, with 74% of journeys to

work made by car in North Somerset (Census 2011)⁸. In the West of England region, 2 of every 5 journeys under 2km are made by car. There is clearly work to do to achieve this mass shift to active travel, helping us to decarbonise the transport network and tackle the climate emergency.

Active travel provides a sustainable alternative not just for economic and environmental benefits, but also social benefits, as we set about retrofitting and creating a transport network designed for the benefit of people and not just motor vehicles as is present.

⁸ 2011 Census data. Includes those 'driving a car or van' plus those as a 'passenger in a car or van', divided by the total number of North Somerset residents in employment and therefore travelling to work.

Reducing speed and improving road safety

One important way for us to facilitate the growth in active travel is to reduce vehicle speeds and improve actual and perceived road safety. Lower speeds help release suppressed demand and encourage active travel through addressing actual and perceived danger. NSC has developed and approved a revised 20mph policy. 20mph zones have been demonstrated to both encourage walking and cycling and make the roads safer for all by reducing the speed of moving vehicles and raising awareness of the importance of slower speeds. They can help lead to more vibrant and economically successful

Areas as movement between businesses is easier, as seen with the highly successful low traffic neighbourhoods in the 'Mini-Holland' at Waltham Forest in London (see case study box below). Any loss of time for vehicle journeys is minimal within built up areas due to the impact of queuing – balanced by easing exiting parking and joining primary routes.

Our emerging Road Safety Strategy sets out a range of measures to address the real and perceived threat of road traffic accidents as these act as a considerable deterrent to increasing active travel. These measures form some important interventions from NSC to delivery growth in active travel and tackle the climate emergency:

We will:

- use DfT Modeshift STARS to target the delivery of sustainable travel training skills in order to increase levels of sustainable and active travel and to document road safety concerns and requests for highway improvement
- continue to deliver Bikeability training in accordance with best practice
- continue to facilitate child pedestrian training to children in KS1
- offer a traded school crossing patrol service to schools.
- work with the police to identify the most appropriate tool to encourage drivers to slow down. These include: Community Speedwatch, Vehicle Activated Signs, mobile safety camera enforcement and static safety camera installation
- work with the Police where our data shows that speeding is a contributory factor in collisions and reviewing speed limits.
- develop highway schemes to tackle speed of motor traffic as a significant cause of road danger for vulnerable road users at identified and high-risk road safety hotspots.

- expand the number of 20mph zones covering built up areas and expand 40mph limits on minor rural roads to make our roads and streets safer for everyone.

All of the above will allow us to increase resilience by providing active travel alternatives to reliance on fossil fuels (continued high levels of dependency on private petrol and diesel vehicles). This will help us break away from 'business as usual' to bring about a change in culture from car-dominated travel to active travel as the natural choice.

2.2 Improve air quality and public realm

North Somerset has not had an Air Quality Management Area (AQMA) since 2002, that is an area that exceeded regulatory amounts of nitrogen dioxide (or other harmful gases) as part of annual air quality monitoring. However, there are many areas of North Somerset, particularly in town and village centres and along major transport corridors, where air quality is noticeably poor. These are due to the high levels of private petrol and diesel vehicles. As well as the perceived safety concerns of traffic dominating our transport network spaces, the poor air quality is a strong suppressor of demand for active travel.

Taking the 'Moving the Nation' framework as our starting point we have considered how NSC will enact measures to address these issues within its powers. By adopting and ensuring consistent application of existing 'best-in-class' infrastructure design standards we can create safe, attractive and inviting places for people of all ages and abilities. When people are given high quality and segregated walking and cycling spaces, people then chose to walk and cycle. The Waltham Forest 'Mini Holland' scheme provides a great example of what can be achieved, subject to adequate funding.

Photo: Edward Crawford / Shutterstock.com



Case study:
Waltham Forest 'Mini-Holland':
Low Traffic Neighbourhood

The London Borough of Waltham Forest, through its Liveable Neighbourhood project, has bucked the trend of worsening air quality, and over the course of a decade, reduced the number of residents exposed to dangerous levels of nitrogen dioxide by 85%. The council engaged closely with residents and businesses, involving them as closely as possible with the project through design workshops, drop-in sessions, and door-knocking. Changes on the ground in Waltham Forest have involved giving pedestrians and cyclists priority and junctions, with widened pavements and segregated cycle tracks, and removing the opportunities for rat-running through residential streets.

Although there was some initial resistance to the changes, Waltham Forest is seeing significant behaviour change, with more people from a range of backgrounds starting to cycle, and increased life expectancy for the borough's children. While schemes to prevent through traffic were initially divisive, follow-up evaluation of the schemes revealed a change in attitudes, and local businesses have flourished since through-traffic bans were introduced.



We will use existing 'best-in-class' infrastructure design standards to create cleaner, attractive and inviting places for people of all ages and abilities. They will be able to enjoy the improved air quality from the reduction in motor vehicles in town and village areas and along our strategic cycle routes between places.

By creating Active Travel Neighbourhoods in our towns and villages, supported by an enhanced and safer strategic cycle network (that is off-road or on quieter roads wherever possible), we will deliver increases in active travel as residents, businesses and visitors alike increasingly choose these healthier, lower-carbon and often more enjoyable ways of travelling.

Objective 3: Drive local economic development

Walking and Cycling: Economic benefits

- Well designed and located walking infrastructure has the potential to deliver very high benefit to cost ratios, of up to £37.6 per £1 spent, according to recent research. Well-planned improvements to public spaces such as pedestrianisation can boost footfall and trading by up to 40% ('The pedestrian pound...', Living Streets, 2013).
- The pedestrian environment is crucial for town and village retailers. In Bristol for example, just 22% of shoppers arrive by car, with the majority arriving by foot. Over a month, people who walk to the high street spend up to 40% more than people who drive to the high street (TfL, 2013).
- Walking projects have also been found to increase land values. A review of earlier literature suggests retail and commercial rates increase in the range of 10-30% (The Value of Cycle Tourism: Opportunities for the Scottish Economy – Sustrans, 2013).

- Cyclists visit local shops more regularly, spending more than users of most other modes of transport.
- Per square metre, cycle parking delivers five times higher retail spend than the same area of car parking.
- A compact town optimised for walking and cycling can have a "retail density" (spend per square metre) 2.5 times higher than a typical urban centre.
- Public realm improvements, including those that cater for cycling, have been shown to result in increased trade at local businesses.
- Neighbourhoods with cycle-friendly characteristics – low traffic volumes, walkable, close to off-road cycle paths – are more desirable or have higher property values.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/509587/value-of-cycling.pdf

We are determined to debunk the common misconception that the higher the access for motor vehicles and parking outside local shops, the increased economic vitality. Multiple studies both in the UK and abroad have shown that increased active travel access to local centres such as town and village high streets has led to higher numbers of people accessing the shops and more money being spent. Shoppers and visitors that arrive by foot or cycle on average spend significantly more money locally than those that arrive by car. For example, Public realm improvements, including those that cater for cycling, have been shown to result in increased trade at local businesses; up to 49% in New York City⁹. The improved environment or 'public realm' encourages them to spend longer and 'dwell' in cleaner, safer and less motor-vehicle dominated environments around shops, leading to further spending. Most businesses significantly over-estimate the economic contributions of car users and by the same token under-estimate the positive benefits of pedestrians and cyclists.

Walking and cycling schemes typically have a much higher cost-benefit ratio than road or public transport schemes, which means that they are relatively low cost to deliver and provide far-reaching economic benefits including:

⁹ https://www.gov.uk/government/publications/the-value-of-cycling-rapid-evidence-review-of-the-economic-benefits-of-cycling?fbclid=IwAR0pAvkhZl8lW6Qip6J0gcbBEFhNNN20shahqc8AZybYbg4_SvCJjr-kQuA#

- **Connecting people to employment opportunities.** People living in deprived areas with low car ownership particularly benefit from such schemes. Those living in deprived areas generally need better places to walk the most. In 2011, 25 per cent of households in the UK did not have access to a car, and households in the highest income quintile travelled just over three times further by car than the lowest income quintile¹⁰.
- **Enhancing the retail environment.** Studies show that pedestrians and cyclists spend more money than people arriving by car, due to more time to browse with no restrictive parking time allocation. Providing better access to town centres and high streets and improving a better walking environment will increase trips and spend, boosting local businesses.

Many people do not need a car for the family shop, or use it only occasionally. Capacious panniers, cycle trailers, shopping 'little and often', often as part of other journeys (aided by the door to door nature of cycling and no parking problems), 'high street' as opposed to supermarket shopping, and online shopping can all be part of the solution. Ebikes and cargo bikes can further help make light of heavy loads.

¹⁰ The pedestrian pound: The business case for better streets and places (Living Streets, 2013).

Cycling: Economic benefits

Cycle tourism contributes £2.24bn to the UK economy each year. Although overnight trips make up less than 1% of the overall volume, their economic contribution is just under 20% of the total value of cycle tourism. The significant difference between the value and volume can be attributed to the expenditure behaviour patterns and the contribution of accommodation costs to the total expenditure. Expenditure from single-day trips averages £15, and mainly includes the cost of food and refreshments, while accommodation expenditure for overnight trips alone averages £27 per person per night.

The average multi-day cycle trip is 7.7 days and the direct expenditure per trip averages £350. As such, it will be beneficial to focus development of leisure cycle activities on multiple day tours rather than single day trips. This is mainly due to accommodation expenses, but also to the greater propensity to spend more on multi-day trips. Larger groups tend to spend more per cyclist per day. Those who are on cycle holidays for a longer time would be likely to spend more money per day per cyclist. On average event participants staying away from home overnight spent £65.90 per day, while visitors staying only for a single day spend £16.40.

Many rural pubs have closed in recent years – nationally at 29 per week (CGA figures, June – Dec 2014, twice the closure rate of 2011) where located on or near appropriate routes, the encouragement of cycling can help make a real difference to their viability.



3.1 Improve access to services, jobs and training

Key to improving active travel access to services and jobs is investment in the infrastructure and facilities of the active travel network. This will allow residents, businesses and visitors to access our local shops and facilities via healthier and more sustainable forms of travel such as walking and cycling, which has proven to increase footfall and economic vitality of shops in other areas.

Invest and Improve

We will invest an increasing proportion of our resources to improve walking and cycling networks and deliver benefits for active travel modes.

'Moving the Nation' (The Cycling and Walking Alliance, 2018)

The Cycling and Walking Alliance, a group of the UK's leading walking and cycling organisations, has published 'Moving the Nation'. This identified a set of priority policy changes that would begin the transformation of our roads and streets and trigger wider societal change. These are:

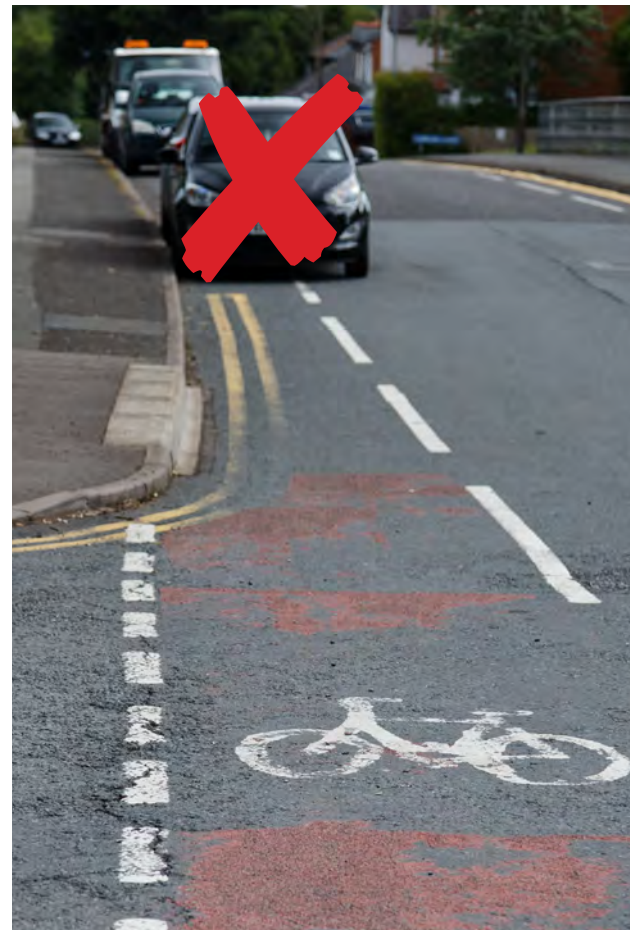
- Speed
- Space
- Safety
- Priority
- Culture

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NSC is broadly supportive of the national proposals for change contained within this document, which for example, include more specific speed limit changes, the adoption and consistent application of best infrastructure design standards, revisions to the Highway Code to improve safety for pedestrians and cyclists, the prohibition of pavement parking and the provision of cycle training for children throughout their school years.

Previously, appraisal methodologies underestimated the contribution of these schemes due to difficulties in defining social cost benefit, suppressed demand and health benefits. However, with new tools such as the Active Mode Appraisal Tool (AMAT), we are now able to better calculate the likely benefits of active travel improvement schemes.

Photo: Simon Pugsley/Shutterstock.com



Taking the 'Moving the Nation' framework as our starting point we have considered how NSC will enact measures to address these issues within its powers. The Speed, Space and Safety elements are covered under Sections 2.1 and 2.2 above and Culture under Section 1.1. Here we look at how 'Priority' can transform our roads and streets to trigger wide societal change and make active travel the first choice for short and medium length journeys.



Local Transport Note 1/20 (LTN 1/20) – the cycling priority transport guidance

Released in July 2020, LTN 1/20 goes further than any other national government transport guidance with regards to the priority and importance given to cycling infrastructure. From now, cycling must be placed at the heart of the transport network, with capital spending, street space and transport planning attention to benefit this central role. Cycling must no longer be treated as marginal, or an afterthought. It must not be seen as mainly part of the leisure industry, but as a means of everyday transport. The Department for Transport state that 'it is of the utmost importance that local authorities follow this guidance closely in designing any cycle infrastructure scheme in future'.

Most current cycle provision is squeezed into spare space or on the margins of roads. It reflects a belief, conscious or otherwise, that hardly anyone cycles, that cycling is unimportant and that cycling provision must not affect more important road users, such as motor vehicles and pedestrians. However in some places, even without much special provision, cycling is already mass transit.

To achieve the significant increase in cycling that is required for us to become carbon neutral by 2030, the quality of cycling infrastructure must sharply improve. This new guidance reflects current best practice, standards and legal requirements. LTN 1/20 states that physically

segregated bike lanes, cycle-safe junctions and low-traffic streets to encourage people to cycle must become the norm. The design options include segregation from traffic, measures for cycling at junctions and roundabouts, and updated guidance on crossings, signal design and the associated traffic signs and road markings. Inclusive cycling is an underlying theme throughout so that people cycling of all ages and abilities are considered.

The Government are also in the process of setting up a new national cycling inspectorate to examine all proposed schemes against the new LTN 1/20 guidance before funding is agreed, and that finished schemes will be inspected to ensure that they have been delivered in compliance. The DfT also state that funding will be returned to national government for any schemes built in a way which is not consistent with the guidance, ensuring that these new standards are met.

Updates to the Highway Code are also being consulted on, with the proposed changes set to better protect and prioritise cyclists and pedestrians against motor vehicles. These include providing guidance that drivers and riders should give way to pedestrians crossing or waiting to cross the road; turning drivers to give priority to cyclists travelling straight ahead at junctions and finally on safe, wide passing distances and speeds when overtaking cyclists and horse riders.

Priority

The adopted Highway includes footways and usually the verges. However the carriageway often provides the only available space and so more must be done to meet active travel demand and safety concerns.

We will reallocate carriageway space to active modes to improve safe walking and cycling provision.

Pavement parking creates real problems and jeopardises safety, particularly for those with limited mobility, and those with young children. It needs to be prohibited (subject to national legislation and Police enforcement) or deterred to create safer and more accessible streets.

We will work with the police and lobby national government to make illegal and enforce pavement parking bans. We will then prioritise streets for improvements according to the scale of nuisance and danger caused.

In July 2020, the Department for Transport released the priority-shifting **Local Transport Note 1/20 (LTN 1/20)**, as an updated cycle design guidance note (replacing LTN 1/12 and LTN 2/08). For the first time in national government transport guidance, cycling must be placed at the heart of the transport network and no longer treated as marginal or an afterthought.

A summary of these important is provided in the case study box on the previous page. This important guidance will enable NSC to ensure that the increase of cycling through high-quality infrastructure will be at the heart of all of transport improvement schemes going forward.



Photos: Wheels for Wellbeing, Guide to Inclusive Cycling, 2017

Accessibility and mobility

The “first and last-mile” connection describes the beginning or end of an individual trip made primarily by another (often public transport) mode. In many cases, people will walk or cycle if they are enabled to do so; if it is close enough

and there is a perception of safety. The first and last mile trip concept is particularly relevant in neighbourhoods, as mode choice for longer trips is likely to be determined by the choices available to travel the first mile i.e. from home. The first and last mile of longer journeys to key destinations such as employment and leisure sites should be targeted for switching to active modes. This will be supported by, and build on the benefits being generated, from shorter trips being made by non-car modes.

We will work with public transport operators to ensure that it is easy to make the first and last mile of public transport journeys by active travel modes such as walking, scooting and cycling, by facilitating cycle parking at transport hubs and allowing easy access and storage for cycles and scooters on buses and trains.

Reducing the number of neighbourhood car journeys can have wide reaching benefits. Journeys within neighbourhoods are short, and for pedestrians, most neighbourhoods already have an extensive network of footways and Public Rights of Way. Fewer car journeys can increase the attractiveness of other modes, such as the use of scooters, particularly by younger children, to access local destinations. The importance of reduced traffic on equestrian links, can also not be overlooked in some areas.

Walking and cycling to/from public transport services can play a large role in encouraging physical activity and improving health both mentally and physically. Knowledge and accessibility to legible information are required about how to travel without a private car, supporting equal access opportunities for people in all neighbourhoods. Another measure that we will consider is the creation of Low Traffic Neighbourhoods. This is a similar concept to TfL’s Liveable Neighbourhoods as described in the Waltham Forest case study box. In Low Traffic Neighbourhoods motor traffic is either discouraged or removed, typically resulting in reduced traffic speeds, and quieter and safer feeling streets. This change to the physical environment enables and encourages residents and visitors to switch to more healthy and active modes such as walking and cycling.

We will integrate active travel improvements with public transport modes to provide improved options for local accessibility between active travel and public transport as the ‘first and last mile’ of journeys to services, jobs and training.

Integration with public transport (and improved public transport) is critical as it widens the catchment area for a particular service, increasing its viability and possibly enabling improvements such as increased frequency. Good connectivity also means households may be able

to give up a car or second car, further increasing the frequency of active travel they undertake.

The DfT “Inclusive Transport Strategy: Achieving Equal Access for Disabled People” (July 2018 –) notes that local authorities are responsible to ensure any pedestrian environment scheme, including a shared space, is inclusive and meets the requirements of the Equality Act 2010. NSC will consider our duties to deliver inclusive pedestrian environments and will also engage with all road users, at an early stage of scheme development, to enable concerns to be raised and acted on effectively.

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We will ensure that the transport network is reshaped so that people with limited mobility are able to move around freely through the pedestrian environment, and use it to access other modes of transport.

Cycle provision must be inclusive. This is a Local authority duty under the Equality Act 2010. For many people a cycle is a mobility aid, which may be a conventional or adapted cycle. Data collected by Transport for London found that the proportion of disabled Londoners who sometimes use a cycle to get around (15%) is only slightly less than for non-disabled Londoners (18%), demonstrating that cycling is an important mode of transport for everyone. (Wheels for Wellbeing, Guide to Inclusive Cycling, 2017).



(Wheels for Wellbeing, Guide to Inclusive Cycling, 2017)

3.2 Guide spending priorities and maximise funding opportunities

Since both the declaration of the Climate Emergency by NSC in February 2019 (and subsequent ongoing carbon reduction action planning) and also the adoption of the West of England Joint Local Transport Plan 4 (JLTP4) as our regional transport planning and policy framework, changes have been made to increase

the proportion of our annual expenditure on active travel improvements.

Transport and Infrastructure Capital Works Programme

Both the Climate Emergency and the JLTP4 have helped shape how we develop our annual Integrated Transport delivery programme, as part of our Transport and Infrastructure Capital Works Programme (that also includes a Highway Maintenance Programme). For the 2020-23 Integrated Transport Programme, a scheme scoring and prioritisation process was developed to ensure that only schemes that fit strongly against a set of selected scoring categories made it onto the delivery programme. The scoring process is described in more detail in the case study box below, but it has ensured that our Programme has the most active travel schemes and highest percentage of expenditure on active travel than ever before.

Although our capital programme is a three year programme, it is updated annually to reflect resources, progress and bidding opportunities. The Scheme Proposal Evaluation process will be reviewed to ensure it is up to date and used again in putting together the 2021-24 Transport and Infrastructure Capital Works Programme, using the principles set out above and the latest best practice guidance such as LTN 1/20.

Supported by the delivery of our annual, three year Transport and Infrastructure Capital Works Programme,

we will work to ensure that:

- our towns are served by a core network of segregated cycle routes and networks of walkable routes to and within centres
- communities have access to green spaces and are connected by traffic-free cycling and walking networks for all
- rail and bus stops are attractive for people travelling on foot or by bike and have facilities that prioritise cycling and walking
- families have routes to walk and cycle to school in safety and with confidence, gaining essential life skills
- we provide opportunities and support for people to take up walking and cycling, through programmes in schools, workplaces and local communities.



Advanced cycle stop line in Weston-super-Mare

Scheme Proposal Evaluation:

Creating an active travel-focused Transport and Infrastructure Capital Works Programme

The below categories, based on the HM Treasury's best-practice 5 Case Model Approach, were designed to ensure an active-travel focussed, value for money and deliverable Integrated Transport Programme. This has been a success with more active travel schemes included than ever before, where active travel schemes generally scored well across the five cases.

Strategic case:

- Weston-super-Mare promenade via the picturesque Brean Down
 - Support sustainable and inclusive economic growth
 - Enable equality and improve accessibility
 - Contribute to better health, wellbeing, safety and security
 - Create better places.
- Strategic reach
- Contribution to NSC Corporate Plan objectives
- Access to development sites

Economic case:

- Economic, environmental and social effects

Financial case:

- Estimated cost to Council budgets; Funding sources; Estimated ongoing maintenance costs; potential to generate income/provide an ongoing saving

Commercial case:

- Procurement; Risk Management

Management case:

- Project management and reporting; External stakeholder involvement; Consultation

Maintenance

Maintenance schemes also create opportunities to improve conditions for pedestrians and cyclists that add relatively little or zero cost, such as cycle lanes, pseudo pavements in constrained villages, and Advance Stop Lines for cyclists (see photo above). Changes to road markings can be used to encourage drivers to take more care (such as removal of the centre line).

We will incorporate early into our highway maintenance programming procedures the consideration of active travel improvements, by carrying out an active travel audit to identify possible improvements to be made as part of the works.

Routes for active travel such as provision of shared-use paths, require regular maintenance to ensure they are safe and attractive to use. Funding needs to be and will be dedicated for this purpose from existing budgets and also external budgets wherever the funding specifications allow.

Over the past year we have used the DfT's Local Cycling and Walking Infrastructure Plans (LCWIP) methodology¹¹ to identify the highest priority cycling and walking routes we should be delivering in North Somerset. This national

best practice process includes a detailed audit of routes to set out interventions required to bring infrastructure up to a standard that will increase walking and cycling. To date the highest priority routes have been audited and recommendations put forward. These are included in the Schedule of Routes and in the LCWIP document which covers the whole West of England and contains more detail for the highest priority routes. Over time,

we will audit more routes to prioritise further rounds of improvements. Audits will also be used for new build and more general Highway schemes to ensure opportunities are not missed.

Other necessary maintenance includes; keeping vegetation cut back and removing litter, fly-tipping, leaf fall and broken glass to keep pedestrians and cyclists safe and feeling welcomed. Without such maintenance walkers and cyclists are more likely to drive or use the carriageway – falling on ice is one of the most common types of cycling injury accounting locally for 17% of cycle accident hospital admissions¹².

We will review the case for where winter salting of key commuter routes should be introduced. It is especially on bends, steep sections and where adjacent to busy roads where cyclists are most at risk of falling on ice.

Highway-based schemes are covered by the Council's obligation to maintain the Highway, and funding for these is provided by the DfT. DfT guidance now suggests that 9% of maintenance budgets be spent on active travel infrastructure¹³. As the Highway is an essential element of the cycle route network we need to be mindful that it needs to be properly maintained for both the safety and comfort of cyclists. The edges of the Highway in particular can be subject to poor surfaces, sunken gulleys, overhanging vegetation and other litter/debris. This may cause a cyclist to divert suddenly (or be thrown) into traffic. Potholes need to be addressed promptly. North Somerset Council practices a risk-based approach to Highway maintenance, which is used as the basis to prioritise spending on highway, footway and cycleway maintenance¹⁴.

Our Highway Maintenance Programme, part of the Transport and Infrastructure Capital Works Programme, does not require schemes to be tested through the Scheme Proposal Evaluation process. Instead, the maintenance schemes we allocate our funding to are identified using survey condition data, accident records, customer request reviews and officer identified schemes. However, since the Climate Emergency and the rapid need to decarbonise by 2030, we have been making a number of changes to ensure

¹¹ <https://www.gov.uk/government/publications/local-cycling-and-walking-infrastructure-plans-technical-guidance-and-tools>

¹² <https://bristolcycling.org.uk/cycling-hospital-admissions-in-2016>

¹³ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/390216/highways-maintenance-explanatory-note.pdf

¹⁴ <http://www.ukroadsliaisongroup.org/en/guidance/index.cfm>

that our Maintenance Programme is helping contribute to increasing active travel. These include:

- An 408% increase on the expenditure on Footway and Cycleway Maintenance from the 2019/20 Programme, encouraging more journeys by walking and cycling via a better overall maintained network of footways and cycle paths. Additionally, the commitment to maintain the highway network benefits not just car users, but also cyclists, equestrians and pedestrians (as well as public transport), all of which share the public highway.
- Incorporating a review of highway lining and signing to include an improvement to active travel provision wherever possible. For example, instead of relining a stop line for all vehicles at a traffic signal junction, we would review and incorporate where possible an Advanced Stop Line for cyclists ahead of motor vehicles to give cyclists a safe place to stop at busy crossings and allow a head start ahead of motor vehicles as the traffic signals change.

We will continue to ensure that a significant proportion of Highways Maintenance Programme spend is on Footway and Cycleway maintenance.

Non-Highway routes (for example, across private land or other NSC land) can stretch the existing dedicated revenue budget. It is not possible to secure funding for these from typical funding sources such as DfT, Local Growth Fund (LGF) and developer contributions (S106 Agreements). We are grateful to Sustrans volunteer rangers who carry out regular vegetation cut backs on selected NCN off-highway routes but new routes will require additional funding for maintenance.

We will continue to work with external organisations and volunteers to help maintain off-road vegetation management on our footpaths, footways and cycleways.

Bidding opportunities

At North Somerset Council we remain reliant on funding opportunities to deliver our ambitious active travel programme of infrastructure improvements and awareness campaigns. We have a good track record with competitive bidding opportunities, securing numerous external funding in the last five years alone, including (but not limited to) the following:

- Housing Infrastructure Fund (Ministry of Housing, Communities and Local Government) – for the Banwell Bypass and secondary school at Locking Parklands



- Emergency Active Travel Fund (Department for Transport – additional funding awarded due to the strength of the bid) – for a range of active travel and COVID-19 response schemes across the district including at Nailsea, Portishead, Clevedon, Weston-super-Mare and Worle
- National Productivity Investment Fund (Department for Transport) – for the Weston Town Centre Transport Enhancement Scheme at Alexandra Parade and Walliscote Road, Weston-super-Mare
- MetroWest Phase 1 (Department for Transport – additional funding awarded due to strength of project) – for the reopening of the Portishead to Bristol Railway Line
- European Agricultural Fund for Rural Development (Department for the Environment, Food and Rural Affairs) – for the Weston-super-Mare to Clevedon segment of the North Somerset Coastal Towns Cycle Route
- Users and Communities Fund (Highways England) – as above
- Local Growth Fund (West of England Local Enterprise Partnership) – various walking and cycling schemes across the district, including the Uphill Road North cycle improvements and Alexandra Parade improvements, both in Weston-super-Mare (latter of which is also funded by the DfT’s National Productivity Investment Fund (NPIF)).

All of these schemes either have, or are planned to encourage active travel uptake, albeit to varying extents. The Emergency Active Travel Fund and Users and Communities Fund are solely for active travel improvements (including segregated cycle lanes, point closures to through traffic and improved pedestrian environments). Even the lesser active travel focused MetroWest Phase 1 and the Housing and Infrastructure Fund funded projects will be required to deliver significant and high quality active travel improvements.

The national, regional and local stances on implementing meaningful active travel infrastructure improvements, are now more closely aligned than they have been in the past. This has meant that as of the summer of 2020, funding opportunities are increasingly tailored towards achieving meaningful alteration of the status quo of street space in favour of active travel. This has been significantly helped by the substantial increase of active travel during the COVID-19 lockdown and reopening periods, and subsequent reduction in public transport usage due to the current and ongoing public health concerns. Funding opportunities such as the Emergency Active Travel Fund Tranche 1 (DfT), have enabled ambitious active travel and social distancing schemes to reallocate street space to widened footways, segregated cycle lanes and point closures to through traffic. These schemes, and subsequent ambitious proposals as part of



Emergency Active Travel Fund measures to support active travel and social distancing measures at busy town centre locations, such as on Waterloo Street in Weston-super-Mare

the Active Travel Fund Tranche 2 funded scheme package) – to improve segregated cycling, public realm and facilitate the released demand for active travel – are only set to become more popular with funding opportunities increasingly tailored towards these types of interventions.

We will continue to maximise external funding opportunities for active travel at the national and regional level.

Objective 4:

Shape active travel neighbourhoods through an active travel focused planning system

It will take significant, sustained and collaborative investment to retrofit our car-dominated transport network to shift the priority to active travel and succeed in our aim to increase cycling by 300% by 2030. To avoid further, more resource-consuming intervention to retrofit our network, it is imperative that we ensure that all new developments are planned and delivered in a way that truly makes active travel the natural choice for short and medium journeys, and as the first/last mile for longer journeys.

and their partners adopt a series of interventions to increase active travel. In this Active Travel Strategy, NSC commit to delivering active travel growth by saying that

we will:

- Adopt the road user priority hierarchy to protect those who use active forms of transport. We will ensure that pedestrians, cyclists and users of other modes of transport that involve physical activity are given the highest priority when developing and maintaining our streets and roads.
- Ensure planning applications for new developments always prioritise the need for people (including those whose mobility is impaired) to be physically active as a routine part of their daily life.
- Plan and provide a comprehensive network of routes for walking, cycling and using other modes of transport involving physical activity.
- Ensure public open spaces and public paths can be reached by foot, bicycle and using other modes of transport involving physical activity.



For smaller development sites that do not require the provision of on-site facilities or services such as shops and employment, there will be an even stronger emphasis on working with developers for transport improvements and mitigations to include high quality, direct walking and cycling linkages to off-site local facilities. Accessibility will be maximised through a consistent walking and cycling-focused street pattern, ensuring the necessary safe and direct cross-site permeability that makes active travel attractive. Clear priority for pedestrians and cyclists at junctions will be incorporated. With integrated on-site provision and access, more trips are retained within local areas so people are not forced to travel to access basic services, thereby encouraging the use of more active modes. The improvement and expansion of our segregated walking and cycling network, including strategic cycle routes to link new developments, villages and towns, is critical to providing access to local services to aid a green economic recovery from the COVID-19 pandemic.

Page 145 1.1 Guide development planning to create active travel communities

We have a certain degree of control in shaping our future developments to enable active travel to have priority over other transport choices, such as creating our own Local Plan to guide development and adopting planning guides like our Highways Development Design Guide (HDDG). First published in 2015 and updated in 2020, this helps guide development planning and delivery to create new safe and active travel communities. We also use external best practice guidance such as the [National Institute for Health Care Excellence \(Ref NICE Guidance PH43 and PH8\)](#), including the below strong direction for active travel focused new communities. In this guidance it is recommended that local authorities

Through the planning process, we will continue to use existing mechanisms such as developer contributions to leverage support for constructing high quality active travel infrastructure and people-friendly, attractive public realm in new developments from the outset.

We will guide development planning by identifying active travel schemes either to be delivered by the developer as part of development construction or where appropriate through developer contributions to help create communities centred around sustainable and active travel.

The West of England Joint Local Transport Plan (JLTP4), adopted in March 2020 as NSC's overarching transport planning and policy framework, outlines how walking and cycling needs to be prioritised in the design of new developments under the below interventions:

We will:

- continue to encourage new developments in locations that are accessible by existing walking, cycling and public transport networks, and discourage proposals that fail to actively encourage mode shift away from the private car

- engage with developers at the start of the planning process to ensure key services to be provided on site, based on the thresholds included in guidance, are high-quality, but also in the best location to maximise their accessibility via active travel modes and public transport
- work with developers to ensure they are using existing street design principles, but increasingly focus on providing an attractive, integrated network that offers segregated areas for active modes
- work with developers to ensure the high-quality walking and cycling infrastructure provided on-site does not stop at the site boundary, but integrates into the wider walking and cycling network, facilitating

seamless onward active travel for the necessary journeys between villages, towns and city neighbourhoods

- work with developers to ensure that routes within and connecting to new development sites feel safe and are overlooked by occupied buildings, ideally with plentiful doors and windows at the ground level. Promoting 'active frontage' is a key urban design principle that is likely to come through in the government's new national model design code.

These interventions are brought through to this Active Travel Strategy as firm commitments for NSC to work with developers to ensure the designing and building of all new developments prioritise active travel.



4.2 Ensure local supporting policies and SPDs help to expediate active travel growth

The JLTP4 clearly sets out the direction that all new developments must be active travel neighbourhoods from the outset. The interventions stated in this regional, West of England policy framework allows us to build on these commitments and go further at the local level. Through our emerging Local Plan, guiding residential and employment growth in North Somerset to 2038, and other bespoke local policies and supplementary planning documents (SPDs), we will ensure that local policies will help to expediate active travel growth. This will be crucial in our efforts to ensure a green, active and inclusive recovery from the COVID-19 pandemic and become carbon neutral by 2030.

Local Plan 2038

- North Somerset Council has commenced a new Local Plan which will set the framework for development across the district to 2038. The new Local Plan will shape investment and funding for the infrastructure which will support new homes, workplaces and community facilities for the next 15 years and beyond. Once adopted, all applications for planning permission in North Somerset will be assessed against our new Local Plan.



This first stage of Local Plan consultation focuses on the challenges we believe we face in North Somerset and the issues the plan needs to address. This went out to public consultation in Summer 2020 and once responses to this consultation have been taken on board, we will begin to develop spatial options for where to locate growth. This will form a second stage of consultation on the choices we face around development types and locations. A draft plan will follow in Spring 2021 with the final version due to be published in 2022.

Transport officers have been involved in developing our Local Plan from the very beginning, to ensure that active travel priority and provision is placed at its very core. This is an unmissable chance to ensure that all new developments are truly active travel neighbourhoods from the outset.

We will use our emerging Local Plan to ensure that active travel priority and provision is at the very core of this planning framework to assess all developments in North Somerset up to and beyond 2038. This will ensure that all new developments and communities are active travel neighbourhoods from their inception.

As our fellow West of England authorities develop their Spatial Development Strategy (SDS) as the overarching planning policy framework for the rest of the sub-region, we will stay informed of plans, policies and commitments that border with North Somerset here and in other neighbouring authorities such as Somerset and Sedgemoor.

We will keep informed and involved in policies, plans and commitments that have meaningful impacts on North Somerset from the neighbouring local authorities, such as the emerging SDS as the planning policy framework for our fellow West of England authorities.

North Somerset Council Corporate Plan 2020-24

The Corporate Plan is NSC's overarching strategic document which sets out our priorities for the area to 2024. Approved and adopted by the NSC's Executive Committee in February 2020, the vision is for 'An open, fairer and greener North Somerset'. We have reflected on all aspects of this in developing this Active Travel Strategy.

- 'Open' means that we engage with and empower our communities, are realistic about our challenges and transparent in our decision making.
- Becoming 'fairer' means aiming to reduce inequalities and promote fairness and opportunity for everyone.
- Becoming 'greener' means leading our communities to protect and enhance our environment, tackle the climate emergency and drive sustainable development.

Active travel has a clear role to play in each of the above themes. Priorities are then grouped under three broad aims, and the key areas related to this strategy are described below:

A healthy, sustainable and thriving place

- A great place for people to live, work and visit.
- Safe, welcoming, clean and vibrant communities.
- A reduction in our carbon footprint to net zero by 2030.
- A transport network which promotes active and low carbon travel.

2. A council which empowers and cares for people
 - A commitment to protect the most vulnerable people in our communities.
 - A focus on tackling inequalities, improving outcomes and encouraging healthier lifestyles.
 - An approach which enables children, young people and adults to lead independent and fulfilling lives.

3. As an open and smart organisation,

we will:

- engage with and empower our communities
- collaborate with partners to deliver the best outcomes.

This Active Travel Strategy builds on these commitments with strong alignments with the green, inclusive and active travel focused Corporate Plan for North Somerset.



North Somerset Council Core Strategy

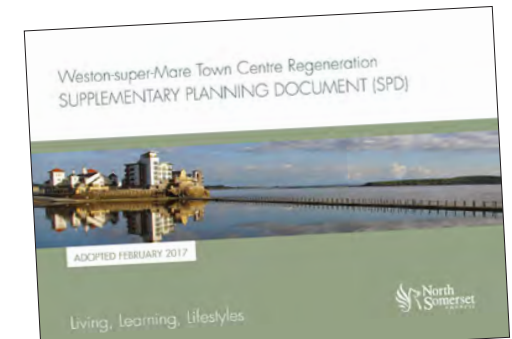
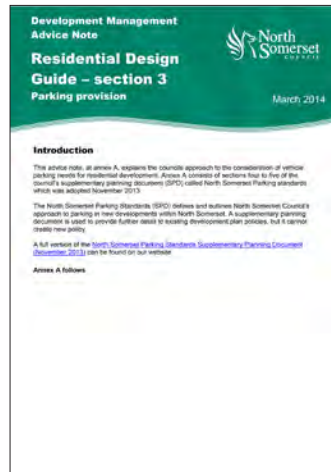
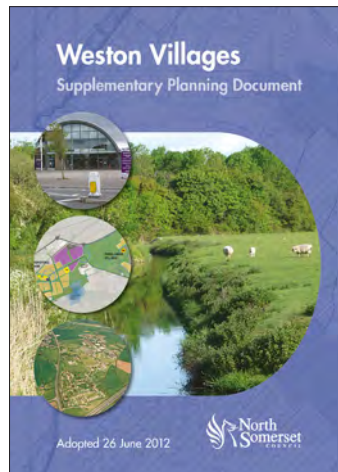
Both the Corporate Plan (above) and this Active Travel Strategy align with the North Somerset Council Core Strategy, which in line with the National Planning Policy Framework (NPPF), includes the following transport requirements under Policy CS10:

- Enhance the facilities for pedestrians, including those with reduced mobility, and other users such as cyclists.
- Improve road and personal safety and environmental conditions.
- Reduce the adverse environmental impacts of transport and contribute towards carbon reduction.
- Mitigate against increased traffic congestion.

The Core Strategy and this Active Travel Strategy has been developed using the following relevant strategies and SPDs to ensure that all local supporting policies and SPDs are helping to expediate active travel growth (all of which are available to view in full using Appendix 1 below):

- **Travel Plans SPD** – Large new developments are required to develop Travel Plans to reduce car travel and encourage sustainable travel, especially walking opportunities for journeys less than one mile. This is due to be updated in 2020/21.
- **Parking SPD** – All new developments are required to provide minimum levels of convenient and secure cycle parking. This is being updated at present and is expected to be consulted upon and adopted later in 2021.

- **Weston-super-Mare Town Centre Regeneration SPD** – This outlines many public realm and street improvements which are aimed at increasing levels of cycling and walking and reducing the dominance of motor traffic. These are included in the Examples of Proposed Early Interventions.
- **Weston Villages SPD** – This includes how the walking and cycling network will be developed across this substantial development. The plans are included in the Examples of Proposed Early Interventions.
- **Highway Development Design Guide (HDDG)** – a more technical guide covering wide-ranging standards, guidance and specifications for highway works, but also helps guide development planning and delivery to create new safe and active travel communities.
- **North Somerset Local Development Plan**, consisting of: North Somerset Core Strategy (2017); Sites and Policies Plan Part 1: Development Management Policies (2016); Sites and Policies Plan Part 2: Site Allocations Plan (2018); West of England Joint Waste Core Strategy (2011); Backwell Neighbourhood Development Plan (2015); Long Ashton Neighbourhood Development Plan (2015); Claverham Neighbourhood Development Plan (2018); Yatton Neighbourhood Development Plan (2019); Congresbury Neighbourhood Development Plan (2019).



- **Creating Sustainable Buildings and Places SPD** – The Council is proposing to update the Supplementary Planning Document (SPD) originally adopted in 2015. This is for a number of reasons, including changes in national policy and new and updated local policy. This includes the council’s Climate Emergency declaration in 2019 and ambition to be carbon neutral by 2030. The Climate Emergency Strategic Action Plan sets out an aim for all new homes to be zero carbon or net carbon plus. In order to achieve this, it is crucial for all new development to achieve the highest possible carbon reduction standards as soon as possible.

The SPD supports Core Strategy policy CS1: Addressing Climate Change and Carbon Reduction and policy CS2: Delivering Sustainable Design and Construction.



- **Emerging Health and Wellbeing Strategy**
As we develop the Health and Wellbeing Strategy in 2021, we will ensure that it interlinks strongly with this Active Travel Strategy, with both strategies using elements of the Transport for London (TfL) Healthy Streets approach including the key drivers of public health and carbon reduction. Additional relevant studies and documents are included at Appendix 1.



SECTION 5:

Funding and delivery

This Active Travel Strategy is intentionally ambitious. It will require an unprecedented level of both capital (one-time investment of money to deliver physical infrastructure improvements) and revenue (day-to-day running costs) with a large acceleration in spending on active travel from previous levels. However, active travel measures usually have high benefit-cost ratios and therefore provide high value for money, resulting in a wide range of public health, decarbonisation, social and economic benefits. This helps to place high confidence in their investment.



and active travel but in every aspect of everyday life, way beyond the effects of the COVID-19 pandemic. As a result, the need to rapidly decarbonise our transport network to become carbon neutral by 2030 remains the overarching and consistent short, medium and long term challenge for North Somerset Council with regards to transport and active travel provision.

National government and the Department for Transport (DfT) have recognised the opportunities to harness the significant increase in walking, cycling and other forms of active travel during the COVID-19 lockdown and recovery periods and positively use these unexpectedly positive impacts from the virus outbreak to decarbonise and activate our transport network for the better. In May 2020, the DfT announced the Emergency Active Travel Fund (EATF). This fund is split into two 'tranches', with Tranche 1 allocated to authorities to provide emergency relief, quick-to-

implement schemes that aided social distancing and active travel at busy town and village locations, either around shops and services, schools or other pinch-points. North Somerset Council implemented the following emergency temporary schemes on High Streets, popular leisure destinations and schools.

These Tranche 1 temporary measures are under continuous review. North Somerset's Active Travel Fund Tranche 2 bid to the DfT was accepted in November 2020 and NSC was one of two authorities in England to receive more than it bid for for both Tranche 1 and Tranche 2, due to the strength of the bids submitted. A full consultation on the scheme proposals contained within the Tranche 2 bid package is due to commence in spring and summer 2021. The bidding requirements for this funding clearly set out national government's expectations for the type of active infrastructure that would and would not

Funding

Although this Active Travel Strategy does not provide detailed costings of all our proposed active travel improvement schemes and Education, Training and Publicity (ETP) work, it is clear that significant resource will be required to deliver on our ambitious aims to get North Somerset moving. The drastic, ongoing resource pressures from the COVID-19 outbreak has undeniably caused a prolonged period of uncertainty both locally and nationally (and globally). This has made us all more acutely aware of the importance of measures that we need to take to support public health and community resilience.

What remains constant however is the Climate Emergency, which will continue to shape decisions and investment not only in transport

be funded. This was stronger than any previous direction nationally on the level of quality and segregation required for walking and cycling infrastructure:

- Local authorities need to make clear that they have **quick and meaningful plans to reallocate street space to both cyclists and pedestrians**, including on strategic corridors.
- Schemes need to show real ambition and **must meaningfully alter the status quo on the road, otherwise they will not be funded**.
- All cycling schemes, permanent or temporary, will **need to include segregation or point closures to through traffic**. White paint advisory cycle lanes will not be funded!

This clearly set out the Government's position on high-quality, segregated infrastructure for cycling, walking and other active travel choices as we emerge from the COVID-19 pandemic and refocus on the decarbonisation work required from everyone to meet the Climate Emergency challenge.

The Active Travel Fund is only one part of national government's funding commitment to increase the uptake of active travel across the UK. Announced in February 2020 but launched in July 2020, national government are committing £2 billion for walking and cycling as a core part of the Government's work to create a long-term cycling programme and budget. As part of this all new

routes will be built to robust new design standards, ensuring more people can cycle safely and making getting around by bike a more convenient option. It is likely that further active travel funding opportunities for local authorities will come from this £2 billion investment and it is positive that any improvements funded from this must meet the guidelines to ensure high-quality infrastructure with segregation and priority over motor vehicles.

North Somerset Council remains reliant on funding opportunities from central government and other sources such as external agencies including Highways England and rail operators

(for example Network Rail and Great Western Railway) for significant capital investment to decarbonising our transport network through active travel. Regionally, we continue to rely on funding opportunities from the Local Enterprise Partnership such as the Local Growth Fund to add significant capital to our resources to deliver our ambitious programme of improvements.

Photo: Joe Dunckley/Shutterstock.com

We will need to ensure that our developments contribute appropriately to both local and area-wide infrastructure mitigations that support active mobility,



as well as ensuring all new developments are planned and delivered in a way that prioritises active travel modes.

Despite the positivity around the increase capital funding opportunities for active travel investment, there has been a consistent lack of long-term revenue funding, with projects and programmes such as Local Sustainable Transport Fund (delivering travel behaviour change), running only for short periods. Revenue budget pressures within Councils are continuing.

We will continue to lobby central government to increase the amount of revenue funding available to support new infrastructure schemes with the essential ETP and media awareness campaigns.

This type of investment and work is critical to change attitudes and behaviours towards active travel as well as raise awareness of the new and existing active travel options as realistic choice for short and medium length journeys.

At the local level, we are doing all in our power to prioritise funding to be spent on expediting the growth of active travel. As described in Section 3.2, we have revamped our 2019/20 Transport and Infrastructure Capital Works Programme, to ensure that it has a strong fit against active travel and value for money objectives.



We will continue a further review into how we allocate funding to the 2021-2024 Programme as we develop it through the Autumn (and each annual programme) to ensure that COVID-19 social distancing and improvement schemes that meaningfully alter the status quo of road and public space to active travel form the vast majority of the allocation.

It is not just national, regional and local government funding that will enable us to ensure that active travel becomes the natural choice for short and medium journeys (and the first and last mile for longer journeys). It will require continued positive collaborative work with and funding support from local, stakeholders, organisations and pressure groups in partnership with North Somerset Council to achieve our common goals for active travel growth.

We will continue to collaboratively work with external stakeholders, organisations and other groups to progress, fund and deliver active travel improvements both physically and to raise awareness of active travel options in North Somerset.

Delivery

Delivery of our active travel ambitions will come through a number of different channels, including our Local Plan to 2038, which will ensure that all new development sites are delivered as Active Travel Neighbourhoods. Supporting policies, including Supplementary Planning Documents (SPDs) such as an Active Travel Neighbourhood SPD and updates to our Travel Plans SPD and Parking SPD, will support the Local Plan guidance for the types of active travel infrastructure we will require as part of development growth in North Somerset.

Internal and external funding will allow us to plan, programme and deliver changes to expediate active travel growth on our transport network through our Transport and Infrastructure Capital Works Programme. Here we outline four showcase schemes to show our ambition for active travel in North Somerset, each of which directly contribute towards achieving the four objectives of this Active Travel Strategy:



Showcase scheme 1:
Weston to Clevedon Cycle Route
(North Somerset Towns Coastal Cycle Route)

Objective 2: Tackle the climate emergency

Details: This exciting scheme will provide a continuous cycle route from Weston-super-Mare to Clevedon via Tutshill Sluice, connecting two of North Somerset's largest towns and tourism centres. This would provide a 'Pier to Pier' connection for residents, commuters and visitors alike. Highways England are part-funding the scheme through their Users and Communities Fund, with the M5 motorway causing significant severance and a very unattractive cycling route between the two towns. This scheme will replace this unattractive and unsafe cycle route along the A370 via Congresbury and reduce the journey distance between Weston-super-Mare and Clevedon by a full 4 miles.

This opens up this new route to be a highly attractive commuter route as well as a very scenic leisure route parallel to the Severn Estuary and is the latest part of North Somerset Council's flagship strategic cycle network improvement scheme: the North Somerset Towns Coastal Cycle Route, with the most southerly section already delivered between Brean and Weston-super-Mare enjoying over 100,000 users annually.

Showcase scheme 2:
Clevedon Seafront and Hill Road

Objective 3: Drive local economic development

Details: This exciting proposal is to provide a permanent, segregated, cycle route from the ever-popular Clevedon seafront into the bustling retail, business and dining area at Hill Road. A new one-way system and 20mph limit along The Beach and Hill Road will meaningfully alter the status quo of these roads by reallocating street space to segregated cycling and making a safer environment for pedestrians. This will be supported by making the connecting roads

in the seafront and Hill Road neighbourhood area one-way and introducing 20mph zones to facilitate further safety improvements for both cyclists and pedestrians. We will further enhance the area using greening and street trees, as well as installing cycle parking pods to support cycle ownership for residents. This will help harness and further increase the high levels of walking and cycling in this area and along the promenade, where at present pedestrians and cycles are experiencing a conflict with space and social distancing.

In the short term, cycling will be able to replace public transport journeys as we continue to

recover from the COVID-19 crisis. The scheme will link into the flagship North Somerset Coastal Towns Cycle Route as part of the strategic cycling network in North Somerset. The scheme package will improve the provision and awareness of safe walking and cycling facilities to local shops and businesses, reduce private car dominance of this popular seafront space and improve road safety perception. The overcoming of these short-term challenges will help North Somerset Council achieve strong progress against the wider challenges of public health, carbon reduction and the car-dependency and congestion culture.



Artist's impression of
The Beach at Clevedon Seafront



**Showcase scheme 3:
Nailsea Youngwood Lane cycle path to station**

Objective 4: Shape active travel neighbourhoods through an active travel focused planning system

Details: As part of the development appeal process, a planning application to build 450 houses at Youngwood Lane, in south-west Nailsea, resulted in developers being required to provide either funding for or the construction of a high-quality, off-road walking and cycling path

linking down to Nailsea and Backwell Railway Station to the south-east of the site.

This was a good example of North Somerset Council’s use of the planning system to enable growth in active travel via securing a significant contribution to a high-quality active travel commuter link to the transport interchange at Nailsea and Backwell. There are future aspirations to connect the station to the existing Festival Way commuter cycle route that provides off-road cycling access to Bristol city centre from

the south-east corner of Nailsea via Flax Bourton, Long Ashton and the Long Ashton Park and Ride.

It shows how we are able to use the planning system to ensure that new sites are properly connected to nearby existing and planned transport networks for both active travel and public transport, as well as local shops, services and facilities and also secure appropriate contributions from developers.

We have a full pipeline of active travel schemes, including both strategic cycle network schemes (linking our towns and villages), key corridors (within towns) and active travel neighbourhood schemes. We are still developing our prioritised list of active travel schemes, but the target is that

we will deliver:

- at least 1 Active Travel Neighbourhood pilot scheme per year
- at least 2 20mph zones per year
- at least 1 High Street or district centre active travel improvement scheme per year
- make annual progress on the delivery of our strategic cycle routes (either in full or in phases)
- increase participation in cycle training, Dr. Bike cycle maintenance and other cycle training or promotional events.

It is only by committing to ambitious delivery plans that we will make any notable progress towards enabling the decarbonisation of our transport network to carbon neutrality by 2030. A robust prioritisation process will test all of the contending schemes to be delivered each year. This process will most likely be the same or similar process as the scoring and prioritisation process we developed to decide which active



Photo: Joe Dunckley/Shutterstock.com

travel schemes were included within our Active Travel Fund (ATF) Tranche 2 bid in August 2020. A briefing note explaining this process is not available online but can be shared on request.

A list of our Examples of Proposed Early Interventions is included at Appendix 2. This is not an exhaustive list however as we are consistently developing both existing and new active travel schemes. These are regularly identified by officers and also residents, businesses and stakeholders using such portals as the Space to Move and Widen My Path websites.

Delivery of the all-important support work through Education, Training and Publicity will be delivered by a combination of in-house resource from experienced transport officers, and external support such as Sustrans or external consultants. This will enable us to develop a strong programme consisting of:

- **Education:** including led-rides, promotional events, bike maintenance.
- **Training:** including cycle training for children, adults and community groups.
- **Publicity:** including a range of media publicity, communications, press releases, social media campaigns and other promotional media.

Without this vital work we will be extremely limited in our ability to promote enough awareness of existing and new walking and cycling routes to enable a culture shift to active travel as a realistic, attractive and natural choice for short and medium journeys (and for the first and last mile of longer journeys). This will enable us to harness, reinvigorate and further increase the culture shift towards active travel that was happening during the early and mid-lockdown periods of the COVID-19 outbreak, which happened without infrastructure intervention. This is a key lesson learned for transport planners and decision makers at the local (and national) level: that attitudes are key to significant uptake. The ETP work is therefore vital in securing this all-important shift.

SECTION 6:

Monitoring and evaluation

In March 2020, the West of England Joint Committee adopted the West of England Joint Local Transport Plan 4 (JLTP4) – this strategy aims to achieve a number of improvements for active travel, including:

- A step change in the number of healthy, low carbon walking and cycling trips.
- A continued reduction in the number of road casualties on the transport network.

In line with JLTP4, this Active Travel Strategy aims to significantly increase the number of cyclists and cycle trips, and walking trips, amongst people of all ages and abilities in North Somerset in line with the Cycling and Walking Investment Strategy (CWIS) national targets (to be achieved by 2025).

We will aim to:

- increase walking and cycling trips by at least 300% by 2030

And match these national targets based on local data:

- double cycling, where cycling activity is measured as the estimated total number of bicycle stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025
- increase the percentage of children aged 5 to 10 that usually walk to school from 48% in 2013 to 55% in 2025.

Of course, an increase in active travel without a corresponding decrease in motor-traffic will make it much harder to meet our carbon neutrality target, as well as hinder the growth of active travel. The West of England’s Joint Transport Study (JTS) states (pre-COVID) that car commuting is forecast to reduce from 59% to 45% (single occupancy), against a backdrop of forecast growth in housing and employment, and that technical work is now

being carried out to determine the level of mode shift and interventions required for the sub-region to become carbon neutral by 2030.

With road safety,

We will aim to:

- reduce the rate of cyclists killed or seriously injured on England’s roads, measured as the number of fatalities and serious injuries per billion miles cycled, each year
- reverse the decline in walking activity, measured as the total number of walking stages per person per year.

To achieve these targets we are very much dependent on sufficient funding being made available by national Government to roll out our programme of improvements. Without a substantial increase we will likely fail to do this.

Table 2: Walking and cycling data for North Somerset from the National Travel Survey and Active Lives Survey (2017/18)

	Walk or cycle at least five times/week	Cycle at least once per month	Walk at least once per month	Cycle at least three times per week	Walk at least three times per week
Any purpose	39.9%	21.3%	82.8%	8.6%	45.1%
Travel (inc commuting)	-	11.4%	73.7%	3.3%	29.9%
Leisure	-	16.7%	42.2%	5.3%	15.7%

These statistics and many more, including demographics, are available at: www.gov.uk/government/collections/walking-and-cycling-statistics

The typical North Somerset sample size is 690 individuals per survey.

Baseline data

The most reliable data source to measure progress is the Census. According to the 2011 Census ('usual mode of travel to work') cycling made up 1.1% of commuter trips by North Somerset residents and walking made up 2.2%.

More recent data (2017/18) is available through the National Travel Survey and Active Lives Survey, as detailed below. This data is less robust due to the comparatively small data sets but covers non-work-related active travel.

In order to help achieve carbon neutrality for North Somerset by 2030, we set out in this Active Travel Strategy to increase walking and cycling trips by at least 300% by 2030. According to the 2011 Census, 1.1% of North Somerset residents cycled to work as their main transport choice (2.2% walking). We also know that there was a 25% increase in cycling trips between March 2017 and March 2020 alone, so along with other cycling and walking improvements across the district (both physical measures and awareness campaigns and training), as well as the increased environmental consciousness since 2011, we would be comfortable assuming that there was been at least a 100% increase in both walking and cycling since 2011 Census data. This would mean that the 1.1% cycling to work (2.2%

walking) would have increased to 2.2% for cycling (4.4% for walking).

Setting the strategy's key target as increasing cycling (and walking) trips by 300% by 2030 would see us increase the 2.2% for cycling to work (4.4% walking) up to 6.6% of all trips to work being made by cycling (and 13.2% for walking). These are assumptions and the 2021 Census will allow us to update our baseline data in the strategy to become more accurate. However, meeting these targets would form an important jigsaw piece of enabling carbon neutrality on our transport network by 2030.

Clearly the trip to work is just one of the many types of trips that people make. It has been used here as traditionally there are more statistics available for this journey type. There is a large consensus however that monitoring other types of trips needs to continue to improve to capture the wider spectrum of journey types, especially as post-COVID-19 commuting patterns are likely to be different. Again, the 2021 Census data will allow us to update the strategy baseline data and check that our targets are both ambitious and realistic.

School travel data is collected annually through the use of the DfT tool use DfT Modeshift STARS. In 2018 cycling made up 3.7% of school trips (Primary and Secondary average, 2018).

Walking was 54.0%, and bus 4.6% (which would usually involve a short walk).

We are also progressing a new Road Safety Strategy. Our 2020 target is a 40% reduction in KSIs compared with the 2005 to 2009 baseline average. This is in line with the national framework set out in the DfT's Strategic Framework for Road Safety (2011).

Additionally, we target a 40% reduction in all road casualties by 2020. This stretches a 30% target originally agreed with the West of England (WoE) Partnership.

The DfT report "The Road Safety Statement 2019, A Lifetime of Road Safety" announce in their two year action plan that a review of research on road safety targets and their effectiveness will be commissioned.

Our short-term target ambition is to simply project the current 2020 target to 2021, at this point all targets will be reviewed following the release of the DfT research.

Monitoring and evaluation approach

We must monitor and measure the achievements of our active travel interventions to evaluate their success. Section 7 summarises the interventions we are committing to as part of this Active Travel Strategy. This section also outlines what type of interventions we are making to achieve the

ambitious but achievable targets in this strategy, along with the timescales to achieve them, the North Somerset Council service to deliver the intervention and finally the resource implications of each intervention.

Further to this, the targets outlined in this strategy will be monitored through the following means:

Census data

This provides the most reliable way to measure how journeys to work are made on a District and Ward wide basis. It will take 1-2 years before the 2021 Census data becomes available. There is some doubt whether the Census will continue after this. If the Census is discontinued the Office for National Statistics plan to replace it with a range of other data sources that may provide more frequent updates by which to check progress towards our targets.

The National Travel Survey (NTS) and Active Lives Survey

This provides useful background for national trends and comparative purposes. The data is broken down to District level but is less robust than the Census due to the smaller data set.

West of England Travel to Work Survey

An annual survey offered free of charge (subject to ongoing resources) to employers with more than 50 employees including North Somerset Council.

Other travel to work surveys

Some large employers in North Somerset run their own surveys to meet travel plan monitoring requirements or other needs – we expect annual or bi-annual data from Bristol Airport, Weston General Hospital and Weston College amongst other employers.

School travel data

This data is collected every year through a 'hands up' survey. As well as active modes, recording bus use is also important as the journey includes an active travel element. While transferring bus travel to active travel can lead to revenue savings for the Council reducing car journeys is the greater aim.

Automatic counter data

North Somerset maintains around twelve automatic cycle counters (including two combined walking and cycling counters) installed on dedicated cycle and walking routes throughout the district. These provide feedback on whether new facilities have achieved their aim (often required by funders and helpful for new funding bids) and in the long-term help monitor the general level of cycling across the District.

SECTION 7:

Summary of interventions

Table 3: Summary of objectives and interventions

Interventions	Intervention type	Timescale Short (2023) Medium (2026) Long (2030)	Delivery by	Resource implication
Section 2: Foundations for future success				
We will accelerate improvements to our strategic cycle network routes, allowing medium to long distance active travel for leisure, education and commuter trips (via segregated cycle paths, cycle lanes and active travel focused 'Quiet Lanes')	Strategic infrastructure	All	Transport	High
We will embark on a programme of delivering at least 1 Active Travel Neighbourhood per year, to improve the safety and attractiveness of active travel for residents, businesses and visitors in our towns and villages	Local infrastructure	Short (2023)	Transport	Medium
We will increase Education, Training and Promotion (ETP) for active travel, for events and for all existing and new active travel infrastructure across North Somerset	Education, Training and Publicity	Short (2023)	Transport and Marketing and Communications	Medium
Section 4, Objective 1: Deliver safe and frequent active travel to enable improved public health				
1.1 Deliver infrastructure and awareness				
We will run workshops to ensure that all internal NSC highway engineers, planning, regeneration, Elected Members (and all other relevant or interested teams and officers) are familiar and comfortable using latest guidance and best practice design standards for walking and cycling infrastructure, learning from national and international best practice	Education, Training and Publicity	Short (2023)	Transport and Infrastructure, Planning, Regeneration	Low
We will deliver on the five design principles set out by the Department for Transport which are the essential requirements to achieve more people travelling by active modes, based on best practice both internationally and across the UK	Planning and Policy	Short (2023)	Highways	Low
We will use audit processes (both LCWIP and multi-modal) to prioritise important, quick-win and value-for-money infrastructure improvements to our existing walking and cycling network	Local infrastructure	Short (2023)	Sustainable Travel, Highways	Medium

Interventions	Intervention type	Timescale Short (2023) Medium (2026) Long (2030)	Delivery by	Resource implication
We will design and build infrastructure to give priority to pedestrians and cyclists over vehicular traffic and segregate paths away from traffic wherever possible. This will transform our transport network from spaces where people are 'able' to walk and cycle to environments in which they are 'invited' to walk and cycle	Local infrastructure	All	Transport and Infrastructure	High
We will incorporate the attractive features such as benches, public art, notice boards, planting and landscaping on or close to walking and cycling routes wherever possible	Local infrastructure	Short (2023)	Transport and Infrastructure, Environment Team	Low
We will seek also to 'cycle proof' the road network – to ensure that active modes are considered as first priority at the design stage of new or improved road infrastructure	Local infrastructure	Short (2023)	Transport and Infrastructure	High
We will develop an infrastructure network of high capacity, quality cycle tracks along main road corridors as well as a plan for strategic cycling infrastructure to address missing links, pinch-points and safer cycling within neighbourhoods	Local infrastructure Strategic infrastructure	Long (2030)	Transport and Infrastructure	High
We will, as part of our Active Travel Neighbourhood programme, use a package of measures to prioritise walking and cycling, reduce vehicle dominance and improve public open space in town and village centres	Local infrastructure	Long (2030)	Transport and Infrastructure	Medium
We will work with private businesses, organisations and stakeholders to fund and improve cycle parking provision both on-street and at town, village and retail centres	Stakeholder collaboration	Medium (2026)	Sustainable Travel	Low
We will build a mainstream, inclusive, district-wide cycling culture as well as project specific promotions	Education, training and publicity	Long (2030)	Sustainable Travel and Marketing and Communications	High

Interventions	Intervention type	Timescale Short (2023) Medium (2026) Long (2030)	Delivery by	Resource implication
<p>We will develop and coordinate the following:</p> <p>Education and training:</p> <p>Support and where possible arrange led-rides and other promotional events, especially when new flagship cycle infrastructure is completed.</p> <p>Bike maintenance for adults of all ages and abilities.</p> <p>Cycle training for all children during their primary and secondary school years and embed a culture of walking and cycling throughout the school curriculum.</p> <p>Adult cycle training programmes.</p> <p>Support community groups to develop bike recycling, disability cycling programmes and other initiatives.</p>	Education, training and publicity	Short (2023)	Sustainable Travel	Medium
<p>We will develop a range of media promotional activities, as part of a mainstream, inclusive, public-facing media strategy. This will include but not be limited to:</p> <p>Digital and paper mapping of our active travel network, including journey planner functions.</p> <p>Various media publicity, including North Somerset Life magazine and through various NSC social media channels (including Facebook, Twitter and YouTube at present).</p> <p>Including press releases (NSC website and local media outlets) at key stages of a project to promote schemes and improvements under development, ready for their completion.</p> <p>Other promotions:</p> <p>Facilitate a grants programme to support active travel infrastructure and events.</p> <p>Develop 'Bike Park' mountain biking events.</p> <p>Develop a festivals, community-and led-rides programme to engage the wider community.</p> <p>Continue to engage stakeholders, community groups, volunteers, advocates, funding and delivery partnerships to enable strategic delivery.</p>	Education, training and publicity	All	Sustainable Travel and Marketing and Communications	Medium

Interventions	Intervention type	Timescale Short (2023) Medium (2026) Long (2030)	Delivery by	Resource implication
We will aim to train 50% of pupils to Bikeability Level 1 by the end of year 4, 50% of children to Level 2 by the end of primary and 20% of children to Level 3 by the end of year 9	Education, training and publicity	All	Sustainable Travel, Schools	Medium
We will, where funding allows, continue to coordinate adult cycle training to enable people to boost their skills, confidence and knowledge to cycle the journeys that they wish to	Education, training and publicity	All	Sustainable Travel	Low
We will deliver a dedicated Cycle for Weston centre in Weston-super-Mare town centre offering a wide range of cycles for hire, cycle maintenance, and a shop/café if possible	Local infrastructure	Short (2023)	Transport and Infrastructure	High
We will continue to publicise mass rides to help ensure new infrastructure gets off to a flying start	Education, training and publicity	All	Sustainable Travel and Marketing and Communications	Low
We will continue to update and distribute the North Somerset Cycle Map as well as producing online versions	Education, training and publicity	All	Sustainable Travel	Low
1.2 Achieve health and social benefits				
We will work with local communities and stakeholders to understand the specific local barriers to increasing active travel take-up in rural and deprived areas	Local infrastructure	All	Transport and Infrastructure	High
We will increase active travel investment in or linking to rural and deprived areas of North Somerset to level up on health inequalities across the district.	Local infrastructure	All	Transport and Infrastructure	High
We will promote the awareness and take-up of electric bikes for hills, longer distances and into our more rural areas where conventional cycling is more difficult	Local infrastructure	All	Transport and Infrastructure	Low

Interventions	Intervention type	Timescale Short (2023) Medium (2026) Long (2030)	Delivery by	Resource implication
<p>We will monitor requests for active travel improvements from North Somerset residents, businesses and visitors to develop and deliver improvements wherever possible. One new way we will do this is by using public interaction sites for active travel such as Widen My Path and Space to Move</p> <p>We will:</p> <ul style="list-style-type: none"> invest in localised cycling infrastructure appropriate for different locations and complexities use local research and consult and collaborate with residents, businesses and stakeholders to inform active travel planning use shared space developments where safe to do so to encourage increased footfall in town centres implement 20mph zones in town and village centres and residential areas, prioritising schools and health care facilities use the Health Economic Assessment Tool (HEAT) and the Active Mode Appraisal Toolkit (AMAT) to estimate cost effectiveness of active travel interventions. 	Education, training and publicity	Short (2023)	Transport and Infrastructure	High
1.3 Collaborate effectively with internal and external partners				
We will improve further our collaborative way of working with internal and external stakeholders and funders to secure important active travel improvement schemes and measures across North Somerset	Stakeholder collaboration	All	Transport and Infrastructure	Low
We will continue to use the Cycle Forum as the voice for North Somerset cyclists to aid our active travel improvement planning. We will also work with the new North Somerset Citizens' Panel once it is set up to understand further how we can help less confident cyclists to feel comfortable choosing cycling as the first choice for small and medium journeys	Stakeholder collaboration	Short (2023)	Sustainable Travel	Low

Interventions	Intervention type	Timescale Short (2023) Medium (2026) Long (2030)	Delivery by	Resource implication
We will continue to engage with businesses to increase awareness of existing active travel options and seek guidance on future improvements that will deliver a further increase in cycling to employment and services across North Somerset	Stakeholder collaboration	All	Sustainable Travel, Regeneration, Economic Development	Medium
We will continue to develop resources, incentive schemes and events to help all schools take part in activities to encourage active travel and we will work harder to deliver work in schools (for example through assemblies and classroom sessions, alongside outdoor practical lessons such as learn to ride, cycle maintenance and bike breakfasts)	Education, training and publicity	Short (2023)	Sustainable Travel, Travelwest roadshow Team	Medium
We will further develop our programme of Safer Routes to Schools and access restrictions to support children's safe walking and cycling to schools across the district	Local infrastructure	Medium (2026)	Transport and Infrastructure	Medium

Section 4, Objective 2: Tackle the Climate Emergency

2.1 Reduce reliance on fossil fuels and car dependency

We will use DfT Modeshift STARS to target the delivery of sustainable travel training skills in order to increase levels of sustainable and active travel and to document road safety concerns and requests for highway improvement	Education, training and publicity	Short (2023)	Sustainable Travel, Schools	Low
We will continue to deliver Bikeability training in accordance with best practice	Education, training and publicity	Short (2023)	Sustainable Travel, Schools	Low
We will continue to facilitate child pedestrian training to children in KS1	Education, training and publicity	Short (2023)	Sustainable Travel, Schools	Low
We will offer a traded school crossing patrol service to schools	Education, training and publicity	Short (2023)	Road Safety, Schools	Low

Interventions	Intervention type	Timescale Short (2023) Medium (2026) Long (2030)	Delivery by	Resource implication
We will work with the Police to identify the most appropriate tool to encourage drivers to slow down. These include: Community Speedwatch, vehicle activated signs, mobile safety camera enforcement and static safety camera installation	Stakeholder collaboration	All	Road Safety	Low
We will work with the Police where our data shows that speeding is a contributory factor in collisions and reviewing speed limits	Stakeholder collaboration	All	Road Safety	Low
We will develop highway schemes to tackle speed of motor traffic as a significant cause of road danger for vulnerable road users at identified and high-risk road safety hotspots	Local infrastructure	All	Road Safety	Low
We will expand the number of 20mph zones covering built up areas and expand 40mph limits on minor rural roads to make our roads and streets safer for everyone	Local infrastructure	Medium (2026)	Transport and Infrastructure	Medium

2.2 Improve air quality and public realm

We will use existing 'best-in-class' infrastructure design standards to create cleaner, attractive and inviting places for people of all ages and abilities. They will be able to enjoy the improved air quality from the reduction in motor vehicles in town and village areas and along our strategic cycle routes between places

Planning and policy	Short (2023)	Transport and Infrastructure	Low
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Section 4, Objective 3: Drive local economic development

3.1 Improve access to services, jobs and training

We will invest an increasing proportion of our resources to improve walking and cycling networks and deliver benefits for active travel modes	Local infrastructure	Short (2023)	Transport and Infrastructure	Medium
We will reallocate carriageway space to active modes to improve safe walking and cycling provision	Local infrastructure	All	Transport and Infrastructure	Medium
We will work with the police and lobby national government to make illegal and enforce pavement parking bans. We will then prioritise streets for improvements according to the scale of nuisance and danger caused.	Stakeholder collaboration	Short (2023)	Transport and Infrastructure	Low

Interventions	Intervention type	Timescale Short (2023) Medium (2026) Long (2030)	Delivery by	Resource implication
We will work with public transport operators to ensure that it is easy to make the first and last of public transport journeys by active travel modes such as walking, scooting and cycling, by facilitating cycle parking at transport hubs and allowing easy access and storage for cycles and scooters on buses and trains	Stakeholder collaboration	Short (2023)	Public Transport	Low
We will integrate active travel improvements with public transport modes to provide improved options for local accessibility between active travel and public transport as the 'first and last mile' of journeys to services, jobs and training	Planning and policy	Medium (2026)	Transport	Low
We will ensure that the transport network is reshaped so that people with limited mobility are able to move around freely through the pedestrian environment, and use it to access other modes of transport	Local infrastructure	Long (2030)	Transport and Infrastructure, Accessibility	Medium

3.2 Guide spending priorities and maximise funding opportunities

<p>We will, through the delivery of our annual three year Transport and Infrastructure Capital Works Programme, work to ensure that:</p> <ul style="list-style-type: none"> our towns are served by a core network of segregated cycle routes and networks of walkable routes to and within centres communities have access to green spaces and are connected by traffic-free cycling and walking networks for all rail and bus stops are attractive for people travelling on foot or by bike and have facilities that prioritise cycling and walking families have routes to walk and cycle to school in safety and with confidence, gaining essential life skills we provide opportunities and support for people to take up walking and cycling, through programmes in schools, workplaces and local communities. 	Local infrastructure	Long (2030)	Transport and Infrastructure, Streets and Open Spaces, Public Transport, Schools, Local Stakeholders	High
We will incorporate early into our highway maintenance programming procedures the consideration of active travel improvements, by carrying out an active travel audit to identify possible improvements to be made as part of the works.	Planning and policy	Short (2023)	Highways	Low

Interventions	Intervention type	Timescale Short (2023) Medium (2026) Long (2030)	Delivery by	Resource implication
We will audit more routes to prioritise further rounds of improvements. Audits will also be used for new build and more general Highway schemes to ensure opportunities are not missed	Local infrastructure	Short (2023)	Sustainable Travel, Highways	Medium
We will review the case for where winter salting of key commuter routes should be introduced especially on bends, steep sections and where adjacent to busy roads	Planning and policy	Short (2023)	Highways	Low
We will continue to ensure that a significant proportion of Highways Maintenance Programme spend is on Footway and Cycleway maintenance	Planning and policy	Short (2023)	Transport and Infrastructure	Low
We will continue to work with external organisations and volunteers to help maintain off-road vegetation management on our footpaths, footways and cycleways	Stakeholder collaboration	Short (2023)	Sustainable travel, Local stakeholders	Low
We will continue to maximise external funding opportunities for active travel at the national and regional level	Stakeholder collaboration	All	Transport	High

Section 4, Objective 4: Shape active travel neighbourhoods through an active travel focused planning system

4.1 Guide development planning to create active travel communities

We will:	Planning and policy	All	Transport	Medium
<ul style="list-style-type: none"> Adopt the road user priority hierarchy to protect those who use active forms of transport. We will ensure that pedestrians, cyclists and users of other modes of transport that involve physical activity are given the highest priority when developing and maintaining our streets and roads. Ensure planning applications for new developments always prioritise the need for people (including those whose mobility is impaired) to be physically active as a routine part of their daily life. Plan and provide a comprehensive network of routes for walking, cycling and using other modes of transport involving physical activity. Ensure public open spaces and public paths can be reached by foot, bicycle and using other modes of transport involving physical activity. 				

Interventions	Intervention type	Timescale Short (2023) Medium (2026) Long (2030)	Delivery by	Resource implication
We will guide development planning by identifying active travel schemes either to be delivered by the developer as part of development construction or where appropriate through developer contributions to help create communities centred around sustainable and active travel	Planning and policy	All	Transport	Low
We will continue to encourage new developments in locations that are accessible by existing walking, cycling and public transport networks, and discourage proposals that fail to actively encourage mode shift away from the private car	Planning and policy	All	Transport, Planning	Low
We will engage with developers at the start of the planning process to ensure key services to be provided on site, based on the thresholds included in guidance, are high-quality, but also in the best location to maximise their accessibility via active travel modes and public transport	Planning and policy	All	Transport, Planning	Medium
We will work with developers to ensure they are using existing street design principles, but increasingly focus on providing an attractive, integrated network that offers segregated areas for active modes	Planning and policy	All	Transport, Planning	Low
We will work with developers to ensure the high-quality walking and cycling infrastructure provided on-site does not stop at the site boundary, but integrates into the wider walking and cycling network, facilitating seamless onward active travel for the necessary journeys between villages, towns and city neighbourhoods	Planning and policy	All	Transport, Planning	Low
We will work with developers to ensure that routes within and connecting to new development sites feel safe and are overlooked by occupied buildings, ideally with plentiful doors and windows at the ground level. Promoting 'active frontage' is a key urban design principle that is likely to come through in the government's new national model design code	Planning and policy	All	Transport, Planning	Low
4.2 Ensure local supporting policies and SPDs help to expediate active travel growth				
We will use our emerging Local Plan to ensure that active travel priority and provision is at the very core of this planning framework to assess all developments in North Somerset up to and beyond 2038. This will ensure that all new developments and communities are active travel neighbourhoods from their inception	Planning and policy	Short (2023)	Transport, Planning	Medium

Interventions	Intervention type	Timescale Short (2023) Medium (2026) Long (2030)	Delivery by	Resource implication
We will keep informed and involved in policies, plans and commitments that have meaningful impacts on North Somerset from the neighbouring local authorities, such as the emerging SDS as the planning policy framework for our fellow West of England authorities	Planning and policy	Short (2023)	Transport, Planning Policy	Low

Section 5: Funding and delivery

We will need to ensure that our developments contribute appropriately to both local and area-wide infrastructure mitigations that support active mobility, as well as ensuring all new developments are planned and delivered in a way that prioritises active travel modes	Planning and policy	Short (2023)	Transport, Planning	Low
We will continue to lobby central government to increase the amount of revenue funding available to support new infrastructure schemes with the essential ETP and media awareness campaigns	Planning and policy	Short (2023)	Transport	Low
We will continue a review into how we allocate funding to the 2021-2024 Programme as we develop it through the Autumn (and each annual programme) to ensure that COVID-19 social distancing and improvement schemes that meaningfully alter the status quo of road and public space to active travel form the vast majority of the allocation	Planning and policy	Short (2023)	Transport and Infrastructure	Low
We will continue to collaboratively work with external stakeholders, organisations and other groups to progress, fund and deliver active travel improvements both physically and to raise awareness of active travel options in North Somerset	Stakeholder collaboration	All	Transport and Infrastructure	Low

Interventions	Intervention type	Timescale Short (2023) Medium (2026) Long (2030)	Delivery by	Resource implication
<p>We will deliver:</p> <ul style="list-style-type: none"> at least 1 Active Travel Neighbourhood pilot schemes per year (with a detailed review and prioritisation of each enabling the most successful to become permanent the following year) at least 2 20mph zones per year at least 1 High Street or district centre active travel improvement scheme per year make annual progress on the delivery of our strategic cycle routes (either in full or in phases) increase participation in cycle training, Dr. Bike cycle maintenance and other cycle training or promotional events an increased Education, Training and Publicity programme to raise awareness of existing and new active travel routes and options. 	Local infrastructure and strategic infrastructure	All	Transport and Infrastructure, Schools, Marketing and Communications	High

Section 6: Monitoring and evaluation

<p>We will aim to:</p> <ul style="list-style-type: none"> double cycling, where cycling activity is measured as the estimated total number of bicycle stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages increase the percentage of children aged 5 to 10 that usually walk to school from 48% in 2013 to 55%. 	Planning and policy	Long (2030)	Transport and Infrastructure	High
<p>With road safety, we aim to:</p> <ul style="list-style-type: none"> reduce the rate of cyclists killed or seriously injured on England's roads, measured as the number of fatalities and serious injuries per billion miles cycled, each year reverse the decline in walking activity, measured as the total number of walking stages per person per year. 	Planning and policy	Long (2030)	Road Safety, Transport and Infrastructure	High

SECTION 8:

Conclusions and next steps

This Active Travel Strategy seeks to raise the bar and go further than any previous strategy to improve and promote active travel within North Somerset. It provides a step change in our planning, prioritising and delivery of segregated cycling, high-quality public realm, significantly enhanced pedestrian facilities, where people are prioritised over the private motor car.

We are committing to our vision statement:

'Making walking and cycling the natural choice for a cleaner, healthier and more active North Somerset.'

In order to help achieve this vision and achieve carbon neutrality for North Somerset by 2030:

We will increase walking and cycling trips by at least 300% by 2030.

We will achieve this by delivering:

- at least 1 Active Travel Neighbourhood pilot schemes per year (with a detailed review and prioritisation of each enabling the most successful to become permanent the following year)
- at least 2 20mph zones per year
- at least 1 High Street or district centre active travel improvement scheme per year
- make annual progress on the delivery of our strategic cycle routes (either in full or in phases)



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- increase participation in cycle training, Dr. Bike cycle maintenance and other cycle training or promotional events
- an increased Education, Training and Publicity programme to raise awareness of existing and new active travel routes and options.

The main challenges to our success will be:

- Securing sufficient resourcing and funding, both externally and internally, to match our ambitious plans for the active travel transformation of North Somerset.
- Commitment from all key stakeholders to champion and deliver these ambitious, exciting schemes for active travel, regardless of whether they seem unpopular to some at

the outset. Similar schemes elsewhere in the country have flourished and become very popular with businesses, residents and visitors alike after being unpopular to start with. We must use these examples and be strong and positive in our engagement with local communities and stakeholders to help them realise the significant benefits available for all.

It is only by overcoming these challenges and committing to ambitious delivery plans that we will make any progress towards enabling the decarbonisation of our transport network to be carbon neutral by 2030 and ensuring a green recovery from the COVID-19 crisis. This will make for a happier, healthier, cleaner and more active North Somerset.



APPENDICES

Appendix 1:
Policy framework and additional
studies/documents

Appendix 2:
Examples of Proposed Early
Interventions

Appendix 3:
Additional health and social benefits of
active travel

Appendix 1: Policy framework and additional studies/documents

The ATS is a local policy strategy that supports a number of other strategies and plans at the local, regional and national level. More than ever before there are a number of converging and strengthening policy changes that guide our need to make urgent and substantial changes to the way we travel, in favour of active modes.

National policy context

Key points:

- Support for active travel should be integral to the local planning process.
- Current government policy and funding streams support active travel.
- The DfT has developed a ten year plan for walking and cycling with an aim to double funding for these modes in England, but a funding commitment on the scale required is still awaited.

In 2012 the British Medical Association highlighted the link between Transport and health through its policy paper entitled “healthy transport = healthy lives”, which asked the government to do more to promote active travel,

¹ Add reference to latest version of CDP.

such as investing in appropriate infrastructure. The report states that the health of people and the built environment are closely linked. It emphasises planning for accessibility by walking and cycling.

Planning

The National Planning Framework states that active travel should be a key consideration when making decisions about new developments.

‘In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.’

As stated by the framework, local policies, plans, and planning decisions should consider the provision and availability of active travel options between residential, employment, service and leisure sites. This Active Travel Strategy goes further than the comparatively loose statement above by ensuring that active travel provision must be the first thought when master planning a site, not ‘where reasonable to do so’. Master planning will enable us to strategically consider the right blend of development types that support local trips by active travel modes.

Planning for the Future White Paper

Changes are being proposed to the planning system, which might affect the way that this Active Travel Strategy will be applied in the future. The changes proposed in the White Paper are relevant to this strategy, as the new planning system would show commitment to climate change action, focusing on design codes, which could also include design guidance for this type of infrastructure. Updates will be made to this strategy as and when planning changes are made as a result of this Planning for the Future White Paper consultation.

Transport

Despite this, only two percent of total transport spending nationally is on cycling and walking. Cycling UK, Living Streets and Sustrans say this should rise to at least five percent by 2020, and 10 percent by 2024, with a large proportion of this allocated to support local authorities’ plans to increase cycling and walking.

In response to the need to encourage wider active travel in England the DfT has produced their [Cycling Delivery Plan](#)¹ which sets out their aspirations for active travel until 2025. It makes it clear that walking and cycling is a top priority for the government and makes a commitment to

double the level of cycling funding in England from £5 per person to £10 per person each year by 2021. The Cycling Delivery Plan invites local authorities to apply for funding by submitting expressions of interest, which the West of England Partnership has done. However, there is a requirement that we produce our own ten year walking and cycling plan, which is fulfilled by this Active Travel Strategy.

Supporting this, its **Cycling and Walking Investment Strategy (CWIS)** is a long-term vision which became law July 2015. In the Chancellor's March 2020 statement, £2bn was allocated for active travel nationally. There is also a legal requirement to report to Parliament on the progress made in terms of targets. National walking and cycling targets are set out under the Aims and Targets section of this document. The Strategy must be reviewed at least every five years.

Although both the CWIS and the ATF funding are a welcome increase in active travel funding, they are not seen as being sufficient to enable local authorities to become carbon neutral through active travel infrastructure improvements and subsequent uptake.

Despite the lack of central Government funding that will be required to deliver the outcomes the DfT expects, over the past five years NSC has secured circa £5Million for walking and cycling schemes. This has been sourced from a wide

range of funders, usually through competitive bids. Included within this is our wider holistic approach consisting of education, training and publicity.

Regional policy context

Our **Joint Local Transport Plan 4 (JLTP4)** is our principal transport policy document, and was developed in partnership with the other West of England authorities. It reflects all the key policy areas above and this strategy is part of a suite of documents that provides further information on specific areas within the JLTP.

The West of England **LCWIP** (Local Walking and Cycling Infrastructure Plan) is the key regional active travel strategy for walking and cycling improvements. Many principles and North Somerset related improvements are included within this North Somerset Active Travel Strategy.

Local policy context

At the local level, these include:

Climate Emergency

- North Somerset Council has declared a 'Climate Emergency' and are committing resources to address this emergency. The council will take active steps to make North Somerset carbon neutral by 2030, taking into account both production and consumption emissions.

Placemaking and regeneration

- A range of local planning policy and SPD documents seek to:
 - enhance facilities for pedestrians, including those with reduced mobility, and cyclists
 - improve road and personal safety and environmental conditions
 - reduce the adverse environmental impacts of transport and contribute towards carbon reduction
 - mitigate against increased traffic congestion.
- North Somerset seeks to improve opportunities for active travel by those living in the most deprived areas (all within South or Central wards of Weston-super-Mare), to improve access to work and training via low-cost travel and provide healthy active leisure opportunities.

The **NSC Corporate Plan's** proposed vision is: An open, fairer and greener North Somerset. Under this vision, priorities are grouped under three broad aims:

- a healthy, sustainable and thriving place;
- a council which empowers and cares for people; and
- an open and smart organisation.

For a more detailed local and national policy background refer to the **Section 4.2**.

Additional background papers/studies

- North Somerset Local Plan 2038: Challenges consultation
- North Somerset Corporate Plan 2020-24
- North Somerset Core Strategy
- Travel Plans Supplementary Planning Document (SPD)
- Parking SPD
- Weston-super-Mare Town Centre Regeneration SPD
- Weston Villages SPD
- North Somerset Highways Development Design Guide (HDDG)
Available on request
(transport.policy@n-somerset.gov.uk)
- Climate Emergency Strategy
- Climate Emergency Action Plan

Appendix 2: Examples of Proposed Early Interventions

The following tables list a range of schemes which we are committed to or for which funding has been applied for. These will all be subject to consultation (unless this has already been carried out). Additional schemes indicated as 'outline proposal' give a flavour of further schemes we would like to pursue and will generally be subject to further prioritisation work and funding opportunities. Other schemes not listed here may

be delivered before these, particularly those which are development-led.

The LCWIP proposals referred to, and additional ones, are detailed in the Final West of England Local Cycling & Walking Infrastructure Plan available at <https://travelwest.info/projects/local-cycling-and-walking-infrastructure-plan>. This used a Department for Transport prioritisation process to identify where active travel improvements would be most effective, and these are mostly urban.

More information on this is included within the main strategy above, at [page 18](#).

North Somerset Council also maintains a full register of wider active travel scheme proposals to ensure future opportunities for delivery are not missed. These are under continuous review and refinement, but the schemes below represent the top priority schemes at the time of publishing this strategy.

A full map of already delivered cycle routes in North Somerset, and proposed routes will be added to this in due course.

Scheme	Summary	Status
High Street or district centre active travel improvement schemes		
Weston High Street (part of LCWIP Weston Cycle Route 2 and Walking Route 1)	Permit cycling where north – south links are otherwise poor. Improve walking facilities and public realm to encourage not just walking but dwelling in a more attractive, inviting High Street	Options assessment
Clevedon Seafront and Hill Road (part of LCWIP Clevedon Walking Routes)	A segregated cycle route along the ever-popular Clevedon seafront to Clevedon Pier and on into the bustling retail, business and dining area at Hill Road. Widened footways along Hill Road and an enhanced pedestrian area outside of the Pier will make walking around this historical seafront more comfortable and enjoyable	Bidding
Orchard St and Meadow Street (part of LCWIP Weston Cycle Routes 1 and 6)	Reduce dominance of cars and traffic, possibly through a shared space arrangement. Improve public realm with clear benefits for walking	Options assessment
Worle High Street	Reduce or remove through traffic to improve pedestrian and cyclists' safety. This will encourage active travel to the High Street and to nearby schools. Improving public realm will encourage people to spend time and money in a more attractive, cleaner and safer Worle High Street	Outline proposal

Scheme	Summary	Status
Clevedon Triangle and Old Church Rd (part of LCWIP Clevedon Cycle Routes 1 and 2 and Walking Routes)	Reduce or remove through traffic to improve pedestrian and cyclists' safety, encourage these modes and improve public realm. More attractive streets and central areas in Clevedon will help to give the town centre a new lease of life by being cleaner, greener and more attractive/inviting	Outline proposal
Portishead High Street (part of LCWIP Portishead Cycle Routes 1 and 2 and Walking Routes)	Reduce through traffic, provide consistent improved walking experience, improved crossing points, and a segregated cycle route where possible	Outline proposal
Yatton High Street (part of LCWIP Yatton Walking Route 17)	Improve safety and perceptions of safety for pedestrians and other active transport choices between North End and Yatton village centre, including improving the safety of children, parents and guardians walking, cycling and scooting to school. This will help increase the proportion of journeys made by active, lower-carbon modes within Yatton, including to the railway station and other village facilities.	Public consultation

Active and Green Neighbourhoods

School Pedestrian and Cycle Zones

	Package to significantly alter the status quo of roads and create a safer environment for pedestrians and cyclists on thirty-nine different streets around seven of North Somerset's schools; Yatton Infant and Junior, All Saints (Clevedon), St Nicholas Chantry (Clevedon), St Peters (Portishead), West Leigh (Backwell)	Bidding
Christchurch, Weston-super-Mare	To include the residential area bounded by Meadow St Baker St, Milton Rd, Ashcombe Rd, Locking Rd. A significantly enhanced active travel experience for residents, businesses and visitors alike	Outline proposal
Backwell (forms part of LCWIP Backwell Walking Route)	To include the residential area west of Station Rd and bounded by the A370, and West Leigh School, which is well-used for walking and has high cycling potential	Options assessment
Clevedon Hill Rd Alexandra Rd area	To include the residential area bounded by Hill Rd, Bellevue Rd and Seavale Rd and The Beach. To be delivered in association with Clevedon Seafront and Hill Road scheme. Significant enhancements for active travel in this historic area that has seen suppressed demand for active travel facilities released during 2020	Bidding

Scheme	Summary	Status
20mph Zones		
Uphill Village	Scheme covers whole village improving the on-carriageway sections of the Coastal Towns Cycle route and wider benefits to the village, including two schools and Weston General Hospital	Options assessment
Pill and Easton-in-Gordano	Village-wide 20mph zone will help to secure benefits of new railway station and encourage walking and cycling to schools	Options assessment
Weston Town Centre 20mph Zone	An easily understood 20mph zone covering the area of Weston Town Centre where pedestrian and cycle movements are most concentrated	Options assessment
Long Ashton Village Enhancement scheme: Phase 2	20mph limit through the village centre, improved formal and informal crossing points and aim to deter drivers from using Weston Road/Long Ashton Road as a commuter route	Options assessment
20mph Request Process	We receive a range of requests from different town and parish councils, as well as from residents, businesses and other stakeholders. We remain committed to reviewing proposals for 20mph zones and limits. Where possible and where funding allows, we will implement any that are a strong fit against the criteria as part of our three year delivery programme (which is refreshed annually). This means that schemes that we will deliver are not limited to those listed currently	Options assessment

School pedestrian and cycle zones and priority walking schemes

It should be noted that the schemes in the High Street or district centre active travel improvement schemes, Active and Green Neighbourhoods and 20mph Zones schemes sections all have strong benefits for walking.

Yatton High Street Improvements package (relates to LCWIP Walking Route Yatton)	Improved pedestrian and cycle access to Yatton School grounds. Traffic calming, 20mph zone, new raised Zebra crossing by B3133/Cherry Grove, tightening of junction bell mouths	Committed
Bristol Road Pedestrian Facilities, Portishead	To improve pedestrian facilities along and across Bristol Road, which includes two schools, bus stops, housing, a football club and an office park located in close vicinity	Options assessment

Scheme	Summary	Status
School Pedestrian and Cycle Zones Programme	Annual programme of school pedestrian and cycle zones, locations to be prioritised this year, with the highest scoring against a set criteria being implemented first. To improve facilities for walking, cycling and other active travel such as wheeling and scooting around schools across the district. Can include but not be limited to: point closures to through traffic, reallocating street space to walking and cycling, use of planters/barriers/signage to increase active travel space and reduce car parking (maintaining residents' access)	Committed
Strategic urban cycle routes		
LCWIP Weston Cycle Routes 4 and 6 – Weston Town Centre to Locking Castle)	Improve route from Worle Station to Summerlands Way and extend along Milton Road, Baker Street, Meadow Street, and Regent Street, to create an active travel priority route into the heart of the town centre and seafront	Bidding – Milton Rd and Baker St
LCWIP Weston Cycle Routes 3 and 7 – Weston Town Centre to Locking Parklands (includes Weston Station Active Travel Gateway/Hildesheim Bridge)	In particular, improve railway crossing points (Winterstoke Rd and Hutton Moor Lane/Aisecome Way area). Extend existing routes over Hildesheim Bridge and significantly alter the status quo of this entry point into Weston-super-Mare town centre, its railway station and forthcoming bus interchange	Bidding – Weston Station Active Travel Gateway Committed – Winterstoke Rd Bridge
LCWIP Cycle Routes Clevedon 1 and 2 – South West Clevedon to Clevedon School	Provide new segregated cycle lanes and traffic calming/reduce traffic to connect existing paths, providing a continuous route. Improve Clevedon triangle area for all directions of travel	Outline proposal
LCWIP Cycle Route Portishead 1 and 2 – Ashlands to High St and Gordano School	Provide new/improved segregated cycle lanes and traffic calming to connecting the north east to the south west of the town, incorporating the High Street and the proposed railway station	Outline proposal
LCWIP Cycle Route Nailsea 1 – Town Centre to Nailsea and Backwell Station	Provide a direct high-quality route, segregated where possible or otherwise traffic calmed	Outline proposal

Scheme	Summary	Status
Strategic inter-urban/rural cycle routes		
North Somerset Moors Super-Cycle Network	Point closures to through traffic using modal gating to reduce traffic flows and rat-running along the flat, direct lanes of the North Somerset Moors network, linking Clevedon, Nailsea, Yatton, Backwell and NCN33	Bidding
The Strawberry Line Extension (Yatton to Clevedon)	Continuous route based on former railway from Yatton Station to Clevedon connecting communities to rail network	Bidding
Weston-super-Mare – Clevedon ‘Pier to Pier’ section of North Somerset Coastal Towns Cycle Route	New shared-use path at Yeo and Oldbridge rivers (Tutshill), connecting existing lanes and improvements in Weston and Clevedon areas to provide a complete ‘Pier to Pier’ route	Bidding
The Gordano Greenway	New off-road shared-use path parallel to the B3124 connecting Clevedon and Portishead	Outline proposal
River Avon Trail (Pill Path)	Significant upgrade (to commuter standard) of riverside path from Ham Green to Bristol Cumberland Basin (in partnership with Bristol City Council)	Outline proposal
Segregated cycle lanes		
A371 Weston outskirts to Banwell	Continue A371 provision from Locking to within Banwell 30mph zone (shared use but low pedestrian demand)	Committed
Long Ashton Rd to Park and Ride	Connect Long Ashton Rd to Park and Ride Site to improve connectivity of village to Bristol and access public transport	Bidding
Engine Lane to Nailsea Town Centre (LCWIP Cycle Route Nailsea 2)	Provide segregated path along north side of Queens Road and transition points. Continue route along Mizzymeard to town centre	Outline proposal
A38 – various corridor improvements	Study underway to review demand and what’s possible in association with proposed new development	Outline proposal

Appendix 3: Additional Health and Social benefits of Active Travel

Physical activity greatly reduces the risk of ill health and premature death including reducing the risk of heart disease, stroke, cancer, falls and mental health problems. Illness as an outcome of physical inactivity has been conservatively calculated to directly cost the NHS up to £1.0 billion per annum (2006-07 prices). Indirect costs have been estimated as £8.2 billion per annum (2002 prices).² If current trends continue, the increasing costs of health and social care will destabilise public services and take a toll on quality of life for individuals and communities.³

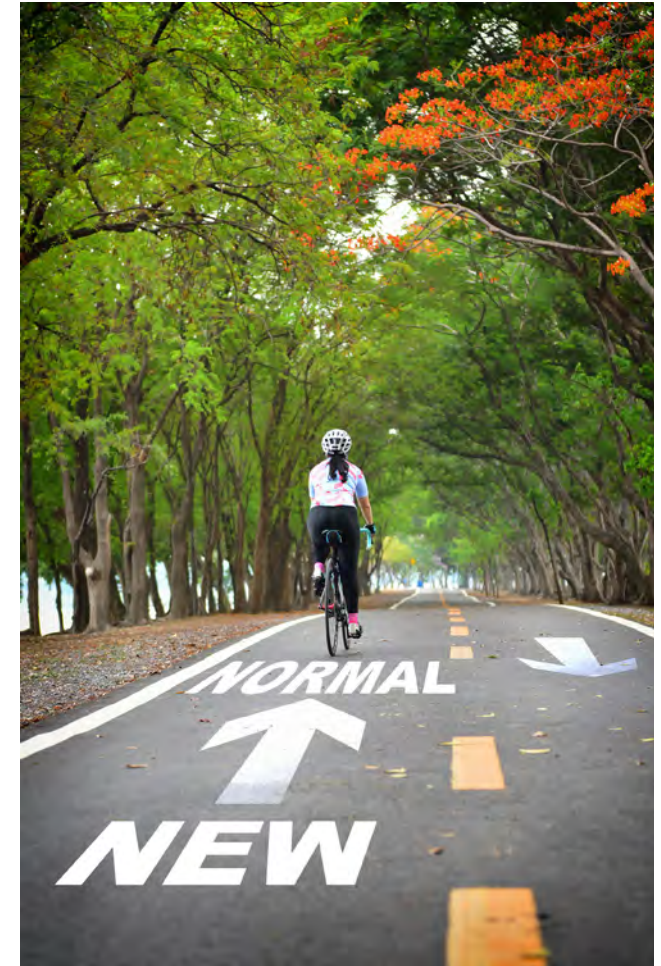
One outcome of increasingly sedentary lifestyles is the increased rates of overweight and obesity. Levels in the UK have been increasing over recent decades for both adults and children. Current estimates of levels of obesity in North Somerset (22.7%) are similar to the average for England (23%). In childhood, levels of obesity rise with age from 8.07% in 4-5 year olds to 16.6% in 10-11 year olds. In North Somerset the proportion of 4-5 year olds who are overweight and obese is slightly higher than the average for England at 24%. Being overweight or obese puts

people at greater risk of death from a number of conditions including, cancer, heart disease, and stroke. Children need at least an hour of moderate to vigorous physical activity every day, 30 minutes of which can be provided in school time. The journey to school is one way to help incorporate this.

According to the UK Chief Medical Officers' Physical Activity Guidelines⁴ children and young people (aged 5-18) should engage in moderate-to-vigorous intensity physical activity for an average of at least 60 minutes per day across the week. This can include all forms of activity such as physical education, active travel, after-school activities, play and sports.

Each week, adults (aged 19-64) should accumulate at least 150 minutes (two and a half hours) of moderate intensity activity (such as brisk walking or cycling); or 75 minutes of vigorous intensity activity (such as running); or even shorter durations of very vigorous intensity activity (such as sprinting or stair climbing); or a combination of moderate, vigorous and very vigorous intensity activity. Each week older adults (65+) should aim to accumulate 150 minutes (two and a half hours) of moderate intensity aerobic activity, building up gradually from current levels. Children reach a

peak of physical activity at five years which tends to decline into adulthood. As such, ensuring that all children are as active as possible throughout childhood is important for current and future population health.



² Claiming the Health Dividend: A summary and discussion of value for money estimates from studies of investment in walking and cycling (Dr Adrian Davies / DfT, 2014).

³ Everybody Active, Everyday (Public Health England, 2014).

⁴ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/832868/uk-chief-medical-officers-physical-activity-guidelines.pdf, 2019

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North Somerset Council

Report to the Council

Date of Meeting: 20 April 2021

Subject of Report: Updating the Creating Sustainable Buildings and Places Supplementary Planning Document

Town or Parish: All

Officer/Member Presenting: Councillor Tonkin, Executive Member for Planning, Highways and Transport

Key Decision: No

Reason: Council report

Recommendations

It is recommended that the updated Creating Sustainable Buildings and Places Supplementary Planning Document (SPD) is adopted as council policy.

1. Summary of Report

- 1.1. This report sets out the proposed amendments to the Creating Sustainable Buildings and Places Supplementary Planning Document, which was originally adopted in 2015. The updates contained within the SPD will support the Council's objective of becoming carbon neutral by 2030.
- 1.2. Public consultation on the updated SPD took place between 12 February 2021 and 26 March 2021.
- 1.3. The principal changes to the 2015 SPD are summarised as follows. Further detail is provided in the table at paragraph 3.17 and the revised text is set out at Appendix B.
 - Document updated in relation to the climate emergency and changing national guidance.
 - All new residential development must demonstrate Code for Sustainable Homes Level 4 equivalent improved energy performance standards. This equates to an improvement on Building Regulations of 19% of Part L1A. This applies to all new residential development, including conversions.
 - Non-residential buildings must demonstrate BRE AAM standard or its equivalent.
 - The renewable energy requirement is a minimum and is in addition to the Code for Sustainable Homes Level 4 equivalent energy performance compliance.

- 1.4. The Council is asked to review the updated SPD and noting the revisions, approve as council policy.

2. Policy

- 2.1. The Council's Corporate Plan 2020-24 includes 'green' as one of three key themes. This emphasises the importance of bringing forward actions relating to tackling climate change as a key factor in all policy and strategic decisions.
- 2.2. The Council declared a climate emergency in 2019 and has an overarching goal to become carbon neutral by 2030. The Climate Emergency Strategic Action Plan (2019) sets out an aim for 'all new homes to be zero carbon or net carbon plus.' In order to achieve this ambition, it is crucial for all new development to achieve the highest possible carbon reduction standards as soon as possible.
- 2.3. The Planning and Energy Act 2008 allows planning authorities to set energy efficiency standards in their development plan policies that exceed the energy efficiency requirements of the Building Regulations.
- 2.4. National Planning Practice Guidance states that Local Planning Authorities can set local planning policy which requires energy performance improvements above the level required through the national Building Regulations – equivalent to Code for Sustainable Homes Level 4.

3. Details

- 3.1. The Creating Sustainable Buildings and Places SPD was originally adopted in 2015 and provides specific guidance on how to comply with Core Strategy Policy CS1 – 'Tackling climate change and carbon reduction' and CS2 – 'Delivering sustainable design and construction'.
- 3.2. Updating the SPD has provided the opportunity to update the guidance on complying with the requirements of both of these policies. This has included providing additional information on the specific requirements of Policy CS1. This information relates to renewable energy use, active travel solutions, green infrastructure, waste minimisation, sustainable drainage, climate change adaptation/resilience, energy and water efficiency.
- 3.3. The updated SPD was consulted on between 12 February and 26 March 2021. Responses received to this consultation (detailed in [Appendix A](#)) have led to some changes to the SPD which is now being proposed for adoption.
- 3.4. One of the main purposes of the updated SPD is to clarify the Council's position in relation to the requirements of the adopted Core Strategy Policy CS2 (*Delivering Sustainable Design and Construction*). Clause 3 of this policy requires compliance with the Code for Sustainable Homes. Although the Code was withdrawn by government soon after this policy was adopted, it has subsequently been confirmed that councils can require performance standards on new residential development equivalent to Level 4 of Code for Sustainable Homes.
- 3.5. The Council will now require all new residential development registered after the date that the updated SPD is adopted, to demonstrate Code for Sustainable Homes Level 4 equivalent improved performance standards. This equates to an improvement on Building Regulations of 19% of Part L1A: *Conservation of Fuel and Power for new*

dwellings. This is a 19% reduction on the Dwelling Emission Rate (DER) against the Target Emission Rate (TER) based on the 2013 edition of the 2010 Building Regulations (Part L). The TER is met solely from energy efficiency measures.

- 3.6. The Council's approach to the assessment of new development proposals will eventually need to align to the climate emergency declaration and provide policy standards for net zero carbon development. The new Local Plan 2038 is currently being developed and evidence is being commissioned to understand the best route to achieve net zero policy standards. However, new Local Plan policy which directly addresses the climate emergency will not be in place until the new plan is adopted, which is programmed to be in 2023.
- 3.7. The updated SPD once adopted, will provide an interim uplift in the policy requirement for new homes to be built to higher energy performance standards with associated carbon emission reduction and provide a meaningful stepping-stone on the route to zero carbon development.
- 3.8. We are aware from feedback from developers that the cost of achieving BREEAM accreditation was causing difficulties and have set out within the revised SPD that the Council will accept an equivalent standard without the need for formal accreditation. However, where BREEAM accreditation is not used, the council will require a clear demonstration of how the building(s) will be constructed to an equivalent standard through the submission of independent supporting information. This revised approach enables alternatives to be proposed, provided they are of an equivalent standard.
- 3.9. The overarching aim of Core Strategy Policy CS2 is to 'demonstrate a commitment to sustainable design and construction, increasing energy efficiency through design, and prioritising the use of sustainable low or zero carbon forms of renewable energy generation in order to increase the sustainability of the building stock across North Somerset.'
- 3.10. Clause 3 of Policy CS2 requires Code for Sustainable Homes Level 3, from 2010 reaching Code Level 6 compliance in 2016. The intention in setting this policy was to steadily ratchet up the sustainability performance of new residential developments, which included increased energy efficiency measures.
- 3.11. In 2015, the Government withdrew the Code for Sustainable Homes (CSH) as part of the Housing Standards Review. Alongside this, a Written Ministerial Statement stated that an amendment to the Planning and Energy Act 2008 would be enacted which would prevent local authorities from setting energy performance improvements higher than Building Regulations.
- 3.12. As a result of this, the Council provided a statement confirming that CSH compliance would no longer be required when submitting development proposals. This has meant that since 2015, the Council has not required new residential development proposals to comply with energy performance standards in excess of those set out in Building Regulations.
- 3.13. However, the amendment to the Planning and Energy Act 2008 was never enacted and the National Planning Practice Guidance (2019) signalled a revised approach. This states that energy performance standards that are higher than Building Regulations can be set by local authorities, but only up to the equivalent of Level 4 of the CSH. The Future Homes Standard consultation response (2021) also clarified the role of Local Planning Authorities in setting energy efficiency requirements for

new homes. It confirms that in the immediate term, the government will not amend the Planning and Energy Act 2008, which means that local authorities retain the power to set local energy efficiency standards for new homes.

3.14. There are many examples of other local authorities requiring Code for Sustainable Homes Level 4 equivalent compliance. This includes Bath and North East Somerset, Somerset West and Taunton, Bristol, Brighton and Hove, Cambridge, Manchester, Guildford, Eastleigh, Havant, Ipswich, Milton Keynes, Oxford, Reading and Suffolk Council's.

3.15. Provisions in the Planning and Energy Act 2008 also allow development plan policies to impose 'reasonable requirements for (a) a proportion of energy used in development in their area to be energy from renewable sources in the locality of the development.' Clause 2 of Policy CS2, sets out this local requirement: 'require the use of on-site renewable energy sources or by linking with/contributing to available local off-site renewable energy sources to meet a minimum of 10% of predicted energy use for residential development proposals involving one to nine dwellings, and 15% for 10 or more dwellings; and 10% for non-residential developments over 500m² and 15% for 1000m² and above.'

3.16. For clarification, the above renewable energy requirement is in addition to Code for Sustainable Homes Level 4 equivalent energy performance compliance.

3.17. A full list of the changes to the SPD are detailed below:

Section of the updated 2021 SPD	Summary of changes from the original (2015) version
Executive Summary	Amended to reflect and summarise the content of the updated SPD, as summarised below.
Why is the council updating the SPD?	<p>Revised text relating to the rationale for updating the SPD i.e. clarification on setting energy performance policy higher than building regulations, response to the Council's Climate Emergency declaration and changes in national and local policy since 2015.</p> <p>5. Made it clearer that Code 4 equivalent compliance is for all new residential development <u>applications, including conversions.</u></p> <p>7. Clarified that the renewable energy requirement is <u>a minimum</u> percentage required standard.</p> <p>8. Clarified that an <u>equivalent standard to BREEAM</u> certification would be permitted.</p>
1. Introduction	Revised text relating to the Councils Climate Emergency declaration 2019 and the need to transition towards zero carbon development
2. Policy context	<ul style="list-style-type: none"> • Updated references to Climate Change Act – net Zero 2019 amendment. • Updated references to the National Planning Policy Framework - 2019 version. • Added reference to the National Planning Policy Guidance – and clarification of Council's ability to set energy performance standards higher than Building Regulations. • Added reference to the NSC Climate Emergency Strategy and Action Plan. • Added reference to the Council's UK100 pledge.

	<ul style="list-style-type: none"> • Removed reference to the NS Replacement Local Plan. • Clearer references to both CS1 – <i>Addressing Climate Change and Carbon Reduction</i> alongside CS2 <i>Delivering Sustainable Design and Construction policy</i> requirements.
3. Sustainable Design Principles – Code for sustainable Homes	<ul style="list-style-type: none"> • Added explicit reference to the Code for Sustainable Homes requirement. • Added clarification in relation to the implementation of Code equivalent standards. • Amended sections to make clearer references to CS1 policy requirements relating to energy use, waste management, water use, sustainable and active travel. • Paragraph 3.7: re-worded detail on the energy hierarchy • Paragraph 3.10: reworded detail on embodied energy and whole life cost of buildings • Paragraph 3.14: removed examples of passive design measures • Paragraph 3.16: added wording, where possible the orientation of a building should be within 30 degrees from south • paragraph 3.23 re-worded to emphasise importance water efficiency ahead of water re-use • Paragraph 3.26 added wording from Environment Agency regarding water quality • Paragraph 3.29 - 3.36 added more detail on the Active Travel Strategy • Paragraph 3.37 added wording on Land Use Ecology to emphasise importance of natural regeneration
4. Renewable and Low Carbon Energy	<p>Paragraphs 4.8 and 4.9 details that the wind and solar SPDs will be reviewed in light of the Council’s climate emergency declaration.</p> <p>Removed paragraphs detailing ‘issues to consider’ for various technologies.</p> <p>Included reference to Renewal Energy Resource Assessment Study, available Spring 2021.</p>
5. BREEAM requirements	Added in detail regarding when BREEAM standards cannot be met.
6. Sustainable Drainage Systems	<ul style="list-style-type: none"> • Updated references to adopted guidance. • Added that Wessex Water now adopt and maintain SuDS which meet their standards.
7. Climate change adaption measures	<ul style="list-style-type: none"> • Added reference to the CS1 policy requirement and the requirement for developers to demonstrate through the sustainability/energy statement, how climate resilience has been considered as part of the design. • Added reference to the CS1 and also the CS9 policy requirement relating to Green Infrastructure. Included reference to the GI strategy and to rewilding.

8. The Future Homes Standard and future zero carbon policy	<ul style="list-style-type: none"> • Included specific reference to the Future Homes Standards consultation and the transition to zero carbon. • Included reference to the West of England Cost of Zero Carbon study and intention to set zero carbon standards in the new Local Plan 2038.
9. Retrofitting energy efficiency, renewable and low carbon technologies	<ul style="list-style-type: none"> • Added reference to solar panels and electric vehicle charge points under permitted development. • Added detail relating to external wall insulation and the requirements for planning permission if in a conservation area or an AONB. • Amended detail about solar panels in conservation areas – may not be wall fronted if facing the highway. • Added reference to the Historic England guidance on the whole building approach to energy efficiency in historic buildings.
10. Viability Assessments	Amended last sentence in principle of viability: <i>Where a lack of viability is demonstrated, the Council will take this into account in its decision making, and will seek to ensure that the policy requirements do not act as a barrier to otherwise acceptable development from coming forward.</i>
11. Planning application	None.
12. Monitoring and Review	Link provided to the Annual Monitoring Report.
Appendix 1: checklist	<ul style="list-style-type: none"> • Moved from Section 2 of the SPD version 2015. • The checklist has been updated with clearer references to both CS1 and CS2 policy requirements. Developers are asked to check the appropriate boxes to demonstrate compliance. • Clarified that the policy also applies to residential conversions.
Appendix 2: documentation to submit to demonstrate compliance with CSH level 4 equivalent energy standard.	Added examples of SAP compliance reports.
Appendix 3: documentation to submit to demonstrate BREEAM energy performance compliance	Added BRUKL summary report for non-residential buildings.
Glossary	None.
Case study detail	Moved from the beginning of the document.

3.18. The new draft SPD containing the revised text is provided at **Appendix B**.

4. Consultation

4.1. The draft updates to the Creating Sustainable Buildings and Places SPD were subject to six weeks public consultation, between 10 February 2021 and 26 March 2021. This is in line with the Council's Statement of Community Involvement.

- 4.2. Sixty-four responses were received, and these with the Council's response, are summarised in Appendix A. The principal issues raised were that whilst the updated guidance is welcomed, the policy does not go far enough to address to climate emergency. It is explained that SPD guidance supports adopted local policy and cannot set new policy standards and that the new Local Plan 2038 will consider the potential of setting higher standards. Some comments questioned the detail of some of the sustainable design strategies. This included the measures to avoid overheating, and the relevant paragraphs have been re-worded in response. Some respondents were concerned about the implications on viability of the enhanced standards, especially for small scale developments. The viability section states that applicants can discuss viability concerns when submitting planning applications. Some comments were supportive of the Council's stance for accepting BREEAM equivalent standards.
- 4.3. The SPEDR panel was notified of the consultation on the proposed changes to the SPD at their meeting on 10 March 2021.

5. Financial Implications

- 5.1. There are no direct financial implications to the Council arising from the adoption of an updated Supplementary Planning Document.
- 5.2. Additional staff resources and training may be required to support the detailed sustainability and energy assessments and compliance monitoring. This will be investigated through existing budgets and the forthcoming Place Directorate transformation programme.

6. Costs

- 6.1. The costs of revising the SPD are met from existing service budgets.

7. Funding

- 7.1. No additional funding is required to update this SPD.

8. Legal Powers and Implications

- 8.1. The Planning and Compulsory Purchase Act (2004) Section 19 (1A) requires local planning authorities to include in their Local Plans "policies designed to secure that the development and use of land in the local planning authority's area contribute to the mitigation of, and adaptation to, climate change". This will be a key consideration when a Local Plan is examined.
- 8.2. The North Somerset Core Strategy contains policies to support this requirement, which include Policy CS1 – Tackling Climate Change and Carbon Reduction and CS2 – Delivering Sustainable Design and Construction. The Creating Sustainable Buildings and Places Supplementary Planning Document provides guidance on complying with both of these Core Strategy policies.

9. Climate Change and Environmental Implications

- 9.1. Updating this SPD will contribute towards one of the key objectives in the Council's Climate Emergency Action Plan. Under the theme of 'an energy efficient built

environment' one of the aims is for 'all our new homes to be zero carbon or net carbon plus.' This supports the objective of achieving the highest possible levels of energy efficiency performance requirements in new residential development in order to reduce the emissions associated with new homes.

10. Risk Management

10.1. There is a risk that this approach could lead to some increased costs for developers potentially affecting viability and prompting calls to a trade off against addressing other policy objectives. However, overall viability of the Core Strategy was assessed as part of the examination process and this change should not affect overall viability as it simply replicates the code level 4 requirement contained in the adopted plan. Furthermore, the development industry's approach has changed since plan adoption and code level 4 equivalent is now the industry standard, and many developments now aspire to a higher standard.

11. Equality Implications

11.1 The Core Strategy was subject to equality impacts assessment. These revisions do not raise additional equalities issues.

12. Corporate Implications

12.1. The Council's Corporate Plan 2020-24 includes 'green' as one of three key themes. This emphasises the importance of bringing forward actions relating to tackling climate change as a key factor in all policy and strategic decisions.

12.2. This update will contribute to the Councils Climate Emergency Strategy and Action Plan.

13. Options Considered

13.1. There is no statutory requirement to update the SPD. We could retain the version adopted in 2015 and continue with the approach that the Council would not require Code for Sustainable Homes compliance of adopted Core Strategy Policy CS2. We could also wait until a new suite of policies are produced as part of the new Local Plan 2038, which is anticipated will be adopted in 2023. However, the Council has now declared a Climate emergency, due to the globally acknowledged urgency to act on climate change. National guidance is clear that local authorities can require an improvement on Building Regulation performance standards. It is therefore considered that the Council ought to do everything within its power to reduce the carbon emissions associated with new residential development within the district and updating this SPD would contribute towards this aim.

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Appendices:

Appendix A – Summary of responses to the consultation

Appendix B - Updated version of the Creating Sustainable Buildings and Places SPD.

Background Papers:

Planning and Energy Act 2008

National Planning Practice Guidance (2019)

North Somerset Core Strategy (2017)

Creating Sustainable Buildings and Places SPD (2015)

Appendix A – Summary of the responses received to consultation

Comments received from	Comment	NSC response	Changes to SPD
Backwell Parish Council	Backwell Parish Council supports the Creating Sustainable Buildings and Places Supplementary Planning Document (2015) Proposed update 2021 as this continues to support Backwell's own Climate focus. With the large numbers of new houses expected over the next few years the focus on increasing the energy performance of them and this will be done by using the Code for Sustainable Homes Level 4 and also that it in addition to this requirement, the Council will continue to require clause 2 of Policy CS2. Development should demonstrate a commitment to reducing carbon emissions, including reducing energy demand through good design, and utilising renewable energy where feasible and viable in line with standards set out.	Noted.	No
Backwell Residents Association	Fully supports the proposed updates to the Creating Sustainable Buildings and Places SPD. In particular, we are pleased to see that you will now require Code for Sustainable Homes Level 4 equivalent improvement in energy performance standards in all new residential development, and that you will expect non-residential proposals to demonstrate how they meet the relevant BREEAM standards.	Noted.	No
Banwell Parish Council	<p>Overall, Banwell Parish Council supports the SPD as it brings back and enhances sustainability requirements which have been missing for 6 years.</p> <p>Banwell Parish Council believes the document wording should be made clearer to explicitly say the requirements will also apply to the conversion of agricultural, industrial and commercial properties and the conversion of all non-historic buildings (built after 1911).</p>	<p>Paragraph 3.3 and the checklist requirements have been amended to clarify that standards also apply to conversions -</p> <p><i>In light of the NPPG clarification, the Council has reviewed its position and will now require Code for Sustainable Homes Level 4 equivalent improvement in energy performance standards in all new residential development applications, which include the conversion of agricultural, industrial and commercial properties to residential use. This will apply to all new applications that are registered after the date that this updated SPD is adopted.</i></p>	Yes

British Horse Society	<p>I write on Behalf of the British Horse Society in response to the North Somerset's updated Creating Sustainable Buildings and Places Supplementary Planning Document Consultation, and in particular to Core Strategy CS1 policy requirement point 3.30 referring to active travel.</p> <p>The BHS is the largest and most influential equestrian charity in the country, working to improve the lives of horses and their owners through its four core foundations of education, welfare, safety and access.</p> <p>Nationally, it is estimated that there are 3.5 million people in the UK who ride or who drive a horse-drawn carriage. North Somerset is a popular area for both horse ownership and horse riding both at small yards and major centres, contributing greatly to the local economy, mainly through goods and services supplied by small businesses such as feed merchants, vets, farriers, trainers, saddlers, etc.</p> <p>Road Safety is a particular concern to equestrians, who are among the most vulnerable road users. Between November 2010 and March 2021, the BHS received reports of 5,784 road incidents, in which 441 horses and 44 people were killed with 1,350 riders and 1,198 horses injured, with 75% of these accidents caused by vehicles passing too closely to the horse. Research indicates however that only 1 in 10 incidents are being reported to the BHS; in 2016-17 alone, 3,863 horse riders and carriage drivers in England and Wales were admitted to hospital after being injured in transport accidents. (NHS Hospital Episodes Statistics)</p> <p>The BHS actively campaigns to improve road safety by making motorists aware of what to do when they encounter horses on the road (see https://www.bhs.org.uk/our-work/safety/dead-slow – we recommend taking a few minutes to watch the 'Dead Slow' virtual reality film for an impression of how vulnerable equestrians are in proximity to cars and lorries).</p> <p>Because of the difficulties that equestrians encounter on roads, they avoid using them wherever possible. Road use is often unavoidable, however, sometimes simply because people have nowhere else to</p>	Noted, comments will be passed to our Sustainable Travel team to consider as part of the Council's Active Travel Strategy.	No
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exercise their horses. An additional factor is that the bridleway network is fragmented, and roads are often the only available links between one RoW and the next.

a. Recognition of equestrians as vulnerable road users

Historically, pedestrians and cyclists have been considered as the main vulnerable road users. Equestrians are however increasingly recognised as being part of this group: during the Parliamentary Debate on Road Safety in November 2018 Jesse Norman, Under Secretary of State for Transport, stated that

“We should be clear that the cycling and walking strategy may have that name but is absolutely targeted at vulnerable road users, including horse-riders.”

We therefore ask that the planning document includes equestrians as vulnerable road users, to ensure that their needs are considered equally alongside those of pedestrians and cyclists.

b. Inclusion of equestrians in the Active Travel Strategy

The term ‘Active Travel’ applies to journeys undertaken for a range of purposes, whether to reach a place of work or local amenities, or for recreation. It is also the case that many of the routes that are used to walk or cycle to work or school are the same routes which at other times provide for recreational use.

is now acknowledged that horse-riding is as much an ‘active travel’ mode as recreational walking or cycling. At the recent Parliamentary Debate on Active Travel in Westminster Hall, Robert Courts MP proposed that “horse riders...ought to be thought about in the context of active travel as well.” This was endorsed by Michael Ellis, Minister of State for Transport, who confirmed that “Active travel includes horse riders and bridle paths – this debate includes them.”

Cambridgeshire and Peterborough Council has defined Active Travel as “Physically active modes such as walking, or horse riding. It also

includes walking or cycling as part of a longer journey.” (See Cambridge and Peterborough report)

c. Equestrians to be included in any shared-use routes, wherever possible

In order to maximise opportunities within development to help provide more off-road links for equestrians, where shared-use routes are created for active travel as a part of any development, planning policy should support the automatic inclusion of horse riders on shared off-road routes, unless there are specific reasons why this is not possible. Conflict with cyclists is sometimes given as a reason for excluding horses from shared routes, but this rarely has anything to do with either the horse or the bicycle, simply the inconsiderate person who happens to be riding one or the other. Horse riders and cyclists as two vulnerable road user groups have more in common with each other than differences. This is illustrated by the work that the BHS is doing in partnership with Cycling UK in the current ‘Be Nice, Say Hi!’ campaign and with Sustrans in their ‘Paths for Everyone’ initiative.

The key to a successful shared route is the design: for example, rather than positioning a cycle path down the centre of a route with verges either side, the cycle path should be positioned to one side and the two verges combined to provide a soft surface for walkers, runners and horses on the other. (This also addresses the issue of horse droppings which, as research has confirmed, represent no danger to health and disperse quickly, particularly on unsurfaced paths.)

d. Reference to the Hampshire Countryside Access Forum (HCAF) guidance Equestrians in Hampshire

The HCAF has developed this guidance for planners and developers in response to feedback from local authorities, which indicated that they would welcome more information about how they can include equestrians in their work, engagement and consultation.

Written by members of HCAF with support from Hampshire Countryside Service and the BHS, this document has been widely circulated within and beyond Hampshire, sparking interest from other authorities outside the county.

We would urge the Planning Team to incorporate the principles set out in this guidance into their planning policy: most particularly, that equestrians should be considered and consulted with at an early stage within the planning of any major housing or infrastructure development.

“Good growth also means providing open space and leisure opportunities to encourage healthy and active lifestyles and encouraging more of us to use active forms of travel”.

Horse riding is a year-round activity which (along with associated activities such as mucking out and pasture maintenance) expends sufficient energy to be classed as moderate intensity exercise. The majority of those who ride regularly are women (which is an important consideration as women who ride feel safe to go out alone), and a significant proportion of riders are over 45. For some older or disabled people, being on horseback or in a horse-drawn carriage gives them access to the countryside and a freedom of movement that they would not otherwise be able to achieve. There are also considerable psychological and social benefits from equestrian activities, as the BHS is demonstrating through the Changing Lives through Horses initiative. Increasingly, mental health is becoming an important consideration.

Equestrianism is a popular activity in this area of North Somerset, and one which contributes significantly to the local economy. The local equestrian community has many difficulties in finding safe access within the locality. Many issues could be addressed and resolved through good planning of future development. We hope therefore that the planning document will include policies that will support this.

I have in addition attached a brief document summarising the case for the inclusion of horses on all cycleways.

CLHP Pipeline System Ltd	Thank you for your email to CLH Pipeline System (CLH-PS) Ltd dated 12 February 2021 regarding the above. Please find attached a plan of our client's apparatus. We would ask that you contact us if any works are in the vicinity of the CLH-PS pipeline or alternatively go to www.linerearchbeforeudig.co.uk , our free online enquiry service.	Noted.	No
Coal Authority	Thank you for your notification received on the 12 February 2021 in respect of the above consultation. I have reviewed the document and can confirm that the Coal Authority has no specific comments to make on the Sustainable Buildings SPD.	Noted.	No
Congresbury Parish Council	Congresbury Planning Committee noted the Creating Sustainable Buildings and Places Supplementary Planning Document was a step in the right direction and that we must make sustainable buildings.	Noted.	No
Environment Agency	The Environment Agency supports this document and welcomes its contents, and wish to make the following comments: Any new development should ensure it does not adversely impact on other features such as water quality within Source Protection Zone's or surface and groundwater. This could result in, for example, the need for further treatment of drinking water which will increase carbon dioxide footprint for this sector significantly. All such development should take place in low risk areas or mitigation put in place to offset any impacts for the life span of the development. For any new development consideration should be given to making contributions for environmental gains, either on or off-site. This aspiration already in the National Planning Policy Framework is now further supported by the 25 Year Environment Plan. This sets an expectation for development including housing and infrastructure, by all organisations and individuals, that will help deliver net gain. Natural England and ourselves would be pleased to provide advice on this topic. We particularly support energy levels and water efficiency requirements for new housing to be set up to the equivalent of Level 4 of the Code for Sustainable Homes.	Paragraph 3.26 detail added to reflect the comment on water quality. <i>'Groundwater may also be extracted for use, where possible and permitted by the Environment Agency. New development should however ensure it does not adversely impact on water quality within Source Protection Zone's or surface and groundwater. This could result in, for example, the need for further treatment of drinking water which will increase carbon dioxide footprint for this sector significantly. All such development should take place in low risk areas or mitigation put in place to offset any impacts for the life span of the development.'</i> Responding to the 25-year Environment Plan through local policy will be done through Local Plan 2038. Paragraph 4.14 has been removed. Paragraph 6.11 – added bullet reflecting unsuitability of some ground infiltration SuDS on brownfield sites.	Yes

	<p>We support the concept of Water Sensitive Urban Design (WSUD), which is woven throughout the SPD. The following CIRIA guidance document provides useful additional information on the concept and how to apply it in urban planning - wsud_ideas_book.pdf (susdrain.org)</p> <p>In addition, please note the following comments in relation to the specific chapters:</p> <p>Renewable and Low Carbon Energy Generation (page 34) 4.14 Hydropower</p> <p>Under the Environmental Permitting (England and Wales) Regulations 2010 permission from the Environment Agency may be required should any site/ infrastructure works take place in, under, over or within 8 metres of the bank top of a designated main river. This would include dams, sluices, weirs, structures as part of a hydropower scheme.</p> <p>Sustainable Drainage Systems (SuDS) (PAGE 38) Please be aware that some ground infiltration SuDS will not be suitable in brownfield sites due to the increased risk of creation of contaminated water pathways. Other SuDS solutions should be sought in this eventuality.</p> <p>Climate Change Adaption Measures (PAGE 43) 7.1 The SPD states the design life of a new dwelling is a minimum of 60 years and for a new industrial building is a minimum of 30 years. Please note that in accordance with the NPPF the lifetime of development for residential development is 100 years and for commercial is 60 years. Climate change should be taken into account for this time period.</p> <p>Finally, it is recommended that the LPA should use the most up to date and ambitious targets and best practices in support of the SPD.</p>	<p>Paragraph 7.1 - the design life has been changed from 60 to 100 years for residential and 30 to 60 years for non-residential.</p>	
Highways England	Thank you for consulting Highways England on the updated Creating Sustainable Buildings and Place SPD.	Noted.	No

	We have reviewed the proposed updates and have no comments to make.		
Land Value Alliance (LVA)	<p>LVA is promoting land to the North of Nailsea for up to 600 dwellings and 2Ha of land for non-residential uses (see plan at Appendix 1). LVA has instructed JS Lewis Ltd, an energy consultancy service, to inform the low carbon and sustainability concept of the proposed development and ensure that future development is able to meet North Somerset's standards as set out in the draft CSBP SPD.</p> <p>Across sites in the South West, LVA is pioneering some very demanding CO2 reduction standards through innovative onsite and near-site solutions and is looking to achieve something similar for the land to the North of Nailsea. LVA supports the Council's aims of addressing the challenges of the climate emergency and creating a sustainable future. These aims are also integral to LVA's approach to land development. The wider ambitions of the reworked SPD are also supported.</p> <p>Specifically, regarding the measures to introduce Code level 4 energy standards into Policy CS1, this would require a 19% improvement over Part L 2013 of the Building Regulations. We would expect to exceed this target with our focus on low and ultra-low carbon development. Further, the ongoing aim of supporting onsite renewable energy through the 10-15% policy is also aligned with our approach, and we would support its continuation, and its flexibility regarding different technologies and how they relate to different scales of development. Again, we would expect to exceed this standard.</p> <p>With regarding to BREEAM, we would agree with concerns raised regarding the assessment process, which has become overly bureaucratic, very expensive, poorly administered and confers less benefit</p>	<p>Paragraph 10.7 reflects the potential issues associated with BREEAM certification –</p> <p><i>Where a successful case has been made demonstrating non-viability in meeting the required BREEAM standards, it may be permissible for applicants to apply a lower standard or potentially utilise alternative strategies. These will be assessed on their merits at the planning application stage.</i></p>	No
Livewest	LiveWest welcomes North Somerset's consultation on the Creating Sustainable Buildings and Places Supplementary Planning document and commends North Somerset's commitment to climate change. With local councils declaring climate emergencies across the South West and, as the largest housing provider in this region, we have renewed	<p>Paragraph 7.4 – measures to avoid overheating. Amended the relevant bullets to now read:</p> <ul style="list-style-type: none"> •<i>designing the building and its internal layout to enable passive ventilation <u>measures, such as cross ventilation,</u></i> 	Yes

our environmental commitments in order to embed sustainability across our organisation and to assist our local authority partners such as North Somerset, to achieve the goals outlined in their Creating Sustainable Buildings and Places Supplementary Planning document.

Our commitment is to reduce the environmental impact of our activities and to create a clean and sustainable future for our customers, employees and our families. LiveWest recognise that climate change has a significant impact on the health, safety and wellbeing of all of us.

As an organisation that manages more than 38,000 homes, we recognise that our existing stock is our biggest impact on the environment and, indeed, most of the homes that will be standing in 2050 are already built. We have committed to improving our homes to Energy Performance Certificate (EPC) band C by 2028, which is two years ahead of the government target.

We have also made a commitment to deliver new homes within our control above current building regulations with enhanced building fabric and renewable technology.

LiveWest are building 7,000 new homes across the south west region over the next 5 years, and investing £2billion and sustaining 6,500 jobs in the building and supply chain over the next 10 years.

LiveWest is keen to work and partner with North Somerset wherever we can to ensure that we can deliver a sustainable home for everyone.

In order to provide a response on the Creating Sustainable Buildings and Places Supplementary Planning document I have responded to each section under its own sub-heading.

Energy Use, siting, orientation and overheating - We are pleased that North Somerset Council has a strong agenda about responding to climate change and that it proposes several amendments to existing policies alongside introducing new policies on residential development.

which will include operable windows, a shallow floor plan, high floor to ceiling heights, a double façade.
•selecting the most energy efficient ventilation and cooling systems – avoiding traditional air conditioning systems which will increase energy demand

In relation to the comment on specifications for pipework, radiators, cylinders specification and water consumption targets, we can consider this in the context of the Local Plan 2038 and related documents.

Paragraph 3.23 has been amended to read:
‘A large proportion of water used in homes does not need to be of drinking quality. Implementing measures to reduce water use, including water efficiency devices (water saving taps and showers, low flow toilets, water efficient appliances) and rainwater harvesting through using a tank to collect water or re-using water via greywater recycling should all be considered’

Biodiversity Net Gain and the Environment Bill – the Council will develop policy in Local Plan 2038 to fulfil this requirement.

Renewable Energy Generation, whilst the points about PV and heat networks are noted, the Council does not specify the type of renewable energy generation to be used to meet local policy requirement.

Para 3.32 of Core Strategy CS2 states: *Policy CS2 ‘...does not prescribe the type of renewable energy for individual applications but instead advocates that a range of technologies be explored choosing the one that gives the best environmental performance, is cost efficient and has no adverse impacts on the surrounding area. Geographical location of various technologies.’*

LiveWest fully supports North Somerset Council in setting an approach to encourage development to follow the energy hierarchy and to prioritise energy reduction through good fabric, siting and orientation principles. We also agree that assessing measures to avoid overheating is essential and would recommend that passive measures such as **cross ventilation are promoted over technical solutions that may increase energy demand**. This should absolutely be required prior to looking at the installation of renewable and low carbon systems.

Through extensive modelling undertaken by LiveWest we have found that where the dwelling fabric is not sufficiently robust the in-use running costs for electric-based heating systems can often be double the level of an A-rated gas boiler. Therefore, whilst achieving the carbon reduction requirements under SAP these can increase the running costs to our customers which could increase the incidences of fuel poverty.

For properties constructed prior to the 2025, even with a robust building fabric and domestic scale renewable, gas remains a cheaper fuel source for our customers.

In order to future proof our properties to avoid expensive retrofitting later we ensure that where gas boilers are to be installed the heating system design must facilitate a retrospective heat pump installation. As a minimum the contractor must provide internal pipework and radiators to allow heating demands to be met at 40 degrees flow and allow space for a suitable sized water cylinder within an internal cupboard. LiveWest would encourage North Somerset Council to consider adopting a similar policy which would ensure homes built today are fit and adaptable for tomorrow.

Water - LiveWest supports the requirement to demonstrate water efficiency measures to reduce demand on water resources. We would encourage North Somerset Council to adopt a target water consumption of no more than 110 litres/person/day through the incorporation of water saving measures where feasible. In our experience this target is best achieved by restricting in-use consumption rather than through grey water systems which creates higher maintenance costs.

To inform Local Plan 2038, the council has commissioned updated evidence which will identify the most suitable locations for a range of technologies. The Renewable Energy Resource Assessment Study will be published on the Council's website.

Modern Methods of Construction – the Council will consider this as part of the Local Plan 2038.

In 2015 the NHBC published data on the experience of housing associations and customers with sustainable technologies, including technologies for reducing water consumption. The water efficiency systems with the highest satisfaction levels were low flush toilets and low flow taps and showers, with grey water recycling systems having the lowest levels of satisfaction. Through our own experiences we agree with these findings and would encourage North Somerset Council to promote measures to reduce consumption ahead of other water efficiency systems.

Reducing surface water run-off, land use ecology, green infrastructure and tree planting (including CS2 policy requirements)

LiveWest fully supports North Somerset Council in setting out your requirements for reducing surface water run-off. LiveWest views sustainable urban drainage systems as an important multi-functional feature in our communities and accessing outdoor spaces and being close to nature has never been more important.

LiveWest are committed to promoting sustainable landscaping design, including edible landscaping, wild meadows and wildlife corridors, through design on our new build estates and re-wilding on our existing green spaces where appropriate. We welcome the publication of North Somerset Council's Green Infrastructure strategy.

LiveWest has completed a tree inventory, quantifying the economic benefits and values of trees and other green infrastructure. This project allows us to quantify that the trees under our management store over 3,600 tonnes of CO2, with a further 109 tonnes sequestered every year. Where any trees need to be removed from our sites, we have committed that we will replace this on a two for one basis.

The requirement for 10% biodiversity net gain is expected to be a mandatory requirement when the Environment Bill is enacted and it would be important for North Somerset Council's policy to be consistent with this.

Sustainable and active travel - LiveWest support North Somerset Council in promoting non-car transport options within our new developments. The LiveWest approach when designing new housing schemes is to ensure good connectivity to existing cycle and footpath networks and to prioritise non-car transport for local journeys by enabling greater connection through our new schemes. As such safe and secure cycle storage facilities, for each property, are specified on all of our developments.

Renewable and low carbon energy generation - LiveWest supports North Somerset Council's ambition with this policy and commend North Somerset Council for recognising that the principles of energy hierarchy should be followed, and the total energy demand of a building should be prioritised through energy efficient measures, ahead of the installation of renewable and low carbon energy generation.

Whilst we recognise that North Somerset Council have an open approach to renewable energy systems, we would recommend that where renewable systems are required photovoltaic systems (PV) should be named as the preference and that battery storage should be promoted in order to allow residents to realise the full benefit from the electricity generated from the PV system.

The NHBC paper on sustainable technologies in May 2015 showed that PV achieved high customer satisfaction levels, which combined with good scope for ease of install and perceptions of low user involvement with controls confirms a preference for this technology.

LiveWest have experience of developing schemes that utilise a decentralised heat network. Our experience in delivering housing schemes in this manner is that a critical mass, often in excess of 2000 homes, is required in order to ensure that capital costs of this heat network are viable. In most instances where these district heating systems have been delivered there is often a level of public subsidy.

Decentralised heat networks are currently an unregulated sector. As a social housing provider, we are focused on supporting our customers

and protecting them from fuel poverty associated with rising energy bills and the potential for disconnection in the event of payment default. LiveWest would encourage North Somerset Council to develop policies in order to offer greater protection to customers who purchase properties where district heating systems are present.

Where North Somerset Council are looking to promote wind turbines, or commercial solar farms, geothermal power and hydropower, we would ask North Somerset Council to carefully consider the geographical location of renewable generating and distribution networks so that they do not impede on either the expansion of existing settlements or creation of new residential settlements. This should take into account future housing beyond existing consented schemes or schemes within the planning system and should be mindful of future allocations given consideration to a 15-20 year period.

A holistic view needs to be taken on the future provision of residential and commercial developments and the generation and supply of renewable and low carbon energy in order to ensure a sustainable built environment.

Modern Methods of Construction - We note that there is no mention of Modern Methods of Construction (MMC) within these policies. LiveWest has a good history of using modern methods of construction systems, whether these are rainscreen cladding systems, panelised or volumetric construction systems. We see that MMC will have an increasingly important future role to play in the housing sector in terms of increased delivery, waste reduction and improved environmental performance.

LiveWest is a board member of Building Better which is a strategic alliance of housing associations supported by the NHF. Our aim is to encourage collaboration across the social housing sector in order to realise the true benefits of MMC in terms of quality, sustainability and better value. We would happily discuss our approach with North Somerset Council if that is of benefit.

Nailsea Town Council	Nailsea Town Council agrees in principle to the proposals outlined in the Creating Sustainable Buildings and Places in North Somerset document but request clarification from NSC that their own development on The Uplands will comply with Sustainable Homes standards Level 4 or higher.	The energy statement for Uplands states that: it would seem feasible for all homes to meet the Future Homes Standard of an 80% reduction below Part L1A. Therefore, the scheme is in excess of the Code 4, where this is equivalent to 19%.	No
Natural England	<p>Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.</p> <p>Natural England understands the Creating Sustainable Buildings and Places SPD is being updated to reflect changes to NPPF and national government advice on the Code for Sustainable Homes, to support the aims of the Climate Emergency strategy, and to provide more detailed guidance about Core Strategy Policy CS1: Addressing Climate Change and Carbon Reduction and Core Strategy Policy CS2: Delivering Sustainable Design and Construction.</p> <p>The SPD update proposes to require proposals for new residential development to demonstrate it will meet the Code for Sustainable Homes Level 4 or equivalent. We note that this requirement will be in addition to the existing requirement for new residential development to meet 10% to 15% of its predicted energy use through renewable and low-carbon energy generation. The BREEAM 'very good' or 'excellent' standards (or equivalent) will continue to apply to non-residential development.</p> <p>In principle Natural England supports the requirement for all new development to meet the highest standards to ensure its operational and embodied carbon and energy use is minimised as far as possible, provided significant ecological or landscape impacts are avoided or mitigated, and it results in a net gain in biodiversity. As noted by Defra in its consultation on five legally binding principles to guide future policymaking to protect the environment, there is no pathway to tackling climate change that does not involve the recovery and protection of nature. The SPD update should help to ensure these requirements are</p>	Noted.	No

	<p>applied at the design, construction, operation and decommissioning phases of residential and non-residential development.</p> <p>Natural England also notes and welcomes the frequent references to green infrastructure in the SPD update, which reflects its wide-ranging role in creating sustainable homes and places that are resilient to the effects of climate change. Natural England regards green infrastructure as being essential to achieving sustainable development, which alongside other types of supporting infrastructure like transport, power, water and sewage, should be properly planned from the outset. With this in mind, we are pleased to see references in the SPD update to the emerging North Somerset Green Infrastructure Strategy, which we note is intended to set out the strategic Green Infrastructure network within North Somerset and provide the framework for improving connectivity, quality and overall provision of Green Infrastructure for both people and wildlife in North Somerset.</p> <p>Natural England has been consulted on the draft green infrastructure strategy and we will provide comments on this separately.</p> <p>More generally, we think the additional detail being proposed in the SPD update to support the Core Strategy policies and related objectives, and the cross referencing and links to other relevant policies, standards, strategies, studies etc, including for green infrastructure, should help to ensure an integrated approach is taken to planning and providing new development in North Somerset.</p>		
North Somerset Internal Drainage Board	<p>The North Somerset Levels Internal Drainage Board's District is a designated area of special drainage need due to the land being drained by a network of interconnected watercourses. These watercourses, known as rhynes, have little gradient and not only do they drain the land, but the levels are also carefully managed, and they supply water for agriculture and biodiversity reasons. The source of the water is partly from springs in the Mendips. The Board is concerned that new development may impact on its District by both increasing the volume of water entering its District in times of heavy rainfall and the lack of water during drier</p>	<p>This is interim guidance to support Core Strategy (2017). New policy and supporting guidance, including detail on flood risk resilience, will be provided in Local Plan 2038.</p> <p>The updated SPD does refer to policy CS1, which requires '<i>Areas will be enhanced to be resilient to the impacts of climate change including flood defence and public realm enhancements including the integration of effective shading through, for example, tree planting</i>' (clause 10).</p>	No

periods, especially in times of drought. A lack of water may adversely impact on the status of SSSIs in the Board's District.

The following comments are made with the above in mind. The Board is pleased that an update is proposed to the Creating Sustainable Buildings and Places Supplementary Planning Document (2015), however the proposed update is not ambitious or as visionary as it should be for a document that will support development until 2038.

The areas of concern for the Board are how to mitigate and adapt to the impacts of climate change. The latest evidence from Intergovernmental Panel on Climate Change (IPCC) and the UK's Met Office predict that a certain amount of climate change is inevitable, regardless of any reduction in emissions from new development or dwellings achieving net zero carbon. These highly likely changes to the climate by mid-century are: Source Climate Change Committee 2020

The four main impacts of climate change will be higher temperatures, increased sea level rise, heavier rainfall and increased likelihood of drought. This will adversely impact people, places and the natural environment without adequate mitigation and adaptation.

How new developments in North Somerset will adapt to these conditions is not sufficiently detailed in the proposed amendments to the SPD.

The Environment Agency published a revised National Flood and Coastal Erosion Risk Management Strategy for England in 2020. The focus of the strategy is the creation of climate resilient places, be this adaptation of existing places or the creation of new places. This will require changes to how places are designed and constructed.

The Board's interest is focused on the water cycle and the aquatic environment. The transition to climate and water resilient places requires a holistic approach to the design of the new developments, resilient measures should be at a landscape scale as well as a property

Paragraph 7.2 requires: All sustainability/energy statements should contain detail on how changing climatic conditions have been considered as part of the design of the development.

Adaptation referenced in the checklist, with a requirement for:

Details on adaptation measures must demonstrate:

- Flood resilience measures
- Methods to avoid overheating
- Measures to minimise the Urban Heat Island Effect
- Measures incorporating green infrastructure and rewilding

This will be considered further through the development of the Local Plan 2038.

	<p>scale and incorporated into the hard and soft landscaped areas of new developments.</p> <p>The importance and complexity of the flood risks to North Somerset is such that the subject cannot be adequately covered by a single chapter in this SPD and the subject requires its own SPD. The Board recommends that a Water and Flood Resilient Places SPD is created to build on and provide further detail to the subject and provide applicants with details of what is required to be provided to demonstrate that core policy requirements have been met and how to achieve the requirements for different scales of development.</p>		
<p>Persimmon Homes Severn Valley (PHSV).</p> <p>Page 216</p>	<p>PHSV have a number of developments and continue to provide homes within the North Somerset administrative area and are committed to delivering sustainable development and are well placed to provide constructive input into the 'Creating Sustainable Buildings and Places SPD'.</p> <p>PHSV would be pleased to engage positively with the Council to discuss the practical implications of the SPD.</p> <p>PHSV welcomes the update to the SPD and supports the Council's reference to the Planning Practice Guidance and that development should demonstrate compliance with an energy performance improvement above Building Regulations, equivalent to Code Homes Level 4.</p> <p>The comments raised are specific to paragraphs within the SPD.</p> <p>Draft Consultation Point 5: This should be clarified that the Council will require Code for Sustainable Homes Level 4 equivalent improvement in energy performance standards in all new residential planning applications, and for clarity a new application is outline or full application and not reserved matters planning applications.</p> <p>The reason for this clarification is firstly reserved matters planning applications are not new applications, and secondly land purchases, viability assessments, s106 agreements are all based on the policy</p>	<p>Paragraph 3.3 and point 5 of the reason for updating the SPD. Amended to clarify that the Code 4 requirement applies to all new residential planning applications including conversions.</p> <p>Paragraph 1.4 reference to NPPF has been amended from 149 to 148.</p> <p>Paragraph 3.16 - added wording at start to address point about siting and orientation: <i>'Where possible and where it would not impact on the efficient use of available land, it would be advantageous for the main orientation...'</i></p> <p>Paragraph 4.3 – whilst this paragraph reinforces the principles of the energy hierarchy, it should be noted that renewable energy generation will be required alongside energy efficiency measures to demonstrate a 19% improvement on Building Regulations Part L1A.</p> <p>Point 7. <i>In addition to this requirement (code 4 equivalent), the Council will continue to require clause 2 of Policy CS2, which is for new residential development to provide between a minimum of (underlined) 10% to 15% of the predicted energy use (depending on development size), to be met through</i></p>	<p>Yes</p>

	<p>position and parameters set out the time of determining the planning application.</p> <p>Paragraph 1.4: For accuracy I believe the reference is to paragraph 148 of the NPPF.</p> <p>Paragraph 3.3: The comment on Draft Consultation Point 5 is repeated for the purpose of this paragraph.</p> <p>Paragraph 3.16 and 3.17: Whilst solar gain should be maximised, it needs to be considered in the planning balance. Site constraints, providing a balanced layout etc. could all have an impact on whether the main orientation of a plot, or its garden can be south or within 30 degrees of south. This paragraph needs to reference that solar gain should be maximised, where practicable within the context of the site.</p> <p>Paragraph 4.3: this paragraph is welcomed. It should be clarified that the Council is not seeking a 10% or 15% (depending on the site) above the Code Level 4 requirement if Carbon reduction is achieved through fabric improvements.</p> <p>Currently as the policy is written a 10% carbon reduction could be achieved through fabric improvements and a further 15% reduction required via renewable energy which would exceed the 19-20% Carbon reduction required to achieve Code Level 4.</p> <p>Paragraph 8.11: it needs to be clear that this SPD is not setting a policy requirement to achieve zero carbon standards. The Future Homes Standard is not prohibiting local policy introducing local zero carbon standards, but this needs to be done through a Local Plan which is also subject to viability testing and examination. This SPD does not meet the above criteria, the confusion comes with the cross reference to section 10 (viability) within the SPD, which refers to site specific viability testing. It needs to be clear that this SPD is not requiring every application to provide a viability assessment to demonstrate that zero carbon standards cannot be achieved, this would not currently comply the Planning Practice Guidance.</p>	<p><i>renewable and low carbon energy generation – this is detailed in Section 4.</i></p> <p>Paragraph 8.11 – it is considered to be very clear that the SPD is not setting a policy standard to achieve zero carbon standards and any changes to local policy will be considered through the Local Plan 2038.</p> <p>Viability Assessments will not be required to demonstrate that zero carbon standards cannot be achieved.</p> <p>This SPD guidance will be reviewed once the planning changes to Building Regulations Part L are confirmed.</p>	
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	<p>Section 12: It is considered that the SPD should be reviewed in line with any changes to Building Regulations Part L that come into effect.</p> <p>We would be grateful if you would take these comments into account in producing the next version of the Creating Sustainable Buildings and Places SPD and keep Persimmon Homes Severn Valley informed of its progress.</p>		
Portishead Town Council	Portishead Town Council fully supports the proposals.	Noted.	No
Wanderlands	<p>We broadly support the direction of travel of the SPD and have been working with our landowners to encourage a move rapidly to zero carbon new housing in respect of development on their land and to seek ways to extend mitigation for the carbons in the construction phase.</p> <p>As part of this process we have a strategic alliance with Wonderlands in respect of establishing developments carbon footprint and providing a viable way of offsetting these emissions.</p> <p>I am attaching a document produced by Wanderlands and would like this to be considered as a formal submission to the SDS consultation.</p>	Noted.	No
Weston Town Council	SUPPORT this proposal.	Noted.	No
Winscombe and Sandford Parish Council	Even though Winscombe and Sandford Parish Council's Planning Committee support North Somerset Council with them continuing to require new residential developments to provide between 10% to 15% of the predicted energy use (depending on development size), to be met through renewable and low carbon energy generation, it is felt that this is not enough and that it should be at least 25%. In addition, developers should provide renewable and low carbon energy generation as standard in all of their new properties and should not expect new buyers to put it on/in as an added extra, potentially with additional costs.	<p>The renewable energy generation requirement is Core Strategy Policy and cannot be changed at this time.</p> <p>New policy for Local Plan 2038 will consider the potential to set higher standards.</p>	No
Wrington Parish Council	Page 2, Para 2 refers to the aim "for all new homes to be zero carbon or net carbon plus". This requires a clear and precise definition of "net zero and net carbon plus along with robust assessment and audit processes. Current proposed developments in NS are claiming to be	2. – the definition of net zero/carbon neutrality will be considered in the Local Plan 2038.	Yes

“Zero Carbon” however this is only referring to operational energy or sometimes just regulated energy which is only a fraction of the total carbon emissions of a new building.

Page 2, Para 5 Code for Sustainable Homes level 4 for energy required when this SPD is adopted. This is currently the maximum a local authority is allowed to require however this is woefully inadequate if significant improvements to be made. The current revision proposals for Part L are not much better and will not push performance even close to Net Zero Carbon.

Introduction, Page 11, 1.5 “Effective spatial planning is an important part of a successful response to climate change as it can influence the emission of greenhouse gases. In doing so, local planning authorities should ensure that protecting the local environment is properly considered alongside the broader issues of protecting the global environment. Planning can also help increase resilience to climate change impact through the location, mix and design of development.” This is critical but at all levels, however it is important ESPECIALLY at site level where the site layout and dwelling arrangements/orientations are critical to better performance.

Page 14, 2.8 “Paragraph 131 of the NPPF states that in determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.”

It is extremely important that there are opportunities for many more small companies, community groups and individuals to be allowed to show innovation. Established and dominant development companies tend to stay with old solutions and technology and are highly risk averse to new ideas.

Page 15 NPPF Planning guidance (2019) “Different rules apply to residential and non-residential premises. In their development plan policies, local planning authorities:

Paragraph 2.8 - a self-build policy will be developed for the Local Plan 2038.

Paragraph 3.7 has been reworded to emphasise staged approach of energy hierarchy and amalgamated detail contained in para 3.8.

Paragraph 3.12 - the government is consulting on the role of Building Regulations in addressing overheating in new residential buildings. New local plan will consider this issue.

Paragraph 3.13 - removed reference to natural ventilation through chimneys and reference to conservatories.

Paragraph 4.12 has been removed alongside the other paragraphs detailing ‘issues to consider’ with other technologies.

Paragraph 7.4 – Measures to avoid overheating. Additional climate change adaptation policy will be considered. Bullets relating to summer cooling through natural ventilation, avoiding designing small south facing buildings and using smaller windows on the south and western elevations with low u-value glazing have been removed.

Paragraph 8.15 – removed the final sentence: *‘This is likely to be a more costly approach and technically more difficult to achieve on some sites compared with the other two approaches.’*

- Can set energy performance standards for new housing or the adaptation of buildings to provide dwellings, that are higher than the building regulations, but only up to the equivalent of Level 4 of the Code for Sustainable Homes.
- Are not restricted or limited in setting energy performance standards above the building regulations for non-housing developments.”

It seems ludicrous that higher standards are not allowed for dwellings where they are for non-housing developments.

Page 20: Using the Energy Hierarchy.

3.6 and 3.7 The issues regarding building envelope should also be included in 3.6 as the second stage before the provision of renewable energy. It is far critical to reduce total demand by building better fabric prior to applying renewables and as such it would be beneficial to allow a lower renewable requirement for dwelling constructed to a fabric standard higher than required under Code Level 4.

3.8 “all new buildings should be built to perform to the highest possible efficiency.” Unfortunately, although they may be efficient in design there is a huge performance gap due to post design changes, lack of onsite quality assurance, poor building and error. Without an inspection and enforcement regime that can identify such shortcomings this will inevitably continue.

Page 21 Passive Design and minimising overheating risk

3.12 “Assessing overheating is therefore an important part of any design process.”

This is extremely important as overheating is a large and growing problem however assessment using SAP (which is NOT a design tool) is inadequate and inaccurate and requires addressing with better and suitable methods.

3.13 "Natural stack ventilation through chimneys"

This is completely out of step with modern low energy design. Chimneys create significant uncontrolled ventilation which is not a good thing. Chimneys cause huge ventilation losses in winter and along with wood stoves which reduce air quality should be made obsolete. "Conservatories and sun spaces that can capture passive solar energy." This is also bad advice out of step with good design. Such elements are "old technology" from the last century that cause far more overheating problems than benefits of winter solar gain. Solar gain has to be managed on a whole house basis and assessed properly during design from day one.

Thermal Mass - can help however in well-designed lightweight buildings this can be much less important and is usually the largest source of embodied carbon in the fabric.

Design out thermal bridges - This is critical however the current Accredited details system is not fit for purpose in delivering this as the details are poor but more importantly with lack of inspection and other ways of certification AD's can easily be claimed even if not employed.

Page 26, Issues to consider with the use of Mechanical Heat Recovery systems:

- A low carbon, rather than renewable source of heat

MVHR is NOT a heating system, it is a ventilation system that reduces heat loss and may help stabilise and even out temperatures through the building. As such it is a key part of a low energy design but only if used in tandem with high efficiency fabric airtightness.

- It uses electrical energy to operate, this is only likely to benefit in reducing the energy in larger homes

This is incorrect and misleading. This can be highly beneficial in all suitably airtight buildings, regardless of size. In a building with airtightness below 1.0 m³/m²hr it can save about 15x the energy it consumes.

7. Climate change adaption measures
 Page 35, 7.3 Issues of overheating. Overheating is becoming the biggest health and comfort issue in new dwellings and will get a lot worse as the climate warms. Knowledge and understanding of this in the architecture and construction sectors along with design stage assessment and mitigation are woefully lacking in most new dwelling designs

Page 36. There are several misleading and incorrect statements here.

- Maximising summer cooling through natural ventilation

Not enough alone and this option is often not available when occupants are out, and windows need to be closed for security

- avoiding designing small south facing buildings

This is wrong. While designing buildings with a lot of south facing glazing without OH assessment and mitigation will almost certainly lead to overheating however any large or small building PROPERLY DESIGNED with suitable shading and ventilation needs to be south facing to benefit from winter solar gain for lowest winter heat demand

- using smaller windows on the south and western elevations with low u-value glazing

This is again not wholly correct. Correctly designed and shaded south windows are a benefit. East and West glazing should be limited and also correctly shaded (much harder!) All glazing should have a low U value especially on the north where there will be higher heat losses and no solar gain. What is more important is the selectin of low G value glass in East and West windows.

- designing the building ... high floor to ceiling heights...

This should not be necessary. High ceilings (over 2.5 m) waste space and so increases heat loss per m2 floor area.

Page 38- 8. the Future Homes Standard and future Zero carbon policy 8.2 FHS proposed option 1 giving a 20% reduction in Carbon emissions. This proposal is woeful inadequate and requires much better insulation standards and airtightness.

<p>8.3 FHS proposed option 2 “Fabric plus technology” This is a very poor option that will result in the dropping of high fabric standards that lock in efficiency for life in favour of renewables which are short lived and may fail. Most critically, whatever standards are contained in the Part L revision, they will not lead to the planned improvements in energy standards without robust assessment audit and testing none of which are provided for in the building regulations.</p> <p>8.8 “The Future Homes Standard is the national stepping-stone to national Zero Carbon policy 2050. However, if it can be demonstrated that local zero carbon standards are achievable...This is achievable now with several design and construction techniques being pioneered by some construction innovators. However, the dominance of larger commercial developers, who have little desire to change construction methods, is the biggest barrier to seeing these standards demonstrated and adopted.</p> <p>8.1. Balanced approach: fabric performance at Fabric Energy Efficiency Standard (FEES) level, focusing on renewable and low carbon technologies. This achieves overall emissions at or below the carbon compliance level. The remaining emissions are met through allowable solutions. This is a poor option.</p> <p>8.2. Extreme fabric approach: with fabric performance significantly higher than the FEES, high efficiency is achieved with little or no renewable energy. This will have overall emissions at or below the carbon compliance level, again the remaining emissions are eliminated via allowable solutions. The Passivhaus standard¹ is an example of this.</p> <p>This is the best option.</p> <p>8.15 “Extreme Low Carbon Technologies: This approach uses only fabric and on-site energy solutions (no allowable solutions) it therefore relies on high fabric performance (considerably higher than FEES) and extensive use of sustainable technologies (to</p>		
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	<p>beyond the carbon compliance standard). This is a highly aspirational approach. This is likely to be a more costly approach and technically more difficult to achieve on some sites compared with the other two approaches.”</p> <p>This is not correct It is quite possible to achieve Net carbon plus using VERY good fabric and simple tech i.e. Solar PV, MVHR and direct electrical systems. This can be done a minimal addition al cost of around 6% currently which is more than offset by energy savings over a very few years of operation.</p> <p>9. Retrofitting, Page 41, 9.4 Internal wall insulation This option must be “handled with care” to avoid the dangers of interstitial condensation, mould growth and respiratory</p>		
Wrighton Village Alliance Page 224	<p>1. pleased to see a policy document to support the climate change emergency announcement.</p> <p>2. Sad to see the documentation is so long. It should be cut back to be clearer without losing impact. Too much of it reads like a textbook e.g. "issues to consider....." on page 33. It will then be easier to follow and enforce. Currently it will confuse some smaller house builders.</p> <p>3. Electric vehicle charging in new housing has not been adequately considered. As an EV owner it is clear there are currently too many types of charge point to suggest developers should install them. What should be a requirement however is that on all new houses a separate 10mmsq three core wire and earth cable should be installed from a separate way on the distribution board to a blank socket on the front outside of every garage or on a post near each parking area.</p> <p>4. I like the requirement for 10% or 15% on site renewables. Please include a similar requirement for underground rainwater harvesting tank of a defined size connected to an external tap in the main garden area of every dwelling with a garden. Currently it's too vague with text talking solely about encouragement.</p>	<p>2. Paragraphs 4.10 to 4.17 have been removed. Agreed that these technologies are now more widely understood.</p> <p>3. EV charging is covered in Parking Standards SPD guidance. Setting new standards for EV charging will be considered within the context of the Local Plan 2038.</p> <p>4. Paragraph 3.22 details that rainwater harvesting should be considered to reduce water use, but this cannot be mandated as this is not specified through policy CS1.</p>	Yes
Individual	Fully support the policies contained therein.	Noted.	No
Individual	<p>I think that the cumulative effect of the stated aims could deter small developments, few points noted are below -</p> <p>7.4: Don't encourage the use of plastics that need fossil fuel to manufacture them</p>	Paragraph 7.4 - Section relating to material use, in paragraph 3.12 added the sentence ' <i>The use of plastics and other synthetic materials should be minimised.</i> '	Yes

7.5: South facing windows are ok if amount of glass is limited, it actually helps in the winter. Highly U value south glazing will reduce solar gain so counterproductive in winter, in summer open the windows and have passive ventilation

7.6: Planting trees on low lying fields that are too wet for arable or for all round grazing for livestock, e.g. parts of Tickenham moors, re-wilding?

Ensuring that footpaths across private land are kept accessible all year round, e.g. cattle management, stile/gate management, general accessibility.

Don't allow developments that rely on surface water run off onto roads (e.g. the former Golden Acres site)

7.7/ 7.8: Tree planting rewilding low lying areas liable to flooding (as above)

10.0: it's important that the Viability Assessments are adhered to particularly for one-off and self-build otherwise it would deter small developers and self-builders. It should not be down to the applicant to make a justification case for one-offs, there should be a standard assessment process that can be completed online with minimum requirements in such cases. In such cases it's important to avoid any undue burden being placed on the applicant that might present an unreasonable barrier. Such a barrier might be the requirement of expensive professional reports, one-off new builds should be encouraged, and the application process made easy in line with government thinking.

Summary - There seems to be too much red tape here, too many potential hurdles that could become barriers to small developments. Any such policy should be approved at government level to ensure that it is fair to all and does not overly impact one-off and very small developments.

Paragraph 7.6 – we cannot change this wording, as it is taken directly from the Core Strategy policy. However, tree planting is part of the Council's re-wilding and green infrastructure strategies.

Paragraph 7.7 – no change made

Paragraph 10.0 - A standard viability assessment process will be investigated as part of the adoption of the SPD. Applicants can discuss viability concerns when submitting planning applications.

The principle to viability states: *'Where a lack of viability is demonstrated, the Council will take this into account in its decision making'*

Summary - A self-build policy will be developed for the Local Plan 2038.

	The whole process of planning permission for small developments needs streamlining not making even more onerous.		
Individual	I support the energy efficiency measures proposed in the Creating Sustainable Buildings and Places Supplementary Planning Document (2015) Proposed update 2021.	Noted.	No
Individual	<p>Most desirable to take steps to reduce carbon footprint in our area. Agree with the proposal that new residential properties should demonstrate that they have made the savings and changes indicated in this document. As residential properties are only part of the reason for this change it seems to me that all other properties - commercial/local authority/ hotels and other hospitality services - should adopt the same measures.</p> <p>It would also seem sensible to consider promoting this level of reduction across the whole property portfolio providing incentives to reach these standards in older properties where possible.</p>	<p>The BREEAM requirement, which is detailed in Section 5 of the SPD does impose sustainable design building standards on non-residential/ commercial properties.</p> <p>The need to address standards in existing/ older properties will be considered as part of the Climate Emergency strategy and action plan.</p>	No
Individual	<p>I hope that North Somerset Council takes this opportunity to make a real difference to creating sustainable housing by insisting that developers put solar panels on roofs. I don't know what the current policy is on builders including them, but a housing development in Winscombe has only two per roof. This is not nearly enough - we have fourteen on our bungalow.</p> <p>It is even more important to put as many solar panels as possible on affordable housing as these residents will be the ones who can least afford expensive electricity bills.</p> <p>It is not unreasonable to developers to put on the maximum amount the roof can take. It is not expensive, ours cost £5,000 and a developer putting them on during the building stage would be able to do it significantly cheaper than that.</p> <p>It could also start a new industry in this country. Currently panels are made either in China or America, but it would be better for the economy if they were made in the UK.</p>	<p>The current renewable policy energy requirement is between 10% and 15% (depending on development size) of the predicted energy demand of a dwelling to be met through renewable energy generation.</p> <p>The SPD guidance supports current policy and cannot impose new policy standards.</p> <p>New local policy in Local Plan 2038 will consider the potential to set higher standards.</p>	No
Individual	Paragraph 3.16 - This paragraph should be re-written to provide greater clarity and flexibility for development; constraints such as existing topography and land contours, available land and the orientation of	Paragraph 3.16 - amended to include the wording as recommended. <i>'Where possible and where it would not</i>	Yes

	<p>existing development may limit the ability and opportunity for new buildings to be orientated within 30° of south. Indeed, were this direction to be followed as written, there is potential that it could result in the inefficient use of land identified or allocated for development. This could lead to further land being required, or worse, unplanned, speculative development coming forward to contribute any shortfalls in housing delivery targets.</p> <p>A suggested rewording is provided below (suggested changes in bold italics): Where possible and where it would not impact on the efficient use of available land, it would be advantageous for the main orientation of a building to be within 30° of south. Buildings oriented south-east will benefit from the morning sun and those south-west will benefit from the late afternoon sun. Optimising the orientation and pitch of a roof to maximise sun and daylight exposure will also benefit the energy that can be gained from solar panels located on the roof.</p> <p>Paragraph 4.5 - 6th bullet point. Should this read: Wastewater heat recovery systems Paragraph 8.11: The inclusion of this paragraph should be re-considered.</p> <p>The Future Homes Standard, due to come into force in 2025, will require sweeping changes to the construction and heating technology of new homes. These changes will include increased pre-fabrication and other modern methods of construction (to achieve the required airtightness standards) as well as new heating technologies (heat pumps, district heating networks, etc) and even with these technologies, it is and will continue to be challenging to achieve the 75-80% reduction in carbon dioxide emissions. There is no need to pre-empt this further as the timescales align with the Council's target of 2030 for carbon neutrality.</p>	<p><i>impact on the efficient use of available land, it would be advantageous for the..'</i></p> <p>Paragraph 4.5 - amended to read Wastewater Heat Recovery Systems</p> <p>Paragraph 8.11 - will be retained to provide context for policy considerations for Local Plan 2038. Local policy standards will need to be consistent with national policy.</p>	
Individual	<p>I believe climate change is the biggest threat we as a species have faced and we should all do as much as we can to tackle it. Some measures are easy for individuals to implement and others very difficult and these need the assistance of government or companies etc. I support all new builds being as energy efficient as possible as this</p>	Noted.	No

	should reduce the costs of the measures due to economies of scale. I also support measures to enhance wildlife and biodiversity.		
Individual	<p>The document seems to be reasonably comprehensive, but I have the following comments:</p> <p>1. I don't see how it's possible to achieve an absolute zero carbon standard by 2050. Every human activity creates carbon dioxide. We can only hope to minimise this. So, is this a relative measure taking us back in time to a lower level of carbon dioxide generation than we have now, i.e. base lining it to a specific year in the past?</p> <p>2. With regard to renewable energy generation methods, recent studies have called into question the overall benefits of biomass wood pellets if the total supply chain impact of their production and transportation are taken into account.</p> <p>3. Indeed, if we're truly concerned about global climate change then the end-to-end, or life cycle, cost needs to be considered, including production costs in terms of energy consumption, carbon footprint, pollution etc. in the country of origin right through to disposal. To a certain extent, this applies to all new technologies such as solar PV panels, wind turbines etc. but some will obviously have a greater net impact on the environment than others. Most solar panels are manufactured in China. Production of solar panels uses electricity. Most electricity in China comes from highly polluting coal-fired power stations, using coal shipped from Australia. We need to consider the overall life cycle impact of solar panels on the global climate, not just the benefit of using the finished article in North Somerset. On that measure, I suspect that ground and air heat pumps or geothermal might be the "greenest" solutions for heating buildings - they are certainly less visually intrusive.</p> <p>4. On the subject of solar pv, it is mentioned that the energy has to be used as it is generated. I have a solar pv system and that is true but it's not easy so, historically, I've only managed to use just 30% of what my system has generated over the past 8 years. The remainder is exported to the grid. The electricity is also not available when I need it most, i.e. at night or when it's cold and cloudy (or during power cuts). There are</p>	<p>1. The target is for net zero, rather than absolute zero. The UK's net zero commitment is base lined to 1990.</p> <p>2. Noted</p> <p>3. Lifecycle and measures of embodied carbon/ energy is referenced in paragraphs 3.10 and 3.18. This can be considered further in the context of the Local Plan 2038.</p> <p>4. Battery storage can be considered as part of policy for Local Plan 2038.</p> <p>5. Renewable technologies will not be ranked as part of this document. This guidance supports adopted policy CS2 which states that: <i>'Policy CS2 does not prescribe the type of renewable energy for individual applications but instead advocates that a range of technologies be explored choosing the one that gives the best environmental performance, is cost efficient and has no adverse impacts on the surrounding area. In each instance through the development of the design and feasibility, the available wind, solar and other resource should be considered.'</i> Paragraphs 3.10 and 3.18 refer to the embodied energy/ carbon of buildings will be considered in the context of the Local Plan 2038.</p> <p>6. Noted. Also note that the design life of typical buildings has been amended to 100 years for dwellings and 60 years for commercial buildings.</p>	No

	<p>now compact storage batteries available which would enable me to overcome this although it would not be cost-effective for me to install one at this stage, since they cost several thousand pounds. However, if they were installed alongside the solar panels as part of the original construction of the building, especially in large housing developments where economies of scale come into play, then I think that a long term energy cost saving could be demonstrated and buyers might then be tempted to pay a premium on the purchase price to help save the planet (and money in the long term).</p> <p>5. No preference is expressed in the document for any particular form of renewable energy generation. Clearly, as mentioned above, some are better than others in terms of their life cycle cost to the global climate (rather than the cost of installation or ownership). The various methods of renewable energy generation should be ranked in the document in terms of their overall benefit on restricting climate change. I realise that not all methods are suitable for all situations, but this 2050 target is tough so it's best, surely, to push the ones that will make the biggest impact from the outset in order to have the best chance of achieving it. I don't think that you can rely on commercial developers doing "the decent thing"!</p> <p>6. I agree with the focus in the document on designs that will minimise the amount of energy that will be required for heating and lighting through the lifetime of the building. That has to be the priority. However, the environmental costs of producing the materials to be used, wherever that may be in the world, are fundamental in determining whether the claimed benefits are real. I like the emphasis on use of local materials. Also, houses should be built to last so that the environmental costs of construction are amortised over a very long period. Is 60 years for a house or 30 years for commercial buildings the right answer? I think not. That's maybe part of the reason why we have the ugly sheds on retail and business sites everywhere. Presumably they are cheap to build and thus can be replaced more economically every few years but that's not good for the planet.</p>		
Individual	Putting it simply house building standards in the UK are poor at best. Maybe you should look at Germany for example, houses are built to a	New policy for Local Plan 2038 will consider the potential to set higher standards.	No

	<p>higher standard and to cope with colder and hotter weather than the UK. Walls of houses are thicker and denser and use external insulation, triple glazing is common, and the use of electrical storage heaters and underfloor heating is prevalent. Also, windows are fitted with roller blinds which are good in winter and summer. Ergo modify the building regulations to mandate the following:</p> <ul style="list-style-type: none"> - Wall construction materials must be higher thermal standard and have higher levels of insulation. - Go all electric. Use storage heaters / underfloor heating use electric water heaters. - Cover total roof area with Solar Panels and use Hot water generation panels to heat water. - Use triple glazing 		
Individual	This document is a sensible response to the climate emergency. As a resident of North Somerset, I support it.	Noted.	No
Individual	<p>I think this is a great piece of work within the constraints imposed by central Govt.</p> <p>With regard Viability Assessments, these need to be updated to reflect that whilst the initial cost may be higher, the on-going running costs will be lower. A 5% uplift spread over a 25-year mortgage should be outweighed by the annual energy saving. The Govt. is consulting with mortgage lenders to encourage them to lend higher amounts against buildings with lower operational costs.</p> <p>Enforcement will be key and NSC will need to factor in increased inspection. Otherwise builders' plans will meet the standards, but the construction will not. Research shows that only about 10% of new build properties actually meet their design spec. In particular things like airtightness and thermal bridging are major problems with current building practices.</p>	<p>The last sentence of the first paragraph of the viability section has been amended to: <i>'Where a lack of viability is demonstrated, the Council will take this into account in its decision making.'</i></p> <p>Enhanced monitoring and enforcement procedures are being considered.</p>	Yes
Individual	I'm responding as an invested member of the public rather than a building or planning professional. I found the document quite a difficult read, rather than address specific sections of the document I'd like to make observations in general.	<p>New SPD guidance will be provided to support Local Plan 2038 and the format will be reviewed.</p> <p>Viability - If the requirements impact on viability of any scheme, then this can be taken into consideration when considering the planning application. Section 10 which</p>	Yes

As someone very interested in the local environment I'm generally in favour of the principles and aims of the proposals, especially those encouraging consideration of the energy impact of new builds, and those encouraging the provision of green open spaces, planting of new woodlands and the connecting of habitats.

I'm less convinced by the drive to energy efficiency of buildings or imposition of technologies that might be specific solutions – smart meters for example are not popular and have caused difficulties for people switching suppliers; others are concerned with real-time monitoring and exposure to cyber threats that just don't exist without a smart meter.

I have concerns that well intended policy might have unintended consequences, whether this 'one size fits all' approach should be applied to ALL builds; whether single dwellings should be exempt?

As a brief illustration of an unintended consequences, I'll use a personal example in relation another recently introduced planning policy which in theory should protect habitat but in my case is likely to jeopardise it - simply because the Council has no means to apply any logical discretion.

The policy to which refer is the requirement of an ecology survey to accompany for all new builds. This has affected the plans I had for a new visually pleasing agricultural building which I would have used to store the tools I need to manage a Traditional Cider Orchard which I've been establishing over the past four years.

This project would establish valuable habitat characteristic of the area and is entirely self-funded. In my case I'll own up to losing patience with what I saw as a bureaucratic planning process that was ultimately going to introduce additional and unnecessary costs. It's left me questioning the entire project and feeling penalised for taking the initiative; I've been advised to circumvent planning altogether by using unsightly temporary / mobile storage.

sets out the principle to viability states that: *'Where a lack of viability is demonstrated, the Council will take this into account in its decision making.'*

The policy is not prescriptive on the measures that can be applied to meet the requirement.

New policy Local Plan 2038 will seek to address some of the issues raised.

The example I've used, is likely to be fairly unique but is in relation to a relatively uncontroversial policy, and one that in general makes sense, of course it's intended to protect habitat and help mitigate cases where habitat is lost – in my case it's simply adding cost and bureaucracy to a project that's already stretching my pocket.

Might the same be true for the new Sustainable homes standards? Should these apply to ALL new builds? The standards are anticipated to significantly increase the costs of a new build; your own calculations suggest this could be up to 11%. This could have several consequences and may make provision of affordable housing less attainable. Encourage developers to cut corners elsewhere, such as aesthetics. Discourage those who want to self-build on a budget – being forced to incorporate features which are NOT strictly required. Considering a few more detailed aspects of the requirements, whilst energy efficiency is important it becomes less so if all the energy used is renewable, and the exact energy mix should surely be discretionary to the householder, if they prefer direct sources of heat, or the immediacy of the gas boiler for hot water, should they be denied?

In fact, there seems to be a general theme to discourage gas boilers for domestic heating, however, they are efficient, and it's cheap and easy to distribute gas through existing infrastructure.

Moreover, the safety case has already been made in other parts of the country for the introduction of 20% Hydrogen to be added to domestic gas supplies, higher mixes of hydrogen are anticipated, and a hydrogen economy has often been muted. Could policies like these in North Somerset discourage investment in this sector?

Whilst I can see the benefit of energy efficient homes I don't think we should mandate it, let people have the choice. I'd always prefer to cook on gas hob not an electric one; and I prefer the immediacy of a condensing gas boiler.

If I were buying a new house, I'd look for character first and foremost, a gas connection would also be high on the list, I'd pay a premium for a home with gas. In fact, I'm not specifically concerned by the energy

	<p>ratings – I’d dispute if all the features to make a home cheaper to heat actually adds much value, I think that’s a high subjective consideration.</p> <p>Of course, I have double glazing in my home, I’ve also insulated the loft, these are important functional features that don’t impact the choice of the way we live and are generally desirable, some of the other aspects of the proposed sustainable policy go well beyond this.</p> <p>My total energy costs for a reasonable size semi-detached house are £1200 / annum, I chose a green electricity tariff and my gas usage is 100% offset. Let’s assume I want to move to a new build of the same size, and that this would have cost £200000 today, but will cost £220000 to meet the new proposed standards -i.e. A 10% increase. Even if the new home required zero energy it would be a 16-year payback period when compared to a home without these features. As for carbon emissions, my electricity is already 100% renewable, my boiler does emit CO2 but that’s 100% offset, and as I’ve noted, with the introduction of Hydrogen carbon could be reduce anyway.</p> <p>So in summary, I agree with many of the aims and objectives of the proposed update, especially those to protect and enhance the environment, I agree with many of the objectives to improve energy efficiency, but I am opposed to specific features like local generation of energy, imposition of smart metres, or aspects that might discouraging gas as an option, I don’t think the costs of these features is always justified or specific technologies should be promoted. I don’t think the policies should apply where a small number of dwellings is proposed and believe existing building regulations and planning guidance would be adequate to decide these applications.</p>		
<p>Individual</p>	<p>I think this is excellent (with a concern that nothing has been in place for some time when developments have been taking place!) & very consistent with the declaration of a Climate Emergency.</p> <p>10 - 15% seems low. It’s a pity specific’s can probably not be stated e.g. heat pumps but that may come in time & for existing buildings as well (although by then it may all be too late).</p>	<p>The SPD guidance supports current policy and cannot impose new policy standards for renewable energy. New local policy in Local Plan 2038 will consider the potential to set higher standards.</p>	<p>No</p>

Individual	<p>Thank you for the opportunity to comment on the planning document for creating sustainable buildings in North Somerset.</p> <p>As central government have ordered us to build so many houses, which I do question when considering how many empty properties there are in North Somerset, to build them with the environment and sustainability in mind is a great leap forward for all concerned.</p> <p>However bearing in mind that recent house building nationwide has produced such shoddy, poor quality, cost cutting and indeed dangerous housing that is timed to be financially rectified by either the house holder or the taxpayer, hopefully there will be sufficient and frequent unannounced inspections for such buildings to match up to the high quality expectations. These will be houses for a new generation who will expect the green sustainability.</p>	Noted. Enhanced monitoring and enforcement procedures are being considered.	No
Individual	I thoroughly endorse the proposal to upgrade building standards, and support anything that requires new buildings to be as close to carbon neutral as possible.	Noted.	No
Individual	<p>I strongly believe that all new housing estates and new commercial buildings should be constructed with the highest possible level of insulation, fitted with air or ground source heat pumps for heating and solar PV for electricity generation. Take the climate emergency and act beyond the minimalist targets in this document.</p> <p>Why can't plans for current developments be updated at the Reserved Matters stage to reflect this, rather than impose it only after this planning document is approved? WE need to do something drastic NOW!</p>	<p>This guidance provides an interim measure to require energy efficiency improvements on all new residential developments applications ahead of new policy within Local Plan 2038.</p> <p>The SPD must reflect the policy framework set out in the adopted Core Strategy 2017.</p> <p>We are not able to impose new requirements on Reserved Matters applications.</p>	No
Individual	<p>All new buildings and places should be required to be carbon zero / positive (at the cost of the builder).</p> <p>All new developments should be required to be energy efficient (to the highest standard) but also generate energy (through solar panel installation, air source heat pumps or other renewable energy generation). They should also include EV charging points.</p>	<p>New local policy in Local Plan 2038 will consider the potential to set higher standards.</p> <p>This guidance provides an interim measure to require energy efficiency improvements on all new residential development applications ahead of new policy.</p> <p>New policy relating specifically to renewable energy generation will be included in the new Local Plan and</p>	No

	<p>All new developments should also include local community energy generation.</p> <p>All new developments should enable sustainable forms of transport including cycling and walking infrastructure or easy access to public transport.</p> <p>All new developments should include cable connectivity to enable people to work from home.</p> <p>The costs should be picked up by the developer.</p>	<p>we considering the role of community energy within that.</p> <p>Connectivity can be considered within policy for Local Plan 2038.</p>	
Individual	<p>The Council should support, encourage and add "weight" in positively determining planning Applications which provide new or experimental Sustainable Energy Sources. This would stimulate the British Inventiveness to help reverse Climate Change.</p>	<p>This can be considered for policy within Local Plan 2038.</p>	No
Individual Page 235	<p>We have had the opportunity to create an Eco house that will ensure that as we are in the eve of our lives, we will be able to remain independent for as long as possible, both financially and physically.</p> <p>The house was constructed 5 years ago with strong emphasis on sustainability. All exterior walls have 270ml of insulation. There are as many solar panels on the roof as possible. We have the smallest gas boiler on the market - this is to heat a four-bedroom house. Recently the mixer valve failed, so no heating (during the coldest snap!) however, we were able to put into action a tiny wood burning stove (installed in case of a power cut) coupled with the Mechanical Ventilation Heat Recovery system kept us extraordinarily warm - a combination of the wood burner, MVHR and the thickest insulation. Energy bills are minuscule as a result.</p> <p>Solar energy: All houses should be built with as many solar panels as possible and far more than the statutory insulation. Instead of paying vast sums to landowners, the money should be invested in far more sustainable properties that will last for centuries.</p> <p>Being formerly in the medical profession, I feel that a lot of issues relate to poor housing. Houses should have sufficient space to encourage</p>	<p>Noted and new policy for Local Plan 2038 will consider the potential to set higher standards.</p>	No

	<p>mobility in later life and for families with children to have adequate space for mental health purposes. I have inspected newly built homes that have not even got a dining area where a family can eat together around a table. The kitchen is too small, and the only option is to sit and eat in the sitting room with plates on knees. How can this be good for family cohesion?</p> <p>Design of new builds needs to be vastly improved to incorporate disability, mental and physical wellbeing. Proportions for rooms are important, yet the tendency by developers is to squeeze everyone into the smallest place possible. This is not good for mental health. Housing estates should have a lower ratio of houses/hectare so that people are not forced to live on top of their neighbours as much as they currently do.</p> <p>More attention should be given to where new houses are built. Not miles away from the main employment centres where the village is not even on a main public transport route. New housing estates should be situated within 10 minutes walking distance from train stations.</p> <p>Developers should not be allowed to rip out hedgerows. Councils already have the power to prevent this, but it is not being used. The natural environment is incredibly important. Green spaces should be a very high priority. It is simply no good to say that the developer will plant a new hedge, many are old and constitute the character of the landscape.</p> <p>I am deeply concerned about the abundance of unguarded attenuation ponds that are sprouting like measles. They are ugly, and in recently instances only bounded by a low post and rail fence and thus dangerous, but they needn't be. They could be made to be attractive areas for wildlife and safe enjoyment for all. Take a look at the one constructed by Belway homes opposite Touts adjacent to the A38 in Churchill.</p>		
Individual	Agree it is essential to refresh and update that document given the climate emergency declaration by HMG May 2019 and NSC.	The requirement of Code Level 4 equivalent is a 19% improvement on Building Regulations Part L1A.	No

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 237</p>	<p>It is important that pushing forward the drive towards carbon zero Planning Policy uses relevant current industry terms and opportunities. Therefore, instead of CSH Level 4 why not use Building Regulations Part L1 A (new build) and Part L1 B (refurbishment). It is necessary to employ a licenced assessor to create a Predicted Energy Assessment (PEA) at design stage and for that to be converted to an Energy Performance Certificate (EPC) on completion. Current new housing achieves at best an EPC grade 'B'. Homes we design and construct achieve Grade 'A' as we ensure we work to higher standards than current regulations for thermal insulation and renewable energy. We recommend use of PEA/EPC Grade 'A' to set standards at planning stage.</p> <p>Renewable energy can include Solar PV, Solar Thermal, Ground or Air Source Heat pumps, etc., but it is also possible to 'sleeve' green energy through the existing electrical grid. That can be a far more efficient way of demonstrating use of green/renewable energy. Token PV on a roof of poor orientation etc., is inefficient. Planning policy should accept evidence of green energy power purchased through a Power Purchase Agreement (PPA).</p>	<p>The requirement for renewable energy generation is a key element of Core Strategy CS2 and cannot be changed.</p>	
<p>Individual</p>	<p>General agreement on all aspects. Concern at the feasibility of improving the existing historic (pre-1919) buildings - said to be 20% of our total stock, especially those in conservation areas. I understand why this document states the constraints, but this needs to be backed elsewhere by resources to encourage and assist owners to make progress.</p>	<p>The retrofitting of the existing housing stock is being considered as part of the Climate Emergency Strategy and Action Plan.</p>	<p>No</p>
<p>Individual</p>	<p>I support the basic concept, but more should be said about preventing condensation, the benefits of solar gain, and the need for homes to be well lit using natural daylighting.</p> <p>Internal wall insulation must have a vapour barrier installed and on the warm side of the insulation. Too many homes have had internal insulation without a vapour barrier and condensation happens where it cannot be seen, at the cold side of the insulation leading to mould growth and unhealthy conditions. This is referred to as interstitial condensation. I have seen serious condensation in power socket</p>	<p>Paragraph 7.4 - removed reference to avoiding small windows and included that shading should be provided on south facing windows.</p> <p>Cladding is not specifically advocated as a sustainable design measure within the document. The development on the front cover is an example of a zero-carbon rated development.</p> <p>Additional guidance relating to overheating will be addressed in more detail in the Local Plan 2038.</p>	<p>Yes</p>

backboxes installed in the internal insulating construction caused this way, and that is dangerous.

South facing glazing has lots to commend it if proper control measures are in place. Winter sun can effectively heat the house. Daylight is good for wellbeing. Small windows cut down daylight and dark houses are not only depressing; they lead to more energy use by the need to turn on electric lighting. External two-layer roller shutter blinds provide control. The first layer is a screen that cuts down gain in summer but allows some daylighting. The second layer is like a security shutter and insulates the glazed areas to a greater U value than triple glazing. It can cut out all solar gain in very hot weather.

I note that wood cladding is shown on a home on the cover of this document. While well-known traditionally it is combustible and a lightweight construction with low noise insulating properties. If wood is to be used the thickness must be great enough to allow a charred coating to be formed in a fire that would insulate the core of the member against further charring and burning through.

Natural ventilation only works when the outside air is several degrees cooler than the inside air, and it is less than say 25C. If it is 25C outdoors, then indoors it will be 27C or more. What is the target indoor temperature in hot weather that you want to be designed to? We can expect outdoor temperatures of 35C or more, so any home that you build now, if it doesn't have some form of active cooling, will not provide acceptable conditions for very long and will require cooling retrofitting.

Air source heat pumps will create heat islands. Ground source heat pumps, if implemented in any great number will create frozen ground in summer and the ground temperature will not recover enough to give the ability to heat in winter! Use of water evaporation will stress our reducing water supplies! Heavyweight buildings are good. Overnight precooling works only when hot days are followed by cold nights.

Target indoor/outdoor temperatures need to be set, and some new ideas identified if we are not to make things worse.

The type of renewable energy technology is not mandated, to enable the selection of the most suitable technology for different types and locations of new development.

Individual	<p>This is very welcome. However, the energy efficiency standards currently permitted by central government are not nearly ambitious enough. It is hoped that NSC will push central government for higher standards.</p> <p>The BREEAM standards aimed for should be higher, as this is permitted by central government.</p> <p>It is also important that NSC includes ambitions for integrating renewable energy generation into its development plans. This includes free standing solar PV or wind turbines in the Green Belt, which is discouraged under current policy.</p>	New policy for Local Plan 2038 will consider the potential to set higher standards.	No
Individual	<p>1. "an overarching goal to become carbon neutral by 2030" - this goal needs to be reassessed (1) because N Somerset is largely agricultural and both tractors and cows are NOT going to be carbon neutral by then and (2) post pandemic, the economy is going to shrink and it's the wrong time/ timescale to be investing in carbon neutrality.</p> <p>2. "7.4 As a response to the above, a range of building-scale adaptation measures should be incorporated into new or existing buildings. This should include: Flood resilience measures:" The Flood Resilience measures are inadequate. First floors raised to 0.5m above predicted 100 Year flood levels is the only way to prevent residents having to pay stupidly high insurance premiums and/or suffering material loss (carpets and furniture) when floods do happen. The measures outlined protect the new buildings, but not the contents.</p> <p>It would be better to prohibit residential building on known flood meadows and areas exposed to rising sea level. [Except where Netherlands style protection is in place].</p> <p>3. The provision for local amenities (walking distance from new builds - say 500m) still seems weak. These new build provisions seem to be a prescription for costly "sink estates", where any shopping leisure trips have to be made by car. And that impacts the much-vaunted carbon neutrality. You need LOCAL shops and cafes.</p>	<p>Paragraph 7.4 – this can be considered within Local Plan 2038.</p> <p>Given the priority accorded to the climate emergency, development on land at risk of flooding will be avoided.</p>	No
Individual	All new buildings should have eco-friendly heating, double glazing and have enough lagging to prevent too much heat escaping. Preferably solar tiles on the roof would help everyone.	Noted.	No

Individual	The planning of housing on flood water plains should be stopped. Up to date environmental homes to be built. More wildlife areas parks, green spaces and trees as a lot of our wildlife depend on it. More trees being cut down is unacceptable unless needed to maintain safety issues such as underground cables, drainage systems.	Noted.	No
Individual	This document seems to promote sustainability in using Green Belt land close to towns and cities. This is not the most sustainable options and creates urban sprawl. Making new houses more sustainable is of course important but where they are built is just as, if not more important in terms of sustainability.	Noted.	No
Individual Page 240	<p>When code for sustainable homes was 'introduced' years ago, it cost developers a fortune. About £3000 extra per house just for the report but looking at this document, it will cost even more. It suggests pre-app which takes ages and you only get a half decent response when it is a service level 3 that costs a lot.</p> <p>A new application will need all building regulation details up front as well as energy reports and drainage reports so for the small developer single plots are going to cost a fortune to build and will discourage this - when there is already a shortfall of houses. There will need to be some agent training BEFORE this is introduced to go through what will actually be required but it would also be useful to see if NSC are actually aware of all of the cost implications to developers by introducing this further requirement.</p> <p>So for a new house clients could be looking to pay.....£600 for a tree report, £2000 for an ecology report, £3000 for a breem report, £2000 for a drainage engineers report, costs for house design to a full building regulation standard, a topographical survey £800, CIL £6400 (based on 80 sqm house) planning fee and building regs fees, sound tests - £300, air pressure tests £300, services in such as gas/elec - £5000, this list is not exhaustive and these fees need to be paid even without knowing if a client is going to get planning!</p> <p>I'm afraid that this looks like another death nail for small developers where NSC do not seem to have any idea of the implications to small developers. It will just leave the big developers to build but there is no</p>	<p>Pre-application discussions are recommended but are not a mandatory requirement.</p> <p>Energy statements are a mandatory requirement of all planning applications.</p> <p>Agent training will be considered.</p> <p>Viability - if the requirements impact on viability of any scheme, then this can be taken into consideration when considering the planning application.</p> <p>Section 10. Viability Assessment. The last sentence of the principle has been amended to: 'Where a lack of viability is demonstrated, the Council will take this into account in its decision making.'</p>	Yes

	land out there. I am all for reducing carbon but not when a front-loaded cost has to be borne by the developer even before they even know whether they will get planning or not? I may have misinterpreted this but by just putting this document out there without first talking to agents or developers will be another cost that will further reduce the building population out there. Happy to have a discussion or even some training before this is implemented/adopted but I doubt that will happen.		
Individual	This is a very important document for planning new buildings and improving the energy efficiency of existing buildings (including retrofitting). The implications of climate change for buildings and of the zero-carbon target (2030) make this work very urgent, particularly the work needed on existing buildings, residential and other. Fuel poverty is a major concern and retrofitting poorly insulated and inefficiently heated homes would go some way to rectifying the situation. In many ways it is easier to set high standards for new buildings which should meet at least the minimum standard of sustainability. I have myself used the Green Homes Grant to install a solar thermal unit having already paid to have solar panels installed. I am concerned at the possible withdrawal of the Green Homes grant scheme when it covers so many of the recommendations made in this document. It is such a shame that this programme was not rolled out locally and has instead been outsourced to an American company. Local authority initiatives are so much more attractive, but I appreciate that the resources have to be devolved to them in order for this to happen. These consultation documents which all reflect the Climate Emergency, are excellent and the work which has gone into them is very impressive. It is good to see the Climate Emergency being the basis of the work of so many of the authority's services, rather than being supplementary to them. There is no other option, but residents of North Somerset may not be aware of the scale of change which is needed.	Noted. The need to address standards in existing/ older properties will be considered as part of the Climate Emergency strategy and action plan.	No
Individual	This is a significant and important amendment to current planning rules. I strongly support the change and would urge North Somerset planners to introduce it immediately even if the policy change has not yet been formally enshrined in the Regulations. It is in everyone's interest to make this change.	Noted.	No

Individual	I would add under section 9 of the summary of changes the Retrofitting energy efficiency, renewable and low carbon technologies, the implementation of the latest wind farm technologies. A recent article in the Guardian highlighted the latest in small wind turbine technology development. The hills surrounding North Somerset are ideal for this technology. Along with ground source heating, I believe these sustainable technologies should be incorporated in the sustainable buildings and places planning document. https://www.theguardian.com/environment/2021/mar/16/good-vibrations-bladeless-turbines-could-bring-wind-power-to-your-home	The Council is not prescriptive about the types of renewable energy to be used to meet the policy requirements.	No
Individual	Housing should be built on Main Roads Access to Motorway should be easy employment should be easy to get to Rural Villages should be increased in size to make them Viable for schools Post offices Pubs. Hewish is a village that is dying through lack of development yet it's on a main Rd near Motorway Been land offer at a large discount by me not development money on the A370 yet it is ignored Why?	Noted.	No
Individual	Whilst I don't expect much of the contents to affect me directly, as we have already completed building works on our property, I support the enforcement of more sustainable practices in the planning and development process both locally and nationally. From the document, I support the amendments and the principle behind them.	Noted.	No
Individual	Climate change is here and it's not going away. All new houses should be carbon neutral in their construction and day to day living usage. They should include solar tiles for power generation and heat pumps to replace gas boilers to heat homes as a minimum when constructed.	New policy for Local Plan 2038 will consider the potential to set higher standards.	No
Individual	North Somerset Council (NS) embracing the urgent need to address the climate emergency is to be applauded. There is however a need to better understand how measures taken by one authority impact on other adjacent authorities, the region as a whole and beyond to the country. This needs to be addressed through working with neighbouring authorities as well as regional groupings such as WECA and regional strategies developed. It is acknowledged that some work has taken place, e.g. the West of England 'cost of carbon reduction in new buildings' study, but this needs to be wider ranging e.g. the Renewable Energy Resource Assessment Study needs to be carried out across the region in order that a regional strategy can	The Council works closely with the other West of England Authorities including WECA. Policy section 2.12 – added reference to the Council's UK:100 pledge. The use of terminology and the Council's definitions relating to net zero and carbon neutrality will be reviewed and clarified in the new Local Plan and Climate Emergency Strategy and Action Plan.	Yes

be developed though WECA. This potential negative 'regional impact' of measures taken in North Somerset is touched on in Section 6 Sustainable Drainage Systems (downstream management of run-off) but does not appear to have been considered in respect of other sections of the SPD.

There is no explanation as to why the 'bar' is being dropped from Net Zero (UK100 pledge) to Carbon Neutrality in respect of the Councils own operations, and now encompasses the whole community (though this is to be supported), a task that North Somerset has pledged to achieve through working with residents and businesses (Uk100 pledge).

All new homes to be zero carbon or net carbon plus is to be applauded and many developers are already embracing this but with so few new homes being built this cannot be relied on to deliver the Councils pledges.

Whilst Section 9 refers to the need for existing buildings to be brought up to modern standards, arguably at least zero carbon, to achieve the Councils pledges, there is no discussion on how property owners are going to be engaged with (worked with) to achieve this. Unless this is addressed the plan is a plan to fail.

Executive Summary - Greenhouse gas emissions are made up of Carbon 75%, methane 16% and other gases 9% (partially explained to the incomplete Glossary to this document). You cannot say "Net Zero Carbon" by 2050 is a more ambitious goal than an 80% reduction in Greenhouse Gas – it is a less ambitious goal (though higher than the Climate Emergency Declaration).

My understanding is that the 'worldwide' plan is to concentrate on Carbon reduction whilst ways of dealing with other emissions efficiently are developed, this is however not an excuse to ignore the other emissions and their sources.

I believe that the Council has an obligation to educate the community on the meaning of the 'jargon' which is used in a lot of Environmental

Glossary - new SPD guidance will be provided to support Local Plan 2038 and the format will be reviewed.

This SPD guidance supports planning policy and relates primarily to new development. However, some guidance is provided on retrofitting in the existing built environment. Actions to improve the efficiency of the existing housing sector will form part of the Climate Emergency Strategy and Action Plan. This strategy and action plan will also set out how the council intends to work with residents and businesses to tackle the climate emergency.

This SPD guidance provides an interim measure to require energy efficiency improvements on all residential development applications, ahead of new policy to be set within Local Plan 2038.

New SPD guidance will be provided to support Local Plan 2038 and the format will be reviewed.

	<p>Policy, consultation and discussion papers and documents like this SPD should have a proper Glossary (defining all the environmental terminology used in the document concerned) included.</p> <p>There is also no mention to the UK100 (of which North Somerset Council is a member), within the consultation document, and the Pledge NSC entered as part of the UK100 which included reducing the Councils own (Greenhouse Gas) emissions to Net Zero by 2030 and work with our residents and businesses to bring our wider communities' (Greenhouse Gas) emissions in line with Net Zero as soon as possible (and by 2045* at the latest).</p> <p>The consultation misses a valuable opportunity for the Council to set out its strategy for engaging and working with residents and businesses to achieve its pledge.</p> <p>An explanation should be provided as to why North Somerset is abandoning the UK100 Pledge (based on Greenhouse Gas) and lowering its aspirations to just Carbon Emissions (although a more achievable goal) and as to whether the other West of England Authorities have been consulted on this proposed change in strategy?</p> <p>The North Somerset Councils Climate Emergency Declaration sets an aim to become Carbon Neutral by 2030, this is significantly different from Net Zero Carbon. Carbon neutrality means balancing Carbon gas emissions by 'offsetting' – or removing from the atmosphere – an equivalent amount of carbon for the amount produced, whereas a commitment to Net Zero Carbon means reducing Carbon emissions with the goal of balancing the emissions produced and emissions removed from the earth's atmosphere i.e. without offset.</p>		
Individual	<p>This policy is encouraging and fits in with NSC commitment to the Climate and Nature Emergency building sustainably. In our village many organisations and Backwell Parish Council shows a commitment to with their own policy 'green' agenda. It will be important that NSC holds all developers but particularly large developers and businesses to create energy efficient buildings and developments; which are not dependent on car as a mode of transport. Where and how buildings are produced</p>	Noted.	No

	<p>is important. All developments should provide links to the environmental core strategy with due diligence given to all aspects of the flora and fauna, this must include permitted developments. NSC should more readily challenge and refuse builds which do not comply to at least level 4 sustainable building and places. Also, Highways must also have a sustainable and environmental lead on their decision making, all too often the Highways officers write very bland or non-committal responses which undermine the sustainable aims of the planning dept, there needs to have a more cohesive approach.</p>		
Individual	<p>In principle a good initiative. On briefly scanning this I have two comments:</p> <p>1. 19% reduction in CO2E is a step in the right direction but not nearly enough. To avoid global temperature rise exceeding 1.5 degrees we globally need to achieve net zero by 2030 not 2050. I realise you are working to central government policy. But you should take account that this policy is far from adequate and will result in a ghastly future for our children and grandchildren. Hence...</p> <p>2. Your section 10 Viability Assessments is a get-out clause and should be cancelled altogether. No development should proceed that does not meet the criteria. I hope to look at the document in more depth and may have more comments. In particular there may be scope for some offsetting through tree planting.</p>	<p>1. The 19% requirement is Core Strategy policy requirement. The SPD guidance supports current policy and cannot impose new policy standards.</p> <p>2. Section 10. Viability Assessment. The last sentence of the principle has been amended to: <i>'Where a lack of viability is demonstrated, the Council will take this into account in its decision making.'</i></p>	Yes
Individual	<p>I urge the Council to be as ambitious as possible in its requirements for sustainable buildings. I understand the Government have said that local councils cannot set standards above the Code for Sustainable Homes Level 4, but it seems the Council is able to set much higher standards for non-housing, and I think it should do so. The required level of on-site renewables of 10% or 15% does not seem very ambitious or onerous, especially as the costs of solar panels have reduced substantially in recent years. An increase in the provision would have little impact on the cost of a new development.</p> <p>Under the section on viability considerations, I am concerned by the statement that the Council will seek to ensure that the policy requirements do not act as a barrier to otherwise acceptable development. If we are in a climate emergency, then the target of achieving carbon neutral development must be given the highest priority</p>	<p>The BREEAM requirement of Core Strategy Policy CS2 (clause 3) imposes sustainable building design standards on non-residential/ commercial properties.</p> <p>The renewable energy standard is a Core Strategy policy requirement. The SPD guidance supports current policy and cannot impose new policy standards. New local policy in Local Plan 2038 will consider the potential to set higher standards.</p> <p>Section 10. Viability Assessment. The last sentence of the principle has been amended to: <i>'Where a lack of viability is demonstrated, the Council will take this into account in its decision making.'</i></p>	Yes

	<p>and the costs to achieve this will need to become a normal and accepted part of the development budget.</p> <p>I support the Council goal of becoming carbon neutral by 2030, and the Council should make it clear that any development that does not further that goal will be unacceptable.</p>		
Individual	<p>I think the aims are laudable but probably don't go far enough quickly enough. The climate change we are experiencing is the most important challenge for mankind and the timescale we are looking at currently to make changes is too long. Also, Covid 19 has changed so much of what we do and a lot of that will continue so we cannot press on with ideas that don't recognise that. It is unacceptable to disturb our environment anymore, particularly with the built environment which, when the land is concreted over - there is no route back.</p>	<p>New local policy in Local Plan 2038 will consider the potential to set higher standards.</p>	No
Individual	<p>It is unfortunate that the number of houses allegedly required in North Somerset as dictated by central government almost certainly exceeds the true figure and probably ignores the number of empty houses and those for sale, therefore not needing to be built. It is reassuring to note that where houses are built, they are to be sustainable, particularly since a significant number of newly built properties have proved to be full of defects requiring significant work to rectify problems.</p> <p>It is to be hoped that future development will be of a size and price within the reach of first-time buyers and will only be permitted on land that cannot be used for agriculture and is not on flood plain.</p> <p>Furthermore, does not destroy a beautiful landscape of which we are truly only temporary users and should be left for those who come after us.</p>	<p>Noted.</p>	No
Individual	<p>This document is a step in the right direction but falls short of what is required. The principles are set out clearly and it is acknowledged that current government guidance in the NPPF 2019 limits what the local planning authority can require from developers. It is nevertheless disappointing that we are only now moving towards BREEAM 4 standards when it is well established that new development should be zero carbon standard if we are to achieve anywhere near the carbon reduction targets of 2050 let alone 2030. The government is moving towards this in the 'Future Homes' agenda, but it seems that we are destined to build many more homes which are far from consistent with</p>	<p>This SPD guidance supports the Core Strategy policy requirements of CS1 and CS2. This updated guidance provides an interim measure to require energy efficiency improvements on all new residential development applications ahead of new policy in Local Plan 2038, which will consider the potential to set higher standards.</p>	Yes

	<p>the Climate Emergency agenda with only 19% improvement on current standards.</p> <p>The 10-15% on site renewable energy requirement is also out of date. There is now a range of efficient systems which are not prohibitively expensive and represent an investment for the householder/tenant as well as contributing to carbon reduction. I welcome the guidance on siting & orientation, which should make it even easier to achieve a higher level of solar energy generation. There are a large number of new dwellings where there is space for several more solar panels.</p> <p>The Viability Assessments must be considerably tightened up in practice. North Somerset has been a 'soft touch' in the past and far too timid in standing up to developers with deep pockets. The construction industry has assumed that it can specify its profit level and effectively set its own 'viability standards'. This must not be allowed to continue and local authorities (through the LGA) should lobby government to ensure that they have the power to keep to their sustainability standards.</p> <p>The Wind Turbine SPD (2014) is out of date and not fit for purpose. It was drawn up to prevent rather than facilitate the siting of wind turbines in suitable locations. The climate emergency requires a shift in the balance of what is regarded as a suitable location.</p> <p>There is much that is commendable in the preamble and the description of sustainability and carbon reduction aims, but this update is only a short-term interim document in substance.</p>	<p>Paragraph 4.1 - highlighted that the renewable energy requirement is a minimum and have added the following bullet:</p> <ul style="list-style-type: none"> <i>The policy requirement of 10% and 15% of predicted energy to be met through renewable energy sources is a minimum policy requirement. Developers are encouraged to maximise renewable energy and low carbon energy use as part of the design of all developments.</i> <p>Section 10. Viability Assessment. The last sentence of the principle has been amended to: <i>'Where a lack of viability is demonstrated, the Council will take this into account in its decision making.'</i></p> <p>Paragraph 4.9 - The Council's approach to wind turbine development is under review and added the sentence: <i>'This guidance will be reviewed in light of the Council's climate emergency declaration.'</i></p> <p>It is acknowledged that this SPD update is an interim measure, ahead of new policy to be set within Local Plan 2038, programmed for adoption in 2023.</p>	
Individual	I agree with the updates set out in the SPD.	Noted.	No

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Creating Sustainable Buildings and Places in North Somerset:

Guidance for energy efficiency, renewable energy use and the transition towards zero carbon development

Page 249



Why is the Council updating the SPD?

- 1 The Council declared a **Climate Emergency** in 2019 and has an overarching goal to become carbon neutral by 2030. This ambition is both for emissions associated with the Council's own operations and also those emissions generated within the local authority area.
- 2 The **Climate Emergency Strategic Action Plan** sets out an aim for all new homes to be zero carbon or net carbon plus. In order to achieve this, it is crucial for all new development to achieve the highest possible carbon reduction standards as soon as possible.
- 3 In the same year that the Council adopted the original version of this SPD, the Government released the **Housing Standard Review** and the **Written Ministerial Statement** which withdrew the Code for Sustainable Homes and indicated that local planning authorities would be prevented from setting energy performance improvements for new residential development higher than those of Building Regulations.
- 4 As a direct result of these government policy statements, the Council provided a statement confirming that it would no longer seek **Code for Sustainable Homes** compliance for new residential

development, apart for legacy cases¹. This has meant that from the date of its statement, the Council has not required new residential development proposals to comply with energy performance standards in excess of those set out in Building Regulations. However, clarification on whether local planning authorities can set energy performance standards higher than Building Regulations, has subsequently been provided through **Planning Practice Guidance**.

- 5 In light of the NPPG clarification, the Council has reviewed its position and **will now require Code for Sustainable Homes Level 4 equivalent improvement in energy performance standards in all new residential development applications, which will include the conversion of agricultural, industrial and commercial properties to residential use. This will apply to all new applications that are registered after the date that this updated SPD is adopted.**

¹ This applied to residential developments legally contracted to apply a code policy or where planning permission was granted subject to a condition stipulating discharge of a code level, and developers are not appealing the condition or seeking to have it removed or varied.



- 6 Code for Sustainable Homes Level 4 was equivalent to a 19% improvement on the energy performance standards of Building Regulations 2013 – **Part L1A: Conservation of Fuel and Power for new dwellings**. Guidance on the documentation required to demonstrate compliance with this standard can be found in the checklist in Appendix 1.
- 7 In addition to this requirement, the Council will **continue to require** clause 2 of Policy CS2, which is for new residential development to provide between a minimum of 10% to 15% of the predicted energy use (depending on development size), to be met through renewable and low carbon energy generation – this is detailed in **Section 4**.
- 8 In response to concerns around the BREEAM certification process, the Council will expect non-residential proposals to demonstrate how they meet the BREEAM standards set out in Policy CS2 or their equivalent.
- 9 It should be noted that the requirement for Lifetime Homes standard – Clause 4 of Core Strategy CS2 is no longer required. This is because these requirements have been incorporated into Buildings Regulations – Part M ‘access to and use of buildings.’
- 10 This updated SPD also provides updated references to national and local policy documents and amends information that is no longer relevant or is out of date.
- 11 The proposed changes to the original 2015 document are summarised below:

Section of the updated SPD	Summary of changes
Case study detail	Moved to the end of the document
Executive Summary	Amended to reflect and summarise the content of the updated SPD
Why is the Council updating the SPD?	<p>This provides an outline of the rationale for updating the SPD i.e. clarification on setting energy performance policy higher than building regulations, the Council’s Climate Emergency declaration and other changes in national and local policy since 2015</p> <p>5. Clarified that Code 4 equivalent compliance is for all new residential development applications, including conversions.</p> <p>7. Clarified that the renewable energy requirement is a minimum percentage required standard.</p> <p>8. Clarified that an equivalent standard to BREEAM certification will be permitted.</p>
1 Introduction	Includes detail of the Council’s Climate Emergency declaration 2019 and the need to transition towards zero carbon development



Section of the updated SPD	Summary of changes	Section of the updated SPD	Summary of changes
2 Policy context	<ul style="list-style-type: none"> Updated references to Climate Change Act – Net Zero amendment in 2019 Updated references to the National Planning Policy Framework – 2019 version Added reference to the National Planning Policy Guidance – clarification of council’s ability to set energy performance standards higher than Building Regulations. Added reference to the Councils UK100 pledge Added reference to the NSC Climate Emergency Strategy and Action plan Removed reference to the NS Replacement Local Plan Clearer references to both CS1 – Addressing Climate Change and Carbon Reduction alongside CS2 Delivering Sustainable Design and Construction policy requirements. 	3 Sustainable Design Principles – Code for sustainable Homes	<ul style="list-style-type: none"> Added explicit reference to Code for Sustainable Homes requirement. Added clarification in implementation of Code 4 equivalent standards Amended sections to make clearer references to CS1 policy requirements including to energy use, waste management, water use, sustainable and active travel. Paragraph 3.7: re-worded detail on the energy hierarchy Paragraph 3.10: reworded detail on embodied energy and whole life cost of buildings Paragraph 3.14: removed examples of passive design measures Paragraph 3.16: added wording, where possible the orientation of a building should be within 30 degrees from south Paragraph 3.23 re-worded to emphasise importance water efficiency ahead of water re-use Paragraph 3.26 added wording emphasising the importance of water quality



Section of the updated SPD	Summary of changes
	<ul style="list-style-type: none"> Paragraph 3.29 - 3.36 added more detail on the Active Travel Strategy Paragraph 3.37 added wording on Land Use Ecology to emphasise importance of natural regeneration
4 Renewable and Low Carbon Energy	<ul style="list-style-type: none"> Paras 4.8 and 4.9 Details the solar and wind SPD's will be reviewed in light of the councils Climate Emergency Declaration. Removed paragraphs detailing, issues to consider for various technologies Included reference to the Renewable Energy Resource Assessment Study, available Spring 2021
5 BREEAM requirements	<ul style="list-style-type: none"> Added in detail regarding when BREEAM standards cannot be met
6 Sustainable Drainage Systems	<ul style="list-style-type: none"> Updated references to adopted guidance Added that Wessex Water adopt and maintain SuDS which meet the required standards

Section of the updated SPD	Summary of changes
7 Climate change adaption measures	<ul style="list-style-type: none"> Added reference to the CS1 policy requirement and the requirement for developers to demonstrate through the sustainability/energy statement, how climate resilience has been considered as part of the design. Added reference to the CS1 and also the CS9 policy requirement relating to Green Infrastructure. Included reference to the GI strategy which is in development and to Rewilding. Revised the details for measures to avoid overheating
8 The Future Homes Standard and future zero carbon policy	<ul style="list-style-type: none"> Included specific reference to the Future Homes Standards consultation and governments response to this, published in January 2021 Detail on the transition to Zero Carbon buildings Reference to the West of England Cost of Zero carbon study



Section of the updated SPD	Summary of changes
9 Retrofitting energy efficiency, renewable and low carbon technologies	<ul style="list-style-type: none"> Added reference to solar panels and electric vehicle charge points under permitted development Added detail relating to external wall insulation and the requirements for planning permission if in a conservation area or an AONB. Amended detail about solar panels in Conservation areas Added reference to the Historic England guidance on whole building approach to energy efficiency in historic buildings
10 Viability Assessments	<p>Amended last sentence of the principle of viability.</p> <p>Where a lack of viability is demonstrated, the Council will take this into account in its decision making. and will seek to ensure that the policy requirements do not act as a barrier to otherwise acceptable development from coming forward.</p>
11 Planning application	No detail changed

Section of the updated SPD	Summary of changes
12 Monitoring and Review	Link provided to the Annual Monitoring Report
Appendix 1: checklist	<ul style="list-style-type: none"> Moved from Section 2 of the SPD version 2015 The checklist has been updated with clearer references to both CS1 and CS2 policy requirements. Developers are asked to check the appropriate boxes to demonstrate compliance. Added wording to reflect that all residential development requirements will also apply to conversions
Appendix 2: documentation to submit to demonstrate compliance with CSH level 4 equivalent energy standard.	Added examples SAP compliance reports



Section of the updated SPD	Summary of changes
Appendix 3: documentation to submit to demonstrate BREEAM energy performance compliance	Added BRUKL summary report for non-residential buildings
Glossary	No changes made
Case study detail	Moved from the beginning of the document

The original document can be viewed on the [North Somerset Council](#) website.

Page 255 The updated Supplementary Planning Document was consulted on between 12 February until the 26 March 2021. All comments received have been considered and any changes incorporated into this revised version. The detail of this will be outlined in a consultation report published on the Council website.





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Executive Summary

- i The Council has updated the Supplementary Planning Document (SPD) originally adopted in 2015. This is for a number of reasons, including changes in national policy and new and updated local policy. This includes the Climate Emergency declaration in 2019. References are provided to these local policy documents and they should be read in conjunction with this guidance. An overview of the changes to this SPD is outlined at the beginning of this document.
- ii There is now a well understood urgency to act on climate change. This is reflected both in changes in national policy and in the local policy position. The UK's legally binding commitment to reduce greenhouse gas emissions is set out in the Climate Change Act. The original commitment was an 80% reduction in greenhouse gas emissions by 2050 from a 1990 baseline. This target was amended in 2019 to the ambitious goal of achieving Net Zero Carbon by 2050. A Climate Emergency was declared by the Council in 2019 with a Climate Emergency Strategy and Action Plan produced in the same year. These documents set out the key principles which outline how the Council will address the causes and



consequences of climate change and includes an aim for North Somerset to become a carbon neutral council and a carbon neutral area by 2030. The Climate Emergency exemplifies the urgency and need for new development to be net zero carbon.

- iii This SPD details the measures and aspects which need to be considered in order to achieve sustainable buildings and places across North Somerset. The local policy requirements for particular elements of sustainable construction are highlighted at the start of each relevant Section. This applies to Sections 3 through to 7. These policy requirements relate to: Code for Sustainable Homes Level 4 equivalent energy improvement in new residential buildings (**Section 3**), Implementation of renewable and low carbon energy generation (**Section 4**), Building Research Establishment Environmental Assessment Method (BREEAM) compliance for non-residential buildings (**Section 5**), Sustainable Drainage Systems requirements (**Section 6**) and on future proofing design through implementing climate change adaptation measures (**Section 7**). These policy requirements are accompanied by guidance on their appropriate implementation.
- iv There is a range of sustainable design principles that need to be considered when striving to achieve sustainable buildings and places. This includes, but is not limited to, consideration of the existing land use

ecology; energy and water minimisation through siting and orientation, passive design measures, thermal mass, material use, measures to reduce overheating, renewable energy generation, waste management and sustainable and active travel. Detail on these is contained within **Section 3**. This Section also sets out that development should demonstrate compliance with an energy performance improvement above Building Regulations, equivalent to Code for Sustainable Homes Level 4.

- v A key component of local policy on sustainable buildings is the requirement for local renewable and low carbon energy generation. **Section 4** of this document provides some guidelines to follow to optimise the use of the various technologies within new developments.
- vi There is also a local policy requirement to ensure the sustainability of non-residential buildings. Policy CS2 refers to this being demonstrated with compliance to the national Building Research Establishment Environmental Assessment Method (BREEAM) standard. However, the Council will accept proposals which demonstrate that an equivalent standard has been met. Detail of the requirements of compliance with this part of policy is contained in **Section 5**.



This Section also provides advice on in cases where BREEAM (or equivalent) requirements cannot be met.

- vii Flood risk is a key consideration in all new developments and as a consequence, when considering proposals for development the Council requires the application of best practice Sustainable Drainage Systems (SuDS), these are used to reduce the impact of additional surface water run-off. All new large-scale development will require SuDS and **Section 6** provides more detail on the Council's requirements.
- viii The factors to consider under the changing climatic conditions are outlined in **Section 7**. The changes in climate are most likely to include, increased flood risk, higher temperatures, drought conditions and more severe weather events. The typical design life of a new dwelling is a minimum of 100 years and for a new industrial building is a minimum of 60 years, but many buildings are in use for much longer periods. Therefore, when designing buildings, measures must be put in place to ensure they will still be suitable for changing conditions likely to be experienced over the duration of their use. Designers should build in flexibility into developments to allow future adaptation if it is needed.
- ix The government's response to the consultation on the proposed **Future Homes Standard** and the interim standards for Part L (conservation of fuel and power) and Part F (ventilation) of Building Regulations

was released in January 2021. This has provided clarification on a number of issues surrounding the implementation of the Future Homes Standard in 2025, detail on the interim standards to be applied to Building Regulations and the role of local authorities in setting energy performance standards for new residential development. **Section 8** provides an overview of this and specifically the implications for local planning authorities.

- x This guidance also provides some detail on the intended transition to zero carbon development with an overview of the proposed national Future Homes Standard and local policy evidence (**Section 8**). Whilst not a requirement of planning policy, some detail is also provided on measures which can be taken to improve the performance of existing buildings through retrofitting (**Section 9**) and **Section 10** sets out the Council's requirements in relation to viability assessments.
- xi An overview of the requirements for different types of planning applications is provided in **Section 11**. This is supported by the checklist for different development types, which can be viewed in **Appendix 1**. **Appendices 2 and 3** also provide guidance to demonstrate the documentation needed to demonstrate Code for Sustainable Homes Level 4 energy performance and BREEAM compliance respectively.



1. Introduction

1.1 We strive to achieve sustainability to ensure that a better life for our generation does not mean worse lives for future generations. Sustainable development is therefore defined as 'development that meets the needs of the present without compromising the ability of future generations to meet their own needs.' Creating sustainable buildings and places is an integral part of achieving sustainable development. It's about implementing sustainable development on local sites and at individual building scale. This may take various forms, which will include:

- Considering the environmental, social and economic impacts of the construction process
- Taking account of the resources used in construction
- How a building is designed and will be used
- Local energy generation
- Providing green infrastructure
- Protecting and enhancing biodiversity
- Providing buildings and spaces that are healthy for occupiers and users
- Ensuring sustainable sourcing of materials
- Minimising waste
- Minimising water use

1.2 The SPD details the measures and aspects which need to be considered in order to achieve sustainable buildings and places across North Somerset. The local policy requirements for particular sustainable construction factors are highlighted at the start of each relevant Section. This applies to Sections 3 through to 7. These policy requirements relate to: Sustainable Design Principles to include Code for Sustainable Homes Level 4 equivalent energy improvement in new residential buildings (Section 3). The implementation of renewable and low carbon energy generation (Section 4). Building Research Establishment Environmental Assessment Method (BREEAM) compliance for non-residential buildings (Section 5). A guide to Sustainable Drainage Systems (Section 6) and on future proofing design through implementing climate change adaptation measures (Section 7). These policy requirements are accompanied by guidance on appropriate implementation.

1.3 The Council declared a Climate Emergency in 2019 and has an ambition to achieve carbon neutrality by 2030. As a response to the declaration, a Climate Emergency Strategy and Action Plan were produced in the same year. The **Climate Emergency Strategic Action Plan** sets out an aim for all new homes to be zero carbon or net carbon plus. In order to achieve



this, it is crucial for all new development to achieve the highest possible carbon reduction standards as soon as possible.

- 1.4 National policy relating to sustainable design and construction is set out in Section 14 of the National Planning Policy Framework (NPPF) – Meeting the challenge of climate change, flooding and coastal change. Paragraph 148 states that: “The planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.”
- 1.5 National Planning Practice Guidance provides further guidance for sustainable design and construction, in Sections relating to Climate Change and renewable and low carbon energy. “Effective spatial planning is an important part of a successful response to climate change as it can influence the emission of greenhouse gases. In doing so, local planning authorities should ensure that protecting the local environment is properly considered alongside the broader issues of protecting the global environment. Planning can also help increase resilience to climate change impact through the location, mix and design of development.”
- 1.6 Detail contained within this SPD supports **Core Strategy** policy CS1: Addressing Climate Change and Carbon Reduction and policy CS2: Delivering Sustainable Design and Construction.
- 1.7 The Building Regulations set minimum standards in relation to energy efficiency and water consumption. **Part L1A: Conservation of Fuel and Power** sets the requirements for new dwellings, **Part L1B** for existing dwellings and **Part L2B** for existing buildings other than dwellings. Part G of Building Regulations seeks to limit the domestic use of water. The government has stated that Part L will be tightened in the transition to the ‘zero carbon’ requirement in residential properties. The **Future Homes Standard** consultation details these proposals and the government’s response to the consultation is detailed **Section 8**.
- 1.8 This document will be particularly useful for all developers who need to ensure that their developments comply with the required standards of sustainable construction, as set out Core Strategy Policies CS1 and CS2. The detail of the documentation which must be submitted with different development types is provided in the **checklist at Appendix 1**. A guide to the detail of SAP calculations and templates which may be used to demonstrate compliance with energy performance improvements is provided at **Appendix 2**.



- 1.9 Sustainability principles for new buildings and places will need to be established within applications from the outset of any proposed development. It is essential that designers consider the guidance in this SPD not only at the inception of their development but during procurement and construction stages, setting clear targets for delivery. This will include due consideration of construction method and material use in the building operation. It is generally acknowledged that this can minimise any additional costs associated with these measures. Where an assessment of the sustainability of a development is required (such as BREEAM), the applicant should engage an assessor at the earliest opportunity (concept stage where possible), as this is likely to provide the best balance between maximising the sustainability potential of the development and minimising costs.
- 1.10 All domestic and commercial buildings in the UK available to buy or rent must now have an Energy Performance Certificate (EPC). This indicates the energy efficiency of that building on a scale of A to G, with the most efficient ones classified as band A. The certificate uses the same scale to define the impact a home has on the environment, through their **carbon dioxide (CO₂) emissions**. Improving the EPC of a property through energy efficiency measures, will not only have the advantage of improving the thermal efficiency, but will also have reduced carbon dioxide emissions and should have lower energy bills.

- 1.11 A report commissioned by the Department for Energy and Climate Change, published in 2013 'An investigation of the effect of EPC ratings on House prices' showed at the time, that making energy saving improvements to a home could increase its value by 14% on average. Improving the Energy Performance Certificate of an average home from band G to E or from band D to B could mean adding more than £16,000 to the sale price of the property (NB: prices in 2013). The report is thought to show that more people are conscious about the energy efficiency of their new homes and are willing to invest more in a property now if they know it will cost less to run in the future.



2. Policy context

2.1 The requirement for sustainable construction standards is set out in both national and local policy, the requirement to achieve sustainable development is the overarching principle of all planning policy. This is part of the ambition to improve energy security and the need reduce greenhouse gas emissions as part of tackling climate change. In recognition of this, building industry standards have been developed to ensure that the design and construction of new buildings have improved standards. Some of these standards have been integrated into local planning policies.

The EU Renewable Energy Directive (2018/2001/EU) (2018)

2.2 The original renewable energy directive (2009/28/EC) established the policy for the production and promotion of energy from renewable sources in the EU. This original Directive, the UK was legally committed to meet a renewable energy target of 20% of its energy needs with renewables by 2020. In December 2018, the revised directive 2018/2001/EU entered into force, as part of helping the EU to meet its emissions reduction commitments under the Paris Agreement. The new Directive establishes a new

binding renewable energy target for the EU for 2030 of at least 32%, with a clause for a possible upwards revision by 2023.

National Policy

The Climate Change Act

2.3 This is the UK's legally binding commitment to reduce greenhouse gas emissions to Net Zero Carbon by 2050, from a 1990 baseline. The original commitment was for an 80% reduction in greenhouse gas emissions by 2050. This target was amended in 2019 to the more ambitious net zero goal. The government expects each local authority to contribute to meeting the targets and reducing overall demand for energy. In 2018, heating and powering homes accounted for 22% of all greenhouse gas emissions in the UK. The homes that are constructed now and in the next decade will still exist in 2050 and it is therefore acknowledged that more must be done to decarbonise all buildings. So, a high standard of construction is vital to achieving these statutory carbon emission reduction targets.



Planning and Compulsory Purchase Act 2004

2.4 Section 19 (1A) requires local planning authorities to include in their Local Plans “policies designed to secure that the development and use of land in the local planning authority’s area contribute to the mitigation of, and adaptation to, climate change”. This will be a key consideration when a Local Plan is examined.

The National Planning Policy Framework (2019)

2.5 The National Planning Policy Framework (NPPF) was updated in 2019. Section two outlines the importance of achieving sustainable development in plan making. It states that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways, so that opportunities can be taken to secure net gains across each of the different objectives:

- an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations;

and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and

- an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy’

2.6 Section 12 of the **NPPF 2019**: Achieving well-designed places states that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

2.7 Paragraph 131 of the NPPF states that in determining applications, great weight should be given to outstanding or innovative designs which promote



high levels of sustainability or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

- 2.8 Section 14 of the NPPF ‘Meeting the challenge of climate change, flooding and coastal change’, paragraphs 148 to 169, includes that the planning system should support the transition to a low carbon future, should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.
- 2.9 Paragraph 149 of the NPPF states that ‘Plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures. Policies should support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts, such as providing space for physical protection measures, or making provision for the possible future relocation of vulnerable development and infrastructure.’

National Planning Practice Guidance (2019)

- 2.10 The National Planning Practice Guidance sets out the following clarification in 2019:

“Can a local planning authority set higher energy performance standards than the building regulations in their local plan?”

Different rules apply to residential and non-residential premises. In their development plan policies, local planning authorities:

- Can set energy performance standards for new housing or the adaptation of buildings to provide dwellings, that are higher than the building regulations, but only up to the equivalent of Level 4 of the Code for Sustainable Homes.
- Are not restricted or limited in setting energy performance standards above the building regulations for non-housing developments.
- The **Planning and Energy Act 2008** allows local planning authorities to set energy efficiency standards in their development plan policies that exceed the energy efficiency requirements of the building regulations. Such policies must not be inconsistent with relevant national policies for England. **Section 43 of the Deregulation Act 2015** would amend this provision but is not yet in force.



- The **Written Ministerial Statement on Plan Making** dated 25 March 2015 clarified the use of plan policies and conditions on energy performance standards for new housing developments. The statement sets out the government’s expectation that such policies should not be used to set conditions on planning permissions with requirements above the equivalent of the energy requirement of Level 4 of the Code for Sustainable Homes (this is approximately 20% above current Building Regulations across the build mix).
- Provisions in the **Planning and Energy Act 2008** also allow development plan policies to impose reasonable requirements for a proportion of energy used in development in their area to be energy from renewable sources and/or to be low carbon energy from sources in the locality of the development.”

Local Policy:

Climate Emergency Strategy and Action Plan

- 2.11 A Climate Emergency was declared by the Council in February 2019. In order to reduce North Somerset’s carbon emissions, the Council recognises the need to make significant changes to the way we live, work, and govern.
- 2.12 A **Climate Emergency Strategy** and **Climate Emergency Action plan** have been produced. These set out the key principles for how the Council will address the causes and consequences of climate change and includes an aim for North Somerset to become a carbon neutral council and a carbon neutral area by 2030. The Climate Emergency declaration and ambition for carbon neutrality increases the urgency and need for new development to be net zero carbon. The council signed up to the **UK: 100 Net Zero Pledge** in January 2021. This reinforces the council’s commitment to achieve Net Zero by 2030.
- 2.13 This Supplementary Planning Document supports the requirements of the Climate Emergency strategy and specifically to policies of the Core Strategy (2017). Policy CS1: Addressing Climate Change and Carbon Reduction and CS2: Delivering Sustainable Design and Construction. The SPD also provides clarification to how Policy CS2 will be implemented given changes to the national policy position in relation to the Code for Sustainable Homes and the Lifetime Homes standard.



Core Strategy Policy CS1: Addressing Climate Change and Carbon Reduction (2017):

2.14 This overarching climate change policy includes a range of sustainability aspects that are integral to creating sustainable buildings and places. The requirements of CS1:

1. development should demonstrate a commitment to reducing carbon emissions, including reducing energy demand through good design, and utilising renewable energy where feasible and viable in line with standards set out in Policy CS2; and by focusing development in accordance with the settlement strategy set out in the Area Policies;
2. developers are encouraged to incorporate site-wide renewable energy solutions to be delivered in a phased and co-ordinated way with the proposed development
3. maximise the opportunities for all new homes to contribute to tackling climate change through adherence to emerging national standards such as the Code for Sustainable Homes to ensure they perform well against evolving energy standards, and have a reduced carbon footprint;
4. developments of 10 or more dwellings should demonstrate a commitment to maximising the use of sustainable transport solutions, particularly at Weston-super-Mare. Opportunities for walking, cycling and use of public transport should be

maximised through new development and in existing areas emphasising the aim to provide opportunities that encourage and facilitate modal shift towards more sustainable transport modes;

5. a network of multifunctional green infrastructure will be planned for and delivered through new development. They should be located throughout and in adjacent developments and demonstrate a functional relationship to the proposed development and existing area including the potential to relate to the Area of Outstanding Natural Beauty. This would include not only green spaces but also the creation and enhancement of woodland areas;
6. protecting and enhancing biodiversity across North Somerset including species and habitats that are characteristic of the area, in order to support adaptation to climate change. This should be achieved through on and off-site measures to conserve and enhance species and habitats as well as the reduction or preferably elimination of any adverse impacts through sensitive design and layout and construction of developments;
7. the reduction, re-use and recycling of waste with particular emphasis on waste minimisation on development sites and the creation of waste to energy facilities in the Weston villages;
8. the re-use of previously developed land and existing buildings in preference to the loss of green field sites;



Core Strategy Policy CS2: Delivering Sustainable Design and Construction (2017)

- 2.15 Adopted **Core Strategy** Policy CS2 sets out the following requirements:
- 2.16 'New development both residential (including conversions) and non-residential should demonstrate a commitment to sustainable design and construction, increasing energy efficiency through design, and prioritising the use of sustainable low or zero carbon forms of renewable energy generation in order to increase the sustainability of the building stock across North Somerset.
- 2.17 The greatest potential for energy saving opportunities is likely to be at larger scale developments particularly at the Weston Villages and Weston town centre. In addition, these areas are expected to demonstrate exemplar environmental standards contributing to the objectives of Policy CS1 and adding value to the local economy.
- 2.18 When considering proposals for development the council will:
1. Require designs that are energy efficient and designed to reduce their energy demands;
 2. Require the use of on-site renewable energy sources or by linking with/contributing to available local off-site renewable energy sources to meet a minimum of 10% of predicted energy

use for residential development proposals involving one to nine dwellings, and 15% for 10 or more dwellings; and 10% for non-residential developments over 500m² and 15% for 1000m² and above;

3. Require as a minimum Code for Sustainable Homes Level 3 for all new dwellings from October 2010, Level 4 from 2013, rising to Level 6 by 2016. Higher standards will be encouraged ahead of this trajectory where scheme viability specifically supports this. BREEAM 'Very Good' will be required on all non-residential developments over 500m² and 'Excellent' over 1000m²;
4. Require all developments of 10 or more new homes to incorporate 50% constructed to the Lifetime Homes standard up to 2013 and 100% from 2013 onwards;
5. Require the application of best practice in Sustainable Drainage Systems to reduce the impact of additional surface water run-off from new development. Such environmental infrastructure should be integrated into the design of the scheme and into landscaping features and be easily maintained. In moving towards zero carbon development, applicants will ensure that sustainable principles are established in the new proposals from the outset.'



- 2.19 Since adoption of the Core Strategy, changes in national policy direction following the **Housing Standards Review** meant that some of the requirements set out in Policy CS2 could no longer be applied in their adopted form. The primary change was the integration of many elements of the Code for Sustainable Homes and Lifetime Homes Standards into Building Regulations. It was stated that the energy and water efficiency requirements of the Code would be integrated into Part L and the requirements for accessibility, set out in the Lifetime Homes Standards would be met through Part M of Building Regulations.
- 2.20 It has subsequently been clarified through National Planning Practice Guidance that Local planning authorities, can set energy performance standards for new housing or the adaptation of buildings to provide dwellings, that are higher than the Building Regulations, but only up to the equivalent of Level 4 of the Code for Sustainable Homes. The Council therefore intends to implement this part of adopted policy CS2. The Council recognises that it is not restricted or limited in setting energy performance standards above the Building Regulations for non-housing developments.
- 2.21 The Council accepts that part of clause 4, applying to Lifetime Homes Standard is now out of date, upon release of this government **planning statement** and cannot be implemented. The Council's approach will be as follows:
- 2.22 In moving towards zero carbon development, applicants will be required to achieve energy performance improvement equivalent to Code for Sustainable Homes Level 4.
- 2.23 BREEAM 'Very Good' or its equivalent will be required on all non-residential developments, to include offices, schools and community schemes over 500m² and 'Excellent' or its equivalent over 1000m²; a design stage certificate is required to confirm adherence with this.
- 2.24 Links are provided to the relevant local policy guidance within this document. This is in order to assist in achieving these requirements, and in the creation of sustainable buildings and places in North Somerset.



3. Sustainable Design Principles – Code for Sustainable Homes

Core Strategy CS2 policy requirement:

“When considering proposals for development the council will: require designs that are energy efficient and designed to reduce their energy demands.” (Clause 1) and “require as a minimum Code for Sustainable Homes Level 3 for all new dwellings from October 2010, Level 4 from 2013, rising to Level 6 by 2016. Higher standards will be encouraged ahead of this trajectory where scheme viability specifically supports this” (Clause 3)

improvements for new residential development higher than those of Building Regulations.

3.2 As a direct result of these government policy statements, the Council provided a statement confirming that it would no longer seek Code for Sustainable Homes compliance for new residential development, except for legacy cases¹. This has meant that from the date of that statement, the Council has not required new residential development proposals to comply with energy performance standards in excess of those set out in Building Regulations. However, clarification on whether local planning authorities can set energy performance standards higher than Building Regulations, has subsequently been provided through Planning Practice Guidance.

3.3 As the NPPG has clarified this position, the Council has reviewed its position and will **now require Code for Sustainable Homes Level 4 equivalent improvement in energy performance standards in all new**

Clarification on implementation of Code for Sustainable Homes

3.1 In 2015, the same year that the original version of this SPD was adopted, the Government released the Housing Standard Review and a Written Ministerial Statement which withdrew the Code for Sustainable Homes and indicated that local planning authorities would be prevented from setting energy performance

¹ This applied to residential developments legally contracted to apply a code policy or where planning permission was granted subject to a condition stipulating discharge of a code level, and developers are not appealing the condition or seeking to have it removed or varied.



residential development applications, including the conversion of agricultural, industrial and commercial properties to residential use. This will apply from the date that this updated SPD is adopted.

- 3.4 Code for Sustainable Homes Level 4 was equivalent to a 19% improvement on the energy performance standards of Building Regulations 2013 – Part L1A: Conservation of Fuel and Power for new dwellings. Guidance on the documentation the Council requires to demonstrate compliance with this standard can be found in **Appendix 2**.

Sustainable construction principles to be demonstrated

- 3.5 The energy/sustainability statement must demonstrate how the following principles have been considered and applied to the development.

Design for health and wellbeing

- 3.6 Creating sustainable buildings is crucial in the transition towards zero carbon development, as part of tackling climate change. Designing buildings that are sustainable must also consider the health and wellbeing of future occupants. At building design stage, factors such as day lighting levels and incorporation of natural ventilation will be crucial to future health and wellbeing of occupants.

Energy use

Core Strategy CS1 policy requirement:

“Development should demonstrate a commitment to reducing carbon emissions, including reducing energy demand through good design, and utilising renewable energy where feasible and viable in line with standards set out in Policy CS2; and by focusing development in accordance with the settlement strategy set out in the Area Policies” (Clause 1)

Use the energy Hierarchy

- 3.7 There is a staged approach to achieving sustainable buildings. The energy hierarchy minimises the impact of development, through reducing energy use and consequent greenhouse gas emissions. The first priority is to reduce energy demand through energy efficient design through the building fabric specification. Reducing heat losses through the ‘building envelope’ (walls, windows, doors, roof and floor) will significantly reduce energy consumption whilst maintaining the thermal comfort of the space. Energy can also be conserved through siting and orientation to maximise natural day lighting and ventilation. Energy efficient appliances, heating and



lighting controls must be used. Once energy demand reduction is achieved, building-scale renewable technologies must be used, this will provide a sustainable source of energy supply during the operational lifetime of the building. If renewable energy technology cannot be used, then low carbon technologies should be incorporated into the design.

- 3.8 A major proportion, around 60% of energy consumption in residential dwellings is used to heat space. Improving the performance of the buildings 'fabric' is essential to reducing energy demand. The rate of heat loss is often calculated using U-values, which expresses how well parts of a building transfer heat. High U-values indicate poor thermal performance of the building envelope. More information on methods to reduce heat losses can be found in the **retrofitting Section**.
- 3.9 Monitoring equipment should be incorporated which will include smart energy meters to collect information about energy use in the building. It's anticipated that this will lead to behavioural change in the way energy is used. Smart heating controls can also improve the efficiency and should be integrated wherever possible.

Consider embodied energy and whole life cost of buildings

- 3.10 It should be recognised that energy is consumed, and greenhouse gases are emitted both during construction of buildings as well as during use. Operational energy is the amount of energy that is required to run a building over its design life and includes lighting, heating and appliances. The measure of embodied energy or carbon within a building, is a measure of the total emissions generated by resource extraction, transportation, manufacture and construction of that building. The whole life cost of a building is a measure of the impacts on the environment during manufacture, use and at end of life of the building and this should be recognised. This should be one of the factors considered by developers when deciding between different approaches to development. There is a strong argument for the retention of existing buildings due to the embodied emissions within buildings, making their re-use often the most sustainable alternative.
- 3.11 This guidance demonstrates that there is a wide range of factors to be considered which affect both operational and embodied carbon and energy. Factors to consider also includes, the selection of construction materials, their thermal mass and the siting and orientation of buildings.



Material Use:

- 3.12 Buildings should be designed to use materials as efficiently as possible, starting with the materials used in construction. Using naturally derived materials, such as those with recycled content e.g. old newspapers, sheep wool for insulation and renewable materials and Forest Stewardship Council (FSC) locally-sourced (where possible) timber for wood use, can minimise the negative impact of material use. Naturally derived materials generally have a lower embodied energy content. The use of plastics and other synthetic materials should be minimised. Locally sourced materials are the preference in most cases. The distance from which materials are sourced and therefore the impact of their transportation should be taken into consideration in material choice.
- 3.13 Optimising thermal mass can help retain heat by absorbing the sun's energy, or if exposed, lose heat to the cooler external environment. Building materials that are heavyweight (e.g. brick, concrete) absorb and release heat in buildings to help moderate the temperature. Designing out thermal bridges (gaps) will prevent heat loss through the building envelope. This will need to be an integral part to any sustainable building design.

Siting and orientation

- 3.14 Appropriate siting and orientation can significantly reduce the energy requirement of a typical building. The aim is to maximise natural daylight and sunlight into a building through passive design measures. This will take advantage of the natural characteristics in building materials and air to help reduce the additional energy needed for heating and cooling.
- 3.15 Passive design measures must not increase the potential of a building to overheat. Inadequate natural ventilation must be avoided as is likely to contribute to overheating. Assessing overheating risk is an important part of any design process and with a warming climate, assessing this potential will become increasingly important. The government has acknowledged that the risk of overheating and the provision of adequate ventilation in new residential buildings, must be addressed. As part of the consultation response to the Future Homes Standard in early 2021, a consultation was launched on a draft Approved Document to address overheating in new residential buildings.



Waste management

Core Strategy CS1 Policy requirement:

“The reduction, re-use and recycling of waste with particular emphasis on waste minimisation on development sites and the creation of waste to energy facilities in the Weston villages” (Clause 7)

- 3.16 Where possible and where it would not impact on the efficient use of available land, it would be advantageous for the main orientation of a building should be within 30° of south. Buildings oriented south-east will benefit from the morning sun and those south-west will benefit from the late afternoon sun. Optimising the orientation and pitch of a roof to maximise sun and daylight exposure will also benefit the energy that can be gained from solar panels located on the roof.
- 3.17 South/southwest facing rear gardens should be provided where possible to allow washing to dry naturally outdoors, reducing the need to use energy intensive tumble driers.
- 3.18 As previously mentioned, both operational and embodied carbon consideration should be integrated into the building design at concept stage. Measures whole life carbon cost and embodied carbon will become increasingly important as we move towards net Zero Carbon developments. Guidance on embodied carbon reduction strategies is available from the London Energy Transformation Initiative (LETI) [Climate Emergency Design Guide](#) and in the [Embodied Carbon Primer](#). A [Whole Life carbon vision](#) is available from the World Green Building Council.

- 3.19 Building construction accounts for over a third of all waste created in the UK every year. Developers must consider the re-use of materials to create new buildings and should also consider how existing buildings on a site can be retained and adapted for re-use.
- 3.20 All developments must include suitable waste and recycling storage facilities. The Environmental Protection Act 1990 sets out the framework for waste management.
- 3.21 As set out in **Core Strategy CS7: Planning for Waste** – ‘New housing, retail, industrial and commercial development should be designed to facilitate easy and efficient waste collection, incorporating appropriate facilities such as collection points for recyclable material, in addition, developers must work closely with the local authority to implement schemes which use council-supported kerbside and recycling collection services.



- 3.22 Community composting schemes are encouraged. The **Waste and Resource Action Programme** provides advice for communities wishing to set up community composting and anaerobic digestion schemes.

Water use

Core Strategy CS1 policy requirement:

“Developments should demonstrate water efficiency measures to reduce demand on water resources, including through the use of efficient appliances and exploration of the potential for rainwater recycling.” (Clause 11)

- 3.23 A large proportion of water used in homes does not need to be of drinking quality. Implementing measures to reduce water use including water efficiency devices (water saving taps and showers, low flow toilets, water efficient appliances) and rainwater harvesting through using a tank to collect water or re-using water via greywater recycling should all be considered.
- 3.24 Other simple measures should be implemented which will reduce water use, including the use of water butts, collecting grey water for reuse. This can be used for gardening purposes, or where plumbed-in can be used for toilet flushing. **Waterwise** provide advice on how to save water use in buildings.

- 3.25 Water can be unnecessarily lost through leaking toilet flushes. Modern dual flush buttons containing drop valves can cause continuous flow of water and therefore lead to water loss. Water loss in this circumstance can be prevented through the use of siphon valves in toilet flushes. Dual flushes may also use excess water where the incorrect buttons are used. Unnecessary water loss will lead to increased water bills and carbon emissions associated with the water treatment process so must be prevented in all circumstances.
- 3.26 Groundwater may also be extracted for use, where possible and permitted by the **Environment Agency**. New development should however ensure it does not adversely impact on water quality within Source Protection Zone’s or surface and groundwater. This could result in, for example, the need for further treatment of drinking water which will increase carbon dioxide footprint for this sector significantly. All such development should take place in low risk areas or mitigation put in place to offset any impacts for the life span of the development.

Reducing surface water run-off

- 3.27 Surface water run off can be an issue with any new development, creating a range of flood risk issues. Run-off is exacerbated where there are few permeable surfaces in the urban environment. This can be reduced by adding permeability, for example through adding green infrastructure, including green roofs



and trees. The use of trees to intercept heavy rainfall, retain moisture and return water to the atmosphere through evapotranspiration will be increasingly important as the climate changes. Drains that cannot cope during heavy rain downpours and can add to the problem. Guttering and drainage systems can be designed with increased rainfall in mind as part of a **climate change adaptation strategy**.

- 3.28 It's important to incorporate sustainable drainage (SuDS) in all developments to prevent an increased volume of surface water run-off during heavy rainfall. Simple, natural solutions can often be possible although for some, site engineering options will need to be explored. The **SuDS Section** provides more detail on the policy requirement.



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Sustainable and active Travel

Core Strategy CS1 Policy requirement:

“Developments of 10 or more dwellings should demonstrate a commitment to maximising the use of sustainable transport solutions, particularly at Weston-super-Mare. Opportunities for walking, cycling and use of public transport should be maximised through new development and in existing areas emphasising the aim to provide opportunities that encourage and facilitate modal shift towards more sustainable transport modes” (Clause 4)

3.29 In line with the council’s Parking Standards SPD, new developments must include space to store cycles that is secure, weather-proof and accessible. Cycle stores should be provided at ground level and be of sufficient size to allow the requisite number of bicycles to be stored. For all cycle parking, it is required that both wheels can rest on the ground. If car parking space is used to store cycles, this must not create issues such as pavement parking. A review of the Parking Standards SPD is currently underway and scheduled for public consultation in 2021. This review looks to introduce minimum requirements of Electric Vehicle (EV) charging infrastructure, as well as greater

provision of Car Club spaces at new development, particularly in town centre locations. Opportunities to provide both excellent EV charging infrastructure and Car Club provision should subsequently be maximised.

3.30 The West of England Joint Local Transport Plan 4 (JLTP4) is North Somerset’s adopted regional transport strategy and policy document. It sets out how we aim to achieve a well-connected, sustainable transport network that works for residents, businesses and visitors across the region; a network that offers greater, realistic travel choices and makes walking, cycling and public transport the natural way to travel. The five objectives of the JLTP4 are as follows:

- Take action against climate change and address poor air quality;
- Support sustainable and inclusive economic growth;
- Enable equality and improve accessibility;
- Contribute to better health, wellbeing, safety and security;
- Create better places.



- 3.31 A range of more specific policies set out how we will make walking, cycling and public transport the natural way to travel, including for local authorities to develop their own more specific walking and cycling, or 'active travel' strategies. These local level strategies and policies set out in more detail how we will ensure that lower carbon forms of transport will be the easier and preferred choice for short and medium length journeys.
- 3.32 North Somerset Council has developed, consulted upon and is now set to adopt its Active Travel Strategy to cover the 2020 to 2030 period. This is to more clearly define how we will use a mixture of physical improvements to our transport network for safe and enjoyable active travel journeys for everyone, as well as education, training and publicity drives to increase uptake in these lower carbon transport choices whenever possible. The Active Travel Strategy, due to be adopted in April 2021, sets out to:
- Deliver safe and frequent active travel to enable improved public health;
 - Tackle the Climate Emergency;
 - Drive local economic development;
 - Shape active travel neighbourhoods through an active travel focused planning system.

3.33 This Active Travel Strategy is different from any other walking and cycling strategy produced by the Council, where it seeks to use the recent shift in national government priority and funding opportunities for high quality active travel infrastructure and awareness to ensure that from now, active travel will be the number one priority within transport planning and considerations. This seeks to build on the Policy DM25 of the North Somerset Sites and Policies Plan Part 1, which sets out that in order to facilitate modal shift away from private vehicle use it is essential that new developments provide excellent walking and cycling infrastructure. Policy DM25 requires that all new development provide appropriate pedestrian and cycle access. This includes pedestrian and cycling links to the nearest schools

- 3.34 The Active Travel Strategy is clear that we will:
- create active travel neighbourhoods from new and transform existing neighbourhoods dominated by the motor car to create green, safe and active environments.
 - design and build infrastructure to give priority to pedestrians and cyclists over vehicular traffic and segregate paths away from traffic wherever possible.



- 3.35 This will help ensure that we will transform our transport network from spaces where people are 'able' to walk and cycle to environments in which they are 'invited' to walk and cycle.'
- 3.36 Public transport also has a huge role to play. Public transport offers the opportunity to use less vehicles on our transport network by getting more people into fewer (and cleaner) vehicles, reducing our emissions from transport and enabling us to better use the limited space we have on our transport network. After the March 2021 release of the Bus Back Better national bus strategy, North Somerset Council will set out more clearly and in more detail than JLTP4 how we as a Council will prioritise resources to improve public transport options the natural way to travel for medium and longer journeys (as well as shorter journeys for people not able to use active travel).

Land use ecology

- 3.37 Opportunities should be sought to enhance and create new habitats to support biodiversity. The retention of elements of pre-existing landscapes, such as rhynes, roads and hedgerows, can help to integrate new development into its physical surroundings. Native species should be used where new planting takes place to sustain and enhance distinctiveness and local biodiversity. To improve resilience, natural regeneration should be considered in the first instance, and planted trees should be sourced and grown in the UK to help avoid the introduction and spread of disease.



4. Renewable and Low Carbon Energy Generation

Core Strategy CS2 policy requirement:

“When considering proposals for development the council will, require the use of on-site renewable energy sources to meet **a minimum** of 10% of predicted energy use for residential development proposals involving one to nine dwellings, and 15% for 10 or more dwellings; and 10% for non-residential developments over 500m² and 15% for 1000m² and above.”(Clause 2)

4.1 The Council is committed to the deployment of renewable and low carbon energy generation measures and aims to:

- The policy requirement of 10% and 15% of predicted energy to be met through renewable energy sources is a minimum policy requirement. Developers are encouraged to maximise renewable energy and low carbon energy use as part of a sustainable design strategy.
- Maximise the potential for local economic, environmental and social benefit in implementation of renewable and low carbon energy generation.
- Facilitate renewable and low carbon energy development that is appropriate in North Somerset.
- Encourage a high degree of community involvement, understanding the benefit from using energy more efficiently and developing North Somerset’s renewable and low carbon energy resources.



- 4.2 The Council works with other local authorities, partner organisations and community interest groups across the district with the aim of increasing the proportion of energy from renewable and low carbon sources.
- 4.3 Renewable and low carbon forms of energy generation are part of any sustainable energy strategy. However, it is recognised that the principles of the energy hierarchy should be followed. The total energy demand of a building should be prioritised through energy efficiency measures ahead of the installation of renewable and low carbon energy generation.

Which renewable and low carbon technologies are most suitable?

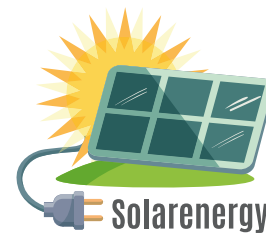
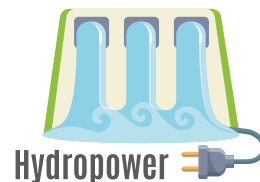
- 4.4 The Council does not prescribe the type of renewable energy which should be used to meet the policy requirement. It instead advocates that a range of technologies are explored. The process for determining which technology is used, should be detailed within the **sustainability/energy statement**. The developer should choose a technology that gives the best performance, is cost effective and has no insurmountable impacts on the surrounding area. In each instance through the development of the design and feasibility, the available renewable energy resources should be considered.

- 4.5 The range of individual building-scale technologies to consider will include:
- Solar photovoltaic and solar thermal panels
 - Heat pumps (air, water or ground)
 - Biomass burners and boilers
 - Mechanical heat recovery systems
 - Domestic/micro Combined Heat and Power systems (CHP)
 - Wastewater heat recovery systems
- 4.6 Technologies which may be suitable for larger-scale developments and larger buildings:
- Hydropower
 - Solar photovoltaic (PV) arrays
 - Combined Heat and Power systems (CHP)
 - Wind turbines
 - District heating schemes



- 4.7 The **Solar PV arrays Supplementary Planning Document** (2015) sets out the requirements for large-scale solar developments in North Somerset. This guidance will be reviewed in light of the Council's climate emergency declaration.
- 4.8 The **Wind Turbines Supplementary Planning Document** (2014) sets out the requirements for wind turbine developments in North Somerset. This guidance will be reviewed in light of the Council's climate emergency declaration
- 4.9 Buildings which generate renewable energy maximise efficiency by using the energy as it is being generated. This may require behavioural change in the way energy is used in the home, for example, only using appliances when solar PV generation is at its peak during the daytime. The same applies to the hot water heated by solar thermal panels, to likewise (where possible) use this during daytime hours.

- 4.10 Using the renewable and low carbon energy generated on site is far more efficient than exporting to the national grid system. This is because some of the power that is generated is lost in transmission and distribution. Therefore, the shorter the distance electricity travels the better. Small scale local generation of energy from renewable and low carbon sources is likely to be preferable to centralised generation.
- 4.11 A report identifying the **potential for wind and solar energy generation in North Somerset** was produced in 2014. The purpose of this report is to identify the least constrained locations for locating large scale wind and solar technologies in the district. An updated Renewable Energy Resource Assessment Study (RERAS) was commissioned in 2020. This study will identify the best locations for a range of renewable and low carbon technologies, including renewable heat sources and opportunities for heat networks. The study will also identify a target for renewable energy generation for North Somerset. The evidence will be used to inform policy relating to renewable energy and addressing the climate emergency within Local Plan 2038. The report is due to be published in the Spring of 2021.



5. BREEAM assessments

Core Strategy CS2 policy requirement:

When considering proposals for development the council will “BREEAM ‘very good’ standard will be required on all non-residential developments over 500m² and ‘Excellent’ over 1000m².” (Clause 3)

5.1 The **Building Research Establishment Environmental Assessment Methodology (BREEAM)** is used for assessing best practice in sustainable building design, construction and operation of non-residential buildings. It is used to improve, measure and certify the social, environmental and economic sustainability of buildings. BREEAM is assessed using a system of credits in the following nine assessment categories:

- Health and Wellbeing
- Management
- Energy
- Transport
- Water
- Materials
- Waste
- Land Use and Ecology
- Pollution



- 5.2 The BREEAM assessment drives the priority measures towards minimising the energy demands of a building, before considering energy efficiency and renewable and low carbon technologies, using the principles of the energy hierarchy.
- 5.3 The Building Research Establishment (BRE) produced a **BREEAM New Construction technical manual 2014, which was updated in 2018**. This should be used at project inception to ensure that BREEAM certification is followed. It is also crucial for developments to integrate the BREEAM process at this stage, as it will



greatly reduce the costs associated with meeting the required BREEAM standards.

- 5.4 BREEAM certification not only applies to new construction, there are also standards for refurbishment and an overarching aspiration for large developments creating BREEAM certified new communities.
- 5.5 Where the BREEAM certification process is followed, a Pre-Assessment or (design stage) report should be supplied with the planning application. Applicants are also encouraged to submit a Post Construction (PC) certificate. However, the costs of providing this documentation should not be at the expense of contributions to other elements/ S106 items and/or other policy requirements where schemes are close to the margins of viability.

When BREEAM requirements cannot be met

- 5.6 In carrying out the financial appraisal, the costs of instructing professionals to carry out the BREEAM (or equivalent) assessments/work associated with part compliance should be factored into the professional fees and form part of the gross development costs. These costs should be deducted from the gross development value and assumptions made around developer/landowner return to determine viability.
- 5.7 Where a successful case has been made demonstrating non-viability in meeting the required BREEAM standards, it may be permissible for

applicants to apply a lower standard or potentially utilise alternative strategies.

- 5.8 Where applicants do not use the BREEAM certification process, the Council will require a clear demonstration of how the building(s) will be constructed to an equivalent standard through the submission of independent supporting information.
- 5.9 The onus will be on the developer to justify why the required rating (either Very Good or Excellent) is not achievable – such reasons will have to be robust in planning policy and sustainability terms. These will be assessed on their merits at the planning application stage.
- 5.10 Exceptions to these minimum standards may be allowed in cases of buildings in conservation areas, but only when a developer can show that it is not practical or commercially viable to achieve the minimum standards or would result in adverse effects which harm the character or appearance of the historic environment.



6. Sustainable Drainage Systems

Core Strategy CS2 policy requirement:

“When considering proposals for development the council will “require the application of best practice Sustainable Drainage Systems to reduce the impact of additional surface water run-off from new development, in-line with the requirements of the national standards for SuDS. Such environmental infrastructure should be integrated into the design of the scheme and into landscaping features and be easily maintained.”
(Clause 5)



Surface Water Flooding at Elm Tree Road in Locking (2012)

6.1 Flooding can threaten lives and cause substantial negative social and economic effects to people, property, infrastructure and agricultural land. Historical flooding within North Somerset has demonstrated these devastating effects. There have been a number of significant flooding incidents in North Somerset in 1968, 1989-90, 2008 and more recently in 2012 which was the wettest year on record in the UK. Indeed, during 2012 it is estimated that approximately 340 properties flooded internally across North

Somerset. As part of our strategy to manage flood risk we are using Sustainable Drainage systems.

6.2 Core Strategy Policy CS2 (clause 6, outlined above) and CS3: Environmental Impacts and Flood Risk Assessment, require best practice in Sustainable Drainage Systems to reduce the impact of additional surface water run-off from new development.

6.3 Sustainable Drainage (SuDS) approach regards rainwater as a natural resource, whereas traditional approaches have always regarded rainwater as being waste with the aim of discharging water as quickly as possible. SuDS approaches aim to manage runoff from development, so that it not only delivers



effective long-term site drainage, but it also minimises impacts on the receiving environment. This is achieved by harvesting, infiltrating, slowing, storing, conveying and treating run off to improve water quality. SuDS philosophy and concepts are not new with many existing developments in North Somerset already taking this approach.

- 6.4 There are many benefits to communities met through SuDS, these can include:
- Health and wellbeing of the communities they serve
 - Increased biodiversity and habitat creation
 - Improving access to recreation in clean water environments
 - More aspirational development and places
- 6.5 The Council welcomes pre-application discussions and will look for a proof of concept plan and drainage strategy or Masterplan, which is based on known drainage and flooding information on the site. Early pre-application discussion will allow time for integration of sustainable drainage into the design of a site and use the water as a resource and manage flows across the site. Consultations undertaken at this stage will reduce the time and cost of doing so in later stages. This approach to SuDS is set out in the Council's joint guidance document **West of England Sustainable Drainage Developer Guide and North Somerset's**

Sustainable Drainage Design Guidance which offers advice on the implementation of policies CS2 and CS3. Reference should also be made to the CIRIA SuDS Manual C753.



Example of SuDS attenuation ponds: Portishead



Example of SuDS swale: Long Ashton



- 6.6 **Drainage Developer Guide** and North Somerset's Sustainable Drainage Design Guidance which offers advice on the implementation of policies CS2 and CS3 **SuDS Manual C753**.

Principles for effective SuDS

Plan SuDS from the start

- 6.7 Use a proof of concept plan to look at the opportunities and constraints on a site. Built up areas are designed to be outside of potential flood risk zones and flow routes, and open spaces can be designed to accommodate exceedance flow routes.

Replicate natural drainage

- 6.8 Runoff should be reduced to greenfield rates where possible. Designs should be integrated with the rhyne network in Internal Drainage Board areas, and watercourses remain open with culverting for access only, so biodiversity and habitats are not lost, and flood plains remain connected. A new North Somerset Green Infrastructure Strategy will contain detail on this.

Prevention and Source Control

- 6.9 Good site design should identify opportunities to make use of water as a resource through rainwater reuse and harvesting. Source control techniques should be used to infiltrate runoff into the ground where site conditions allow.



Integrated design

6.10 Integration is the key to good design within the layout of the development. Attenuation ponds should not be bolted on to the end of a design but incorporated into the green spaces, to give amenity and habitat areas which link to the wider green infrastructure

Design for easy maintenance and access

6.11 Design should allow for undertaking future maintenance and plans should be prepared to define future responsibility for the system. Design should consider the whole life of the development.

SuDS management train

- **Prevention:** At an individual property level water can be controlled by a simple water butt, green roof or by rainwater harvesting. The use of green roofs can contribute to the insulation of a property and provide a roof garden; rainwater harvesting can reduce water bills, in all cases surface water leaving the property is reduced.
- **Source Control:** No space is too small; water can be infiltrated into the ground via green spaces, rainwater gardens or permeable paving so that the amount of water that goes beyond the property boundary is reduced. Bioretention provides small storage areas before water is infiltrated and can be connected to site control features.
- **Site Control:** Where surface water needs to be

conveyed over the site, above ground systems are recommended, with a network of swales and ponds which follow the natural drainage pattern of the site.

- **Regional Control:** on larger sites and phased developments the downstream management of run-off for the whole site may be more appropriate with wetlands and ponds.
- SuDS approaches are not a one size fits all type of system, due to topography, ground conditions and the size of the site; it may be that a combination of the above needs to be part of the solution.
- Some ground infiltration SuDS will not be suitable in brownfield sites, due to the increased risk of creation of contaminated water pathways. Other SuDS solutions should be sought in this case.
- The key to good SuDS design is to integrate water as part of the amenity space or habitat



requirements and to use it to manage diffuse pollution. **Susdrain**² have shown in recent case studies that SuDS design can account for a 5% to 10% saving on capital costs compared with traditional systems. Long term maintenance of above ground systems is also shown to be less than traditional systems Wessex Water adopt and maintain sustainable drainage systems when they are built to the standards set by them.

- 6.12 One of the biggest advantages for SuDS is that it can create a community space and reduce the surface water runoff helping to manage the risk of flooding to property and people downstream. Meeting sustainable drainage criteria as set out in the **West of England Sustainable Drainage Developer Guide** and Section 2 of **North Somerset's Sustainable Drainage Design Guidance** will fulfil these requirements.
- 6.13 Maintenance and access to the SuDS components is important over the lifetime of the development. Access for grass cutting and/or maintenance of a minimum of five metres will be required, as in many cases vehicle access will be required. Detailed maintenance plans and schedules which give clear guidance on how the system is maintained and details of the owners of the various elements are part of the planning requirements when **submitting an application**.

² Susdrain, delivered by the Construction Industry Research and Information Association: <http://www.susdrain.org/>



7. Climate change adaptation measures

Core Strategy CS1 policy requirement:

“Areas will be enhanced to be resilient to the impacts of climate change including flood defence and public realm enhancements including the integration of effective shading through, for example, tree planting” (clause 10)

- 7.1 The typical design life of a new dwelling is a minimum of 100 years and for a new industrial building is a minimum of 60 years, but many buildings are in use for much longer periods. Therefore, when designing buildings now, due consideration should be given to whether they will still be suitable for changing conditions likely to be experienced over this duration of time. Designers should build in flexibility into developments to allow future adaptation if it is needed.
- 7.2 All **sustainability/energy statements** should contain detail on how changing climatic conditions have been considered as part of the design of the development.
- 7.3 There are a number of weather-related changes which are due to climate change, will should be considered.

These have the potential to have a detrimental impact on buildings. These changes may include:

- Increased frequency and intensity of rainfall, leading to pressure on drainage systems and therefore increased risk from flooding.
- Increased frequency of heat waves, leading to issues of overheating and the need for cooling systems.
- More prolonged periods of drought with adverse impacts on building materials and water shortages, and
- More frequent extreme weather events, including strong winds which could damage buildings.

- 7.4 As a response to the above, a range of building-scale adaptation measures should be incorporated into new or existing buildings. This should include:

Flood resilience measures:

- raising floors above likely flood levels
- avoiding fitted carpets on ground floor level
- moving electrics to well above the likely flood level
- use of solid floors rather than suspended floors
- replacing mineral insulation within walls with closed cell insulation
- replacing gypsum plaster with water resistant





- material, such as lime plaster
- installing chemical damp-proof course below joist level
- replacing wooden doors, windows, frames with water-resistant alternatives
- replacing chipboard kitchen/bathroom units with plastic units
- treating timber to resist water logging or use marine plywood for shelves and fittings
- use of one-way auto seal valves on toilets
- increased capacity guttering and drainage systems
- Implementing methods to waterproof basements

Measures to avoid overheating

- using materials with a high thermal mass
- design-in green infrastructure/vegetation, including water features for passive cooling, green roofs/walls – which will keep heat out and its surroundings cool
- using materials with highly reflective surfaces
- locating spaces that need to be cool or that generate heat on the north side of development
- using carefully designed shading measures, including balconies, louvres, roof overhangs, internal or external blinds, shutters, trees and vegetation

- designing the building and its internal layout to enable passive ventilation, measures, such as cross ventilation which will include operable windows, a shallow floor plan, high floor to ceiling heights, a double façade
- minimising internal heat gains by using low energy equipment, including energy efficient lighting and insulating hot water pipes
- selecting the most energy efficient ventilation and cooling systems – avoiding traditional air conditioning systems, which will increase energy demand
- implementing tri-generation district heating which combines cooling alongside heat and power generation. Good practice will include integrating green corridors within all district heating schemes.

Measures to minimise the urban heat island effect³

Development-scale adaptation measures which can be implemented to reduce the likelihood of UHIE can include:

- providing sufficient space to be built in between buildings to allow cooling

³ UHIE: an urban area that's significantly warmer than the surrounding countryside, especially at night. This is due to the land surface in towns and cities, made of man-made materials which absorb and store heat. This coupled with concentrated energy use and less ventilation than in rural areas, creates a heating effect. Often up to 10 degrees Celsius hotter than surrounding countryside.



- living walls and green roofs on buildings to allow cooling/shading
- provision of street trees and other green infrastructure to maximise cooling effect
- providing orchards and allotment spaces on developments

7.5 All buildings should be designed to be robust to withstand storms and high winds, and which can be easily maintained and repaired. No adaptation measures should increase energy use or cause potentially harmful effects – **maladaptation**. An example of this would be to design buildings to maximise solar gain in winter without thinking through the potential for the building to overheat in the summer.

Measures incorporating green infrastructure and rewilding

Core Strategy CS1 Policy Requirement:

"A network of multifunctional green infrastructure will be planned for and delivered through new development. They should be located throughout and in adjacent developments and demonstrate a functional relationship to the proposed development and existing area including the potential to relate to the Area of Outstanding Natural Beauty. This would include not only green spaces but also the creation and enhancement of woodland areas; (Clause 5)

7.6 **Core Strategy** policy CS9 sets out the current Green Infrastructure planning policy. It states that the existing network of green infrastructure will be safeguarded, improved and enhanced by further provision, linking into existing provision where appropriate, ensuring it is a multi-functional, accessible network which promotes healthy lifestyles, maintains and improves biodiversity and landscape character and contributes to climate change objectives. Priority will be given to:

- the protection and enhancement of the formal parks and gardens originating from the Victorian era;
- the protection and planting of trees in woodlands



- and urban areas, particularly native trees, for public amenity and climate change mitigation and benefits to biodiversity, health and recreation;
- the promotion of the north slopes of the Mendip Hills AONB as sub-regional corridors for biodiversity, recreation and landscape retention;
 - the promotion of the Congresbury Yeo, River Banwell, North Somerset Levels and Moors, and Grumblepill Rhyne as local corridors for biodiversity and landscape enhancement;
 - the protection and enhancement of biodiversity;
 - the connection of disjointed woodlands, particularly ancient and semi-natural woodland, such as those around the Wraxall/Failand ridge;
 - the continued development of a network of green spaces, water bodies, paths and cycleways and bridleways in and around the urban areas, recognising the value of sustainable drainage systems for green infrastructure;
 - the management, maintenance, upgrading and extension of the public rights of way network including improved connectivity to areas of green infrastructure within and outside North Somerset;
 - the provision of strategically significant green spaces in association with all areas of development.

- 7.7 The Council has recently demonstrated its commitment to rewilding in North Somerset. The aim is to create new habitats to enable wildlife to flourish as well as helping to address climate change. This rewilding will include planting new trees and letting some areas of grass grow longer.
- 7.8 The Council is in the process of developing a new Green Infrastructure Strategy. The Strategy will set out the strategic Green Infrastructure network within North Somerset and will provide the framework for improving connectivity, quality and overall provision of Green Infrastructure for both people and wildlife in North Somerset. One of the key aims of the strategy will be to provide greater resilience to climate change, where natural solutions are provided to build resilience. This may include in schemes to stabilise slopes to attenuate flood water, absorb carbon and increase the use of trees to reduce urban heating.
- 7.9 One of the purposes of the Green Infrastructure strategy will be to identify projects that can enhance the natural environment across the district. It is anticipated that this new GI strategy will be adopted in 2021 and will inform the Green Infrastructure policy for Local Plan 2038. Once adopted, the new Green Infrastructure strategy should be used to inform and where applicable, identify appropriate climate change adaptation measures in North Somerset.



A **consultation** will be held on the emerging Green Infrastructure Strategy in February 2021.



8. The Future Homes Standard and future Zero carbon policy

- 8.1 In 2019 the government signalled its intention to improve the energy performance of new residential development through its consultation '**The Future Homes Standard – changes to Part L and Part F of Building Regulations for new dwellings.**' The consultation set out the intention to uplift energy efficiency standards through Building Regulations – Part L (Conservation of fuel and power) in 2020, which would be a stepping-stone to the Future Homes Standard (FHS) to be introduced in 2025.
- 8.2 The **FHS consultation response from government** was released in January 2021. This has provided clarification on a number of issues surrounding the implementation of the Future Homes Standard 2025, the interim standards to be applied to Building Regulations and the role of local authorities in setting energy performance standards for new residential development.
- 8.3 The role of Local Planning Authorities in setting energy efficiency requirements for new homes that go beyond the minimum standards set through Building Regulations is clarified in Chapter 2 of the FHS consultation response. This confirms that in the immediate term, the government will not amend the Planning and Energy Act 2008, which means that local authorities retain the power to set local energy efficiency standards for new homes.
- 8.4 Paragraph 2.39 of the FHS consultation response says: 'All levels of Government have a role to play in meeting the net zero target and local councils have been excellent advocates of the importance of taking action to tackle climate change. Local authorities have a unique combination of powers, assets, access to funding, local knowledge, relationships with key stakeholders and democratic accountability. This enables them to drive progress towards our national climate change commitments in a way that maximises the benefits to the communities they serve. As part of this, the Government wishes to ensure that we have a planning system in place that enables the creation of beautiful places that will stand the test of time, protects



and enhances our precious environment, and supports our efforts to combat climate change and bring greenhouse gas emissions to net zero by 2050.'

8.5 Paragraph 2.40 then says 'We recognise that there is a need to provide local authorities with a renewed understanding of the role that Government expects local plans to play in creating a greener built environment; and to provide developers with the confidence that they need to invest in the skills and supply chains needed to deliver new homes from 2021 onwards. To provide some certainty in the immediate term, the Government will not amend the Planning and Energy Act 2008, which means that local planning authorities will retain powers to set local energy efficiency standards for new homes.'

8.6 The **Future Homes Standard consultation in 2019** outlined two approaches to increasing the energy efficiency standards of Building Regulations. The government's response has confirmed that it will implement 'Option 2 – Fabric plus technology' approach. This uplift in Part L energy efficiency standards will equate to a 31% reduction in carbon dioxide from new dwellings, compared to the current 2013 standards. It states that this option is likely to encourage the use of low-carbon heating and/or renewables. The performance standard is based on the energy and carbon performance of a home with:

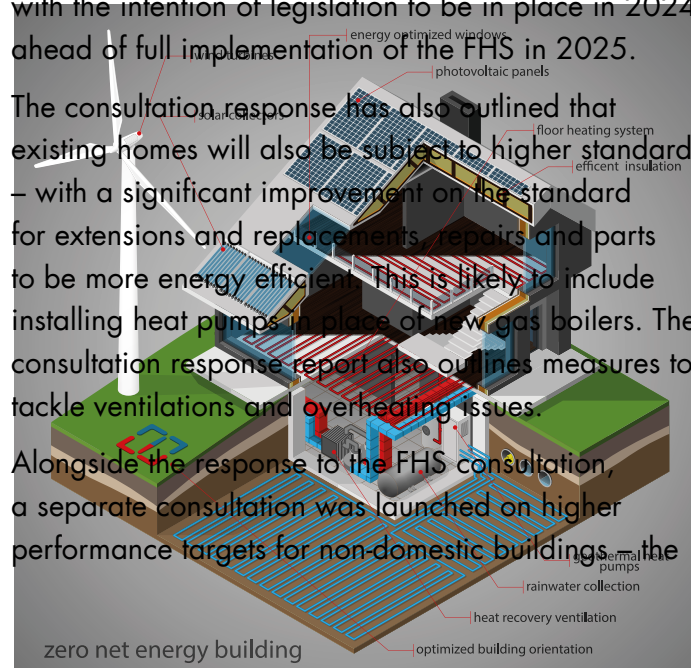
- an increase in fabric standards
- a gas boiler
- a wastewater heat recovery system
- Photovoltaic panels

8.7 The FHS consultation response sets out that the Building Regulations interim Part L Regulations will come into effect in June 2022.

8.8 The Future Homes Standard will be introduced in 2025 with new homes expected to produce 75 – 80% fewer carbon dioxide emissions compared to an average semi-detached home built to meet the current 2013 Part L requirements. Further consultation on the standards for Future Homes will take place in 2023 with the intention of legislation to be in place in 2024 ahead of full implementation of the FHS in 2025.

8.9 The consultation response has also outlined that existing homes will also be subject to higher standards – with a significant improvement on the standard for extensions and replacements, repairs and parts to be more energy efficient. This is likely to include installing heat pumps in place of new gas boilers. The consultation response report also outlines measures to tackle ventilations and overheating issues.

8.10 Alongside the response to the FHS consultation, a separate consultation was launched on higher performance targets for non-domestic buildings – the



Future Buildings Standard, to ensure they will be zero carbon ready by 2025.

- 8.11 The Future Homes Standard is the national stepping-stone to national Zero Carbon policy 2050. However, if it can be demonstrated that local zero carbon standards are achievable, then these may be introduced through local policy ahead of national policy being introduced. Local policy will set out the requirements to achieve the highest possible standards where financial viability is demonstrated. This is driven by the Climate Emergency declaration and ambition to become carbon neutral by 2030. **Section 10** provides detail on viability assessments.

Meeting the required energy performance/ carbon standard

- 8.12 To meet the current energy performance/ carbon emissions standard required through local policy, the carbon dioxide emissions from regulated energy use must be limited.
- 8.13 Carbon dioxide reductions should be measured from energy efficiency measures only and it is these that should be calculated. This will start from a baseline of the Target Emissions Rate (TER) to produce a Dwelling Emissions Rate (DER) or Building Emissions Rate (BER) figure (if not a residential dwelling). This DER or BER figure will need to be 19% lower than the TER in order to demonstrate compliance with clause 3 of policy CS2.



8.14 Guidance on how to demonstrate that the required 19% improvement on Part L Building Regulations through the SAP assessment process can be found in **Appendix 1**.

The different approaches to achieve low and zero carbon standards

8.15 The fabric performance of a building must be minimised and far lower than the Fabric Energy Efficiency Standard (FEES). The FEES is the proposed maximum space heating and cooling energy demand for homes. This is the amount of energy which would normally be needed to maintain comfortable internal temperatures in a dwelling, this is measured in kWh/m²/year. There are a range of approaches which could be taken to achieve carbon reduction. Options will include:

8.16 **An extreme fabric approach:** with fabric performance significantly higher than the FEES, high efficiency is achieved with little or no renewable energy. This will have overall emissions at or below the carbon compliance level, the remaining emissions are eliminated through offsite measures (allowable solutions). The **Passivhaus standard**⁴ is an example of this.

⁴ Passivhaus – where the heat losses of a building are reduced so much that minimal heating is required. Passive heat sources like the sun, occupants, household appliances and the heat from the extract air cover a large part of the heating demand.

8.17 **Extreme Low Carbon Technologies:** This approach uses only fabric and on-site energy solutions (no **Allowable Solutions**) it therefore relies on high fabric performance (considerably higher than FEES) and extensive use of sustainable technologies (to beyond the carbon compliance standard).

8.18 A balanced approach, with fabric performance at Fabric Energy Efficiency Standard (FEES) level, focusing on renewable and low carbon technologies. This achieves overall emissions at or below the carbon compliance level. The remaining emissions are met through offsite carbon reduction measures, often referred to as **Allowable Solutions**.

Costs of building to zero carbon homes standards

8.19 A study to investigate the **cost of carbon reduction in new buildings** was completed for the West of England Authorities, including North Somerset Council in 2018. The analysis suggested that it is possible to achieve net zero regulated carbon emissions from a combination of energy efficiency on-site carbon reductions and offsite carbon abatement measures for an additional capital cost of between 5-7% for residential development and non-domestic buildings. Achieving net zero regulated and unregulated emission is likely to result in a cost impact of 7-11% for homes.

8.20 The study reported that the costs of achieving these standards are likely to fall over time both because of reducing technology costs but particularly because reducing carbon intensity of grid electricity means that the carbon emissions of new homes will be lower than the level estimated by current regulatory compliance methods



(SAP2012 and SBEM). Changes to carbon emission factors for electricity should also strongly favour the use of heat pumps for providing space heating and hot water.

- 8.21 The West of England Authorities are considering this evidence report as part of Local Plan policy updates.



9. Retrofitting energy efficiency, renewable and low carbon technologies

Principle: Renovation and retrofitting of buildings, including those of a traditionally constructed nature (solid wall buildings pre-dating 1919), should provide an account of what energy efficiency measures can and will be achieved based on conservation principles.

energy supply therefore wanting to maximise energy security and the general aim of futureproofing homes.

9.1 A large percentage of existing buildings will still be in use in 2050 and around 26% of emissions in the UK derive from buildings (2017⁵). It is therefore vital that we make these homes as energy efficient as possible through low carbon retrofitting measures. The diversity of our housing stock in terms of age, use, material, build type and quality, thermal mass, location, orientation and occupancy, means that solutions need to be specifically tailored to the building or group of buildings in question. Investment made in energy efficiency, renewable and low carbon technologies becomes increasingly attractive as fossil fuel prices rise and the cost of technologies reduce. Other issues will affect decision making, this may include reliability of

5 <https://www.theccc.org.uk/publication/net-zero-technical-report/>

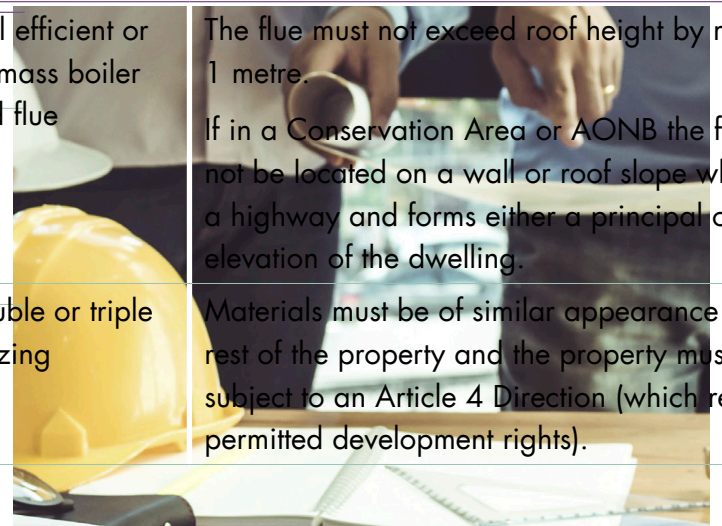


- 9.2 Some energy efficiency, renewable and low carbon measures are classed as permitted development through the **General Permitted Development Order 1995**, therefore do not require planning permission for their installation. However, most measures are subject to meeting specific criteria and conditions in order for development to classify as permitted development.
- 9.3 Permitted development never applies to any grade of Listed Buildings and some permitted development rules are removed in Conservation Areas.
- 9.4 Retrofit measures that are permitted development (apart from Listed buildings) with no specific conditions include:
 - Draught proofing doors, windows and floors.

- Secondary glazing.
- Internal wall insulation.
- Cavity wall insulation.
- Loft insulation.
- Solar panels.
- Ground source heat pumps.
- Mechanical Ventilation Heat Recovery systems.
- Electric vehicle charging points.

Permitted development measures under specific circumstances

Measure	To comply must:	Measure	To comply must:
Rafter insulation	Have no external alteration, including changes to roof, chimney, flue or ventilation pipes.	Fuel efficient or Biomass boiler and flue	The flue must not exceed roof height by more than 1 metre. If in a Conservation Area or AONB the flue must not be located on a wall or roof slope which fronts a highway and forms either a principal or side elevation of the dwelling.
Floor insulation	A check with Building Control will be required. Advice required on whether insulation is appropriate for building type, to avoid risk of condensation.	Double or triple glazing	Materials must be of similar appearance to the rest of the property and the property must not be subject to an Article 4 Direction (which removes permitted development rights).



Measure	To comply must:	Measure	To comply must:
External wall insulation	<p>Insulation must not exceed the roofline. If on the principal or side elevation, must not protrude beyond windowsills or surrounds. It must not necessitate the alteration of the roof or any chimney, flue or ventilation pipe and the finish must be of similar appearance to the materials used in the construction to the exterior of the rest of the property.</p> <p>Advice required on whether insulation is appropriate for building type, to avoid risk of condensation.</p> <p>If you live in a Conservation Area, or an Area of Outstanding Natural Beauty, you will need to apply for planning permission before cladding the outside of your house with stone, artificial stone, pebble dash, render, timber, plastic or tiles.</p>	Free-standing solar PV and thermal panels	<p>Must not be any other arrays in the curtilage of the property. The array must not exceed 4 metres in height; must be at least 5 metres from the boundary of the curtilage. The panel area must be less than 9m², or any one dimension of the array must not exceed 3 metres.</p> <p>In a Conservation Areas solar panels must not be wall mounted on any wall facing a highway or in areas with an Article 4 Direction in place to protect roof coverings.</p>
Roof or wall-mounted Solar PV and thermal panels	<p>Panels must not protrude more than 200mm from the roof or wall surface; nor exceed the height of the highest part of the existing roof. Must be sited to minimise the effect on the external appearance of the dwelling and the amenity of the area.</p> <p>If the property is in a Conservation Area the panels must not front onto a highway.</p>	Air source heat pump	<p>Mustn't be an existing air source heat pump within the building curtilage. The volume of the outdoor compressor unit must not exceed 0.6m³ and the pump must be more than 1 metre from the boundary. If installed on a flat roof, should not be within one metre on the external edge.</p> <p>If within a Conservation Area, it should not be installed on a wall or roof fronting a highway or between the main building and the highway. The pump should be sited so as to minimise its effect on the amenity of the area and the appearance of the building.</p>

9.5 Measures that will require planning permission include:

- Wind turbines exceeding 15 metres in height.



Specific retrofitting measures for traditional/heritage buildings

- 9.6 Traditionally constructed buildings (generally considered to be buildings built before 1919) account for about 20% of existing housing stock in North Somerset. Traditionally constructed buildings behave and perform differently from more modern properties, in some cases rendering new technologies incompatible.
- 9.7 There is a strong argument for the retention of old and historic buildings. Heritage buildings are inherently sustainable as they are likely to have been built by local craftsmen with locally sourced materials and their 'embodied energy' (the total energy consumed during the resource extraction, transportation and manufacture) over their long lifespan is good, although their energy efficiency is often perceived as poor they are capable of being upgraded. Historic buildings present unique challenges and technical issues when implementing energy efficiency and retrofitting renewable and low carbon energy generation measures. Measures can be installed, but it will require more thought into the approach to energy efficiency in these buildings. Taking a whole building approach on how best to upgrade historic buildings

is more logical with historic buildings rather than focusing on one aspect.

- Roof insulation (ceiling or rafter): Natural fibre materials (such as sheep wool or hemp fibre) should be used in traditionally constructed houses, as these do not hinder movement of moisture. Fibreglass and mineral wool should be avoided, as they tend to hold moisture and increase the risk of damp and timber decay.
- **Breathable Renders:** Lime renders (including for internal applications) can be used as an insulating material.
- **Floors Insulation:** between the floorboards and carpet can be fitted. On ground floors Limecrete or similar can provide an insulating vapour permeable alternative to solid concrete and can be applied underneath traditional flagstones.
- **Secondary glazing:** Secondary glazing is a fully independent window system, installed to the room side of existing windows. The original windows remain in position and in their original unaltered form. Fixed forms of secondary glazing can be used, which are designed to be removed in warmer months when the thermal benefits are not required.
- **Upgrading energy efficiency of existing windows:** this can be done by ensuring the windows are maintained and draft proofed, there are also films



available which can be applied to the inside of the windows to improve the thermal capabilities of glass. Added back the old shutters which may have been removed from the building will also improve the heat loss from the windows at night

Retrofit measures likely to be unsuitable for heritage buildings

- 9.8 **Internal/external solid wall insulation:** wall insulation can be problematic for traditional buildings. Internal insulation reduces the size of the room and can affect traditional decorative features, but there is range of natural fibre insulation available that can be applied to the internal walls of historic buildings in some cases. External insulation can conceal the appearance of a building that gives it its character. In terraces or semi-detached dwellings, it can also make the building project out from the building line. However, you cannot take a blanket approach to historic buildings and upgrading their energy efficiency each case will depend on the buildings themselves.
- 9.9 Further information on upgrading the energy efficiency of historic buildings from **Historic England** and how to take the whole building approach to provide a sustainable and successful solution.



10. Viability Assessments

Principle: The Council is committed to delivering high quality sustainable development but recognises that in some circumstances, for example for small and medium sized enterprises – viability considerations may constrain what can be delivered. The Council will implement the requirements of this SPD in a pragmatic proportionate way and developers are strongly encouraged to talk to their planning case officer at an early stage if there are any concerns about affordability. Where a lack of viability is demonstrated, the Council will take this into account in its decision making.

- 10.1 In all cases, viability and feasibility are key material considerations in meeting the policy requirements of both local and national policy. It is one of a range of factors that will influence the determination of a planning application and this is built into the planning policy framework.
- 10.2 However, where an applicant states that a policy requirement has an impact on the viability of a proposal, the applicant is required to provide a quantified justification to demonstrate this. It is not enough just to assert that the scheme is unviable

without evidence. Applicants should use an agreed format for assessing viability in order to help all parties agree and efficiently determine the application. A financial appraisal should illustrate how the costs of achieving the required standards are unachievable and how these costs relate to other development costs associated with the development including any 'abnormal' costs to allow a broad assessment of the financial impact of the policy.

- 10.3 Assessing viability requires judgments which are informed by the relevant available facts. It requires a realistic understanding of the costs and the value of development in the local area and an understanding of the operation of the market.



When the required percentage of renewable/low carbon energy generation cannot be met

- 10.4 In circumstances where all possible ranges of appropriate technologies have been explored and none are suitable, then this must be demonstrated at the earliest opportunity in the development management process, preferably at pre-application stage. A financial appraisal will be required, which should be supplemented by details illustrating the range of renewable and low carbon technologies explored, along with their associated costs. Grounds for this might include that the site and/or development proposed is such that the application of the requirements are not suitable for a given location.
- 10.5 In exceptional circumstances and where the development meets wider planning objectives, a reduced percentage may be negotiated. This will only be applicable when there is a demonstrable negative impact on development viability. These instances are likely to be very limited due to the range of potential applications.

When BREEAM requirements cannot be met

- 10.6 In carrying out the financial appraisal, the costs of instructing professionals to carry out the BREEAM assessments/work associated with part compliance should be factored into the professional fees and form part of the gross development costs. These costs should be deducted from the gross development value and assumptions made around developer/landowner return to determine viability.
- 10.7 Where a successful case has been made demonstrating non-viability in meeting the required BREEAM standards, it may be permissible for applicants to apply a lower standard or potentially utilise alternative strategies. These will be assessed on their merits at the planning application stage.





APPENDIX 1:

Checklist for achieving required standards for sustainable buildings and places

This checklist can be used to demonstrate the requirements of Core Strategy Policies CS1 – Addressing Climate Change and Carbon Reduction and Policy CS2 – Delivering Sustainable Design and Construction.

It sets out what is required through planning policy for all types development. Select those which apply to the development.

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Type of development – indicate those that apply	Policy requirement – check box to confirm compliance	SPD Section	Considerations	Supporting information – indicate those that apply
Residential development between 1 – 9 dwellings (including conversions)	CS2: Clause 1 – require energy efficient designs to reduce energy demand.	Sustainable Design principles – Code for Sustainable Homes	Applications must demonstrate how the below measures have been considered and provide detail relevant detail within the application: <ul style="list-style-type: none"> • Design for health and wellbeing • Energy use • Demonstrate energy hierarchy • Siting and orientation • Passive design • Material use • Limiting risks of overheating/ Urban heat island effects • Thermal mass • Waste management • Water use • Surface water run-off • Sustainable and Active Travel • Land use ecology 	The Design and Access Statement to include details on energy and sustainability or a separate Energy/sustainability statement can be submitted.
Non-residential development above 500m ²	<input type="checkbox"/>			[The website includes a Design and Access statement template which may be used].
Residential Developments over 10 dwellings (including conversions)	CS2: Clause 3 – require as a minimum Code for Sustainable Homes Level 4. This is equivalent to a 19% energy performance improvement on Building: Regulations.			Pre-application discussions may be appropriate
<input type="checkbox"/>	<input type="checkbox"/>			Submit an Energy (or sustainability) statement .
				Submit a SAP compliance report .
				<input type="checkbox"/>



Type of development – indicate those that apply	Policy requirement – check box to confirm compliance	SPD Section	Considerations	Supporting information – indicate those that apply
Residential development between 1 – 9 dwellings (including conversions) <input type="checkbox"/>	CS2: Clause 2 – 10% predicted energy demand to be met through renewable/ low carbon sources. <input type="checkbox"/>	Renewable and low carbon energy generation	Select applicable technologies: <ul style="list-style-type: none"> • Solar Photovoltaic (PV) • Solar Thermal • Heat pumps (ground, air or water) • Biomass burners/ boilers • Mechanical heat recovery systems • Domestic/micro combined heat and power systems 	Within the Energy Statement , state how the required % of predicted energy demand will be met through renewable and low carbon sources. Submit a SAP compliance report . <input type="checkbox"/>
Residential development of 10 or more dwellings (including conversions) <input type="checkbox"/>	CS2: Clause 2 – 15% predicted energy demand met through renewable/low carbon sources <input type="checkbox"/>		Select applicable technologies: <ul style="list-style-type: none"> • Hydropower • Solar photovoltaic arrays • Solar Thermal • Air/water/ground source heat pumps • Combined Heat and Power systems • Wind turbines • District Heating schemes 	Within the Energy Statement , state how the required % of predicted energy demand will be met through renewable and low carbon sources. Submit a SAP compliance report . <input type="checkbox"/>



Type of development – indicate those that apply	Policy requirement – check box to confirm compliance	SPD Section	Considerations	Supporting information – indicate those that apply
Non-residential development between 500m ² and 1000m ²	CS2: Clause 3 – BREEAM 'very good' standard will be required on all non-residential developments over 500m ² and 'Excellent' over 1000m ²	BREEAM assessment	Minimise energy demand ahead of energy efficiency and renewable and low carbon technologies. Measures via assessment criteria:	A Pre-assessment/Design-stage report is required with the planning application.
Non-residential developments over 1000m ²			<ul style="list-style-type: none"> • Health and Wellbeing • Management • Energy • Transport • Water • Materials • Waste • Land Use and Ecology • Pollution 	<input type="checkbox"/> Applicants are encouraged to submit a Post-Construction certificate.



Type of development – indicate those that apply	Policy requirement – check box to confirm compliance	SPD Section	Considerations	Supporting information – indicate those that apply
All new development <input type="checkbox"/>	CS2: Clause 5 – require the application of best practice Sustainable Drainage Systems to reduce the impact of additional surface water run-off from new development, in-line with the requirements of the forthcoming national standards for SuDS. Such environmental infrastructure should be integrated into the design of the scheme and into landscaping features and be easily maintained. <input type="checkbox"/>	Sustainable drainage systems	Principles to follow: <ul style="list-style-type: none"> • Plan SuDS from start • Replicate natural drainage • Prevention and source control • Design for easy maintenance and access 	Drainage design proposals and calculations for the site should be submitted; including maintenance plans and schedules which identify the SuDS system is maintained. <input type="checkbox"/>
All new developments <input type="checkbox"/>	CS1: Clause 10 – Areas will be enhanced to be resilient to the impacts of climate change including flood defence and public realm enhancements including the integration of effective shading through, for example, tree planting <input type="checkbox"/>	Climate change adaptation measures	Details on adaptation measures must demonstrate: <ul style="list-style-type: none"> • Flood resilience measures • Methods to avoid overheating • Measures to minimise the Urban Heat Island Effect • Measures incorporating green infrastructure and rewilding 	All sustainability/energy statements should contain detail on how changing climatic conditions have been considered as part of the design of the development <input type="checkbox"/>



Type of development – indicate those that apply	Policy requirement – check box to confirm compliance	SPD Section	Considerations	Supporting information – indicate those that apply
All new developments <input type="checkbox"/>	CS1: Clause 5 “a network of multifunctional green infrastructure will be planned for and delivered through new development. They should be located throughout and in adjacent developments and demonstrate a functional relationship to the proposed development and existing area including the potential to relate to the Area of Outstanding Natural Beauty. This would include not only green spaces but also the creation and enhancement of woodland areas;	Climate change adaptation measures	Details on adaptation measures must demonstrate: <ul style="list-style-type: none"> • Flood resilience measures • Methods to avoid overheating • Measures to minimise the Urban Heat Island Effect • Likely to include measures incorporating green infrastructure and rewilding 	All sustainability/energy statements should contain detail on how changing climatic conditions have been considered as part of the design of the development <input type="checkbox"/>



Type of development – indicate those that apply	Policy requirement – check box to confirm compliance	SPD Section	Considerations	Supporting information – indicate those that apply
	<p>CS1: clause 6 “protecting and enhancing biodiversity across North Somerset including species and habitats that are characteristic of the area, in order to support adaptation to climate change. This should be achieved through on and off-site measures to conserve and enhance species and habitats as well as the reduction or preferably elimination of any adverse impacts through sensitive design and layout and construction of developments”</p> <input data-bbox="546 901 580 936" type="checkbox"/>	<p>Climate change adaptation measures</p>	<p>Natural solutions must be considered where they can build resilience. This can include to stabilise slopes to attenuate flood water, absorb carbon and increase the use of trees to reduce urban heating.</p>	



APPENDIX 2

Documentation to submit to demonstrate Code for Sustainable Homes Level 4 equivalent energy performance standard

Where Part L documents are required, the TER and BER/DER should be clearly displayed on the output documents as illustrated below.

- a. SAP summary for dwellings

Below is an excerpt from a sample SAP Part L document with the TER and DER circled:

Sample Calculations

To meet the CS2 requirement for new build, the DER figure above (5.44) must be 19% lower than the TER figure (30.51). The calculation is therefore:

$$\begin{aligned} 30.51 - 5.44 &= 25.07 \\ 25.07 / 30.51 \times 100 &= 82.16 \\ &= 82.16\% \text{ reduction in emissions} \end{aligned}$$

This example meets the CS2 requirement.

BASIC COMPLIANCE REPORT						Design SAP elmhurst energy	
Calculation Type: New Build (As Designed)							
Property Reference	1	Issued on Date	08/01/2020				
Assessment Reference	001	Prop Type Ref	1				
Property	1, Anywhere Crescent, BATH, BA1 1XX						
SAP Rating	96 A	DER	5.44	TER	30.51		
Environmental	96 A	% DER<TER	82.17				
CO ₂ Emissions (t/year)	0.27	DFEE	40.41	TFEE	65.92		
General Requirements Compliance	Pass	% DFEE<TFEE	38.70				
Assessor Details	Mr. Michael Andrews, Energy Saving Experts Ltd, Tel: 01225 862266, mike@energy-saving-experts.com				Assessor ID	N388-0001	
Client							
SUMMARY FOR INPUT DATA FOR New Build (As Designed)							
Criterion 1 – Achieving the TER and TFEF rate							
1a TER and DER							
Fuel for main heating	Electricity						
Fuel factor	1.55 (electricity)						
Target Carbon Dioxide Emission Rate (TER)	30.51				kgCO ₂ /m ³		
Dwelling Carbon Dioxide Emission Rate (DER)	5.44				kgCO ₂ /m ³	Pass	
	-25.07 (-82.2%)				kgCO ₂ /m ³		
1b TFEF and DFEE							
Target Fabric Energy Efficiency (TFEE)	65.92				kWh/m ² /yr		
Dwelling Fabric Energy Efficiency (DFEE)	40.41				kWh/m ² /yr		
	-25.5 (-38.7%)				kWh/m ² /yr	Pass	
Criterion 2 – Limits on design flexibility							
Limiting Fabric Standards							

SAP basic compliance report



APPENDIX 3:

Documentation to submit to demonstrate BREEAM energy performance compliance

BRUKL summary for non-residential


Below is an excerpt from a sample SBEM Part L document with the TER and BER circled:

Sample Calculations

To meet the CS2 benchmark for new build, the BER figure above (19.4) must be 19% lower than the TER figure (24). The calculation is therefore:

$$\begin{aligned} 24 - 19.4 &= 4.6 \\ 4.6 / 24 \times 100 &= 19.16 \\ &= 19.16\% \text{ reduction in emissions} \end{aligned}$$

This example meets the CS2 requirement.

BRUKL Output Document  HM Government
Compliance with England Building Regulations Part L 2013

Project name
As designed

Date:

Administrative information

Building Details Address: London,	Owner Details Name: Lend Lease Telephone number: Address:
Certification tool Calculation engine: TAS Calculation engine version: "v9.4.0" Interface to calculation engine: TAS Interface to calculation engine version: v9.4.0 BRUKL compliance check version: v5.2.g.3	Certifier details Name: Telephone number: Address:

Criterion 1: The calculated CO₂ emission rate for the building should not exceed the target

CO ₂ emission rate from the notional building, kgCO ₂ /m ² .annum	24
Target CO ₂ emission rate (TER), kgCO ₂ /m ² .annum	24
Building CO ₂ emission rate (BER), kgCO ₂ /m ² .annum	19.4
Are emissions from the building less than or equal to the target?	BER =< TER
Are as built details the same as used in the BER calculations?	Separate submission

Compliance check sheet for BRUKL



GLOSSARY

- Allowable Solutions:** Allowable Solutions is the term for the carbon offsetting process and the various measures which house builders may support to achieve the zero-carbon standards.
- Biodiversity:** is a measure of the variety of organisms present in different ecosystems.
- Embodied energy:** the total energy consumed during resource extraction, transportation and manufacture.
- Energy conservation:** measures to reduce demand at source, such as roof and wall insulation to reduce heat loss. It leads to a reduction or elimination of unnecessary energy use. It can include behavioural change measures, such as switching appliances off when not in use.
- Energy efficiency:** using less energy to provide the same level of energy benefit, for example through the use of low energy light bulbs or mechanical heat recovery systems.
- Energy security:** the uninterrupted availability of energy sources at an affordable price

- Fabric Energy Efficiency Standard:** the proposed maximum space heating and cooling energy demand for zero carbon homes. This is the amount of energy that would normally be needed to maintain comfortable internal temperatures and in a dwelling.
- Feed-in tariff:** a payment made by government for eligible renewable electricity-generating schemes.
- Green Infrastructure:** a strategically planned and delivered network comprising the broadest range of high-quality green spaces and other environmental features.
- Greenhouse gas emissions:** gases emitted into the atmosphere that absorb and emit radiation within the thermal infrared range. These include carbon dioxide, methane and nitrous oxide of which carbon dioxide is the most prevalent.
- Low carbon energy:** energy derived from processes or technologies that produce power with substantially lower amounts of carbon dioxide emissions than is emitted from conventional fossil fuel power generation.



Natural stack ventilation:

where air is driven through a building by vertical pressure differences developed by thermal buoyancy. Warm air inside a building is less dense than cooler air outside, and thus will try to escape from openings high up in the building envelope (such as chimneys); cooler denser air will enter openings lower down. The process will continue if the air entering the building is continuously heated, typically by casual or solar gains.

Passivhaus:

a standard of building design, where the heat losses are reduced so much that minimal heating is required. Passive heat sources like the sun, occupants, household appliances and the heat from the extract air cover a large part of the heating demand.

Renewable energy:

energy that comes from resources which are naturally replenished and are not depleted by being used, such as sunlight, wind, rain, tides, waves and geothermal heat.

Renewable Heat Incentive:

a payment made by government to eligible renewable heat technologies.

Retrofitting:

the addition of new technology or features to older systems.

Supplementary Planning Document:

a document which provides additional information on planning policies in a development plan.

Sustainable Development:

commonly defined as 'development that meets the needs of the present without compromising the ability of future generations to meet their own needs.'

Urban Heat Island Effect:

an urban area that's significantly warmer than the surrounding countryside, especially at night. This is due to the land surface in towns and cities, made of man-made materials which absorb and store heat. This coupled with concentrated energy use and less ventilation than in rural areas, creates a heating effect. Often up to 10 degrees Celsius hotter than surrounding countryside.



SUSTAINABLE BUILDING CASE STUDY:

'Zero Carbon Homes,' equivalent to Code for Sustainable Homes Level 6 in Portishead:

Built by Halsall Construction for Alliance Homes in 2013

Key features:

- High levels of air tightness and thermal efficiency.
- Mechanical ventilation with heat recovery to harness and recycle warmth from within the home (91% efficiency).
- Energy is generated onsite through renewable energy from solar photovoltaic (PV) panels for electricity production and solar thermal panels for hot water use.

Key benefits:

- Greatly lowered space and heating demand and therefore running costs, due to very high levels of fabric energy efficiency.
- Large triple glazed windows create a well-lit and pleasant living space.
- Reduced water bills due to efficient internal water fittings and appliances.
- Energy display devices allowing occupants to monitor current and historic energy use and production.
- Enhanced sound insulation.

Lessons Learnt:

- Code 6 homes are achievable and at a reasonable cost.
- Marketing and executing strategy key to success



This publication is available in large print, Braille or audio formats on request.
Help is also available for people who require council information in languages other than English.
Please contact planning.policy@n-somerset.gov.uk

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