

Public Document Pack

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Date: Monday, 31 October 2022

***Physical Meeting**

Dear Sir or Madam

The Council – Tuesday, 8 November 2022, 6.00 pm – New Council Chamber - Town Hall

A meeting of the Council will take place as indicated above.

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

<https://youtu.be/spOTgeWJ7o4>

The agenda is set out overleaf.

Yours faithfully

Assistant Director Legal & Governance and Monitoring Officer

To: Members of the Council

Councillors:

Karin Haverson (Chairman), Wendy Griggs (Vice-Chairman), Mark Aplin, Nigel Ashton, Mike Bell, Mike Bird, Steve Bridger, Peter Bryant, Gill Bute, Mark Canniford, Ashley Cartman, John Cato, Caritas Charles, Caroline Cherry, James Clayton, Sarah Codling, Andy Cole, Peter Crew, John Crockford-Hawley, Ciaran Cronnelly, Mark Crosby, Donald Davies, Catherine Gibbons, Caroline Goddard, Hugh Gregor, Ann Harley, Sandra Hearne, David Hitchins, Steve Hogg, Nicola Holland, Ruth Jacobs, Huw James, Patrick Keating, John Ley-Morgan, Stuart McQuillan, Phil Neve, Ian Parker, Robert Payne, Marcia Pepperall, Bridget Petty, Lisa Pilgrim, Terry Porter, Geoffrey Richardson, David Shopland, Timothy Snaden, Mike Solomon, James Tonkin, Richard Tucker, Richard Westwood and Roz Willis.

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

Agenda

1. **Public Participation, petitions, and deputations (Standing Orders 2 (vi) and 17)**

The Council will hear any person who wishes to address it in accordance with the Standing Orders. The Chairperson will select the order of the matters to be heard.

Each person will be limited to a period of five minutes for public participation and deputations and three minutes for petitions. This section of the meeting must not exceed 30 minutes and discussion must not refer to a current planning application.

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

Requests must be submitted in writing to the Assistant Director Legal & Governance and Monitoring Officer, 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.

2. **Apologies for absence**

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

A Member must declare any disclosable pecuniary interest where it relates to any matter being considered at the meeting. A declaration of a disclosable pecuniary interest should indicate the interest and the agenda item to which it relates. A Member is not permitted to participate in this agenda item by law and should immediately leave the meeting before the start of any debate.

If the Member leaves the meeting in respect of a declaration, he or she should ensure that the Chairperson is aware of this before he or she leaves to enable their exit from the meeting to be recorded in the minutes in accordance with Standing Order 37.

4. **Minutes 12 July 2022 (Pages 9 - 18)**

12 July 2022 to approve as a correct record (attached).

5. **Outcomes and recommendations from development sites consultation (Pages 19 - 100)**

Report of Councillor Canniford (attached)

6. **Procurement and commissioning plan for the future highways service delivery model (Pages 101 - 130)**

Report of Councillor Hogg (attached)

7. MetroWest Phase 1 Update - governance and funding agreements (Pages 131 - 174)

Report of Councillor Bridger (attached)

8. Climate change action plan and progress report (Pages 175 - 250)

Report of Councillor Petty (attached)

9. Reports and matters referred from the Executive - dated 19 October 2022

None.

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

These have to be received by the Assistant Director Legal & Governance and Monitoring Officer by 12.00 noon on the day of the meeting.

11. Motions by Members (Standing Order No. 14) (Pages 251 - 252)

(1) First Bus – Councillor Charles (attached)

12. Question Time (Standing Order No.18)

Questions must relate to issues relevant to the work of the Executive.

Members are requested to supply the Democratic Services Officer with a note of each question at, or just after, the meeting. A summary note of each question will be included in an appendix to the minutes.

13. Matters referred from previous meeting

None.

14. Chairperson's announcements

15. Leader's announcements

16. Chief Executive's announcements

17. Political Balance Update

Oral report from the Assistant Director, Governance and Monitoring Officer advising numbers as follows:

Independent 14; Conservative 13; Liberal Democrats 10; Labour 6; Green 4 and no political group 3.

18. Forward Plan dated 2 November 2022

(to follow)

- 19. Policy and Scrutiny Panel Report**
- None.
- 20. Corporate Parenting Report (Pages 253 - 254)**
- Report of Councillor Gibbons (attached)
- 21. Heritage Champion Report 2022 (Pages 255 - 264)**
- Report of Councillor Crockford-Hawley (attached)
- 22. Reports and matters referred from the Policy/Overview and Scrutiny Panels other than those dealt with elsewhere on this agenda**
- None.
- 23. Reports and matters referred from the other Committees other than those dealt with elsewhere on this agenda**
- None.
- 24. Reports on joint arrangements and external organisations and questions relating thereto (Pages 265 - 270)**
- (1) Avon Fire Authority**
Report from Councillors Jacobs and Davies (attached)
- (2) Avon and Somerset Police and Crime Panel**
Report from Councillor Crew (attached)
- (3) West of England Combined Authority Joint Scrutiny Committee**
None
- (4) Bristol Water Challenge Panel**
Report from Councillor Richardson (attached)
- 25. Dispensation Regarding Absence from Meetings under S85 of the Local Government Act 1972 (Pages 271 - 272)**
- Report of the Assistant Director, Legal & Governance and Monitoring Officer (attached)
- 26. Draft Municipal Calendar 2023/24 (Pages 273 - 278)**
- Report of Assistant Director Legal and Governance and Monitoring Officer (attached)
- 27. 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.”

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

“(2) That members of the Council who are not members of the Council be invited to remain.”

Mobile phones and other mobile devices

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

Filming and recording of meetings

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

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

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

Emergency Evacuation Procedure

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

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

Last person out to close the door.

Do not stop to collect personal belongings.

Do not use the lifts.

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

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

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

Minutes

of the Meeting of

The Council

Tuesday, 12 July 2022

New Council Chamber

Meeting Commenced: 6.00 pm

Meeting Concluded: 7.42 pm

Councillors:

Karin Haverson (Chairman)

Wendy Griggs (Vice-Chairman)

Mark Aplin

Mike Bell

Mike Bird

Mark Canniford

Ashley Cartman

Caritas Charles

James Clayton

Andy Cole

John Crockford-Hawley

Donald Davies

Catherine Gibbons

Hugh Gregor

Sandra Hearne

David Hitchins

Steve Hogg

Ruth Jacobs

Huw James

Patrick Keating

John Ley-Morgan

Phil Neve

Robert Payne

Marcia Pepperall

Bridget Petty

Geoffrey Richardson

Timothy Snaden

Mike Solomon

James Tonkin

Richard Tucker

Apologies: Councillors: Steve Bridger, Gill Bute, John Cato, Peter Crew, Ciaran Cronnelly, Mark Crosby, Caroline Goddard, Ann Harley, Nicola Holland, Lisa Pilgrim, Richard Westwood and Roz Willis.

Absent: Councillors: David Shopland.

Officers in attendance: Jo Walker (Chief Executive), Amy Webb (Director of Corporate Services), Sheila Smith (Director of Children's Services), Matt Lenny (Director of Public Health), Alex Hearn (Assistant Director (Placemaking & Growth)), Aaron Horner (Special Projects Officer) and James Willcock (MetroWest Phase1 Project Manager).

Partaking via Microsoft Teams: Councillors: Nigel Ashton, Peter Bryant, Caroline Cherry, Sarah Codling, Stuart McQuillan, Ian Parker, Terry Porter

Officers: Nicholas Brain (Assistant Director Legal and Governance), Alex Fear (Head of Major Infrastructure Projects), Hayley Verrico (Director of Adult Services), Alex Hearn (Assistant Director Placemaking and Growth), Hazel Brinton (Committee Services Manager), Maduabuchi Ani (Senior Project Manager).

**COU Chairperson's Welcome
33**

The Chairperson welcomed everyone to the face-to-face meeting and noted that those councillors attending via Teams would not be in attendance formally or able to vote.

**COU Public Participation, petitions, and deputations (Standing Orders 2 (vi) and
34 17)**

None received.

**COU Declaration of Disclosable Pecuniary Interest (Standing Order 37)
35**

None declared.

**COU Minutes
36**

Resolved: that the minutes of the meeting of 10 May 2022 be approved as a correct record.

**COU Approval of the making of Compulsory Purchase Order(s) (and related Side
37 Roads Orders and Traffic Regulation Orders) for the Banwell Bypass and Highways Improvements scheme**

Councillor Hogg presented the report. He informed members that officers had been engaging with landowners since 2020 and were now negotiating Heads of Terms with many of them. There was a proposal to enter into agreements with all landowners, but it was a condition of funding from Homes England that a Compulsory Purchase Order (CPO) was delivered to offset the risk of the non-delivery of land required for the project.

He noted that the project had been 18 months in its design with the input from non-statutory public consultations along the way. Wider mitigation works were not included in the CPO as these would be delivered under highways legislation. He added that negotiation and agreement with landowners was the preferred method of land assembly, but a CPO process needed to be run in parallel to be able to draw down Stage 2 funding from Homes England. Most of the land affected was

agricultural land with a small number of commercial and residential properties also involved. Further proposals would be coming to the Executive ahead of the construction contract and the CPO could be aborted if the scheme did not progress.

Motion: moved by Councillor Hogg and seconded by Councillor Solomon it was

Resolved: that the Council

- (a) approved the area to be the subject of a compulsory purchase order (“**CPO**”) or supplemental CPO as shown edged red on the plans published in the supplementary papers of 11 July 2022 which identifies the outline area of the land and rights to be acquired for the Scheme (“**the CPO Land**”) by voluntary acquisition or compulsory purchase;
- (b) authorised the making of CPO(s) by the Council under sections 239, 240, 246 and 250 of the Highways Act 1980 in respect of all or part of the CPO Land (including any additional land which may be required to deliver the Scheme as a result of the requirements of the Scheme planning permission), which includes any land or rights that may be required for environmental enhancement and mitigation, flood compensation, replacement land provision or otherwise needed for the Scheme;
- (c) authorised the making by the Council of Side Roads Orders (“**SRO**”) under the Highways Act 1980 as may be required for the Scheme;
- (d) authorised the making by the Council of Traffic Regulation Orders (“**TRO**”) under the Highways Act 1980 as may be required for the Scheme;
- (e) authorised the making by the Council of an application to the Secretary of State for Transport (“**the Secretary of State**”) for the grant of a certificate under section 19 of the Acquisition of Land Act 1981 (“**section 19 certificate**”) in respect of any special category land that may be required for the Scheme;
- (f) authorised all necessary steps to be taken to secure the making, confirmation and implementation of each CPO, SRO and any TRO (together “**the Orders**”) and section 19 certificate, including the publication and service of all notices, requisitions for information, statement of reasons and the preparation and presentation of the Council’s case at any public inquiry required to secure confirmation of the Orders and section 19 certificate by the Secretary of State;
- (g) noted, and give due regard in determining whether or not to authorise the making of the Orders, the public sector equality duty contained in section 149 of the Equality Act 2010 and the requirements of the Human Rights Act 1998, as detailed further in sections 3 and 9 of the report;
- (h) authorised agreements to be entered into with landowners to secure the withdrawal of objections to any of the Orders and/or a section 19 certificate and to authorise the Director of Place and the Director of Corporate Services to take all necessary steps to acquire by agreement land and/ or rights over the CPO Land, subject to any consideration payable being within the Scheme budget as set out in section 5 of the report;

- (i) delegated to the Executive Member for Major Infrastructure Projects the authority to make and submit the CPO, SRO and section 19 certificate to the relevant Secretary of State for confirmation and to take all necessary steps to secure the making, confirmation and implementation of the CPO and SRO, including the preparation and presentation of the Council's case at any public inquiry;
- (j) subject to confirmation of the CPO and SRO, delegated the authority to the Director of Place, and the Assistant Director Legal & Governance and Monitoring Officer to acquire all the land and rights over the CPO land, including service of a general vesting declaration, notice to treat or notice of entry, subject to any compensation to be paid being within the Scheme budget as set out in section 5 of the report;
- (k) delegated to the Executive Member for Major Infrastructure Projects, in consultation with the Director of Place, the authority to make any necessary amendments to the Orders;
- (l) delegated to the Director of Place and the Assistant Director Legal & Governance and Monitoring Officer (or the Executive Member for payments of over £500,000) the authority to negotiate and settle all necessary compensation and professional fees (including interim payments) either as agreed with landowners or as determined by the Lands Chamber of the Upper Tribunal in relation to the acquisition of land or rights forming part of the CPO Land in accordance with the Land Compensation Act 1961, the Compulsory Purchase Act 1965 and the Land Compensation Act 1973 provisions in force at the relevant time and the body of case law relevant to the assessment of compensation, where any compensation to be paid is within the Scheme budget as set out in section 5 of the report;
- (m) authorised the instruction of the Scheme Project Team's legal advisers, Burges Salmon LLP, to prepare and serve such documentation as may be required for the Orders and section 19 certificate.

COU MetroWest Phase 1 Update
38

Councillor Cartman presented the report noting that it was coming to Council because costs had increased and an additional £10m capital funding commitment was being sought. He added that the cost of not proceeding with the project would be £15m with the total cost to North Somerset taxpayers of £20m if it went ahead. Councillor Cartman informed members that it was expected the government would underwrite any additional cost increases that resulted from inflation. The additional funding required for the project was being met by the council, the West of England Combined Authority (WECA), and the Department for Transport (DfT) but that the council's decision to inject more funds was contingent on decisions of other bodies to also increase their funding and that the council would not bear future overrun costs.

In debating the report, members noted that the project was long overdue but welcomed the council's continuous commitment to the project which had been driven forwards by both previous and current administrations. They noted the

government was de-risking the project in underwriting future cost increases and asked the further public engagement with Portishead residents and the town council take place to consider other solutions to the ongoing traffic problems in the town.

Members queried the risk in operational costs and noted an £11m shortfall over the first 4 to 5 years. Officers responded that further work was taking place with WECA and the DfT but that the £11m covered the entire suite of the MetroWest project not just the Portishead rail line. Members also noted their concern with the reduction of the length of the platform and queried whether a longer platform and station would be required in the future as demand grew. It was suggested that Portishead would also gain from the forthcoming Bus Service Improvement Plan and new placemaking strategies to support transport problems within the town.

Motion: moved by Councillor Cartman and seconded by Councillor James it was

Resolved: that the Council

1. Noted the project update and that the project was currently paused, and will remain paused, while formal confirmations were awaited from the Department for Transport and the West of England Combined Authority regarding additional funding required to take the project forward, as set out in recommendations 2 and 3 of the report;
2. Agreed that, subject to:
 - a. approval of the final business case (anticipated autumn 2023),
 - b. confirmation from the West of England Combined Authority of increased capital funding of £10m
 - c. confirmation of increased contribution to capital funding by Department for Transport of £15.58m, and
 - d. confirmation by the Department for Transport that it will take the delivery risk for all the railway works,

that the North Somerset Council capital funding contribution to MetroWest be increased by £10m, to be funded from borrowing, and
3. That the capital budget be amended to increase the budget by £35.58m to £152.01m to be funded by the additional £10m as per recommendation 2, a further £15.58m by the Department for Transport and a further £10m by the West of England Combined Authority (subject to formal confirmation by the Department for Transport and the West of England Combined Authority).

COU 39 Reports and matters referred from the Executive - dated 22 June 2022

Executive 22 June 2022

EXE 8 – Bus Service Improvement Plan Enhanced Partnership

Councillor Hogg introduced the item and outlined the recommendation from the Executive to the Council in respect of increased capital and revenue funding for the Bus Service Improvement Plan (BSIP) as per the report to the Executive on 22

June.

He summarised the presentation he had made to members of the Executive noting that the funding was the most significant seen in recent times for improvements to local bus services and would support the council in its decarbonisation journey. He added that the capital funding would be used for interventions on the road network to provide the infrastructure to facilitate the bus services. The revenue funding would be used to support eye catching and appealing fares packages.

Councillor Hogg noted that subsequent to the Executive meeting in June, the spend profile of the revenue funding had been adjusted in agreement with WECA to allocate more to the fares packages. Expansion of current and creation of new services would happen once the patronage and driver recruitment for bus services had been stabilised. He added that a condition of the funding was the creation of a delivery mechanism to ensure success – the “Enhanced Partnership”. Officers had also been developing a commissioning plan. He welcomed scrutiny of the BSIP process either via the formal scrutiny process or working groups as he wanted the Council to be fully engaged in shaping the plan.

In debating the report, members believed it was critical to encourage bus operators to carry out better engagement with communities as a mix of solutions was needed given that not all services would be commercially viable. Additionally, it was noted that mixed messaging regarding fares from bus operators was being put out and that the success of the improvement plan would rest on partnership working. The partnership could not just rely on subsidies from the public sector to the private sector; private sector investment was also required.

Members noted that the additional funding was as a result of officers across the west of England working in partnership to deliver a strong bid for the available funds. They further noted that a good, cheap, reliable bus service and an improved image of public transport would be needed to increase patronage. Members highlighted the personal effects of the limits of the bus service had on residents and the need for buses to be accessible to residents with mobility and health issues.

Motion: Moved by Councillors Hogg and seconded by Councillor James it was

Resolved: that the Council

1. approved the commissioning plan required to deliver the BSIP and
2. approved the following:
 - An increase to the Capital Programme of £47,983,473 from 2022 in recognition of the outline DfT funding award.
 - Delegation to the Director of Corporate Services/ s151 officer to increase the 2022-23 Revenue Budget by up to £12m to be funded from BSIP grant allocation

COU 40 Petitions to be presented by Members (Standing Order No. 16)

None received.

COU 41 Motions by Members (Standing Order No. 14)

Motion: moved by Councillor Gibbons, seconded by Councillor Petty

“That this Council notes:

- The UK general election of 2019 resulted in 44% of voters electing 56% of MPs who hold 100% of the power.
- Greater Somerset returns 8 MPs to Westminster, they are all Conservative and were elected with 56% of the vote.
- In the 2019 general election 886,400 people voted for the Green Party with only 1 MP returned to Parliament. On average it took 25,900 votes to elect each SNP MP. Over 600,000 voted for the Brexit Party without a single Brexit Party MP being elected.
- Proportional Representation (PR) is already used to elect the parliaments and assemblies of Scotland, Wales and Northern Ireland.
- The Elections Act 2022 replaces the Supplementary Vote system with First Past the Post (FPTP) for mayoral and Police and Crime Commissioner elections.

This Council believes that:

- FPTP is an outdated and unfair electoral system that suppresses political diversity and disenfranchises millions.
- All votes should count equally. FPTP results simultaneously in safe seats with little democratic accountability, and a small number of marginal constituencies where the votes of a few thousand people determine the result.
- For local and national elections in the UK FPTP should be replaced with PR to ensure that all votes count and seats won better reflect the diversity of political opinion.

This Council resolves to:

- Write to H.M. Government calling for a change in our outdated electoral laws to enable Proportional Representation to be used for UK general elections and local elections in England.”

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

Councillor Gibbons spoke in support of the motion and explained that it came about as a result of a campaign by the group Make Votes Matter which supports proportional representation. The motion was the work of several cross-party members, and it was felt that proportional representation would lead to better engagement in the election process by young people and the wider electorate. She highlighted the perceived disadvantages with the current First Past the Post system and the perceived advantages with proportional representation.

In discussing the motion, members expressed support for the proposal and the view that proportional representation would allow broad coalitions to form natural groupings for those who were not politically aligned. It was noted that proportional representation would not necessarily overcome increasing polarisation currently seen and that it may lead to more coalitions.

Following discussion, it was

Resolved: that the Motion as set out in full above be approved and adopted.

COU Question Time (Standing Order No.18)

42

Oral questions were directed to the members concerned and the summary notes and topics involved are contained in Appendix 1.

COU Matters referred from previous meeting

43

There were none.

COU Chairperson's announcements

44

The Chairperson announced that reluctantly she had decided to cancel the social gathering after the meeting with which the council's public health team had agreed but would look to reinstate these at some point if possible after consulting with the public health team.

She also noted the imminent arrival of SeeMonster in Weston-s-Mare.

COU Leader's announcements

45

Councillor Bridger had sent his apologies.

COU Chief Executive's announcements

46

None.

COU Forward Plan dated 1 July 2022

47

In the absence of the Leader, the Deputy Leader presented the forward plan.

Resolved: that the Forward Plan be noted

COU Policy and Scrutiny Panel Report

48

Councillor Griggs spoke on the Children's and Young People's Policy and Scrutiny Panel's report to members. She highlighted a number of positive actions that were currently taking place including the expansion of Baytree School and the imminent planning application for a new Social and Emotional Well-Being school which together would facilitate many more places for North Somerset children with Special Educational Needs to be educated near to their families. She noted that North Somerset Council was the only south west council to be investing in the

Mockingbird project to support foster carers and that the authority had revitalised its “front door” processes for children’s services so that there was now just one coherent process instead of several. She believed that these actions would support the council to having a “good” if not “outstanding” rating when next visited by Ofsted.

Resolved: that the Council noted the report

COU 49 Corporate Parenting Report

Whilst there was no written report, Councillor Gibbons drew members’ attention to the Pledge cards in the Chamber which she invited all members and other Corporate Parents to sign. The pledge cards would be a visible piece of evidence to show the council’s commitment to supporting young people and the commitment made by elected members to adhere to the corporate parenting principle enshrined in law when joining the council.

Councillor Gibbons asked that members particularly reached out to local businesses to offer work experience or internships to young people.

Additionally, she reminded members that in September there would be a “Big Thank You” for foster carers.

COU 50 Reports and matters referred from the Policy/Overview and Scrutiny Panels other than those dealt with elsewhere on this agenda

None.

COU 51 Reports and matters referred from the other Committees other than those dealt with elsewhere on this agenda

None.

COU 52 Reports on joint arrangements and external organisations and questions relating thereto

Councillor Westwood had sent apologies and was not available to present the report on the Avon and Somerset Police and Crime Panel work.

Resolved: that the Council noted the report.

COU 53 Urgent business permitted by the Local Government Act 1972 (if any)

None.

Chairman

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North Somerset Council

Report to the Council

Date of meeting: 8th November 2022

Subject of report: Development Programme consultation outcomes

Town or Parish: All

Member presenting: Cllr. Mark Canniford, Executive Member for Placemaking & Economy

Key Decision: NO

Reason: Not an Executive discussion

Recommendations

1. To note the outcomes of the consultation on development sites held April – June 2022, including the detailed information about response numbers and reasons for supporting or opposing development that are detailed in Appendix A.
2. To re-endorse the agreed objectives for the Development Strategy and Programme, as set out in paragraph 3.12.
3. To agree recommendations in relation to individual sites as follows:
 - (i) Weston Town Centre sites / Parklands phases 2 & 3 / Castlewood: to agree that work to promote and bring these sites forward for development should continue, with a focus on maximising affordable housing and sustainability / low carbon development.
 - (ii) Churchill Avenue (Clevedon) / Oldmixon Recreation Ground (Weston) / Downside (Portishead) / Fryth Way (Nailsea) / Hutton Moor (Weston) / West Leigh (Backwell) / Hangstone Quarry (Clevedon): to agree that officers should engage further with ward members and local communities to explore issues and options in more detail, including options for partial development of sites, 100% affordable, self-build or community-led housing, and/or Town/Parish Council purchase of land.
 - (iii) Eastermead Farm (Banwell) / Grange Farm (Hutton) / Youngwood Lane (Nailsea): that the council as landowner commence work to promote these sites for consideration through the Local Plan allocations process, and where appropriate enter into discussions with adjacent or interested landowners/developers interested in joint masterplanning, promotion or development of sites.
 - (iv) Car parks: that work be undertaken with highways colleagues to identify any car parks that may potentially be suitable for development, where those car parks are underutilised, or where they may be suitable for development above parking.
4. To note discussions on the possible disposal of the Nailsea library site, as set out in paragraph 3.30 of this report.

1. Summary of report

- 1.1 This report provides members with information on the outcomes of the Development Programme sites consultation, which was held from April – June 2022.
- 1.2 The report summarises the consultation outcomes and makes recommendations on the next steps for the sites involved.

2. Policy

- 2.1 In February 2021, North Somerset Council adopted a Development Strategy setting out ambitions for the use of land it owns to deliver new homes and jobs.
- 2.2 The Development Strategy can be viewed on the council's website at www.n-somerset.gov.uk/developmentstrategy
- 2.3 The Development Strategy supports delivery of the Council's Corporate Priority objectives of Creating a Thriving and Sustainable Place.

3. Details

Development strategy and sites consultation

- 3.1 In February 2021, North Somerset Council adopted a Development Strategy setting out ambitions for the use of land it owns to deliver new homes and jobs. The Strategy can be viewed at: www.n-somerset.gov.uk/developmentstrategy
- 3.2 On agreeing the Strategy, the Council made a commitment to undertake public consultation on the programme of sites to be developed. This consultation was held from April to June 2022, focusing on whether or not individual sites should be taken forward for development, and if so, what the priorities for development should be. The consultation document can be viewed at: www.n-somerset.gov.uk/nscsites
- 3.3 The consultation was held by the council in its role as a landowner, and not as the Local Planning Authority. Council landholdings are subject to the same planning policies and requirements as those of any other landowner.
- 3.4 All ward members and Town and Parish Councils with potential sites in their local areas were notified of the consultation. A briefing was offered and in most cases this was taken up. Where necessary, Town and Parish Councils were permitted an extension to the consultation closing date to allow for completion of their formal decision-making processes in agreeing a response. Press releases and paid-for social media campaigns sought to draw attention to the consultation.
- 3.5 The consultation was hosted on the council's website and received 673 individual responses. An additional 20 responses were received from organisations such as Town and Parish Councils, some via the website and some via e-mails or letters.
- 3.6 The web-based consultation element was anonymous other than that respondents were asked for their postcode. An individual may have responded more than once, likewise they may have responded via e-mail, participated in a workshop and/or have signed a petition as well as having responded via the website.

- 3.7 Respondents were able to select which questions they answered, i.e. they could comment on one specific site, a selection, or all of them. The number of responses per question varied significantly.
- 3.8 An analysis of the consultation responses is attached at Appendix A. The full set of responses including free text responses, is several hundred pages long, however officers can arrange for members to view this on request, should they wish.

Other engagement and consultation activity

- 3.9 Additional engagement on sites in Clevedon and Nailsea took place through work led by Design West to formulate placemaking strategies for those towns. This included surveys at public events, and in-person workshops for a range of community stakeholders.
- 3.10 A petition of 152 physical and 541 virtual signatures was received opposing development of the Churchill Avenue site in Clevedon. Further detail is provided in Appendix A.
- 3.11 One site (Slade Road / Downside) was subject to a separate Town Council consultation prior to the North Somerset consultation being launched. 306 people responded to this consultation, with 93% of them opposing the development of the site. Further detail is provided in Appendix A.

Development objectives

- 3.12 The consultation included a question about the objectives agreed by the Council when adopting its Development Strategy in 2021. Respondents were asked to rank the objectives by order of importance, with the following results:

Objective	Ranking by individuals	Ranking by organisations
Deliver sites that the market won't deliver, such as difficult brownfield land and employment sites	1	3
Create better quality and more sustainable developments	2	2
Provide homes and jobs that meet the needs of our communities, whilst also helping deliver the government targets for housing supply	3	1
Generate funding to help deliver other priorities such as improvements to schools, transport or leisure facilities	4	4

- 3.13 The overall scoring of the first three objectives was very close, suggesting that these three objectives were seen as of similar importance. The fourth ranked objective of generating funding to deliver other priorities was rated slightly further behind.
- 3.14 Respondents were offered the opportunity to suggest their alternative objectives. Key themes included provision of infrastructure to support development; climate and sustainability considerations; quality of building and life; protection of green spaces / community facilities; and provision of affordable housing.

- 3.15 On the basis of the above, officers do not propose any changes to the objectives as previously agreed.

Sites supported by respondents

- 3.16 Respondents to the consultation supported the development of the following sites:

Site	Total number of responses	% supporting development	% opposed to development	% unsure
Parklands Village phase 2	11	73	27	0
Weston town centre sites	36	69	25	6
Castlewood, Clevedon	96	63	31	6
Parklands Village phase 3	8	63	38	0

- 3.17 Respondents were asked to rank a list of priorities for the development of these sites in order of importance. The top three priorities identified for each site are set out in the table below. The percentage relates to the number of respondents who rated each priority as one of their top three.

	Weston town centre	Parklands phase 2	Parklands phase 3	Castlewood
New, good quality affordable housing	40%	55%	38%	46%
Community uses	37%	27%	-	-
Low carbon development / high standards of environmental sustainability	34%	36%	38%	-
New, good quality private housing to buy	-	27%	-	-
Quality of landscaping and green infrastructure	-	-	38%	29%
Pace of delivery	-	-	38%	-
Commercial uses	-	-	-	30%

- 3.18 Members are asked to agree that work to promote and bring these sites forward for development should continue, seeking in particular to maximise affordable housing and sustainability / low carbon development as the two priorities most consistently identified across the sites.
- 3.19 A further report on proposals for the Castlewood site will be brought to Council in January 2023.
- 3.20 If delivered, these sites have the potential to deliver more than 900 new homes as well as commercial and community opportunities. The anticipated capital receipt from the sites is approaching £7m; this takes into account a significant negative figure in relation to the Weston Town Centre sites. All of the sites in question face viability challenges to a lesser or greater extent; this means that the achievement of high levels of affordable housing and/or sustainability criteria will be challenging.

Sites opposed by respondents

3.21 Respondents to the consultation opposed development on the sites listed below:

Site	Number of responses	% supporting development	% opposed to development	% unsure
Churchill Avenue, Clevedon	308 (excl, petition)	4	95	1
Oldmixon Recreation Ground, Weston	101	7	89	4
Downside / Slade Road, Portishead	97	5	95	0
Hangstone Quarry, Clevedon	57	40	53	7
West Leigh, Backwell	32	6	81	13
Land at Hutton Moor playing fields, Weston	32	16	75	9
Fryth Way, Nailsea	19	26	53	21
Future sites dependent on Local Plan: Eastermead Farm, Grange Farm, Youngwood Lane	36	44	56	0

3.22 Further detail on the response to each site, including a detailed breakdown of reasons for opposition, is provided in Appendix A. Across the combination of sites facing opposition, the following were the most common:

- Opposition to the loss of green and open spaces: 273 comments made on this theme.
- Opposition to the loss of community facilities: 323 comments made on this theme.
- Concern that there has or will be excessive levels of development in the area, that the development is of the wrong type, or that the site's current use should be maintained: 90 comments made on this theme.

3.23 In relation to sites at Churchill Avenue (Clevedon), Oldmixon Recreation Ground (Weston), Downside (Portishead), Fryth Way (Nailsea), Hutton Moor (Weston), West Leigh (Backwell), and Hangstone Quarry (Clevedon), members are asked to note the significant levels of opposition, and to agree that officers should engage further with local communities to explore issues and options in more detail, including options for partial development of sites, 100% affordable, self-build or community-led housing, and/or Town/Parish Council purchase of land.

3.24 In relation to 'future Local Plan sites': Eastermead Farm at Banwell; Grange Farm at Hutton; and Youngwood Lane near Nailsea, the level of consultation responses was relatively low and the strength of opposition to development less marked than for other sites. Officers recommend that the council as landowner should promote these sites through the Local Plan process, where they will be subject to further consultation and assessments. In addition, where appropriate, officers should enter

into discussions with adjacent or interested landowners/developers interested in joint masterplanning, promotion or development of sites.

- 3.25 An alternative option would be to remove some or all of the sites opposed by respondents from the development programme list. Reasons for recommending further engagement and consideration prior to such a step include that:
- Although significant levels of opposition were recorded, there were other voices who took a view that development, or partial development, might have benefits, particularly if it delivered much-needed affordable housing. In some cases this includes local ward members.
 - The sites in total could deliver more than 600 homes and would be expected to generate a financial return of around £15m. Given the pressures on housing supply and council budgets, these are valid factors to be taken into consideration.
 - The sites identified in paragraph 3.23 are within settlement boundaries and/or are located in relatively sustainable locations. The sites identified within paragraph 3.24 would be subject to the Local Plan process and associated tests of sustainability and acceptability.
 - The Downside, Churchill Avenue and Fryth Way sites are allocated in the Sites and Allocations Plan and are included in the North Somerset five-year housing supply. If not delivered, alternative sites will have to be found that can deliver similar numbers of units (c. 100 – 120 homes) within an equivalent timescale. There is no guarantee that any other site would be more popular than those that are currently proposed.
 - It may be possible to address or mitigate some of the concerns expressed by respondents. For example, at some sites there was a perceived threat to sports pitches and/or allotments, however the development proposed in the consultation related to adjacent land, or would require replacement provision nearby.
 - If only taking forward the four sites that were supported for development, this would be extremely limiting for the development programme in terms of its ability to deliver the council's stated objectives in relation to increasing the supply of affordable and sustainable homes and employment premises.
- 3.26 Such an approach would not always seek (or be able) to deliver immediate development. Sites with existing tenants, for example, such as Hangstone Quarry, would require negotiated solutions and/or could not be developed until the end of current leases. The land at Fryth Way is home to a thriving football club which has invested in facilities; no development could take place there unless alternative and ideally improved pitch provision could be made within the wider masterplan for the area of land around that site. Other sites will require decisions to be made through the Local Plan before they can come forward. However the creation of a development programme requires a long-term pipeline of sites, with some more immediately deliverable and some only delivered 5 – 10 years in the future.
- 3.27 The proposed engagement would enable officers to discuss alternative (non-development) options for land, including whether a sale to Town or Parish Councils would be possible. Priorities for early engagement would be Churchill Avenue, Downside and Oldmixon Recreation Ground, due to the strength of feeling in relation to these sites, and because they would be likely to be amongst the first sites to be taken forward, if a decision were made to pursue development.

Nailsea library and surrounding land

- 3.28 A specific set of questions were asked in relation to the building currently used to deliver library services in Nailsea, which is located in the town centre precinct. The consultation document highlighted that the library service was likely to move out of the current building due to its poor condition, high energy costs and non-compliance with disability access requirements.
- 3.29 Respondents were asked what they would like to happen with the building and surrounding area if the library service moved elsewhere. 54 responses were received, with the following results:
- Prefer that the building be retained, but leased or sold to another user: 41%
 - Prefer that the building be sold to allow a comprehensive re-development of this part of the shopping precinct: 59%.
- 3.30 Over the past few months, the council has been in discussion with potential purchasers of the library site. This includes at least one potential purchaser interested in the building as part of a comprehensive re-development of the site and surrounding area, which would be in line with the majority of wishes of respondents as expressed through the consultation.
- 3.31 Any such re-development of the site would be subject to a planning application. This would be the responsibility of the purchaser of the building, if a deal is reached.

Car parks

- 3.32 In line with the principle of prioritising brownfield land, the consultation asked respondents for views on the possible re-development of car parks for homes or employment.
- 3.33 The question saw very mixed responses, with some respondents strongly opposed but others more in favour, if sites could be identified which were underused, or if homes or commercial premises could be built on 'stilts' above parking.
- 3.34 Officers do not at present propose any specific car park sites to be taken forward for development (other than those already included in the package of Weston Town Centre sites), however recommend that work be undertaken in partnership with highways colleagues to identify any potentially suitable opportunities.

4. Consultation

- 4.1 This report summarises the outcomes of public consultation on the programme of sites. Information about the consultation process and other engagement activities in relation to the sites is provided in paragraphs 3.1 – 3.12 above.
- 4.2 All sites that are taken forward for development are or will be subject to further internal and external consultation. This includes statutory consultations on appropriation (where required) and on planning applications.

5. Financial implications

- 5.1 The total value of the development programme could be as much as £20 – 25m, if all sites were taken forward.
- 5.2 In the event that members decided only to take forward those sites that were publicly supported, this figure would be reduced to around £5 – 10m. This is because many of those sites that were opposed were of a higher financial value, and those that were supported were generally of a lower value and in some case face significant viability and delivery challenges.
- 5.3 The revenue costs of commercial, procurement and legal advice to dispose of sites is the realm of £150 – 250k for each procurement exercise. Officers are seeking to create efficiencies and reduce costs by grouping sites together, as is being done for the Weston Town Centre and Parklands phase 2 sites.
- 5.4 In some cases there may be need for direct or indirect subsidy to support site delivery. An example would be the £700k grant agreed for the Weston Town Centre sites in February, which will be used to boost affordable housing and sustainability.
- 5.5 Officers will seek grant from Homes England, One Public Estate and other government sources or investors to assist in delivery of sites and to minimise the council's financial exposure and risk.

6. Legal powers and implications

- 6.1 The Local Government Act 1972 gives the Council the power to acquire and dispose of land held by it in any manner it wishes provided that the council achieves the best consideration that can reasonably be obtained.
- 6.2 The decisions taken in this report are not sufficient for any of the sites to proceed directly to development. Additional approvals that are required (dependent on the specific site) include approval of business cases, appropriation, commissioning and procurement plans, planning determinations and financial approvals. These decisions will be made on a case-by-case basis in line with the standing orders of the council and national regulations.

7. Climate change and environmental implications

- 7.1 The development programme has significant climate change and environmental implications.
- 7.2 An aspiration of the programme is to provide high sustainability homes and employment premises that minimise environmental impact, create good conditions for end-users, offer better choices for those buying or renting, and which encourage other developers to in turn increase their own standards.
- 7.3 The development of land can have negative environmental implications. However North Somerset has a government target to deliver over 1,000 new homes per year. If homes are not delivered on sites owned by the council, they will be required to be delivered by other parties who may have lower standards of sustainability.

8. Risk management

- 8.1 Development projects hold a significant number of physical, financial, environmental and reputational risks, which will be assessed on a site-by-site basis.

9. Equality implications

Have you undertaken an Equality Impact Assessment? – Yes

- 9.1 A Stage 1 Equality Impact Assessment (EIA) has been completed.
- 9.2 The EIA found moderate to high positive impacts could be delivered through the development programme, as a result of an improved supply of good quality, sustainable and affordable homes. This would have benefits (including health and wellbeing benefits) for a wide range of people, but in particular for those who are eligible for affordable, low-cost or specialist housing, including those on a low income, younger people seeking to enter the housing market, older people, care leavers and victims of domestic abuse.
- 9.3 Potential negative impacts of a moderate level identified related to the potential loss of open space and or community amenity resulting from the development of sites. This could have a particular impact on those who are suffering from mental health issues and for those with less opportunity or ability to travel further afield to other open spaces, for example those who are disabled, older and younger people, and those on a low income.
- 9.4 Due to the moderate impacts identified (both positive and negative), stage 2 EIAs will be required. These will be carried out for individual sites as and when they are taken forward for development, as part of the business case decisions for those site and proposals.

10. Corporate implications

- 10.1 The Development Strategy supports delivery of the Council's Corporate Priority objectives of Creating a Thriving and Sustainable Place.
- 10.2 The delivery of a development strategy will require input and support from a wide range of council teams, including planning, legal and finance.

11. Options considered

- 11.1 Not to pursue a Development Programme: the principle of a development programme was agreed at Full Council in February 2021 and set a number of objectives to be delivered.
- 11.2 To immediately start work to bring forward development on all sites: this is not appropriate, given the level and nature of concerns raised by respondents.
- 11.3 To cease work on those sites that have been opposed by respondents to the consultation and to remove the sites from the potential development programme: this option is not being pursued at the present time, for the reasons set out in paragraph 3.25.

Author: Jenny Ford, Head of Development & Placemaking

Appendices:

- Appendix A: summary and assessment of consultation responses

Background papers:

Report to Full Council, 21st February 2021 recommending approval of Development Strategy: www.n-somerset.gov.uk/developmentstrategy

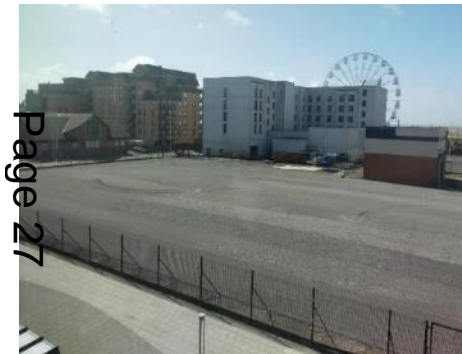
Better places, homes and jobs: consultation on a development programme for land owned by North Somerset Council, April – June 2022: www.n-somerset.gov.uk/nscsites

Full access to all consultation responses can be provided on request. This includes a scanned version of the petition in relation to the Churchill Avenue site in Clevedon.

Stage 1 Equalities Impact Assessment: available on request



Better places, homes and jobs



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Outcomes of public consultation on a development programme for land owned by North Somerset Council

November 2022

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1. Consultation context and response rates

In February 2021, North Somerset Council adopted a Development Strategy setting out ambitions for the use of land it owns to deliver new homes and jobs. The Strategy can be viewed at <http://www.n-somerset.gov.uk/developmentstrategy>

On agreeing the Strategy, the Council made a commitment to undertake public consultation on the programme of sites to be developed. This consultation was held from April to June 2022, focusing on whether or not individual sites should be taken forward for development, and if so, what the priorities for development should be. The consultation document can be viewed at www.n-somerset.gov.uk/nscsites

The consultation was held by the council in its role as a landowner, and not as the Local Planning Authority. Council landholdings are subject to the same planning policies and requirements as those of any other landowner.

All ward members and Town and Parish Councils with potential sites in their local areas were notified of the consultation. A briefing was offered and in most cases this was taken up. Where necessary, Town and Parish Councils were permitted an extension to the consultation closing date to allow for completion of their formal decision-making processes in agreeing a response. Press releases and paid-for social media campaigns sought to draw attention to the consultation.

The consultation was hosted on the council's website and received 673 individual responses. An additional 20 responses were received from organisations such as Town and Parish Councils, some via the website and some via e-mails or letters. A petition of 152 physical and 541 virtual signatures was received opposing development of the Churchill Avenue site in Clevedon.

The web-based consultation element was anonymous other than that respondents were asked for their postcode. An individual may have responded more than once, likewise they may have responded via e-mail, participated in a workshop and/or have signed a petition as well as having responded via the website.

Respondents were able to select which questions they answered, i.e. they could comment on one specific site, a selection, or all of them. The number of responses per question varied significantly.

The full set of responses including free text responses, is several hundred pages long, however access to view the responses can be arranged on request.

In addition to the main consultation, engagement on sites in Clevedon and Nailsea took place through work led by Design West to formulate placemaking strategies for those towns. This included surveys at public events, and in-person workshops for a range of community stakeholders.

The Slade Road / Downside site in Portishead was subject to a separate Town Council consultation prior to the North Somerset consultation being launched. 306 people responded to this consultation, with 93% of them opposing the development of the site.

Note on consultation analysis:

Many of the answers to the consultation took the form of free text comments. To assist in interpreting results, officers have grouped responses by themes. Some comments addressed more than one theme so have been counted in more than one category. As a result, the number of comments by theme is often greater than the total number of comments.

Access to the full set of free text responses can be arranged on request.

2. Objectives for development of council-owned land

Respondents were asked to rank the four development objectives agreed in the Council's Development Strategy from most to least important. Results were as follows:

Objective	Ranking by individuals	Ranking by organisations
Deliver sites that the market won't deliver, such as difficult brownfield land and employment sites	1	3
Create better quality and more sustainable developments	2	2
Provide homes and jobs that meet the needs of our communities, whilst also helping deliver the government targets for housing supply	3	1
Generate funding to help deliver other priorities such as improvements to schools, transport or leisure facilities	4	4

There was an additional option to suggest other priorities for the council to pursue. 68 comments were received from individuals and can be categorised as follows:

Theme	Number of responses
Provision of social and affordable housing	11
Climate, sustainability, nature and biodiversity considerations	18
Provision of suitable infrastructure to support development – e.g. transport, leisure/recreation, medical services, commercial services	20
Quality of building and life – e.g. space standard, bigger gardens, community wellbeing and recreation	12
Objection in principle	5
Objection to development of a specific site	11
Objection to loss of green / open space	11

Some specific points to note are:

- There were three very similar comments about 'keeping [the land] as recreational use for the people of Clevedon'
- There were three comments specifically about homes for young people (one specifically about young families in Backwell) – these have been categorised as relating to social/affordable housing
- One respondent commented that the land should be used as effectively as possible, including by encouraging high density development.
- One respondent would like housing stock to be transferred to NSC from the housing associations – this has been categorised as relating to social/affordable housing.

- One respondent commented that developing NSC-owned sites should result in Local Plan allocations being reduced – this has been tentatively grouped under objection to a specific site, as in context it implies objection to LP sites.

Additional comments from organisations in response to this question are copied below:

- Community Led Homes West: *“The council should look at providing the communities with resources, advice, enabling help with sector professionals on community led housing and toolkits on how to do community engagement around CLH housing. Provision of a small pre-development funding pots for groups to develop schemes where it will create additional affordable housing.”*
- Nailsea Town Council: *“Use the land for leisure facilities as well as housing or jobs.”*
- Tickenham Town Council: *“It is assumed that Question 1d above includes the improvement of existing infrastructure affected by development. If this is not the case, then improvement of existing infrastructure to cater for development needs to be added as an objective.”*
- Clevedon Town Council: *“Of the priorities for development listed by North Somerset Council, we would prioritise:

 - Given the demographics of Clevedon and an ageing population, the provision of affordable homes, but also, given the market value of Clevedon’s housing, the provision of social housing through community-led housing developments;
 - A local clause attached to affordable homes on the open market to prevent these being acquired for second homes;
 - Given the Climate Emergency Resolutions adopted by both North Somerset Council and Clevedon Town Council – better quality and sustainable development, particularly in the context of high energy costs;
 - The generation of funding to deliver transport links and leisure facilities, particularly for young people.”*

3. Responses on specific sites

a) Weston Town Centre sites

Location: Weston-super-Mare (town centre)

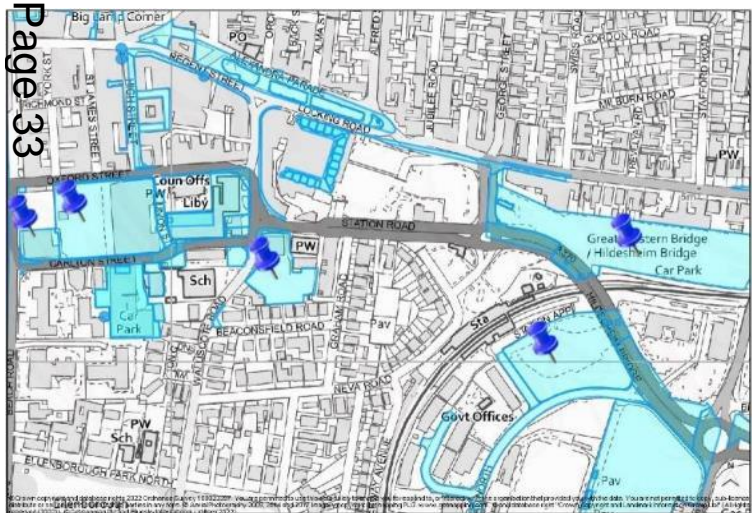
Type of site: Brownfield regeneration.

Planning status: Allocated for mixed-use development including about 500 homes.

Specific sites were:

- Locking Road car park.
- Land on the north side of Sunnyside Road.
- Dolphin Square (undeveloped section).
- Former night club site on Beach Road, adjoining Dolphin Square
- Walliscote Place: the former police station site, Magistrates' Court and other surrounding parcels of land.

The sites are allocated in the Sites and Allocations Plan 2018.



Number of responses: 36

Do you think these sites should be brought forward for development?

Yes 69%
 No 25%
 Unsure 6%

Why do you think that?

Comments received from respondents supporting development can be grouped as follows:

Theme of comment	Number of comments
Support in principle of the development of brownfield and/or vacant sites	11
Importance of the site(s) to contribute to regeneration, placemaking, and/or enhanced community use	9
The sustainability of the site's location and/or its ability to reduce commuting	4
The need for housing and/or affordable housing	3
The need for sustainable housing	2
The need of the site(s) for other uses	2

Specific points to note from these comments are:

- Other uses of the sites beyond housing were mentioned, including retail, park and ride, and specifically a bus terminal within Dolphin Square.
- Six comments were supportive of brownfield development in particular from the perspective that the sites are an eyesore in their undeveloped form.
- One comment noted that development would reduce crime, particularly Locking Road Car Park.

Comments received from respondents opposing development can be grouped as follows:

Theme of comment	Number of comments
Opposition to the loss of green and open spaces	2
Concerns over site access, traffic congestion, and parking	4
Concerns there has been enough development in the local area already, the development is of the wrong type, and/or current use should be maintained	3

Specific points to note from these comments are:

- Other uses of the sites beyond housing were mentioned, including business, park and ride, and replacement sites for coaches.

- There is no loss of green space proposed at these sites; some respondents entered this concern in relation to all sites.

Comments received from respondents who were unsure about development can be grouped as follows:

Theme of comment	Number of comments
Concerns about access to the site(s), or the potential for an increase in traffic/congestion	2
If multiple sites involved, the resident does not approve of all of them being used	1
Concerns over the size of the proposed development	1

If the site were brought forward for development, what would be your top three priorities?

The top three priorities for all respondents were:

- New, good quality affordable housing: 40%
- Community uses: 37%
- Low carbon development & high standards of environmental sustainability: 34%

The top three priorities for those supporting development were:

- New, good quality affordable housing: 42%
- Quality of landscaping and green infrastructure: 38%
- Community uses / low carbon development & high standards of environmental sustainability: 33% each

The top three priorities for those opposing development were:

- Community uses: 44%
- New, good quality affordable housing / low carbon development & high standards of environmental sustainability: 33% each
- Quality of design & construction / quality of landscaping and green infrastructure / use of new technologies / other priorities: 22% each

Please set out any other suggestions or concerns you have about the possible development of these sites

Comments received from respondents who were unsure about can be grouped as follows:

Theme of comment	Number of comments
Suggestions/concerns around transport and parking capacity, and/or access to the proposed developments	6
Suggestions/concerns around the type, tenure or number of houses on proposed developments	4
The provision of commercial and/or community spaces	4

The need for housing and/or affordable housing	3
The sustainability and quality of the proposed development – including of new housing and of the surrounding environment	2
Emphasising the importance of the site(s) to contribute to regeneration and placemaking	1
Emphasising the need for adequate supporting infrastructure	2

Comments received from respondents opposing development can be grouped as follows:

Theme of comment	Number of comments
Concern to maintain green/open/recreational spaces for residents, or suggestion to create new such spaces if a proposed development proceeds	3
Concerns about overdevelopment in the area	2
Concerns over site access, traffic congestion, and parking	2
Concerns over the threat to natural habitats, wildlife, and the subsequent consequences (e.g. flooding)	1
Miscellaneous	1

Miscellaneous points to note from these comments are:

- One (1) comment noted that “New affordable housing must be attractive for those who wish to work in Weston-super-Mare and not be attractive for those wishing to commute for work outside Weston-super-Mare.”
- There is no loss of green space proposed at these sites; some respondents entered this concern in relation to all sites.

Organisational respondents:

- Alliance Homes (RP): “Alliance would be keen to support development on these sites with the delivery of the affordable housing.”
- Curo (RP): “High quality 1 and 2 bedroomed properties are in high demand and short supply brownfield site development is preferred.”
- eat:Festivals: “We have previously assessed Dolphin Square, Locking Road and Sunnyside Road sites. These would make a good use of brownfield land for an affordable housing scheme as they would integrate into the existing service provision. Site access considerations mean these sites could work as a volumetric MMC build, which would achieve high environmental credentials thus creating a positive impact in their development.”

Officer comments:

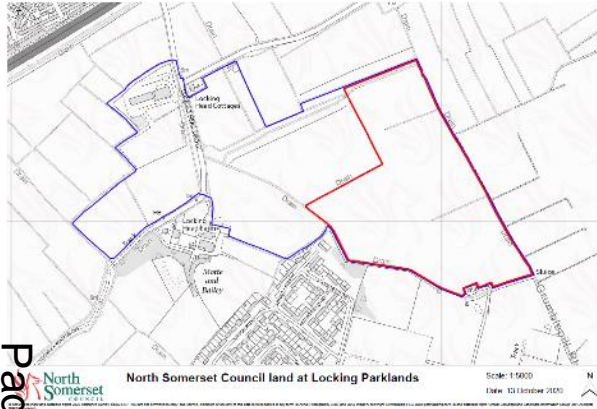
Support for the development of these sites is noted. A procurement exercise to select a development partner for these sites is due to start shortly. As far as possible, the priorities and comments above will be taken into account in designing the procurement and in selecting a suitable partner.

b) Parklands Village phase 2

Location: South-East of Weston-super-Mare
(edge of settlement, strategic allocation).

Type of site: 2.4ha greenfield site within strategic allocation.

Planning status: Outline planning consent for mixed-use development including 275 homes, employment, a primary school and community facilities.



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This is a large development opportunity which has already secured outline planning consent. It is allocated in the Sites and Allocations Plan 2018.

Number of responses: 11

Do you think this site should be brought forward for development?

Yes	73%
No	27%

Why do you think that?

Comments received from respondents supporting development can be grouped as follows:

Theme of comment	Number of comments
Support in principle of the development of brownfield and/or vacant sites	3
The need for housing and/or affordable housing	2
The sustainability of the site's location and/or its ability to reduce commuting	1
Importance of the site(s) to contribute to regeneration, placemaking, and/or enhanced community use	1

Specific points to note from these comments are:

- One (1) comment felt “Free Ride” services into central Weston would be useful from this development

Comments received from respondents opposing development can be grouped as follows:

Theme of comment	Number of comments
Concerns there has been enough development in the local area already, the development is of the wrong type, and/or current use should be maintained	3
Opposition to the loss of green and open spaces	2
Opposition to the loss of community facilities (and the resulting threat to wellbeing, recreation, and local employment)	1

If the site were brought forward for development, what would be your top three priorities?

The top three priorities for all respondents were:

- New, good quality affordable housing: 55%
- Low carbon development & high standards of environmental sustainability: 36%
- New, good quality private housing to buy / community uses: 27% each

The top three priorities for those supporting development were:

- New, good quality affordable housing: 75%
- Low carbon development & high standards of environmental sustainability: 50%
- New, good quality private housing to buy / community uses / use of new technologies: 25% each

The top 3 priorities for those opposing development were:

- New, good quality private housing to rent / new, good quality private housing to buy / community uses: 33% each

Please set out any other suggestions or concerns you have about the possible development of this site

Comments received from respondents supporting development can be grouped as follows:

Theme of comment	Number of comments
The sustainability and quality of the proposed development – including of new housing and of the surrounding environment	1

Comments received from respondents opposing development can be grouped as follows:

Theme of comment	Number of comments
Concerns about overdevelopment in the area	1
Concerns over site access, traffic congestion, and parking	1
Concern to maintain green/open/recreational spaces for residents, or suggestion to create new such spaces if a proposed development proceeds	1

Organisational responses:

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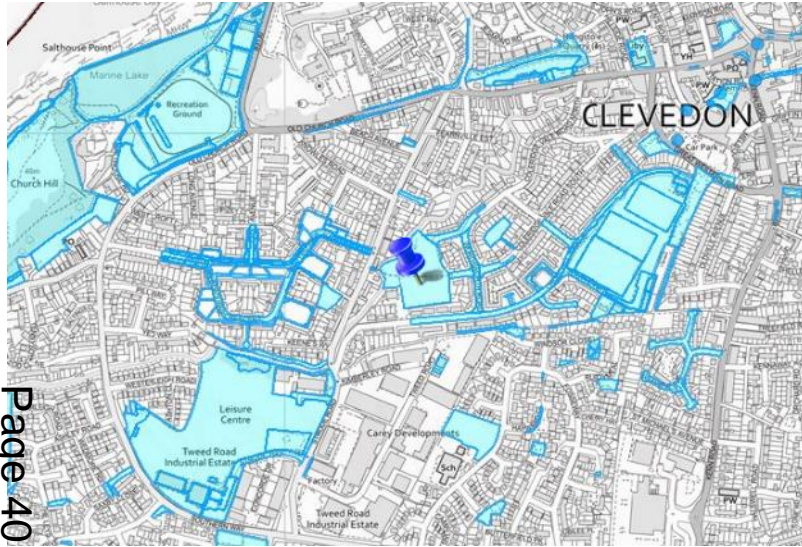
- Alliance Homes: *“Alliance would be keen to support development on these sites with the delivery of the affordable housing.”*
- Curo: *“There is potential for this site to be brought forward by Curo, part funded by Homes England. This is due to the planning status meaning it has short to medium term deliverability and could be under contract during the current Homes England programme, achieving a start on site by March 2026.”*
- eat:Festivals: *“Parklands Village is a success - more please!”*
- Locking Parish Council: *“It’s already been brought forward; this is a tick box exercise.”*

Officer comments:

Support for the development of this site is noted. A procurement exercise to select a development partner for this site is due to start shortly. As far as possible, the priorities and comments above will be taken into account in designing the procurement and in selecting a suitable partner.

c) Land north of Churchill Avenue, Clevedon

Location: Clevedon, within settlement.
Type of site: Greenfield.
Planning status: Allocated for c. 44 homes



This site in Clevedon is used as informal open space. It is surrounded on three sides by housing, including apartments that are affordable housing. The west side is bounded by the Land Yeo river. It is allocated in the Sites and Allocations Plan 2018.

Number of responses: 308 plus petition with 152 physical signatures and 541 virtual signatures

Do you think this site should be brought forward for development?

Yes	4%
No	95%
Unsure	1%

Plus petition responses (opposed to development)

Why do you think that?

Comments received from respondents supporting development can be grouped as follows:

Theme of comment	Number of comments
Support in principle of the development of brownfield and/or vacant sites	3
The sustainability of the site's location and/or its ability to reduce commuting	3
The need for housing and/or affordable housing	4

Comments received from respondents opposing development can be grouped as follows:

Theme of comment	Number of comments
Opposition to the loss of community facilities (and the resulting threat to wellbeing, recreation, and local employment)	176
Opposition to the loss of green and open spaces	170
Objection to the council's right to develop the site(s)	69
Concerns over site access, traffic congestion, and parking	38
Concerns over the threat to natural habitats, wildlife, and their scientific benefits	29
Climate-related risks (primarily flooding)	5
Concerns there has been enough development in the local area already, the development is of the wrong type, and/or current use should be maintained	20

Specific points to note from these comments are:

- Two comments felt that if any development had to happen, the space should be actively made more biodiverse and returned to a natural state.

Comments received from respondents who were unsure about development can be grouped as follows:

Theme of comment	Number of comments
Concerns over loss of green space and wildlife habitats	3
Suggestion of alternative use to that put forward by the council	2
Concerns over the size of the proposed development	2
Concerns about access to the site(s), or the potential for an increase in traffic/congestion	1

Specific points to note from these comments are:

- Alternative use suggestions were that nature and active travel should be part of any development.

If the site were brought forward for development, what would be your top three priorities?

Note: a significant majority of 'other priority' free text responses reemphasised respondents' opposition to any development at all. Others could be classed under 'Community uses' and 'Quality of landscaping and green infrastructure'.

The top three priorities for all respondents were:

- Other priorities: 43% [primarily opposition to development and preference to maintain as informal open space]
- Community uses: 28%
- Quality of landscaping and green infrastructure: 26%

The top three priorities for those supporting development were:

- New, good quality affordable housing: 92%
- New, good quality private housing to rent / quality of landscaping and green infrastructure: 42% each
- New, good quality private housing to buy: 25%

The top three priorities for those opposing development were:

- Other priorities: 45%
- Community uses: 28%
- Quality of landscaping and green infrastructure: 26%

Please set out any other suggestions or concerns you have about the possible development of this site

Comments received from respondents supporting development can be grouped as follows:

Theme of comment	Number of comments
The need for housing and/or affordable housing	3
The provision of commercial and/or community spaces	2
Suggestions/concerns around the type, tenure or number of houses on proposed developments	2
The sustainability and quality of the proposed development – including of new housing and of the surrounding environment	1

Specific points to note from these comments are:

- Commercial/Community development comments: one respondent suggested a controlled crossing to Strode playing fields to compensate for the loss of this recreational space. One respondent encouraged leisure facilities to be developed by the river on the site.

Comments received from respondents opposing development can be grouped as follows:

Theme of comment	Number of comments
Concern to maintain green/open/recreational spaces for residents, or suggestion to create new such spaces if a proposed development proceeds	96
Objection to the council's right to develop the site	35
Concerns over site access, traffic congestion, and parking	34
Concerns over the threat to natural habitats, wildlife, and the subsequent consequences (e.g. flooding)	25
Miscellaneous	18
Concerns about overdevelopment in the area	12
Concern over the lack of supporting infrastructure for the proposed development	7

Miscellaneous comments were:

- Page 43
- Land on Beach Road could be developed instead
 - Play equipment should be added to the existing site (three respondents)
 - New housing is often out of the price range of residents who currently rent
 - General concern expressed that NSC never listens to residents' objections (four respondents)
 - Concerns over the 'ghettoisation' of the area if there are too many affordable homes (two respondents)
 - Development will negatively affect residents' physical and mental health outcomes (four respondents)
 - Instead of building on the field, demolish the surrounding flats and build on the land they previously occupied, and "a proportion of the green space behind it."
 - The council should take note of Bristol City Football Club's failed attempt to develop land in Ashton, which was already used for "leisure, exercise, transverse access & protected habitat."

Organisational respondents:

- Clevedon Town Council: would prefer this site be removed from the list of land allocated for development, due to residents' concerns. However, given the need for affordable housing (particularly for young people), if development were to go ahead, they would want the following considered.
 - Although NSC owns the site, there is a strong feeling of ownership from residents. Thus, they should be respected and meaningfully included in the consultation process.
 - The Clevedon Community Land Trust should be utilised to provide good quality, affordable/low cost housing.

- A maintenance zone along the river (as in the Sites Allocation Plan) should be included.
 - Improved open space and play facilities should be provided.
 - A landscape-led approach should be followed, with emphasis on green spaces and green routes
 - A long-term view to linking Clevedon river routes should be considered, including enhancing walking and sitting along the river.
- Alliance Homes: *“Alliance would be keen to support development on this site with the delivery of the affordable housing. We are a key stakeholder within the area with surrounding existing stock and see this site as a key opportunity to deliver high quality, affordable housing for Clevedon.”*
 - Curo: *“This site could be delivered as a 100% affordable housing scheme to integrate into the existing community.”*
 - Cavell House B&B: *“Because it was given to the Clevedon Residents as Penny Fields for the children, North Somerset Council are only a Custodian, it is also the few green fields in Clevedon.”*
 - eat:Festivals: *“Informal green space is vital and should not be lost.”*

Officer comments:

The site, also referred to as “Pennyfields” was subject to a very high response rate and significant opposition, primarily focused on the potential loss of open space / community use of local space. The opposition received via the website consultation was further amplified through a petition entitled “Save Pennyfields in Clevedon”, which was signed by 152 physical respondents and 541 virtual signatories.

A discussion about the development sites consultation held as part of Clevedon Town Council’s planning committee was attended by around 30 – 40 local residents who expressed their opposition to development of the site. Respondents particularly valued the space for its informal open nature, for dog-walking, and for the river and associated wildlife at the edge of site.

Discussions through Two Towns placemaking strategy workshops were more mixed and positive in their views about development of the site, particularly if it delivered family housing and which enhanced access and walking routes along the river. The potential for small-scale play areas was also mentioned. Two Registered Providers of affordable housing (Alliance and Curo) wrote expressing interest in bringing the site for 100% affordable housing.

A large number of respondents made claims that the land is not owned by North Somerset Council and that it was purchased many years ago through ‘the pennies of the people of Clevedon’ to be protected as green space. Whether any of the historical elements of this are true or not is undocumented, however the land is legally registered as being in the ownership of North Somerset Council, and is not subject to any covenants restricting its use to that of open space.

d) Land at Slade Road / Downside, Portishead

Location: Portishead, within settlement.

Type of site: Greenfield.

Planning status: Allocated for about 23 homes



This site was previously a school field, but is not now used for that purpose. It is allocated in the Sites and Allocations Plan 2018.

Number of responses: 97

Do you think this site should be brought forward for development?

Yes	5%
No	95%

Prior to the North Somerset Council consultation, a separate consultation was held by Portishead Town Council in relation to this site. The results of the Town Council consultation are detailed in the organisational comments at the end of this section.

Why do you think that?

Comments received from respondents supporting development can be grouped as follows:

Theme of comment	Number of comments
Support in principle of the development of brownfield and/or vacant sites	1
The sustainability of the site's location and/or its ability to reduce commuting	1
The need for housing and/or affordable housing	1

Comments received from respondents opposing development can be grouped as follows:

Theme of comment	Number of comments
Opposition to the loss of green and open spaces	50
Concerns over the threat to natural habitats, wildlife, and their scientific benefits	42
Opposition to the loss of community facilities (and the resulting threat to wellbeing, recreation, and local employment)	31
Concerns there has been enough development in the local area already, the development is of the wrong type, and/or current use should be maintained	25
Concerns over site access, traffic congestion, and parking	29
Climate-related risks (primarily flooding)	4
The site(s) are in an unsuitable location	3
Objection to the council's right to develop the site(s)	1

Specific points to note from these comments are:

- There is particular concern expressed that access from Slade Road/Downside is not adequate.

If the site were brought forward for development, what would be your top three priorities?

The top three priorities for all respondents were:

- Community uses: 43%
- Quality of landscaping and green infrastructure: 26%
- Other priorities: 20%

The top three priorities for those supporting development were:

- New, good quality private housing to buy: 60%:
- New, good quality affordable housing / quality of landscaping and green infrastructure / low carbon development & high standards of environmental sustainability: 40% each

The top three priorities for those opposing development were:

- Community uses: 43%
- Quality of landscaping and green infrastructure: 26%
- Other priorities: 20%

Please set out any other suggestions or concerns you have about the possible development of this site

Comments received from respondents supporting development can be grouped as follows:

Theme of comment	Number of comments
Agreement that site would be a good location for self-build housing	1

Comments received from respondents opposing development can be grouped as follows:

Theme of comment	Number of comments
Concern to maintain green/open/recreational spaces for residents, or suggestion to create new such spaces if a proposed development proceeds	24
Concerns over the threat to natural habitats, wildlife, and the subsequent consequences (e.g. flooding)	24
Concerns over site access, traffic congestion, and parking	17
Miscellaneous	8
Concern over the lack of supporting infrastructure for the proposed development	6
Concerns about overdevelopment in the area	4
Objection to the council's right to develop the site	1

Miscellaneous comments received included:

- Reference to the Portishead Town Council survey in which respondents rejected development of the site / comments that the council doesn't (and should) listen to residents.
- Concern that provision of affordable housing could lower the house prices of existing residents.
- General opposition to development.

Other points to note:

- One comment suggested handing the site over to a not-for-profit group.
- One comment noted that access to the site could be improved for the disabled.

Organisational respondents:

Portishead Town Council (PTC) drew attention to its recent consultation on the site, summarising the results as follows:

- 93.2% of the 306 respondents said they did not want to see the land developed. Reasons included:
 - Maintenance of green/open spaces (including for health & wellbeing)
 - Environmental/wildlife protection
 - The need for more local amenities
 - Flood risk
 - Poor access to the site (which residents who object could make worse with deliberate obstruction)
 - Community use (e.g. walking, BMX)
- The local community have ideas for alternative usage, all with area remaining a community space. PTC would be happy to sponsor any of these ideas and would even be open to a discussion about purchasing the land to protect it for future community use. Possibilities include:
 - Amenity and play area
 - Allotments
 - Memorial garden
 - Community orchard
 - Leaving the space in its natural state.
- The field was most popular to be designated a Local Green Site in recent LP consultations.
- PTC believe the local public should decide its future, as it is public land.
- PTC is investing in maintenance of the neighbouring Slade Road Play area which is a woodland area that they are planning to keep as woodland and hoping to further enhance its usage with potentially a small outdoor forest school area, and wooden play equipment.
- There are brown field sites available in Portishead, as detailed in the Wyndham Way study area, that are far more suitable for development. Additionally, PTC are supporting social and affordable housing at the Marina Gardens site.

Other organisational responses included:

- Alliance Homes: *“This is a small site in a sustainable location and could be developed for self-build or similar self-finish.”*
- Curo: *“We think there is potential to develop this scheme, however we have reservations on site access particularly during construction.”*
- Wild Portishead: *“Slade Road is recognised as an important wildlife resource in Portishead and has established itself as a fine example of the kind of rewilding that North Somerset Times all claims it is seeking to create. Any development of this site would not only be the loss of*

yet another green space in a town already squeezed by development, but it would also create misery for the residents of Downside who will have to put up with heavy construction traffic thundering up and down the narrow road.”

- eat:Festivals: *“The idea of self-build only land is interesting. It should not be developed as commercial property development.”*

Officer comments:

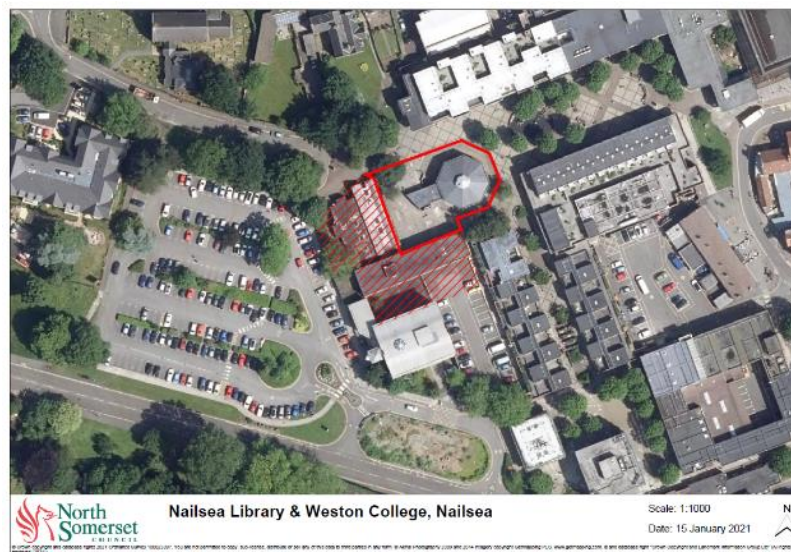
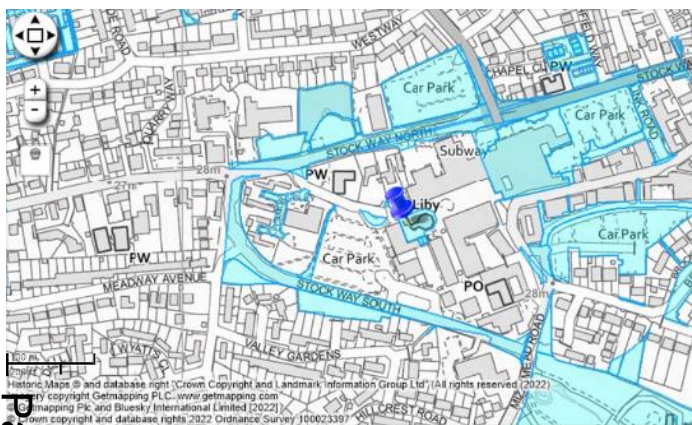
This site was subject to a high response rate and significant opposition, primarily focused on the potential loss of open space / community use of local space, as well as the ecological benefits of the site. The consultation held by Portishead Town Council yielded similar results. Portishead Town Council has informally expressed interest in potentially purchasing the site to protect it as green space.

e) Nailsea library area

Location: Nailsea town centre.

Type of site: Brownfield regeneration.

Planning status: Adjacent site allocated for mixed-use development including about 28 homes.



North Somerset Council owns the Nailsea library building and some of the surrounding land. It has a legal interest in part of the adjacent building that was formerly used as a training centre by Weston College and which is allocated in the Site Allocations Plan for 28 homes.

The consultation contained information about a possible move of the library service, and asked respondents about their views on the future of the building and surrounding land.

Number of responses: 54

If the decision was made to move the library service, what is your preferred option for this site?

To retain the library building but to lease or sell it to another user:	41%
To sell the library land and allow a comprehensive re-development of this part of the shopping precinct:	59%

Please indicate the uses you might like to see within the building

35 responses were received to this question, answering as follows:

Preferred use	Number of responses
Café or restaurant	13
Other	12
More shops	4
Office or shared workspace	6

Other uses that were suggested included:

Preferred use	Number of responses
Retain as a library	7
Community use (e.g. social centre, exercise classes, youth club etc.)	4

Note: four of the responses relating to the building retaining its use as a library were identical: “*continue to use as a library, otherwise retain its book-related heritage by using as a bookshop, or host community events, story time for children, etc.*”

Please set out any other suggestions or concerns you have about the possible development of this site

20 comments were received from respondents who favoured sale of the library building in order to allow a comprehensive re-development of this part of the shopping precinct:

Theme of comment	Number of comments
There should be a focus on regeneration and placemaking	6
The current site is unsuitable for the library / the building itself is an eyesore	5
New development should be of high quality	5
Ensure there is strong commercial development	3
Suitable traffic and parking provision is needed	3
Miscellaneous	3

Miscellaneous comments included that:

- Site development should be well coordinated between public and private sectors. Suitable infrastructure, which supports Nailsea as a commuter town, is needed (one respondent)

- Flats could be placed above small retail units (one respondent)
- If the library is relocated, it should ideally remain in the town centre (one respondent)

13 comments were received from respondents who were in favour of retaining the library building to lease or sell to another user, as follows:

Theme of comment	Number of comments
The building's unique design and heritage is important and should be maintained	6
The library contributes to town centre placemaking	5
Social, cultural and community provision must be maintained	4
The area is poorly suited to more housing	4
Miscellaneous	3
Development might be detrimental to transport / parking / access	1
Environmental concerns arising from development (e.g. release of embodied carbon)	2

Miscellaneous comments included:

- Fears that the council won't consult residents or would deliberately allow the site to become rundown (two respondents).
- A comment that a multistorey redevelopment should be avoided as it would make the area unattractive (one respondent).

Organisational respondents:

Four organisations submitted responses to this question, all favouring the selling of the library building to allow a comprehensive re-development of the area of the shopping precinct. Priorities for the future development were stated as follows:

Priority	Number of responses	Respondents
New, good quality affordable housing	2	Alliance Homes / eat: Festivals
Quality of design and construction	2	Backwell Residents' Association / eat: Festivals
Low carbon development & high standards of environmental sustainability	2	Alliance Homes / eat: Festivals
Community uses	2	Backwell Residents' Association / Nailsea Town Council
Commercial uses (employment buildings)	1	Backwell Residents' Association
Quality of landscaping and green infrastructure	1	Alliance Homes
Quality of design & construction	1	Nailsea Town Council
Pace of delivery	1	Nailsea Town Council

Nailsea Town Council commented that:

- *“Whatever is designed for the site needs to be iconic as one of the main entrances to Nailsea’s shopping area, particularly as it will be replacing an imaginatively designed building. The new design needs to be incorporated into the existing built environment.”*
- Suggestions for community uses included a museum, a “hub”, a gallery, educational facilities, and a new library.

Officer comments:

The preferred option for a sale of the library building in order to allow a comprehensive re-development of this part of the shopping precinct is noted.

Some respondents to the consultation appeared to believe that the library service in Nailsea would cease operation. This is not the case. A new location for the library has been confirmed within the shopping precinct, very close to the existing building.

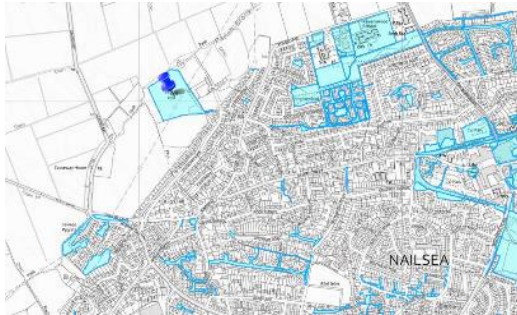
The comments of respondents in relation to the possible development of the library area are noted, in particular the need for high quality design and the importance of the site to placemaking and regeneration.

f) Land at Fryth Way, Nailsea

Location: North-West of Nailsea (edge of settlement, strategic allocation).

Type of site: Sports pitches.

Planning status: Part of a larger allocation for about 450 homes.



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This 2.4ha site to the north-west of Nailsea is part of a larger allocation in the North Somerset Site Allocations Plan for about 450 homes.

The site is in active use as football pitches. Any development would require these pitches to be re-provided elsewhere.

Number of responses: 19

Do you think this site should be brought forward for development?

Yes: 26%

No: 53%

Unsure: 21%

Why do you think that?

Comments received from respondents supporting development can be grouped as follows:

Theme of comment	Number of comments
Support in principle of the development of brownfield and/or vacant sites	1
The need for housing and/or affordable housing	2
The need of the site(s) for other uses	1

Specific points to note from these comments are:

- The comment in relation to 'other use' suggested that the provision of more housing on this site would provide a sustainable future for local retail and schools

Comments received from respondents opposing development can be grouped as follows:

Theme of comment	Number of comments
Opposition to the loss of community facilities (and the resulting threat to wellbeing, recreation, and local employment)	5
Opposition to the loss of green and open spaces	3
Concerns there has been enough development in the local area already, the development is of the wrong type, and/or current use should be maintained	3

Comments received from respondents unsure about development can be grouped as follows:

Theme of comment	Number of comments
Belief that the facilities for the site's current use should be relocated elsewhere	2
Concerns about access to the site(s), or the potential for an increase in traffic/congestion	1
Uncertainty around the benefits the site(s) will bring	1

If the site were brought forward for development, what would be your top three priorities?

The top three priorities for all respondents were:

- New, good quality affordable housing: 42%
- Quality of landscaping and green infrastructure: 37%
- Quality of design & construction / low carbon development & high standards of environmental sustainability: 26% each

The top three priorities for those supporting development were:

- New, good quality affordable housing: 80%
- New, good quality private housing to buy: 60%

- Quality of design & construction / quality of landscaping and green infrastructure: 40% each

The top three priorities for those opposing development were:

- Quality of landscaping and green infrastructure: 40%
- Community uses **and** Quality of design & construction: 30% each

The top three priorities for those unsure about development were:

- New, good quality affordable housing / low carbon development & high standards of environmental sustainability: 50% each
- Quality of landscaping and green infrastructure / use of new technologies / pace of delivery: 25% each

Please set out any other suggestions or concerns you have about the possible development of this sites

Comments received from respondents supporting development can be grouped as follows:

Theme of comment	Number of comments
Suggestions/concerns around the type, tenure or number of houses on proposed developments	1
Suggestions/concerns around transport and parking capacity, and/or access to the proposed developments	1

Specific points to note from these comments are:

- The suggestion in relation to housing type/tenure was that there should be variation of the type and ‘character’ of the houses on-site.

Comments received from respondents opposing development can be grouped as follows:

Theme of comment	Number of comments
Concerns about overdevelopment in the area	2
Concern to maintain green/open/recreational spaces for residents, or suggestion to create new such spaces if a proposed development proceeds	2
Miscellaneous	2
Concerns over site access, traffic congestion, and parking	1
Concern over the lack of supporting infrastructure for the proposed development	1

Miscellaneous comments included:

- Concern that NSC will not listen to residents’ views.
- Concern that a like-for-like alternative for the football club will not be found.

Additional comments from organisational responses:

- Alliance Homes: *“Alliance would be keen to support development on this site with the delivery of the affordable housing but understand the challenges of relocating sports ground and the value of this to the local community.”*
- Curo: *“This could be brought forward alongside the wider site allocation.”*
- Eat: Festivals: *“It can form part of a much larger development plan.”*
- Tickenham Parish Council: *“Traffic using the substandard B3130 through Tickenham is already causing traffic misery to Tickenham residents. North Somerset Council have no plans to improve existing infrastructure to relieve current problems so further housing that will likely use the B3130 should not be considered. In addition, some of the traffic generated from proposed development would likely use The Causeway. Further traffic on this substandard highway is not desirable.”*

Officer comments:

This site received a relatively low number of responses in comparison to some other locations, however the overall opposition and/or lack of sureness about development is noted.

In addition to the main consultation responses, a representative of the football club currently located at the site attended a meeting of Nailsea Town Council to express strong opposition to any development, particularly as they had invested in improving the facilities there.

Any development of this site would be likely to need to form part of a wider masterplan within the allocated area and would require the re-provision and/or improvement of the existing pitches. This would be discussed with the football club and with Sports England if and when the opportunity for such provision arose.

Given the size of the wider allocation and the need for a solution in relation to the football pitches, is it not expected that this site would come forward before the mid- to late-2020s.

g) Castlewood, Clevedon

Location: Clevedon, within settlement.
Type of site: Brownfield.
Planning status: Not allocated, but within existing settlement area.



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In May 2022, the Council agreed to vacate this site as an office base. The consultation sought views on the potential re-development of the site. A further report on options is scheduled to be brought to Full Council in January 2023. The site is not allocated for development but is within the settlement boundary.

Number of responses: 96

Do you think this site should be brought forward for development?

Yes: 63%
No: 31%
Unsure: 6%

Why do you think that?

Comments received from respondents supporting development can be grouped as follows:

Theme of comment	Number of comments
Support in principle of the development of brownfield and/or vacant sites	44
The need for housing and/or affordable housing	13
The sustainability of the site's location and/or its ability to reduce commuting	11
Importance of the site(s) to contribute to regeneration, placemaking, and/or enhanced community use	5
The need of the site(s) for other uses	3
The need for sustainable housing	1

Specific points to note from these comments are:

- The vast majority of comments categorized as “Support in principle of the development of brownfield and/or vacant sites” stated that development of this site would get rid of a little-used office building.
- Some respondents argued the site would have been a better location for Baytree School.
- One respondent felt some continued government use in the form of a Job Centre could be a good idea.

Comments received from respondents opposing development can be grouped as follows:

Theme of comment	Number of comments
Concerns there has been enough development in the local area already, the development is of the wrong type, and/or current use should be maintained	13
Concerns over site access, traffic congestion, and parking	3
Opposition to the loss of community facilities (and the resulting threat to wellbeing, recreation, and local employment)	3
The site(s) are in an unsuitable location	2
Opposition to the loss of green and open spaces	2

Specific points to note from these comments are:

- Some respondents were keen to maintain the site's current use as an office for North Somerset Council, and/or expressed concern about local job losses if the offices were to relocate.
- There is no loss of green space proposed at these sites; some respondents entered this concern in relation to all sites.

Comments received from respondents unsure about development can be grouped as follows:

Theme of comment	Number of comments
Suggestion of alternative use to that put forward by the council	5
Concerns about access to the site(s), or the potential for an increase in traffic/congestion	2
Concerns over the size of the proposed development	1

Specific points to note from these comments are:

- One respondent wanted a police station included in the design.
- Other respondents suggesting alternative use were keen to ensure a commercial aspect to the development.

If the site were brought forward for development, what would be your top three priorities?

The top three priorities for all respondents were:

- New, good quality affordable housing: 46%
- Commercial uses (employment buildings): 30%
- Quality of landscaping and green infrastructure: 29%

The top three priorities for those supporting development were:

- New, good quality affordable housing: 60%
- Quality of landscaping and green infrastructure: 35%
- Low carbon development & high standards of environmental sustainability: 30%

The top three priorities for those opposing development were:

- Commercial uses: 37%
- Community uses: 30%
- New, good quality affordable housing / quality of landscaping and green infrastructure: 20% each

The top three priorities for those unsure about development were:

- "Other": 50%
- New, good quality affordable housing / commercial uses: 33% each

Please set out any other suggestions or concerns you have about the possible development of this sites

Comments received from respondents supporting development can be grouped as follows:

Theme of comment	Number of comments
Suggestions/concerns around transport and parking capacity, and/or access to the proposed developments	11
The sustainability and quality of the proposed development – including of new housing and of the surrounding environment	5
The provision of commercial and/or community spaces	5
Suggestions/concerns around the type, tenure or number of houses on proposed developments	4
The need for housing and/or affordable housing	3
Emphasising the need for adequate supporting infrastructure	1

Specific points to note from these comments are:

- One comment categorised under sustainability and the quality of the environment suggested opening up the riverbank on the south side for public use. Another in this category wanted encouragement of active travel on site.
- One comment [commercial + community provision] wanted the site to become the 'Town Hall'.
- One comment categorised under 'supporting infrastructure' wanted the maintenance of the Job Centre somewhere in Clevedon.

Comments received from respondents opposing development can be grouped as follows:

Theme of comment	Number of comments
Miscellaneous	7
Concerns over site access, traffic congestion, and parking	3
Concern to maintain green/open/recreational spaces for residents, or suggestion to create new such spaces if a proposed development proceeds	2
Concern over the lack of supporting infrastructure for the proposed development	1
Concerns about overdevelopment in the area	1

Specific points to note from these comments are:

- The miscellaneous comments appeared to disagree more with the idea of housing being built, rather than disagreeing with the redevelopment of the site in itself, for example: "don't build housing"; "just knock it down"; "blanket opposition to this development."

Comments received from respondents unsure about development can be grouped as follows:

Theme of comment	Number of comments
Concern to maintain green/open/recreational spaces for residents, or suggestion to create new such spaces if a proposed development proceeds.	1
Miscellaneous	1

Specific points to note from these comments are:

- The miscellaneous comment was a suggestion that there should be office spaces for companies to hire (alongside community spaces).

Organisational respondents:

Clevedon Town Council welcomed the opportunity to provide early comment on the possible redevelopment of the site, and highlighted that it would prioritise the following:

- *“Housing, but only affordable housing, and preferably for social housing, with the Community Land Trust, both for young people and for families, with the provision of clauses to prevent such housing being acquired on the open market for second homes.*
- *Possible provision of a transport hub linking walkers, cyclists, and car drivers with public transport within and beyond Clevedon.*
- *Commercial development as, for example, a hotel to support Clevedon as a visitor destination town.*
- *With respect to all priorities listed above, landscaping and protection of woodland on the site.”*

Other comments from organisations included:

- Alliance Homes: *“Alliance would be keen to support development on this site with the delivery of the affordable housing.”*
- Backwell Residents Association: *“Changes in office and administration uses mean this building is largely surplus to NSC requirements. It is an excellent potential town centre housing re-development site.”*
- Cavell House B&B: *“If you want to pedestrianise or cyclise Clevedon and make it less busy, then a multi-storey car park and Park and Ride would work well in that space.”*
- Eat: Festivals: *“A clear plan to reduce NSC office space is needed and wanted. This building could be redeveloped in a variety of ways.”*
- Tickenham Parish Council: *“Traffic using the substandard B3130 through Tickenham is already causing traffic misery to Tickenham residents. North Somerset Council have no plans to improve existing infrastructure to relieve current problems so further housing that will likely use the B3130 should not be considered. In addition, some of the traffic generated from proposed development would likely use The Causeway. Further traffic on this substandard highway is not desirable.”*
- Curo: *“An alternative use of the site could be explored however this depends on the available site area.”*

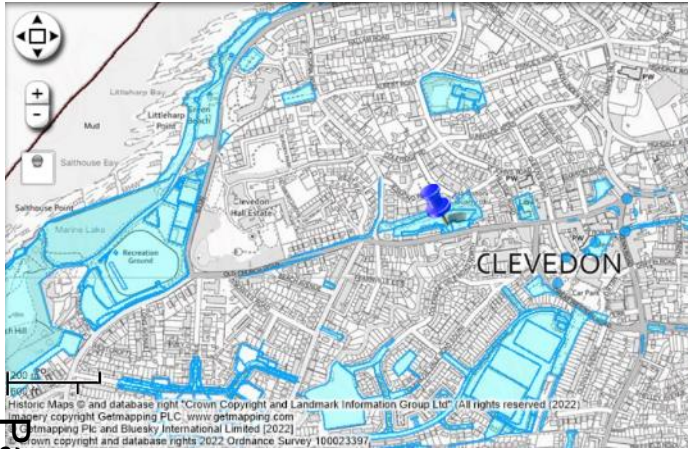
Officer comments:

This site generated a high level of responses and the majority support for re-development of the site is noted. This support was echoed in workshops held as part of the Two Towns placemaking strategy.

The findings from this consultation will be fed into work on the forthcoming report to Council to consider the preferred redevelopment option for the site. As far as possible, the priorities identified by respondents (including the Town Council) will be taken into account in that report, in particular the importance of affordable housing, and the wish for some degree of commercial uses.

h) Hangstone Quarry, Clevedon

Location: Clevedon, within settlement.
Type of site: Brownfield.
Planning status: Not allocated, but within existing settlement area.



This is a small site currently in use as a car park and car wash, close to the centre of Clevedon. It is not allocated for development but is within the settlement boundary.

Number of responses: 57

Do you think this site should be brought forward for development?

Yes	40%
No	53%
Not Sure	7%

Why do you think that?

Comments received from respondents supporting development can be grouped as follows:

Theme of comment	Number of comments
Support in principle of the development of brownfield and/or vacant sites	17
The sustainability of the site's location and/or its ability to reduce commuting	2
Importance of the site(s) to contribute to regeneration, placemaking, and/or enhanced community use	2
The need for housing and/or affordable housing	2
The need for sustainable housing	1

Specific points to note from these comments are:

- Ten comments were made suggesting that the site is an eyesore in its current form.

Comments received from respondents opposing development can be grouped as follows:

Theme of comment	Number of comments
Concerns there has been enough development in the local area already, the development is of the wrong type, and/or current use should be maintained	13
Concerns over site access, traffic congestion, and parking	3
Concerns over the threat to natural habitats, wildlife, and their scientific benefits	1
Objection to the council's right to develop the site(s)	1

Specific points to note from these comments are:

- A number of respondents were keen that the existing businesses on the site and its use as a car park should be maintained.
- Other concerns were that the site is not suitable for housing; being too small and having natural features that may be obscured.

Comments received from respondents unsure about development can be grouped as follows:

Theme of comment	Number of comments
Suggestion of alternative use to that put forward by the council	3
Concerns about access to the site(s), or the potential for an increase in traffic/congestion	1
Belief that the facilities for the site's current use should be relocated elsewhere	1

Specific points to note from these comments are:

- The suggested alternative uses centered on outdoor pursuits (rock climbing, skating etc.).

If the site were brought forward for development, what would be your top three priorities?

The top three priorities for all respondents were:

- New, good quality affordable housing: 35%
- Low carbon development & high standards of environmental sustainability: 25%
- Quality of landscaping and green infrastructure: 23%

The top three priorities for those supporting development were:

- New, good quality affordable housing: 74%
- New, good quality private housing to rent: 39%
- Low carbon development & high standards of environmental sustainability: 35%

The top three priorities for those opposing development were:

- Other priorities: 33%
- Quality of landscaping and green infrastructure: 23%
- Low carbon development & high standards of environmental sustainability: 20%

The top three priorities for those unsure about development were:

- Community uses: 100%
- Commercial uses / quality of landscaping and green infrastructure / Use of new technologies: 25%

Please set out any other suggestions or concerns you have about the possible development of this sites

Comments received from respondents supporting development can be grouped as follows:

Theme of comment	Number of comments
Suggestions/concerns around transport and parking capacity, and/or access to the proposed developments	5
The sustainability and quality of the proposed development – including of new housing and of the surrounding environment	4
Suggestions/concerns around the type, tenure or number of houses on proposed developments	2
The provision of commercial and/or community spaces	2

Specific points to note from these comments are:

- Housing type/tenure suggestion: one respondent would be opposed to housing for older people; one respondent wanted more housing for older people.
- Sustainability and quality: two (2) comments were made about ensuring the cliff/quarry face is safe.

Comments received from respondents opposing development can be grouped as follows:

Theme of comment	Number of comments
Concern over the lack of supporting infrastructure for the proposed development	2
Miscellaneous	2
Concerns over site access, traffic congestion, and parking	1

Miscellaneous comments included:

- One comment that the site should be kept in its present use.
- One comment to “*not construct housing on the site*”.

Comments received from respondents unsure about development can be grouped as follows:

Theme of comment	Number of comments
Concern to maintain green/open/recreational spaces for residents, or suggestion to create new such spaces if a proposed development proceeds	1
Concerns over site access, traffic congestion, and parking	1
Miscellaneous	1

The miscellaneous comment was a respondent concerned that reducing the amount of parking available would contribute to turning Clevedon into a “ghost town” as potential visitors would bypass it.

Organisational respondents:

Clevedon Town Council commented that it supported the development of this site, subject to necessary survey and engineering works. It commented that the following should be considered:

- 10-15 affordable homes is an appropriate size and tenure.
- Homes should be good quality and meet enhanced standards of sustainability.
- The development design must fit in well with the neighbourhood (e.g. accounting for the quarry face).
- It is seen as an appropriate site for a Clevedon Community Land Trust development.

Other organisational responses were as follows:

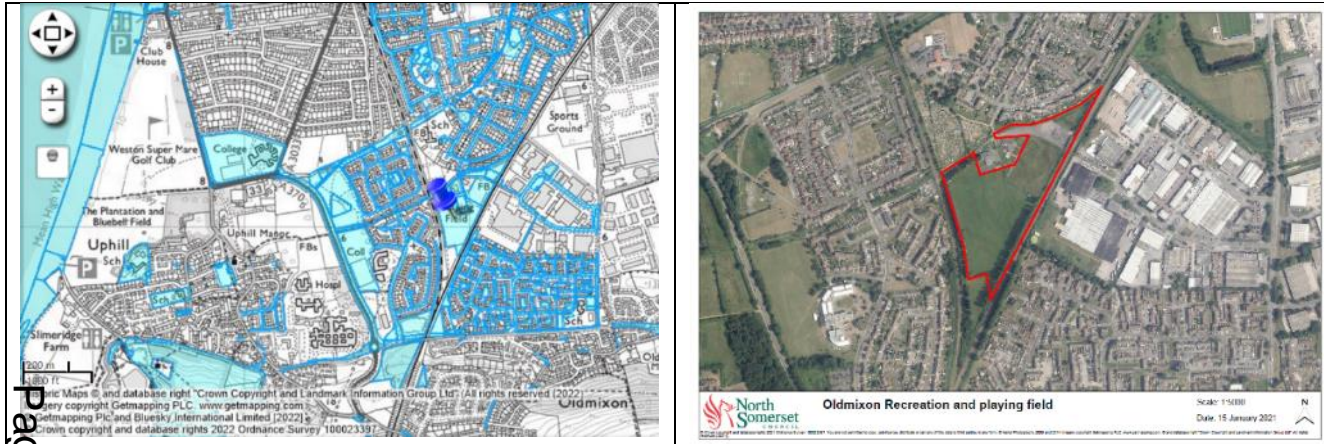
- Cavell House B&B: *“It’s a rural space that needs to be untouched.”*
- Tickenham Parish Council: *“Traffic using the substandard B3130 through Tickenham is already causing traffic misery to Tickenham residents. North Somerset Council have no plans to improve existing infrastructure to relieve current problems so further housing that will likely use the B3130 should not be considered. In addition, some of the traffic generated from proposed development would likely use The Causeway. Further traffic on this substandard highway is not desirable.”*

Officer comments:

This site received a moderate level of response. The overall opposition to the development of the site is noted, however the opposition is less marked than for some other sites, and the potential for development was supported in Clevedon Town Council’s response.

i) Land at Oldmixon Recreation Ground, Weston-super-Mare

Location: Weston-super-Mare, within settlement.
Type of site: Brownfield regeneration.
Planning status: Not allocated, but within existing settlement area.



The consultation proposed an option for some reconfiguration and partial re-development of this site, either on its own or in conjunction with adjacent land in private ownership. The site is not allocated for development, but is within the existing settlement area.

Number of responses: 101

Do you think this site should be brought forward for development?

Yes	7%
No	89%
Unsure	4%

Why do you think that?

Comments received from respondents supporting development can be grouped as follows:

Theme of comment	Number of comments
Support in principle of the development of brownfield and/or vacant sites	3
Importance of the site(s) to contribute to regeneration, placemaking, and/or enhanced community use	2
The need for housing and/or affordable housing	2
The need of the site(s) for other uses	1

Specific points to note from these comments are:

- The other suggested need was to reduce crime.

Comments received from respondents opposing development can be grouped as follows:

Theme of comment	Number of comments
Opposition to the loss of community facilities (and the resulting threat to wellbeing, recreation, and local employment)	81
Opposition to the loss of green and open spaces	22
Concerns there has been enough development in the local area already, the development is of the wrong type, and/or current use should be maintained	9
Concerns over site access, traffic congestion, and parking	6
Concerns over the threat to natural habitats, wildlife, and their scientific benefits	6
Climate-related risks (primarily flooding)	2

Specific points to note from these comments are:

- 91 comments specified the need to preserve the sports pitches and facilities, particularly in relation to their use by regional girls' football teams (which was directly mentioned 41 times). It was noted the football club has already invested around £100,000 into the site.
- 26 comments specifically mentioned the need to preserve the allotments as community spaces providing wellbeing and representing years of time and investment by users.
- A general view was expressed that brownfield sites should be prioritised for housing before green spaces, especially those already well-used by the community.

Comments received from respondents unsure about development can be grouped as follows:

Theme of comment	Number of comments
Concerns over loss of green space and wildlife habitats	2
Concerns over the size of the proposed development	2

If the site were brought forward for development, what would be your top three priorities?

The top three priorities for all respondents were:

- Community uses: 48%
- Quality of landscaping and green infrastructure: 26%
- Other priorities: 19%

The top three priorities for those supporting development were:

- New, good quality affordable housing: 100%
- New, good quality private housing to buy: 57%
- Community uses: 43%

The top three priorities for those opposing development were:

- Community uses: 48%
- Quality of landscaping and green infrastructure: 26%
- Other priorities: 19%

The top three priorities for those unsure about development were:

- Quality of landscaping and green infrastructure: 75%
- Other types of housing: 75%
- Community uses: 50%

Please set out any other suggestions or concerns you have about the possible development of this sites

Comments received from respondents opposing development can be grouped as follows:

Theme of comment	Number of comments
Miscellaneous	21
Concern to maintain green/open/recreational spaces for residents, or suggestion to create new such spaces if a proposed development proceeds	18
Concerns over site access, traffic congestion, and parking	7
Concerns over the threat to natural habitats, wildlife, and the subsequent consequences (e.g. flooding)	4
Concerns about overdevelopment in the area	3
Concern over the lack of supporting infrastructure for the proposed development	3

Miscellaneous comments included concerns in relation to the following:

- Threats to community cohesiveness and wellbeing from the loss of the allotments, football pitches etc: 6 comments
- (All-girls) sports provision should be protected: 10 comments
- Allotment owners will need plot reimbursement: 1 comment
- Football team would need moving costs reimbursed: 1 comment
- There isn't a nearby location suitable for replacing the allotments: 1 comment
- Concern about increased crime rates resulting from the proposed development: 1 comment

Comments received from respondents unsure about development can be grouped as follows:

Theme of comment	Number of comments
Concerns over site access, traffic congestion, and parking	2
Concern to maintain green/open/recreational spaces for residents, or suggestion to create new such spaces if a proposed development proceeds	1
Concern over the lack of supporting infrastructure for the proposed development	1
Miscellaneous	1

Specific points to note from these comments are:

- The miscellaneous comment was that all new housing should have solar energy and heat capture.
- One comment categorised as expressing concerns about traffic was specifically worried about an increased risk if the area is turned into commercial premises, due to the current alleged prevalence of heavy vehicles in the area already.

Organisational respondents:

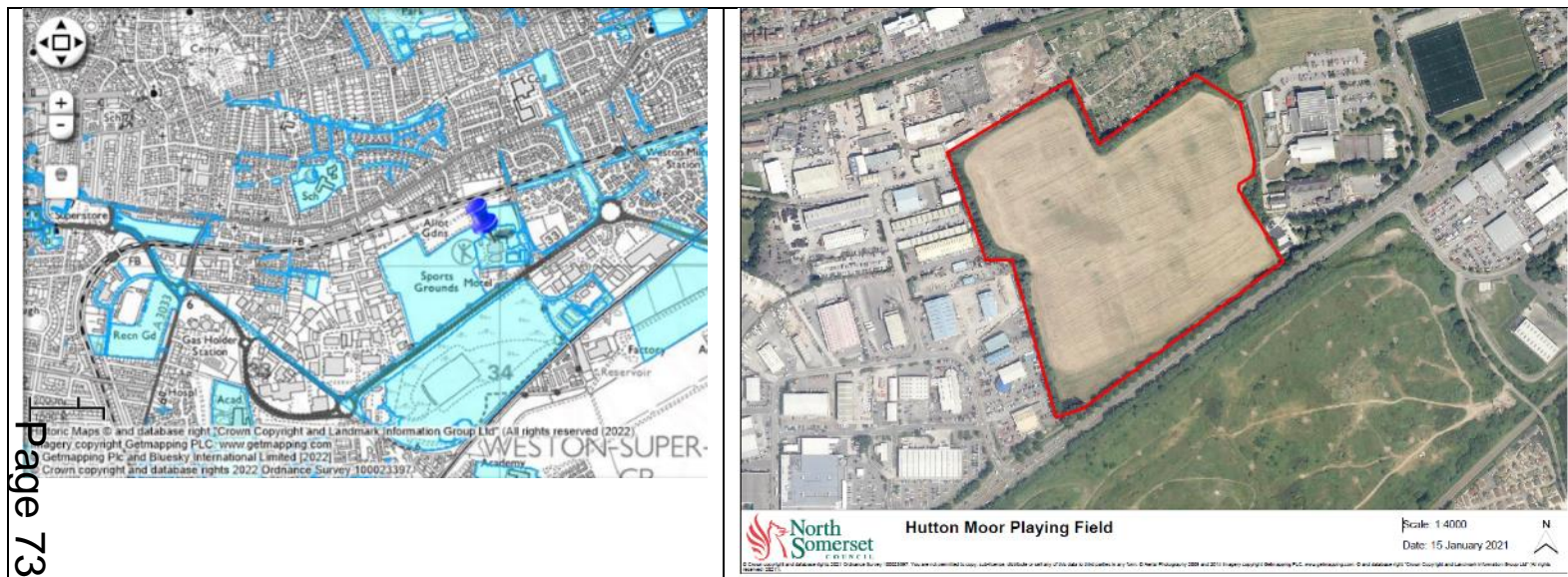
- Weston Mendip FC: *“Site is currently in use and provides an essential role in the community providing recreational facilities to Weston Mendip Football Club. The only female facility in the area providing football to over 250 women and girls.”*
- Alliance Homes: *“This site was part of the wider Feasibility Study for the Bournville and this site proves to be complicated in terms of land assembly. If NSC were able to assemble the site, Alliance would be very keen to work together to bring forward which would contribute to the wider ambitions of the Bournville.”*
- Dowlas Property Group: *“This is a circa 12-acre site that is full of potential. A mixed-use scheme with 100% affordable housing, upgrades to footpaths and cycle routes, and new community facilities would bring a plethora of benefits to the area.”*
- Curo: *“The area is of interest, but the site appears to be constrained on all boundaries, further investigation is needed.”*

Officer comments:

The site was subject to a high response rate and significant opposition, mostly focused on a perceived risk to football pitches and allotments, including a large number of responses from Weston Mendip Football Club, who are tenants at the site. However the proposal put forward in the consultation document proposed a partial development only, and recognised the need to ensure that sporting uses and community benefits were maintained and ideally enhanced. The proposal also focused on the delivery of affordable housing, which was welcomed by some respondents.

j) **Land at Hutton Moor playing fields, Weston-super-Mare**

Location: Weston-super-Mare, within settlement.
Type of site: Sports pitches.
Planning status: Not allocated, but within existing settlement area.



This proposal highlighted that there are small areas of land around the Hutton Moor playing fields that could be suitable for small-scale housing, perhaps affordable or community-led schemes, without affecting the existing leisure centre and sports pitches. The site is not allocated for development, but is within the existing settlement area.

Number of responses: 32

Do you think this site should be brought forward for development?

Yes	16%
No	75%
Unsure	9%

Why do you think that?

Comments received from respondents supporting development can be grouped as follows:

Theme of comment	Number of comments
Support in principle of the development of brownfield and/or vacant sites	2
The need for housing and/or affordable housing	1

Specific points to note from these comments are:

- One person supported provided there is no encroachment onto the playing fields.

Comments received from respondents opposing development can be grouped as follows:

Theme of comment	Number of comments
Opposition to the loss of community facilities (and the resulting threat to wellbeing, recreation, and local employment)	15
Opposition to the loss of green and open spaces	12
Concerns there has been enough development in the local area already, the development is of the wrong type, and/or current use should be maintained	3
Concerns over the threat to natural habitats, wildlife, and their scientific benefits	1

Specific points to note from these comments are:

- A number of respondents opposing development appear to be under the impression that the proposals would involve building over playing pitches and/or allotments; this is not the case.

Comments received from respondents who were unsure about development can be grouped as follows:

Theme of comment	Number of comments
Suggestion of alternative use to that put forward by the council	1

Specific points to note from these comments are:

- The alternative use suggested was care home accommodation.

If the site were brought forward for development, what would be your top three priorities?

The top three priorities for all respondents were:

- Community uses: 41%
- Quality of landscaping and green infrastructure: 31%
- Low carbon development & high standards of environmental sustainability: 25%

The top three priorities for those supporting development were:

- Low carbon development & high standards of environmental sustainability: 60%
- Quality of landscaping and green infrastructure /new, good quality affordable housing: 40%.

The top three priorities for those opposing development were:

- Community uses: 46%
- Quality of landscaping and green infrastructure: 29%
- Other priorities: 25%

Please set out any other suggestions or concerns you have about the possible development of this sites

Comments received from respondents supporting development can be grouped as follows:

- There was one comment for this site, simply noting that there might be objections from dog walkers.

Comments received from respondents opposing development can be grouped as follows:

Theme of comment	Number of comments
Concerns over the threat to natural habitats, wildlife, and the subsequent consequences (e.g. flooding)	3
Miscellaneous	1
Concern to maintain green/open/recreational spaces for residents, or suggestion to create new such spaces if a proposed development proceeds	7
Concerns about overdevelopment in the area	1

Miscellaneous points to note from these comments are:

- The comment categorised as 'miscellaneous' was that the mental health of residents is under threat from constant development.

Organisational respondents:

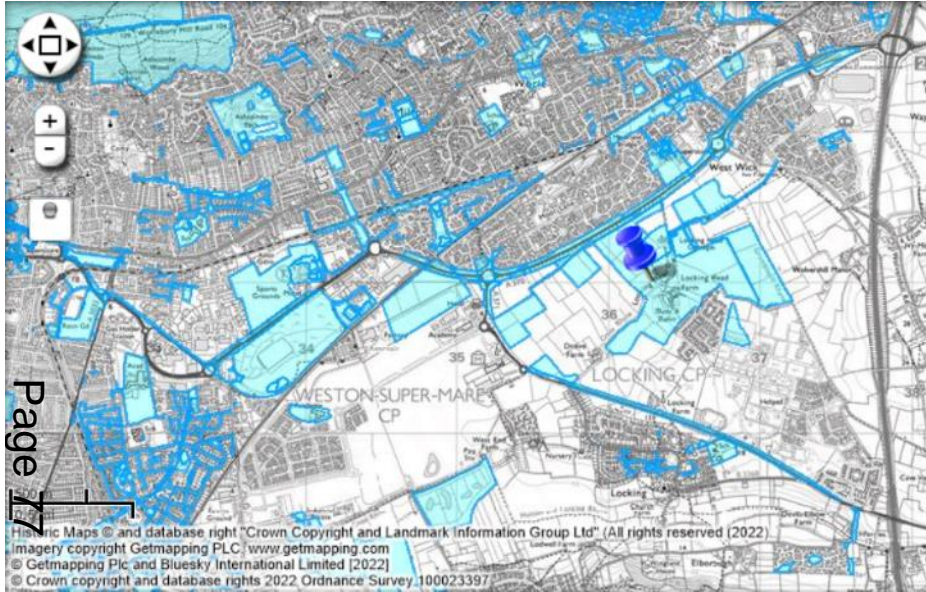
- Alliance Homes: *“We would need to understand which areas are available as not clear from the map.”*
- Curo: *“A site brought forward for affordable housing which would deliver district wide benefits such as piloting new technologies could have potential here.”*

Officer comments:

The opposition to the development of this site is noted; however many respondents have objected due to a perception that the proposals entailed building over sports pitches and/or allotments. This is not the case, as the consultation asked about options for small-scale development on land at the edges of the site which are not currently in use as formal pitch or leisure facilities.

k) Parklands Village phase 3

Location: South-East of Weston-super-Mare
Type of site: Greenfield.
Planning status: Dependent on specific proposals.



The council already has planning consent for 700 homes plus employment and a primary school at Parklands Village at the edge of Weston. There is potential to look at the masterplan for this land, and around the rest of the land owned by North Somerset Council in this location, to see if any further housing or employment could be provided. The site is not allocated for development.

Number of responses: 8

Do you think this site should be brought forward for development?

Yes	63%
No	38%

Why do you think that?

Comments received from respondents supporting development can be grouped as follows:

Theme of comment	Number of comments
Support in principle of the development of brownfield and/or vacant sites	2
Importance of the site(s) to contribute to regeneration, placemaking, and/or enhanced community use	2
The need for housing and/or affordable housing	1

Specific points to note from these comments are:

- Two respondents felt that prioritising housing development of this site would then allow more thought to be put into how to sustainably develop Weston Town Centre.

Comments received from respondents opposing development can be grouped as follows:

Theme of comment	Number of comments
Opposition to the loss of green and open spaces	2
Climate-related risks (primarily flooding)	1

If the site were brought forward for development, what would be your top three priorities?

The top three priorities for all respondents were:

- New, good quality affordable housing / quality of landscaping and green infrastructure / low carbon development & high standards of environmental sustainability / pace of delivery: 37.5% each

The top three priorities for those supporting development were:

- Pace of delivery: 60%
- New, good quality affordable housing / new, good quality private housing to rent / quality of landscaping and green infrastructure / low carbon development & high standards of environmental sustainability: 40% each

The top three priorities for those opposing development were:

- New, good quality affordable housing / new, good quality affordable housing to buy / commercial uses (employment buildings) / community uses / quality of landscaping and green infrastructure / low carbon development & high standards of environmental sustainability: 33% each

Please set out any other suggestions or concerns you have about the possible development of this site

No additional comments were received from respondents supporting development.

Comments received from respondents opposing development can be grouped as follows:

Theme of comment	Number of comments
Concern to maintain green/open/recreational spaces for residents, or suggestion to create new such spaces if a proposed development proceeds	2

Organisational respondents:

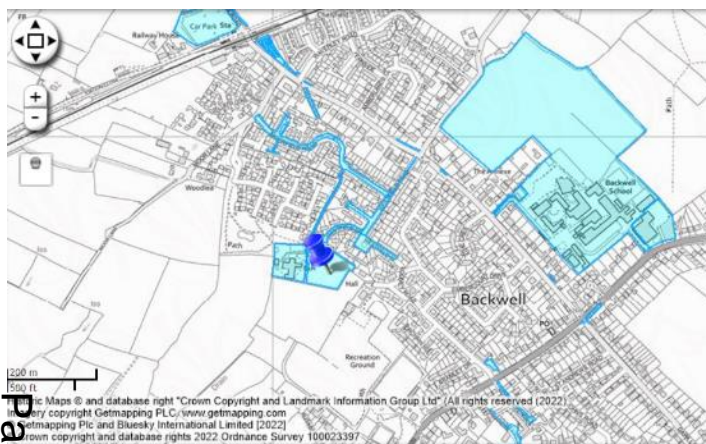
- Alliance Homes: *“Alliance would be keen to support this with the delivery of the affordable housing.”*
- Curo: *“This site has potential to integrate into the wider Parkland masterplan.”*
- Locking Parish Council: *“It’s already been brought forward; this is a tick box exercise.”*
- The Helicopter Museum: this response objected to any potential development within the green corridor to the north of the site, which is currently identified and protected as a flight safety path for

Officer comments:

This site generated a low number of responses, however the views and comments are noted and will be considered in taking the site forward.

I) Land by West Leigh school, Backwell

Location: Backwell, edge of settlement
Type of site: Greenfield.
Planning status: Not allocated and outside of settlement boundary.



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This is a small site adjacent to West Leigh school at Backwell. The site is currently unallocated and outside of the settlement boundary, but could potentially come forward as a 'rural exception' site, i.e. as 100% affordable housing, if there was local support.

Number of responses: 32

Do you think this site should be brought forward for development?

Yes	6%
No	81%
Unsure	13%

Why do you think that?

Comments received from respondents supporting development can be grouped as follows:

Theme of comment	Number of comments
Support in principle of the development of brownfield and/or vacant sites	1
The sustainability of the site's location and/or its ability to reduce commuting	1
Importance of the site(s) to contribute to regeneration, placemaking, and/or enhanced community use	1

Comments received from respondents opposing development can be grouped as follows:

Theme of comment	Number of comments
Opposition to the loss of green and open spaces	12
Concerns over site access, traffic congestion, and parking	12
Opposition to the loss of community facilities (and the resulting threat to wellbeing, recreation, and local employment)	12
Concerns there has been enough development in the local area already, the development is of the wrong type, and/or current use should be maintained	10
Concerns over the threat to natural habitats, wildlife, and their scientific benefits	3
Objection to the council's right to develop the site(s)	3
The site(s) are in an unsuitable location	1

Specific points to note from these comments are:

- A number of respondents suggested that the site should be reserved for a future extension of West Leigh School. One respondent claimed the land was earmarked to be a care home. Others think it could be used for more wildlife or recreation (e.g. a play area).
- Those comments categorised under "objection to the council's right to develop the site(s)" did so on the basis that the site isn't within the Backwell settlement boundaries. This was acknowledged in the original consultation document, with a recognition that – unless there was an allocation in future planning policy - the site could only come forward as a 'rural exception' site, e.g. with local support and focused on affordable housing.

Comments received from respondents unsure about development can be grouped as follows:

Theme of comment	Number of comments
Concerns over the size of the proposed development	2
Concerns over loss of green space and wildlife habitats	1
Miscellaneous	1

Specific points to note from these comments are:

- The miscellaneous comment received was a suggestion that any development should be subject to a vote of people living in the immediate area.
- One respondent comment emphasised that any housing developed on this site should be affordable.

If the site were brought forward for development, what would be your top three priorities?

The top three priorities for all respondents were:

- Community uses: 44%
- Quality of landscaping and green infrastructure / low carbon development & high standards of environmental sustainability: 28% each

The top three priorities for those supporting development were:

- Low-carbon development & high standards of environmental sustainability: 100%
- New, good quality affordable housing / new, good quality private housing to rent / community uses / quality of design and construction: 50% each

The top three priorities for those opposing development were:

- Community uses: 46%
- Quality of landscaping and green infrastructure: 35%
- Quality of design & construction / low carbon development & high standards of environmental sustainability: 19%

The top three priorities for those unsure about development were:

- New, good quality affordable housing: 100%
- Quality of design & construction / low carbon development & high standards of environmental sustainability: 50% each

Please set out any other suggestions or concerns you have about the possible development of this sites

Comments received from respondents opposing development can be grouped as follows:

Theme of comment	Number of comments
Miscellaneous	10
Concerns over site access, traffic congestion, and parking	6
Concern to maintain green/open/recreational spaces for residents, or suggestion to create new such spaces if a proposed development proceeds	4
Concerns over the threat to natural habitats, wildlife, and the subsequent consequences (e.g. flooding)	2

Specific points to note from these comments are:

- Miscellaneous comments included concerns in relation to the following:
 - The safety of people (particularly children) in getting to and from the school / nearby activities with increased traffic.
 - Developing the site would prevent a future expansion of the adjacent school, if required.
 - Risks to children’s health & safety / disruption of education if construction took place close to the school.
 - Development would disrupt the beauty/tranquillity of the village.
- One comment suggested handing the site over to a not-for-profit group.
- One comment noted that access to the site could be improved for the disabled.

Comments received from respondents unsure about development can be grouped as follows:

Theme of comment	Number of comments
Concerns about overdevelopment in the area	1
Concern to maintain green/open/recreational spaces for residents, or suggestion to create new such spaces if a proposed development proceeds	1
Miscellaneous	1

Specific points to note from these comments are:

- The miscellaneous comment was that all new housing should be 100% affordable in perpetuity.

Organisational respondents:

Backwell Parish Council objected to the potential for development, commenting that *“this small site owned by NSC is next to West Leigh School, which has restricted access through Westfield Drive and a footpath entrance around the back. Consequently Backwell Parish Council feels it is not suited for development and are against any form of housing. NSC has indicated that even with large development proposed through the Local Plan, West Leigh [school] does not need to be enlarged. BPC are concerned that West Leigh could be surrounded by hundreds of houses and lose its rural setting. This plot of land needs to be allocated to the school for the future.”*

The Parish Council has also expressed an interest in purchasing the site to protect it from development.

Other organisational responses included:

- Alliance Homes: *“Alliance would be keen to support local groups with the delivery of community led housing in this area.”*
- Curo: *“The site lies in a sustainable location adjacent to the settlement boundary and an established residential area.”*

Officer comments:

This site received a proportionately large response within the context of a relatively small settlement (Backwell). The opposition to the development of the site is noted, and in particular the emphasis on the importance of the location as open green space.

The site saw a higher level of concern about the amount of development taking place in the area than was the case elsewhere. This may be a response to recent planning applications and potential Local Plan allocations around Backwell.

m) Future Local Plan sites

The consultation document highlighted that the council owns several landholdings in locations that are potentially being considered for growth in the emerging Local Plan. It asked whether the council should put these sites forward for development, where these were within the spirit and scope of the emerging plan.

Specific sites referred to were:

- Eastermead Farm, Banwell (partial development).
- Youngwood Lane, Nailsea.
- Grange Farm, Hutton (partial development).

Number of responses: 36

If the council owns land in areas that the new Local Plan identifies as suitable for growth, do you agree that the council should then seek to develop its land in those areas?

Yes 44%
No 56%

Please explain your reasons:

Comments received from respondents supporting development can be grouped as follows:

Theme of comment	Number of comments
Support in principle of the development of vacant sites	5
The need for housing and/or affordable housing	3
Importance of the site(s) to contribute to regeneration, placemaking, and/or enhanced community use	2
The need for sustainable housing and high quality development	2
The need of the site(s) for other uses / miscellaneous comments	1

Specific points to note from these comments are:

- One respondent noted that developing these sites allows NSC to demonstrate that high-quality and sustainable developments are viable.
- One respondent felt that any available land could be developed, but that it would be useful to focus beyond housing and look at empowering locals to create businesses and provide services to benefit local residents.

- One respondent supported development, so long as it was only within existing settlement boundaries and did not involve relocating existing facilities outside of settlement boundaries.
- The comment categorized as ‘miscellaneous’ noted they would only support development where the local community had been consulted.

Comments received from respondents opposing development can be grouped as follows:

Theme of comment	Number of comments
Concerns there has been enough development in the local area already, the development is of the wrong type, and/or current use should be maintained	7
Opposition to the loss of green and open spaces	4
Opposition to the loss of /lack of community facilities (and the resulting threat to wellbeing, recreation, and local employment)	3
Objection to the council’s right to develop the site(s)	2
Concerns over site access, traffic congestion, and parking	1
The site(s) are in an unsuitable location	1

Specific points to note from these comments are:

- One respondent commented that existing structures in Weston-super-Mare are currently neglected and that these should be the focus before new development is considered. They also wanted to ensure that housing was prioritised for existing residents.
- One respondent felt that sites such as Eastermead might be beneficial for other uses, and growth alone shouldn’t be a consideration for these sites.
- One respondent was concerned that housing wouldn’t be guaranteed for young people. Another was concerned about (unspecified) ‘negative impacts’ on current and future generations from the proposed developments.
- The two comments categorised as an objection to the council’s right to develop the site(s) wanted community consultation to take place prior to any sites being progressed.

Comments specific to Eastermead Farm, Banwell

Comments received from respondents supporting development can be grouped as follows:

Theme of comment	Number of comments
Support in principle of the development of vacant sites	3
The need of the site(s) for other uses / miscellaneous comments	1

Specific points to note from these comments are:

- The comment categorised as ‘miscellaneous’ is neutral in relation to the development of this site, but wanted to ensure that the site’s bat habitats were protected.

Comments received from respondents opposing development can be grouped as follows:

Theme of comment	Number of comments
Concerns there has been enough development in the local area already, the development is of the wrong type, and/or current use should be maintained	6
Concerns over site access, traffic congestion, and parking	1
Concerns over the threat to natural habitats, wildlife, and their scientific benefits	1
The site(s) are in an unsuitable location	1

Specific points to note from these comments are:

- Two respondents requested that NSC not develop the site, with no further explanation. One of these comments was replicated across all three sites.
- One respondent felt it was unfair to develop good-quality housing outside of Weston town centre whilst only providing affordable housing in Weston; this appears to stem from a belief that affordable housing cannot be good quality.

Comments specific to Grange Farm, Hutton

Comments received from respondents supporting development can be grouped as follows:

Theme of comment	Number of comments
Support in principle of the development of vacant sites	1

Comments received from respondents opposing development can be grouped as follows:

Theme of comment	Number of comments
Concerns there has been enough development in the local area already, the development is of the wrong type, and/or current use should be maintained	4
Objection to the council’s right to develop the site(s)	1
Climate-related risks (primarily flooding)	1
Concerns over site access, traffic congestion, and parking	1
Concerns over the threat to natural habitats, wildlife, and their scientific benefits	1

Specific points to note from these comments are:

- Two respondents requested that NSC not develop the site, with no further explanation. One of these comments was replicated across all three sites.
- The comment categorised under the council's right to develop the site states that residents should be consulted before any potential development.

Comments specific to Youngwood Lane, Nailsea

Comments received from respondents supporting development can be grouped as follows:

Theme of comment	Number of comments
Concerns there has been enough development in the local area already, the development is of the wrong type, and/or current use should be maintained	3
The need of the site(s) for other uses / miscellaneous comments	3
Support in principle of the development of vacant sites	2
Miscellaneous	2
Importance of the site(s) to contribute to regeneration, placemaking, and/or enhanced community use	1

Specific points to note from these comments are:

- The three respondents commenting on levels of development in the local area wanted any development to be thought through carefully as to its size and purpose.

Comments received from respondents opposing development can be grouped as follows:

Theme of comment	Number of comments
Concerns there has been enough development in the local area already, the development is of the wrong type, and/or current use should be maintained	3
Concerns over site access, traffic congestion, and parking	3
Opposition to the loss of green and open spaces	1

Specific points to note from these comments are:

- Two respondents requested that NSC not develop the site, with no further explanation. One of these comments was replicated across all three sites.

Organisational respondents:

Nailsea Town Council, in relation to Youngwood Lane, expressed opposition to development, and commented that: *“The Council remains opposed to further development on Youngwood Lane because a) It is too far from the Town Centre and b) the Strategic Gap between Backwell and Nailsea should become greenbelt and development here will spoil the rural environment.”*

Other organisational respondents:

- Tickenham Parish Council: *“Traffic using the substandard B3130 through Tickenham is already causing traffic misery to Tickenham residents. North Somerset Council have no plans to improve existing infrastructure to relieve current problems so further housing that will likely use the B3130 should not be considered. In addition, some of the traffic generated from proposed development would likely use The Causeway. Further traffic on this substandard highway is not desirable.”*
- Eat:Festivals: *“NSC-led planning and development will be a cohesive whole rather than an ad hoc private developer led plan,”* however also commented that *“Banwell is super sensitive!”*
- Alliance Homes commented that as an organisation, they were: *“Best placed to work with partners to deliver housing and much needed affordable housing.”*

Officer comments:

This question generated a relatively low number of responses, given that it included questions about three specific sites.

Whilst some respondents supported the general principle of developing vacant sites, overall there was opposition to development, although less marked than for other locations. Key concerns were around loss of green spaces, and the level of development already taking place (or planned) within the local areas. The latter may be in part a response to recent planning applications and potential Local Plan allocations around Backwell.

m) Car parks

The consultation noted the council's preference of prioritizing brownfield sites, and that many of the most suitable brownfield sites in council ownership were car parks, often in very sustainable locations and with the potential for relatively rapid development.

The consultation asked for views and suggestions as to the potential of car parks for development, including whether housing or commercial premises could be built above parking.

What are your views on the potential development of car parks for homes or employment premises?

Theme of comment	Number of comments
General opposition to perceived or real loss of car parking spaces	14
Concern about impact on specific destinations and local businesses, e.g. town centre / seafronts	12
Supportive of potential development, but dependent on location or extent	10
Acceptable only if better public transport (including Park & Rides) or alternative parking are made available	6
Other	4
Supportive of development	3
Homes and businesses need parking spaces / concerns about displacement	3
Support for restricting or reducing parking / support for promotion of active travel	2

Specific points to note from these comments are:

- Many respondents appeared to believe that the proposal would result in removing to car parking that is well-used and/or located in key destinations such as town centres. This was not intended to be the case – the consultation specifically asked about underutilised car parks or those where there was potential to build above existing spaces.
- “Other” comments included:
 - A concern about the specific parking needs of HGV drivers.
 - A comment that development was acceptable but should focus on mixed-use affordable housing or possibly budget hotels, rather than age-restricted housing.
 - A proposal that car parks should be developed for further carparking, e.g. through multi-storey car parks.

What do you think about the idea of building ‘homes on stilts’ above car parks?

Theme of comment	Number of comments
Generally supportive	20

Comments about the need to ensure quality of life, either for existing or new residents (e.g. air quality, noise, behaviour)	13
Generally opposed	13
View would be dependent on specific proposals / site / extent of development	7
Comments on ensuring enough parking for the homes / businesses and existing users	6
Would support commercial development (hotel / offices etc)	3
Other	2
Unsure	1

Specific points to note from these comments are:

- Overall there was a good level of support for the idea of building development ‘on stilts’ above car parks. Those commenting about the need to ensure sufficient overall parking and/or a good quality of life were in many cases still supportive of the principle.
- “Other” comments included:
 - The need to consider parking for larger vehicles, which might preclude practical options for building above.
 - A concern that this solution was more suited to an urban city environment than to North Somerset.

Are there any car parks you would like to suggest as being suitable for development? If so, which ones?

Car parks suggested by respondents included the following:

Suggestion	Number of respondents
B&M car park (Clevedon Town Centre)	1
Castlewood car park	1
Nailsea Town Centre car parks	3
Clevedon Town Centre car parks	1
Locking Road car park, WSM	3
Sovereign Centre	1
Clevedon Road car park, Nailsea	1

Specific points to note from these comments are:

- The Castlewood car park was suggested as a suitable location for a park & ride site.
- One respondent suggested that Nailsea town centre car parks would be suitable for commercial properties built above the existing spaces. Another respondent on these sites suggested that Nailsea has an oversupply of car parks and that they could instead be used for social housing.

- The Clevedon Road car park in Nailsea was suggested to be developed as a double-deck car park with a smaller footprint, freeing up the remainder for some housing.

Officer comments:

The responses above show very mixed views. There were concerns about any development that might threaten car parking provision in town centres or at other key destinations, or which led to displacement of parking onto neighbouring streets.

However other respondents supported the potential for re-developing sites, where they were underused, and in particular the option to build development above existing spaces.

There were a limited number of suggestions for car parks which might be suitable for re-development, and some of those which were suggested are already being considered for development.

o) Sites proposed to be removed from the development list

The consultation provided information on three sites that had previously been considered for development, but which were now proposed to be removed from the list of options. This was due to the intended use of the sites for other purposes.

The sites were:

- Midhaven/Queensway, Weston-super-Mare.
- Nailsea School playing field (Golden Valley).
- Mendip Road, Yatton.

(i) Midhaven / Queensway:

Number of responses: 71

Do you agree with the removal of this site from the development list?

Yes: 51%
No: 21%
Unsure: 28%

Comments:

Theme of comment	Number of comments
Support keeping site as sports pitches / open area / importance of green spaces and amenities	10
Concerns for natural habitats / wildlife and the associated benefits	3
Should be developed – housing is needed	2
General opposition to development	2

(ii) Nailsea school playing field

Number of responses: 71

Do you agree with the removal of this site from the development list?

Yes: 59%
 No: 18%
 Unsure: 23%

Comments:

Theme of comment	Number of comments
Support keeping site as sports pitches / open area / importance of green spaces and amenities	20
Might be needed for future growth of school	2
Concerns for natural habitats / wildlife and the associated benefits	1
Area is over-developed and lacks adequate infrastructure	1
Concerns over site access, traffic congestion, and parking	1
Potential for a partial development	1
General opposition to development	2

(ii) Mendip Road, Yatton

Number of responses: 64

Do you agree with the removal of this site from the development list?

Yes: 31%
 No: 27%
 Unsure: 42%

Comments:

Theme of comment	Number of comments
Area is over-developed and lacks adequate infrastructure	8
Concerns over site access, traffic congestion, and parking	2
Support keeping site as open area / importance of green spaces and amenities	2

Might be needed for future growth of school	1
Concerns for natural habitats / wildlife and the associated benefits	1
General opposition to development	1

Officer comments:

These questions received a relatively large response.

The percentage answers as to whether respondents supported the removal of the sites from the development programme showed mixed views, but on balance generally supported the removal. However the narrative responses very much wanted to see them removed. This suggests perhaps that a number of respondents misunderstood the question, i.e. thought that the proposal was to develop the sites, rather than to protect them from development.

p) **Other suggestions for development**

Are there any other North Somerset Council-owned sites, not mentioned in the consultation document, which you would like to see considered for development?

Yes: 6

No: 49

Which sites would you suggest?

- Former Gasworks on the junction of Drove Road and Winterstoke Road
- The land by The Crab Apple pub, Clevedon, it was earmarked for a new hospital many years ago and has remained a great slab of concrete ever since.
- Within the boundary of Sunnyside Road N, A370 Hildesheim Bridge, Drove Road, Addicott Road and the boundary of A370, Rector's Way and Drove Road.

U

Officer comments:

Q

Respondents were given the opportunity to comment on their reasons for suggesting these sites; the full responses are available to view on request. However neither the gasworks site referred to, or the Crab Apple pub site are in the ownership of North Somerset Council, therefore we do not have landowner control as to whether development comes forward or not.

The Crab Apple site in Clevedon is also known as 'Millcross'. It is owned by Alliance Homes, who are seeking to bring it forward for affordable housing.

The site referred to within the boundary of Sunnyside Road etc is also known as the Drove Road recreation ground. Development proposals for part of this site are already being brought forward by a private developer in conjunction with Weston Rugby Club.

4. General comments and additional suggestions

Respondents were given the opportunity to make further comments and suggestions. The responses can be grouped as follows:

Theme of comment	Number of comments
Land should instead be kept / used as open space / for leisure, sporting or community purposes	15
Infrastructure improvements are needed to support development / development should not take place due to inadequate infrastructure / developers need to contribute more to infrastructure	12
Concerns about lack of transparency or consultation process and/or that consultation responses are not listened to	6
Opposition to any greenfield development / should only develop brownfield / should convert or use existing empty properties	5
Development should be focused at different locations	4
Area is overdeveloped / too much development taking place	4
Objection to council benefiting financially from development / money should be spent on other priorities	3
General opposition to development / do not agree that council should pursue development	2
Housing is needed / comments on need for particular types of housing (affordable, younger people, older people etc)	2
Developments are poor quality or design	2
Commercial premises are required or should be a greater focus	2
Importance of improving the sustainability of development	1
Concerns for natural habitats / wildlife and the associated benefits	1
Land should be used for built development, but not housing (car parking / health surgeries / police station)	1

Officer comments:

Most respondents used this opportunity to object to development, particularly in relation to greenfield development. The need for infrastructure improvements was also a strong theme.

Many of the responses linked their comments to a specific site on which they had already commented, and repeated their concerns in relation to that location.

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North Somerset Council

Report to the Council

Date of Meeting: 8 November 2022

Subject of Report: Future Highways Contract Service Delivery Model

Town or Parish: All

Officer/Member Presenting: Executive Member for Highways and Transportation

Key Decision: N/A

Reason:

- This is not an executive decision.

Recommendations

1. To progress the highway reactive and cyclical maintenance work package via direct contract award under teckal exemptions to North Somerset Environment Company for an initial term of 7 years commencing 1 April 2024.
2. To deliver highway surfacing, surface dressing and all other elements of the highway maintenance and investment works packages through frameworks and dynamic purchasing systems from 1st April 2024, and to commence competitive tender processes for the delivery of the remaining highway services in early 2023 for:
 - Single Provider Framework – Surfacing
 - Single Provider Framework – Surface Dressing
 - Dynamic Purchasing System – 3 lots, Civils, Structures and Surface Treatments

1. Summary of Report

1.1 North Somerset Council currently contracts delivery of highways maintenance and some investment works to Milestone Infrastructure. The council awarded a 5-year contract in 2018 to Skanska Infrastructure Services, this was novated to Milestone Infrastructure in April 2021 and extended by 12 months, with the current contractual arrangement due to expire on the 31 March 2024.

1.2 In preparation for the end of the contractual term, the highways service has undertaken a comprehensive review of the options available for the future delivery of highways maintenance and investment works to assess the delivery options against the current

and emerging financial situation and the council's strategic priorities. This review commenced in September 2021 and included:

- Review of highways asset management strategy – consultation in early 2022, adoption in August 2022
- Review of 14 possible options for delivery of highways maintenance and investment works
- Shortlisting to 3 options that best fit the council's strategic priorities and financial context
- Detailed due diligence on the three shortlisted options, including alignment with the newly adopted asset management strategy
- Recommendation of a preferred option with full business case

1.3 The shortlisted options were as follows:

1.3.1 Current model – re-tendering the delivery of core maintenance and major works delivered through a single provider

1.3.2 Splitting the current contract - delivering cyclical and reactive maintenance through North Somerset Environment Company (NSEC) (NSC's existing local authority trading company), and a framework and/or dynamic purchasing systems to deliver other highways maintenance and investment works.

1.3.3 Create a new, stand-alone local authority trading company for delivering highways maintenance and investment (this option was discounted)

1.4 The shortlisted options went through a rigorous due diligence process which assessed the strategic, economic, commercial, financial and management case for each. A detailed business case has been produced and has been tested through the council's due diligence process. Alongside this, thorough financial analysis, risk analysis and market testing took place. Detailed options analysis is provided as **Appendix A** to this report, the financial analysis is provided as **Appendix B** and the risk matrix as **Appendix C**.

1.5 The outcome of the analysis showed that the option (1.3.2 above) to split the current contract and deliver cyclical and reactive maintenance through NSEC and to procure two single provider frameworks and implement a dynamic purchasing system (DPS) to deliver the other highways maintenance and investment works was the most beneficial to North Somerset Council. The main benefits of this approach are:

- Overall cost benefit of £5.6m less over the contract term
- Improved social value with increased focus on local employment and local supply chain
- Flexibility on level of investment through frameworks and DPS – no fixed contractual overhead and no minimum spend
- Flexibility to scale up to deliver wider investment programmes as required
- More opportunity to directly test best value and delivery efficiency
- Opportunity, supported by detailed and credible business case, to expand NSEC and deliver business plan outcomes

1.6 Stakeholder engagement has taken place throughout this work, with regular engagement with executive members and the Place scrutiny panel, and opportunities for all members to receive updates. The stakeholder engagement is provided as **Appendix D**.

2. Policy

2.1 The shortlisted models have been assessed against the following strategic aims and priorities set out in the council's corporate plan 2020-2024.

Aims	Priorities	Option 2 alignment
A thriving and sustainable place	<ul style="list-style-type: none"> • To be a carbon neutral council and area by 2030 • A transport network that promotes active, accessible and low carbon travel 	See "Section 7 Climate and Environmental implications"
A council which empowers and cares about people	<ul style="list-style-type: none"> • Partnerships which enhance skills, learning and employment opportunities 	<p>The opportunity to build and develop collaborative and strategic partnerships with NSEC and framework providers</p> <p>There is a genuine interest from the market in working with NSC to understand the councils' priorities and constraints, and bring forward their ideas and innovation to develop the service</p>
An open and enabling organisation	<ul style="list-style-type: none"> • Manage our resources and invest them wisely • Embrace new and emerging technology and make the best use of our data and information • Provide professional, efficient, and effective services • Collaborate with partners to deliver the best outcomes 	<p>NSEC have demonstrated their ability to deliver the service, suggesting a number of areas of added value where they can exceed specification requirements, areas where they can demonstrate quality and compliance with specification, and where they bring technical knowledge and expertise to the submission.</p> <p>All efficiencies for cyclical and reactive maintenance are for the sole benefit of the service, and the company is solely accountable to the council – i.e., HGV drivers, vehicle workshop, shared overheads and staffing capacity.</p> <p>Resilience is improved through a wider pool of resources to support peaks in service (e.g., Significant weather event)</p> <p>NSEC have applied for partner membership with the Local Council Roads Innovation Group (LCRIG) and have brought forward a number of ideas in their quality submission</p>

2.2 The recommended option has its own set of highways service strategic objectives which will guide the delivery of the service. These are as follows:

1. Delivers our statutory duties
2. Provide robust, professional, efficient, and effective services.
3. Deliver best value with the resources available and work towards a financially resilient future.
4. Embrace new and emerging technology and make the best use of available data and information.
5. Partnerships, both internal and external, which enhance skills, learning and employment opportunities.
6. Engage with, empower where appropriate and endeavour to meet the needs of our communities.
7. Work with partners to deliver the best outcomes.
8. A transport network that promotes active, accessible, and low carbon travel and supports the growth agenda.
9. Develop a service that is understanding of social value and actively participates in the delivery of the benefits that it provides.
10. Ensure we meet the transport decarbonisation agenda to support the Council's objective to become a carbon neutral council and area by 2030

3. Details

Introduction

3.1 A well-maintained highway network contributes to the local economy, drives growth, creates local jobs, makes more sustainable methods of transport, such as walking and cycling more attractive options and is vital to achieving North Somerset's corporate goals and objectives to enhance the environment within which our residents live, learn and work.

3.2 Highway and transport assets are the most valuable asset managed by the local authority, and the assets used most extensively by the whole community. In North Somerset the gross replacement cost (GRC) of the assets, namely, carriageway, footway, street lighting, traffic signals, structures and street furniture is estimated to be in excess of £2.3 billion.

3.3 Under the Highways Act 1980, as the local Highway Authority, North Somerset Council has a legal duty to maintain its respective sections of the highway network under section 41. This includes responsibility for maintaining, managing and, where necessary, improving the network. The council achieves this through a combination of reactive, cyclical, and planned works and delivers the plan with a combination of capital and revenue funding and through several different contractual arrangements, with the bulk of the work contained within a contract with Milestone Infrastructure which is due to expire on 31st March 2024. Services delivered through this contract are outlined in the table below:

	Reactive and cyclical maintenance	Capital maintenance	Integrated Transport schemes	Public realm works and active travel schemes

Work undertaken	Pothole repairs and minor patching Gully emptying and drain cleaning including CCTV surveys Minor highway drainage repairs Winter maintenance In-hours and out-of-hours emergency response	Resurface roads, footways and cycleways Surface treatments and highway drainage replacement schemes	Minor works, signing and road marking improvements Local safety schemes	e.g., Town Centre Improvement Schemes e.g., Active travel schemes
Funding	Revenue	Capital	Capital	Capital grant/bids
Value of works	£2.2m	£7.5m	£1m	Scheme dependant

3.4 In September 2021 a project commenced to start to research the future delivery of highways maintenance and investment services as detailed in Table 1 above and to ensure new service arrangements are designed, approved, delivered and are ready to guarantee business continuity from 1 April 2024 onwards, providing the best balance of risk and opportunity to the council moving forward. The project also covered the consultation and adoption of the updated Highways Asset Management Strategy to ensure that future delivery aligned in full to this strategy. The council’s commissioning framework approach was used to ensure that market analysis and understanding the routes to market was undertaken in sufficient detail to select a recommended option for the delivery of the highways service and to enable the work to progress to procurement stage.

Options analysis

3.5 In the initial phase of options analysis, the existing highways service was thoroughly analysed and benchmarked nationally against other local authorities to build on existing good practice, identify best industry practice and to highlight opportunities to further develop the highways maintenance and infrastructure service so that it reflects the future needs and outcomes need in North Somerset.

3.6 Building on this analysis, a full suite of possible delivery options for highways services was generated – which included fully outsourcing all elements to contractors, and bringing all elements of service within the council, and a variety of combinations, partnerships and company models. This long list of options went through a rigorous scoring process that included the executive member, officers and contractors, and scoring took into account cost, viability, deliverability and risk. Some options were too expensive, some had no market viability, and some were unattractive due to risk. The process resulted in a short list of 3 viable and desirable options for North Somerset to take forward into due diligence and options analysis. A summary of the options analysis for the shortlisted options is provided as **Appendix A**.

The NSEC opportunity

3.7 In 2021 the council set up a local authority trading company “North Somerset Environment Company (NSEC)” which has the specific purpose of delivering operational

neighbourhood services on behalf of the council in a way that best aligns with the council's strategic priorities. The business plan for NSEC, which is being ratified by the company shareholder, contains the ambition to expand into the delivery of operational services that complement the company's current core business of delivering the waste and recycling contract for the council.

3.8 It should be noted that the North Somerset contract is small by industry standards. The reactive and cyclical maintenance element of the service is especially unattractive to the commercial market due to the low value and lack of opportunity to be profitable. In the past this has been a limiting factor in highways contracts and has resulted in the requirement for fixed overheads and minimum contractual spend in order to ensure that a contractor will take it on. NSEC offers the council the opportunity to deliver reactive and cyclical maintenance differently, while also aligning well to existing services in NSEC and delivering the needs of local people. The remaining elements of the contract, which don't currently align to NSEC, can remain in the competitive market to drive best value without being limited by cyclical and reactive maintenance.

Business case development

3.9 A detailed business case was developed to analyse the shortlisted three options, and included strategic, economic, commercial, financial and management cases for each of the options. The results of this analysis were as follows:

3.10 The business case clearly shows that delivering the reactive and cyclical maintenance service through NSEC delivers the best financial value, the most social value, the best alignment to the council's strategic priorities and helps to deliver the NSEC business plan. A full NSEC business case for expansion to include this service has also been produced and analysed in tandem with the options analysis work and has been approved by the company board and shareholder.

3.11 The business case also clearly shows an overall significant financial advantage of this option when compared to the single provider option. Over the life of the contract this is estimated to be £5.6m. The key component for this is less reliance on North Somerset Council's own capital resources funded through borrowing estimated at £900k per annum, which will generate revenue savings from cost of capital.

3.12 Engaging directly with the market through frameworks and a DPS will drive competitive rates for delivering the surfacing, surface dressing and other highways maintenance and investment works funded through the capital programme.

3.13 The revenue costs associated with the Highways capital programme are therefore reduced and this saving is used to offset the increase in revenue costs from operating this option.

3.14 However, revenue resources to deliver the new model will need to be enhanced at a cost of £372k per annum in total, partially offset by the savings from capital borrowing.

3.15 The risk analysis doesn't identify a significant additional risk to the council by changing the delivery methodology as the NSEC business case is robust and the regional market for the frameworks and DPS is established and solid. There is a slight advantage in terms of risk in the recommended option as it offers additional financial flexibility in a period of uncertainty.

3.16 Full details of the process undertaken, and analysis is contained within the appendices of this report. These appendices further support the recommendations of this report.

4. Consultation

4.1 The table below identifies the Stakeholders identified for the project and communication completed.

Stakeholder group(s)	Communication purpose (e.g., inform or consult)	Method of communication	Frequency
Project team with project sponsor	Plan, confirm, consult, inform	Stand-up	Weekly
Steering Group (Heads of service)	Confirm, consult, inform	Meeting or email update	At agreed key milestones
Project Board (Senior leadership)	Decision makers, inform	Meeting or email update	Bi-monthly, frequency depends on need
Exec Member briefing (Cllr Hogg)	Confirm, consult, decision maker, inform	Meeting	Weekly opportunity and at agreed key milestones
Place directorate scrutiny panel	Consult, inform	Meeting	At agreed key milestones
Party Group Leaders	Consult, inform	Meeting	At agreed key milestones
Highway and Transport service teams (Team managers and engineers)	Consult, inform	Team meeting, workshop	At agreed key milestones
NSC members (All council)	Consult, inform	E-consult, e-newsletters, briefing documents	At agreed key milestones
Town and Parish Councillors	Consult, inform	E-consult, e-newsletters	Part of the Highway Asset Management refresh
Milestone	Consult, inform	Contract meeting, workshop	Monthly, ad-hoc
Centregreat	Consult, inform	Contract meeting, workshop	Monthly, ad-hoc
Residents	Consult, inform	NHT survey, residents panel, e-newsletters	Part of the Highway Asset Management refresh
Neighbouring authorities	Consult, inform	Colleague meetings, heads of service meetings	Ad-hoc

4.2 A Stakeholder engagement calendar, which sets out the engagement completed with the stakeholders identified above can be found as **Appendix D**. This includes the date, group engaged with and a brief summary of the meeting.

5. Financial Implications

5.1 Full lifecycle costings across a 7-year contract term have been completed for the two options and compared to the current baseline costs. The full details can be found in **Appendix B**.

Costs

5.2 The anticipated costs associated with the recommended option are shown in the table below:

	Average Annual Cost £'000	Anticipated Cost over 7-year contract period £'000
Revenue expenditure (direct highways costs)	£2,335	£16,348
Depot running costs	£55	£383
Additional staffing costs	£302	£2,139
Revenue cost of highways capital	£499	£3,494
Subtotal Revenue	£3,191	£22,364
Capital Expenditure – NSC capital borrowing	£1,600	£11,200
Capital Expenditure – LTP Maintenance & Pothole Fund	£5,011	£35,077
Capital Expenditure – LTP Integrated Transport Scheme	£980	£6,860
Subtotal Capital	£7,591	£53,137
Overall	£10,782	£75,501

5.3 Core Assumptions:

- The borrowing costs have been modelled on 4% MRP and 3.8% interest rate
- This assumes that we continue to invest NSC own capital into highways maintenance, this is not currently approved as part of the capital programme but has been the case for a number of years to ensure we maintain a steady state in the condition of the highways network
- The estimated revenue costs are based on 2022/23 prices, these will need to be inflated in line with inflation, highways inflation is factored into the Medium-Term Financial Plan (MTFP)

Funding

5.4 The current capital strategy assumes we need to invest £7.5m of capital maintenance funding into the Highways network each year to maintain a steady state. The Council currently receives £5m from the DFT through Local Transport Plan Maintenance and Pothole grant funding. This is topped up by borrowing an additional £2.5m.

5.5 The recommended option shows a reduction in the level of funding required reducing the additional borrowing to £1.6m per year. This is due to the Council commissioning directly with tier two contractors through frameworks and a DPS driving the best possible

price and removing the need to pay a tier one contractor a profit margin and overheads. The Council will be able to deliver the same for less.

5.6 It should be noted that this level of capital expenditure is not yet approved from April 2023 onwards, this will need to be integrated into the Council's Capital Strategy. The amount we invest under the recommended option is flexible and this can therefore be reviewed over the contract term.

5.7 The Highways capital borrowing is funded through the revenue capital financing budget. It is estimated that the revenue impact of Highways borrowing will reduce by £1.9m over the contract period. This reduction in revenue will be captured within the MTFP.

5.8 The current base revenue budget for Highways revenue expenditure and the depot running costs is £2.3m per annum. This will need to be increased by revenue growth within the MTFP of £372 per annum from April 2024, over the contract period this totals £2.7m.

5.9 The net revenue impact over the 7-year contract term is therefore an increase of £660k. However, as demonstrated in **Appendix B**, this option presents a total benefit of £5.6m over the life of the contract, with all possible options presenting increases to the MTFP pressures.

5.10 The table below shows the anticipated lifecycle cost of the recommended option compared to the current assumed level of funding:

Financial Year	Recommended Option £'000	Baseline £'000	MTFP Impact £'000
2024/25	£2,842	£2,516	£326
2025/26	£2,942	£2,710	£231
2026/27	£3,066	£2,906	£161
2027/28	£3,191	£3,100	£91
2028/29	£3,316	£3,296	£21
2029/30	£3,441	£3,491	-£50
2030/21	£3,566	£3,685	-£120
TOTAL	£22,359	£21,704	£660

5.11 The net revenue impacts of the recommended option will need to be smoothed in the MTFP over the contract term, this is demonstrated in the table.

6. Legal Powers and Implications

6.1 Under the Highways Act 1980, as the local Highway Authority, North Somerset Council has a legal duty to maintain its respective sections of the highway network under section 41. This includes responsibility for maintaining, managing and, where necessary, improving the network. The council achieves this through a combination of reactive, cyclical, and planned works and delivers the plan with a combination of capital and revenue funding.

6.2 The main purpose of this project is to ensure new service arrangements are designed, approved, delivered and are ready to guarantee business continuity of Highways Maintenance Services from 1 April 2024 onwards.

7. Climate Change and Environmental Implications

7.1 In February 2019 the Council declared a Climate Emergency and an Ecological Emergency in November 2020 and pledged to provide the leadership to enable North Somerset to become carbon neutral by 2030. The Council has an ambition to drive greener change and slow global heating, to keep North Somerset a beautiful place to live for generations to come. Some of our objectives include:

- An overarching goal to become carbon neutral as an organisation and an area by 2030
- Working with our contractors, partners and services providers to support them to reduce their carbon footprint, take advantage of renewable energy sources, consider an electric fleet and reduce their use of single-use plastic
- Encouraging greener choices in local infrastructure, building and planning
- An increase in green and wild spaces, to encourage local wildlife and absorb carbon emissions

7.2 To meet these objectives requires that all possible measures are implemented, rapidly and at scale. By far the largest part of the Council's carbon footprint is from what we procure. The highways contract is currently the Council's second largest contract by value and has a significant carbon footprint. Therefore, it's essential that the highways contract contributes to delivering the Council's carbon reduction target.

7.3 Key objectives of this project and resulting contract can be linked to the Council's procurement strategy.

- Spending decisions that consider and minimise whole life cycle CO₂e emissions associated with the delivery of goods, works and services, recognising that in some cases this will need to be reflected in budgets.
- Spending decisions that consider and improve the resilience of Council services and infrastructure, to the impacts of a changing climate.
- Suppliers who embrace the aims of the Council's Environmental Policy, Climate Change Strategy and Climate Emergency declaration and by doing so promote higher environmental standards between businesses and other customers.

8. Risk Management

8.1 Risks are mainly in the areas of service continuity, legislative and regulatory, reputational and health and safety.

8.2 In addition, there are specific procurement risks around the selection of the right suppliers/providers to partner with as well as the risks of inflationary cost increases. These risks are well understood, and the best practice and industry engagement and research has led to a model which puts the council in the best place to mitigate and manage the risks identified.

8.3 The project manages risk through the development of a project risk register. The register is being monitored by the Project Team, with each of the potential risks being ranked by scale of impact and probability of occurrence. Mitigation measures are robustly managed to reduce the scale and impact of risks, and the register will be maintained throughout the life of the project.

8.4 Risk will continue to be regularly reviewed as part of the project management processes and any significant changes will be reported to the Project Sponsor.

8.5 A Project Risk Register (**Appendix C**) captures the project's key strategic risks and identifies planned actions being undertaken to mitigate these risks.

9. Equality Implications

Have you undertaken an Equality Impact Assessment? **Yes**

9.1 An equality impact assessment has been completed as part of this decision, it is considered that this decision will be neutral in its impact on the general public by allowing the Council to continue to deliver its statutory responsibilities for highway maintenance and improvements to the transport networks in the most efficient, effective, and economic manner.

9.2 The equality implications of the larger Integrated Transport schemes will also be evaluated as part of the individual scheme development process. Works that will be delivered via the new delivery model will include improvements that address mobility issues and assist people with disabilities, for example active travel and pedestrian priority improvement schemes. The Programme also includes improvements to public transport infrastructure and walking and cycling networks that aid travel to jobs and services for those who do not, or choose not to, have access to a private car.

10. Corporate Implications

10.1 As outlined in the Policy section, corporate considerations such as creating a thriving and sustainable place, a council which empowers and cares about people, and an open and enabling organisation will all be met as part of the procurement and mobilisation process

10.2 The Mobilisation costs associated with this project have been considered and factored into the costings and run via the relevant governance process.

11. Options Considered

11.1 The options considered were as follows:

11.1.1 Current model – re-tendering the delivery of core maintenance and major works delivered through a single provider. Market research showed there would be less opportunities for improvement and little market interest which could affect the competitiveness of the tender process

11.1.2(**PREFERRED OPTION**) Splitting the contract
Delivering cyclical and reactive maintenance through NSEC, and a framework/DPS to deliver the top-up capital works

11.1.3 Create a new, stand-alone local authority trading company for delivering highways maintenance and investment This option was discounted early on by the Sponsorship Board due to the financial implications of setting up and mobilising a new teckal company potentially costing more than the contract itself and not achieving economies of scale.

11.2 This report recommends option 2 as it represents a potential significant financial saving and the best balance of risk and opportunity to the Council to deliver its Highway services moving forward.

11.3 Further Information on each of these phases be found within the Economic Case of the Detailed Business Case.

Author:

Gemma Dando, Assistant Director of Neighbourhoods and Transport

Appendices:

Appendix A – Options Comparison

Appendix B – Financial Comparison

Appendix C – Risk Register

Appendix D – Engagement Calendar

Supporting papers:

FAQs for Councillors

Appendix A - Options comparison table summary

Ambition of this project is to develop the optimum model to deliver the following outcomes;

- Deliver our statutory duties
- Provide robust, professional, efficient and effective services.
- Deliver best value with the resources available and work towards a financially resilient future.
- Embrace new and emerging technology and make the best use of available data and information.
- Partnerships, both internal and external, which enhance skills, learning and employment opportunities.
- Engage with, empower where appropriate and endeavour to meet the needs of our communities.
- Work with partners to deliver the best outcomes.
- A transport network that promotes active, accessible and low carbon travel and supports the growth agenda.
- Develop a service that is understanding of social value and actively participates in the delivery of the benefits that it provides.
- Ensure we meet the transport decarbonisation agenda to support the Council’s objective to become a carbon neutral council and area by 2030

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	Option1: Single provider	Option 2: NSEC for cyclical and reactive maintenance, DPS/Framework for remainder of the service
Estimated Cost of option to NSC over contract term	£83m	£76m
Market appetite	<p>The local authority highways sector is still an attractive market for the private sector, however providers are being increasingly selective as to which contracts they bid for</p> <p>Our research has shown that a number of Tier 1 contractors may not bid due to relative size of the contract, geographical location, and other opportunities in the market.</p> <p>This poses a risk we may not get a strong competition bidding</p> <p>Any reduction in Capital funding will make this model less attractive to the market.</p>	<p>The opportunity to work directly with NSC was seen as attractive to the Tier 2 and Tier 3 (SME) market</p> <p>There is likely to be healthy market interest in a model to support transferring cyclical and reactive maintenance into NSEC</p> <p>Further market testing has confirmed that there is strong interest from the market to support the proposed model and that NSC can secure supply chain rates with Tier 2 and SME’s that are equivalent to those of a Tier 1 contractor.</p>
Strategic fit – to corporate objectives and the aims	Current strategic objectives can be written into the contract and delivered at a cost	Option two has the best strategic fit and has the most flexibility to change with the council

<p>identified for the project at the top of this document</p>	<p>Changes or enhancement of current strategy (e.g. climate emergency, social value, local employment) would require contract amendments and would come at a cost. Often difficult to enforce.</p>	<p>NSEC has excellent alignment with strategic direction of organisation as company strategy is set by the council as the sole shareholder.</p> <p>This model provides us with the best opportunity to allow for changes in priorities during the life of the contract and divert funding to areas of the programme to promote corporate objectives</p>
<p>Financial benefits and risks</p>	<p>This option is expected to cost £1.9m more over the life of the contract compared to the current baseline.</p> <p>Service quality is ultimately motivated by profit not customer satisfaction and quality.</p> <p>Any changes required to service likely to have additional cost.</p> <p>The council would be expected to take on the financial risks related to inflation, cost of living etc</p> <p>Capital programme is delivered by subcontractors working on behalf of the Tier 1 Single Provider.</p> <p>The council is likely to have to fix the amount of capital expenditure over the contract term.</p>	<p>The overall estimated financial benefit of this option over the life of the contract is £5.6m compared to the current baseline.</p> <p>The amount of capital expenditure can be flexible depending on the level of funding approved.</p> <p>Engaging directly with the market through frameworks and a DPS, will drive competitive rates for delivering the surfacing, surface dressing and other highways maintenance and investment works funded through the capital programme. This will result in capital works being completed at a lower cost therefore reducing the amount of capital borrowing required.</p>
<p>Governance arrangements</p>	<p>Management of the single provider contract would be governed by the current arrangements of the NSC client team and finance partner</p> <p>The single provider would deliver the capital elements of the contract by engaging with a supply chain of Tier 2/3 suppliers – ultimately charging an overhead in the region for the delivery of this service</p> <p>Single provider model will come with a management team (operational and commercial) to deliver this contract</p>	<p>NSC retains full strategic control of NSEC as the sole shareholder – short of the service being brought in house this provides the best alignment with the council to manage this service.</p> <p>The opportunity to develop direct relationships with Tier 2/3 supplies and cut out the middleman, creating a financial saving as a result.</p> <p>Option to add clauses for an alliance contract that will create the requirement for members of the alliance to collaborate with each other to achieve alliance</p>

		<p>and partner objectives. To achieve this, alliance members work collectively to support delivery of the contract</p> <p>Robust governance arrangements put in place for all contracts to measure performance and ensure continuous improvement.</p>
<p>Operational benefits (in bold) and risks</p>	<p>A single provider will bring a well-established track record of delivering a single provider model</p> <p>NSC manages one contract with the single provider</p> <p>Operational risks sit with the contractor</p> <p>A single provider can bring innovation from other contracts and through the supply chain.</p> <p>There is a culture that focusses on targets and profits with separation from the Council, ultimately the provider are accountable to their shareholders.</p> <p>Can be difficult to make operational improvements without additional cost being required.</p> <p>This model is less flexible to change in priorities over the life of the contract.</p>	<p>Through their quality submission, NSEC have demonstrated their ability to deliver the service, suggesting areas of added value where they can exceed specification requirements, areas where they can demonstrate quality and compliance with specification, and where they bring technical knowledge and expertise to the submission.</p> <p>All efficiencies for cyclical and reactive maintenance are for the sole benefit of the service, and the company is solely accountable to the council – i.e HGV drivers, vehicle workshop, shared overheads for management/ HR/ ICT 20% reduction in cost to senior management costs for the waste contract.</p> <p>Resilience is improved through a wider pool of resources to support peaks in service (e.g Significant weather event)</p> <p>The opportunity to build and develop collaborative and strategic partnerships with NSEC and framework/ DPS providers</p> <p>There is a genuine interest from the market in working with NSC to understand the councils’ priorities and constraints, and bring forward their ideas and innovation to develop the service</p> <p>NSEC have applied for partner membership with the Local Council Roads Innovation Group (LCRIG) and have brought forward innovation ideas in their quality submission</p>

		<p>Potential risk with ability to recruit into the internal Client and Commissioning team roles.</p> <p>Managing change from the existing ways of working – culture change would need to be adopted for option 2</p> <p>Risk of TUPE transfer of individuals from the current contractor to NSC</p>
<p>Commercial benefits and risks – income generation for council</p>	<p>Little opportunity to make efficiencies for NSC</p>	<p>There will be an efficiency saving on the Waste Contract as NSEC’s corporate costs will be shared across two contracts. This saving is estimated to be £65k and will help towards the waste savings captured within the MTFP.</p> <p>Benefit – 100% of any profit share and efficiency is realised by the council, as with the waste and recycling contact</p> <p>Commercial proposals have not yet been developed so quantum of profit and timescales are not yet known</p> <p>All investment and risk sits with the council as the NSEC shareholder</p>
<p>Reputation and customer experience</p>	<p>NSC retains majority of control over direct engagement with the customer</p> <p>NSC has no control over the outsourced service, branding and standards of customer care</p> <p>Contractors are not motivated by resident satisfaction so financial penalties are usually required to improve resident experience</p>	<p>Contract structure retains the key elements of customer/stakeholder engagement, decision making, scheme design, and works issuing within the Local Authority Highways team.</p> <p>NSEC was designed to prioritise resident experience and work proactively in neighbourhoods. This would improve resident experience of the service.</p> <p>Falling short of bringing the highway service fully in house, this option provides the best alignment between the</p>

	<p>Disproportionate amount of client time required to monitor contract</p>	<p>council and NSEC to manage our relationship with the communities we represent</p> <p>It will be NSEC badges on the jackets, there is a strong relationship already in place that understands the council's reputation and image</p> <p>By installing an in-house client/ commissioning function we can develop stakeholder relationships with a key focus of sharing information with members and TPCs and develop communication processes</p>
<p>Supports objective to become carbon neutral by 2030</p>	<p>Established resources and routes to market to explore new innovations in products/ machinery</p> <p>Council ambitions would be secondary to those of the provider</p> <p>If not set out in original contract (ending 2030) this option will be less flexible to change, likely to incur extra costs and complications</p> <p>More difficult to ensure that commitments made by service providers are monitored and delivered</p> <p>Single provider is likely to suggest technologies that will benefit them, more so than the council.</p>	<p>NSEC is aligned to the council's climate Emergency Strategy</p> <p>The Council retains full control over investment decisions</p> <p>Working with Tier 2 and SME's gives us the best opportunity to mitigate the negative impact and maximising the value achieved for the environment</p> <p>This model can change priorities throughout the life of the contract</p>
<p>Contribution to social value</p>	<p>Well established links and policies for apprenticeships, statutory sick pay, rehabilitation of ex-prisoners, ex-army – to deliver social value</p> <p>Our ability to influence and develop through the life of the contract is less obvious</p>	<p>Contributes to the local growth agenda</p> <p>Opportunity to use a local workforce, grow our existing teckal Company and access the local market of Tier 2 and SME's</p> <p>Drive the creation and expansion of SME's</p>

		<p>Build lasting partnerships with local providers and local colleges, skill centres etc</p> <p>180 Operational staff already employed on the NSEC contract, training opportunities for those wishing to upskill/ cross skill</p> <p>NSEC aligned with the Council's ambitions to promote diversity and inclusion, and to create opportunities for local people by providing access to education, training and employment</p> <p>This model allows us to spend more money in the local market</p>
Recommended?	No	Yes

Appendix B – Financial Comparison

A lifecycle costing has been prepared for each option for a contract term of 7 years. The costing are shown below with a corresponding narrative explaining the core assumptions:

Option A – Single Provider

Option A - Single Provider	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	TOTAL	Baseline	Difference
Revenue expenditure	2,532,054	2,532,054	2,532,054	2,532,054	2,532,054	2,532,054	2,532,054	17,724,380	15,860,740	1,863,640
Revenue cost of capital	195,000	390,000	585,000	780,000	975,000	1,170,000	1,365,000	5,460,000	5,460,000	-
Depot costs	54,700	54,700	54,700	54,700	54,700	54,700	54,700	382,900	382,900	-
Additional staffing costs	-	-	-	-	-	-	-	-	-	-
NSC Legal Support for Mobilisation	10,000							10,000	-	10,000
Total Revenue	2,791,754	2,976,754	3,171,754	3,366,754	3,561,754	3,756,754	3,951,754	23,577,280	21,703,640	1,873,640
Capital Expenditure - NSC capital borrowing	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	17,500,000	17,500,000	-
Capital Expenditure - LTP Maintenance & Pothole Fund	5,011,000	5,011,000	5,011,000	5,011,000	5,011,000	5,011,000	5,011,000	35,077,000	35,077,000	-
Capital Expenditure - LTP ITS	980,000	980,000	980,000	980,000	980,000	980,000	980,000	6,860,000	6,860,000	-
Total Capital	8,491,000	8,491,000	8,491,000	8,491,000	8,491,000	8,491,000	8,491,000	59,437,000	59,437,000	-
Overall	11,282,754	11,467,754	11,662,754	11,857,754	12,052,754	12,247,754	12,442,754	83,014,280	81,140,640	1,873,640

In order for this option to be viable it is assumed that the Council would need to commit to a minimum level of capital expenditure, this has been assumed to be £8.5m per annum as per the current capital programme. It should be noted that this would not all be directly spent with the provider as some of the funding will be needed for internal costs and some schemes are delivered outside of the highways contract.

It is estimated under this model that North Somerset Council would need to fund £2.5m of it's own capital resources per annum and this would be funded through borrowing.

The costs associated with this level of borrowing have been included in the revenue section of the table and total £5.4m over the 7 year period, this is based on MRP at 4% and an interest rate of 3.8%.

This option would require revenue growth of £1.9m over the contract period since the estimated revenue expenditure exceeds the current revenue base budget for Highways which is £2.2m per annum.

Option B – NSEC plus Frameworks & DPS

Option B - NSEC plus Frameworks/DPS	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	TOTAL	Baseline	Difference
Revenue expenditure	2,335,367	2,335,367	2,335,367	2,335,367	2,335,367	2,335,367	2,335,367	16,347,572	15,860,740	486,832
Revenue cost of capital	124,800	249,600	374,400	499,200	624,000	748,800	873,600	3,494,400	5,460,000	- 1,965,600
Depot costs	54,700	54,700	54,700	54,700	54,700	54,700	54,700	382,900	382,900	-
Additional staffing costs	302,000	302,000	302,000	302,000	302,000	302,000	302,000	2,114,000	-	2,114,000
NSC Legal & HR Support for Mobilisation	25,000							25,000	-	25,000
Total Revenue	2,841,867	2,941,667	3,066,467	3,191,267	3,316,067	3,440,867	3,565,667	22,363,872	21,703,640	660,232
Capital Expenditure - NSC capital borrowing	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	11,200,000	17,500,000	- 6,300,000
Capital Expenditure - LTP Maintenance & Pothole Fund	5,011,000	5,011,000	5,011,000	5,011,000	5,011,000	5,011,000	5,011,000	35,077,000	35,077,000	-
Capital Expenditure - LTP ITS	980,000	980,000	980,000	980,000	980,000	980,000	980,000	6,860,000	6,860,000	-
Total Capital	7,591,000	7,591,000	7,591,000	7,591,000	7,591,000	7,591,000	7,591,000	53,137,000	59,437,000	- 6,300,000
Overall	10,432,867	10,532,667	10,657,467	10,782,267	10,907,067	11,031,867	11,156,667	75,500,872	81,140,640	- 5,639,768

The lifecycle costing for option B showed the annual amount of capital investment required is £900k less than option A, giving a total benefit above option A of £5.6m over the duration. This is due to the Council commissioning directly with tier two contractors through frameworks and a DPS driving the best possible price and removing the need to pay a tier one contractor a profit margin and overheads. This means more capital works are completed for less money.

The costs associated with this level of borrowing are therefore reduced and total £3.5m over the 7 year period compared to £5.4m in option A.

The direct revenue expenditure is also less than option A due to the competitive rates provided by NSEC, it should however be noted that these are still more than the current revenue base budget for Highways which is £2.2m per annum.

There are additional revenue costs associated with this option since additional staff will be required to deliver this model however these are partially offset by the revenue savings associated with borrowing less capital.

Over the 7 year contract period revenue growth of £660k will be required.

Overall Option B is significantly less than Option A and is therefore the preferred option and provides the best value for money.

Recommended Option MTFP Impacts

Recommended Option - MTFP Impact	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	TOTAL
Option B - NSEC plus Frameworks/DPS	2,841,867	2,941,667	3,066,467	3,191,267	3,316,067	3,440,867	3,565,667	22,363,872
Baseline	2,515,520	2,710,520	2,905,520	3,100,520	3,295,520	3,490,520	3,685,520	21,703,640
MTFP Impacts	326,347	231,147	160,947	90,747	20,547	- 49,653	- 119,853	660,232

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Appendix C - North Somerset Council - Highway Model Selection: Risk Register

Option 1 - Single Provider Model

No	Risk	Impact	Current risk		Mitigation	Residual risk	
			Probability	Severity		Probability	Severity
1	Requirement to commit to minimum turnover in the contract	Contractor claim for loss of profit and additional overheads if minimum values not met	Low	Medium	Robust change mechanisms / processes in contract	Low	Medium
2	Price	Potential jump in rates compared to our current provider	High	High	Difficult to mitigate, manage the contract within budgets. -For Opt A, Inflation is tracked and adjusted using the 'price adjustment factor' using the latest Index and the base date index - use the BCIS Price Adjustment Formulae (PAFI) cost index series (Highway Maintenance). May need to increase revenue budgets to ensure statutory duties are fulfilled. For option C and E works prices are at defined cost	High	High
3	Innovation	Contractor may be less willing to share innovations for the benefit of NSC	Medium	Medium	Implement robust Contract Governance and performance regime	Medium	Medium
4	Market attractiveness	A number of larger opportunities in market at this time may result in poor interest in NSC.	High	High	Early market engagement to develop interest in opportunity. Amend model if required	Medium	High
5	Costs of change	Costs to respond to changing service need and priorities	Medium	Low	Robust change mechanisms and processes in contract	Medium	Low
6	Contractor solvency	Risks of contractor solvency and service continuity	Low	High	Stress tests at procurement stage and throughout contract.	Low	Medium
7	Capacity to procure new contract	Delays in procurement and continuity of service	Low	High	Establish detailed procurement plan, with external support continue with the dedicated project team to ensure delivery against agreed timescales.	Low	Medium
8	Senior managers, operations managers, and commercial team do not TUPE transfer from Milestone	Lack of operational and commercial expertise leads to sub optimal service performance	High	Low	Bidder's proposals and capacity to be evaluated as part of the tender process	High	Low
9	Contractor does not have equipment and materials to deliver the service	Long lead in times for vehicles may result in inability to deliver the service / require temporary hire	Medium	Medium	Allow adequate mobilisation period to enable successful contractor to procure. Test their contingency arrangements during bid phase. Conversations with the incumbent to mitigate Winter Service risk for April 2024	Medium	Medium

Appendix C - North Somerset Council - Highway Model Selection: Risk Register

Option 2 – NSEC for cyclical and reactive, DPS/Framework for remainder of the service

No	Risk	Impact	Current risk		Mitigation	Residual risk	
			Probability	Severity		Probability	Severity
1	Internal Culture and Competencies of running Framework and DPS	Poor contract performance, lack of scheme delivery, high compensation events, reputational damage	Medium	Medium	Client function to manage delivery and performance of the service. Recruitment, development of the right people. Investment in development and Contract Training.	Low	Medium
2	TUPE transfer of individuals from Milestone to the Council	Financial implications, Morale of Council Staff	Low	High	HR support to manage this risk and TUPE Process	Low	Low
3	Additional pressure on internal resources	Impact on existing resources (HR, Procurement, Finance etc.) and distraction from current services and priorities	Medium	Low	Ongoing dialogue with support services to understand support required, allowance in internal team structure for Procurement and Finance support - Temporary increase in resources to manage peaks in support needed e.g. forming the DPS	Low	Low
4	Attractiveness to the market	Model may not be attractive to market resulting in poor competition for the schemes element	Low	Low	Carry out early market engagement to test appetite and adjust model accordingly - early market testing indicates healthy appetite to support this model with further market testing planned to discuss proposed structure.	Low	Low
5	Securing Competitive rates from the Market	Increase in project costs due to direct engagement with Tier 2 SME Market compared with Tier 1 Suppliers	Low	Low	Market Testing to confirm Low risks as the intelligence suggests this will not be the case and will be confirmed via market testing. Market testing has confirmed the council can secure rates that are comparative with the single provider.	Low	Low
6	Installing Internal function to manage DPS and frameworks	Ability to recruit into the necessary roles	High	High	Ensure Structure reflects market forces, Recruitment, Internal Development of the right people. Investment Contract Training - Use external resource to deliver	Medium	High
7	Installing Internal function to manage DPS and frameworks	Additional support to our corporate functions	Medium	Medium	Analysis completed of requirements of support functions and allowance of funding to reflect this. Ongoing engagement with all support functions to ensure needs are met. Mobilisation budget need identified.	Medium	Medium
8	Installing Internal function to manage DPS and frameworks	Ability to comply with health and safety regulations (CDM)	Low	Medium	Clearly define roles and responsibilities both internally and externally. Investment in staff training, gap analysis. Work with contractors to ensure all responsibilities are undertaken	Low	Low
9	Service Delivery and Performance (NSEC)	Council takes risk on poor performance	Low	Medium	Implement sound procedures and accreditations e.g. ISO. Strong governance and performance mechanisms to be developed.	Low	Low
10	Service Delivery and Performance (Frameworks and DPS)	Council takes risk on poor performance	Low	Medium	Implement sound procedures and accreditations e.g. ISO. Strong governance and performance mechanisms to be developed.	Low	Low
11	Financial performance	Council takes risk of service costs.	Low	Medium	Implement sound commercial practices and commercial teams. Strong governance and performance mechanisms to be developed.	Low	Low
12	Member interface	Risk that Members view the company as in-house service rather than a commercial enterprise	Medium	Low	Member engagement workshops. Develop governance and protocols.	Medium	Low
13	Ability to obtain equipment and materials to deliver the service	Long lead in times for vehicles may result in inability to deliver the service / require temporary hire	Medium	High	Allow adequate mobilisation period to enable NSEC procure and identify contingency if/ where necessary. Conversations with the incumbent to mitigate Winter Service risk for April 2024	Medium	Medium
14	Financial stability of NSEC	Only source of income is likely to be NSC - ability to generate external income is likely to be limited at first. Council as only stakeholder therefore takes financial risk	Low	Low	Implement sound commercial practices and commercial teams. Strong governance and performance mechanisms to be developed.	Low	Low

Appendix D – Stakeholder engagement calendar

Date	Stakeholder group/ meeting intension
01 Sep 21	Highways Steering Group no.1 <ul style="list-style-type: none"> • Progress on report that is due to go to CLT • Review diagram showing relationship between council objectives and asset management objectives • Discuss timescales for phase 1
15 Sep 21	CLT briefing <ul style="list-style-type: none"> • Recommendations • Overview • Budgets • Highway Asset Management brief
14 Oct 21	Highways board no.1 <ul style="list-style-type: none"> • Agree project governance structure • PID design • Current contract extensions, DN's required
Nov – Dec	Highway team meeting briefings <ul style="list-style-type: none"> • Highway operations • Street Lighting • Contracts team • Area Officers • Design teams • Active and sustainable travel • Network management • Structures • Strategic transport team • Community and Environment
19 Nov 21	Exec Member briefing – overview/ update on project
01 Dec 21	Highways Steering Group no.2 – prep for VFM workshop and options analyser
01 Dec 21	Place panel – Highways and Transport subgroup <ul style="list-style-type: none"> • Project background

	<ul style="list-style-type: none"> • Recommendations • Overview of existing contractual arrangements and extensions required • Highway Asset Management Strategy brief
02 Dec 21	<p>Highways Sponsorship board no.2</p> <ul style="list-style-type: none"> • Project update • Contract extension update • Highway Asset Management strategy update • Overview of VFM and options analyser workshops • Engagement session (see Highway team meeting briefings – above)
07 Dec 21	<p>Exec Member briefing</p> <ul style="list-style-type: none"> • Complete portfolio holder questionnaire in preparation for the VFM workshops
10 Dec 21	<p>Value For Money workshop – led by Proving Services</p> <ul style="list-style-type: none"> • Background and Purpose • Stakeholder Scoring - Economy • Stakeholder Scoring - Efficiency • Stakeholder Scoring - Effectiveness
06 Jan 22	<p>Highways Sponsorship board no.3</p>
12 Jan 22	<p>Options Analyser part 1 – led by Proving Services VFM Assessment</p> <ul style="list-style-type: none"> • Stakeholder Scoring – Strategic Value • Stakeholder Scoring – Stakeholder Value • Future Service Delivery Options • Establish our Future Strategic Objectives • Determine the Future Options we wish to assess
19 Jan 22	<p>Options Analyser part 2 – led by Proving Services</p> <p>Scoring workshop:</p> <ul style="list-style-type: none"> • How might each potential service delivery option contribute to the delivery of our strategic objectives, relative to our current model? • How attractive and achievable is each potential service delivery option, relative to our current model?
03 Feb 22	<p>Highways Sponsorship board no.4 – project update and outcomes of the workshops</p>

24 Feb 22	Place comms lead briefing
02 Mar 22	Place Panel (Scrutiny) – project update
08 Mar 22	Highways Sponsorship board no.5 <ul style="list-style-type: none"> • Confirm shortlist of options to be reviewed • Overview of engagement (this document) • Overview from DMSqd work ahead
14- 31 Mar 22	Working group (attendees tbc): DMSqd workshops <ul style="list-style-type: none"> • Agree practical criteria for evaluation purposes that will allow differentiation between the options (meeting statutory obligations and customer needs) Contract scope
16 Mar 22	Highways Steering group no.2 <ul style="list-style-type: none"> • Workshop: SMART objectives for future highway delivery model • Workshop: work programmes to feed into the highway asset management strategy
21 Mar 22	Party group leader briefing (Cllrs Bell, Petty, Gibbons) - – project update
24 Mar 22	Party group leader briefing (Cllrs Davies, Solomon) - – project update
31 Mar 22	Highways board no.6 - HAMS Update – Diane will update with Agenda
10 April	Party group leader briefing (Cllr Ashton) – project update
Mar – Apr (various dates with each team)	Highway team meeting briefings <ul style="list-style-type: none"> • Highway operations • Street Lighting • Contracts team • Area Officers • Design teams • Active and sustainable travel • Network management • Structures • Strategic transport team • Community and Environment
04 May 22	Highways board no.7

18 May 22	NSEC engagement meeting no.1 – introduction
26 May 22	NSEC site visit meeting no.2 - Site visit with highway operations, NSEC MD and Operations Director Establish any skills gap, appetite etc
27 May 22	Highways board no.8
30 May 22	Informal exec update 01 (with Cllr Hogg) Initial briefing for Cllr Steve Hogg as new Exec Member
07 Jun 22	NSEC meeting No. 3 - brief NSEC on the requirement and to agree timescales for the Business Case
15 Jun 22	NSEC shareholder board
01 Jul 22	Highways board no.9 - Update on Project Progress
01 Jul 22	Place Scrutiny Board no.2 - HAMS wider briefing and update - Highway Programme introduction since contract extensions 2021
06 Jul 22	Informal exec update 02 (with Cllr Hogg) HAMS FOCUS
07 Jul 22	NSEC business case development – HR focus
12 Jul 22	NSEC business case development – follow up finance
14 Jul 22	NSEC business case development – final meeting
18 Jul 22	Party group leader briefing 2 - Update on Project Progress
19 Jul 22	NSEC BUSINESS CASE DEADLINE
25 Jul 22	NSEC business case internal finance review with Jo J and Amy W
29 Jul 22	Highways board no.10 – project update
01 Aug 22	Informal exec update 02 (with Cllr Hogg) Update on Project Progress
02 Aug 22	Place Scrutiny – Cllrs John Crockford-Hawley, Peter Crew - Update on highways sub panel
03 Aug 22	Highways Steering Group – update on project, start up discussions on DPS/ framework
03 Aug 22	All Member Briefing – update on project
11 Aug 22	Highway service engagement – DPS/ Framework interviews 1 of 2 - Highway maintenance, street lighting, flood
17 Aug 22	Highway service engagement – DPS/ Framework interviews 2 of 2 Structures, highway asset management, design/ safety
23 Aug 22	Procurement workshop on DPS/ Framework
01 Sep 22	NSEC shareholder board
02 Sep 22	NSEC finance submission discussion with Place Finance partner
16 Sep 22	NSEC shareholder board
20 Sep 22	Highways programme steering group – outcomes of due diligence/ preferred model
20 Sep 22	Finance partner review 1

23 Sep 22	NSEC shareholder board meeting
29 Sep 22	Finance partner review 2
05 October	Highways board no.12 (rescheduled from 29 Sept 22) – Outcome of due diligence/ preferred model + Q&A
10 Oct 22	Exec/ Leader briefing - Outcome of due diligence/ preferred model
11 Oct 22	Place Scrutiny Panel – Outcome of due diligence/ preferred model
w/c 17 Oct 22	Commissioning report and appendices shared with (for comment): <ul style="list-style-type: none"> • Exec member • Group party leaders • Chairman and vice chairman of Place Scrutiny Panel
w/c 17 Oct 22	All member pre-full council engagement session 1 - Outcome of due diligence/ preferred model
20 Oct 22	CLT/Exec agenda formulation
20 Oct 22	Exec member briefing
25 Oct 22	Final report submission deadline
27 Oct 22	Highways board no.13
w/c 31 Oct 22	All member pre-full council engagement session 2
1 Nov 22	Exec member briefing
7 Nov 22	Chairman's agenda conference
8 Nov 22	Full council meeting
29 Nov 22	Highways board no.14 Commence implementation of full council outcome

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North Somerset Council

Report to the Council

Date of Meeting: 8th November 2022

Subject of Report: MetroWest Phase 1 Update – governance and funding agreements

Town or Parish: All

Officer/Member presenting: Cllr Steve Bridger, Leader of the Council and Executive Member for Major Infrastructure Projects

Key Decision: No

Reason:

Not an Executive Decision

Recommendations

The Council is asked to:

- 1) Note that since the report to Council of 12th July 2022
 - a) the additional £35.58m project capital funding has been confirmed by the project funding partners and the project has therefore resumed.
 - b) the Department for Transport (DfT) confirmed that it will take the project delivery risk going forward via its delivery agent Network Rail
 - c) that the DfT will provide up to £13.80m funding for all project costs up to the submission of the Full Business Case, which is now expected to be in March 2024. And;
 - d) that the Development Consent Order decision is expected to be made by mid November 2022 and there are no known impediments for the decision to be made within this timescale.
- 2) Delegate authority for the Director of Place advised by the s151 officer and Head of Strategic Procurement to finalise, sign and enter into the Funding Agreement with Network Rail (see draft agreement in appendix 2) for the defined project scope up to Full Business Case approval at an estimated cost of £3.49m to be funded by the DfT via Network Rail.
- 3) Delegate authority for the Executive Member for Major Infrastructure Projects advised by the Director of Place and Head of Strategic Procurement, to finalise the Procurement Plan (see appendix 4) in consultation with the West of England Combined Authority (WECA).

1. Summary of Report

- 1.1. MetroWest Phase 1 (the Project) proposes to upgrade the existing local train service for the Severn Beach Line and the Bath Spa to Bristol Line (Phase 1A) and re-open the Portishead rail line with stations at Portishead and Pill (Phase 1B). The Project is being promoted by North Somerset Council (NSC) and the West of England Combined Authority (WECA). The Project forms part of a wider MetroWest programme to deliver strategic enhancements to the local rail network over the medium term.
- 1.2. The project had to be paused earlier this year due to the estimated costs exceeding the project budget, due to issues beyond the control of NSC and WECA. The project funding gap was resolved in July 2022, with additional funding contributions made by the Department for Transport (DfT), NSC and WECA. In addition to their increased funding the DfT confirmed in their letter of 19th July 2022 they will also take the delivery risk for the project and will fund project costs up to the completion of the Full Business Case (see letter in appendix 1). The agreements to finalise this commitment are being progressed.
- 1.3. Since the report to Council of 12th July 2022 the additional £35.58m project capital funding has been confirmed by the project funding partners (including the additional £10m by NSC authorised on 12th July 2022). The project has since resumed and the NSC & WECA integrated team have assisted Network Rail in preparation for Network Rail issuing a key invitation to tender to the market. NSC & WECA retain significant project scope relating to ecology works, works to bridges, minor highway works, land acquisition, Development Consent Order (DCO) interfaces, legal processes, business case and supporting project management.
- 1.4. A DCO decision is expected to be made by the Secretary of State for Transport by mid November 2022 and there are no known impediments for the decision to be made within this timescale. The DCO will provide the necessary powers to build and operate the project including powers for the compulsory acquisition of land (where necessary).
- 1.5. In light of the changes to the project delivery lead, it is now necessary to enter into a funding agreement with Network Rail (as a sub-contractor to them) and approve the updated Procurement Plan (see appendix 4).

2. Policy

- 2.1. The project is identified in the Joint Local Transport Plan 4, and North Somerset's Core Strategy as a priority for early delivery. Re-opening the Portishead line was also included in the 2007 Replacement Local Plan and successive Local Plans over a number of decades. MetroWest contributes to the package of infrastructure to support the delivery of housing land in North Somerset through urban intensification, job creation and sustainable growth. As part of a wider package of public transport advancements across North Somerset and the region, the project will promote alternatives to car use and improve the resilience of the existing and future highway network.

- 2.2. The delivery of the project aligns with the vision and priorities set out in the North Somerset Council Corporate Plan 2020 - 2024. The project underpins 'An open, fair and green North Somerset Council', through the delivery of a mode of transport that will be accessible to all including young and elderly people (many of whom have limited access to transport), with step free access to station platforms enhancing transport equality. This is reflected in the Council's priorities to achieve:
- A thriving and sustainable place
 - A council which empowers and cares about people
 - An open and enabling organisation

3. Background

- 3.1. The key driver for the re-opening of the Portishead Line is to transform rail access and connectivity for Portishead and the surrounding area, whilst resolving the current highway congestion on the A369 highway. The A369 is the only transport corridor between Portishead and Bristol. The A369 has major bottlenecks at both ends of the corridor because of the one of the busiest sections of the M5 dissecting the corridor at the Junction 19, east of Portishead and at the other end of the corridor there is systemic congestion into and through Bristol City Centre. These bottlenecks cause major disruption to the local community and business through poor highway journey times, poor journey time reliability and severe lack of highway network resilience.
- 3.2. The following are the primary benefits of the scheme:
- Significantly reduced travel time into Bristol from Portishead to 23mins compared to bus (60min+) & car (50min) significantly improving people's access to employment and services.
 - Over 50,000 people brought within direct catchment of a rail station (Portishead & Pill) for the first time in over 60 years,
 - 1.2m additional rail journeys and £7m revenue within 15 years of opening.
 - Benefits to the regional economy in Gross Value Added (GVA) of £43m per annum
 - Delivers the removal of 13 million car-km annually by 2041.
- 3.3. The primary objectives and phases of MetroWest 1 are the following:
- MW1a: Severn Beach Line infrastructure and service enhancements, including two services per hour to Avonmouth, with one continuing to/from Severn Beach.
 - MW1a: Additional trains and necessary upgrades to existing infrastructure to create an overall half-hourly service calling at all stations between Bristol Temple Meads and Westbury.
 - MW1b: New hourly service between Portishead and Bristol Temple Meads, consisting of existing 9km freight-only and re-opening 5km of disused railway with two new stations at Portishead and Pill.
- 3.4. The infrastructure enhancement works associated with MetroWest 1a have been completed. The services between Bristol Temple Meads and Severn Beach have been operational since December 2021.
- Funding Agreement with Network Rail**
- 3.5. In taking on the project delivery lead, the DfT will channel project funding for work feeding into the Full Business Case (FBC) via Network Rail. Network Rail will in turn contract NSC to deliver the elements within the NSC/WECA project scope.

This approach where NSC hosts contracts for the benefit of both NSC and WECA is effectively a continuation of existing arrangements between NSC and WECA. The existing Initial Promotion Agreement ver3 and related Side Agreement between NSC and WECA covers the joint working arrangements between the two parties up to the approval of the FBC. In practice the NSC contracts are managed jointly by the NSC & WECA integrated project team (see para 3.7 below).

- 3.6. To enable Network Rail to contract with NSC it is necessary for both parties to enter into a Funding Agreement. A Funding Agreement is being negotiated and a draft version is attached in appendix 2. NSC's responsibilities and liabilities under the Funding Agreement relate only to providing the services defined in the agreement which in summary are:
- ecology services / works
 - detailed design for minor works to bridges
 - detailed design for minor highway works
 - land interfaces
 - Development Consent Order (DCO) interfaces
 - legal processes
 - supporting project management and production of the FBC
- 3.7. Authorisation is sought for delegated authority for the Director of Place advised by the s151 officer and Head of Strategic Procurement to finalise, sign and enter into the Funding Agreement with Network Rail for the defined project scope up to FBC approval at an estimated cost of £3.49m to be funded by the DfT via Network Rail.
- 3.8. The NSC & WECA integrated project team will continue to manage the NSC & WECA scope with full transparency. While the NSC & WECA integrated team will no longer have responsibility for the rest of the project (the Network Rail works), the integrated team have substantial embedded knowledge of the project and Network Rail are eager for the integrated team to provide wider support and advice for the delivery of the project. Equally as joint promoters of the project to date, NSC & WECA have an interest in ensuring the project is ultimately delivered. Therefore, there is a clear rationale for the NSC & WECA integrated team to provide wider support for Network Rail to assist the delivery of the project. Further details about the project governance arrangements are set out below in para 3.9 – 3.10.
- 3.9. Revised project governance arrangements are being discussed with the DfT. The governance arrangements will reflect the contractual flow down from the DfT to Network Rail as its delivery agent, with NSC being a sub-contractor to Network Rail. The governance arrangements will include change control protocols and wider contract management requirements. The revised governance arrangements will also recognise the wider supporting role of NSC and WECA as set out in para 3.8 above.
- 3.10. A monthly MetroWest Integrated Programme Board will be established focussing on the technical aspects to be attended by DfT, NR, NSC and WECA. The MetroWest Integrated Programme Board will in turn report to an existing DfT board (to be determined) and will report to the existing NSC and WECA Sponsorship Board

which provides assurance oversight between the two parties. The draft revised governance arrangements are shown in a governance chart in appendix 3.

Procurement Plan

- 3.11. The project Procurement Plan has been updated to reflect the revised NSC & WECA project scope and project delivery timescales (see appendix 4). The updated Procurement Plan replaces the previous version which is now out of date.
- 3.12. The updated Procurement Plan sets out in detail the context for the procurement, the scope of the professional services and works that need to be procured, the route to market, the timescales, governance arrangements, social value, climate emergency evaluation, contract management and other options considered. The details of the proposed route to market for each package of scope is set out in table 2 of the Plan which is extracted below.

Table A - Extract from Updated Procurement Plan (Table 2 – Route to market)

Package	Description of Works	Route to Market	Reasons for the approach	Duration of contract
Economic appraisal & business case technical support	Economic appraisal compliant with DfT TAG guidance, to produce the Full Business Case (FBC) and wider technical support for the production of the five business case dimensions.	WoE Professional Services Framework (PSF) direct award within the sole supplier threshold.	Aecom have substantial knowledge of the project based on their involvement across the MetroWest programme. To ensure consistency of approach and efficiency, Aecom should be commissioned via WoE PSF, within the sole supplier threshold.	Sept 2023 to Aug 2024 (12 months)
Ecology & Landscape Planting	Phase A - Ecology enabling works on the dis-used line including phased vegetation clearance, tree felling, erecting reptile fences ahead of translocating and displacing protected species.	Parks & Open Spaces Term Maintenance contract (Glendale)	The term maintenance contractor quotes for each job. The experience to date has been positive and the contractor has been responsive.	Nov 2022 to June 2023 (8 months)
	Phase B - Ecology enabling works on the dis-used line, including but not limited to, tree felling, badger mitigation, vegetation clearance & maintenance of ecological mitigation (such as reptile fencing).	Parks & Open Spaces Term Maintenance contract (Glendale)	The term maintenance contractor quotes for each job. The experience to date has been positive and the contractor has been responsive.	July 2023 to June 2024 (12 months)
	Phase C - Ecology enabling works remaining on the dis-used line and operational line, including but not limited to, phased vegetation clearance, tree felling, erecting newt / reptile fences ahead of translocating and displacing protected species.	Open Competitive procurement or use of a Network Rail framework if available	Some of these works are on the operational railway and only Network Rail approved contractors can undertake these works. Glendale are not currently an NR approved contractor.	July 2024 to June 2025 (12 months)

	Ecological compensation works at Leigh Woods as defined by Package 2 of the Habitat Regulation Assessment.	The Forestry Commission (Forestry England) direct award in connection with land option agreement	These works are to be undertaken on Forestry Commission land and MetroWest has entered into a wide-ranging option agreement including provision for Forestry Commission to undertake these works, within close proximity of the site to the Avon Gorge SAC and very rare flora.	April 2023 to Sept 2026 (39 months)
Highways & Bridges	External resource to support with the preparation of Invitation to Tender for Highways and Bridges.	WoE Professional Services Framework (PSF) mini competition	This support can be provided by any of the three contractors on the PSF	March 2023 to July 2023 (5 months)
Bridges	Construction works to four road over rail bridges and one pedestrian bridge (Gas works Bridge) entailing defect rectification and vehicle restraint works. Note Gas Works Bridge has been descope from the project but the rectification works need to be undertaken by the Highways Service and will be funded separately.	Open competitive procurement	Procurement will use NEC4 Engineering & construction Contract	June 2024 to April 2026 (23 months)
Highways & Drainage	Hardware and software (MOVA) upgrade to the signals of the Ashton Vale Road and Winterstoke Road junction in Bristol.	Bristol City Council Traffic Signals Team via s278 (of the Highways Act 1980) agreement already entered into.	This is a highly specialised hardware and software upgrade, which the Bristol City Council Traffic Signals Team will lead and deliver as the asset owner, under a s278 agreement.	June 2024 to April 2026 (23 months)
	Detailed design & construction of: a) extension to the left turn lane from Winterstoke Road into Ashton Vale Road, Bristol, b) improvements to bus stops on Lodway/ Heywood Road (Memorial Club) Pill, c) highway drainage at Underbanks and Avon Road, Pill, and d) extension to footway on Station Road and associated improvements between Monmouth Road and Pill station forecourt on Station Road.	Open competitive procurement two stage design & build contract	These highway works are packaged together as this will be more efficient to procure and manage. Procurement will use NEC4 Engineering & construction Contract	June 2024 to April 2026 (23 months)

3.13. The proposed route to market comprises a combination of, use of the WoE Professional Services framework contract, use of a term maintenance contract,

competitive procurements and a direct award contract with Forestry England. The rationale for the approach for each package of project scope is set out in table 2 above.

- 3.14. The recommendations for each package of project scope are set out in the table below.

Table B - Recommendations for each package of project scope

Package	Route to Market	Duration of contract	Estimated Contract Value	Estimated Spend prior to Full Business Case Approval	Recommendation
Economic appraisal & business case technical support	Economic appraisal compliant with DfT TAG guidance - WoE Professional Services Framework (PSF)	Sept 2023 to Aug2024 (12 months)	Up to £43,750	Up to £43,750	Instruct Aecom via WoE PSF, within the sole supplier threshold
Ecology & Landscape Planting	Phase A - Ecology enabling works - Parks & Open Spaces Term Maintenance contract (Glendale)	Nov 2022 to June 2023 (8 months)	Up to £404,250	Up to £404,250	Instruct Glendale via Parks & Open Spaces Term Maintenance contract
	Phase B - Ecology enabling works - Parks & Open Spaces Term Maintenance contract (Glendale)	July2023 to June 2024 (12 months)	Up to £269,500	Up to £269,500	Instruct Glendale via Parksts & Open Spaces Term Maintenance contract
	Phase C - Ecology enabling works - Competitive procurement	July 2024 to June2025 (12 months)	Up to £206,250	£0	Proceed with open competitive tender
	Ecological compensation works at Leigh Woods - The Forestry Commission (Forestry England) direct award in connection with land option agreement	April 2023 to Sept 2026 (39 months)	Up to £165,000	Up to £62,500	Instruct Forestry England via a direct award via a director decision notice
Highways & Bridges	External resource to support with the preparation of Invitation to Tender for Highways and Bridges - WoE Professional Services Framework (PSF)	March 2023 to July 2023 (5 months)	Up to £62,500	Up to £62,500	Seek cost estimates from contractors (mini competition) on the WoE PSF
Bridges	Construction works to four road over rail bridges and one pedestrian bridge -	June 2024 to April 2026 (23 months)	Up to £1,115,638	£0	Proceed with open competitive tender

	Competitive procurement				
Highways & Drainage	Hardware and software (MOVA) upgrade - Bristol City Council Traffic Signals Team via s278 (of the Highways Act 1980) agreement already entered into.	June 2024 to April 2026 (23 months)	Up to £51,313	£0	Instruct Bristol City Council Traffic Signals Team via s278 agreement
	Detailed design & construction of highway works at a) Winterstoke Road into Ashton Vale Road, Bristol, b) improvements to bus stops on Lodway/ Heywood Road (Memorial Club) Pill, c) highway drainage at Underbanks and Avon Road, Pill, and d) extension to footway on Station Road and associated improvements between Monmouth Road and Pill station forecourt on Station Road - Competitive procurement	June 2024 to April 2026 (23 months)	a) Up to £1,282,188 b) Up to £128,438 c) Up to £171,000 d) Up to £85,500	a) £0 b) £0 c) £0 d) £0	Proceed with open competitive tender
Total			Up to £3,985,326	Up to £842,500	

3.15. Following approval of this Procurement Plan all Contract Awards for each package of project scope will be subject to approval in line with the Council's contract standing orders.

4. Consultation

4.1. Extensive public consultation has been undertaken over several years on the project proposals. The response to the consultations was very high with almost 2,000 separate responses received over both stages and the level of support for the scheme is also very high with 95% of community respondents fully or mainly in support of the proposals. Further information on the project consultation is set out in the DCO Consultation Report which is a DCO application document and is available from: <https://infrastructure.planninginspectorate.gov.uk/projects/south-west/portishead-branch-line-metrowest-phase-1/?ipcsection=docs>

5. Financial Implications

5.1. The estimated capital cost of the project (as reported to Council at its 12th July 2022 meeting) is £152.01m. The additional capital funding allocated by the DfT, NSC and WECA in July 2022 has resolved the project capital funding gap such that the total

project capital budget is now £152.01m. The capital budget comprises the funding sources as set out in the table below:

Funding source	Available Funding (in £m)
1. West of England Local Growth Fund	£18.87
2. West of England Economic Development Fund	£49.53
3. West of England councils contributions	£4.41
4. NSC additional contribution	£5.86
5. WECA Investment Fund	£5.86
6. DfT RYR contribution	£31.90
7. NSC additional contribution (allocated July 2022)	£10.00
8. WECA additional contribution (allocated July 2022)	£10.00
9. DfT additional RYR contribution (allocated July 2022)	£15.58
Total	£152.01

5.2. The final CAPEX cost of the project will be confirmed following the outcome of the Network Rail procurement, the appointment of the design and build main works contractor and the completion of the detailed design (GRIP5). The final cost will be reported via the FBC to all funders (NSC, WECA & DfT), in spring 2024.

5.3. As set out in their letter of 19th July 2022 (see appendix 1), the DfT will meet all project costs up to the submission of the FBC, up to a maximum of £13.80m. The NSC & WECA project scope up to the FBC is estimated at £3.49m, with the remaining £10.31m comprising the estimated cost of Network Rail's scope up to FBC. Market prices have not yet been received for the Network Rail, nor the NSC & WECA project scope, therefore at this stage the estimated costs up to FBC carry some risk. Market prices for project scope up to FBC are expected to be received before Christmas 2022.

5.4. As report to Council at its 12th July 2022 meeting, while the train services are forecast to breakeven and start to yield a revenue surplus, further work is needed on the detailed costs and forecast fare revenues in relation to assumptions on the pace that rail passenger demand recovers from covid 19. There are a number of variables that effect how quickly the services reach breakeven point and the arrangements for the train services require further discussion and negotiation with the DfT. This work will be undertaken in parallel with the detailed design (GRIP 5) and will feed into the FBC. The aim of this work is to mitigate the additional forecast OPEX costs.

6. Legal Powers and Implications

6.1. The Development Consent Order has a range of legal implications which are set out in the report to Council at its meeting of 25th June 2019.
<https://apps.n-somerset.gov.uk/Meetings/document/report/NSCPM-38-603>

7. Climate Change and Environmental Implications

- 7.1. MetroWest Phase 1 requires an Environmental Statement to support the Development Consent Order (DCO) application. Climate change and environmental impacts have been assessed in the Environmental Statement. The Environmental Statement is a key DCO application document and is available from: <https://metrowestphase1.org/dco-application/>

8. Risk Management

- 8.1. The project risk profile for NSC and WECA has reduced substantially since the DfT confirmed in its letter of 19th July 2022 that it will take the project delivery risk in relation to the capital investment. That being said, there remains a number of key project risks which need to be carefully managed through this next phase of work culminating with the submission of the FBC to the DfT.
- 8.2. A full risk register is in place for the project and is reported regularly to the MetroWest Phase 1 Board. Project risks are under continual review by the project team, sponsors and the S151 officers.

Key Risks

- 8.3. Cost of the NSC & WECA project scope above budget – there is a risk that the cost of the NSC & WECA project scope either pre or post FBC exceeds the budget, which could impact on achieving key project milestones. Any cost increases pre FBC that cannot be directly mitigated will be discussed with Network Rail and the DfT. It may be possible to defer some aspects of NSC & WECA scope to post FBC and deal with any cost increase as part of the FBC submission, if necessary.
- 8.4. Project affordability - there is a risk that market prices for key contracts are more expensive than expected, resulting in a further funding challenge, which if not resolved will result in the project being paused with a risk of revenue reversion occurring.
- 8.5. DCO decision - has been delayed by the Secretary of State twice. A DCO decision is expected to be made by the Secretary of State for Transport, by mid November 2022 and there are no known impediments for the decision to be made within this timescale. Any further delay to the DCO decision would have further programme and cost impacts.
- 8.6. Integration of ecology enabling work – with main works programme may identify interfaces that impact on the overall programme. The ecological constraints of the project are complex, given the 5km of dis-used railway and the Avon Gorge Special Area of Conservation.
- 8.7. The OPEX risk - will remain and will need to be resolved leading up to the completion of the FBC. As set out in paragraph 5.4 there are various variables at play which need to be worked through with WECA, DfT and Great Western Railway, leading up to the submission of the FBC. A further report will be brought back to Full Council setting out further information about the operational costs before the FBC is submitted to the DfT.

9. Equality Implications

- 9.1. An Equality Impact Assessment has been undertaken and was attached to the report to Full Council of 10th November 2020.

10. Corporate Implications

- 10.1. The improvement of the transport network is a key priority in the Corporate Plan. The project will play a significant role in Supporting Economic Prosperity (Aim 5) and Protecting and Improving the Environment (Aim 3). There are no specific cross-service implications.

11. Options Considered

- 11.1. The WoE Joint Transport Board (superseded by the WoE Joint Committee) considered three main options at its meeting on 17th March 2017 and determined to take a staged approach to the delivery of the scheme. Chapter 3 Scheme Development and Alternatives Considered of the Environmental Statement which is a DCO application documents sets out the options considered in detail. The document is available from:

<https://infrastructure.planninginspectorate.gov.uk/projects/south-west/portishead-branch-line-metrowest-phase-1/?ipcsection=docs>

- 11.2. The wider context for the project option selection is as follows; the local rail network across the West of England is under-developed in comparison with similar sized city regions, the local highway network is congested at key locations on arterial corridors and the overall demand for transport continues to increase. The focus of the project option selection was to address the project objectives by making effective use of dis-used / under-used strategic rail corridors in parallel with enhancements to existing local rail lines.

Author

James Willcock, MetroWest Phase 1 Programme Manager

Appendices

Appendix 1 - Letter from the Department for Transport of 19th July 2022

Appendix 2 - Draft template Funding Agreement between Network Rail and NSC

Appendix 3 - MetroWest Governance Chart (Draft)

Appendix 4 - Updated Procurement Plan

Background Papers

Report to Council 12th July 2022 MetroWest Phase 1 Update

<https://n-somerset.moderngov.co.uk/documents/s3663/06%20MetroWest%20Phase%201%20Report%20to%20the%20Council%2012th%20July%202022%20-%2021-06-22%20FINAL.pdf>

Report to Council 19th July 2021 MetroWest Phase 1 Delivery Update

<https://n-somerset.moderngov.co.uk/ieListDocuments.aspx?CId=169&MId=678&Ver=4>

Report to Council 23rd February 2021 MetroWest Phase 1 - 2021/22 Budget

<https://n-somerset.moderngov.co.uk/ieListDocuments.aspx?CId=169&MId=718&Ver=4>

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Dan Norris
Mayor of the West of England

Councillor Steve Bridger
Leader of North Somerset Council

19 July 2022

Thank you for your letter of 24 May regarding the funding of the MetroWest Phase 1b (Portishead line) scheme.

You will be aware that following my letter of 14 April 2022, I asked my officials to work with the West of England Combined Authority and North Somerset Council to explore alternative sources of funding to close the reported funding gap for capital costs that you have reported in respect of the MetroWest 1b scheme to reopen railway services between Bristol and Portishead. I understand that you have identified sources to fund an additional £10 million each, subject to formal approval by your authorities.

I recognise that the Portishead scheme has the ability to bring the communities of Bristol and Portishead closer together and address some of the Government's key priorities in levelling up the economy, supporting jobs and growth and decarbonisation. On the condition that formal commitments are entered into by your authorities to increase funding for the Portishead scheme by £10 million each, I am willing to commit to meeting your request for additional funding of £15.58 million to come from the Restoring Your Railway Fund. This will increase the Department for Transport's total contribution towards the Portishead scheme to £47.48 million.

The capital cost funding gap position you reported in May relates to a proposal to deliver the project for a capital cost of £152 million which is predicated on the Department for Transport assuming the sponsor role for the project and with Network Rail taking on the delivery role. I confirm that my Department will assume the sponsor role and that the project will be delivered in accordance with the Rail Network Enhancements Pipeline (RNEP) process. On confirmation that the aforementioned funding commitments have been entered into by your authorities, my officials will provide a funding agreement and terms for the future performance of the Portishead scheme.

In entering into the funding agreement and governance arrangements, the Department for Transport will commit to fund £13.8 million towards the development of a Full Business Case for the scheme, based on a detailed design, to be submitted in Autumn 2023 for approval in accordance with the RNEP process. The remainder of the Department for Transport funding commitment towards the Portishead scheme will be contingent on approval of the Full Business Case.

I am aware that the early years of passenger services will require an operational subsidy to be paid to the rail operator until such time as the services generate net revenues. I recognise that more work needs to be undertaken to understand the likely requirement for such subsidy in relation to the MetroWest 1b (Portishead) scheme. It is essential that our organisations work together alongside GWR to reduce the requirement for such operating subsidy and my officials will work closely with yours to this end to ascertain future pressure on your budgets.

My Department will continue to work closely with officials from your respective organisations, as well as Network Rail, to support the delivery of the scheme.

WENDY MORTON MP

MINISTER OF STATE FOR TRANSPORT

**SHORT FORM TEMPLATE – Funding from Network Rail Agreement
(Rev 12012022)**

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James Wilcock
North Somerset Council
Walliscote Grove
Weston Super Mare
Somerset
BS23 1UJ

Network Rail Infrastructure Limited
Templepoint
Redcliffe Way
Bristol
BS1 6NL

(the "Recipient")

Dated: as at signatures

("Network Rail")

Dear Recipient,

Funding from Network Rail Agreement for MetroWest Phase 1b (Bristol to Portishead)
(the "Project")

Network Rail has allocated funding towards the Actual Cost of the Works/Services incurred by the Recipient in undertaking the Project subject to the terms of this letter.

In this letter including the Schedules (hereafter referred to as the "**Agreement**"), the definitions in Schedule 1 shall apply.

We refer to our previous discussions about the Project and confirm our agreement in respect of the funding for the Design phase of this Project as follows:

1 The Works/Services

- 1.1 The Recipient intends to carry out or procure the carrying out of the Works/Services as set out in Schedule 2. Following the commencement of the Works/Services, the Recipient shall use its reasonable endeavours to complete the Works/Services **[by date]**.
- 1.2 The Recipient confirms that it shall proceed with the Works/Services on the terms set out in this Agreement and in accordance with Good Industry Practice.
- 1.3 In appointing suppliers and contractors to perform the Works/Services the Recipient shall use a competitive procurement process and shall provide evidence of such if required by Network Rail.

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- 1.4 The Recipient shall enter into a Protection Mechanism¹ with Network Rail prior to the Recipient commencing the Works/Services, where the Recipient needs to enter upon the Network for the purpose of performing the Works/Services or where Network Rail considers that the Works/Services are of such a nature that a Protection Mechanism is required to protect the Network. The Recipient and Network Rail will work together in good faith to put in place a Protection Mechanism and the Recipient shall perform the Works/Services in accordance with the Protection Mechanism.
- 1.5 Prior to commencement of the Works/Services the Recipient must obtain Network Rail's written technical approval of the proposals relating to the design and execution of the Works/Services.

2 Monitoring and reporting

- 2.1 Following commencement of the Works/Services, the Recipient shall provide Network Rail with written progress updates each Period in relation to the Works/Services including:
- (a) information on the progress of the Works/Services;
 - (b) a programme showing the timings for the completed and outstanding Works/Services;
 - (c) a cost report showing the current Actual Cost and anticipated final Estimated Cost of the Works/Services; and
 - (d) any significant risks to programme or cost and the proposed mitigation measures.
- 2.2 The Recipient shall provide details of all Actual Costs incurred in delivering the Works/Services and if requested allow Network Rail to audit its accounts.
- 2.3 The Recipient shall retain for six years and make available to Network Rail all invoices, receipts, accounts and records relating to the expenditure of the Funding.
- 2.4 The Recipient shall comply (and shall procure that any contractors and sub-contractors comply) with all requests by Network Rail for information pursuant to the Comptroller and Auditor General of the National Audit Office performing its duties of external audit of Network Rail's activities.

3 Completion of the Works/Services

- 3.1 The Recipient shall notify Network Rail in writing once it considers that the Works/Services have been completed in accordance with the requirements of this Agreement in order to enable Network Rail to certify completion of the Works/Services.
- 3.2 Following receipt of a notification from the Recipient pursuant to clause 3.1, provided that Network Rail is satisfied that the Works/Services comply in all respects with this Agreement, and that all deficiencies, snagging and defects have been rectified, Network Rail shall issue a certificate of completion of the Works/Services. In the event that Network Rail considers that the whole or any part of the Works/Services does not comply as aforesaid, it shall notify the Recipient in writing together with full details of its reasons why the certificate of completion of the Works/Services should not be issued.
- 3.3 Where the certificate of completion of the Works/Services is not issued pursuant to clause 3.2, the Recipient shall have regard to the reasons given by Network Rail and shall carry out such further work as is required to comply with this Agreement. Once the Recipient has completed such further work, the process in clauses 3.1 and 3.2 shall be repeated.

4 Funding by Network Rail

- 4.1 Subject to the issue of a certificate of completion for the relevant Works/Services in accordance with clause 3.2 Network Rail shall pay the amount of Funding (plus VAT

¹ A Protection Mechanism is usually required where works are: on Network Rail's land/assets; or where they are in close proximity to Network Rail's Network; and could damage our Network. If a Protection Mechanism is not required insert "Not Used".

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where applicable) (inclusive of any VAT costs)² in respect of the Project, in accordance with Schedule 2, paragraph 5.

4.2 Network Rail shall make payment to the Recipient within 28 days following receipt by Network Rail of a valid invoice.

5 Termination or alternative remedies

5.1 Unless terminated earlier in accordance with clause 5.2, 5.4 or 5.6, this Agreement will automatically expire upon:

- (a) the certificate of completion for the Works/Services having been issued consistent with clause 3.2; and
- (b) the Funding having been paid in full to the Recipient by Network Rail.

5.2 Network Rail may terminate this Agreement immediately by written notice to the Recipient if the commencement of the Works/Services has not occurred by the Long Stop Date.

5.3 Without prejudice to Network Rail's other rights and remedies, Network Rail may at its absolute discretion, by written notice to the Recipient and with immediate effect, withhold or suspend payment of all or part of the Funding, if:

- (a) the Recipient is in material breach of this Agreement
- (b) the Recipient suffers an Insolvency Event;
- (c) any information given or representation made by the Recipient in any correspondence, report or other document submitted to Network Rail relating to the Works/Services or otherwise under this Agreement is found to be incorrect or incomplete to an extent which Network Rail acting reasonably considers to be material or which is likely to have a materially detrimental effect on the Recipient's ability to achieve the completion of the Works/Services;
- (d) the Recipient and/or one or more of its employees commits any fraud in connection with the Works/Services or otherwise in connection with this Agreement; or
- (e) the Recipient uses all or part of the Funding other than in accordance with the terms of this Agreement;

provided that Network Rail shall exercise its rights and remedies in a timely manner and where any material breach continues to subsist and payment has been withheld or suspended for a period in excess of 21 days, unless the Recipient is diligently proceeding with an agreed rectification plan, Network Rail shall either reinstate the payments or terminate this Agreement in accordance with its rights under clause 5.4.

5.4 Without prejudice to Network Rail's other rights and remedies, Network Rail may terminate this Agreement immediately by written notice to the Recipient if:

- (a) the Recipient is in material breach of this Agreement and the breach is either:
 - (i) not capable of rectification; or
 - (ii) not rectified within 21 days of receipt by the Recipient of written notice of such breach from Network Rail;
- (b) or on any of the grounds listed in clauses 5.3(b) to (e) inclusive.

5.5 Without prejudice to Network Rail's other rights and remedies, Network Rail may at its absolute discretion, on any of the grounds listed in clauses 5.4(a) or (b), require repayment of all or part of the Funding it has paid to the Recipient to the extent that such Funding has not delivered Works/Services properly completed in accordance with Clause 3 or been spent on the Works/Services in accordance with the terms of this Agreement. Where Network Rail requires such repayment, Network Rail shall provide

² Select the required bracketed phrase and delete the alternative. This amendment is linked to the ownership of the Works in clause 6.2. Advice on the correct selection is provided in the funding agreement guidance notes.

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written notice of the repayment amount to the Recipient and the Recipient shall repay the amount concerned within 20 Working Days of receiving the written demand for repayment. The liability to meet such a demand shall be enforceable as a contractual debt. Network Rail may require interest to be paid on any amount repayable by the Recipient at a rate of 4% above the Bank of England Base Rate.

- 5.6 Without prejudice to the Recipient's other rights and remedies, the Recipient may terminate this Agreement immediately by written notice to Network Rail if:
- (a) Network Rail is in material breach of this Agreement and the breach is either:
 - (i) not capable of rectification; or
 - (ii) not rectified within 21 days of receipt by Network Rail of written notice of such breach from the Recipient; or
 - (b) Network Rail suffers an Insolvency Event.
- 5.7 Upon termination of this Agreement for material breach, the party in material breach shall pay the other party's reasonably and properly incurred costs in relation to the termination.
- 5.8 On termination the Recipient shall take all reasonable steps to leave any Works/Services on or close to the Network in a manner which:
- (a) is safe and secure such that there is minimal risk to rail users; and
 - (b) minimises any costs to Network Rail associated with a replacement contractor completing the Works/Services.
- 5.9 Upon expiry or earlier termination of this Agreement, all provisions of this Agreement shall cease except for the following provisions, which shall survive such expiry or earlier termination and continue in force (or come into force, as applicable) in accordance with their terms:
- (a) this clause 5 (Termination or alternative remedies);
 - (b) clauses 6.2, 6.5, 6.7 and 6.8 (General);
 - (c) clause 7 (Confidential Information);
 - (d) clause 8 (Freedom of Information);
 - (e) clause 12 (Miscellaneous); and
 - (f) any other provision that is expressly or by implication intended to come into or continue in force on or after expiry or earlier termination,

and save also for any antecedent breach by, and accrued rights of, either party.

6 General

- 6.1 The Recipient will use its reasonable endeavours to enable Network Rail to receive the benefit of all the capital allowances in respect of Network Rail's Funding towards the Actual Cost of the Works/Services, to the extent that Network Rail is entitled to those allowances.
- 6.2 Title in the Works/Services shall vest in [Network Rail³ / the Recipient] upon issue of the certificate of completion or termination of the Agreement.
- 6.3 In consequence of the implementation and existence of the Works/Services, it is anticipated that Network Rail will incur additional cost and expense in connection with the repair, maintenance, improvement, operation or alteration of the network, and such additional cost and expense shall be payable through an increase in long term charges.⁴

³ The title shall usually vest in Network Rail where the Works are undertaken on Network Rail's Property. Otherwise the title shall vest with the Recipient.

⁴ This applies where the title of the Works vest with Network Rail in which case Agreement on recovery of additional maintenance/other costs must be reached upfront and before this Agreement can be entered into. Changes to this clause may be required to reflect the agreed position. Otherwise replace with "Not Used".

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- 6.4 The Recipient shall not carry out the Works/Services on terms other than terms which are in writing and clearly and adequately set out the terms and conditions on which payment is to be made to its contractors, and by its contractors to any sub-contractors and so on down the sub-contracting chain (and shall procure that its contractors and any sub-contractors comply with such terms).
- 6.5 The Recipient shall as soon as it becomes, or ought reasonably to have become, aware of any sum incorrectly paid to it by Network Rail, whether as a result of an administrative error or otherwise, promptly repay such sum to Network Rail.
- 6.6 Should the Recipient be subject to financial or other difficulties which are capable of having a material impact on its compliance with this Agreement, it will notify Network Rail as soon as possible so that, if possible, and without creating any legal obligation, Network Rail will have an opportunity to provide assistance in resolving the problem or to take action to protect Network Rail.
- 6.7 Network Rail's aggregate liability in respect of this Agreement (whether in contract, tort, breach of statutory duty or otherwise) shall be limited to a sum equal to the Funding less the aggregate of any amounts already paid by Network Rail in accordance with clause 4. Such limitation shall not apply to any liability in respect of fraud, or death or personal injury resulting from a negligent act or omission or breach of statutory duty by Network Rail.
- 6.8 The Recipient grants to Network Rail an irrevocable, perpetual, non-exclusive royalty-free licence to use all the intellectual property created as a result of the design and implementation of the Works/Services for all purposes in connection with Network Rail's permitted business, including the right to sub-licence.

7 Confidential information

- 7.1 Each party shall treat as confidential all information provided by the other party pursuant to this Agreement and neither party shall disclose any confidential information save as required:
- (a) by any enactment or requirement of any regulatory authority (including the Information Acts as set out in clause 8);
 - (b) pursuant to any judicial or arbitral process;
 - (c) to enable that party to perform its obligations pursuant to this Agreement, including the disclosure of such information to any employee, consultant, agent, officer, contractor, sub-contractor (of any tier), lender or adviser provided that such disclosure is made in good faith and only to the extent necessary to enable the party to fulfil its obligations under this Agreement;
 - (d) by Network Rail, as required by its statutory duties or Network Licence; or
 - (e) where the information comes into the public domain through no fault of the receiving party.

8 Freedom of Information

8.1

8.1 Each party acknowledges that the other party may be required, under the Freedom of Information Act 2000 and/or the Environmental Information Regulations 2004 (collectively, the Information Acts) to respond to requests for information relating to the subject matter of this Letter.

8.2 If one party (the first party) receives a request for information under the Information Acts, the other party shall:

- (a) provide all necessary assistance and cooperation as reasonably requested by the first party to enable it to comply with its obligations under the Information Acts; and

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(b) provide the first party with a copy of all information belonging to it (which is not held by the first party and which is in the other party's possession or control and held on behalf of the first party) in the form that the first party reasonably requests within five Working Days (or such other period as may reasonably be specified by the first party).

8.3 Each party acknowledges that the other may be required under the Information Acts to disclose information without consulting or obtaining consent from the other.

8.4 The party receiving a request for information shall take reasonable steps to notify the other party of a request for information and shall consider reasonable and timely representations made by the other party regarding the application of exemptions to the requested information.

8.5 Notwithstanding any other provision in this Agreement, the party receiving the request for information shall be responsible for determining in its absolute discretion whether any information is exempt from disclosure in accordance with the Information Acts.

9 Anti-bribery and Slavery

9.1 The Recipient shall perform its obligations under this Agreement in accordance with all applicable anti-bribery, anti-corruption and anti-slavery legislation including the Bribery Act 2010 and Modern Slavery Act 2015

9.2 The Recipient shall not, purchase any raw materials, resources or products from any country that have been sourced from any producer or manufacturer using forced labour in its operations or practice.

10 Conflicts of interest and financial impropriety

10.1 In relation to the Project:

- (a) the Recipient and all officers, employees and other persons engaged or consulted by the Recipient in connection with the Project shall not be in a position where there is a conflict of interest. The Recipient is required to have formal procedures obliging all such persons to declare any actual or potential personal or financial interest in any matter concerning the Project, and to be excluded from any discussion and decision-making relating to the matter concerned;
- (b) if the Recipient has any grounds for suspecting any financial impropriety in the use of any amount paid under this Agreement, it must notify Network Rail immediately, explain what steps are being taken to investigate the suspicion, and keep Network Rail informed about the progress of the investigation. For these purposes "financial impropriety" includes fraud or other impropriety, mismanagement, and use of the Funding for improper purposes;
- (c) Network Rail shall be entitled to interview employees of the Recipient if fraud or other financial impropriety is suspected by Network Rail on the part of the Recipient, its officers, employees or other persons engaged or consulted by the Recipient in connection with the Project.

11 Equality and Diversity

11.1 The Recipient shall perform its obligations under this Agreement in accordance with:

- a) all applicable equality law (whether in relation to age, disability, gender reassignment, marriage or civil partnership status, pregnancy or maternity, race, religion or belief, sex or sexual orientation (each a "Relevant Protected Characteristic"); and
- b) any other requirements and instructions which Network Rail reasonably imposes in connection with any equality obligations imposed on Network Rail at any time under any applicable equality law

11.2 The Recipient shall take all reasonable steps to secure the observance of clause 11.1 by its employees, agents, representatives, contractors and consultants

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11.3 The Recipient acknowledges that Network Rail is under a duty under section 149 of the Equality Act 2010 to have due regard to the need to eliminate unlawful discrimination (on the grounds of a Relevant Protected Characteristic); to advance equality of opportunity, and to foster good relations, between persons who share a Relevant Protected Characteristic and persons who do not share it. In performing its obligations under this Agreement, the Recipient shall assist and co-operate with Network Rail where possible in satisfying this duty.

12 Miscellaneous

12.1 Neither party intends that any term of this Agreement should be enforceable, by virtue of the Contracts (Rights of Third Parties) Act 1999, by any person other than Network Rail or the Recipient.

12.2 Any notice pursuant to this Agreement shall be in writing and shall be duly and validly served if delivered by email and receipt is confirmed by the receiving party, or delivered by hand or sent by first class post to the registered office of the relevant party. Any notice sent by post shall be conclusively treated as having been served two Working Days after posting.

12.3 Neither party may assign or charge its rights or interests under this Agreement without the prior written consent of the other party (not to be unreasonably withheld or delayed).

12.4 No amendment to or variation of this Agreement shall be effective unless in writing and signed by or on behalf of each party. No general terms and conditions contained in any purchase order or other document customarily required by either party in connection with a request for works or services shall be binding on the parties.

12.5 Should a dispute between the parties arise out of or in connection with this Agreement, the parties' respective representatives shall initially discuss and attempt to resolve the dispute. If the parties' representatives are unable to resolve the dispute to the satisfaction of both parties within 7 days, it shall be escalated to the parties' appropriate senior managers for resolution. If the senior managers are unable to resolve the dispute to the satisfaction of both parties within 7 days, it shall be escalated to the parties' directors for resolution. If the directors are unable to resolve the dispute to the satisfaction of both parties within 7 days, the dispute shall be referred to adjudication in accordance with clause 12.6.

12.6 Either party may refer to adjudication any dispute arising out of or in connection with this Agreement in accordance with the Housing Grants, Construction and Regeneration Act 1996. The adjudicator shall be agreed between the parties and failing agreement within 7 days of receipt by one party of a proposal by the other the adjudicator shall be nominated at the request of either party by the President or Vice President for the time being of the Technology and Construction Bar Association.

12.7 This Agreement constitutes the entire agreement between the parties relating to the subject matter of this Agreement and supersedes any previous agreements between the parties. Each party acknowledges that in entering into this Agreement it is not relying upon any statement or representation not set out in this Agreement.

12.8 The rights and remedies of the parties in connection with this Agreement are cumulative and are not exclusive of and may be exercised without prejudice to any other rights or remedies provided in this Agreement, by law, statute, equity or otherwise.

12.9 In the event of any inconsistency in the terms relating to the Recipient's rights and obligations between this Agreement and the conditions of a Protection Mechanism, then the conditions of the Protection Mechanism shall prevail.⁵

12.10 This Agreement shall be governed by and construed in accordance with the laws of England and Wales. Save as expressly provided otherwise, the parties agree that the courts of England and Wales shall have exclusive jurisdiction to settle any disputes that may arise out of or in connection with this Agreement.

⁵ To be used where a Protection Mechanism is required, otherwise delete the text and replace with "Not used".

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Please sign and return a copy of this Agreement to confirm your agreement to the above.

Yours faithfully,

For and on behalf of Network Rail Infrastructure Limited

We agree to the above.

For and on behalf of North Somerset Council

Dated

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Schedule 1

Definitions and Interpretation

1. In this Agreement the following words and expressions shall have the following meanings unless the contrary intention appears:

Actual Cost means the actually incurred aggregate cost of performing the Works/Services;

Estimated Cost means the aggregate cost of performing the Works/Services estimated at the date of the Agreement in accordance with paragraph 4 of Schedule 2 and subsequently as updated in accordance with clause 2.1(c);

Funding means the lesser of the Actual Cost of the Works/Services or the Maximum Funding amount;

Good Industry Practice means in relation to the performance of any Works/Services activity under this Agreement, the exercise of that degree of skill, diligence, prudence and foresight as would reasonably be expected from a properly qualified and competent person engaged in carrying out works or services of a similar size, nature, scope, type and complexity, complying with all laws and applicable British, European and International standards and published codes of practice and in relation to any Works/Services being carried out on the Network any applicable railway standards;

Information Acts has the meaning given in clause 8;

Insolvency Event in relation to either party means:

- (a) such party stopping or suspending or threatening to stop or suspend payment of all or a material part of its debts, or becoming unable to pay its debts, or being deemed unable to pay its debts under section 123(1) or (2) of the Insolvency Act 1986, except that in the interpretation of this paragraph, section 123(1) of the Insolvency Act 1986 shall have the effect as if "£750" was substituted to "£50,000";
- (b) any step being taken by any person with a view to the winding up of such party or any person presenting a winding-up petition which is not dismissed within five Working Days;
- (c) a receiver, manager, administrative receiver or administrator being appointed in respect of such party;
- (d) such party ceasing or threatening to cease to carry on all or a material part of its business, except for the purpose of and followed by a reconstruction, amalgamation, reorganisation, merger or consolidation on terms approved by the other party before such step is taken (which approval shall not be unreasonably withheld or delayed); or
- (e) any event occurring which, under the law of any relevant jurisdiction, has an analogous effect to any of the events listed above;

Long Stop Date means [insert date];

Maximum Funding means £XXXXX, plus VAT where applicable;

Network means the railway facilities of which Network Rail or an Operator is the facility owner (as defined in section 17(6) of the Railways Act 1993)

Network Licence means the licence to operate the Network granted to Network Rail pursuant to section 8 of the Railways Act 1993;

Period means a railway accounting period;

Protection Mechanism means the conditions that are agreed between the Recipient and Network Rail for Works/Services on or close to the Network;

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Working Day means any day (other than a Saturday, a Sunday or a public holiday) on which banks are open for business in England and Wales;

Works/Services means the works/services as described in Schedule 2.

2. In this Agreement, unless the context otherwise requires:
- (a) references to a statute, treaty or legislative provision or to a provision of it shall be construed, at any particular time, as including a reference to any modification, extension or re-enactment at any time then in force and to all subordinate legislation made from time to time under it;
 - (b) references to any agreement or document include its schedules and attachments, references to "**clauses**" and "**Schedules**" are references to the clauses and Schedules of this Agreement and references to "**paragraphs**" are references to the paragraphs in the relevant Schedule;
 - (c) references in the singular shall include references in the plural and vice versa, words denoting any gender shall include any other gender and words denoting natural persons shall include any other persons;
 - (d) headings are for ease of reference only and shall not be taken into consideration in the interpretation or construction of this Agreement;
 - (e) references to an agreement, deed, instrument, licence, code or other document (including this Agreement), or to a provision contained in any of these, shall be construed, at the particular time, as a reference to it as it may then have been amended, varied, supplemented, modified, suspended, assigned or novated;
 - (f) the words "**include**" and "**including**" and "**in particular**" are to be construed without limitation;
 - (g) a reference to a "**law**" includes common or customary law and any constitution, decree, judgment, legislation, order, ordinance, regulation, statute, treaty or other legislative measure (and "**lawful**" and "**unlawful**" shall be construed accordingly);
 - (h) a reference to a "**party**" means a party to this Agreement and includes its successors in title, permitted assignees and permitted transferees and "**parties**" shall be construed accordingly;
 - (i) reference to a "**person**" includes any person, firm, body corporate, corporation, government, state or agency of a state or any association, trust or partnership (whether or not having separate legal personality) or two or more of the foregoing;
 - (j) a "**regulation**" includes any regulation, rule or official directive of any governmental, intergovernmental or supranational body, agency, department or regulatory, self-regulatory or other authority or organisation;
 - (k) a reference to "**writing**" includes email transmission and any means of reproducing words in a tangible and permanently visible form; and
 - (l) the words in this Agreement shall bear their natural meaning.

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Schedule 2

The Works/Services

1. Background

The West of England Combined Authority (WECA) is working in partnership with DfT, Bath and North East Somerset Council, Bristol City Council, North Somerset Council, South Gloucestershire Council and Network Rail to deliver new and more frequent rail services across the region through its MetroWest Programme.

The wider MetroWest programme will transform rail travel in the region, generating over a million new rail journeys and giving 80,000 more people access to train services.

The Portishead scheme (MetroWest Phase 1b) would bring 50,000 people back into the direct catchment area of a rail station for the first time in over 60 years. In addition, it would provide more reliable and sustainable travel links for those accessing education, jobs and opportunities across the greater Bristol area.

The achievement of modal shift will subsequently contribute towards the wider strategic priority of tackling climate change and improving air quality on the road to net-zero greenhouse gas emissions by 2050

2. Scope of Works/Services

Take Development through the Design phase, complete the Final Business Case and undertake the following activities

- Ecological enabling works
- Surveys (GI/SI)
- Bridge refurbishment (If required)
- Highways works
- Utilities
- Land acquisition / licences
- DCO related activities
- PM services (PM, Consents, Comms, Commercial)
- Legal (DCO related) and general legal support
- Final Business case completion (Aecom engagement)

Commented [RC(1)]: More detail needed

3. Programme

[Guidance: Insert a programme for the Works/Services that will inform the Project reporting structure. Where Funding is paid upon the completion of specific elements of the Works/Services (rather than upon the final certificate of completion), the programme dates for the achievement of each element should be included.]

4. Estimated Cost of the Works/Services

The Estimated Cost of the Works/Services is:

Item	Works/Services description	Estimated Cost
1	Programme Communications	

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2	NSC & WECA Project Management & PMO	
3	Business Case Modelling/Appraisal	
4	Estimating, Procurement, Commercial	
5	DCO - Legal & Planning (part – 50%)	
6	Highways/utilities - design/development	
7	Land Agent Services (part – 50%)	
8	GI Costs	
9	Local Planning Authority Costs	
10	Ecology Enabling Works	
11	Risk @15%	
	TOTAL	£

5. Payment Schedule

[Guidance: choose an option and delete the unused option. Option 1 is the default which should be used in most circumstances.]

[Option 1 - Payment on completion]

Network Rail shall pay the amount of the Funding upon completion of all Works/Services following the issue of a certificate of completion consistent with clause 3.2.

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[Option 2 - Payment in tranches based on achieved milestones]

Network Rail shall pay the amount of the Funding upon completion of the Works/Services for each of the milestones listed in the table below following the issue of a certificate of completion for each milestone consistent with clause 3.2.

Milestone no.	Milestone Works/Services description	Estimated Cost	Evidence required for completion of each milestone
1		£	
2		£	
3		£	
4	[add or remove rows as required]	£	
	Maximum Funding	£	

Network Rail shall pay the amount of the Actual Cost of the Works/Services, provided the amount of Funding paid in aggregate does not exceed the Maximum Funding.

6. Contact information & representatives

(i) Network Rail's representative is: []

Tel. No.: []

E-mail: []

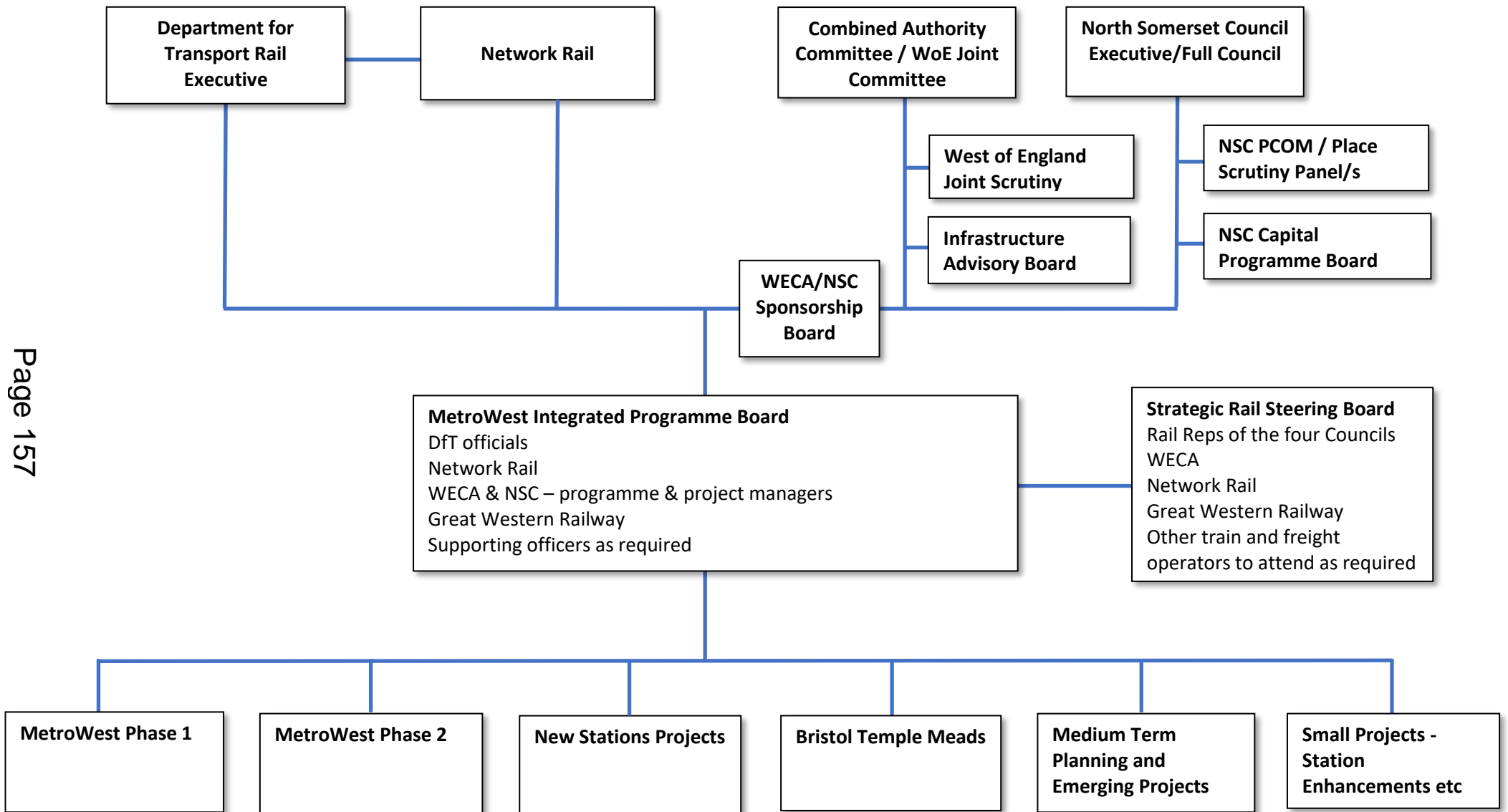
(ii) The Recipient's representative is: []

Tel. No.: []

E-mail: []

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MetroWest Programme Governance Chart (Draft)



Procurement Plan [DRAFT]

MetroWest Phase 1

8th November 2022

BACKGROUND:

MetroWest Phase 1 (the Project) proposes to upgrade the existing local train service for the Severn Beach Line and the Bath Spa to Bristol Line (Phase 1A) and re-open the Portishead rail line with stations at Portishead and Pill (Phase 1B). The Project is being promoted by North Somerset Council (NSC) and the West of England Combined Authority (WECA) on behalf of the authorities across the West of England including; Bath & North East Somerset, Bristol City and South Gloucestershire Councils. The Project forms part of a wider MetroWest programme to deliver strategic enhancements to the local rail network over the next 10 years.

The project had to be paused earlier this year due to the estimated costs exceeding the project budget, due to issue beyond the control of the NSC and WECA. The project funding gap was resolved in July 2022, with additional funding contributions made by the Department for Transport (DfT), NSC and WECA. In addition to their increased funding the DfT confirmed in their letter of 19th July 2022 (appended to the main report), they will also take the delivery risk for the project and will fund project costs up to the completion of the Full Business Case (FBC).

The project has now been resumed and NSC & WECA retain significant project scope relating to ecology services / works, works to bridges, minor highway works, land interfaces, Development Consent Order (DCO) interfaces, legal processes, supporting project management and production of the FBC. A DCO decision is expected to be made by the Secretary of State for Transport, around mid November 2022. The DCO will provide the necessary powers to build and operate the project including powers for the compulsory acquisition of land (where necessary). For further information refer to: [MetroWest Phase 1 Report to Council meeting 12th July 2022](#)

In light of the changes to the project, it is necessary to update the project Procurement Plan. This updated Procurement Plan replaces the previous version authorised by the Council in July 2021, which is now out of date.

DECISION:

To authorise the Procurement Plan. The Procurement Plan entails the procurement of the NSC & WECA project scope as set out in the sections below, via the route to market identified for each of the works set out in the over-arching work packages.

REASONS:

Introduction

The DfT are funding all project costs up to the approval of the FBC (up to April 2024). The DfT are remitting Network Rail as its delivery agent for the project and will directly fund Network Rail. Network Rail will contract NSC to deliver the NSC &

WECA project scope. This effectively means NSC becomes a sub-contractor to Network Rail. Network Rail will enter into a Funding Agreement with NSC (see draft agreement appended to the main report to Council) on behalf of NSC and WECA. The existing Initial Promotion Agreement ver3 and Side Agreement formalise the cost and liability sharing arrangements between NSC and WECA up to the approval of the Full Business Case.

Requirement

From autumn 2022 to spring 2024 the project must complete detailed design, undertake some DCO processes, undertake part of the ecology enabling works and complete its Full Business Case (FBC) for submission to the DfT and wider funding partners.

The NSC & WECA project scope up to the FBC includes a combination of specialist professional services and physical works. Table 1 below sets out the packages of scope to be delivered with details of the timescales and spend ceiling.

Table 1 – Contract value of scope and estimated spend up to Full Business Case submission (up to March 2024)

Package	Description of Works	Type of contract and start of contract	Estimated Contract Value	Estimated Spend prior to Full Business Case Approval
Economic appraisal & business case technical support	Economic appraisal compliant with DfT TAG guidance, to produce the Full Business Case (FBC) and wider technical support for the production of the five business case dimensions.	Professional Services Sept 2023	Up to £43,750	Up to £43,750
Ecology & Landscape Planting	Phase A - Ecology enabling works on the dis-used line including phased vegetation clearance, tree felling, erecting reptile fences ahead of translocating and displacing protected species.	Works Nov 2022	Up to £404,250	Up to £404,250
	Phase B - Ecology enabling works on the dis-used line, including but not limited to, tree felling, badger mitigation, vegetation clearance & maintenance of ecological mitigation (such as reptile fencing)	Works July 2023	Up to £269,500	Up to £269,500
	Phase C - Ecology enabling works remaining on the dis-used line and operational line, including but not limited to, phased vegetation clearance, tree felling, erecting newt / reptile fences ahead of translocating and displacing protected species.	Works July 2024	Up to £206,250	£0
	Ecological compensation works at Leigh Woods on Forestry England land as defined by Package 2 of the Habitat Regulation Assessment.	Works April 2023	Up to £165,000	Up to £62,500

Highways & Bridges	External resource to support with the preparation of Invitation to Tender for Highways and Bridges.	Professional Services March 2023	Up to £62,500	Up to £62,500
Bridges	Construction works to four road over rail bridges and one pedestrian bridge (Gas works Bridge) entailing defect rectification and vehicle restraint works. Note Gas Works Bridge has been descoped from the project but the rectification works need to be undertaken by the Highways Service and will be funded separately.	Works July 2024	Up to £1,115,638	£0
Highways & Drainage	Hardware and software (MOVA) upgrade to the signals of the Ashton Vale Road and Winterstoke Road junction in Bristol.	Professional Services July 2024	Up to £51,313	£0
	Detailed design & construction of extension to the left turn lane from Winterstoke Road into Ashton Vale Road, Bristol including and diversion and protection of utilities.	Professional Services and Works July 2024	Up to £1,282,188	£0
	Detailed design & construction of improvements to bus stops on Lodway/ Heywood Road (Memorial Club) Pill to improve highway visibility and to provide fully accessible bus stops.	Professional Services and Works July 2024	Up to £128,438	£0
	Detailed design & construction of improvements to highway drainage at Underbanks and Avon Road, Pill.	Professional Services and Works July 2024	Up to £171,000	£0
	Detailed design & construction of extension to footway on Station Road and associated improvements between Monmouth Road and Pill station forecourt on Station Road.	Professional Services and Works July 2024	Up to £85,500	£0
	TOTAL			Up to £3,985,326

Route to market

As set out in Table 2, a range of different route to market approaches are proposed for each work package and a justification for each approach has been set out. Some of the work packages require highly specialist expertise and consequently a direct award contractual arrangement is required, for the reasons set out in Table 2. For some of the work packages an existing framework contract can be used. The remaining work packages will be competitively tendered.

Table 2 – Route to market

Package	Description of Works	Route to Market	Reasons for the approach	Duration of contract
Economic appraisal & business	Economic appraisal compliant with DfT TAG guidance, to produce the	WoE Professional Services Framework (PSF) direct award	Aecom have substantial knowledge of the project based on their	Sept 2023 to Aug 2024 (12 months)

Appendix 4 – MetroWest Phase 1 report to 8th November 2022 Full Council meeting

case technical support	Full Business Case (FBC) and wider technical support for the production of the five business case dimensions.	within the sole supplier threshold.	involvement across the MetroWest programme. To ensure consistency of approach and efficiency, Aecom should be commissioned via WoE PSF, within the sole supplier threshold.	
Ecology & Landscape Planting	Phase A - Ecology enabling works on the dis-used line including phased vegetation clearance, tree felling, erecting reptile fences ahead of translocating and displacing protected species.	Parks & Open Spaces Term Maintenance contract (Glendale)	The term maintenance contractor quotes for each job. The experience to date has been positive and the contractor has been responsive.	Nov 2022 to June 2023 (8 months)
	Phase B - Ecology enabling works on the dis-used line, including but not limited to, tree felling, badger mitigation, vegetation clearance & maintenance of ecological mitigation (such as reptile fencing).	Parks & Open Spaces Term Maintenance contract (Glendale)	The term maintenance contractor quotes for each job. The experience to date has been positive and the contractor has been responsive.	July 2023 to June 2024 (12 months)
	Phase C - Ecology enabling works remaining on the dis-used line and operational line, including but not limited to, phased vegetation clearance, tree felling, erecting newt / reptile fences ahead of translocating and displacing protected species.	Open Competitive procurement or use of a Network Rail framework if available	Some of these works are on the operational railway and only Network Rail approved contractors can undertake these works. Glendale are not currently an NR approved contractor.	July 2024 to June 2025 (12 months)
	Ecological compensation works at Leigh Woods as defined by Package 2 of the Habitat Regulation Assessment.	The Forestry Commission (Forestry England) direct award in connection with land option agreement	These works are to be undertaken on Forestry Commission land and MetroWest has entered into a wide-ranging option agreement including provision for Forestry Commission to undertake these very sensitive ecological works, within close proximity of the site to the Avon Gorge SAC and very rare flora.	April 2023 to Sept 2026 (39 months)
Highways & Bridges	External resource to support with the preparation of Invitation to Tender for Highways and Bridges.	WoE Professional Services Framework (PSF) Mini Competition	This support can be provided by any of the three contractors on the PSF	March 2023 to July 2023 (5 months)
Bridges	Construction works to four road over rail bridges and one pedestrian bridge (Gas works Bridge) entailing defect rectification and	Open competitive procurement	Procurement will use NEC4 Engineering & construction Contract	June 2024 to April 2026 (23 months)

	vehicle restraint works. Note Gas Works Bridge has been descoped from the project but the rectification works need to be undertaken by the Highways Service and will be funded separately.			
Highways & Drainage	Hardware and software (MOVA) upgrade to the signals of the Ashton Vale Road and Winterstoke Road junction in Bristol.	Bristol City Council Traffic Signals Team via s278 (of the Highways Act 1980) agreement already entered into.	This is a highly specialised hardware and software upgrade, which the Bristol City Council Traffic Signals Team will lead and deliver as the asset owner, under a s278 agreement.	June 2024 to April 2026 (23 months)
	Detailed design & construction of: a) extension to the left turn lane from Winterstoke Road into Ashton Vale Road, Bristol, b) improvements to bus stops on Lodway/ Heywood Road (Memorial Club) Pill, c) highway drainage at Underbanks and Avon Road, Pill, and d) extension to footway on Station Road and associated improvements between Monmouth Road and Pill station forecourt on Station Road.	Open Competitive procurement – two stage design & build contract	These highway works are packaged together as this will be more efficient to procure and manage. Procurement will use NEC4 Engineering & construction contract	June 2024 to April 2026 (23 months)

Timescales

Table 3 sets out the timescales for the procurement and delivery of the NSC & WECA project scope.

Table 3 – Procurement and delivery timescales

Package	Description of Works	Procurement timescales	Timescales for work
Economic appraisal & business case technical support	Economic appraisal compliant with DfT TAG guidance, to produce the Full Business Case (FBC) and wider technical support for the production of the five business case dimensions.	Contract award: Sept 2023	A draft version of the Economic Dimension and Financial Dimension and supporting appendices will need to be produced by Dec 2023, ready for the final market prices to be included before the FBC is submitted to the DfT by Mar 2024.
Ecology & Landscape Planting	Phase A - Ecology enabling works on the dis-used line including phased vegetation clearance, tree felling, erecting reptile fences ahead of	Contract award: Nov 2022	Phase A ecology works must be delivered between Nov 2022 and June 2023.

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	translocating and displacing protected species.		
	Phase B - Ecology enabling works on the dis-used line, including but not limited to, tree felling, badger mitigation, vegetation clearance & maintenance of ecological mitigation (such as reptile fencing).	Contract award: July 2023	Phase B ecology works must be delivered between July 2023 and June 2024.
	Phase C - Ecology enabling works remaining on the dis-used line and operational line, including but not limited to, phased vegetation clearance, tree felling, erecting newt / reptile fences ahead of translocating and displacing protected species.	Contract award: July 2024	Phase C ecology works must be delivered between July 2024 and June 2025.
	Ecological compensation works at Leigh Woods as defined by Package 2 of the Habitat Regulation Assessment.	Contract award: April 2023	The works must be completed by summer 2026, before the opening of MetroWest P1 and the start of passenger train services.
Highways & Bridges	External resource to support with the preparation of Invitation to Tender for Highways and Bridges.	Contract award: March 2023	These professional services must be provided between March 2023 and July 2023.
Bridges	Construction works to four road over rail bridges and one pedestrian bridge (Gas works Bridge) entailing defect rectification and vehicle restraint works. Note Gas Works Bridge has been descoped from the project but the rectification works need to be undertaken by the Highways Service and will be funded separately.	Develop tender documents – June to Aug 2023 Submission window – Sept to Nov 2023 Evaluation – Nov to Dec 2023 FBC Approval – May 2024 Contract award: June 2024	The tender price for bridge works must be received by Nov 2023 to feed into the FBC. The works will now overlap with Network Rail's main construction works, as FBC approval is now May 2024. These works are programmed to be completed by Feb 2026, with as-built drawings by April 2026.
Highways & Drainage	Hardware and software (MOVA) upgrade to the signals of the Ashton Vale Road and Winterstoke Road junction in Bristol.	Work specification – June to Aug 2023 Cost confirmed – Sept to Nov 2023 FBC Approval – May 2024 Contract award: June 2024	The final assessed cost of this upgrade to traffic signals must be received by Nov 2023 to feed into the FBC. The works must be completed by Spring 2026, before the opening of MetroWest P1 and the start of passenger train services in summer 2026.

	<p>Detailed design & construction of:</p> <p>a) extension to the left turn lane from Winterstoke Road into Ashton Vale Road, Bristol,</p> <p>b) improvements to bus stops on Lodway/ Heywood Road (Memorial Club) Pill,</p> <p>c) highway drainage at Underbanks and Avon Road, Pill, and</p> <p>d) extension to footway on Station Road and associated improvements between Monmouth Road and Pill station forecourt on Station Road.</p>	<p>Develop tender documents – June to Aug 2023</p> <p>Submission window – Sept to Nov 2023</p> <p>Evaluation – Nov to Dec 2023</p> <p>FBC Approval – May 2024</p> <p>Contract award: June 2024</p>	<p>The tender price for highways works must be received by Nov 2023 to feed into the FBC. The works must be completed by Spring 2026, before the opening of MetroWest P1 and the start of passenger train services in summer 2026.</p>
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Governance

In line with the Council’s contract standing orders. Following approval of this Procurement Plan by Full Council on 8 November 2022, all Contract Awards for each of the above commissions will be subject to approval by the Director of Place. For Contract Awards over £100,000, the Director will be advised by the Section 151 Officer and Head of Strategic Procurement.

Contract Awards that are Key Decisions will be advertised on the council’s Forward Plan and will be subject to call-in periods.

Following the confirmation of additional funding for the project by NSC, WECA and the DfT in July 2022, the DfT also agreed to take the delivery risk for the project and to fund project costs up to the completion of the Full Business Case. NSC & WECA retain significant project scope relating to ecology services / works, works to bridges, minor highway works, land interfaces, Development Consent Order (DCO) interfaces, legal processes, supporting project management and production of the Full Business Case. For further information regarding the wider project governance arrangements see main report to Council.

Contract management be as follows:

- Strategic Procurement Service Lead – Miranda Huntley
- Contract Manager – Richard Matthews / James Willcock
- For bridge works only - Chandan Bhumpelly
- Highways Technical Approval - Colin Chandler

The estimated capital out-turn cost of the project is £152.01m, as reported to Council at its 12th July 2022 meeting. The estimated cost of the NSC & WECA project scope up to FBC (up to April 2024) is £3.49m, which will be met in full by the DfT via Network Rail.

The scheme programme is highly complex and requires this updated Procurement Plan to be authorised now to enable NSC & WECA to deliver its project scope which feeds into the production of the FBC by March 2024. Following confirmation of FBC approval by the DfT in May 2024, authorisation will be sought in spring/summer 2024

from NSC Full Council (and WECA Committee) to award construction contracts for the NSC & WECA scope.

Market / Suppliers

The work packages are generally routine works that comprise a small part of the overall scope of MetroWest Phase 1 and as the intention is to bundle the schemes this should make it more attractive to the market. As set out in Table 2, some of the work package elements will be direct awards to suppliers that have already been working on the MetroWest Phase 1 project.

Social Value

In accordance with the Council’s Social Value Policy, 10% of the overall weighting will be for bidders to propose their tangible social value commitments. This applies to those contracts that will be procured via a competitive route to market but may also be considered for Direct Award contracts if appropriate.

During the tender process, bidders will be asked to enter their social value commitments on the Social Value Portal using a unique registration link included in the mini competition documents. Social Value Portal utilises the National Themes, Outcomes and Measures (TOMs) to calculate social value contributions, which enables NSC to gain a greater understanding of the value of bidders’ commitments and to evaluate social value tender responses quantitatively as well as qualitatively. The Main/Full list of TOMs will be used for these commissions.

For all MetroWest contracts that are competitively tendered, Social Value Portal will undertake both the evaluation of the social value responses and ongoing contract management of the social value commitments provided by the appointed supplier. This service will cost 0.20% of the contract value and will be paid by the winning bidder direct to the Social Value Portal.

Evaluation

The evaluation methodology will follow North Somerset’s standard procurement process. The evaluation criteria for competitive tenders is set out in Table 4.

Table 4 – Evaluation

Package	Description of Works	Evaluation Weightings
Ecology & Landscape Planting	Phase C - Ecology enabling works remaining on the dis-used line and operational line, including but not limited to, phased vegetation clearance, tree felling, erecting newt / reptile fences ahead of translocating and displacing protected species.	The weightings will require further assessment pending the more detailed information. Estimated to be as follows: Price 55%, Quality 35%, Social Value 10%
Highways & Bridges	External resource to support with the preparation of Invitation to Tender for Highways and Bridges.	Price 55%, Quality 35%, Social Value 10%

Bridges	Construction works to four road over rail bridges and one pedestrian bridge entailing defect rectification and vehicle restraint works.	The weightings will depend on the level of work required following the bridge assessment work. Estimated to be as follows: Price 60% -65%, Quality 25%-30%, Social Value 10%
Highways & Drainage	Detailed design & construction of: a) extension to the left turn lane from Winterstoke Road into Ashton Vale Road, Bristol, b) improvements to bus stops on Lodway/ Heywood Road (Memorial Club) Pill, c) highway drainage at Underbanks and Avon Road, Pill, and d) extension to footway on Station Road and associated improvements between Monmouth Road and Pill station forecourt on Station Road.	Standard highway works, so lower quality weighting acceptable. Price 60%, Quality 30%, Social Value 10%

Each of the questions with the quality submission will be scored using the scoring matrix shown in Table 5 below.

Table 5 – Scoring Matrix

Score	Classification	Award Criteria
5	Excellent	A response that inspires confidence; specification is fully met and is robustly and clearly demonstrated and evidenced. Full evidence as to how the contract will be fulfilled either by demonstrating past experience or through a clear process of implementation.
4	Good	A response supported by good evidence/examples of the Bidders' relevant ability and/or gives the council a good level of confidence in the Bidders' ability. All requirements are met and evidence is provided to support the answers demonstrating sufficiency, compliance and either actual experience or a process of implementation.
3	Satisfactory	A response that is acceptable and meets the minimum requirement but remains limited and could have been expanded upon.
2	Weak	A response only partially satisfying the requirement with deficiencies apparent. Not supported by sufficient breadth or sufficient quality of evidence/examples and provides the council a limited level of confidence in the Bidders' ability to deliver the specification.
1	Inadequate	A response that has material omissions not supported by sufficient breadth and sufficient quality of evidence/examples. Overall the response provides the council with a very low level of confidence in the Bidders' ability to deliver the specification.
0	Unsatisfactory	No response or response does not provide any relevant information and does not answer the question.

Price: Based on the tender submissions the lowest total price will receive the maximum score of 100% and the prices of all other tenders will be expressed as a percentage of the maximum score

Quality: Quality will be assessed against the project outputs, behaviours and project management including assessment on the following topics.

1. Business capability and resource
2. Professional expertise
3. Commercial offering
4. Project team
5. Track record
6. Sustainability, carbon reduction and biodiversity

The evaluation team will comprise the following:

- James Willcock (MetroWest Phase 1 Programme Manager)
- Tom Belletty (Senior Project Manager - Rail, WECA)
- Richard Matthews (Principal Policy Officer, MetroWest Phase 1)
- Highways engineer (to be assigned)
- Chandan Bhumpelly (Team Manager, Structures) – *for bridge competitive tenders only*

The Strategic Procurement service will moderate the evaluation of all tenders.

Contract Management

Contract management will entail management via the WECA PSF framework, some direct award contracts and use of the NEC4 PSC & NEC4 Engineering & Construction Contracts. The contracts will include performance indicators and there will be regular contract performance meetings with contractors.

To provide certainty of out-turn cost the NEC4 Engineering and Construction Contract Option A: Priced Contract with activity schedule should be used or Option C: Target Contract with activity schedule. With Option A, the contractor offers to provide the works described in the contract for a sum of money. The contract provides for certain risks to be carried by the client which will result in the lump sum being adjusted if the compensation events occur.

The activity schedule is normally written by the contractor since they know what activities will be carried out. Each activity is priced as a lump sum by the contractor which is the amount paid when the contractor has completed the activity. In pricing an activity, the contractor takes responsibility for estimating quantities and resources, and assessing and pricing risks that the contractor owns. With Option C the difference is the contractor is incentivised to deliver the works for a target price, if the price is exceeded the additional cost is shared between the contractor and the employer.

The contracts will be managed by Richard Matthews (Principal Transport Policy officer, MetroWest Phase 1), Tom Belletty (Senior Project Manager - Rail, WECA) and James Willcock (MetroWest Phase 1 Programme Manager).

OPTIONS CONSIDERED:

The rationale for the route to market for each work package is set out in the above tables. The proposed route to market comprises a combination of use of the WoE Professional Services framework contract, use of a term maintenance contract, competitive procurements and a direct award contract with Forestry England to undertake ecology compensation works on their land.

The Highways Term Maintenance Contract has been considered as an option for the delivery of the highway works, however the expertise does not exist in this contract to deliver the complexities of the structural works to the bridges and while the other highway elements are standard highway works, the main part of the works are within Bristol City Council on a key transport link at Winterstoke road and as such the ability to assess and select a quality contractor is critical. We have packaged the highway works together as this will be more efficient to procure and manage.

FINANCIAL IMPLICATIONS

The financial implications are covered in the main report.

LEGAL POWERS AND IMPLICATIONS

The procurements will be compliant with the Public Contract Regulations 2015.

CLIMATE CHANGE AND ENVIRONMENTAL IMPLICATIONS

Climate risk assessments will be undertaken prior to tendering and the results will feed into the procurement process. The risk assessments will include the following sections:

- Pre-qualification
- Specification
- Tender evaluation
- Social value
- Contract management

Through the supply chain procurement and project documentation it is proposed to enable:

- Leadership – to create the environment for change;
- Innovation – to be an enabler of change within the supply chain, and;
- Methodology – to provide the mechanisms that enable the supply chain to respond.

PAS2080:2016 Carbon Management in Infrastructure provides a framework on all sectors and value chain members, on how to manage whole life carbon when delivering infrastructure assets. Use of the PAS will promote reduced carbon, reduced cost of infrastructure delivery and foster more collaboration across the supply chain.

Procurement will consider the PAS2080 specification, and include this as a quality metric in scoring the submitted tenders, to ensure carbon reduction is a key consideration in design and construction of the Programme.

The proposal is to undertake the design, development and delivery of the programme to align with the principals within the specification PAS2080. Suppliers may detail their own specific carbon management and measurement systems.

As part of the aim to encourage innovative solutions to carbon reduction, it is proposed that a sustainability toolkit be developed to identify sustainability outcomes to be achieved. This is to be developed in collaboration with the Contractor and Employers Agent and the purpose specified to put tangible metrics against sustainability into the project as goals.

All supply chain partners will play an active and key role in ensuring the council's ambition of carbon reduction and biodiversity net gain is secured and achieved through both as an active member of the project team and through as necessary application of statutory and non-statutory legislation in the design, development and delivery of the proposed infrastructure.

The procurement process will also challenge the suppliers on their carbon footprint and how infrastructure can be delivered in the most sustainable way including project specific requirements around communications, meetings and also at an organisational level with their corporate approach and initiatives to sustainability, including the use of energy, transport, purchasing and staff. It is proposed to appoint a carbon advocate to help the project team realise its carbon reduction ambition and provide a framework for future projects.

The project team will also be working with the suppliers on ensuring efficient supply chains, maximising the use of both sustainable materials and renewables including primary sourcing of power.

The outcomes that can be secured from all parties working collaboratively towards a common goal of carbon reduction;

- Reduced carbon, reduced cost of infrastructure;
- Promotion of innovation delivering wider society and community benefits;
- Contribute to tackling climate change;
- More sustainable solutions providing a blueprint for future projects;
- Identification of carbon offsetting to mitigate capital carbon created.

CONSULTATION

Previous consultation is covered in the main report. The market will be advised of upcoming work packages.

RISK MANAGEMENT

Risk management is covered in the main report. Several key risks have been identified in the procurement of the work packages and are summarised in Table 6.

Table 6 – Procurement risks

Description	Impact	Mitigation
Cost of the NSC & WECA project scope above the budget	There is a risk that the cost of the NSC & WECA project scope either pre or post FBC exceeds the budget which could impact on achieving key project milestones	Any cost increases pre FBC that cannot be directly mitigated will be discussed with Network Rail and the DfT. It may be possible to defer some aspects of NSC & WECA scope to post FBC and deal with any cost increase as part of the FBC submission, if necessary.
Risk of challenge to direct award contracts	Could cause delays to achieving project milestones.	The reasons for the direct award contracts are robust. The Forestry England direct award contract is for very sensitive ecology compensation works that must be undertaken on their land as specified in the Habitats Regulation Assessment with forms part of the DCO. The Aecom direct award contract for economic appraisal (via WoE PSF, within the sole supplier threshold) is in relation to the substantial knowledge Aecom have of the project based on their involvement across the MetroWest programme and is necessary to ensure consistency of approach and efficiency.
Lack of market appetite	Limited returns and reduce value for money	Early market engagement to ensure market has resources available to bid and carry out works.
Lack of OJEU and Public Contract Regulations compliance	Rejected tender	Procurement procedure and contract independently checked by the Council.
Lack of council engineering resource involved in the project	Specification, contract and evaluation sub-standard?	Ensure adequate council resource appointed to project or Appoint consultant and legal advisor with experience of NEC4 to support procurement
Lack of alignment with project outcomes	Benefits not achieved and/or needs not met	Specify contract and performance metrics aligned with agreed Project Brief and critical success factors.

EQUALITY IMPLICATIONS

Have you undertaken an Equality Impact Assessment? Yes

Equality implications are covered in the main report.

CORPORATE IMPLICATIONS

Corporate implications are covered in the main report.

North Somerset Council

Report to the Council

Date of meeting: 8th November 2022

Subject of report: Climate Emergency Action Plan update and progress report

Town or Parish: All

Member Presenting: Executive Member of Climate Emergency and Engagement

Key Decision: No

Reason: Not an Executive Decision

Recommendations

Members approve the updated Climate Emergency Strategy and Action Plan (subject to final editorial amendments by officers), and:

- Re-confirm their commitment to achieving net zero carbon by 2030 through the actions described.
- Note the Action Plan information on carbon emissions and progress on existing projects to tackle climate change, which are also summarised in this report.
- Endorse the development of a Climate Performance dashboard that will be used to monitor progress on the Action Plan.
- Request that the Executive Member write to the new prime minister and relevant minister to:
 - Confirm our commitment in local government to action on climate change;
 - Reiterate the council's opposition to fracking and urge the government to reverse their recent decisions on this issue;
 - Seek that they take seriously the role of central government in properly funding a transition away from fossil fuels;
 - Request increased, longer-term funding for other actions to enable a low carbon economy and healthy community.

1. Summary of report

- 1.1 The report sets out proposals for an updated Climate Emergency Strategy and Action Plan. It requests that elected members approve the document and re-confirm their commitment to achieving net zero carbon by 2030 through the actions described. Progress updates on emissions and current projects are provided for context.

1.2 Information is provided on a new Climate Performance dashboard that will be used to monitor progress on the Action Plan and which will be publicly available via the council's website. Members are asked to endorse this dashboard.

2. Policy

2.1 The proposals in this report support the council's Corporate Plan vision of becoming a 'greener' council which will "*lead our communities to protect and enhance our environment, tackle the climate emergency and drive sustainable development.*" This vision is underpinned by a priority action of becoming a carbon neutral council and area by 2030.

3. Details

3.1 Climate Change Strategy and Action Plan:

3.1.1 In November 2019, North Somerset Council published a Climate Emergency Strategy and Action Plan. Progress updates have been provided to Council on a six-monthly basis since that date.

3.1.2 Following feedback on the existing plan, Council agreed in March 2022 that an update was required. The purpose of the update is to respond to internal and external feedback and commentary on the original document, and:

- To reflect national and local changes and progress made since 2019.
- To create a document that more effectively communicates the reasons for our prioritisation of the climate emergency and what we are doing to tackle it.
- To ensure that the principles and themes in the document align with all of the work required. This includes the addition of a new theme of low carbon business and skills.
- To improve our ability to report and monitor progress.

3.1.3 The updated Strategy and Action Plan has been created primarily through internal consultation and is attached for review at Appendix A.

3.1.4 Key principles of the Action Plan, each underpinned by a suite of actions, are:

- To become a net zero carbon council
- Decarbonise transport
- Decarbonise the built environment
- Low carbon business and skills
- Renewable energy generation
- Resource and waste
- Adaptation and resilience
- Replenish our carbon stores

3.1.4 The principle of "low carbon business and skills" is a new addition to the plan. It reflects the importance of tackling emissions created by businesses, and also the opportunities and skills and training needs in relation to the growing green economy. Further information is provided on p38 – 39 of the Action Plan.

3.1.5 Subject to final editorial changes by officers, members are asked to approve the revised Strategy and Action Plan and to re-confirm their commitment to achieving net zero carbon by 2030 through the actions described.

3.2 North Somerset Council emissions

3.2.1 Historic information and a progress update on emissions created by North Somerset Council are provided on p23 – 24 of the Action Plan. This considers direct emissions from our buildings and vehicles; electricity consumption; and all other indirect emissions such as business travel, commuting, fuel use etc.

3.2.2 The table below summarises total emissions and their sources. The trend overall since 2018 - 2019 is downwards, however the 2021 – 2022 financial year saw an increase from 2020 - 2021:

	Total GHG emissions for period (tonnes CO ₂ e):				Change since base year	
	Apr 2018 - Mar 2019	Apr 2019 - Mar 2020	Apr 2020 - Mar 2021	Apr 2021 - Mar 2022	Tonnes CO ₂ e	%
Direct emissions	4,631	4,338	3,904	4,442	- 190	- 4%
Electricity consumption	4,281	3,915	2,426	2,287	- 1,994	- 47%
Indirect emissions	6,811	7,611	5,892	6,529	- 918	- 13%
Total	15,723	15,864	12,222	13,257	- 3,502	-22%

3.2.3 The increase in council emissions in 2021 – 2022 can be attributed in part to the relaxation of Covid-19 lockdowns, including:

- The re-opening of buildings such as libraries and leisure centres.
- Additional requirements to increase the ventilation of such buildings, which increase heat loss and energy requirements.
- The return of some staff to working in council offices, which has increased commuting.

3.2.4 More positively:

- Upgrading of streetlights has reduced electricity consumption for streetlights by 47% since 2018, leading to a saving of 984 tonnes of carbon.
- The ‘greening’ of the national grid continues to reduce emissions created through energy consumption.

3.2.5 Despite the overall downwards trend, emissions remain above the target levels required if the organisation is to achieve its goal of carbon neutrality by 2030, highlighting the need for additional action. Further information on this point is provided on p24 of the Action Plan.

3.3 North Somerset area emissions

3.3.1 Information on area emissions across North Somerset is provided on p19 – 22 of the Action Plan.

- 3.3.2 Total emissions have decreased by 265 kt CO₂e (15%) since 2005. This is a significant change but remains insufficient to meet our climate ambitions.
- 3.3.4 Transport accounted for 45% of North Somerset's emissions in 2020. This is higher than the national average of 30%. Our adopted Joint Local Transport Plan 4 (JLTP4) is clear about the shared need to enhance our transport decarbonisation programme.
- 3.3.5 Central government is updating its requirements for Local Transport Plans (LTPs) and for the first time will include the need for all transport schemes and LTPs to include mandatory Quantifiable Carbon Reductions (QCRs) to quantify emissions reductions from transport interventions. This triggers the need to undertake a new LTP based on a carbon assessment of transport, as all future transport funding from government will be reviewed via the required new LTPs. Separate reports will be brought on this matter.
- 3.3.6 The domestic and non-domestic buildings sectors make up 24% of North Somerset's emissions each. Emissions from both sectors have decreased by just over 30% since 2005, but this is primarily due to the reduced carbon intensity of the electricity grid. Much more is required in terms of funding, advice and skills to enable retrofit.

3.4 Climate change project updates

- 3.4.1 This section provides selected highlights in relation to climate change actions and projects, grouped by action plan themes:

A net zero carbon council:

Net zero council buildings

- 3.4.2 In November 2021, NSC was awarded £672,562 of Community Renewal Fund (government grant) to deliver a placemaking research project, which included a decarbonisation feasibility study programme across schools, council and public assets. The 'Enabling Thriving Places' project has enabled these studies to be carried out across 30 public buildings which included:
- Leisure centres
 - Schools
 - The Town Hall
 - The Playhouse
 - Somerset Hall
 - Children's Centres
 - Libraries
- 3.4.3 The council has been working with a team at Bristol City Council to undertake decarbonisation audits of these buildings, exploring the potential for renewable technologies to replace existing gas boiler central heating and non-renewable sources of electricity supply. Included in this work were a series of engagement sessions with building managers and community leaders to progress carbon literacy awareness, renewable and retrofit technical knowledge and understanding of energy efficiency within our buildings and communities. These were carried out with the Centre for Sustainable Energy (CSE) in collaboration with other community partners.

3.4.4 This work is now being developed alongside the building energy efficiency audits previously carried out across 33 council buildings. Project planning is underway to utilise these audits to inform future works to improve the sustainability and future-proofing of our buildings and public spaces, as well as the rising cost of energy.

Carbon Literacy

3.4.5 In July 2022, the Council was awarded the Carbon Literacy Silver Award for meeting a target of training 15% of the workforce. NSC is one of only three councils in the country to have achieved this accreditation, and the only council in the South West. Further information on carbon literacy can be found on p13 of the Action Plan.

3.4.6 The next target will be to achieve Gold accreditation which will require us to train 50% of the workforce and meet other specific criteria. Further information about carbon literacy is [here](#).

Decarbonisation of transport:

3.4.7 The Council continues its work towards transport decarbonisation, to help with cost of living pressures and to maximise the co-benefits of living and travelling differently. This includes but is not limited to delivery of our Bus Service Improvement Plan (BSIP), MetroWest, active travel network (including the Pier to Pier Way), progressing our Place and Movement Framework, a suite of Active Travel Action Plans, our EV Strategy and the Traffic and Parking Framework. An overarching 'Transport Narrative' is being developed with our West of England neighbours to create a consistent message about the need to decarbonise and our progress towards improving transport options for everyone.

3.4.8 The EV salary sacrifice scheme has launched, giving qualifying employees an option to lease an electric car at a fixed monthly cost, with no initial upfront costs, making savings on their tax and National Insurance contributions. The scheme has been operating since August, with one delivery completed, one order awaiting delivery and 15 others ordered and approved. The council's salary sacrifice scheme for purchase of bikes and electric bikes also remains popular.

Decarbonisation of the built environment:

3.4.8 The Centre for Sustainable Energy (CSE) has been commissioned to carry out a series of Home Energy Roadshows across the area to provide free energy efficiency and retrofitting advice to residents. These events commenced in August 2022 and will run through to the end of 2023.

3.4.7 Work is continuing within the housing team on retrofitting opportunities. In 2021, 48 park homes and 50 Alliance properties (affordable homes) received home energy improvements. In 2022, a Domestic Retrofit Caseworker was appointed to support this work in North Somerset.

3.4.8 LED streetlighting replacements have reduced energy use by over 50%. In 2021/22, over 1,200 tonnes CO₂e were saved compared to 2018/19.

Low carbon business and skills:

- 3.4.9 We are committed to ensuring that individuals, groups and businesses have the opportunity to learn more about reducing their environmental impact. Through our Business Carbon Support programme, companies in North Somerset who applied to the programme were offered a free package of business carbon support made up of carbon literacy training, a carbon baseline assessment report and carbon reduction plan. The support was specifically designed for small to medium enterprises and 17 businesses across North Somerset signed up to this offer.
- 3.4.10 We are working with the North Somerset Enterprise Agency and Future Leap to create a network of North Somerset Businesses who would like to improve their environmental performance.
- 3.4.11 North Somerset SMEs have benefitted from previous rounds of the West of England Green Business Grants since early 2021. Applications for grants have now closed, but businesses can still apply for a free carbon survey which will help identify energy saving improvements.
- 3.4.12 The NSC Procurement Strategy 2021 to 2025 now includes procurement plan guidance specifically developed to assess and ensure our supply chain's response to the Climate Emergency. Existing contracts are being reviewed to implement improvements where possible.

Renewable energy generation:

- 3.4.13 In 2021 North Somerset took part in the Solar Together Scheme, a bulk buying scheme which allowed residents to purchase rooftop solar PV installations at a reduced rate. To date, 292 installations have taken place through this scheme. Discussions are underway with partners about the possibility of re-running the initiative in 2022/23, particularly as the rising cost of energy may increase interest in renewable sources.
- 3.4.14 In early 2022, the Centre for Sustainable Energy (CSE) delivered a series of 'Generating renewable energy' workshops in six areas of North Somerset (Congresbury, Kenn, Nailsea, Puxton, Tickenham, Yatton) to engage the community in identifying the potential for local renewable energy generation. An outline of the workshops were then transferred to the commonplace platform and shared with the wider communities for comment. The results of these workshops are [here](#).

Resource and waste:

- 3.4.15 We are the best performing authority in the South West and second highest unitary authority in England. We continue to work with our NSC waste and recycling team and local community groups and organisations to maintain our high recycling rate of 60.4%, which placed us 7th out of 341 English local authorities in the overall recycling performance league table.

Adaptation and resilience:

- 3.4.16 Following the release of the Local Government Association Adaptation Risk Register in early 2022, work on a refreshed North Somerset Climate Adaptation plan is

underway. The current plan has not been updated since 2011, and many significant developments have occurred since then.

- 3.4.17 North Somerset's Local Flood Risk Management Strategy is currently in development to support the area in becoming resilient to tomorrow's climate and ready to respond and adapt to local flooding.

3.5 Performance management of climate actions

- 3.5.1 Linked to the creation of the refreshed Action Plan, North Somerset's Business Intelligence Team has developed a Climate Emergency Performance dashboard.
- 3.5.2 The dashboard will be updated quarterly, with results reported to the Corporate Leadership Team and on a six-monthly basis to Full Council.
- 3.5.3 The dashboard and results will be publicly available on the council's web pages. This will improve the council's accountability in relation to climate actions.

4. Consultation

- 4.1 The updated Strategy and Action Plan has primarily been subject to internal consultation (including members).
- 4.2 Briefings on this report and the Action Plan have been provided to the Partnerships, Corporate Organisation and Overview Management Policy and Scrutiny Panel (PCOM) and to the Members Working Group. In addition, an all-member briefing hosted by PCOM was held on 28th October.
- 4.3 Interested individuals or groups are encouraged to provide further feedback on climate initiatives and activities by e-mailing climateemergency@n-somerset.gov.uk

5. Financial implications

- 5.1 The recommendations of this report do not in themselves have direct financial implications. The Action Plan includes a section on financial considerations and existing and potential funding support for initiatives.
- 5.2 To deliver net zero carbon and to transition to a low emissions area, additional funding will be required. Where this requires funding from council budgets, proposals will be subject to normal financial governance and decision-making, including the preparation of costed business cases. The business cases will also need to consider the potential costs of inactivity on climate change, including lost revenue and impact to life.

6. Legal powers and implications

- 6.1 The recommendations of this report do not in themselves have legal implications.
- 6.2 As initiatives within the Action Plan are further developed, there may be legal implications for the council. These will be considered through formal governance arrangements and decisions as required by the council's constitution.

7. Climate Change and environmental implications

7.1 The aim of this report and the Action Plan is to address the Climate Emergency and deliver a carbon neutral council and area by 2030.

8. Risk management

8.1 The Climate Emergency is recognised as a key corporate risk which the Strategy and Action Plan will help to address.

9. Equality implications

9.1 No specific Equality Impact Assessment has been completed for this progress update. Individual projects will be subject to EIAs as required.

10. Corporate implications

10.1 The climate emergency is a cross-cutting issue and a corporate priority; all services will be required to assist in delivery of the Strategy and Action Plan.

10.2 Directorate Action Plans for the Climate Emergency are in place across all services.

11. Options considered

11.1 Not to update the Strategy and Action Plan: this was rejected for the reasons set out in the report above.

Authors:

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Appendices:

- Appendix A: North Somerset Climate Emergency Strategy and Action Plan (draft for approval)

Background papers:

Please see <https://www.n-somerset.gov.uk/council-democracy/priorities-strategies/climate-emergency> for further data and project information on the climate emergency

Climate Emergency Action Plan

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Imagine if by 2030,
Our air was far less dirty.
What would this look like to you?
Would the sea be a deeper blue?
Would the roads emit a hum,
Of electric vehicles as they run?

Imagine if by 2030,
Our air was far less dirty.
And our children knew we had it –
A working method to protect our planet.
No more plastic in the Severn,
Wouldn't this be just like Heaven?

by Georgia Duffee
“Picture This” entry



Foreword

Steve Bridger

Leader of the council



Climate change is here and will continue to affect us all, but we also all have the power to do something about it.

Already in 2022, council services and the lives of our residents have been impacted by record-breaking storms and record high temperatures.

Three years ago, North Somerset Council declared a climate emergency and we followed this up with a Climate Emergency Strategy that commits us to addressing the causes and consequences of climate change. Our aim is to be a carbon neutral council and a carbon neutral area by 2030.

In 2020, the council recognised we are also facing a nature emergency and need to take urgent action to halt the loss of biodiversity. Since then, the council has published a Green Infrastructure Strategy to support nature recovery across the region.

Of course, so much has changed since we adopted our Climate Emergency Strategy. The COVID-19 pandemic accelerated a pre-existing direction of travel with regard remote and hybrid working and our use of technology. Over two years into the pandemic we are still seeing unfold some significant disruptive structural challenges that will provoke changes in the way we live, do business, and operate as a council.

There is also a growing body of evidence that suggests people have re-evaluated the importance of green space and the accessibility of active travel on their doorstep for their own health and wellbeing and to reduce the dominance of vehicles to achieve more liveable neighbourhoods and communities.

As a council we need to take a leadership role locally. We need to respond, mitigate, and adapt to the impacts of inevitable climate change – not just by reducing our emissions but by being better prepared and more resilient to more frequent flooding and extreme weather events. Nationally, the rising cost of living is also the price of climate inaction.

The purpose of this action plan is to build on our 2019 strategy, highlight some key areas that we can focus on in North Somerset over the next few years, and seek to improve the way we demonstrate progress being made. It signals that all of us have a part to play in creating thriving communities and making North Somerset a healthier and happier place to live and work.



Bridget Petty

Executive Member for Climate Emergency and Engagement



Our world is changing around us, with increasing temperatures, extreme weather and risks to property, health, wildlife habitats, and food production.

I'm committed to acting on climate change because while I am scared, I also have the belief there is still time for us to act. The last seven years have been the seven warmest years on record globally – and yet our children can expect these to be some of the coolest years of their lives.

We published our Climate Emergency Strategy and first action plan in late-2019 and since then have been working hard to reduce our own emissions and support residents and businesses to do the same. This Action Plan is a live document and will continue to evolve over the coming few years.

I am proud of the work we have done since 2019, the hard work of the council officers, the leadership team, partner organisations and the community living in North Somerset. There are areas that will require national legislation change, but we will continue to work with the powers we have as a council.

In order to step up our response to the climate emergency, an enormous amount of change is needed. This is how we will show leadership; I'm not saying it won't be without challenges. The way we travel and heat our buildings must become more sustainable and these require physical changes as well as changes to our mindsets.

To support the change of mindset at North Somerset Council, over 250 of our officers, all senior managers, and a quarter of our councillors have taken part in Carbon Literacy training and we were delighted to recently receive our Silver Carbon Literacy Accreditation – only the third Local Authority in the country to achieve it.

Carbon Literacy has helped us all to gain a better understanding of how and why the climate is changing and how we will be impacted by it. As a result of this training, we now focus much more on the additional benefits which come along with acting on climate change.

This means that actions which reduce greenhouse gas emissions and also will reduce inequalities, improve our health and support our local economy – such as promoting walking, wheeling and cycling – will be treated as a high priority.

Climate change is a global problem, but the UK is well-placed to set an example to the world. And we want North Somerset to be a role model for the country. We want to make sure that no-one is left behind or disadvantaged in this transition – this is why we always talk about a just transition. From the older generations to the very youngest – who will be most affected by climate change – we want to invite you to help shape the future with us.



Introduction

The North Somerset Climate Emergency Action Plan is a live document which outlines our eight key principles for how we will address the causes and consequences of climate change over the coming years. Progress is reported on a six-monthly basis and the action plan will be updated at least annually.

In November 2019, the council published its first action plan, establishing seven key principles to focus on for reducing greenhouse gas emissions and improving our resilience in a changing climate.

The biggest material change to this plan is the inclusion of a “Low carbon business and skills” key principle. Businesses and organisations in North Somerset produced 249 kt CO₂e in 2020 (22% of North Somerset’s total emissions) with almost half of those emissions coming from burning gas. It is a significant challenge to reduce these emissions.

There is also a significant business opportunity around net zero. This target requires more people with new and different skills and jobs. Getting jobs, skills and demand to align is a substantial task.

Our climate emergency declaration in February 2019 stated that we would aim

to be a carbon neutral council and area by 2030. We have since joined the UK100 Countryside Climate Network and pledged to do everything within our power and influence to rapidly reduce our greenhouse gas emissions and work with our residents and businesses to bring our wider community’s emissions in line with net zero as soon as possible. With limited options for carbon dioxide removals before 2030, our main focus is on reducing emissions rather than removals or offsetting, although opportunities will be taken in these areas if they become available.

Our first action plan in 2019 set the groundwork and foundations for making changes. Many things have changed or happened since it was published, including national and international policy priorities, the COVID-19 pandemic, the cost-of-living crisis and our understanding of our ability to act on climate change.

Many of the actions taken up until now have been designed to enable change – putting strategies and policies in place which will influence our way of life locally and improve our understanding of the issues we face and the actions available to us to reduce emissions.

What have we been doing to enable change and reduce emissions?

- Auditing our buildings to prepare for energy efficiency improvements
- Working with neighbouring authorities to produce region-wide low-carbon transport approaches
- Reviewing planning policies as part of the Local Plan update
- Updating internal policies for areas like procurement and human resources to make our services align with a low carbon future
- Training our staff and councillors in Carbon Literacy to ensure it is a high priority across the council
- Running a solar panel purchasing scheme for residents
- Utilising Green Homes Grants to insulate low-income homes
- Replacing streetlights with LEDs
- Funding energy efficiency projects for local care homes



Key Principles

1. Become a net zero carbon council
2. Decarbonise transport
3. Decarbonise the built environment
4. Low carbon business and skills
5. Renewable energy generation
6. Resources and waste
7. Adaptation and resilience
8. Replenish our carbon stores

This document has been designed to give a little more information about how the council's response to the climate emergency is managed. It also gives details about why we're making changes and when things will happen. It is still a working document, to be updated and strengthened as necessary.

This updated action plan outlines the actions we know we need to take in the coming years, but it is not exhaustive. Short term actions can be achieved within one or two years (2022-2024); medium term actions are designed to take several years to reach fulfilment (2025-2028); and longer-term actions will take longer to come to fruition (2028 onwards).



Dried out soil and scorched grass on WSM Beach Lawns.
Image provided by NSC

Carbon Literacy

Delivered training to 150 officers and councillors as well as 17 local businesses and 18 community champions
300 pledges made
450 tonnes CO₂e savings estimated

Decarbonisation plans

Delivered for 30 public buildings including:
15 schools
5 leisure centres



Business support

17 local small businesses supported to reduce carbon emissions through our Business Carbon Support pilot programme
15 businesses have received Green Business Grants from WECA totalling £113,561



Zero carbon school

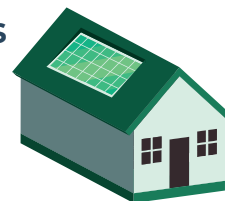
Planning permission granted to zero carbon school development at Winterstoke Hundred Academy

Funding for care homes

£400,000 in grants awarded to care homes to reduce emissions

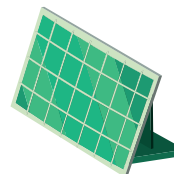
Low carbon homes

64 zero carbon homes
52 PassivHaus homes
361 low carbon homes



Solar panel installations

292 installations across North Somerset through WECA Solar Together scheme
1,730 installations through Green Homes Grant, Local Authority Delivery (LAD2)



LED streetlights

Completion of streetlight upgrades:
18,000 streetlamps, saving 3,800 kWh and over 1,000 tonnes CO₂e each year



Cycle paths

57 miles of dedicated cycle and shared use paths

EV charging

39 chargers installed by NSC to date
90 public chargers now available
Staff salary sacrifice scheme set up for EV purchasing



Cycle training

2,337 children received Bikeability training



Ecosia search engine

Over **500** trees planted through internet searches by council staff

Housing retrofit

48 park homes and **50** Alliance Homes properties received home energy improvements

Long grass

400,000 hectares left for pollinators

Trees planted

30,000 trees planted



A changing world

Since we launched our Climate Emergency Strategy in 2019, many things have changed, not just in North Somerset, but nationally and globally too. A summary of how these events affect the climate emergency response is outlined below:



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Why are we calling this an emergency?

Climate change is currently the biggest threat to our civilisation and there is clear evidence to show that it is happening right now, all around the world.

The latest Intergovernmental Panel on Climate Change (IPCC) Assessment Report¹, states that human activity has already caused 1.1°C of heating. In earlier reports they warned that if the planet's temperature goes up by more than an average of 1.5°C, it will cause devastating problems for the planet.

Across the UK, we expect to see:

- warmer and wetter winters
- hotter and drier summers
- more frequent and intense weather extremes.

Winter storms are expected to be more frequent with stronger winds and more rainfall. While the temperatures may be milder, winters will tend to be wetter, with more potential for flooding.

Heatwaves are a risk to health and, in some cases, life. During the heatwaves of 2003

and 2006, it was estimated that there were more than 2,000 excess deaths² and this figure is expected to more than double by 2050³. Increases in temperature are also associated with increased rates of suicide and violent crime.

Climate change will make hot spells more frequent and severe. By 2070, the chance of exceeding 30°C for two days or more greatly increases. Over the southern UK, it becomes sixteen times more frequent than it is today.



Aftermath of a grass fire in the Winscombe area, August 2022

1 Sixth Assessment Report – IPCC
2 Heatwave mortality monitoring – Summer 2018 (publishing.service.gov.uk)
3 UK Climate Change – Risk Assessment 2017 (publishing.service.gov.uk)



Storm Ciara causes huge waves in Clevedon, 2020.
Photo taken by Robert Timoney

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We are particularly vulnerable to flooding in North Somerset, with three of our four towns on the coast and a number of villages affected by coastal or inland flooding.

The impacts of flooding on our communities can be wide ranging – from damage to belongings and increased insurance to physical and mental health. The average cost of flooding to a home is

£30,000 and the mental health impacts can be severe and long lasting⁴.

Frequent and intense rainfall will cause an increase in flooding, which we will need to prepare for. Considering how we manage our land, where we build our homes and how best to defend against flooding will be critical in the years to come.

Climate change will impact farming, too. And this is an impact not just for farmers

but for the whole population. Global average crop yields have already declined over recent decades and could decline by 30% in the next 30 years⁵. This could lead to reduced availability and sharp increases in food prices.

As with energy costs, rising costs of food will impact the most vulnerable members of our communities hardest.

⁴ Wellbeing in the aftermath of floods – ScienceDirect

⁵ <https://www.chathamhouse.org/2021/09/climate-change-risk-assessment-2021/>

The co-benefits of climate action

A co-benefit is an additional or extra benefit we receive when addressing an issue or concern.

One example might be an initiative to increase cycling in a particular community, with a primary objective of reducing carbon emissions from transport locally. However, this initiative will also deliver the co-benefit of improved physical and mental health for residents through increased physical activity and improved air quality. Over time, this will also result in fewer NHS interventions, saving money.

Another example would be planting trees within town centres, which can lock in carbon dioxide, enhance biodiversity, improve people's well-being, reduce air pollution, reduce temperatures, and reduce the risk of flooding.

With often limited budgets, it is helpful to be able to prioritise actions which tackle multiple issues at once. For example climate change, health inequalities and job opportunities, which are all strategic priorities for North Somerset Council.

Throughout this action plan, co-benefits will be identified using the following icons. A brief explanation, including a few examples is given here:



Tradespeople fitting insulation into a home to make it more energy efficient. Image by Freepik

The charity Age UK estimates that cold homes cost the NHS in England £1.36 billion a year due to the impact they have on elderly people experiencing cold-related illnesses including respiratory problems, strokes and heart attacks.



Health

Many climate actions can also improve people's mental and physical health. For example:



- improve the air quality – currently 36,000 people die each year in the UK due to air pollution-related effects
- get people active – physical activity can improve mental as well as physical health
- keep people warm in their homes
- improve people's diets – reducing consumption of red meat and dairy.

Equity and social cohesion

There are a number of climate actions which can help tackle inequalities and bring our communities together at the same time. For example:



- reduce the risk of fuel poverty in low income and deprived households
- improve the mobility of residents – particularly in more deprived areas
- improve access to green spaces or air quality in more deprived areas
- deliver access to skills, training and jobs.

Economic opportunities

Some climate actions can reduce costs – for example saving money on energy bills – and others can have significant benefits to the local economy. For example:



- create new jobs in the low carbon economy
- support a just transition by delivering training to those in high carbon industries
- encourage people to spend more time in town centres
- create a better environment for local businesses to thrive.

If a quarter of the population in England cycled regularly (including the use of electric bikes) all-cause mortality could fall by 11%.

Resilience and adaptation

Some climate actions can help communities, residents, and businesses to be more resilient and adapt to current and future changes. For example:



- improve ability to withstand the impacts of climate change
- increase ability to cope with future fuel or food price increases
- support adapting to future changes such as electric vehicles or decentralised energy.

Wider environmental benefits

Some climate actions will also support nature's recovery by improving biodiversity or reducing water pollution. For example:



- urban tree planting absorbs carbon and provides shade but will also provide habitats for insects and birds
- reducing the amount of waste we create and send to landfill can prevent pollution entering our soils and waterways.

Many of these co-benefits will have knock-on effects which cause more benefits. Improved insulation leads to better resilience to rising fuel prices and better physical and mental wellbeing, which can then lead to reduced costs to the NHS and fewer days off work.

Carbon Literacy

Carbon Literacy is...

“An awareness of the carbon dioxide costs and impacts of everyday activities, and the ability and motivation to reduce emissions, on an individual, community and organisational basis.”

In December 2020, we became a Bronze Carbon Literate Organisation when we established our training course and trained the Leader of the council, our chief executive officer and a number of other councillors and senior officers.

Since then, the training has become mandatory for senior officers and in July 2022 we became only the third local council to receive Silver Accreditation. For Silver, organisations need to train a substantial percentage of their workforce,

integrate Carbon Literacy into performance management, have a visual promotion of Carbon Literacy and publish a case study.

The most common piece of feedback we receive is “how can we deliver this to more people and businesses in our communities?”. So that is what we’re now doing.

In North Somerset we have used four Carbon Literacy courses:

- **Local Authority elected member course** – developed for North Somerset councillors, now used across the country
- **local council staff training**
- **Carbon Literacy training for local businesses**
- **Talking Climate with Jen Gale for community groups**

Certified individuals:

- **12** councillors
- **198** council officers
- **17** small business managers
- **18** community representatives

Carbon Literacy learners pledge two actions in order to receive their certificate. Since the start of the North Somerset Carbon Literacy programme, our learners have:

- made over 430 pledges
- saved over 650 tonnes CO₂e each year

For more information go to www.n-somerset.gov.uk/carbonliteracy

It is such a great course it really hit home for me and I hope inspires everyone who participates to make changes. What a lovely job you have spreading this great message. I am so pleased that all types of people and teams are engaging across NSC.

Many thanks for this course it has been very informative.

I hope to make positive changes going forward based on knowledge rather than the flaky foundation I was basing my ideas on!

I just wanted to say thank you for an inspiring course – probably the best training I’ve had during my time at NSC!

Although I felt I had a good level of knowledge before (this literally was my MSc study) you still updated me and provided me new links and food for thought, and also inspiration to up the pace and ambition, so there is no-one that shouldn’t be doing this because they ‘know it already’.



Governance

All strategies and action plans go through a corporate scrutiny process as they are developed, as well as after they are published via six-monthly progress reports. The Climate Emergency Strategy is owned by the cross-party member working group, with the action plan owned by the officers working group. Progress is reported to Corporate Management team via officers and to Executive via the members working group. The structure governing the projects, strategies, and plans surrounding the Climate Emergency is shown in the diagram.

Elected Members

Full Council
Six-monthly progress reports from the Scrutiny Panel

Scrutiny Panel
Six-monthly progress reports plus project specific updates

Cross-party Working Group
Six-weekly updates

Joint

Climate Emergency Steering Group
Quarterly progress reports

Leader of the Council
Chief Executive Officer
Executive Member for Climate Emergency
Senior Responsible Officer

Officers

Corporate Leadership Team
Quarterly performance monitoring

Senior Responsible Officer
(Director of Place)
At least monthly updates

Officers Working Group
Monthly updates

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Auditing

The Climate Emergency Team is currently undergoing its first internal audit, with a final report due in autumn 2022. Its aims are to ensure that a clear governance structure, integrated into the council's decision-making processes, is in place to forward climate change action within the council; to

ensure the formal adoption of a strategy and action plan; and to ensure that the implementation of the action plan is monitored and reported on regularly.

Internal audits happen across the council, and all audit work is reported to and monitored by the council's Audit Committee.

Monitoring

The action plan is a working document and will be monitored, reviewed, and updated at least annually by the Climate Emergency team, as progress is made on achieving our objectives, and adjusted where new projects and priorities come to light.

Performance reports are also released quarterly to each directorate, showing how well our actions have progressed against the key priorities in the Corporate Plan to contribute to an **open, fairer, greener** North Somerset.



Community

As a council, we recognise that we need to play an enabling role, working with the local community to raise awareness and understanding around climate change. The role of engagement in meeting our climate emergency ambitions is huge and should not be underestimated. The only way we can achieve our target is by working collaboratively and sharing responsibility.

Community groups

North Somerset has a vibrant network of community groups and organisations, with a common goal of improving where we live for our residents and to ensure an all-inclusive approach to protecting and future-proofing our natural environment, habitats, and living and working spaces.

In 2019, Zero Carbon North Somerset was set up to work as an umbrella organisation to ensure all groups could collaborate and encourage a diverse range of voices to be heard. We endeavour to work closely with Zero Carbon North Somerset and all our local climate action groups to deliver what is needed in our community, as well as ensuring they feel part of the actions we are taking as a council.



Locking Parklands community.
Photo provided by Alliance Homes

Community energy

Community energy refers to the delivery of community-led renewable energy, energy demand reduction and energy supply projects, whether wholly owned and/or controlled by communities or through a partnership with commercial or public sector partners.¹

There are a number of community energy companies in North Somerset which aim to help local communities reduce energy costs and use surplus income from their energy systems to fund local energy consumption reduction projects.

¹ <https://communityenergyengland.org/pages/what-is-community-energy>

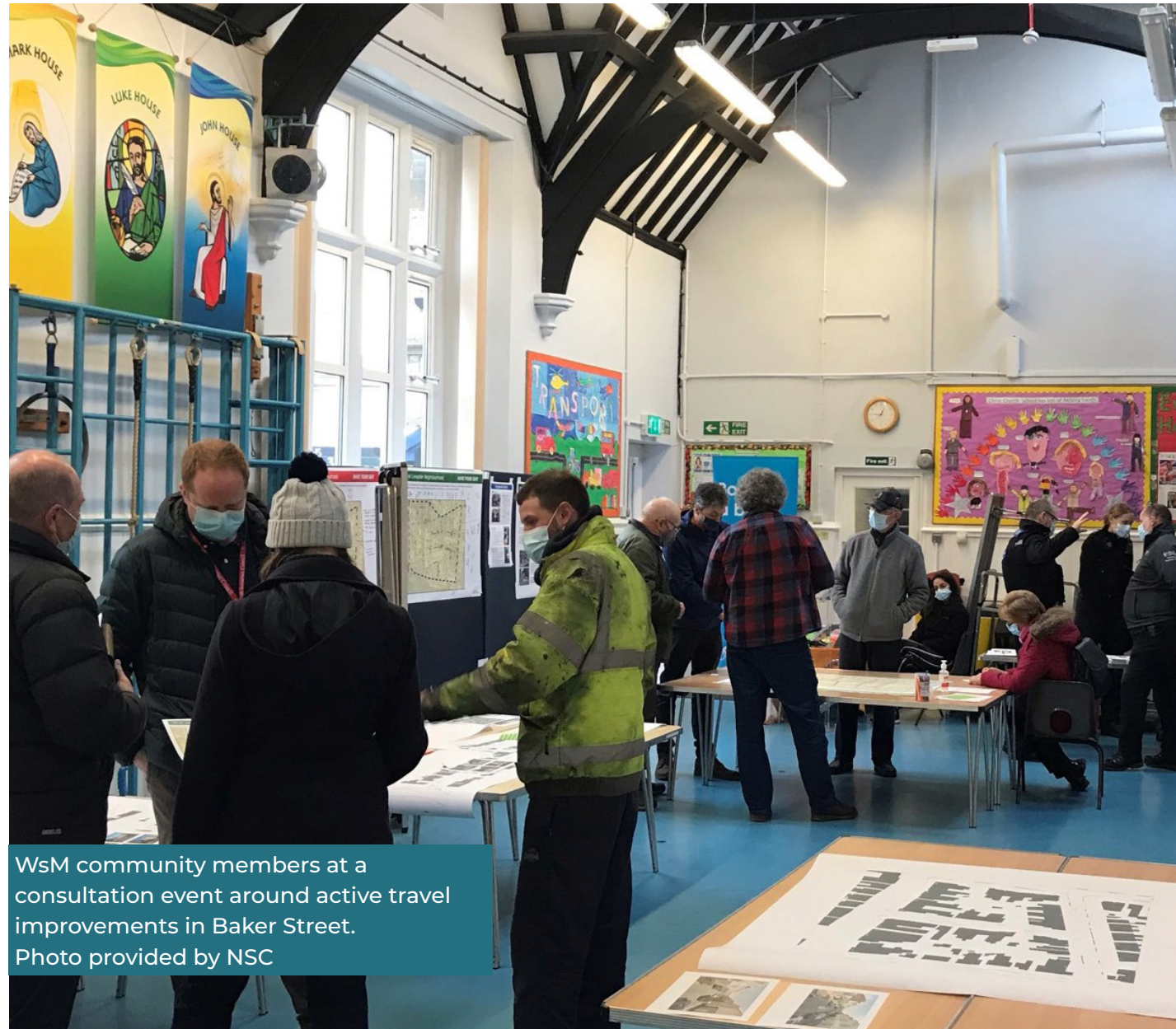
Citizens' panel

The North Somerset Citizens' Panel is made up of local residents who want to share their views directly with the council and help ensure it delivers excellent local services. Panel members take part in online surveys and focus groups on specific local issues. Matters relating to climate and sustainability are part of the topics the panel considers, and relevant responses feed into the Climate Action Strategy and Action Plan.

Funding advice for community groups

Funding for climate-related projects and initiatives is available through multiple organisations on a regular basis, both through national and local funding opportunities. We offer basic advice about opportunities for businesses and community organisations: links to current funding opportunities and some basic guidance can be found on [our website](#).

We will continue to work with local businesses, groups and community organisations to distribute, develop and aid funding opportunities for the development of projects and initiatives to improve our communities and to help the area to reach net zero ambitions.



WsM community members at a consultation event around active travel improvements in Baker Street.
Photo provided by NSC

Finance



	1-Jun	1-Jul	1-Aug	1-Sep	1-Oct	1-Nov	1-Dec
	1.307,85	1.240,64	1.235,42	939,09	1.300,67	843,29	1.240,64
	0,00	698,18	0,00	0,00	40,07	0,00	0,00
	215,80	78,42	38,16	15,62	256,67	25,46	0,00
	2,03	1.485,22	6.062,23	447,24	16.048,05	349,55	0,00
	5	677,87	503,91	1.094,97	5.620,31	2.560,60	0,00
		0,00	310,01	3.142,38	9.779,24	14.693,66	0,00
		0,00	670,64	1.259,50	4.294,85	7.473,24	0,00
		283,58	39.386,87	17.848,02	34.414,47	0,00	0,00
		0,00	0,00	0,00	0,00	0,00	0,00
			19.577,90	11.799,74	14.874,16	33.010,21	0,00
			1.335,55	21,76	865,15	348,10	0,00
			0,00	0,00	12.032,74	24.740,68	0,00
			0,00	0,00	4.387,73	18.444,80	0,00
				701,60	4.796,53	502,91	0,00
				2.144,68	2.120,27	1.727,45	0,00

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Resources

The council has a basic budget which covers specific climate emergency projects and staff time. However, responding to the climate emergency is now a core part of all council work and separating out the climate budget is not always possible.

The Climate Emergency Team is currently made up of one full time Climate Emergency Project Manager, one full time Climate Emergency Project Officer and a

dedicated Communications Officer two days per week. The team also supports apprenticeships and graduate schemes.

Further support is provided by a variety of officers which include a Domestic Retrofit Caseworker, the Active and Sustainable Transport Team, a Sustainability Officer, several Waste Minimisation Officers and an Economic Sector Support Officer.

Funding

The council seeks funding wherever possible to support and enhance delivery of the actions within the Climate Emergency Action Plan. This includes bidding for government grants and other external funding, as well as assisting community groups and businesses to apply for funding. Some of the activities in the action plan will generate income or make savings.



Current and future funding streams

Public rights of way improvements

– resources have been allocated from existing revenue and Section 106 funding for network improvements such as vegetation clearance, surface improvements, improved signage and the creation of new routes

Bus Strategy Improvement Plan (BSIP)

– provisional funding to improve the bus network across North Somerset has been awarded by DfT

Waste: fleet replacement –

an allocation from existing revenue has been made to increase the waste fleet replacement programme budget, with the hope of replacing it with electric vehicles (EVs)

Waste: Recycling Campaign –

an allocation from existing revenue has been made for a targeted campaign to increase recycling rates

Biodiversity net gain –

funding has been allocated for the purchase of land to increase biodiversity

Building energy efficiency –

funds have been borrowed for spend-to-save projects to improve the energy efficiency of council buildings. The payback period is expected to be approximately five years

Decarbonisation plans –

funds from the Community Renewal Fund (CRF) have been used to produce decarbonisation plans for 30 public buildings and to provide training around energy and emissions reductions for building managers.

Shared Prosperity Fund (SPF)

North Somerset Council has submitted an investment plan setting out how we intend to use and deliver over £2,500,000 of funding allocated through the SPF. A 'net zero dimension' has been woven into all SPF interventions, including specifying which net zero aims each project can contribute towards.

Public Sector Decarbonisation Scheme (PSDS)

The PSDS is designed to help upgrade heating systems in public buildings into ones often powered by cleaner, cheaper, and renewable energy. Decarbonisation plans produced via CRF funding will be used to apply for PSDS funding.



Emissions for the North Somerset area

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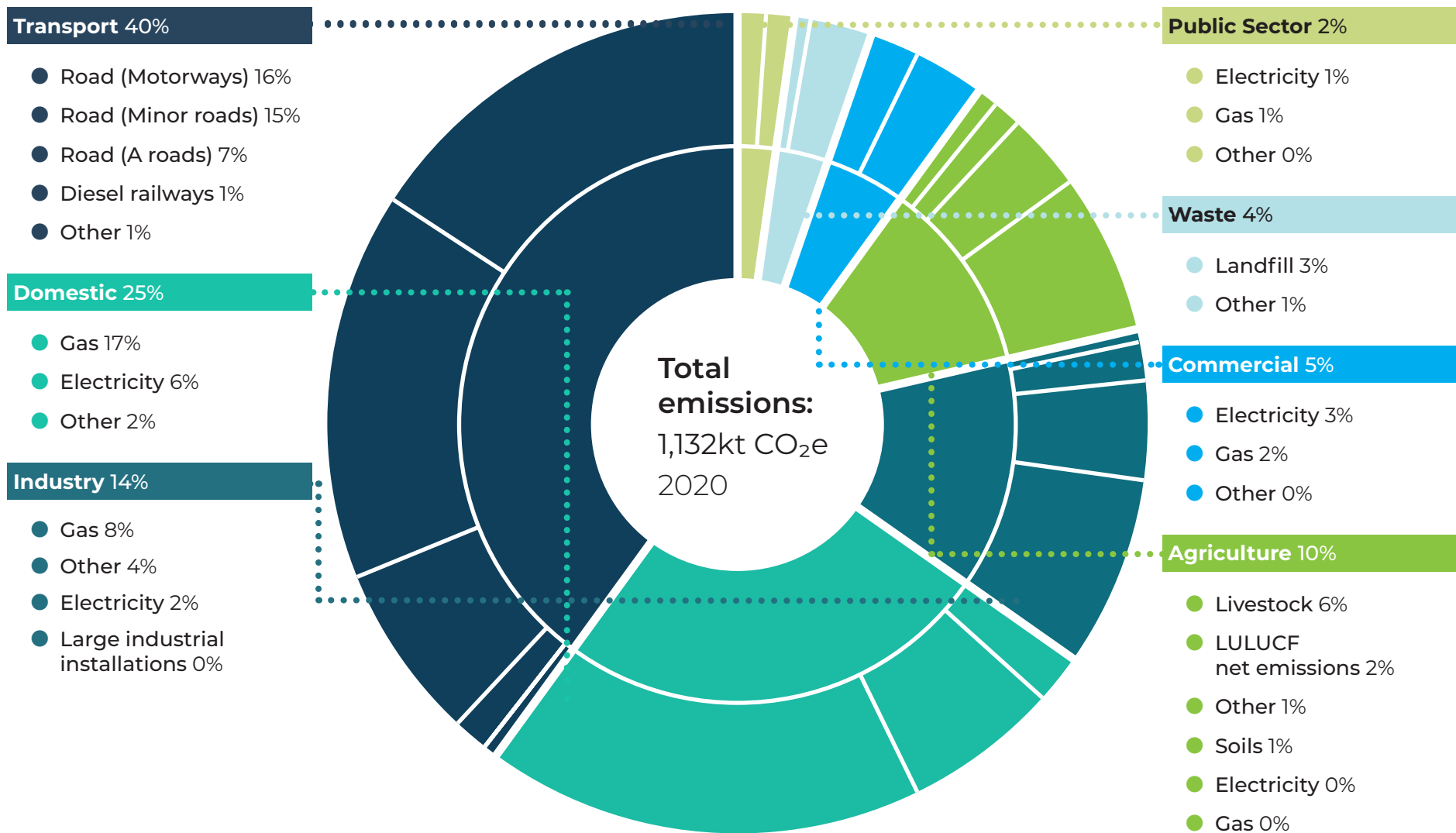
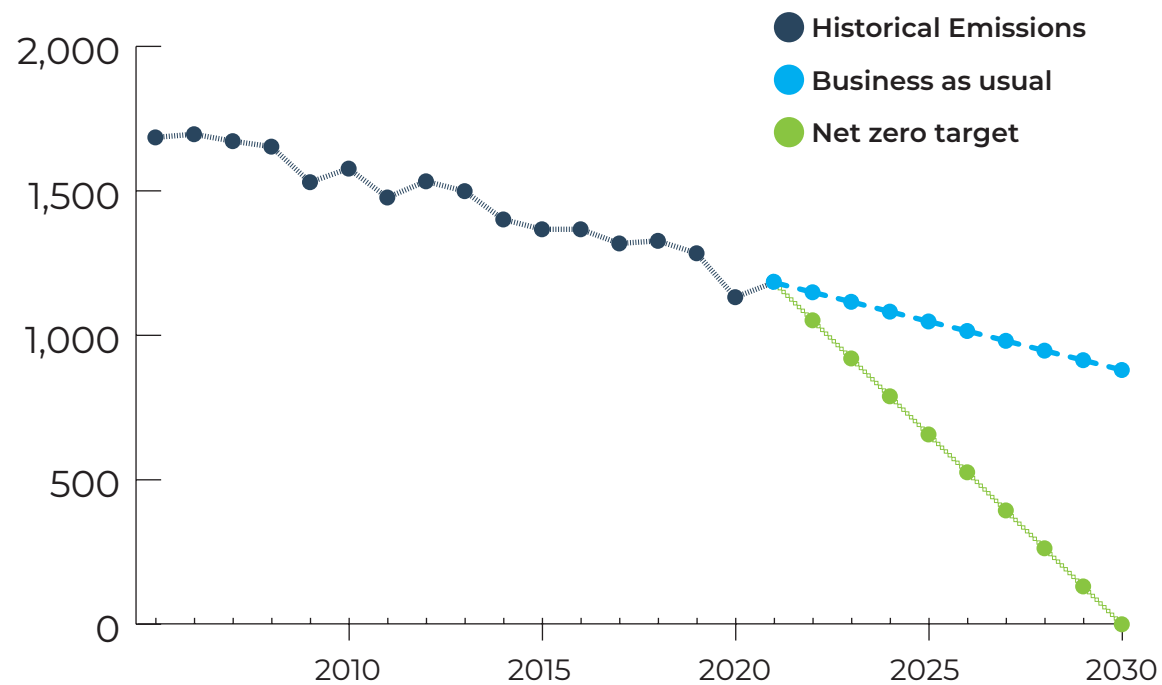


Figure 1: North Somerset Greenhouse Gas Emissions in 2020

North Somerset Council Climate Emergency Action Plan

Figure 2: Projection of the current rate of reduction in greenhouse gas emissions to 2030 in North Somerset



Graph showing the historic decline in greenhouse gas emissions in the North Somerset area up to 2021, and two possible future projected declines up to 2030.

The graph shows that emissions were approximately 1,685 kilotonnes CO₂e in 2005 and had gradually declined to 1,284 kilotonnes by 2019 (an average drop of approximately 31 kilotonnes per year over 14 years). It then shows a sharp drop of 152 kilotonnes between 2019 and 2020, due to the effect of the pandemic, and then a modest rise of 75 kilotonnes in 2021.

The graph's two future projected declines show 'business as usual' emissions vs 'target' emissions.

Business as usual emissions will decrease by approximately 34 kilotonnes per year, ending up at around 880 kilotonnes by 2030. Target emissions will end up at 0 kilotonnes by 2030.

This huge gap between business as usual and target emissions demonstrates why we must proactively work to reduce our emissions in North Somerset if we want to reach net zero by 2030. The trajectory of carbon emissions for North Somerset has been steadily decreasing throughout the timeseries. Some increases in certain years were due to colder winters meaning more heating was needed in buildings.

Year	Emissions (kt CO ₂ e)		
	Historical	Future Business as usual	Net zero target
2005	1685	-	-
2006	1696	-	-
2007	1672	-	-
2008	1653	-	-
2009	1530	-	-
2010	1577	-	-
2011	1477	-	-
2012	1533	-	-
2013	1499	-	-
2014	1401	-	-
2015	1367	-	-
2016	1367	-	-
2017	1318	-	-
2018	1327	-	-
2019	1284	-	-
2020	1132	-	-
2021	-	1183	1183
2022	-	1149	1052
2023	-	1116	920
2024	-	1082	789
2025	-	1048	657
2026	-	1015	526
2027	-	981	394
2028	-	947	263
2029	-	914	131
2030	-	880	0

In 2020, North Somerset's greenhouse gas emissions were 1,132 kt CO₂e as seen in Figure 1.

This is based on government data and reported two years in arrears¹. Our emissions are comprised of transport emissions (40%), emissions from the domestic sector (25%), industry (13%), agriculture (10%), commercial (5%), waste (3%) and public sector (2%).

This is the first time the government dataset has included a break down into industrial, commercial and public sector emissions and has also included emissions of methane and nitrous oxide.

Due to COVID-19, 2020 was an unusual year for emissions data. Provisional national data shows emissions increasing in 2021 by 4.7% after decreasing by 8.9% in 2020. This is particularly marked in the transport sector which increased by 10% in 2021 after decreasing by almost 20% in 2020. We expect the transport sector to make up approximately 43% of North Somerset's total in 2021.

Transport emissions are the greatest single contributor to North Somerset's greenhouse gas emissions, accounting for 453 kt CO₂e. North Somerset Council made the decision to include emissions from the M5 and railway within this dataset, even though they are managed by Highways England and national rail companies. This

is because residents and businesses of North Somerset use these as daily modes of transport.

Domestic buildings emissions account for 286 ktCO₂. Of these, 192 ktCO₂ account for domestic gas use, 72 ktCO₂ for domestic electricity use and 22 ktCO₂ for use of other fuels.

For non-domestic buildings and machinery, emissions were 249 kt CO₂e (20%), with 121 kt CO₂e from use of gas, 70 kt CO₂e from electricity and 58 kt CO₂e from other fuels.

Agricultural emissions make up 108 ktCO₂e, of which 72 kt CO₂e came from livestock, 22 kt CO₂e from land use and 14 kt CO₂e from agricultural soils.

How we measure carbon emissions

These emissions come directly from the BEIS local authority and regional greenhouse gas emissions national statistics, 2005 to 2020. The Greenhouse Gas Protocol provides a global standardised framework to measure and manage emissions. To distinguish between emissions occurring inside and outside the area's boundary resulting from activities within North Somerset, emissions can be divided into three categories: scope 1, 2 and 3.

Carbon trajectory for North Somerset

The main reason for the decrease in emissions is central Government targets to increase the renewable energy infrastructure nationally, resulting in a higher proportion of renewable energy feeding into the electricity supply, and technological advances leading to greater energy efficiency.

One sector of particular concern for North Somerset is Transport. Until 2020 and the impacts of the COVID-19 crisis, North Somerset had seen no clear decrease in emissions from road transport. Where national trends showed a steady decrease from 2007, this area has seen an increase in emissions since 2013. Reducing emissions from transport is a high priority area for North Somerset for the following reasons:

- emissions have remained high for a long time
- NSC has responsibility as the highways authority
- there are a large number of co-benefits associated with reduced traffic, increased active travel and improved public transport.

¹ UK local authority and regional greenhouse gas emissions national statistics, 2005 to 2020 – GOV.UK (www.gov.uk)



North Somerset Council Climate Emergency Action Plan

Assuming that there is minimal action beyond current, national policy and nationally led decarbonisation of the electricity grid and transport through electric vehicles, the estimated carbon emissions by 2030 will be approximately 880 ktCO₂. The projected carbon emissions by 2030 have been calculated following an extrapolation of the data provided by BEIS.

The overall picture is needed to help us understand the extent of the response required. We also use tools available to local authorities such as the **Tyndall report** and the **Scatter Tool** to build scenarios that help to understand the uncertainties and key elements that will affect emissions in the future.



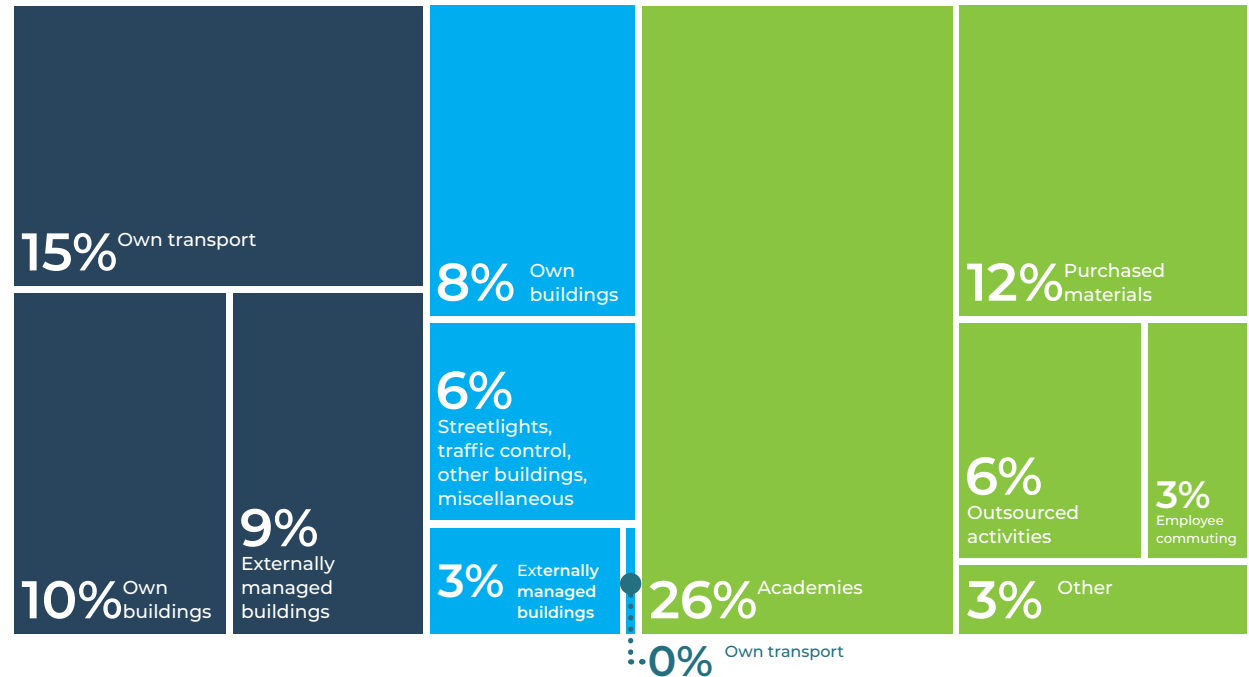
Emissions for North Somerset Council

As well as monitoring emissions for the North Somerset area, the council also monitors its own organisational emissions. Each year we have improved the completeness of our inventory by including more information as it becomes available. For example, last year we included information on our leisure centres, and this year we have calculated data from our Home to School Transport (HTST) scheme for the first time. In the future, we hope to be able to include more information from suppliers to cover the whole supply chain.

Scope 1
Direct emissions
(fuel consumption)

Scope 2
Direct emissions
(electricity consumption)

Scope 3
Indirect emissions
(everything else)



How do we calculate emissions?

The 2018/19 financial year acts as a baseline for monitoring future emissions against. There are three emissions ‘scopes’ that are calculated for the report:

- Scope 1: direct emissions from our buildings and vehicles
- Scope 2: emissions from electricity consumption
- Scope 3: all other indirect emissions, such as business travel, employee commuting, fuel use etc.

The council has aspirations to lead by example and reach carbon neutrality for at least Scopes 1 and 2 at an earlier date than 2030 if possible. We report as much as we can for Scope 3 emissions – including those from our major contractors, business transport, commuting and academies.

What are the council’s own emissions?

During the 2021/22 financial year, emissions have actually increased from the previous year, due mainly to reversal of reductions due to COVID-19.



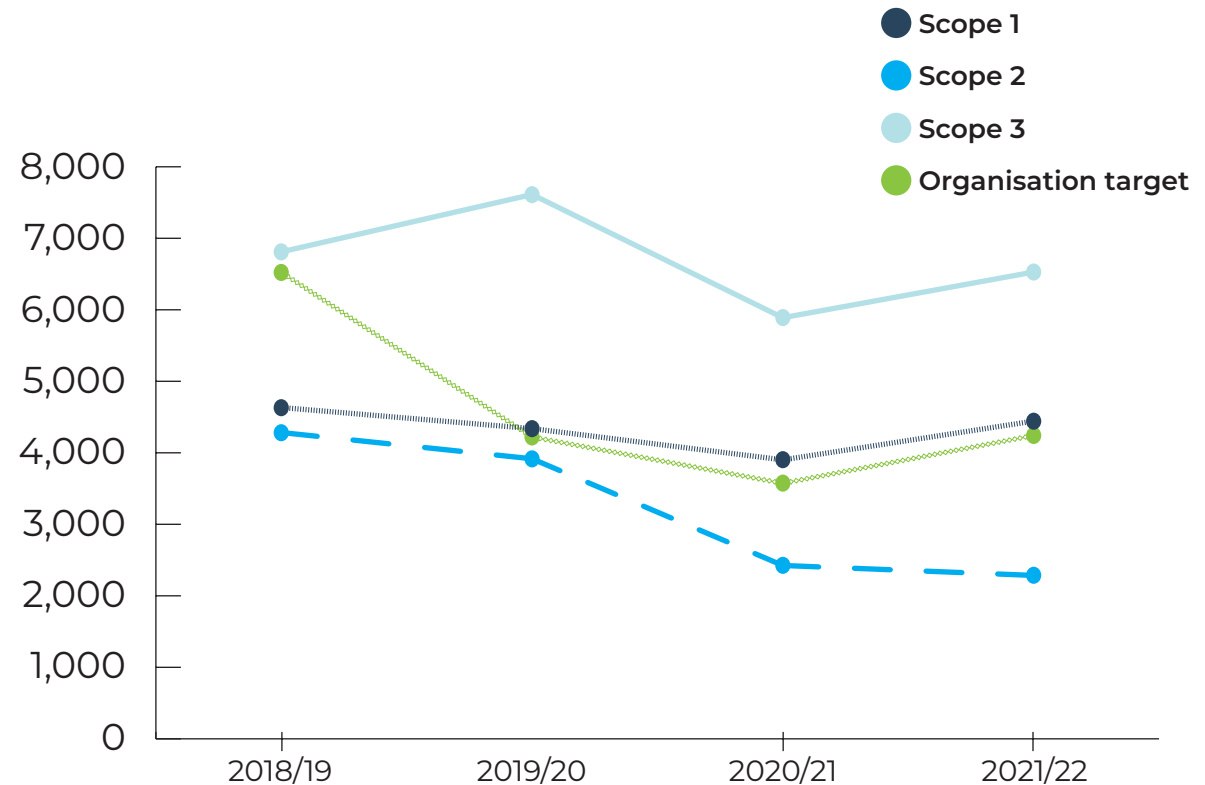
North Somerset Council Climate Emergency Action Plan

Emissions from leisure centres have returned to pre-COVID-19 levels and some buildings have shown an increase as the advice was to keep windows open and ventilation systems running throughout winter; emissions from the fleet have also returned to almost pre-pandemic levels.

Where reductions have been most successful is the LED streetlighting replacements which have reduced energy use by over 50%. In 2021/22, over 1,200 tonnes CO₂e was saved compared to 2018/19.

In order to meet our zero carbon target as an organisation, we will need to step up our delivery. See the [action plan](#) for more information.

Figure 3: NSC organisational emissions between 2018/19 and 2021/22”



This graph shows the emissions released by North Somerset Council as an organisation between the financial years 2018/19 and 2021/22. It has lines representing Scope 1, 2 and 3 emissions, as well as a line representing overall Scope 1+2 emissions, taking into account renewable energy generation (labelled as 'Organisation target').

The graph shows that emissions for all scopes declined up to 2020/21. They then rose again for scopes 1 and 3. This rise is due to the inevitable increase in emissions after the end of the COVID-19 lockdowns, caused by

things like an increase in commuting and greater use of leisure centres. Scope 2 emissions did not rise in 2021/22 due to a project increasing the energy efficiency of all of North Somerset's streetlights.

Despite this rise, the graph shows that Scope 1, 2 and 3 emissions have all declined between 2018/19 and 2021/22 as a whole. Overall organisation emissions are 35% lower in 2021/22 compared with 2018/19, having reduced from 6,523 tonnes to 4,243 tonnes over that four-year period.



Action Plan

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Key Principles

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VISION

Action Plan

The following pages give information about the eight key principles of the North Somerset Climate Emergency Action Plan – what they mean, what actions are included and what co-benefits they bring.

The action plan dashboard is separate to this document and can be found [here](#). It contains actions we know we need to take in the coming years, but it is not exhaustive. Short term actions can be achieved within one or two years (2022-2024), medium term actions are designed to take several years to reach fulfilment (2025-2028), and longer-term actions will take longer to come to fruition (2028-2030).

Areas we directly control

Areas we can influence through our contracts or through funding/support

Areas we can influence through policy activity

Areas we can influence or ask for help and support locally

Areas we can influence or ask for help and support nationally

North Somerset Council's matrix of influence



1 – Become a net zero carbon council

Key information

One of the key principles of our action plan is to become a net zero carbon council, which is in line with our corporate vision of a greener North Somerset.¹ We see a key part of that principle as taking a leadership role – to encourage, support and enable others to act on climate change. This key principle is not just about reducing the direct emissions of the council, but about introducing a low carbon culture across our services and beyond.

Although the council's own direct carbon footprint is just a small part of North Somerset's total emissions, there are many reasons to tackle it as an urgent priority. The council can benefit from Government grants such as the Public Sector Decarbonisation Scheme. This can not only reduce emissions, but also demonstrate what is possible and stimulate the green economy.

The council also has increasing influence on emissions in areas such as procurement, funding, local policy and partnership working. We will also continue to ask



Weston-super-Mare Town Hall.
Photo provided by NSC

central government for more support for climate action.

Emissions directly caused by the council come from the buildings we own and manage, council owned vehicles such as waste collection vehicles, and services we run such as streetlights and road signs.

Our indirect (Scope 3) emissions come from services which are run by contractors such

as home to school transport and street cleansing, as well as materials purchased for highways maintenance. We also chose to include an estimate for academies within Scope 3.

¹ NSC Corporate Plan 2020-24



Co-benefits

- **Resilience and adaptation** – renewable energy and energy efficiency improvements protect against rising energy prices
- **Health** – flexible working promotes good work/life balance. Cycle to work improves mental and physical health and reduces air pollution
- **Economic opportunities** – renewable energy and energy efficiency improvements reduce energy bills and could provide income

What are we doing now?

North Somerset Council has a large number of buildings and other assets, many of which are leased to other users. Over the last two years the council has been building up a picture of what needs to be done to the core buildings. Recommendations from energy efficiency audits are starting to take place and should save almost 200 tonnes CO₂e and upwards of £60,000 in energy costs each year.

The Community Renewal Fund is being used to produce decarbonisation plans for 30 public buildings – including the Town Hall, leisure centres, libraries, schools and children’s centres. These plans can be used

to inform future work and access future funding rounds.

The council’s vehicles are mainly electric now, with only the larger vehicles continuing to use petrol and diesel – waste collection vehicles, the library bus and beach ranger vehicles for example. We continue to review the options available to decarbonise our larger vehicles.

As an interim step, we are trialling using Hydrogenated Vegetable Oil (HVO) in our winter gritting lorries, which can save 90% of carbon emissions from fuel consumption. This could be rolled out to the wider fleet in the future.

Since the COVID-19 crisis, our staff have been mainly home based. Studies show that home working is on average the lowest carbon work style, especially when repurposing office buildings is taken into account.

What still needs to happen?

We are building a long-term plan for the council estate. In the short term, energy efficiency measures are taking place and decarbonisation plans will be used to bid for funding to replace boilers with heat pumps or other low carbon alternatives. In the longer term we will need to prioritise

larger retrofit projects and extend this work to buildings which are leased to other users.

Key achievements

Since declaring a climate emergency, North Somerset Council have made many changes to the way things are done. Part of this change can be put down to Carbon Literacy training which is offered to all council staff and councillors and is mandatory for officers above a certain level.

Carbon Literacy has been used to build individual climate action plans for our directorates, so that teams from Adults’ and Children’s Services; Public Health and Regulatory Services, and Corporate Services understand the roles they have in responding to the climate emergency. It’s not just the job of people with a specifically environmental role.

In July 2022, we became the third Local Authority in the UK to receive a Silver Carbon Literacy accreditation.

The council spends around £170 million per year with suppliers and many of the services that we provide are delivered through these suppliers. The council’s procurement strategy has been updated to reflect the climate emergency ambitions. This includes working with our contractors, partners and services providers to support



North Somerset Council Climate Emergency Action Plan

them to improve their approaches and will lead to minimum standards for suppliers.

During 2022, the Care Home Innovation and Sustainability Grant was offered to care homes in North Somerset. £400,000 has been awarded to care homes for projects to reduce energy costs and greenhouse gas emissions.

In 2021 we introduced Ecosia as the default search engine for council staff. Ecosia uses profit from searches to plant trees in areas they are needed most. This action will not reduce the carbon footprint of the council; however, it is an example of an everyday action that can be taken for the better – to reduce global emissions, improve the environment for vulnerable communities and to remind people every day about the commitment we have made. To date, Ecosia has planted over 150,000,000 trees worldwide and over 500 of those are from North Somerset Council searches.

To become a net zero carbon council, we will take the following actions. Full details can be found in the [Climate Emergency Action Plan Dashboard](#).

Net zero council buildings

- Ensure all the council's electricity supply is provided by 100% renewably generated sources by purchasing the greenest available tariff and increasing own renewable energy generation
- Reduce emissions from council building heating, lighting and cooling systems by producing a long-term plan for decarbonisation which includes immediate improvement of energy efficiency and replacement of heating systems with low carbon options

Reduce emissions from council vehicles and staff travel

- Increase use of electric vehicles through fleet replacement and improvement of council charging infrastructure
- Decarbonise larger vehicles such as waste collection vehicles and maintenance vehicles
- Support flexible working and home working
- Continue to provide/promote schemes such as 'cycle to work' and 'TravelWest

challenge' to encourage sustainable transport choices by our workforce

Reduce emissions from major projects

- Continue to use PAS2080 standard for measuring carbon emissions for construction and infrastructure and ensure consistent method across all capital projects

Council policies to support a low carbon transition

- Take a leadership role across the area to encourage, support and enable others to reduce their carbon emissions through increasing our Carbon Literacy offering and identifying opportunities to promote low carbon lifestyles
- Ensure consistent and informative communications around the Climate Emergency, to support residents and businesses to take action. Provide and share information with residents and businesses on how to reduce carbon emissions
- Continue to develop the council's sustainable procurement policies and practices
- Work with schools and other stakeholders to ensure their estate is energy efficient and install renewable energy sources



2 – Decarbonise transport

Key information

Transport is a key sector in North Somerset for emissions reductions for a number of reasons:

- Transport, particularly road transport makes up 40% of greenhouse gas emissions in the area and they have remained high for many years.
 - ◆ The technology to significantly reduce emissions already exists
 - ◆ Walking, wheeling and public transport are existing low/zero carbon options
 - ◆ Electric vehicles will also reduce emissions but not by enough
 - ◆ Investment is required to make these options more accessible but less than for decarbonisation of all buildings

- There are significant co-benefits of reducing the number of polluting cars on the roads
 - ◆ Improved air quality – currently an estimated 36,000 people die a year in the UK due to air pollution
 - ◆ Improved health and wellbeing from active travel
 - ◆ Increased footfall to local businesses where walking is supported

Journeys under 2 miles made up around 45% of all urban trips in England in 2019, and journeys below 5 miles made up 58% of all car trips¹. 44% say they would like to cycle more than they currently do and 71% say they support actions to encourage more people to walk or cycle instead of driving a car. But to achieve more active travel, the right infrastructure needs to be in place.

We have been working with the West of England Combined Authority over the last year on a transport decarbonisation study. This study is showing the scale of the challenge. Converting vehicles to electric

Woman cycling to the shops in Clevedon. Image provided by NSC



will not be enough, a significant reduction in car travel will be required. National policies such as banning the sale of petrol and diesel vehicles by 2030 will only take us so far.

The next stages of this work will look at the options available for decarbonising transport in the West of England region.

Co-benefits

- **Health** – increased active travel improves mental and physical wellbeing. Reduced road transport improves air quality
- **Economic opportunities** – investment in new infrastructure brings new job opportunities. Increased footfall in local businesses where active travel supported
- **Equality and social cohesion** – improved transport for all, reduced cost of bus travel
- **Wider environmental benefits** – place-based planning for more active transport can improve biodiversity

What are we doing now?

In April 2022, North Somerset Council was informed it will receive approximately £50 million for public transport through the Bus Service Improvement Plan, as part of a combined plan from the West of England Combined Authority, which secured a total of £105.5 million. The plans aim to introduce a simpler fares system that gives better value for money, with improved speed, frequency and predictability as well as new infrastructure.

This means more successful schemes like Weston Town Centre’s Bus Interchange can be further consolidated and frequency across North Somerset can be improved. The bus interchange in Weston has improved bus stop provision, providing a more legible and coherent offer for bus users. Furthermore, bus lane enforcement camera pilot schemes are now being installed in Weston to optimise the benefits to bus journey times and improve the lanes’ attractiveness to cyclists.

Many improvements have also been made to active travel opportunities. The Pier to Pier Way cycle route is currently under construction and will cut the cycle distance between Weston and Clevedon by approximately 5 miles via more attractive, off-road and quiet lanes.

Delivery has begun for Active Travel Fund 2 flagship schemes at Clevedon’s Hill Road and Seafront, as well as on the ‘Summerlands to the Seafront’ route along Milton Road and Baker Street in Weston. Funding has also been secured for ‘Active Travel Fund 3’ schemes, including Weston Central Liveable Neighbourhood, School Streets schemes outside Crockerne and Windwhistle Primary Schools, and funding secured to support Yatton High Street Pedestrian Improvements schemes, which will now include a wider 20mph area on residential roads like Stowey Road and Mendip Road.

These efforts are being well supported across the council’s services. The emerging Local Plan (Reg 18) sets out a policy approach that prioritises the delivery of active travel and public transport to cater for additional trips generated by new developments. Mitigations for car travel will only be considered as a last resort where these cannot be accommodated by alternative modes of transport.



What still needs to happen?

A 'Big Conversation' on the area's transport challenges and choices will take place to gain further understanding of North Somerset's priorities to reach net-zero carbon. This process will be enhanced by the release of DfT guidance on updating Local Transport Plans (LTPs), including target setting, monitoring, and reporting on a mode shift to active modes, and Quantifiable Carbon Reductions (QCRs) from transport schemes.

By setting the route to net-zero by 2030, a suite of action plans and strategies will be implemented to reach this target, including a Traffic and Parking Framework and a Place & Movement Framework (to be developed in 2022-23, and adopted in 2023-24), a Freight Strategy, a Rural Mobility Strategy and a Rail Action Plan. A scoring and prioritisation process will be set up to filter and prioritise transport improvement schemes for feasibility, design, consultation and implementation work based on their value for money and decarbonising credentials.

An electric vehicle (EV) strategy will be developed in partnership with the West of England to utilise funding from future grant opportunities and enable rollout of EV charging infrastructure in line with neighbouring authorities.

There are plans to secure funding and planning approval to deliver a number of schemes, including reopening the railway line to passenger services between Portishead and Bristol through the Metrowest programme.

To decarbonise transport, we will take the following action. Full details can be found in the [Climate Emergency Action Plan Dashboard](#).

Reduce total distance travelled by road by 25% by 2030

- Continue to drive project delivery to shift from private car use by acting on recommendations from the West of England transport decarbonisation study
- Develop and secure funding for projects to grow the walking and cycling network across the district
- Encourage our residents to consider their transport choices through parking schemes, car sharing schemes and other measures
- Develop and deliver the Bus Service Improvement Plan

Support transition to electric vehicles

- Continue to develop the electric vehicle charging network



3 – Decarbonise the built environment

Key information

Almost half (47%) of North Somerset's greenhouse gas emissions come from non-transport energy consumption. A large proportion of this is from buildings although a small amount will be in mobile machinery.

The Committee on Climate Change (CCC) recommends that to reach net zero, all of the UK's buildings should be energy efficient and all boiler replacements should use low-carbon technologies such as heat pumps. Alternatively, they should be part of a zone for district heating, or a hydrogen option¹.

Reducing greenhouse gas emissions from existing buildings – through insulation for example – is called retrofitting. Retrofitting large numbers of buildings is not straightforward. It can be expensive, there is a shortage of skilled workers, and although the UK Heat and Buildings Strategy² gives guidance on this issue, a long-term national strategy is needed to retrofit thousands of homes and build up the workforce.



A sustainable eco-home in Portishead.
Photo provided by Alliance Homes

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1 [Sector-summary-Buildings.pdf \(theccc.org.uk\)](#)
2 [UK HBS \(GOV.UK\)](#)

Household Energy Efficiency Rating

2018 – % of households	2018 Average	2027 Target*
<i>Very energy efficient – lower running costs</i>		
0.0% A		
0.4% B		
25.5% C		C
50.1% D	D	
17.2% E		
5.2% F		
1.6% G		
<i>Not energy efficient – higher running costs</i>		

North Somerset

*This is a central government target



A housing stock condition survey has been carried out to provide robust data on private housing stock, including detailed analysis of the energy efficiency of dwellings.

Building a house – or commercial property – produces greenhouse emissions. This is called embodied emissions – emissions caused during construction and the production of building materials. So, demolishing an existing inefficient building to replace it with a new efficiency building often produces more emissions than improving the existing building.

When new buildings are built, they should be as low carbon as possible, including through sustainable construction methods, location and infrastructure to support active travel, and by constructing much more efficient buildings.

In 2021, we updated our Creating Sustainable Buildings and Places SPD which gives guidance on how to build more sustainably. This is in advance of the new Local Plan, which will set the direction of development in North Somerset until 2038.

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Co-benefits

- **Health** – improved energy efficiency of homes improves physical and mental wellbeing
- **Equity and social cohesion** – supporting disadvantaged households, to mitigate fuel poverty and improve wellbeing
- **Economic benefits** – increasing job and skills opportunities
- **Resilience and adaptation** – renewable energy and energy efficiency improvements protect against rising energy prices

This funding has been used to improve the energy efficiency of 48 park homes, 50 Alliance social homes, and 50 private sector homes.

The Green Homes Grant Local Authority Delivery Scheme Phase 2 (LAD2) aims to raise the energy efficiency of low-income and low-energy performance homes. The Phase 2 funding awarded to the South West Net Zero Hub of £53,200,000 is primarily being used for solar PV within North Somerset, with 125 units installed to date³.

The Sustainable Warmth (BEIS) programme has commenced through the Home Upgrade Grant (HUG). This is the next phase of government funding scheduled to improve energy efficiency of a further 25 park homes and 50 private sector dwellings. This scheme will run to March 2023, in partnership with neighbouring authorities; an announcement of a further round of HUG is expected in the Autumn.

The timetable for the Social Housing Decarbonisation Fund (Phase 2) has been announced with a provisional launch date in early September; local social housing providers are being encouraged to apply.

Ofgem have published new guidance in relation to the Energy Company Obligation (ECO4); a revised Statement of Intent will

be published in August to extend the eligibility criteria of low-income households living in cold homes.

The Housing Strategy (2022-27) contains commitments aimed at the decarbonisation of existing and future homes. Commitments included targeting private rented homes for improvement or intervention to reach EPC band C, providing access to low-cost loans and working with energy advice and grant providers to help residents improve their properties, and ensuring sustainability and a net-zero built environment are built into the policy framework of the new Local Plan.

The Centre for Sustainable Energy provided a housing retrofit survey competition for local residents, and hosted a series of local roadshows, providing people with energy and home retrofit advice and support. These were funded through the Community Renewal Fund and the council is planning to extend the roadshows in the future.

Our emerging Local Plan is demonstrating our commitment to decarbonise existing and future homes through the net zero construction draft policy, which will be taken forward into the pre-submission Local Plan. This policy will require all new development (both residential and

What are we doing now?

A Domestic Retrofit Caseworker has been appointed, to support domestic retrofit in the local area, providing technical knowledge in this complex sector. The council is also working with partners, regionally and nationally, to understand what is needed to support mass retrofit in the region.

The Local Authority Delivery Scheme Phase 1b (LAD1b) funding from the Department for Business, Energy & Industrial Strategy (BEIS) provided a share of £3.6m to the council to fund home retrofit upgrades.

³ LAD2 internal dashboard data



non-residential) to demonstrate net zero operational energy compliance from plan adoption (anticipated in 2023).

What still needs to happen?

An Affordable Warmth Delivery Plan is in the pipeline, although delayed while assessing the impact of the recent energy cost increases. Stock condition data will help draft the plan, which is aimed at helping low-income households to alleviate fuel poverty through measures such as increasing home energy efficiency.

The Government has indicated it will continue funding programmes under the Heat and Building Strategy, and the next Sustainable Warmth funding round will shortly be announced for 2023/24.

A database has been obtained to provide baseline analytics of the housing stock which will allow targeted interventions towards the least energy efficient homes, and which will provide information about the support available. Investment and improvement scenarios will be available to demonstrate pathways to EPC Level C and net zero. The council is also cautiously welcoming the central government Boiler Upgrade Scheme, which opened in April 2022. It is designed to help speed up the

uptake of heat pumps by subsidising the cost of replacing an old boiler with the new ground or air source heat pump.

A motion was presented to council in April to back home retrofitting. This includes signing up to the Great Homes Upgrade campaign as a supporting organisation and setting up a local retrofit task force to help gather the evidence base, skills and expertise to kick start the process in the area. Subject to further discussions with the appropriate Director, this motion was approved⁴.

An initial workshop has been held with lead members and officers and a briefing paper is being prepared, pulling together the critical elements for accelerating a retrofit programme and the key actions for the council, ranging from skills and training, retrofit coordination and technical advice/support, supply chains and sources of funding.

The draft net zero construction policy requires all major developments to set out how embodied emissions have been taken into consideration through an embodied carbon assessment. Net zero embodied carbon is targeted for 2030.

To decarbonise the built environment, we will take the following action. Full details can be found in the [Climate Emergency Action Plan Dashboard](#).

Finalise and adopt the Local Plan 2038 with climate change as a high priority focus

- Aim for all our new homes to be zero carbon or net carbon plus
- Aim to focus new mixed-use development on brownfield land, in town centres with public transport and proximity to major employment hubs
- Develop planning policy to actively support community led housing, self-build and custom build housing and consider use of council land to enable this

Ensure North Somerset Council's own development programme delivers local carbon buildings

- Where possible, specify precision manufactured buildings for homes, community and commercial space
- Aim for all our own new commercial space to be zero carbon or net carbon plus

⁴ (Public Pack)Minutes Document for Council, 12/04/2022 18:00 (moderngov.co.uk)



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Deliver the energy efficiency and climate change aims of the North Somerset Housing Strategy

- Work with energy advice/grant providers to deliver energy efficiency measures to support those affected by fuel poverty and assist in achieving climate change aims
- Work with Alliance Homes and other Housing Associations to encourage and support net zero targets
- Enforce/increase requirement for energy efficiency in the private rented sector
- Investigate retrofitting/energiesprong opportunities

Promote, educate and provide advice about energy and carbon reduction in buildings

- Support, encourage and enable homeowners and businesses to improve energy efficiency of existing buildings
- Work with schools and other stakeholders to ensure their estate is energy efficient and install renewable energy sources
- Support Town and Parish councils with their building improvements
- Take opportunities to retrofit and/or improve the home energy efficiency of existing buildings



4 – Low carbon business and skills

Key information

There are two key areas to address for the business and skills area when considering climate action: doing business in a low carbon way; and doing business that supports a low carbon transition.

Businesses – both new and old – will need support to be able to operate in the net zero future. They will need support to improve energy efficiency and decarbonise the buildings, equipment and transport that they use.

Achieving net zero will need people with new skills and in new jobs. It is predicted that employment in the retrofit sector will need to at least double over the next 5 years to meet net zero. Analysis shows that job growth needed to meet net zero by 2030 will require an increase well above this rate.

There is a skills shortage in the green economy. With so many buildings which require decarbonisation across North Somerset, and the whole country, a large workforce will be required¹.



The Foodworks in Weston Business Quarter. Photo provided by NSC

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¹ For more information, see the [West of England Combined Authority Green Skills Report](#)



Co-benefits

- **Resilience and adaptation** – renewable energy and energy efficiency improvements protect against rising energy prices. This raises the awareness of businesses to the need to adapt to climate change
- **Economic opportunities** – increased skills and job opportunities in the green economy

What are we doing now?

In early 2022, companies in North Somerset were invited to book a free package of business carbon support made up of Carbon Literacy training, a carbon baseline assessment report, and carbon reduction plan. A total of 17 businesses, representing over 200 employees, are being supported through this support programme.

During the same period, the council received support from the LGA to produce a report looking at how best to support SMEs in reducing emissions and adapting to climate change. Over the coming year, this report, together with lessons learned from the business carbon support pilot, will be used to develop future support programmes.

Since 2020, the West of England Combined Authority has been running Green Business Grants. Businesses in North Somerset can access free carbon surveys to inform energy saving improvements that can be made to their buildings and business operations. They can then receive grants of up to 50% of the cost of improvements. The latest round finished in June 2022. To date, 42 businesses in North Somerset have made applications to the Green Business Grants and 15 businesses have received support totalling £113,561.

The North Somerset Enterprise Agency has set up a sustainable business club which meets quarterly to discuss opportunities and methods for reducing emissions across the whole supply chain.

What still needs to happen?

A motion was presented to council in April to back home retrofitting. This includes signing up to the Great Homes Upgrade campaign as a supporting organisation and setting up a local retrofit task force to help gather the evidence base, skills and expertise to kick start the process in the area².

Following recommendations from the LGA report on how best to support SMEs, the council will develop a business decarbonisation action plan.

Investing in net-zero climate solutions creates value and rewards. Firms that ignore the climate crisis will go bankrupt

– Mark Carney,
former Governor of the Bank of England

To improve low carbon business and skills, we will take the following action. Full details can be found in the [Climate Emergency Action Plan Dashboard](#).

Support North Somerset Businesses to reduce carbon emissions and improve resilience to climate change

- Develop a robust action plan to support SMEs with decarbonisation
- Ensure Carbon Literacy training is available in North Somerset
- Small Green Grants programme linked to procurement, supply chain

Support expansion of the green economy

- Promote and encourage sustainable inward investment opportunities
- Work with partners to develop a framework to encourage and support CEIAG around green skills

2 (Public Pack) Minutes Document for Council, 12/04/2022 18:00 (modern.gov.co.uk)



5 – Renewable energy generation

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A wind turbine in Avonmouth.
Photo provided by Bristol Design – Bristol City Council

Key information

In 2020, renewable energy generation made up 13% of all electricity consumption in North Somerset and approximately 2% of all national energy consumption. There is 85 GW of installed capacity in the area.

North Somerset Council has several key roles to play that can facilitate the use and generation of renewable and low and zero-carbon energy. These include:

- Preparing planning policies and allocating land or identifying areas of search to inform preparation of Local Plans (LPs)
- taking decisions on planning applications submitted to the council for development
- leading and progressing wider community action and communicating the need to increase the uptake of renewable energy.

Co-benefits

- **Resilience and adaptation** – renewable energy generation protects against rising energy prices
- **Economic opportunities** – reduce energy bills and could provide income
- **Equity and social cohesion** – community energy projects can bring communities together and provide social value to surrounding communities

What are we doing now?

In partnership with South Gloucestershire and Bath & North East Somerset councils, we commissioned a study looking at the renewable energy potential in the region. The report identifies areas suitable for various types of energy generation and recommendations for planning policy, which are being considered in the current Local Plan update.

In early 2022, we ran a number of workshops with CSE for areas which had been identified as having significant potential for renewable energy installations – these areas were Congresbury, Puxton, Nailsea, Tickenham, Yatton and Kenn. CSE provided an online consultation platform

following these workshops and their final report can be found [here](#).

Throughout the workshops, what came out strongly was the importance of community ownership and of host communities deriving more of a benefit from developments going ahead around them. Communities are more supportive of renewable energy projects which they own, or benefit from financially. These findings are considered in the emerging Local Plan.

In autumn 2021, North Somerset Council took part in the WECA Solar Together scheme. Solar Together is a bulk buying scheme which allows residents to purchase rooftop solar PV installations at a reduced rate.

In North Somerset, 292 solar PV installations took place, including 173 which included battery storage, and an additional 53 batteries were installed in other homes.

It is estimated that these installations will lead to savings of over 300 tonnes CO₂e per year in North Somerset. WECA and the Unitary Authorities are currently reviewing feedback received from residents and other performance indicators to decide whether to repeat the scheme in future rounds.

What still needs to happen?

North Somerset will run another scheme in the future to support residents to install renewable energy on their properties. We are currently assessing whether repeating the Solar Together scheme is the most suitable option.

We are using the recommendations from the renewable energy assessment and the community workshops to support Local Plan updates.

- The draft policy Local Plan DP7 will provide an opportunity for preferred locations to be identified for renewable installations, further work will be required to identify these locations.
- The policy does provide support in principle for renewable technologies and projects. We have never had a policy for renewable technologies before, and this will provide opportunities for future large scale renewable energy generation.

The net zero construction policy (DP6) requires the generation of renewable energy at building-scale to match the on-site energy demand (measured in kWh per annum). This will apply to both new residential and non-residential buildings. For developments which demonstrate that the above is not viable (for example in high



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rise apartments with a smaller roof space), these developments will be required to pay into a Renewable Energy Offset Fund.

A report by CSE for the West of England Authorities, recommends that a council-run scheme is set up to facilitate free domestic solar PV installations for lower-income households. These recommendations will be carried forward into the next version of the Local Plan. This planning policy requirement will lead to additional renewable energy generation in North Somerset

To increase the amount of renewable generation in North Somerset, we will take the following action. Full details can be found in the [Climate Emergency Action Plan Dashboard](#).

Finalise and adopt the Local Plan to 2038 with renewable energy as a high priority focus

- Explore the development of a strategy which discourages investment in fossil fuels and promotes renewable energy generation

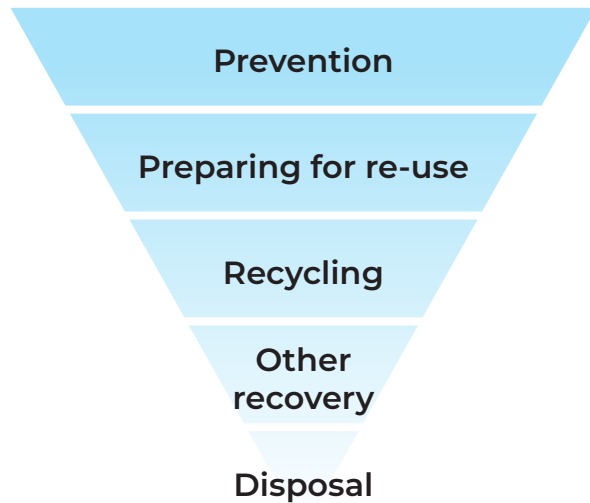
Support residents and businesses to reduce energy consumption and increase renewable energy purchase and generation

- Encourage our partners and stakeholders to procure electricity supply from 100% renewably generated sources
- Encourage our residents to consider 100% renewable energy and support access to grant funding where possible



6 – Resource and waste

Stages



The DEFRA waste hierarchy, designed to reduce waste with minimal environmental impact

Key information

Waste management makes up only 3% of the area’s greenhouse gas emissions. However, moving away from a throwaway culture by using the waste hierarchy means that we can reduce emissions embedded within our goods and other environmental impacts of a linear economy.

We want to change the way we all think about waste, as it is a resource to be utilised and value recovered. We will lead our communities to inspire sustainable actions and provide an open, fair, and green service. We will be a leading authority in minimising waste and tackling the climate emergency.

The new Waste and Recycling Strategy is focused on working with residents, local community groups, businesses and town and parish councils to contribute towards North Somerset’s aim to be carbon neutral by 2030; as well as changing the way we operate our waste services.

In 2020-21 we had a recycling rate of 60.4%. This placed us 7th out of 341 English local authorities in the overall recycling performance league table. We are the best performing authority in the South West and second highest unitary authority in England.

Co-benefits

- **Equity and social cohesion** – reuse schemes bring communities together and provide goods at lower cost
- **Economic opportunities** – reuse and circular economy can bring new jobs and skills to the area
- **Wider environmental benefits** – reduced landfill means fewer toxins leaching into soils. A reduction in litter and plastic pollution can improve the appearance of our area and reduce marine pollution

What are we doing now?

All kerbside collected food waste in North Somerset is taken to an anaerobic digestion plant. This means that rather than going to landfill – where food waste produces methane, which is a greenhouse gas 25 times more powerful than carbon dioxide – the anaerobic digester produces renewable electricity. However, 27% of our black bin waste is still food waste.

To promote the waste hierarchy, we will aim to encourage residents to compost their



garden waste either individually or as a community, and use their own compost on their garden, creating a circular economy within a household. Composting at home for just one year can save greenhouse gases equivalent to all the carbon dioxide your kettle produces annually. It therefore has the potential to reduce our carbon footprint in the recycling and waste sector significantly and contribute towards a net zero carbon local authority.

By encouraging residents to compost instead of signing up for the council's chargeable collection service, this should reduce the number of properties to collect from and allow the number of collection routes to be reduced. This will reduce the number of vehicles on the road and reduce carbon emissions associated with transport. We are encouraging composting through free online webinars and workshops and by training a number of composting champions.

What still needs to happen?

We want to encourage waste minimisation and reuse, before recycling and other resource recovery from waste. By following the waste hierarchy, we aim to have a minimal amount of residual waste being disposed of in landfill and will work towards zero waste being sent to landfill.

- a reduction in residual waste of 15% the level of 2019-20 by 2030;
- a recycling rate of 70% by 2030;
- divert all non-recyclable, kerbside collected household waste away from landfill by end of 2022;
- review and update recycling facilities at all flat blocks;
- expand the commercial waste service;
- progress towards a circular economy where waste is treated as a valuable resource rather than disposed of.

For full information relating to progress on Resource and Waste in North Somerset Council please refer to our [Recycling and Waste Strategy](#).

To reduce emissions associated with waste generated in North Somerset, we will take the following action. Full details can be found in the [Climate Emergency Action Plan Dashboard](#).

Reduce the amount of residual waste collected at kerbside

- Promote and provide advice on how residents reduce their waste and support plastic free community groups
- Promote reusable nappies through the North Somerset Nappy Scheme
- Promote alternatives to single-use items
- Encourage and promote re-use of unwanted items through new and existing networks, workshops, community groups and charities

Divert recycling from household black bins

- Communicate information and advice to residents to help reduce food waste in line with national campaigns such as Love Food Hate Waste
- Improve recycling facilities for flats
- Promote composting through offering discounted compost bins, free online webinars and workshops and community composting sites

Improve recycling centre facilities

- Divert waste for re-use via a re-use shop



7 – Adaptation and resilience

Key information

Climate adaptation is the process of becoming resilient to current and future climate change impacts.

North Somerset can expect to experience more regular flooding, higher temperatures and more regular instances of extreme weather over the coming years. We need to ensure that our climate emergency response is not just about reducing emissions but also about preparing our businesses and communities to be more resilient to a changing climate.

North Somerset's existing Climate Change Adaptation Plan was prepared in 2011 and is in the process of being updated using the Local Partnerships Climate Adaptation Toolkit¹.

For new buildings, the National Planning Policy Framework (NPPF) states that the planning system should help minimise vulnerability to climate change, and plans should take a proactive approach to mitigating and adapting to climate change, such as avoiding developing areas at risk of flooding².

1 **Climate Adaptation – Local Partnerships**

2 **See NPPF, paragraphs 152-154, 159**

Co-benefits

- **Health** – better insulation will keep homes warmer in winter as well as cooler in summer. Better access to green space can improve wellbeing
- **Wider environmental benefits** – nature based solutions such as urban tree planting will improve biodiversity

What are we doing now?

As part of the council's new Local Plan 2023-38, support has been given for the development of a draft policy specifically about climate change adaptation and resilience.

This draft policy requires that all new development to produce a climate change adaptation plan. New policies on flood risk and biodiversity net gain have also been developed. With the Local Plan at the heart of planning policy in the district, these have been very important steps.

The council appointed a Domestic Retrofit Caseworker to focus on encouraging



Construction of new sea defences in WSM, 2009. Photo provided by NSC



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retrofitting in local homes. Whilst mainly designed to increase energy efficiency, these measures can also help to keep homes cool in hot weather.

Last year, the council adopted a new Green Infrastructure (GI) Strategy. This ambitious document provides a framework for GI improvements for both people and wildlife in North Somerset. It includes a number of actions around improving our resilience to climate change such as increasing tree canopy and working with various partners to manage sea defences and reduce risk of flooding.³

expanded upon to include wider external stakeholders in the region.

The council is working with other neighbouring authorities to explore opportunities to target adaptation in those areas which will be most vulnerable to high temperatures.

To adapt to climate change and become more resilient, we will take the following action. Full details can be found in the **Climate Emergency Action Plan Dashboard**.

Ensure a resilient infrastructure in North Somerset including retrofitting our built environment where necessary

- Update Climate Change Adaptation Plan
- Reduce health impacts of climate change

Deliver actions in the Green Infrastructure Strategy which support climate change adaptation

- Ensure that work around our flood defences considers climate change and any local and regional effects



by Maisie (11)
“Picture This” winner

³ Including the **West of England GI Strategy**
⁴ **Building resilience to extreme weather and climate change (2011)**



8 – Replenish our carbon stores



An NSC officer at a community tree planting event.
Photo provided by NSC

Key information

Carbon is stored in the atmosphere, living organisms, oceans, soil and rocks of the Earth. Carbon sequestration refers to removing carbon from the atmosphere and putting it into one of the other carbon stores.

There are nature-based carbon removals such as tree-planting and peatland restoration, and there are engineered carbon removals such as using wood in construction, Bioenergy with Carbon Capture and Storage (BECCS) and Direct Air Capture of CO₂ and Storage (DACCS).

Achieving net zero is expected to require carbon capture and removal. However, it is an option which cannot be solely relied on, particularly in the short term, so we must continue to prioritise reducing emissions while taking opportunities for sequestration where possible.

Co-benefits

- **Wider environmental benefits** – nature-based carbon removals will also increase biodiversity
- **Health** – better access to green space can improve wellbeing
- **Resilience and adaptation** – nature-based carbon removals can reduce flood risk and reduce temperatures

What are we doing now?

The council's **Green Infrastructure Strategy** includes a number of actions around natural carbon capture and storage. It supports and helps deliver the requirements of both national and local policy and strategies.

An example of this is the success of recent rewilding projects, with 40 hectares of tall grass, and 25,982 trees planted since 2020.

We are actively looking for local opportunities to sequester carbon in relation to some of our major projects.

What still needs to happen?

From late-2023, all Town and Country Planning Act developments will need to demonstrate at least 10% Biodiversity Net Gain and there is potential for some of the council's land to generate income through providing 'biodiversity net gain units' (habitat banking) where offsetting of biodiversity loss from new development sites is required.

There is potential for local nature parks to provide strategic mitigation for bats as well as for the restoration of carbon sequestering habitats such as peat and salt marsh.

Enclosed farmland makes up 68% of all land in North Somerset. We will engage and support the farming community to improve green infrastructure on farms, which will enable significant improvements to green infrastructure in North Somerset and will also reduce the carbon intensity of agriculture.

To replenish our carbon stores, we will take the following action. Full details can be found in the [Climate Emergency Action Plan Dashboard](#).

Deliver actions in the Green Infrastructure Strategy which support carbon sequestration

- Complete objectives to plant 50,000 trees and introduce tall grass manage to 40 hectares of open space
- Create a management plan for ongoing maintenance
- Identify more areas of council land for re-wilding/management for biodiversity and manage 30% land for biodiversity by 2030 (in accordance with the government commitment)
- Encourage and support our residents to create wildflower gardens through schemes such as the 'Blue Heart'



Our Partners

Tackling the climate emergency successfully will take all of us working together. As such, we collaborate with a range of partner organisations to help meet our net zero 2030 commitments in North Somerset and deliver our actions and priorities. A number of these organisations are listed here and we thank them for their advice, help, and hard work.

Becoming a net zero carbon council

- North Somerset Partnership members
- North Somerset Together
- West of England Combined Authority
- Other West of England Authorities
- South West Net Zero Hub

Decarbonising transport

- Department for Transport
- Active Travel England
- First Bus
- Stagecoach
- Sustrans
- West of England Combined Authority

Decarbonising the built environment

- Centre for Sustainable Energy (CSE – including WHAM and Future Proof)
- West of England Combined Authority
- Other West of England Authorities
- South West Net Zero Hub
- Alliance Homes (and other housing associations)
- Weston College

Developing low carbon business and skills

- West of England Combined Authority
- South West Net Zero Hub
- North Somerset Enterprise Agency (NSEA)



Enabling renewable energy generation

- West of England Combined Authority
- South West Energy Hub
- Low Carbon Gordano
- Burnham and Weston Energy CIC
- CSE
- Town and parish councils

Making best use of resources and waste

- North Somerset Environment Company
- West of England Waste Partnership
- West of England Combined Authority
- Local Government Association
- Environment Agency
- DEFRA
- WRAP
- Recycle Now
- South West Waste Recycling Forum
- Plastic Free Communities

Promoting adaptation and resilience

- North Somerset Partnership members
- Environment Agency
- Food Standards Agency
- Bristol and Wessex Water
- Natural England
- UKHSA
- DEFRA
- Forestry Commission
- Marine Management Organisation

Replenishing our carbon stores

- West of England Combined Authority
- Other West of England LAs
- Natural England
- Forestry Commission
- Farming and Wildlife Advisory Group
- Bristol Avon Catchment Partnership
- Forest of Avon Trust
- West of England Nature Partnership
- Mendip AONB Unit
- Avon Wildlife Trust
- Woodland Trust



Glossary

Term	Definition
Adaptation	Climate change adaptation is the process of adjusting to current or expected effects of climate change.
Biodiversity	The variety of plant and animal life in the world or in a particular habitat, a high level of which is usually considered to be important and desirable.
Carbon Baseline	The year against which target decreases in emissions are measured.
Climate Change	A pattern of change affecting global or regional climate, for example average temperature and rainfall, or an alteration in frequency of extreme weather conditions. This variation may be caused by both natural processes and human activity. Global warming is one aspect of climate change.
Carbon dioxide (CO ₂)	Carbon dioxide is a gas in the Earth's atmosphere. It occurs naturally and is also a by-product of human activities such as burning fossil fuels. It is the principal greenhouse gas produced by human activity.

Term	Definition
Carbon Budget	A carbon budget places a restriction on the total amount of greenhouse gases over a specific time period. Budgets tend to be in line with internationally agreed levels to meet temperature targets.
Carbon dioxide equivalent (CO ₂ e)	Seven greenhouse gases are limited by the Kyoto Protocol and each has a different global warming potential. The overall warming effect of this cocktail of gases is often expressed in terms of carbon dioxide equivalent -the amount of CO ₂ that would cause the same amount of warming.
Carbon footprint	The amount of carbon emitted by an individual, organisation, geographical area or during the manufacture of a product in a given period of time.
Carbon neutral	Carbon neutrality is a state of net-zero carbon dioxide emissions. This can be achieved by balancing emissions of carbon dioxide with its removal (often through carbon offsetting) or by eliminating emissions from society (the transition to the “post-carbon economy”).



Term	Definition
Carbon offsetting	A way of compensating for emissions of CO2 by participating in, or funding, efforts to take CO2 out of the atmosphere. Offsetting often involves paying another party, somewhere else, to save emissions equivalent to those produced by your activity.
Carbon sequestration	The process of storing carbon dioxide. This can happen naturally, as growing trees and plants turn CO2 into biomass (wood, leaves, and so on). It can also refer to the capture and storage of CO2 produced by industry.
Climate Change Act (2008)	The Act makes it the duty of the Secretary of State to ensure that the net UK carbon account for all Kyoto greenhouse gases for the year 2050 is at least 100% lower than the 1990 baseline, toward avoiding dangerous climate change. An independent Committee on Climate Change was created under the Act to provide advice to UK Government on these targets and related policies.
Climate Emergency	A situation in which urgent action is required to reduce or halt climate change and avoid potentially irreversible environmental damage resulting from it.

Term	Definition
Climate Emergency Declaration	The recognition of the urgency of the Climate Emergency by organisations, businesses or government at any level, often resulting in setting a target date to become carbon neutral.
The Committee on Climate Change (CCC)	An independent, statutory body established under the Climate Change Act 2008 whose purpose is to advise the UK and devolved governments on emissions targets and to report to Parliament on progress made in reducing greenhouse gas emissions and preparing for and adapting to the impacts of climate change.
Decarbonise	To reduce the amount of gaseous carbon compounds released in or as a result of (an environment or process).
Fossil fuels	Natural resources, such as coal, oil and natural gas, containing hydrocarbons. These fuels are formed in the Earth over millions of years and produce carbon dioxide when burnt.



Term	Definition
Global Warming Potential (GWP)	The Global Warming Potential (GWP) was developed to allow comparisons of the global warming impacts of different gases. Specifically, it is a measure of how much energy the emissions of 1 tonne of a gas will absorb over a given period of time, relative to the emissions of 1 tonne of carbon dioxide (CO ₂). The larger the GWP, the more that a given gas warms the Earth compared to CO ₂ over that time period. The time period usually used for GWPs is 100 years.
Green infrastructure	Green infrastructure is a strategically planned network of natural and semi-natural areas with other environmental features designed and managed to deliver a wide range of benefits (typically called ecosystem services) such as water purification, air quality, biodiversity, space for recreation and climate mitigation and adaptation.
Greenhouse gases (GHGs)	A greenhouse gas (GHG) is a gas that absorbs and emits radiant energy within the thermal infrared range, causing the greenhouse effect.

Term	Definition
The Intergovernmental Panel on Climate Change (IPCC)	A scientific body established by the United Nations Environment Programme and the World Meteorological Organization. It reviews and assesses the most recent scientific, technical, and socio-economic work relevant to climate change, but does not carry out its own research. The IPCC was honoured with the 2007 Nobel Peace Prize.
Land Use, Land-Use Change, and Forestry (LULUCF)	Land use, land-use change, and forestry (LULUCF), also referred to as Forestry and other land use (FOLU), is defined by the United Nations Climate Change Secretariat as a “greenhouse gas inventory sector that covers emissions and removals of greenhouse gases resulting from direct human-induced land use such as settlements and commercial uses, land-use change, and forestry activities.”
LED (Light Emitting Diode)	LEDs have become the most efficient source of lighting available, using up to 90% less energy than incandescent lighting and 60% less than fluorescent lighting.
Mitigation	Action that will reduce man-made climate change. This includes action to reduce greenhouse gas emissions or absorb greenhouse gases from the atmosphere.



Term	Definition
Net zero	The term net zero means achieving a balance between the greenhouse gases emitted into the atmosphere, and the carbon removed from it. Unlike carbon neutrality, this cannot be achieved using offsetting.
Paris Agreement (2015)	The Agreement's central aim is to strengthen the global response to the threat of climate change by 21 countries agreeing to keep the global temperature rise this century well below 2 degrees Celsius above pre-industrial levels and to pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius.
Per-capita emissions	The total amount of greenhouse gas emitted by a country per unit of population.
The United Nations Framework Convention on Climate Change (UNFCCC)	One of a series of international agreements on global environmental issues adopted at the 1992 Earth Summit in Rio de Janeiro. The UNFCCC aims to prevent "dangerous" human interference with the climate system. It entered into force on 21 March 1994 and has been ratified by 192 countries.



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.

For all enquiries please contact climate.emergency@n-somerset.gov.uk

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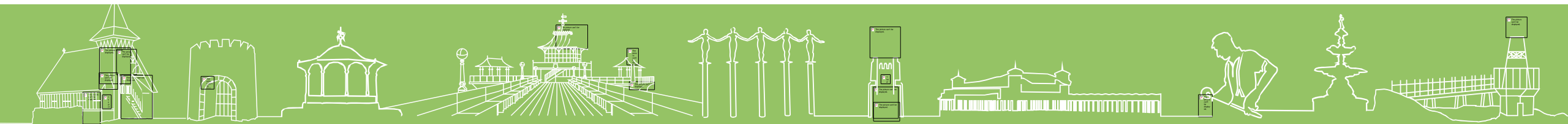


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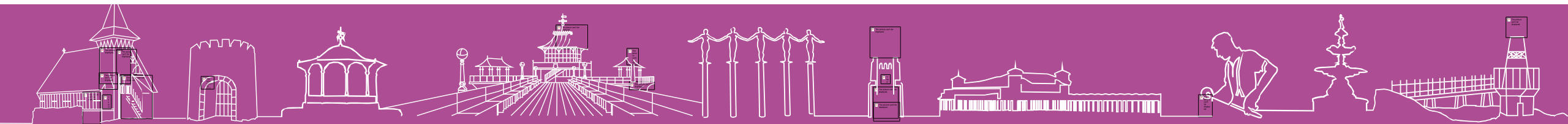
Climate Emergency Action Plan update

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North Somerset Council, 8th November 2022



Progress report



Carbon Literacy

Delivered training to 150 officers and councillors as well as 17 local businesses and 18 community champions

300 pledges made

450 tonnes CO₂e savings estimated

Decarbonisation plans

Delivered for 30 public buildings including:

15 schools

5 leisure centres



Business support

17 local small businesses supported to reduce carbon emissions through our Business Carbon Support pilot programme

15 businesses have received Green Business Grants from WECA totalling £113,561



Zero carbon school

Planning permission granted to zero carbon school development at Winterstoke Hundred Academy

Funding for care homes

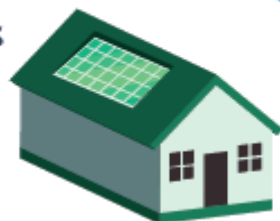
£400,000 in grants awarded to care homes to reduce emissions

Low carbon homes

64 zero carbon homes

52 PassivHaus homes

361 low carbon homes



Solar panel installations

292 installations across North Somerset through WECA Solar Together scheme

1,730 installations through Green Homes Grant, Local Authority Delivery (LAD2)



LED streetlights

Completion of streetlight upgrades: **18,000** streetlamps, saving 3,800 kWh and over 1,000 tonnes CO₂e each year



Cycle paths

57 miles of dedicated cycle and shared use paths

EV charging

39 chargers installed by NSC to date

90 public chargers now available

Staff salary sacrifice scheme set up for EV purchasing



Cycle training

2,337 children received Bikeability training



Ecosia search engine

Over **500** trees planted through internet searches by council staff

Housing retrofit

48 park homes and **50** Alliance Homes properties received home energy improvements

Long grass

400,000 hectares left for pollinators

Trees planted

30,000 trees planted

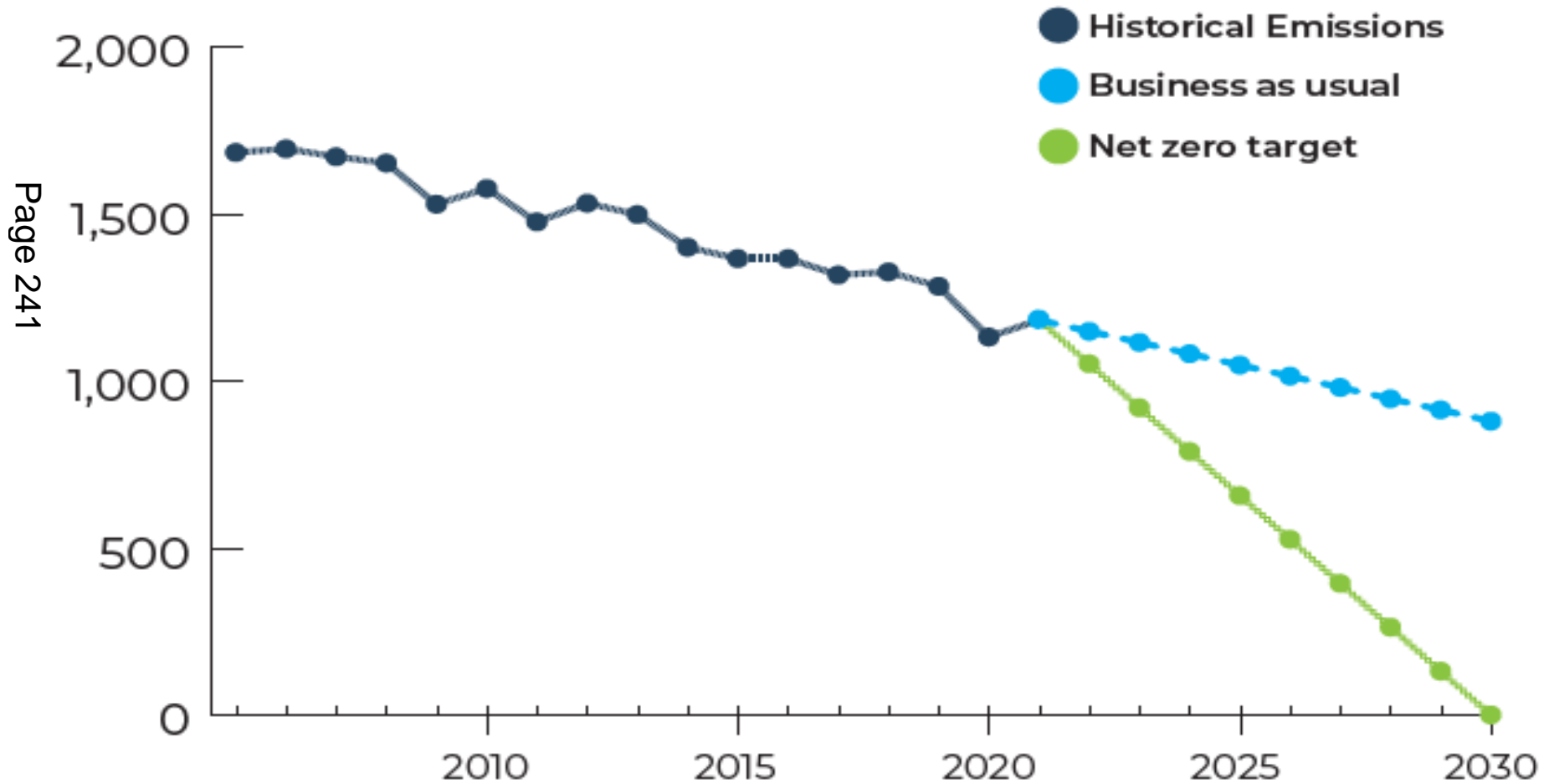


North Somerset Big Green Week 2022



Emissions – North Somerset area

Figure 2: Projection of the current rate of reduction in greenhouse gas emissions to 2030 in North Somerset

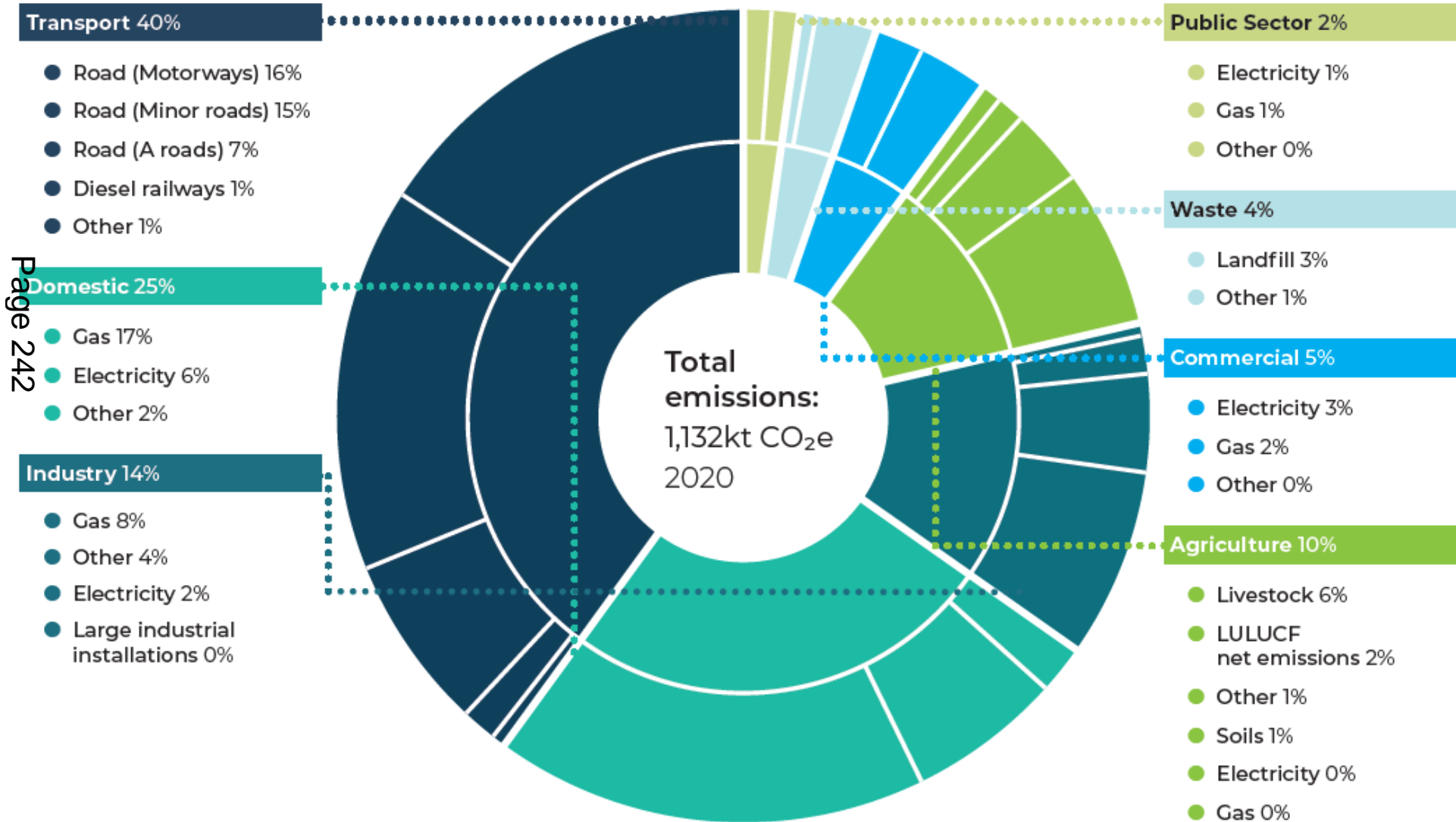


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Page 20 in
the Action
Plan



Emissions – North Somerset area 2020



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Page 19 in the Action Plan



Figure 1: North Somerset Greenhouse Gas Emissions in 2020

Emissions – North Somerset Council

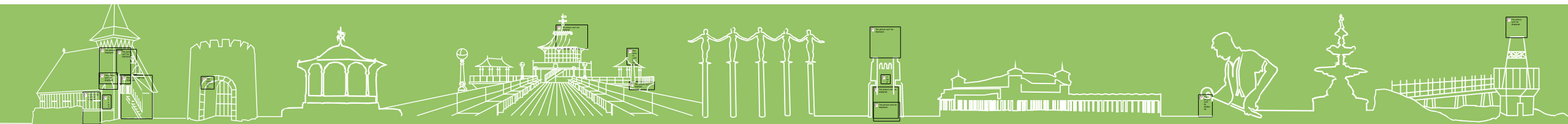
	Total GHG emissions for period (tonnes CO ₂ e):				Change since base year	
	Apr 2018 - Mar 2019	Apr 2019 - Mar 2020	Apr 2020 - Mar 2021	Apr 2021 - Mar 2022	Tonnes CO ₂ e	%
Direct emissions	4,631	4,338	3,904	4,442	- 190	- 4%
Electricity consumption	4,281	3,915	2,426	2,287	- 1,994	- 47%
Indirect emissions	6,811	7,611	5,892	6,529	- 918	- 13%
Total	15,723	15,864	12,222	13,257	- 3,502	-22%



Strategy & Action Plan update

- More clarity in actions - what and why
- Better align actions and themes

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Action plan – updated themes

- Become a net zero carbon council
- Decarbonise transport
- Decarbonise the built environment
- Low carbon business and skills - **NEW**
- Renewable energy generation
- Resources and waste
- Adaptation and resilience
- Replenish our carbon stores

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Aftermath of a grass fire in the Winscombe area, August 2022



Storm Ciara causes huge waves in Clevedon, 2020. Photo taken by Robert Timoney

To support the over-arching action plan each directorate in the council has a themed action plan

Examples of some actions...

Adults Services

- Care home adaptations (heat/cold resilience)
- Technology enabled care (TEC) innovations
- Future planning of housing provision

Children's Services

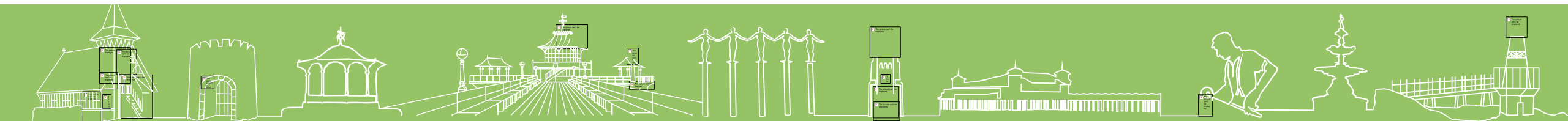
- Children's centres and schools' energy improvements
- Walking and cycling messages to schools
- Efficiency of staff movement, touchdowns etc.

Corporate Services

- Ways of working – hybrid models
- Electric Vehicle salary sacrifice, cycle to work
- Changes to data storage and carbon reduction
- Policy reviews

Public Health and Regulatory Services

- Links between Climate Emergency & Health & Well-being strategies
- Active travel/walking/cycling etc.
- GP social/green prescribing
- Promotion of reusable menstrual products



Climate Emergency dashboard



Open, Fairer, Greener

Climate Emergency Strategy Action Plan

This dashboard gives a quarterly update on the Climate Emergency Strategy action plan. Within that plan there are a range of actions including short term actions which can be achieved within one or two years (2022-2024), medium term actions which are designed to take several years to reach fulfilment (2025 to 2028), and longer-term actions which will take longer to come to fruition (2028 to 2030). Actions have co-benefits which are also included in this update.

Co-benefits of action plan



The strategy and action plan are centred around eight key principles and the updates in this dashboard are split by each principle:

Become a net zero carbon council



Decarbonise transport



Adaptation and resilience



Decarbonise the built environment



Low carbon business and skills



Renewable energy generation



Replenish our carbon stores



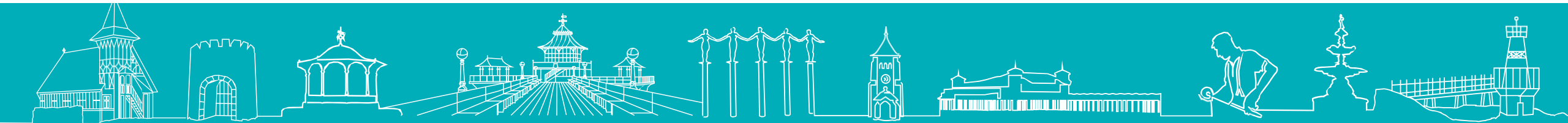
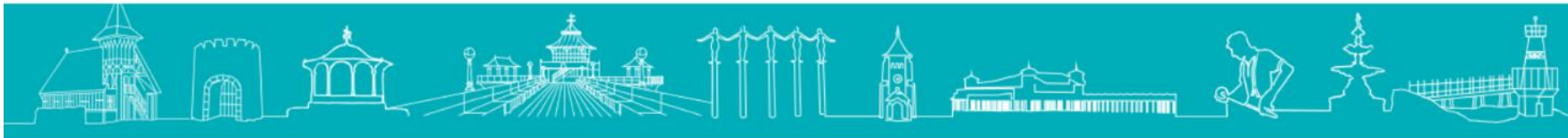
Resources and waste



Navigation

1. Select a key principal page.
2. Choose one action.
3. The description table will show all descriptions and co benefits for the selected action and the cost for each action.
4. The milestone table will show the milestones for each action, timescale and RAG rating of each action.
5. Select one Action to display the associated milestones. There may be multiple milestones for each action.
6. Total carbon saving data will also be presented, this will be the total saving for the project.
7. To clear selections, click on the measure and / or action previously selected.

Climate Emergency Information



Recommendations

Approve the updated Climate Emergency Strategy and Action Plan, and:

- Re-confirm commitment to achieving net zero carbon by 2030.
- Note the information on carbon emissions and progress on existing projects to tackle climate change.
- Endorse the development of a Climate Performance dashboard.
- Executive Member to write to the new prime minister and relevant minister to:
 - Confirm our commitment in local government to action on climate change;
 - Reiterate the council's opposition to fracking and urge the government to reverse their recent decisions on this issue;
 - Seek that they take seriously the role of central government in properly funding a transition away from fossil fuels;
 - Request increased, longer-term funding for other actions to enable a low carbon economy and healthy community.



Council – 8 November 2022

Motions by Members (Standing Order No. 14)

First Bus (Cllr Charles)

First Bus

Council Notes

1. That bus services were directly affected by the pandemic with a huge drop in passenger numbers.
2. That unlike many other industries bus providers received financial support through the crisis
3. The effect of Brexit on the workforce and driver led industries has created a shortfall in the number of bus drivers and that fuel costs have damaged public transport providers profit margins.
4. Despite these adverse circumstances First Group have recorded profits in their most recent financial reports.
5. That the deterioration of public transport has been a continuing issue long before recent events.

Council further notes

1. That even though facing severe financial constraints North Somerset have managed to maintain some services out of its own finances.
2. That despite assurances from First we are seeing an increasing deterioration in services with young people frequently missing school and college and others missing work and medical appointments.
3. Communication has been poor between First and the public with ongoing wider public engagement on difficulties non-existent.
4. Public transport is part of the lifeblood of thriving communities. Poor public transport can lead to increased unemployment, pollution, and social and economic isolation.
5. When rail companies have been proven to be riddled with systematic failure governments have intervened. This has not been the case for bus services.

Council Resolves

1. That it has no confidence in the public transport provision operated by first bus.
2. To mandate to leader of the council to write to the government stating our concerns and urge immediate action to ensure a public transport system that is fit for purpose in North Somerset
3. That the leader of the council in their letter to government urges them to legislate for greater local authority control over public transport provision akin

to powers already provided to combined authorities such as Greater Manchester.

North Somerset Council

Report to the Full Council

Date of Meeting: 8 November 2022

Subject of Report: Corporate Parenting

Town or Parish: All

Officer/Member Presenting: Cllr Catherine Gibbons

Key Decision: No

Reason: Not an Executive decision

Recommendations

Members are asked to:

- consider the content of the presentation made by our Young Director during the meeting
- think about how you can contribute as corporate parents to improving services for our young people

1. Summary of Report

This report references the areas that will be covered by a presentation to Full Council during the meeting.

2. Policy

A council which empowers and cares about people.

3. Details

Members may recall that our Young Director attended Full Council earlier this year and because of her positive reception you asked that she return with a progress report. You will receive this via a presentation during this meeting which will then be emailed to all members after the meeting.

The presentation will cover a survey that was undertaken by several local authorities across over 200 care experienced young people to understand the barriers they face in relation to education, employment, and training. It will include some of the solutions that we have used in North Somerset and their outcomes.

The second part of the presentation will cover the range of work completed following last year's visit by Mark Riddell, the Department for Education's national adviser on care leavers' services. He left us with a set of recommendations as to how we could further improve our services and he came back in September this year to see how we had progressed. He met with a number of our care experienced young people along with a

range of staff and Lead Member. At the time of compiling this report we have yet to receive his letter, but our Young Director will give an indication of his verbal feedback.

4. Consultation

Both parts of the presentation reference the significant level of consultation undertaken with care experienced young people.

5. Financial Implications

None.

Costs

N/A.

Funding

N/A.

6. Legal Powers and Implications

N/A.

7. Climate Change and Environmental Implications

N/A.

8. Risk Management

N/A.

9. Equality Implications

None.

10. Corporate Implications

All elected members and members of staff are corporate parents for our children and young people who are either in our care or care experienced.

11. Options Considered

N/A.

Author:

Sheila Smith
Director of Children's Services

Appendices:

None.

Background Papers:

[Click here to enter Background Papers]

North Somerset Council

Report to the Council

Date of Meeting: 8 November 2022

Subject of Report: Heritage & Regeneration Champion Report 2021-2022

Town or Parish: All

Officer/Member Presenting: Cllr John Crockford-Hawley, Heritage & Regeneration Champion

Key Decision: No

Reason: Not an Executive Decision

Recommendations: Members are asked to note the report

1. Introduction

Though all amenity and local heritage groups curtailed live meetings during the Covid pandemic it was pleasing to see a substantial number embrace Zoom without much difficulty. Some are now considering how this technology might enable home participation to continue during dark winter evenings.

Since my last report I have given heritage talks to the following groups: Friends of Weston Museum, Portishead Senior Citizens Forum, Milton Methodist Ladies, Weston Homemakers, Tickenham WI, Wells U3A, Cambridge Society of Somerset, Ilminster Literary Festival, Weston WI, Weston Rotary Club, Yatton Local History Society, Gordano Civic Society, Woodspring Ladies Probus, Uphill WI, NHS Retirement Group, Worle Baptist Fellowship, Weston Civic Society, Uphill Village Society, Notable Club, Nailsea & District Local History Society, North Sedgemoor Local History Group, Uphill Friendship Club, Heritage Open Days, Culture Weston Arts & Health Week, Weston College, and The Sovereign. It's always a great pleasure responding to such invitations, for it shows the wealth of interest and concern which exists for our local built, industrial, ecclesiastical, natural and even political and economic heritage.

A walk-about was organised for colleagues from Culture Weston, Weston College, Harmonia Sacra / Costanzi Consort, St George's Bristol and others, to venues with potential for developing further cultural and performance opportunities in WsM (Loves Café, Blakehay Theatre, Grove Park bandstand, All Saints' Church, Weston Museum and Winter Gardens Pavilion), though insufficient time meant we were unable to include the Old Town Quarry, Odeon Cinema, Town Hall Council Chamber or historic hostelrys in our itinerary.

The number of participants from North Somerset societies who attend our regular Heritage Forums is sound evidence of deep local commitment to the discovery, interpretation and telling of this district's fascinating story. Their voluntary work is of real benefit to this council's professional staff.

An understanding of how North Somerset has evolved, particularly within living memory, helps put negativity in context and opens eyes to future pitfalls and possibilities. All North Somerset settlements continue to expand and parish councils, amenity societies, museum and theatres must develop new ways of engaging with more recent residents who will have little visual or emotional recall of things past.

I've gained a sense that whilst live elderly audiences often enjoy reminiscing, they dwell seldom on overt nostalgia for the nebulous 'good old days' so beloved of social media audiences and ill-informed keyboard warriors.

This council's commitment to heritage has been nationally recognised by government, Historic England and the Local Government Association. I'm pleased to see collaborative work expanding with Weston Museum which houses much of the North Somerset Collection and with the South West Heritage Trust which curates the Collection and is the official depository for all North Somerset's records.

January 2022 saw the welcome development of a new Heritage and Design Team within the Place directorate. This brings together conservation, archaeology, historic environment records, heritage projects and urban and landscape design professionals in one team. The team affords the opportunity for coordination of Heritage and Design work across North Somerset. However, planning-related workload continues to be an area of concern with planning appeals as well as general planning work consuming excessive time for officers.

We cannot escape our past; for better or worse it holds us all to account. Understanding it, warts and all, might just help us forge a finer future.

John Crockford-Hawley
Heritage & Regeneration Champion, North Somerset Council

2. Details

2.1 Creation of the Heritage & Design Team

In January, the Council took a significant step forward by setting up a dedicated Heritage & Design Team for the first time. The nine officers that make up the team have between them a vast amount of in-depth knowledge and professional experience covering everything from archaeology, building conservation, heritage and urban design, to funding, project development and management and community development. The value of such a team cannot be overstated and by combining their expertise in one place, this offers the rest of the Council a valuable resource.

2.2 Development Management and Enforcement

Significantly higher numbers of planning applications and enforcement cases in have required input from heritage officers in 2021/2022.

Every week the Conservation & Heritage Officer and Senior Archaeologist review all planning applications validated in the previous week and assess them for heritage interest/harm. Comments are provided within two weeks to the planning case officer (unless further information is required) and both officers continue to liaise with the case officer and other relevant parties (developers/householders) through the process including to discharge relevant planning conditions placed on approved applications.

Large applications have included the Former Royal Pier Hotel Site 55 - 57 Birnbeck Road, large residential sites such as Rectory Farm, Congresbury, Box Bush Farm (Yatton) as well as Felton House, The Odeon and the Fork 'n' Ale, in addition to a large enforcement case on a Grade I listed building, for the Conservation & Heritage Officer.

The Senior Archaeologist has been involved in a variety of large applications including Gatcombe Farm (Long Ashton) and Youngwood Lane (Nailsea), multiple applications at West Wick and around Weston-super-Mare, Banwell, Congresbury, Churchill, Clevedon and Yatton, as well as small householder applications in areas of archaeological interest.

2.3 Planning Appeals & Public Inquiries

There have been a number of public inquiries in the first half of 2022 (and another is planned for the end of the year) which have required or will require the input of NSC heritage officers.

This type of appeal put an extreme pressure on officers as there is only one employed for each discipline. Appeals and public inquiries take months to prepare for and officers are expected to uphold the rest of the responsibilities of their role at the same time.

Butts Batch, Wrington

An application for 61 houses was refused by the Council on landscape and heritage grounds. The applicant appealed the decision, and this was subject to a 6-day Public Inquiry.

The appeal was dismissed on the ground that the harm to the setting of the Grade I listed Church would not be outweighed by the public benefits from the new houses in this location

Front Street, Churchill

An application for up to 62 houses was refused by the Council on heritage and landscape matters. The applicant appealed our decision, and this was subject to a 6-day Public Inquiry.

The appeal was dismissed on the grounds that the harm to the setting of the Grade I Listed St John's Church would not be outweighed by the public benefits of the proposed development, and on harm to the landscape of the area.

2.4 Banwell Bypass

The planning application for Banwell Bypass has now been submitted to the Council and the heritage officers are currently reviewing the accompanying information and are providing formal advice to the planning case officer.

A full suite of archaeological investigation is being undertaken, which will inform appropriate mitigation both before and during construction of the scheme, if the application is approved.

Heritage officers will need to continue to liaise closely with project team, appointed heritage consultants and Historic England to ensure heritage is properly considered during scoping and construction stages, and with the design and details of the spur road which cuts through Banwell Conservation Area.

2.5 North Somerset Historic Environment Record (NSHER)

2.5.1 NRHE to HER project

A 18-month-long project to accession data from Historic England's NRHE database (National Record of the Historic Environment) to the NSHER commenced in October 2021 and is being undertaken by the Senior Archaeologist, who is relinquishing one day a week to complete this. Over 2400 records require manual accession during this period.

2.5.2 Historic England Audit

In October 2021 the HER Officer and Senior Archaeologist engaged with Historic England to commence the obligatory 5-year audit cycle.

The audit highlighted numerous areas in which the HER has undergone significant improvement and enhancement in the last 5 years including the creation and implementation of key policies and procedures, the introduction of a priority services for HER information for commercial customers, creation of a catalogue of sources/grey literature reports and digitisation of the paper records, reduction of the HER backlog by 30%, joining Heritage Gateway and accession of large datasets such as the North Mendip Hills National Mapping Programme and Great Weston Heritage Action Zone Aerial and Investigation Mapping Project.

An action plan has now been agreed with Historic England for the next five years and includes several tasks relating to data quality and enhancement, identifying appropriate storage conditions for the HER reference collection, a review of the staffing provision, further reduce the backlog, production of outstanding policies including a Forward Plan, and seeking formal adoption of the HER by the Council.

2.5.3 Staffing

The Historic Environment Record Officer who had been employed by NSC for c.10 years left in August 2022. It has been agreed that this post is to be modified to include an element of lower-level support for both the Senior Archaeologist and Conservation & Heritage Officer, assisting on projects and funding bids, for example. However, the majority of the role will be focussed on the tasks set out in the agreed audit action plan to ensure up to date information is freely available, specifically to inform development management matters. We hope a new post holder will be in place in the autumn.

2.6 Heritage Action Zones

Great Weston Heritage Action Zone 2017- 2022

The Great Weston Heritage Action Zone ended Sept 2022 it has met its aims, and the programme in the Delivery Plan despite the challenge of Covid. It has been demonstrated how the town's heritage can play a role in the town centre's renaissance. This report provides a snapshot of achievements.

1. **Understanding.** Technical research and evidence gathering including Historic Landscape Characterisation, a Conservation Area appraisal and a buildings listing review to better understand Weston's significance and inform a targeted building repairs scheme and other initiatives.
2. **Protecting.** Two new designated listed buildings- The Railway Station and WH Smiths. The amalgamation of 4 separate Conservation Areas into one 'Great Weston Conservation Area'; their extension to include the town centre, and the adoption of a management plan to help inform positive change and future conservation initiatives in 2018.
3. **Celebrating.** A book, Weston-super-Mare: The town and its seaside heritage, written by Allan Brodie, Johanna Roethe, and Kate Hudson-McAulay, to spread Weston's appeal and celebrate the town's colourful history and heritage. The associated 'sold out' launch event held in The Blakehay March 2019.
4. **Championing.** A series of heritage digital guides and walks including 'In the Footsteps of Hans Price' walk.
5. **Safeguarding.** Planning and heritage management tools including the adoption as policy of: a local authority Heritage Strategy, a Local Heritage List to acknowledge and help safeguard Weston's important local heritage assets; a shopfront guide (assisted by local university students), and an Article 4 Direction preventing the loss of boundary walls.
6. **Connecting communities.** Development of Know Your Place, a free digital mapping resource that enables local people to share information, knowledge and stories and to explore online maps, archive images and linked information.
7. **Conservation.** Physical improvements to the Public Realm and several historic buildings (Walker & Ling, 132 and 134 High Street and 59 High Street) helping provide a more positive perception of the town and a better environment for investment.
8. **Participation.** A programme of heritage and cultural events for a variety of groups and audiences including: four years of Heritage Open Days Festival each September from 2017 to 2021 engaging over 30 organisations in celebration of our heritage, Civic Society led heritage lecture series, 2 major exhibitions on the Grand Pier and 3 exhibitions in The Museum , and a major Place Making exhibition in Sovereign centre featuring the Heritage Action Zone work.
9. **Capacity building.** A programme of training for council members, officers and local retailers.

10. **Local Authority commitment and investment.** The development of A SuperWeston Placemaking Strategy (2020) for the town, demonstrating a commitment to further positive design, planning, heritage and cultural initiatives. It joins individual schemes together in an overarching vision which the council is now delivering.

High Street Heritage Action Zone 2019-2024

Engagement: The High Street Heritage Action Zone delivered a strong programme of engagement work in the past 12 months including: Heritage Open Days Festival, Know Your Place online digital mapping resource, Volunteer recruitment training and management, Reminiscence work in care homes run by Library team, a heritage engagement programme working with local schools run by Weston Museum, two exhibitions in The Museum, training for retailers in marketing skills and training volunteers as walks guides.

Conservation: Shopfront enhancement work carried out on Fork n Ale public House 18 Walliscote Road and on the 'Kendall's building' in the High Street/ Regent Street

2.7 National Grid Hinkley C Connection Project

The Senior Archaeologist continues to monitor archaeological elements of the National Grid Hinkley C Connection project. The Stage 2.1 excavations (Mendip Underground Cable Section) which revealed sites including a Roman roadside settlement were completed in August 2021 and the findings are now subject to specialists analysis to be incorporated into a final report which will take several years to produce.

A programme of community engagement is being established with National Grid and various stakeholders, which will ensure the findings of the archaeological programme will be disseminated appropriately, with opportunities for the local community to engage.

2.8 Middle Engine Pit, Nailsea

The Management Plan for this Scheduled Monument (with listed buildings) has now been officially adopted, which means fully informed funding bids can be submitted to external funders to bring the site into public use.

Work is now starting on putting a budget together for the site so we can move forward in applying for funding for work to bring the site back in the safe public use.

A volunteer group has been set up and their main tasks will initially be to control vegetation growth on the site and also clear and remove debris. Now they have access to the site they aim to go out once a week to maintain the site. Safety equipment and tools have been provided by NSC.

In September 2022 BT will be undertaking a corporate volunteer day at the site, which is being organised by the Avon Gardens Trust & NSC's Conservation & Heritage Officer.

2.9 Conservation Areas

The Banwell Conservation Area Appraisal and Management Plan was officially adopted by North Somerset Council on 27th September 2021.

Work continues on the creation and adoption of the Conservation Area Appraisal and Management Plans for the remaining conservation areas in North Somerset that currently do not have them.

The Conservation & Heritage Officer is currently working on appraisals and management plans for Backwell. All three of the conservation areas in Backwell are planned to be completed at the same time and they are currently in the first draft phase.

2.10 Worlebury Camp Hillfort

The volunteers of the Worlebury Hillfort Group are continuing with their tireless efforts to physically uncover the hillfort through the clearance of vegetation and management of the restoration of the rare limestone grassland in areas such as the 'Glade'.

An application for a grant to enable the implementation of the adopted Conservation Management Plan for the hillfort was submitted to the National Lottery Heritage Fund in August 2021 but was unfortunately unsuccessful.

A key priority of the project is still the removal of trees (the reason for the site's inclusion on Historic England's Heritage at Risk Register), and this has been reinforced by the presence of Ash Dieback in many of the ash trees present within the hillfort. It is proposed to commence with felling this winter (2022/23), but there are considerable costs involved, especially considering the nature of the site and the limited accessibility for forestry machinery.

Discussions are ongoing with contractors and Historic England to come to a reasonable compromise to prevent both injury to the public and also the nationally important archaeological remains from ash trees in an advanced state of disease.

It is proposed that once the felling is complete a revised application will be submitted to the National Lottery Heritage Fund for a grant to achieve the remaining objectives of the Conservation Management Plan, including community engagement projects and a comprehensive research programme to finally tell the story of the hillfort.

2.11 Castle Batch

In liaison with NSC's Natural Environment Team the Senior Archaeologist arranged for the cutting back of vegetation on the earthen mound of Castle Batch, Worle. This is another Scheduled Monument in NSC ownership, which has unfortunately been neglected until recently.

There are plans to work with local interest groups and residents to ensure the site is cared for and better understood, but also physically revealed to those who use this area for recreation. The work undertaken by heritage officers at Worlebury Camp hillfort and Middle Engine Pit will help to inform the success of this project.

2.13 Birnbeck Pier

While negotiations continue regarding the transfer of the site voluntarily, the CPO process continues with objections from the current owner being scheduled to be heard at the Magistrates Court by the District Judge in early November.

Meanwhile the Heritage and Design Manager and the Principal Project Officer have made significant applications for funding, the success of which will be announced in late October.

2.14 Seafront Shelters

Repair and restoration of the three listed Victorian seafront shelters on Weston promenade is well underway. This work has been generously supported by donations from the Weston-super-Mae Trust, the Civic Society, Howards Motor Group, The Axentis Michael Charitable Trust and The Mead Group.

2.15 Know Your Place/Sharing Heritage

The Sharing Heritage/Know Your Place North Somerset project has continued to be extremely successful, with volunteers having added over 1100 new records onto the website showcasing the rich history and heritage across North Somerset.

The first national lockdown meant no public engagement would be able to take place, so heritage officers set up Facebook and Twitter accounts to disseminate information in a digital format in March 2020. They worked in collaboration with staff at Weston Museum to produce educational activities, content and videos which were very well received.

The social media channels have allowed for engagement with over 1.4 million people since March 2020, and the Facebook group alone has over 2,100 members.

Heritage officers continue to collaborate with Weston Town Council and Weston Museum as the project was extended thanks to funding made available through the Great Weston Heritage Action Zone. Volunteers have also created two exhibitions to showcase their research including one entitled 'Then and Now'.

2.16 North Somerset Heritage Forum

Due to the continuing Covid pandemic the Heritage Forum meeting in November 2021 was held over Zoom, but in May 2022 it returned to an in-person meeting.

It was very pleasing to hear so many of the forum member groups had restarted their lecture programmes in earnest and how much research they had undertaken during the periods when meetings were not possible.

Heritage officers provided updates on key NSC projects and provided a short training session on the Local Heritage List and Know Your Place.

The next Forum meeting is planned for October 2022 and will include several new groups who have indicated their interest in taking part.

2.17 Young Archaeologists' Club (Rusty Club)

The Senior Archaeologist ran a session in May for the Rusty Club on how archaeologists discover new sites through the planning process.

An excavation is planned in September 2022 at Kingston Seymour with the hope of finding possible Romano-British or Medieval activity, following on from some fieldwalking and geophysical surveys undertaken in 2011 by a local archaeology group. A session will be held in November to clean, examine and record any finds and work on compiling a report for the North Somerset Historic Environment Record.

The Conservation & Heritage Officer is also running a session in October, which will be focussing on the significance of stained-glass windows.

2.18 Heritage Open Days

The September 2021 Heritage Open Days was held as a virtual festival and an in-person event. Over 3,000 people participated in 15 events, and officers also linked up with Culture Weston's Whirligig, which had an additional 3000 visitors. We have gained funding to advertise Weston's programme of Heritage Open Days events in 2022.

This year's festival will take place on 9th – 18th September and the project is being led again by the HAZ officers,

with heritage officers feeding in with activities relating to the Know Your Place website to allow a digital platform so as the festival can continue for people not able to physically attend events. Several of Weston's HODs events have been highlighted on the national Heritage Open Days website and social media.

2.19 Festival of Archaeology

The Council for British Archaeology's Festival of Archaeology theme this year was 'Journeys', and the Festival ran between 16th and 31st July.

An in-person event was organised collaboratively between NSC heritage officers and Weston Museum for 24th July and showcased a range of activities and information based around the Festival's theme.

In addition, throughout July information from Know Your Place was showcased via the Facebook group and Twitter account for KYP North Somerset, which had over 32,000 engagements.

2.20 Local Heritage List

The Local Heritage List criteria and management procedures have been successfully adopted by the Council, as has the first tranche of nominated assets.

The first buildings nominated for the Local Heritage List have also now been officially adopted by the Council. A new handbook has been produced with funding from the HAZ.

The heritage officers have held several training workshops to aid local residents in better understanding the nomination criteria and also how to nominate assets themselves. It is proposed to create a short information/instructional video to add to the Council's website/YouTube channel for residents.

2.21 Public engagement and promotion of North Somerset's heritage

The Senior Archaeologist and Conservation & Heritage Officer have provided several virtual workshops to encourage North Somerset residents to nominate buildings and sites of local importance to the Local Heritage List. This is an ongoing programme of work, along with the promotion of Know Your Place.

The Senior Archaeologist continues to regularly engage with local interest groups and schools as part of her role. She has given talks on her role as a Local Authority Archaeologist and showcased recent archaeological discoveries in the district, as well as the Worlebury Camp project, to a range of groups and societies in the last year. These include:

- Mendip Hills AONB Volunteer Rangers
- Blagdon Local History Society
- Banwell Archaeology Society
- Wrington Local History Society
- Nailsea Local History Society
- Bleadon Ladies PROBUS group
- Yatton Local History Society
- Clevedon & District Archaeological Society (tour of Worlebury Camp)
- Gloucestershire Archaeological Society

The Conservation & Heritage Officer and Senior Archaeologist also gave a talk to the Gordano Civic Society, 'Caring for North Somerset's Heritage'.

The Senior Archaeologist was interviewed for the BBC Two series 'Digging for Britain', presented by Professor Alice Roberts, to talk about the discovery of a Roman roadside settlement as part of the National Grid Hinkley C Connection Project. This was broadcast in January 2022.

In addition, the Senior Archaeologist was nominated and shortlisted for the Council for British Archaeology & Marsh Charitable Trust Awards 'Community Archaeologist of the Year' award. Cat was presented with a 'Highly Commended' award, in recognition of her work with local interest groups across North Somerset and Rusty Club Young Archaeologists' Club, as well working with Weston Museum during the Covid pandemic to deliver activities and her work in developing Know Your Place North Somerset. Much of this work has been in collaboration with the Conservation & Heritage Officer.

Authors:

Cllr John Crockford-Hawley

Heritage & Design Team (Rachel Lewis – Heritage & Design Team Manager, Cat Lodge – Principal Archaeologist, Cara MacMahon – Heritage Action Zone Project Officer, Christine Ward – Principal Project Officer, Kate Hudson-McAulay – Principal Conservation & Heritage Officer)

Council – 08 November 2022

This report is written at a time of change at Station 18 in Weston-super-Mare which is part of Avon and Rescue and as such is involved in the service the best in the community when resources are stretched, when fire fighters\ crew are under pressure to do more than expected.

The good news is that there are few station-based causes for complaint at the moment: improvement in the dormitories movement, in provision for adequate protective equipment for hovercraft pilots, although this can seem fragile. The pigeon issue was causing upset last year but has been largely forgotten.

Complaints coming from Weston-super-Mare Station are mainly about time to fix issues in the past.

I am pleased to report there are not any real current issues with the current state of affairs. Crews appear to be content with the current state of affairs on station. Therefore, nothing serious to report.

Primary appliances need a crew of 5 including An Entry Control Officer who is a crucial part in maintaining the safety of Breathing Apparatus wearers in a fire. Where they keep riding 4 and 4, instead of 5 and 4, there is a reduction in safety. It is understood there are limitations in training capacity and there is a shortage of fire fighters. It is accepted it will take time to rectify.

On the 23rd of August we held an 'Emergency Service' event in St Georges with fire engine and hovercraft in attendance - together with the police. Unfortunately, the ambulance crew had covid and could not attend. Avon Fire and Rescue were delighted to say that community Avon Fire and Rescue were committed to their community. The event was a great success with in attendance face painters who were very successful and a cake stall which sold out.

Avon fire and rescue Station 18 and crew should be commended. I am delighted to be part of the team.

I commend this report to the Council.

Councillor Ruth Jacobs

After the Avon Fire Authority meeting on 5th October at Keynsham, the following was appended to Cllr Jacobs's report by Cllr Davies:

1. appointment of new Assistant Chief Fire Officer Richard Welch who was previously Deputy Assistant Commissioner for South East Area Operations at London Fire Brigade.
2. ongoing issues remain for pensions from McCloud Sargeant court case, with Fire Authority in somewhat a situation of limbo until central government introduces new legislation to amend previous changes to fire pensions.

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POLICE and CRIME PANEL REPORT

The number of Police officers has been an ongoing problem for some time. With the increase in specialist teams (such as the new neighbourhood teams) the number of officers has been insufficient for all teams to be fully operational. Avon & Somerset were losing more officers than they were recruiting. This has now improved with more officers being retained plus new recruits finishing training, at the current rate the force expects to meet the uplift target of 3291 by end of March.

There is a national shortage of detectives, this means C I D are unable to investigate all crimes as they would wish, therefore this has been prioritised to fill the gap

Some of these new teams.

There is a new Rural team, working in liaison with Villages and the Farming Community, this has also involved local volunteers, watching for and reporting on crimes around farms.

Team leading on Speed watch is having success, there are now 1700 volunteers, they have held 4500 sessions and issued almost 59000 letters.

A&S are part of a scheme targeting unlicensed, uninsured and vehicles with no MOT

Training scheme operating training Motorcyclist to be more aware this is undertaken by trained M/cyclists

Commissioner's Crime Prevention Fund

A new fund has been set up for community projects aimed at reducing crime £200,000 is available, groups can apply for grants of between £1,000 and £5,000. This fund will be administered by Somerset Community Foundation.

Crime Prevention

The focus of crime prevention with work between the Police working in collaboration with other agencies to drive down crime. PCC comments "with a renewed focus on prevention I know, together, we can make A&S communities safer for all".

A single day in A&S Police

Statistics for one day in A&S

380	recorded crimes	848	999 calls
65	domestic abuse crimes	1931	101 calls
6	rapes	1130	incidents
37	offences with violence and injury	223	ASB incidents
242	victims	83	safeguarding referrals
113	suspects/offenders	14	calls re missing persons
5	assaults on officers/staff	25	road traffic collisions

Drug offences and County Lines

A&S are below the national average

Burglary and Vehicle offences

A&S seem in line with national average and on a downward trend

Personal Robbery

A&S running above the national average and slightly rising.

This is extracts from a 54-page report I thought would be of interest, the full report could be made available for anyone that would like it.

Peter Crew

Report on Bristol Water to NORTH SOMERSET COUNCIL

I sit as NSC's representative on the Bristol Water Challenge Panel. This a summary report from the last meeting of that body on 20th September.

Water and sewage services in North Somerset are provided by Bristol Water and Wessex Water respectively, but are billed together.

Key points:

- Bristol Water (BW) have recently been taken over by the Pennon Group, who also own South West Water (SWW), and Bournemouth Water (BW).
- The process of implementing the organisational and governance changes within the group has begun.
- A condition of the takeover was that pricing within the Bristol Water catchment area would continue to be calculated and applied separately. This is important as SWW prices are higher than BW prices.
- The pricing process (PR24) is underway to fix prices and controls from 2024 to 2029 in collaboration with OFWAT.
- Bristol Water are permitted to raise retail prices under OFWAT rules for the next year by 13-17% assuming 11.6% inflation but have elected to cap these at ca 10% in response to the Cost of Living crisis, subject to board and OFWAT approval.
- Pennon are just starting their 25 year vision – this needs to be aligned with our local plan.
- Water stocks are currently sufficient to avoid any restrictions, and steps are being taken to increase sources including taking water from the River Axe.
- NSC are working with BW on ways to share data so that we can better identify and help vulnerable customers. Officers have noted BW work well to help customers in need.
- A range of KPIs are reviewed at each meeting. BW are performing well in most categories.

I recently arranged a separate meeting with Wessex Water to discuss Storm Overflows. I am happy to discuss this with those who could not make it, but one key point was that the installation of water butts and appropriate soak away would avert much of this problem.

Geoff Richardson

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North Somerset Council

Report to the Council

Date of Meeting: 08 November 2022

Subject of Report: Dispensation regarding absence from meetings

Town or Parish: None

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

Key Decision: N/A

Reason: Not an Executive Decision.

Recommendation

(1) that the Council waives the requirements of Section 85(1) of the Local Government Act 1972 in respect of Cllr Crosby due to his current health issues and agrees that he receives a dispensation from the requirements of section 85 for the remainder of the municipal year if required

1. Summary of Report

Under the provisions of Section 85(1) of the Local Government Act 1972, if a councillor fails throughout a period of six consecutive months from the date of their last attendance to attend any meeting of the authority, they shall, unless the failure was due to some reason approved by the authority before the expiry of that period, cease to be a member of the authority.

Due to ill health Cllr Crosby was granted a dispensation by Council at its meeting on 10 May 2022 for the period until 15 November 2022. It was anticipated that a review of the situation could then be considered at this meeting of Council. Cllr Crosby continues his recovery but is not yet in a position to attend council meetings and it is therefore recommended that the dispensation period is extended to cover the remainder of the current municipal year expiring next May. This will provide the dispensation if required but clearly does not inhibit attendance at meetings if Cllr Crosby recovers sufficiently to do so.

2. Policy

None

3. Details

3.1 Set out in section 1 above.

4. Consultation

None.

5. Financial Implications

None

6. Legal Powers and Implications

The implications of a councillor not attending for the six month period are set out in section 1 above.

7. Climate Change and Environmental Implications

None.

8. Risk Management

None.

9. Equality Implications

None.

10. Corporate Implications

None

11. Options Considered

None.

Author:

Nicholas Brain - Asst Director Legal & Governance
Email: Nicholas.brain@n-somerset.gov.uk

Appendices:

None

Background Papers:

None

North Somerset Council

Report to the Council

Date of Meeting: 8 November 2022

Subject of Report: Draft Municipal Calendar 2023/24

Town or Parish: None

Officer/Member Presenting: Assistant Director, Legal and Governance and Monitoring Officer

Key Decision: N/A

Reason:

Not an Executive Decision.

Recommendation

That Council approves a draft Municipal Calendar for 2023/24.

1. Summary of Report

The report sets out suggested dates for constitutional meetings for 2023/24. The proposed draft Municipal Calendar is attached as an appendix to the report.

2. Policy

None

3. Details

3.1 As required under the Constitution, the Municipal Calendar is approved each year at the Annual Council Meeting in May. To allow councillors and officers to plan ahead and to give members of the public as much notice as possible of forthcoming meetings, the aim is to have a draft Municipal Calendar for 2023/24 in place before the end of 2022.

3.2 The Executive at its meeting on 19 October 2022 approved a draft calendar of Executive meetings for 2023/24 and these dates and times are included within the attached draft calendar. The draft calendar will be subject to final approval at the Annual Council Meeting in May 2023 but will provide provisional meeting dates well in advance.

3.3 The majority of draft meeting dates within the draft calendar follow a similar pattern to the current year.

4. Consultation

Chairpersons and senior officers have been consulted on proposed dates.

5. Financial Implications

None

6. Legal Powers and Implications

None

7. Climate Change and Environmental Implications

Holding virtual meetings under the Coronavirus Regulations 2020 avoided the need for members, officers and other participants to travel to and from meetings. Livestreaming physical meetings of the Executive and Council continues to provide for other interested parties to watch meetings online thereby avoiding the need to travel to the Town Hall. Active travel to and from physical meetings would reduce the environmental impact associated with journeys to and from 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:

Hazel Brinton

Committee Services Manager, Democratic and Electoral Services

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Appendices:

Draft Municipal Calendar 2023/24

Background Papers:

Municipal Calendar 2022/23

Minutes of the Executive 19/10/22

Draft Municipal Calendar for 2023-24

May 2023

Tuesday 16 May at 6.00pm Council (Annual Meeting)

June 2023

Thursday 8 June at 2.00pm Health and Overview Scrutiny Panel

Wednesday 14 June at 2.30pm Planning and Regulatory Committee

Thursday 15 June at 10.00am Children and Young People's Services
Policy & Scrutiny Panel

Wednesday 21 June at 2.30 pm Executive

July 2023

Wednesday 5 July at 2.00pm Health and Wellbeing Board

Thursday 6 July at 10.00am Adult Services and Housing Policy &
Scrutiny Panel

Tuesday 11 July at 6.00 pm Council

Wednesday 12 July at 10.00am Place Policy & Scrutiny Panel

Wednesday 19 July at 2.30pm Planning and Regulatory Committee

Thursday 20 July at 2.00pm Partnerships, Corporate Organisation and
Overview Management Policy & Scrutiny
Panel

Tuesday 25 July at 3.00pm Public Rights of Way sub-Committee

August 2023

Wednesday 16 August at 2.30pm Planning and Regulatory Committee

September 2023

Wednesday 6 September at 6.00 pm	Executive
Tuesday 19 September at 6.00 pm	Council
Wednesday 20 September at 2.30pm	Planning and Regulatory Committee
Thursday 21 September at 10.30am	Audit Committee

October 2023

Wednesday 11 October 2.30pm	Planning and Regulatory Committee
Thursday 12 October at 2.00pm	Health and Overview Scrutiny Panel
Wednesday 18 October at 2.30 pm	Executive
Thursday 19 October at 10.00am	Children and Young People's Services Policy & Scrutiny Panel
Tuesday 31 October at 11.00am	Licensing Committee

November 2023

Wednesday 1 November at 2.00pm	Health and Wellbeing Board
Thursday 2 November at 10.00am	Adult Services and Housing Policy & Scrutiny Panel
Tuesday 14 November at 6.00 pm	Council
Wednesday 15 November at 2.30pm	Planning and Regulatory Committee
Tuesday 21 November at 3.00pm	Public Rights of Way sub-Committee
Wednesday 22 November at 2.00pm	Place Policy & Scrutiny Panel
Thursday 23 November at 10.30am	Audit Committee
Thursday 30 November at 2.00pm	Partnerships, Corporate Organisation and Overview Management Policy & Scrutiny Panel

December 2023

Wednesday 6 December at 6.00 pm	Executive
Wednesday 13 December at 2.30pm	Planning and Regulatory Committee

January 2024

Tuesday 9 January at 6.00 pm	Council
Wednesday 17 January at 2.30pm	Planning and Regulatory Committee
Thursday 25 January at 10.30am	Audit Committee
February 2024	
Wednesday 7 February at 2.30 pm	Executive
Tuesday 20 February at 6.00 pm	Council
Wednesday 21 February at 2.30pm	Planning and Regulatory Committee
Thursday 22 February at 10.00am	Children and Young People's Services Policy & Scrutiny Panel
Tuesday 27 February at 6.00 pm	Council (Reserve Budget Meeting)
Thursday 29 February at 2.00pm	Partnerships, Corporate Organisation and Overview Management Policy & Scrutiny Panel
March 2024	
Tuesday 5 March at 11am	Licensing Committee
Wednesday 6 March at 2.00pm	Place Policy & Scrutiny Panel
Thursday 14 March at 2.00pm	Health and Overview Scrutiny Panel
Wednesday 20 March at 2.30pm	Planning and Regulatory Committee
Thursday 21 March at 10.00am	Adult Services and Housing Policy & Scrutiny Panel
Tuesday 26 March at 3.00pm	Public Rights of Way sub-Committee
April 2024	
Tuesday 16 April at 6.00 pm	Council
Wednesday 17 April at 2.30pm	Planning and Regulatory Committee
Wednesday 24 April at 6.00 pm	Executive
Thursday 25 April at 10.30am	Audit Committee

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