

Public Document Pack

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Date: Tuesday, 28 November 2023

Dear Sir or Madam

The Executive – Wednesday, 6 December 2023, 2.30 pm – New Council Chamber

A meeting of the Executive 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://youtube.com/live/RuA8dnboKEM>

The agenda is set out overleaf.

Yours faithfully

Assistant Director Legal & Governance and Monitoring Officer

To: Members of the Executive

Councillors:

Mike Bell (Chairperson), Catherine Gibbons (Vice-Chairperson), Mark Canniford, James Clayton, Jenna Ho Marris, Mike Solomon, Annemieke Waite, Roger Whitfield and Hannah Young.

All other Members of the Council (for information)

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

Agenda

1. **Addresses by Members of the Public (ESO 6)**

The Executive, at the discretion of the Chairperson, will hear up to four people, each of whom must be a resident or a business ratepayer or an elector, who wish to address it in accordance with the Executive Standing Orders, on matters that affect the area or its residents and over which the Executive has powers and duties. The Chairperson will select the order of the matters to be heard. Each person will be limited to a period of three minutes and this part of the meeting must not exceed fifteen minutes.

Requests to speak must be submitted in writing to the Monitoring Officer, or 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 - 18 October 2023** (Pages 5 - 16)

18 October 2023, to approve as a correct record

5. **Non-Executive Councillors' Addresses**

Non-Executive Councillors wishing to address the Executive are required to notify the contact officer mentioned at the top of this summons letter by noon on the day before the meeting. A total of fifteen minutes will be allocated to hear all addresses.

6. **Matters referred to the Executive and not dealt with elsewhere on this agenda**

None.

7. **West of England Sub-Region: items not dealt with elsewhere on this agenda**

None.

8. Forward Plan dated 30 November 2023

(to follow)

9. Clevedon Seafront / Hill Road Independent Review (Pages 17 - 156)

Report of Councillor Young (attached)

10. Establishment of the dynamic purchasing system for highway civils, structures and surface treatments (Pages 157 - 166)

Report of Councillor Young (attached)

11. Safeguarding Children Partnership annual report (Pages 167 - 200)

Report of Councillor Gibbons (attached)

12. Update on Medium Term Financial Plan (MTFP) 2024-2028 and Draft Revenue Budget for 2024/25 (Pages 201 - 220)

Report of Councillor Bell (attached)

13. Budget monitor 2023/24 – Month 6 Update (Pages 221 - 262)

Report of Councillor Bell (attached)

14. Oral reports of Executive Councillors

Executive Councillors might report orally on matters in progress. Such reports will be for information only and no material decisions can be made arising from them.

15. 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 Chairperson to rule that it be considered as urgent. Otherwise the matter cannot be considered urgent within the statutory provisions.

Exempt Items

Should the Executive 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 Executive 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 Chairperson. 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 Chairperson 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 Executive

Wednesday, 18 October 2023

New Council Chamber

Meeting Commenced: 2.30 pm

Meeting Concluded: 4.17 pm

Councillors:

Mike Bell (Chairperson)

Catherine Gibbons (Vice-Chairperson)

Mark Canniford

James Clayton

Jenna Ho Marris

Mike Solomon

Annemieke Waite

Roger Whitfield

Hannah Young

Also in attendance: Councillors Christopher Blades, Steve Bridger, Peter Burden, Bridget Petty, Terry Porter and Luke Smith.

Officers in attendance: Jo Walker (Chief Executive), Amy Webb (Director of Corporate Services), Nicholas Brain (Assistant Director Legal & Governance and Monitoring Officer), Lucy Shomali (Director of Place), Matt Lenny (Director of Public Health), Hayley Verrico (Director of Adult Social Services), Carolyn Fair, Vanessa Andrews (Marketing and Communications Manager), Michael Reep (Planning Policy Manager), Claire Courtois (Principal Planning Policy Officer), Gemma Dando (Assistant Director - Neighbourhood Management), Jenny Ford (Head of Development) and Richard Kent (Head of Planning, Place Directorate) Vanessa Andrews (Head of Communications), Hayley Verrico (Director of Adult Social Services), Matt Lenny (Director of Public Health), Richard Kent (Head of Planning), Claire Courtois (Planning Policy Team Lead – Policy), Michael Reep (Planning Policy Manager), Nabila Marrow (Business Manager – North Somerset Safeguarding Adults Board) and Gemma Dando (Assistant Director – Neighbourhoods and Transport)

Partaking via Microsoft Teams:

Councillors: Clare Hunt, Hugh Malyan, Sue Mason and Robert Payne

Officers: Rob Thomson (Head of Infrastructure, BSIP), Peter King (Senior Project Manager), Bella Fortune (Head of Transport), James Padgham (Infrastructure Delivery Manager – BSIP), Carl Nicholson (Head of Passenger Transport – BSIP) and Hazel Brinton (Committee Services Manager)

EXE 42 Chairperson's Welcome

The Chairperson welcomed everyone to the meeting which was being livestreamed on the internet. He noted that he was reordering items 10 and 11 on the agenda to the end of the agenda.

EXE 43 Addresses by Members of the Public (ESO 6)

Alan Rice addressed the Executive about digital exclusion and impact of this on those seeking social housing through Home Choice. He noted that there had been a 50% drop in numbers on the Home Choice website seeking accommodation when there was a change of software. Issues surrounded the need for an email address and the uploading of documents particularly when using a mobile phone.

The Chairperson thanked Mr Rice for his address and asked Councillor Ho Marris to contact him regarding the points made. He further noted that there were other ways in which those who were digitally excluded could contact the council and there was support available from the council's Housing and Homelessness team.

EXE 44 Declaration of Disclosable Pecuniary Interest (Standing Order 37)

None declared.

EXE 45 Minutes 06 September 2023

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

EXE 46 Non-Executive Councillors' Addresses

None.

EXE 47 Matters referred to the Executive and not dealt with elsewhere on this agenda

None.

EXE 48 West of England Sub-Region: items not dealt with elsewhere on this agenda

None.

EXE 49 Forward Plan dated 03 October 2023

Resolved: that the Forward Plan be noted.

Councillor Canniford presented the report and thanked the Planning Policy Team for their work. He advised that the plan would be submitted to the Secretary of State for examination by an independent planning inspector after the period of consultation and any agreed amendments. He noted the uncertain national picture with the government suggesting impending reforms to the planning system but that the plan was required to support the prevention unwanted development in areas not supported by local communities. The plan covered 15 years with the majority of growth to be in the towns of the area and reflected the constrained nature of North Somerset. He added that the council's own housing needs assessment had suggested a requirement for 14902 new homes over the period and the government had signalled that councils could identify their own housing need. The preferred options consultation had been reviewed and green belt sites had been removed after feedback.

Councillor Canniford advised members that the same housing needs assessment had identified the requirement to maximise the need for affordable housing which had consequently been increased via an amendment to the relevant policy in the Pre-submission plan. The scale of housing in Nailsea and Backwell had been significantly reduced due to infrastructure constraints and strategic gaps introduced in two areas. The preferred options consultation had identified three sites for growth of which only one remained at Wolvershill. He added that further employment sites were required, with one already identified at Clevedon. Some settlement boundaries had been reviewed with development within settlement boundaries being acceptable and that outside of them would be strictly controlled. Development adjacent to settlement boundaries had been removed.

Councillor Canniford highlighted the future timeline for plan preparation to members with a view to the new Local Plan being adopted by the Council by the end of next year.

Councillor Ho Marris informed members of the revised wording to two policies within the Draft Pre-submission Plan:

“(1) Affordable Housing

Policy DP43 Affordable housing (including rural exceptions schemes) is amended to increase the proportion of affordable housing sought on green field sites to 38.5% to reflect the overall proportion of affordable housing need identified in the Local Housing Needs Assessment. Officers are asked to consider the most effective delivery of that percentage, including consideration of grant input where appropriate.

And

(2) Embodied carbon

Policy DP6 Net Zero construction is amended to specify a target for embodied carbon within new buildings in order to provide clarity on how the policy requirement is delivered. Officers are asked to identify an appropriate standard using the approach recently adopted in the Bath and North East Somerset Local

Plan Partial Review as the starting point.”

She advised that the detailed wording for the two revised policies would be worked on by officers and members and spoke in detail on the reasons for introducing the amendments.

In debating the report, members spoke on the following matters: support for the council using a local derived housing requirement; concern around the number of windfall sites expected to come forward from within villages and speculative applications from developers for green fields around the villages; the need to robustly consider applications against policies; imminent changes to the National Policy Planning Framework and consequences for changes to the draft Local Plan; a request for elected members to have sight of the Infrastructure Delivery Plan before it was published with the public consultation documents; the influence of the General Election and possible policy changes by any incoming government; concerns over affordable housing and the percentage required in terms of financial viability and the enforcement of this; the inclusion of a site in the plan at Congresbury which had previously been rejected by the council’s planning committee and the importance of the plan in shaping the local area.

Councillor Canniford confirmed that he welcomed conversations with members around issues that still concerned them.

Resolved: that the Executive

1. approved the pre-submission (Reg 19) version of the plan for publication and public consultation.

2. approved that any necessary further amendments to the plan prior to publication and public consultation be agreed by the Director of Place in consultation with the Executive Member for Spatial Planning, Placemaking and Economy.

3. agreed that following consultation, the plan be submitted to the Planning Inspectorate for examination with any further proposed amendments agreed by the Director of Place in consultation with the Executive Member for Spatial Planning, Placemaking and Economy.

4. approved the change to the wording of Policy DP43, Affordable Housing as follows:

“Policy DP43 Affordable housing (including rural exceptions schemes) is amended to increase the proportion of affordable housing sought on green field sites to 38.5% to reflect the overall proportion of affordable housing need identified in the Local Housing Needs Assessment. Officers are asked to consider the most effective delivery of that percentage, including consideration of grant input where appropriate.”

5. approved the change to the wording of Policy DP6, Net Zero as follows:

“Policy DP6 Net Zero construction is amended to specify a target for embodied carbon within new buildings in order to provide clarity on how the policy

requirement is delivered. Officers are asked to identify an appropriate standard using the approach recently adopted in the Bath and North East Somerset Local Plan Partial Review as the starting point.”

Reasons for the decision:

As set out in the report and discussed above.

Alternative options considered and rejected:

As set out in the report and discussed above.

EXE 51 Contract Award for Highway Surfacing

Councillor Young presented the report to members advising that the cyclical and reactive maintenance contract had been awarded to North Somerset Environment Company (NSEC) in November 2022 by Full Council. Additionally, two single provider frameworks were created to deliver carriage surfacing and surface dressings works. The carriage surfacing works were the subject of the decision before members. Steps had been put in place to make the process more efficient thus reducing costs and providing flexibility. Five suppliers had been invited to tender with the successful bidder offering the best in terms of value for money and service delivery alignment with the council’s objectives.

The Chairperson noted that the council was reducing its costs in effectively cutting out middlemen and streamlining processes. He was pleased to see quality scores of “high”.

Resolved: that the contract highway surfacing be awarded to John Wainwright and Co Limited (company number 00073151) for a term of 4 years.

Reasons for the decision:

As set out in the report and discussed above.

Alternative options considered and rejected:

As set out in the report and discussed above.

EXE 52 Medium Term Financial Plan and Revenue Update report

Councillor Bell presented the report. He advised that since the last report, officers and members had been working together to produce a range of savings to include in the next phase of the council’s financial plan development given the challenging financial position of the council. He noted the sustained inflationary and demand pressures being faced by the council together with budget reductions over the previous 15 years.

He informed members that the report set out the strategy for closing the £50m budget gap being faced by the council over the next four-year period including allocating specific financial targets to specific budget areas, maximising income, and reducing the net costs of service delivery. Further reports would come to

members after feedback from members, town and parish councils, residents, and other stakeholders.

Resolved: that the report be noted.

Reasons for the decision:

As set out in the report and discussed above.

Alternative options considered and rejected:

As set out in the report.

EXE 53 Capital Strategy for the period 2024-2028 and Capital Budget updates for 2023/24

Councillor Bell introduced the report noting the report sought authority from members to recommend the approval by Council of the increased capital funding for the Banwell Bypass. The council's current investment plan was extensive at over £400m for the five-year period to 2028.

Resolved: that the Executive:

1. Noted the proposed timeline, process, and considerations for developing the 2024/25 Capital Strategy,
2. Approved the amendments to the 2023/24 capital programme as detailed in Appendix 2 to the report
3. Recommended to Council approval of the following:
 - a. An increase in the Banwell Bypass scheme of £11.9m as per July 2023 Council meeting COU041, which provided an agreement in principle subject to the council securing additional funding toward the scheme. (This being a £9.9m addition to the programme and a transfer of £2m from A38/MRN project),
 - b. An increase in the capital programme of £12m for additional spending on the Banwell Bypass scheme following the additional grant allocation from Homes England.

Reasons for the decision:

As set out in the report and discussed above.

Alternative options considered and rejected:

As set out in the report.

EXE 54 Budget Monitor 2023/24 - Month 4

Councillor Bell introduced the report noting that it updated the council's forecast spend for the year with an anticipated overspend of £2.2m. He added that the forecast would move as the council continued to work on areas of cost pressures and implement mitigations. He highlighted the areas of costs pressures to

members which were children's services, waste disposal and the staff pay award which was still to be agreed nationally.

Resolved: that the Executive:

- i. Noted the projected revenue budget forecasts as detailed within the report and also the issues and assumptions that underpin the forecasts,
- ii. Noted the financial risks being assessed by the council, which may have an impact on future monitoring reports.

Reasons for the decision:

As set out in the report and discussed above.

Alternative options considered and rejected:

As set out in the report and discussed above.

EXE 55 North Somerset Safeguarding Adults Board Annual Plan

Councillor Whitfield introduced the report and advised that Safeguarding Adults Boards (SAB) were a statutory duty under the Care Act 2014 and to ensure robust scrutiny and independent Chairperson was employed. He added that the purpose of the SAB was to help and safeguard adults who drew on care and support needs. He noted that the report set out challenges and opportunities faced by statutory agencies together with examples of good practice and areas of development for adult safeguarding. It was important for the Executive to have oversight of the area's adult safeguarding activity as well as being able to question the annual report and the SAB's activities.

Councillor Whitfield introduced the Safeguarding Adult's Board Manager who presented the annual plan, report of activities, intentions and outcomes to members as detailed in the published report and appendices.

Resolved: that the Executive noted the North Somerset Safeguarding Adults Board Annual Plan.

EXE 56 Q1 Performance and Risk Update report

The Director of Corporate Services presented the report to members. She advised that both were regularly monitored via the council's performance management framework, through the leadership team and with the Executive members on a one-to-one basis.

The Chairperson encouraged members to read the report as it was an important document in measuring and assessing the impact and performance of the council.

Resolved: that the Executive noted the report.

EXE Draft Calendar of Executive Meetings 2024/25

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The Chairperson informed members that the council would attempt to try different time slots and different venues for the Executive meetings. He thanked officers in Democratic Services in identifying opportunities to do this.

Resolved: that the Executive approved the draft calendar of Executive meetings for the 2024-25 Municipal Year.

Reasons for the decision:

As set out in the report and discussed above.

Alternative options considered and rejected:

As set out in the report and discussed above.

EXE 58 Oral reports of Executive Councillors

Councillor Solomon informed members of the temporary closure of Marine Lake due to the presence of a seal.

Councillor Gibbons informed the meeting of the North Somerset Day of SEND which was ongoing at Priory School.

EXE 59 Bus Service Improvement Plan - Update report

Councillor Young presented the report which was broad and gave an update on the range of progress made since the award of funding in November 2022. She thanked officers for the work involved in the producing the report and for the work being carried out with the wider improvement plan and specifically around local bus services.

Councillor Young explained that the Bus Services Improvement Plan involved the creation of a sustainable bus network across North Somerset in the future and that the funding was time limited. She noted that communities wished to see improvements in local bus services which had been damaged by the impact of Covid. She advised that the council had entered a legal agreement (Enhanced Partnership) with a number of partners including neighbouring local authorities, the West of England Combined Authority, bus service operators and range of other transport providers to work together to improve the bus network and services including the provision of appropriate road infrastructure.

Councillor Young explained the recommendations and reasons behind them in detail to members. She highlighted the amount of funding being put into enhancing specific services across the network by the council which included increasing the frequency of service and implementing a service where one did not previously exist. She added that if a vibrant and supported network (by commercial operators) had not been created at the end of the two-year funding period, the council would not have the funding to continue with them. The plan was to introduce a network which was attractive to bus users and commercial operators so that the services were sustainable in the future. She informed members that legally, local authorities were not permitted to run buses.

Councillor Young explained that ward members and town and parish councils were being involved in conversations around road infrastructure changes. Engagement and a series of consultations around these were planned to ensure they were needed and viable before being implemented but she added they were crucial to the success of the improvement plan as lowering bus operators running costs would allow the network and routes to be sustainable. The benefit to passengers were increased frequency of services and fewer congestion points which meant greater reliability.

Councillor Young informed members that she and officers were waiting on additional information for the Design and Build report decision. The meeting would be adjourned to allow this information to be obtained before the contract award decision was made.

In debating the report, members asked questions and received clarification around the following areas: concern over the deadline for spending the grant funding and specifics around the proposed engagement plan with communities; the legally binding commitments on the bus operations in respect of the Enhanced Partnership scheme given they are receiving tax payer funding; the level of delegations in one of the recommendations in the report and a request for scrutiny oversight of this process and queries around the delegation of the annual Department for Transport report.

The Chairperson clarified members' queries around the delegations in the report and advised that the sums involved were in line with the council's financial scheme of delegation and existing approvals and covered a range of projects not just one. He added that given decisions were not being made unilaterally by the council but involved other authorities, it was essential that delegations were in place to the Executive Member for Highways and Transport and s151 officer to expedite joint decisions. This did not preclude engagement with elected members, scrutiny committees and other parties around priorities.

Resolved: that the Executive:

1. Approved the communications and engagement approach for the BSIP capital programme, as outlined in section 4 of the report
2. Approved the WEST Brand to replace the existing 'TravelWest' sub-regional transport branding, effective immediately.
3. Approved the delegation of decisions about adjustments to BSIP grant allocation against work packages to the Executive Member for Highways and Transport and s151 officer. This is due to the tight delivery timescales required within the BSIP and members noted that allocations will be guided by a set of recommendations resulting from the recent BSIP prioritisation study undertaken 12 months into the BSIP Revenue programme. All allocations will be within the existing grant envelope.
4. Approved that officers submit an Expression of Interest by 20 October for the Zero Emission Bus Regional Areas (ZEBRA) scheme and a bid

for this funding by 15 December. Delegated future decisions relating to bidding and award to the Executive Member for Highways and Transport (with advice from Director of Place, and S151 officer) including to submit an EOI and bid for up to £10m financial value. Officers will subsequently seek approvals to increase the BSIP programme and any relevant council budgets by up to that amount if the bidding is successful.

5. Agreed to delegate to the Executive Member for Highways and Transport (with advice from Director of Place and Monitoring Officer) any updates to the BSIP MOU between WECA and NSC (which was agreed at Executive on 18th February 2023) to set out roles and responsibilities to reflect the management of the Enhanced Partnership for the West of England area.

Reasons for the decision:

As set out in the report and discussed above.

Alternative options considered and rejected:

As set out in the report and discussed above.

Meeting adjourned 4.17pm

Meeting reconvened November 2, 2023 3.00pm

Councillors:

Mike Bell (Chairperson)
Catherine Gibbons (Vice-Chairperson)

Mark Canniford
James Clayton
Jenna Ho Marris
Mike Solomon
Roger Whitfield
Hannah Young

Officers in attendance: Jo Walker (Chief Executive), Amy Webb (Director of Corporate Services), Nicholas Brain (Assistant Director Legal & Governance and Monitoring Officer), Lucy Shomali (Director of Place), Philippa Penney (Head of Democratic and Electoral Services), Mike Riggall (Information and ICT Security Manager)

Partaking via Microsoft Teams:

Councillors: Mike Bird, Steve Bridger, Peter Burden, Caritas Charles, Patrick Keating, Sue Mason, Annemieke Waite

Officers: Gemma Dando (Assistant Director Neighbourhood and Transport), Mel Watts (Head of Finance), Rob Thomson (Head of Infrastructure, BSIP), tune (Head of Transport), James Padgham (Infrastructure Delivery Manager – BSIP)

EXE 60 Bus Service Improvement Plan (BSIP) - Contract Award of Design and Build Contractor

Councillor Young introduced the item with the recommendation to award the contract to Alun Griffiths (Contractors) Ltd. Members were reminded that North Somerset had been allocated full grant funding for the projected costs of the schemes covered by this contract. There had been a full procurement process and the schemes that were covered by this were listed in the paper also.

The contract commits the council to undertake the work to design these schemes, including a process of consultation, modelling and amending initial designs where necessary. This allowed provision not to continue with any of the individual schemes should the council not want to progress.

Consultation and being open and transparent with our communities was critical in taking these schemes forward. Councillor Young therefore proposed two additional recommendations as follows:

“2) That the Executive Member for Highways and Transport (in consultation with the Executive) formally approves scheme progression of individual BSIP infrastructure schemes to implementation stage after completion of the design and consultation phase, thus providing a gateway opportunity to decide whether schemes should proceed or not to implementation.

3) Consultations will be undertaken in accordance with any requirements of the Executive Member for Highways and Transport before the design and consultation phase is deemed complete and the results of such consultations be reported to the Executive Member when considering the gateway review set out in the recommendation 2.”

Members echoed their support for the recommendations and thanked those involved in getting the scheme to this stage.

Resolved: that the Executive

1) agreed that the Bus Service Improvement Plan (BSIP) Design and Build contract be awarded to Alun Griffiths (Contractors) Ltd (Company No. 01493003), at an expected contract value of £15.4m. The duration to be 23 months to October 2025.

2) agreed that the Executive Member for Highways and Transport (in consultation with the Executive) formally approves scheme progression of individual BSIP infrastructure schemes to implementation stage after completion of the design and consultation phase, thus providing a gateway opportunity to decide whether schemes should proceed or not to implementation.

3) agreed that consultations will be undertaken in accordance with any requirements of the Executive Member for Highways and Transport before the design and consultation phase is deemed complete and the results of such

consultations be reported to the Executive Member when considering the gateway review set out in the recommendation 2.

Reasons for the decision:

As set out in the report and discussed above.

Alternative options considered and rejected:

As set out in the report and discussed above.

EXE 61 Urgent business permitted by the Local Government Act 1972 (if any)

None.

Chairperson

North Somerset Council

Report to the Executive

Date of Meeting: 06 December 2023

Subject of Report: Independent review of Clevedon Seafront and Hill Road Scheme

Town or Parish: Clevedon

Officer/Member Presenting: Cllr Hannah Young, Executive Member for Highways and Transport

Key Decision: No

Reason: No key decision arising.

1. Recommendations

Executive to:

1. Note the outcome of the independent review by AECOM of the Clevedon Seafront/ Hill Road scheme as set out in the report attached as Appendix 1, including the results of the technical assessment, policy review and review of the economic impacts of the scheme;
2. Note the level of public and stakeholder engagement in the review and the strength and range of views expressed through the review process as set out in Section 5 of the report;
3. Agree to proceed with implementation of the recommendations of the Stage 3 Road Safety Audit, as proposed in Section 9.5 of the report, which are required to address immediate road safety issues and assist in managing people's behaviours or misunderstanding of how the scheme should work; while noting the need to ensure value for money given not all of the recommendations will be required if wider scheme changes to The Beach are made;
4. Note the recommendations of the review as set out in Section 9 of the report to retain the one-way system and the changes to Hill Road as implemented;
5. Commission the Director of Place to develop options for funding and implementation of the recommendations in Section 10 of the report for more substantial changes to the current scheme on The Beach and, in particular, to consider:
 - the technical evidence and public and stakeholder concerns set out for each recommendation;
 - community support for implementation of the recommendations;
 - the requirement for more detailed design and costings for the revised scheme for The Beach; and

- in consultation with the Director of Corporate Services/ s151 officer, the value for money of proceeding with scheme changes to The Beach and the potential impacts on the council's ability to progress with other priority schemes given there is currently no funding available for this.
6. Request that there is further engagement with Active Travel England on the outcome of the review to consider and confirm their position;
 7. Request that there is further engagement with the relevant Ward members and Clevedon Town Council on the next steps following issuing of the independent review report;
 8. Request that the Executive Member for Highways and Transport, in consultation with the Director of Place, brings a further report to a special Executive meeting in March 2024 with the outcome of the work related to recommendation 5 above and to propose a way forward.

2. Summary of Report

Consultants AECOM were commissioned by the council in July 2023 to undertake an independent review of the Clevedon Seafront and Hill Road Public Realm scheme and to make recommendations for any changes to the scheme to address public concerns around safety and accessibility following both a technical review of the scheme and a period of public and stakeholder engagement. The report, which was published on 20 November, is attached as Appendix 1 and includes a series of recommendations for consideration. An executive summary is also attached as Appendix 2.

3. Policy

The project brief outlined that AECOM as the independent consultant should review the scheme against the following council policies.

- Joint Local Transport Plan 4
- West of England Local Cycling and Walking Infrastructure Plan (2020 – 2036)
- Active Travel Strategy
- Highways Asset Management Strategy
- Joint Health and Wellbeing Strategy
- North Somerset Economic Plan
- Clevedon Conservation Area
- Pier to Pier Way

This review of key policies is set out in Section 6 of the consultant's report.

4. Details

An independent review into the Clevedon active travel scheme intended to improve pedestrian and cycle access in the Seafront/Hill Road area was commissioned following public and business concern about the safety and impact of the scheme. Consultants AECOM were appointed in July 2023 to undertake this review.

4. 1 About the scheme to be reviewed

The scheme was designed to support the council's commitment to providing sustainable travel routes to encourage more cycling and walking as well as reducing car travel and had a number of specific objectives:

- Reallocation of road space for walking and cycling – to include a design that is suitable for significant numbers of cycles and non-standard cycles.
- Provide a cycle route that is coherent, direct, safe, comfortable, and attractive.
- Mitigate any negative impacts on disabled people or those with protected characteristics.
- Enable people to safely access local attractions and shops whilst maintaining social distancing.
- Economic recovery by enabling more people to safely visit local shops and by making it a more attractive destination.
- Enhanced public realm through reallocation of road space, parklets, and enhanced street furniture.
- Encourage active travel.
- Reduce dominance of the car.

The first stage of the scheme focused on the Hill Road area and included:

- the widening of pavements on the north side of the road
- new crossing points
- road resurfacing
- new road markings
- a one-way system
- a contraflow cycle lane
- a 20mph limit

The second stage of the scheme focused on works to The Beach and provided:

- a new 20mph limit
- public realm improvements
- new crossing points
- a segregated cycle lane forming the start and end point of the Pier to Pier Way

In May 2023 the council confirmed its commitment to review the scheme on the basis of the levels of concern that had been expressed including an independent technical review led by external consultants. The independent review was asked to establish at a high level whether there is a case for reversing or changing elements of the scheme, to make recommendations, and identify high level potential costs for making any changes.

4.2. Review process

The review process was launched with a public meeting in Clevedon on 20 July 2023. The meeting was led by the Leader Cllr Mike Bell, Executive Member for Highways and Transport, Cllr Hannah Young with Vicky Presland, AECOM Project Director in attendance. Given the level of public interest a follow up public meeting was also held on 7 August.

AECOM undertook a technical and policy review of the scheme which included:

- an on-site and video evidence review of how the scheme was being used;
- a six-week public and stakeholder consultation through an online questionnaire and face-to-face drop in event;
- meetings with a range of stakeholder groups including accessibility groups, Save our Seafront, The Pier Trust, sailing and rowing clubs, local schools and local bus providers.
- an assessment of the implemented scheme against its original objectives as set out in section 4.1 above.

The impact of the scheme on local business was also examined and the review also considered:

- the outcome of the scheme inspection by Active Travel England – original funder of the scheme – carried out in June 2023.
- the outcome and recommendations of the Stage 3 post implementation road safety audit which was commissioned by the council in July as part of standard practice for any scheme where changes to road space are made.
- The outcome of the review by Audit West into the development and implementation of the scheme which was reported to Executive on 6th September 2023.

Over 2,700 completed questionnaires were received and analysed alongside other feedback from the consultation process, including the detailed comments and concerns raised through the stakeholder meetings, drop-in and focus groups. The review report details the consultation process and outcomes, including analysis of the questionnaire responses, in Section 5 of the report.

4.3 Review findings and recommendations

The conclusions of the report set out in Section 9 support:

- Retention of the one-way system and the changes to Hill Road;
- Implementation of the recommendations in the stage 3 road safety audit to assist in managing people's behaviours and misunderstandings of the scheme;
- A number of changes to be made to the Beach which are set out in detail in Section 10 of the report.

In Section 7 the report explains that, due to lack of recorded evidence, it is unable to draw a conclusion on the original scheme objectives to encourage active travel and reduce dominance of the car; however, it concludes that the changes made through the Hill Road element of the scheme do meet the scheme's other original objectives, but only one of these objectives is met in The Beach area, with three objectives partially met and two unmet.

The report does not conclude that there is a direct link between the loss of footfall experienced by some local businesses and the implemented scheme given the wider economic factors impacting on many towns and high streets. This is set out in Section 8 of the report.

There are 13 specific recommendations in Section 10 focussed on The Beach where the review concludes that changes have had the most impact and generated the most concerns. The most significant of these recommendations are:

- removal of the two-way cycle lane;
- return to angled parking for most of the parking provision on the western side of The Beach;
- introduction of a contraflow cycle lane on the eastern side of The Beach;
- provision of a dedicated coach pick up/drop off space and a bus layby;
- provision of a formal pedestrian crossing at the northern end of The Beach;
- improvements to the layout and arrangement of the mini roundabout at the junction of Alexandra Road and Marine Parade.

The report also recognises that any changes to the scheme that undermine the active travel objectives of the original scheme could impact on any future local funding from Active Travel England given their support for the scheme and that this will need to be considered by the council.

5. Consultation

The public consultation ran for 6 weeks from 14 August to 25 September and consisted of the following stages:

- Online engagement via an [online questionnaire](#). Paper copies were also supplied by Clevedon Library or posted on request, to make this as accessible as possible.
- Marketing of the online questionnaire was led by AECOM. This included emails to a comprehensive stakeholder mailing list, posters around the project area with QR codes directing the public to the questionnaire and information about the review was sent directly to properties on Hill Road, The Beach and the surrounding area. NSC, where appropriate, also shared the consultation across its communication mediums, including regular press releases.
- A public drop-in event on 6th September 11am – 8pm Clevedon Community Hall.
- Online 121 appointments offered w/c 4th September.
- Interviews with businesses and stakeholders on the 23rd August.
- Focus group meetings including with 'Save our Seafronts' and the 'Disability Access Group'.
- Interviews with bus operators.

More detail on the consultation process and the outcome of the consultation is set out in Section 5 of the review report.

A public meeting was also held in Clevedon on 20 November 2023 where AECOM presented the findings of the report and their recommendations. The presentation provided to the public meeting is attached as Appendix 3.

6. Financial Implications

There is sufficient funding within existing capital budgets to deliver the recommendations from the Stage 3 Road Safety Audit. These recommendations are supported by AECOM although it is noted in Table 1 of the review report that some of these recommendations may not be required if the more substantial changes proposed for The Beach are delivered.

Indicative costs for delivering the scheme changes proposed in Section 10 of the report are set out in Section 11 of the report and have been provided by AECOM using a standard industry methodology. These have not been fully tested at this stage and provide indicative costs only. If the council is to proceed to deliver the recommendations in full, further work will be required to review the costings provided, consider value for money and identify capital funding for these as there is no new capital funding available at this stage.

7. Costs

Implementation of the recommendations set out in the Stage 3 Road Safety Audit will be charged to the council's capital programme and will cost circa £20k. Funding for this sum can be identified from existing capital budgets.

In Section 11 of their report AECOM have identified indicative costs of circa £373k to implement the proposals for changes to The Beach as set out in Section 10 of their report. These costs have not been tested and Section 11 of the AECOM report acknowledges that there are a number of exclusions from these costs, for example costs of night working or road resurfacing. No decision on the implementation of the AECOM recommendations for changes to The Beach will be made until the work set out in recommendation 5 of this report has been carried out.

The costs of delivering the independent review by AECOM, including the public engagement, was £39k and these costs were charged to the council's annual revenue budget and funded from reserves.

8. Funding

Funding to deliver the Stage 3 Road Safety Audit changes can be secured from existing capital budgets. However, funding for the proposed changes to The Beach would need to be identified as new funding at the appropriate time.

The independent review was funded by existing revenue and reserves funding.

Officer time to undertake the work set out in recommendation 5 of this Executive report will need to be provided from existing resources and may impact on existing work programmes.

9. Legal Powers and Implications

None arising directly from this report.

10. Climate Change and Environmental Implications

None arising directly from this report.

11. Risk Management

Any recommendations that are considered for implementation by the council will need to follow our risk management framework. In line with this a full risk appraisal will be developed alongside the work requested through recommendation 5 in this report to inform the March 2024 Executive report which will set out a recommended way forward

At this stage the following risks and potential mitigations have been identified:

Risk	Inherent risk score	Residual Likelihood	Residual Impact	Residual Risk Score	Comments
Delay to implementing the recommendations of the Stage 3 Road Safety Audit undertaken in July 2023 could impact on the ability to address the on-going road safety issues, particularly given the evidence through the public consultation and on-site observations by AECOM of on-going misunderstanding and misuse of the scheme.	HIGH	2	3	LOW/MED	It had been agreed to delay implementation pending the outcome of the independent review however recommendation 3 of this report proposes proceeding with the implementation of the Road Safety works. These will be included in the work programme of the relevant team and a programme for implementation established as soon as possible. This will also include an assessment of whether the recommendations that might not be required if wider changes to The Beach are taken forward, also need to be delivered in the interim to ensure all road safety issues are being addressed.
The ability to be clear when communicating future financial impacts of potential options with the local community and decision-makers, given that the proposals and	HIGH	2	2	LOW/MED	Before any future decision can be made on whether to proceed or not with this scheme then additional technical and design work will need to be undertaken to further develop and test the proposals. There is no unallocated officer

Risk	Inherent risk score	Residual Likelihood	Residual Impact	Residual Risk Score	Comments
potential changes to The Beach in Section 10 of the review report and illustrated in Appendix E are only high-level assessment of an indicative scheme, as are the associated costs that are set out in Section 11.					resource currently available for this and reprioritising resource within the Highways Design teams has the risk of impacting on the delivery of current work programmes. The Director of Place will ensure any need to reprioritise work and impacts on the existing programme are understood and supported by the Executive Member for Highways and Transport.
There is a potential reputational risk to the council if it is not able to fund or deliver the changes recommended through the independent review, given the investment of time and money in this and the level of public interest.	HIGH	3	4	MED/HIGH	The recommendations in this report propose a way forward, which will include a review of options for funding and the value for money of proceeding, with a report coming back to Executive in March 2024 with further recommendations. This activity will be supported by continued engagement with the relevant Ward Members and the Town Council.
Given there is no currently available capital funding to progress with wider changes to The Beach there is a risk that, in order to implement these changes (if that is the decision of the Executive in March 2024), funding may need to be reallocated from the existing capital programme which could impact on the delivery of other schemes already in the programme.	HIGH	3	3	LOW/MED	As part of implementing recommendation 5 in this report there will be a review of the possible options for funding future changes including value for money and implications for the existing capital programme and this will be clearly set out in the report to March 2024 Executive.

Risk	Inherent risk score	Residual Likelihood	Residual Impact	Residual Risk Score	Comments
Changes made to reverse elements of the scheme may affect the council's relationship with Active Travel England (ATE) and also the ability to secure additional funding from them and for wider cross-transport schemes in the future. This is supported by grant determination agreements.	HIGH	3	3	MEDIUM	The Director of Place will maintain regular contact with ATE and support their processes including local authority capability assessments, which will be used to assess future funding both for specific active travel schemes as well as wider allocations for cross-transport funding streams. The assessments will include a review of local leadership levels for active travel and delivery track record of past schemes. Given that removal or scaling back of a past scheme could be detrimental to the council's assessment score, this aspect will be taken forward in line with Recommendation 6 of this report.

12. Equality Implications

As outlined in the AECOM report

13. Corporate Implications

An independent report was commissioned from Audit West which resulted in a number of recommendations being made and accepted by the council to improve its processes (see background papers). These have been subject to a separate report and will be monitored on a quarterly basis by the Executive member.

There is no currently unallocated resource within the Highways Design teams to undertake the relevant workstreams identified in recommendation 5 of this Executive report and this is likely to require the re-prioritisation of existing work programmes which may impact on the delivery of other projects.

14. Options Considered

Not applicable to this review.

15. Author:

Lucy Shomali – Director of Place

Appendices:

Appendix 1 – AECOM Clevedon Seafront/Hill Road Independent Review Final Report – November 2023

Appendix 2 – Executive Summary

Appendix 3 – AECOM Presentation to Public Meeting 20 November 2023

Background Papers:

Report to the Executive – 06 September 2023 – Independent Review of Clevedon Seafront Scheme



Independent review of the Clevedon Seafront and Hill Road scheme

AECOM were appointed in July 2023 to undertake an independent review of the Clevedon Seafront/Hill Road active travel and public realm improvement scheme following significant concerns raised by residents and businesses about the safety and impact of the scheme and a commitment in May 2023 by the new council administration to look into this.

Review approach

AECOM undertook a technical and policy review of the scheme which includes a new one-way system and 20mph zone, a range of public realm and parking changes on The Beach and Hill Road and provision of dedicated cycle lanes.

This included:

- an on-site and video evidence review of how the scheme was being used
- a six-week public and stakeholder consultation through an online questionnaire
- meetings with a range of stakeholder groups including accessibility groups, Save our Seafront, The Pier Trust, sailing and rowing clubs, local schools and bus operators.

The impact of the scheme on local business was also examined.

The review also considered:

- the outcome of the scheme inspection by Active Travel England – the original funder of the scheme.
- the outcome and recommendations of the Stage 3 post implementation road safety audit which was commissioned by the council as part of standard practice for any scheme where changes to road space are made. And undertaken in July.

The audit and scheme inspection were carried out in June and July respectively.

Over 2,700 completed questionnaires were received and analysed alongside other feedback from the consultation process including the detailed comments and concerns raised through the stakeholder meetings and focus groups.

Report conclusions

The conclusions of the report support:

- retention of the one-way system and 20mph zone and the changes to Hill Road
- implementation of the recommendations in the road safety audit to assist in managing people's behaviours and misunderstandings of the scheme.

The report does not conclude that there is a direct link between the loss of footfall experienced by some local businesses and the implemented scheme given the wider economic factors impacting on many towns and high streets.

Recommendations

There are 13 specific recommendations focussed on The Beach where the review concludes that changes have had the most impact and generated the most concerns. The most significant of these recommendations are:

- removal of the two-way cycle lane
- return to angled parking for most of the parking provision on western side of The Beach
- introduction of a contraflow cycle lane on the eastern side of The Beach
- provision of a dedicated coach pick up/drop off space and a bus layby
- provision of a formal pedestrian crossing at the northern end of The Beach
- improvements to the layout and arrangement of the mini roundabout at the junction of Alexandra Road and Marine Parade.

Estimated costs

The report sets out a high-level estimate of the costs of delivering the proposed changes to The Beach in full of circa £375k but acknowledges this is an initial estimate only and there would need to be a further detailed design and costing exercise to confirm final costs.

The report also recognises that any changes to the scheme that undermine the original active travel objectives could impact on any future local funding from Active Travel England given their support for the scheme and that this will need to be considered by the council.

Summary of AECOM report, published 20 November 2023

Clevedon Seafront and Hill Road Independent Review

Final Report

North Somerset Council

Project number: 60712661

November 2023

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1. Introduction

1.1 Background

AECOM was commissioned by North Somerset Council (NSC, the Client) in July 2023 to undertake an independent review of the Clevedon Seafront and Hill Road Scheme, in response to concerns raised by residents following the implementation of the scheme. The review considered the design of the implemented Clevedon Seafront and Hill Road Scheme and collected and analysed feedback from local residents, businesses and other stakeholders. The review area is shown in Figure 1.

The conclusions of the review and costed recommendations to address evidenced concerns for all users within the review area are set out in sections 9, 10 and 11 of this report.



Figure 1 – Review Area

(North Somerset Council Interactive Map – Crown copyright and database rights 2023 Ordnance Survey 100023397)

1.2 Objectives of the review

The objectives of the review were to:

- Establish whether the practical application of the scheme delivers against the relevant key policies for the local area.
- Review and provide independent feedback on the road safety implications of the scheme and any recommendations to improve the safety of the scheme.
- Review and provide independent feedback on the accessibility implications for the scheme and any recommendations to improve access to the area.

- Review and provide independent feedback on any data evidencing the economic implications of the scheme.
- Review and provide technical feedback on how the scheme delivered against the original aims and specifications, and how well the consulted elements were delivered.
- Review and provide technical feedback on the more controversial elements of the scheme – the coloured surfacing, roundabout feature and road markings.
- Establish at a high level whether there is a case for reversing or changing elements of the scheme to address issues and recommendations identified through the review; and what the potential costs of this might be.

2. Review Methodology

In order to review the scheme implemented along The Beach and Hill Road, and identify recommendations, the following process was undertaken:

- A review of the existing traffic conditions and traffic data provided by NSC as part of a technical review of the scheme to allow AECOM to identify improvements if required;
- A review of the implemented design of the scheme through a review of the as-built drawings and also observation on site;
- Consideration of the findings of the inspection by Active Travel England (the funding body) of the completed scheme, the findings and recommendations of the post construction Stage 3 Road Safety Audit; and the findings of NSC's internal audit of the scheme by their independent auditors Audit West;
- Collection of feedback from the public and stakeholders through a 6-week consultation period. This comprised use of a questionnaire, focus groups and stakeholder meetings, site observation days as well as the use of a dedicated email address;
- Analysis of the feedback received to identify and confirm the key concerns; and
- Provision of any recommendations including high level costings.

3. The Implemented Clevedon Scheme

3.1 Scheme History

In November 2020 Active Travel tranche 2 funding (ATF2) was allocated by the Department for Transport (DfT) in order to allow cycling in particular to replace journeys previously made by public transport and was intended to play an essential role in the short term in helping avoid overcrowding on public transport systems whilst emerging from the pandemic. The funding was also intended to help lock-in some of the behaviour change that took place during the pandemic. All local authorities were required by central government to have meaningful plans to reallocate road space to pedestrians and cyclists.

The Clevedon Seafront and Hill Road scheme objectives were to:

- Enable people to safely access local attractions and shops whilst maintaining social distancing.
- Support economic recovery by enabling more people to safely visit local shops and attractions and by enhancing it as a destination.
- Enhanced public realm through reallocation of road space, parklets and enhanced street furniture.
- Enable active travel.
- Reallocation of road space for walking and cycling – to include a design that was suitable for significant numbers of cycles and non-standard cycles.
- Provide a cycle route that was coherent, direct, safe, comfortable and attractive.
- Mitigate any negative impacts on disabled people or those with protected characteristics.
- Reallocate car parking to a more appropriate location.

Early development of the scheme took place during the pandemic and NSC followed guidance set out by Active Travel England (ATE), at the time, on engagement and social distancing. Implementation of the scheme began in October 2022 and was completed in March 2023. A break was taken around the Christmas period to avoid disruption to local businesses. However, elements of the scheme, such as the enforcement of the parking restrictions, have only recently been completed.

Active travel changes were mainly made to The Beach and Hill Road. The scheme also introduced a one-way traffic system and a reduced speed limit to 20 miles per hour within the scheme area. Contra-flow cycle lanes were provided along Hill Road, Bellevue Road, Seavale Road, Woodlands Road and Gardens Road.

The Beach public realm scheme is part of the Pier to Pier Way - a 13-mile route which forms part of the central section of the North Somerset Coastal Towns Cycle Route, connecting Weston-super-Mare and Clevedon. Along The Beach, the scheme provided a new two-way cycle track, new cycle stands, a new bus stop, and updated public realm with landscaping, seating, and pedestrian crossing points. Parking spaces along The Beach were changed from angled parking to parallel parking. The number of parking spaces on The Beach was reduced but new parking spaces were

provided along Elton Road to compensate for this and the intention was also to encourage drivers to use Hawthorns Car Park which was not being fully utilised.

Along Hill Road, the scheme widened the pavements, updated pedestrian crossing points, provided disabled and loading bays, parklets, a contra-flow cycle lane and additional space for seating, trees, and cycle parking. New parking spaces were provided along Herbert Road to compensate for the reduction in parking spaces.

In terms of bus stops, the northbound bus stop on Bellevue Road and the western bus stop on Hill Road were removed due to the introduction of the one-way traffic system. A new bus stop was introduced at the northern end of The Beach outside Clevedon Pier.

3.2 The Beach

The Beach is a scenic road running along the coastline. It is a popular leisure spot for drivers, walkers, and cyclists. There are residential properties, a supported living home for young people with disabilities, and local businesses including pubs, restaurants, cafes, etc. along the eastern side of The Beach. Clevedon Sailing Club, Rowing Club and Clevedon Pier and Heritage Trust are situated on the southern end and northern end of The Beach respectively.

The Beach is a one-way road with traffic flowing slightly downhill from south to north. A speed limit of 20 miles per hour applies to the road. The width of the one-way carriageway ranges from 3.4 metres to 5.7 metres wide, and on-street parallel parking is present, including 4 disabled parking spaces and 3 loading bays along the western side of the road and a section of the eastern side of the road close to the roundabout. There are three informal pedestrian crossing points along The Beach. A two-way cycle track with width ranging from 2.3 metres to 3.0 metres wide was constructed between the western footway and parking spaces (the majority of the original kerb line between the existing carriageway and promenade was not altered as part of the scheme). Cycle stands are provided and public realm with landscaping and seating are in place. The promenade does not permit cycling.

There is a bus stop outside Clevedon Pier which is served by bus routes number X6 and X7 running between Clevedon and Bristol, operated by First Bus with a service frequency of 1 bus/hour for each service.

3.3 Hill Road

Hill Road is a street known for its shops, boutiques, and restaurants. There are also residential properties along both sides of the road.

Like The Beach, Hill Road is also a one-way road with traffic flowing slightly downhill from west to east and with a speed limit of 20 miles per hour. The width of carriageway is around 3.4 metres wide, and on-street parking is present along the northern side of the road including 3 disabled parking and 4 loading bays (one is outside Sainsbury's). A contra-flow cycle lane with a width of 1.5 metres wide was installed adjacent to the southern footway. Footways were widened with informal pedestrian crossing points. Cycle parking, loading bays and two parklets were provided. A bus stop near the junction with Copse Road is served by bus routes no. X6 and X7

3.4 Other Roads

A 20 miles per hour speed limit applies to other roads within the scheme area as presented in **Figure 2**.

Bellevue Road, Seavale Road, Woodlands Road, and Herbert Road are one-way roads. Gardens Road was a one-way road before the Clevedon Seafront and Hill Road Scheme was implemented, but the traffic direction is now reversed. Alexandra Road, Copse Road and Lea Grove Road continue to allow two-way traffic. Contra-flow cycle lanes are in place along Bellevue Road, Seavale Road, Woodlands Road, and Gardens Road.

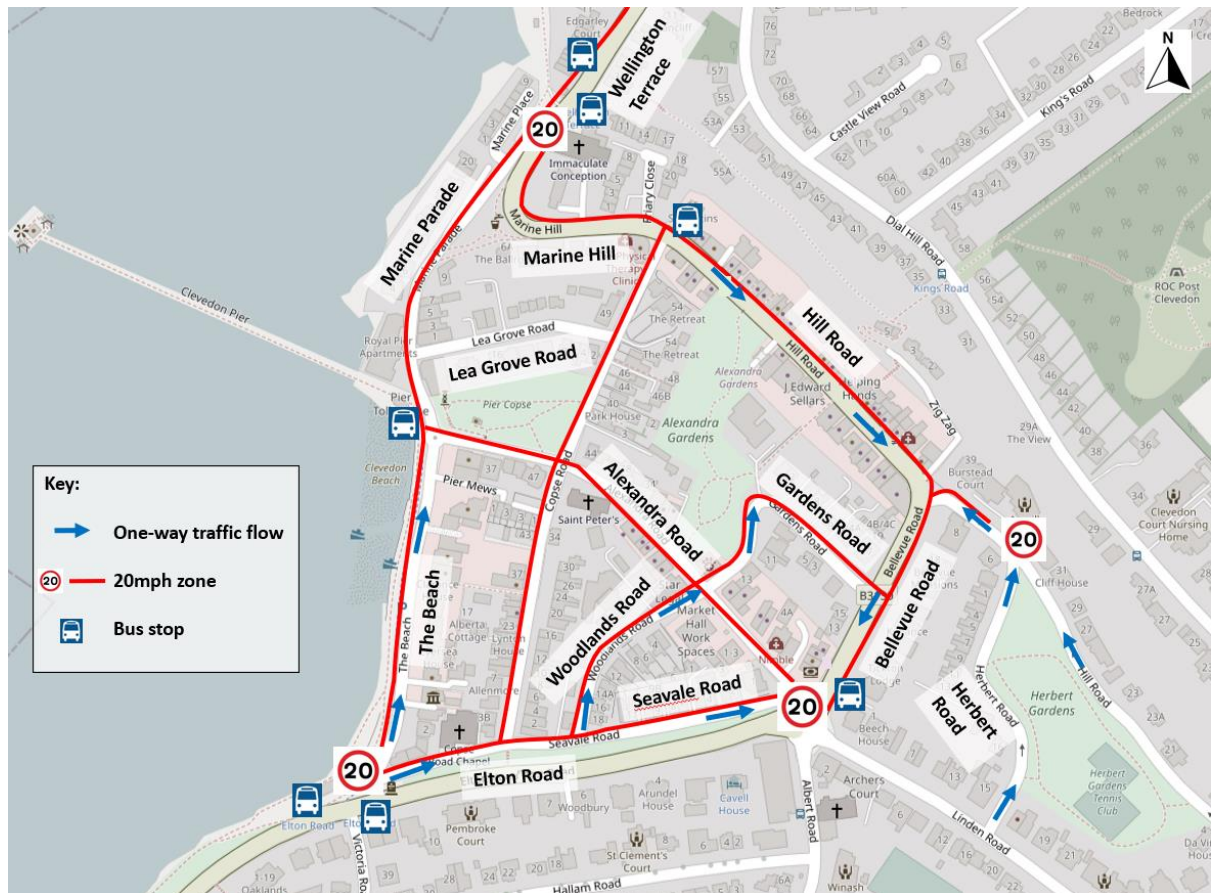


Figure 2 – Clevedon Map (OpenStreetMap)

4. Technical Review of the Implemented Scheme

Several sources of data and reports were requested from NSC for review and analysis. Review results are summarised in the following chapter.

4.1 Traffic and Parking Data Analysis

4.1.1 Traffic counts and parking data

Although no traffic count or any formal parking assessment were carried out by NSC post implementation of the scheme camera footage was captured by NSC along The Beach, Hill Road and Marine Parade to observe the behaviour of all road users to provide further context for the post construction Stage 3 Road Safety Audit in August 2023 and this was provided to AECOM to review for the purposes of this study.

4.1.2 Parking enforcement evidence

NSC installed five temporary cameras at the start of August 2023 to capture five key locations. This was to further inform the post construction Stage 3 Road Safety Audit and understand where there have been issues and to observe user's behaviour. The five locations are listed below.

Site 1: On The Beach capturing pedestrian crossing and the usage of the wavy line

Site 2: On The Beach capturing bi-directional cycle lane and pedestrian crossings

Site 3: On Hill Road capturing loading bay and pedestrian crossing

Site 4: On Hill Road capturing crossing point and top part of Hill Road

Site 5: Marine Parade just up from the Pier capturing blue badge holders parking

The Beach

Site	Day	Date	Vehicle travelling in wrong direction	Cyclists travelling in wrong direction	Vehicle on yellow lines	Car in buff	Coach in buff	On-street cyclist
Site 1	Weekday	Mon/Tues 24hr	0	2	2	25	1	2
Site 1	Saturday	12 th August 6am to 10pm	0	0	3	25	0	4
Site 1	Sunday	13 th August 5am to 10pm	3	4	1	14	0	1
Site 2	Weekday	Mon/Tues 24hr	1	0	0	5	0	0
Site 2	Saturday	12 th August 6am to 10pm	2	2	0	4	0	6

Notes	<ul style="list-style-type: none"> Weather conditions – fair with scattered showers Cyclists using bi-directional cycle facility were not measured
Site 1 – Other issues identified	<ul style="list-style-type: none"> Pedestrian buff used as a drop-off point by vehicles (14x) Disability parks used by boat-towing vehicle, as it waits for buff to clear to access ramp Deliveries using footway/yellow lines opposite buff (x3) Vehicle parked on pedestrian buff crossing point (x3)

Site 2 – Other issues identified	<ul style="list-style-type: none"> • Some trucks too wide for carpark, infringe into buff • Several vehicles travelling in opposite direction, either u-turn using buff or travel entire corridor
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Hill Road

Site	Day	Date	Cyclist using facility (correct direction)	Cyclist using facility (wrong direction)	Vehicle travelling in wrong direction	Vehicle on yellow lines	Vehicle on cycle facility	On-street cyclist
Central	Weekday	Mon/Tues 24hr	26	6	1	23	5	11
Central	Saturday	12 th August 6am to 10pm	7	1	0	22	1	21
Top	Weekday	Mon/Tues 24hr	17	2	0	0	0	7
Top	Saturday	12 th August 6am to 10pm	6	1	0	0	1	10

Central – Other issues identified	<ul style="list-style-type: none"> • Vehicle drove up street in wrong direction • Buses have some difficulty navigating occupied loading zone • Delivery van using LZ – puts cones and yellow sign on cycle facility • Found limited evidence that cycle facility blocked often; it was blocked once while a cyclist went past, blocked due to horse, cyclist goes onto road into oncoming traffic to avoid
Top – Other issues identified	<ul style="list-style-type: none"> • Occasional small delay, as car navigates into spaces adjacent to parklets • Rubbish truck park on cycleway + footpath to empty bins • Parked delivery vans extend slightly into traffic lane

Figure 3 – Summary of negative behaviour observed by AECOM through review of the footage

4.1.2.1 The Beach

There has been a significant amount of feedback regarding the abuse of the one-way system by vehicles and bicycles. However, although it is clear that it happens, it does not occur in the numbers that AECOM expected from the comments received. There was also not an issue with speeding cyclists from the footage that was reviewed although this could have been due to the inclement weather and slippery road conditions.

There is a clear misunderstanding of the buff-coloured areas and a significant number of occurrences of use of these areas are not for the original intention.

The issues experienced by the rowing club with their area (as described in more detail in **Section 5.2.4**) were observed in the footage.

4.1.2.2 Hill Road

Hill Road does seem to function well with any queuing resulting from loading outside Sainsbury's clearing relatively quickly. The reviewer of the video footage has recently moved to AECOM from Auckland, New Zealand, where there was a similar scheme that involved a one-way contraflow cycle lane, shown in **Figure 4**. In this scheme, directional repeater arrows were used:

- On the cycle facility, to aid direction compliance by cyclists, and reaffirm that they are welcome to use this corridor for cycling; and
- On the traffic lane - sharrows, in this case, used as a device to show the cycling direction, and inform motorists that on-street cycling is to be expected.



Figure 4 – Similar scheme on Hurstmere Road, Auckland (Google Street View)

The main problem along this stretch is parking in unauthorised locations. Parking enforcement only commenced in August 2023 so it may be that this behaviour improves over time as more regular enforcement takes place. The feedback from the bus company is demonstrated in the video footage with passage along Hill Road more difficult when this unauthorised parking takes place.

There is less bicycle use than expected along Hill Road, but this may be due to the topography surrounding Hill Road making using a manual bicycle a harder activity. Due to this, there is less concern about the number of bicycles using the contraflow in the wrong direction.

Examples of other contra flow cycle lanes that AECOM has been involved with that represent different scheme designs and lengths of time since implementation have been provided in Appendix A with hyperlinks provided to the scheme via google maps.

4.1.2.3 Marine Parade

Marine Parade was not reviewed in detail as there was clear evidence of disabled drivers almost continually parking on the yellow lines opposite the Pier creating issues when buses used the bus stop.

4.2 On site observations of the scheme

A site observation day was carried out on 23 August 2023. Concerns were raised by stakeholders on that day, via questionnaires, and at the public drop-in session which was held on the 6 September 2023. The key concerns and limitations are described below.

4.2.1 Speed limit

Stakeholders generally favour the change of speed limit to 20 miles per hour although there are requests for more speed enforcement. There have been a number of comments that the previous two-way system with the angled parking reduced speeds further along The Beach as vehicles reversing into the live

carriageway slowed the traffic at frequent intervals. No data has been collected to evidence whether actual speeds have reduced or increased.

4.2.2 One-way system

A vehicle (dark red) approaching The Beach from the wrong direction was observed (See Error! Reference source not found.). A goods vehicle was stopping in the loading bay and parking spaces on the other side were fully occupied, so there was no room for the dark red vehicle to turn around. It had to reverse back to the mini roundabout which was dangerous. There was a potential conflict between the dark red vehicle and the vehicle leaving the parking space.

This issue was also reflected in the video footage (see **Figure 5**). It has been suggested that a number of people who are driving or cycling the wrong way along The Beach are doing so deliberately as they do not agree with the current restrictions.



Figure 5 – Vehicle entered The Beach from the wrong direction

Residents along The Beach have difficulty accessing their driveways after implementation of the scheme due to the narrow carriageway. Traffic cones are now in place along the wiggly lines to prevent parking in the buff area in order to maintain sufficient width of carriageway for the residents after they raise this concern to NSC. However, these cones are often moved, and residents are frequently moving the traffic cones back to the buff markings to ensure that no parking takes place on the lines as this would prevent them accessing and egressing their driveways. (See **Figure 6**)



Figure 6 – Traffic cones moved back to buff markings

Stakeholders who drive to Hill Road (See **Figure 7**) complained that they need to drive longer to reach Hill Road due to the one-way system which creates more traffic looping within the road network and is not environmentally friendly. There is an acceptance that short journeys should ideally be made by active modes but there are lots of stories of why this is not practical – this includes those who provide caring and those with mobility issues. No data is available to assess whether there is more traffic on the highway network.



Figure 7 – One-way Hill Road

The hairpin turn at the junction of Marine Parade / Marine Hill is difficult for turning, especially for large vehicles, which creates a pinch point at this junction. This has led to the bus service extending its route up Wellington Terrace (the journey time from The Beach to Hill Road is 18 minutes) (See **Figure 8**). WESTlink (a demand responsive passenger transport solution) find it difficult to undertake this manoeuvre and it would be useful to undertake a site visit to see if simple lining changes could solve this (using vehicle swept path analysis, it suggests it is possible)



Figure 8 – Hairpin turn at junction of Marine Parade/ Marine Hill

AECOM has been informed that there is more traffic passing the two schools after the one-way system was implemented as large vehicles cannot make the turn to Hill Road via the junction of Marine Parade / Marine Hill and more vehicles are looping around to search for parking spaces due to reduction of parking spaces.

Residents are concerned regarding the safety on Gardens Road and Seavale Road as there is a turning blind spot in Gardens Road since the traffic direction has been reversed and residents find it dangerous to encounter contra-flow cyclists along the narrow Seavale Road.

4.2.3 Two-way cycle track

It was observed that some cyclists cycle on the carriageway in both directions along The Beach instead of using the segregated cycle track (See **Figure 9**). At all stakeholder events there have also been frequent complaints about the speed that cyclists are travelling. This is assisted by the topography of The Beach and no longer having the risk of reversing vehicles out of the parking spaces to make a cyclist reduce their speed. It was not observed on site, but there have also been numerous reports of cyclists blocking the footway outside the cafes.



Figure 9 – Cyclists on The Beach

4.2.4 Pedestrian crossings

Visibility to the right when pedestrians are crossing from west to east via an informal pedestrian crossing may be blocked by vehicle parking immediately next to the pedestrian crossing (See **Figure 10**) which is also a problem identified in the Stage 3 Road Safety Audit (See **Table 1**).



Figure 10 – Limited visibility to the right at pedestrian crossing on The Beach

Visibility is below the recommended standards at the informal pedestrian crossings on Alexandra Road and Marine Parade, which are limited by the wall. (See **Figure 11**)

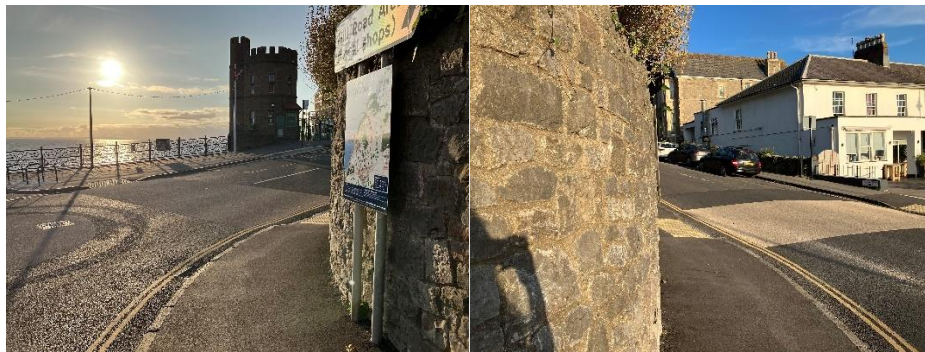


Figure 11 – Limited visibility at pedestrian crossing on Alexandra Road and Marine Parade

4.2.5 Bus stops

The bus stop on Marine Parade near the junction with Alexandra Road is located too close to the mini roundabout. Stopped buses block forward visibility and occupy one traffic lane which creates a pinch point at this junction. Congestion is worsened due to frequent parking by disabled drivers opposite the bus stop. This was not raised as an issue in the Stage 3 Road Safety Audit, but was raised in the report produced by the Pier Trust (See **Figure 12**).



Figure 12 – Bus stop outside Clevedon Pier and vehicle parking opposite the bus stop

Due to the implementation of the new one-way system, the westbound bus stop on Hill Road was removed. Some local residents are concerned about the inconvenience caused by the removal of the westbound bus stop as it requires them to walk a longer distance to another bus stop (i.e., the bus stop at Wellington Terrace) to complete one of their trips which is not desirable, especially to aged and disabled people. The eastbound bus stop is shown in **Figure 13**.



Figure 13 – Bus stop on Hill Road

4.2.6 Road markings, surfacing and signage

There is a concern that road users may not be aware that the buff-coloured surfaces across The Beach are pedestrian crossing points due to the use of them along the road as well as across the road, which may result in conflict between vehicles and pedestrians who are crossing (See **Figure 14**).



Figure 14 – Pedestrian crossing points (buff-coloured surface)

Vehicles parking on the coloured surface was also observed due to the lack of clarity around the significance of the buff marking and lack of formal restriction of stopping / parking in the buff area. The white vehicle in **Figure 15** could obstruct passengers from accessing vehicles parked in the disabled parking space. Also, when the passenger of the white vehicle on the side near the cycle track opens the car door, there will be potential conflict between the passenger and cyclists.

The buff-coloured surface does cause confusion to some road users with many providing the consultation with photographic evidence of parking in said areas. This surface is generally not protected by Traffic Regulation Orders which is known by some drivers. There is evidence that the same vehicles park regularly in these areas. There were recommendations in the Stage 3 Road Safety Audit to introduce additional Traffic Regulation Orders which may help this situation as they would allow enforcement to take place, though this would detract from the aesthetics that the designer was trying to create.

The designer introduced the wavy lines to create a feature inspired by the marine surroundings to minimise the need for standard highway marking and signing. It was considered that the use of double yellow lines would spoil the historical settings, and instead creating an area that is clearly not designed for parking.



Figure 15 – Parked car on buff pavement

The middle circle of the mini roundabout is too large and results in a narrow carriageway width surrounding the circle. Hence, vehicles running over the circle is common and there is the potential for head-on collisions between vehicles turning right from The Beach and vehicles approaching from Alexandra Road. (See **Figure 16**)



Figure 16 – Big circle at the middle of mini roundabout

The No Entry sign is located at the back of the eastern footway of The Beach approaching junction with Alexandra Road which may not be obvious to road users. This has been identified in the Stage 3 Road Safety Audit (See **Table 1**).



Figure 17 – No Entry sign located at back of footway

A directional sign showing the prohibition of the left turn to The Beach is small and there is no road marking supplementing this information to alert drivers coming down from Alexandra Road. (See **Figure 18**)



Figure 18 – Alexandra Road close to the mini roundabout

4.2.7 Parking spaces and loading bays

The majority of stakeholders prefer angled parking spaces in the previous setup which allowed them to view the sea directly rather than the current parallel parking spaces which are further away from the promenade and require you to turn your head (see **Figure 19**). There are also concerns about the potential conflict with vehicles and cyclists on the two sides of the parking spaces, insufficient room for loading / unloading of wheelchairs, prams, etc. and difficulties in finding a parking space due to the reduction of parking space numbers along The Beach. On AECOM's three overnight visits to The Beach, camper vans occupied parking spaces overnight because there is no parking restriction and there are many reports of camper vans taking advantage of unrestricted parking being permitted from Saturday night to Monday morning. A number of people at the surgery highlighted that The Beach is now advertised on websites as an attractive place to park a camper van overnight (see **Figure 20**).



Figure 19 – Parallel parking spaces along The Beach

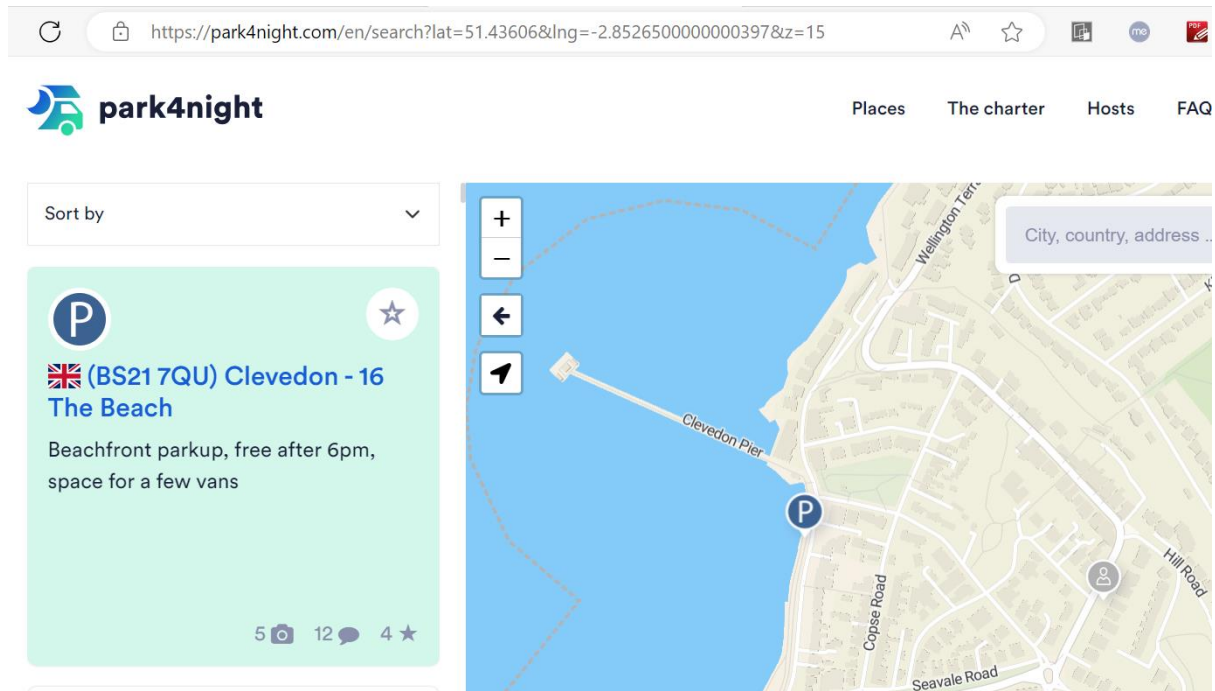


Figure 20 – Website advertising parking for camper vans

There is no dedicated space for coaches to pick-up and drop-off as in the previous layout. Local residents have suggested that coaches experienced difficulties in searching for a pick-up / drop-off space, which affects local trade due to reduction of no. of tourists. Also, people standing on the cycle track in **Figure 21** had potential conflict with cyclists. There is a bus stand outside The Pier which is used by coaches to drop off.



Figure 21 – Coach stopping in a parking space

New parking spaces along Elton Road outside Oaklands were fully occupied (see **Figure 22**). There is no space for minibuses operated by Nailsea & District Community Transport to pick-up or drop-off passengers. Minibuses are required to stop on the opposite side which means that frail / disabled passengers must cross the road. It is recommended that the minibus parks on the double yellow lines in front of the double gates shown below (note – the road has recently been surface dressed in the photograph below so yellow lines have not been reinstated but Traffic Regulation Order has been checked).



Figure 22 – Full of parked vehicles outside access of Oaklands flats

Drivers found it difficult to bypass goods vehicles stopped in the loading bay outside the supermarket. (See **Figure 23**). It was observed that some goods vehicles did not use loading bays on Hill Road and instead stopped on the carriageway (see **Figure 24**), while another goods vehicle occupied the contra-flow cycle lane for loading / unloading (see **Figure 25**).



Figure 23 – Vehicle stopping in loading bay outside supermarket



Figure 24 – Vehicle stopping outside loading bay



Figure 25 – Vehicle occupied contra flow cycle lane

4.2.8 Public realm

At the southern end of The Beach, it was observed that a planter at the corner near the junction with Elton Road was damaged (see **Figure 26**). It was not obvious how the planter was damaged.



Figure 26 – Damaged planter at the corner of junction The Beach/ Elton Road

Similar to the planter at the southern end of the Beach, another planter at the northern end of The Beach next to the mini roundabout was also damaged (see **Figure 27**). As the planter wall also serves as seating, there is a higher risk of injury from the damaged edges. This damage is likely to have been caused by vehicles struggling to manoeuvre around the mini roundabout.



Figure 27 – Damaged planter next to the mini roundabout

A significant amount of granular material was observed to have separated from the carriageway surface course. This material was dispersed across the road which presents a particular safety concern for cyclists. (See **Figure 28**)



Figure 28 – Poor pavement condition along The Beach

People generally like the parklets (see **Figure 29**) as it is considered to adding a 'café culture' along Hill Road. This term was mentioned numerous times to AECOM staff when they visited. However, there is negativity towards them due to the fact that they occupy spaces that could be given over to parking.

There is currently an application for a third parklet. AECOM has not considered this request explicitly as part of this review but would recommend that the video footage is reviewed to assess the parking stresses on Hill Road and whether the loss of a further parking space can be absorbed. Flexibility on the use of the Parklets by other businesses when they are not required by the licencing business would reduce the frustration towards them and it is suggested that they are of a temporary construction so they can be returned to other uses when they are not required – winter months.



Figure 29 – Parklet on Hill Road

4.3 Road Safety Review

4.3.1 Accident statistics

It is confirmed that no recorded collision has taken place since the scheme was implemented in 2022. No accident data for 2023 can be provided by Avon and Somerset Police yet, but it was advised that there have been no deaths in the study area to date.

4.3.2 Road Safety Audit 3 Report

A post construction Road Safety Audit (RSA) Stage 3 was conducted for the whole Clevedon Scheme by an external safety audit company in July 2023. This is a standard statutory and council process following the implementation of a scheme where the alignment of the road has altered for road users.

The road safety implications of the scheme and their corresponding remedial recommendations have been reviewed by AECOM as part of this review and are presented in **Table 1**. AECOM supports the recommendations of the RSA Stage 3 but some of the recommendations will not be required if the recommendations as set out in section 10 of this report are introduced in full. This is reflected in AECOM's response to the RSA recommendations in Table 1.

Table 1 – Summary of the Road Safety Audit Stage 3 Report

Location	Problem	Recommendation	NSC Response	AECOM's response with implementation of recommendations in Section 11
20mph speed limit throughout the scheme	Risk of inappropriate speeds due to the lack of 20mph repeater signs or repeater signs not sited at regular intervals	Review the siting of 20 mph repeater signs, and ensure they comply with the guidance in Chapter 3 of the Traffic Signs Manual, installing extra signs if and where necessary	Accepted	Proceed
The Beach – cycle path	Risk of pedestrian/cycle collisions when passengers exit their vehicles and enter/cross the cycle lane, especially on busy days	Provide more cycle symbols on the cycle path between existing symbols to raise awareness	Accepted. Video monitoring was arranged to assess behaviour on the route and establish any conflict between pedestrians and cyclists.	Proceed
The Beach – cycle path	Risk of cycles colliding with car doors of those vehicles parking along The Beach.	Introduce individual parking bay markings to increase driver understanding of the layout	Video monitoring was arranged to monitor interaction between the vehicles and cyclists. It should be noted that the conflict would be between the passengers in vehicles who would be facing oncoming cyclists. It is more common for 'car dooring' incidents to be	Provide individual parking bay markings in proposed arrangement

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Location	Problem	Recommendation	NSC Response	AECOM's response with implementation of recommendations in Section 11
The Beach – informal pedestrian crossing points and other areas outside formal parking bays and informal pedestrian crossing point adjacent to Clarence House	Risk of vehicle/pedestrian collisions when vehicles parking in the buff areas outside formal parking bays and vehicles parking immediately to the south of the crossing point which results in limited visibility of pedestrian crossing	Introduce formal waiting and loading restrictions marked by yellow lines and kerbside ticks, and follow up with enforcement Remove one parking bay immediately south of the crossing point and install waiting restrictions	between the driver of the vehicle and cyclists coming up behind. Accepted Propose to install 50mm wide double yellow (primrose) line along the currently unrestricted 'buff' median strip. Remove 5m of existing parking to improve the visibility to the pedestrian crossing supported by 300mm long double no loading kerb ticks at 3m c/c. This will require a TRO to be processed.	Proceed Removing 5m of existing parking and installing waiting restrictions are not required with proposed recommendations
The Beach – vehicle access to Sailing Club/ ice cream van bay	Risk of vehicle/ vehicle/ cycle and/ or vehicle/ pedestrian collisions when vehicles parking across the vehicle dropped kerb providing access to the sailing club/ ice cream van bay	Introduce formal waiting and loading restrictions marked by yellow lines and kerbside ticks, and follow up with enforcement	Accepted Propose to install 50mm wide double yellow (primrose) line along the currently unrestricted 'buff' median strip and supported by 300mm long double no loading kerb ticks at 3m c/c. This will require a TRO to be processed.	Proceed

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Location	Problem	Recommendation	NSC Response	AECOM's response with implementation of recommendations in Section 11
The Beach – eastern kerb line/in-carriageway cycle stands	Risk of northbound vehicles colliding with cycle stands in the buff area when vehicles need to swerve to their left to avoid vehicles mounting the eastern kerb to unload	Introduce formal loading restrictions marked by yellow kerbside ticks, and follow up with enforcement	Accepted Propose to reinforce existing double yellow lines with double kerb ticks at 3m c/c. This will require a TRO to be processed.	Not required with proposed recommendations
Whole length of The Beach	Risk of head-on collisions when vehicles leaving parking space, carrying out a three-point turn and exiting The Beach in a southbound direction	Install 'Straight Ahead' arrow carriageway markings at regular intervals along The Beach traffic lane, and one-way plates on the east side lamp columns	Accepted Propose to erect 3 one-way signs, to be supported by road marking arrows on existing lamp columns on the right-hand side of the road.	Proceed
Mini roundabout at north end of The Beach	Risk of head-on collisions when vehicles entering The Beach from the north end. No Entry signs are small and too widely spaced which is less clear especially in darkness	Provide larger No Entry signs and move the eastern sign to the western nose of the buildout to form a gateway and provide illumination to both signs. Provide turn left and turn right arrows on Marine Parade and	The signs are in accordance with the Traffic Signs Regulations and General Directions (TSRGD) which suggests that 450mm diameter sign is adequate for a 20mph speed limit. The signs also do not need to be illuminated where a 20mph speed limit applies. Propose to increase the size of the no entry signs to 600mm diameter and introduce one-way arrows on The Beach, which should	Proceed

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Location	Problem	Recommendation	NSC Response	AECOM's response with implementation of recommendations in Section 11
		<p>Alexandra Road approaches to the mini roundabout respectively. Introduce a No Entry legend or a 20-roundel facing northbound traffic on The Beach</p>	<p>provide sufficient visual indicators that the road is one way. It would be undesirable to relocate the left-hand sign as it would create a conflict with the pedestrian crossing point so it is proposed to install an offset bracket to improve the 'gateway' feature.</p> <p>These interventions will be monitored to ensure the proposals are having the desired effect.</p>	
Copse Road/ Hill Road junction	Risk of head-on collisions as there is no centre line on Hill Road section to the west of Copse Road	Extend the existing centre line on Hill Road to a point opposite the centre line of Copse Road	Accepted	Proceed
Loading bay outside supermarket on Hill Road	Risk of collisions between passing buses and stationary loading vehicles due to lack of space to pass	Remove one upstream parking bay and move the loading bay a short distance westwards	<p>Accepted</p> <p>Propose to extend the loading bay westwards rather than relocate it to accommodate larger delivery vehicles. This proposal will require a TRO to implement.</p>	Proceed
Seavale Road junction with The Beach	Risk of cycle/vehicle collisions as it is not clear to westbound cyclists emerging from	Provide a banned left turn roundel sign on the reverse of the southern 'one-way with cycle	Accepted	Proceed

Location	Problem	Recommendation	NSC Response	AECOM's response with implementation of recommendations in Section 11
	Seavale Road that The Beach is one-way northbound and will be in conflict with vehicles turning from Elton Road when cyclists turn left towards Elton Road	contraflow' sign at the west end of Seavale Road		
Seavale Road junction with The Beach	Risk of vehicles colliding with parked vehicles along The Beach when drivers not aware The Beach is a one-way road and keeping to the left to avoid potential oncoming vehicles	Introduce a 'straight ahead' arrow on the carriageway immediately north of the existing 20 roundel	Accepted	Proceed
Gardens Road junction with Bellevue Road	Risk of head-on collisions as Turn Right Only sign opposite Gardens Road is partly obscured by vegetation and No Entry signs on Gardens Road are set back a fair way which is not apparent to drivers	Remove vegetation in this area and introduce a 'Straight Ahead' arrow on Bellevue Road opposite Gardens Road	Accepted	Proceed

Location	Problem	Recommendation	NSC Response	AECOM's response with implementation of recommendations in Section 11
Alexandra Road junction with Woodlands Road	Risk of head-on collisions when vehicles are contravening the No Entry signs at the junction with Alexandra Road and No Entry sign luminaire is not operative	Install 'NO ENTRY' carriageway markings across the mouth of Woodlands Road and ensure luminaire is operative	Accepted Issue of luminaire has been reported to relevant maintenance department to rectify.	Proceed
Bellevue Road junction with 6 ways roundabout	Risk of head-on collisions as No Entry signs are very widely spaced	Install 'NO ENTRY' carriageway markings across the mouth of Bellevue Road	Accepted	Proceed

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4.4 Active Travel England Inspection Report

Active Travel England (ATE) was set up in 2021 as a government agency/inspectorate to lead the delivery of the government's strategy and vision that half of all journeys in towns and cities are walked and cycled by 2030. ATE hold the active travel budget in England which is used on new infrastructure and behaviour change initiatives. ATE inspect new active travel infrastructure to ensure schemes meet these new standards and principles and can ask for funds to be returned for any which have not been completed as promised, or not started or finished within the agreed timeframe. ATE also undertake annual Capability Assessments of local authorities to review delivery track record and local leadership commitment to active travel amongst other criteria.

The Clevedon Seafront & Hill Road scheme was part of a tranche of funding from ATE. When the application for funding was made, NSC had to make commitments in terms of modal shift aspirations, delivery timescales and not deviate too far from the concept design so it loses its Active Travel elements. ATE supplied NSC with just over £200,000 of funding for the scheme.

ATE conducted a site inspection of the completed Clevedon Seafront and Hill Road Active Travel improvements on 16 June 2023. The pilot Inspection Report was submitted to NSC on 13 October 2023 and provides a summary of the inspection outcomes, a policy check and identifies any critical issues to be addressed.

According to the report, there are no critical issues identified on the bi-directional cycle track along The Beach. The Inspector rated it as a good quality scheme enhanced by placemaking features and formalising parking. There are two ATE comments against policy principles. One is potential for conflict between cyclists and pedestrians as they are not separated for the entire length of the scheme. The other relates to the gradient at the southern end of the scheme as it may be unsuitable for some users, particularly wheelchair users who may find it physically difficult to manage and/ or lose balance.

The contraflow cycle track and placemaking along Hill Road passes all policy checks. One critical issue has been identified which is the conflict between vehicles and cyclists at the new offside loading bay on Hill Road with the potential for cyclists being hit by a door from vehicles using the loading bay.

It should be noted that if there are significant changes to the implemented Clevedon Seafront/Hill Road scheme which impact on its active travel benefits this could affect NSC's Capability Assessment scores and access to funding for future active travel schemes. As set out above ATE could also request return of funding from the implemented scheme.

4.5 Audit West Report

North Somerset Council's Internal Audit Service (Audit West) were requested to complete an independent review of the life of the Clevedon Seafront / Hill Road scheme. Audit West were tasked with carrying out a review to understand whether there are any areas that NSC can learn from when planning and undertaking similar work in the future.

Audit West were tasked with reviewing five key aspects of this scheme. These included:

- Financial planning and management
- Decision making
- Consultation and engagement
- Roles and responsibilities
- Project Management arrangements

AECOM has reviewed the Audit West report and does not consider its findings - influence the outcome of this report as it focuses mainly on internal processes and procedures rather than the technical scheme design. The Auditor's overall recommendation is that a period of time should be allowed for the scheme to 'bed-in' and for the technical reviews of the scheme to be completed before any changes are considered.

5. Public Consultation and Stakeholder Engagement

5.1 Approach and Timeline

Collection of feedback from the public and stakeholders took place over a 6-week consultation period; through the use of a questionnaire, focus groups and site observation days, as well as the use of a dedicated email address.

Before AECOM was commissioned, Leader of North Somerset Council, Councillor Mike Bell, committed to hold a public meeting to address local concerns following the completion of the scheme. The public meeting was held on 20 July 2023 at 19:00 at Clevedon Community Hall. Presenting was Councillor Bell, Councillor Hannah Young (the Executive Member for Highways and Transport) and Vicky Presland (District Director for the Streets Team in South UK). There was press coverage and BBC Points West interviewed Councillor Bell. The public meeting was an opportunity for NSC and AECOM to introduce the review and outline the timescales for community involvement. 240 people attended the first event at Clevedon Community Hall with approximately 150 people unable to enter the hall due to the capacity of the venue, so a commitment was provided on the night to hold a second public meeting. The second public meeting moved to the larger venue of Christchurch and was attended by 190 people, providing an opportunity for all residents to attend.

There was the opportunity at the first meeting to provide comments or to raise questions without having to speak in person. All of these comment sheets and questions were collated and have been analysed by the team and compared to the comments being received through the open questions in the questionnaires. There are no comments which are not reflected in the questionnaires, so the comment sheets are not separately summarised in this report to avoid duplication as it is clear from the email addresses provided that the majority of those completing the comment sheets have also completed a questionnaire.

The six-week public consultation was launched between 14 August and 25 September 2023. Timeline of the public consultation is shown in Figure 30.

Public Consultation of Clevedon Scheme 2023

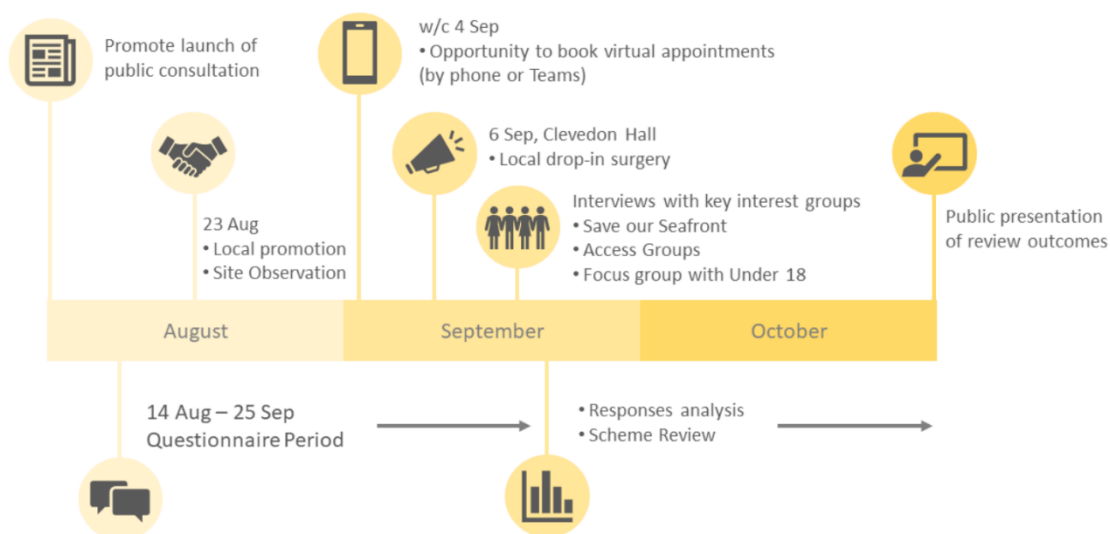


Figure 30 – Public Consultation Timeline

Stakeholders could provide their feedback by completing a questionnaire form by scanning a QR code or using a web link. They could also respond via email (clevedonreview@aecom.com) or by post. Leaflets and questionnaires were handed out to local stakeholders on a local promotion day on 23 August 2023. As part of this local promotion day every property was personally visited by an AECOM member of staff on The Beach (from Elton Road to Alexandra Road) and Hill Road (from Copse Road up to and including Kustom Floors and Furniture)

A local drop-in surgery and virtual meetings day were held on 6 September 2023 between 11:00 and 20:00 in Clevedon Community Hall to provide an opportunity for stakeholders to share their views on a one-to-one basis with the independent review team (See **Figure 31**). They could also complete the questionnaire at the event, using a tablet or by hand. 120 people attended the event.



Figure 31 – Photographs of public consultation

The responses collected during the public consultation period were collated and analysed.

During the initial public meetings, a commitment was made to feedback the outcome of the technical report in a public presentation to be held in October/November 2023.

5.2 Stakeholder consultation

In addition to the community, a series of focus groups and meetings were held with stakeholder groups including accessibility groups, Save our Seafront (SoS), bus operators and schools were also consulted. Their feedback is summarised in Section 5.2.1 to Section 5.2.8 below.

5.2.1 Accessibility Groups

The Chair of the North Somerset Accessibility Group met with Vicky Presland, the Project Director on 6 September 2023 at Clevedon Community Centre. He was joined by members of the group and Rose Hurley, a local resident who uses a mobility scooter frequently along The Beach.

The group was asked in advance to consider the following questions:

1. Do you face any new challenges when navigating the Streets after the Clevedon Seafront and Hill Road Scheme was implemented?
2. Did you use the area before and did you have any particular problems?

3. Would you have liked to have seen elements of the scheme that are not currently there? (parking, pedestrian crossings, kerbs, ramps, tactiles, signage and wayfinding information, etc. that could be better accommodate your needs?)
4. Does the change of road layout affect how you use public transport (i.e. bus)? Please explain if this was a positive or negative change.
5. Thinking wider about the area's accessibility are there any other points you would like us to consider?

Below is a summary of the responses received.

The Beach

The current parallel parking causes issues for vehicles with rear ramps and a request has been made that for parallel parking that is longer (22 feet) and does not have parking behind which can compromise that space. The group are comfortable with the informal crossings along The Beach and would also not be uncomfortable with cyclists sharing the promenade with pedestrians as they feel this works successfully in Weston-super-Mare. They are supportive of the reduction in speed limit. There are considered to be a sufficient number of disabled bays, but it was observed that disabled parking provision was sometimes abused by non-blue badge holders meaning that users entitled to this parking were forced to park elsewhere. They did not see an issue with disembarking from the vehicle into a live carriageway on either The Beach or Hill Road.

There is an issue with the dropped kerb on the approach to the mini roundabout from Marine Parade junction with Alexander Road and The Beach. The camber is such that a mobility scooter cannot safely navigate the reprofiled footway and therefore a wheelchair or scooter would need to use the carriageway. *This has been checked on site by AECOM and has been confirmed as a technical issue.*

There is demand for a coach and bus stand along The Beach which could also be used by minibuses or coaches for users that are disabled.

Hill Road

There have been fewer comments on Hill Road received from members. There is a need for parking enforcement to ensure that inconsiderate parking does not lead to some of the disabled parking bays becoming unusable.

There is concern about the number of obstructions on the footways on both sides of the road – both permanent (seats, bollards) and temporary (A-Boards, stray tables and chairs).

One-way systems/other

The one-way systems are supported as they make it easier to cross the road. The Disabled Parking Bay on Alexandra Road is difficult to access due to the topography of the road and consideration should be given to its relocation.

There is concern over the access to the public toilets run by the Pier Trust in Pier Copse. The toilets can only be accessed via the Park's internal path from Copse Road as the path from Alexander Road is too steep.

5.2.2 Save our Seafront (SoS)

SoS is a campaign group set up by local residents in Clevedon trying to combat the changes proposed by the Clevedon Seafront and Hill Road Scheme. The Chair of the SoS Group met with Vicky Presland, the Project Director and Since Lau, Technical Support, on 6 September 2023 at Clevedon Community Centre. They would like the scheme to be reversed and their primary objections to the scheme are summarised below.

The segregated cycle track does not link up other cycle tracks to achieve the purpose of Pier-to-Pier Way. Cyclists are required to re-join the road after travelling along the cycle track. It was common to see cyclists cycling on the carriageway or on the footway along The Beach instead of using the cycle track.

There is no pick-up/ drop-off bay for coaches which affects the trade of businesses. Also, parking on the wavy lines and camper vans parking overnight were observed. Residents along The Beach do not have enough manoeuvring space and visibility to access their driveway.

The one-way system of Hill Road creates more traffic passing two schools and more congestion within the study area. The removal of the bus stop on Hill Road also causes inconvenience for people to reach Hill Road, especially aged and disabled people and the revised routing is less convenient for residents adding 18 minutes on a journey to Hill Road.

Gardens Road now has a blind spot for turning after its traffic direction was reversed.

Marine Parade is not properly lit, so cyclists are at risk of hitting a planter when they turn into the cycle track from Marine Parade.

There were discussions over alternatives to the current scheme including use of the Promenade, but this is not something that is supported by the majority of the group.

5.2.3 Clevedon Pier and Heritage Trust

Clevedon Pier and Heritage Trust is a Community Benefit Society with charitable status. The Directors of the associated company are elected on a three-year term by 1,100 shareholders, most of whom live locally. They have control of three properties on The Beach – The Pier (a major tourist attraction which attracts 100k+ visitors per year, over 50% of whom are day trippers), Waterloo House and The Pier Copse Kiosk (which offers public conveniences and a catering 'take-away' service).

The Chair of the group, met with Vicky Presland, the Project Director on 6 September 2023 at Clevedon Community Centre. The discussion focused on The Beach.

Day ticket visits are lower by 15% (year ending 31 March 2023). However, this could be attributable to the weather. Visitor numbers for May and June were on track, but July (when there was an exceptionally large number of rainy days) showed a 40% shortfall. All tourist attractions are typically showing a 25% deficit against pre-pandemic visitor numbers. There is concern that the disruption whilst work was underway, and the negative publicity has dissuaded day trippers from coming to Clevedon.

It is considered that people who have visited the Pier have had little difficulty in parking but there is evidence that some disabled and older visitors have not visited

because of a perceived problem in finding somewhere to park. Some volunteers have found the new arrangements problematic.

Operational difficulties include:

- Blue badge parking opposite the entrance to the Pier (which never happened prior to the changes) causes disruption every day.
- Coach parking was removed as part of the scheme, and this has meant fewer travel companies visiting the Pier. Private coach drivers are reluctant to use the bus stop for fear of blocking the space for scheduled bus services.
- Confusion in traffic flow caused by drivers and cyclists travelling against the flow on the beachfront carriageway. Ambiguity around parking on the 'wavy lines' and whether pedestrians have priority on the shaded crossing points.
- The raised flowerbed outside the pier entrance has been damaged and repaired four times and is clearly an obstruction. If removed, there would be more space for deliveries and an easier flow of traffic.
- Lack of spaces for disabled and / or less able drivers, generates queries and 'forces' people to park in a way which disrupts other road users.
- Fewer mixed able-bodied / disabled parties visiting the Pier. The previous 'herring bone' parking meant that less able-bodied members of a party could stay in their car and admire the view whilst other party-members visited.
- Poor publicity and signposting for the two nearby car parks means that they are not used to the extent that they should be.
- Access is often impeded by cars and delivery vehicles double parking.

Positive impacts of the scheme include:

- The one-way traffic flow on the beachfront does appear to work, and the reduced speed limit and four-hour parking are to be welcomed.
- The increased parking provision elsewhere on the seafront and on nearby roads has made life easier for day trippers.
- Better provision for public transport, and in particular the bus stop immediately outside the Pier gates, has been received well.
- The roundabout at the junction between The Beach and Alexandra Road does create a more pedestrian friendly space between the Pier and Pier Copse.

The following aspects are important to the Trust if changes are made.

- The provision and signposting of more disabled parking, closer to the Pier.
- Better publicity for the public car parks.
- Inclusion of an area where coaches can pick up and drop off.
- Encouragement for people to walk or cycle around Clevedon, rather than using cars.

- Clarity on where drivers can and cannot park, better communicated priorities (pedestrians / cars / cyclists) and more enforcement.

Cycle Lane - On the specifics of the cycle lane, it was considered it is not working as designed or connected to the Pier-to-Pier route. Suggestions on how this aspect can be improved are summarised below.

- Single one-way cycle lane running south, cyclists travelling north to use the carriageway with cars, lorries and vans.
- Relocate cycle path (one-way or contra-flow) to the eastern side of the road, adjacent to the houses and businesses.
- Put back some 'herring bone' parking.
- Force cyclists to slow down. Many cyclists are travelling too fast along The Beach.
- Complete the Pier-to-Pier cycle route by putting in a link to Salthouse Fields.

5.2.4 Clevedon Rowing and Sailing Clubs

A representative from the Rowing Club met with Vicky Presland, the Project Director on 6 September 2023 at Clevedon Community Centre. The discussion focused on the scheme implemented at The Beach.

The rowing club often has to transport the rowing boats using trailers and when they are attaching the trailers to the vehicles they need to park across the promenade/access to bring the trailer up to the highway. Not only do the rowing boats have to exit to go to local rowing events but there are also occasions when there are visiting rowing boats. There have been occasions when this access has been blocked. They believe this is caused by the confusion over the buff markings and whether these are areas that can be parked on.

The rowing club is accessed every day and therefore they have observed behaviours that have been mentioned by others, including:

- Drivers not observing the one-way system;
- Cyclists travelling at speed and not using the implemented cycleway which is often obstructed by pedestrians, people waiting for coaches and those getting in and out of cars;
- Cyclists using the promenade, although they didn't feel this posed an issue; and
- The use of The Beach by camper vans.

AECOM did not speak to the Sailing Club directly but frequently made use of their Live Feed of The Beach over the course of the consultation period which we were very grateful for. They did, however, respond to the questionnaire and an extract of their comments is shown below.

The sailing club require vehicle access to the clubhouse for emergency vehicles, deliveries, including towed boats, and maintenance vehicles. The scheme increased the dropped kerb which helped but unfortunately vehicles now park over the dropped kerb because there isn't any road marking, such as double yellow lines, to indicate

that they shouldn't. Originally, there was a yellow hatched box marked "coach drop off" and the vast majority of motorists respected this and did not park.

Members have noted that they feel unsafe parking with the cycle lane on one side and the road on the other. This is particularly acute with young children. Normally you would park next to the kerb and step out left to safety (particularly herding children that way). This is no longer the case and a number have reported nearly being hit by cyclists who are travelling in both direction on what is the inside of parked vehicles.

Before the seafront was made one way, most boats were towed up to Elton Road and away. They now have to be towed along the sea front and either along Marine Parade or up Alexandra Road. Marine Parade is a problem with all the parked vehicles and priority to oncoming vehicles when towing a long boat.

Alexandra Road is worse because it is 2-way, it is not always possible to pass oncoming traffic and has a blind summit. Alexandra Road is now very busy towards the Sea Front being the main vehicle access to Hill Road and Marine Parade. Members have noted that they often find themselves stuck facing oncoming traffic approaching around the blind bend. It is a long way to reverse with a long boat trailer and a sharp, blind bend when you get back to the sea front. It is surprising how many people are reluctant or unable to reverse their solo cars when you come face to face with them on Alexandra Road. To resolve this, Alexandra Road needs to be passable for 2 vehicles, so no parking on one side, or made one way.

5.2.5 Clevedon Business Improvement District (BID)

A representative from Clevedon BID, met with Vicky Presland, the Project Director on 6 September 2023 at Clevedon Community Centre. The BID project aims to attract people to Clevedon's town centre, Hill Road and Seafront shopping and leisure areas.

They wished to clarify their role in the project which was a conduit for information. Their input has not been summarised in this report as it focuses on the consultation process which is not part of this review.

5.2.6 Input from Local Councillors

Clevedon West (Councillor Luke Smith) and Clevedon Walton (Councillor Michael Pryke) are the directly affected wards with Clevedon East (Councillor David Shopland) bordering the edge of the study area. There are two other wards – Clevedon South (Councillor Hannah Young) and Clevedon Yeo (Councillor Chris Blades).

Three local councillors - Councillor Luke Smith (Clevedon West), Councillor Michael Pryke (Clevedon Walton) and Councillor Chris Blades (Clevedon Yeo) have submitted a joint response which sets out their views and is summarised below.

They do not support the scheme and feel that it has led to Clevedon being on the national stage for the wrong reasons. They consider that the scheme breaches the Council's own policies, utilises unrecognised road markings, and is detrimental to the safety and character of the area. This policy failure has been highlighted by Audit West and they feel this is due to a lack of connection with the local community. Their position is that they want a complete reversal of the Seafront Scheme. *It is unclear whether they are simply referring to the scheme on The Beach or the wider scheme*

as it is referred to as the Seafront scheme. The response was submitted at the end of consultation so there has not been an opportunity to clarify.

Had the Seafront Scheme been subject to North Somerset Council's own policies, it would almost certainly have been rejected. They refer to DM32, DP1, DM47, DM60, DM61, SP4, SP5 in the 2038 Local Plan and the fact that the scheme is within the conservation area.

Other comments at a high level include:

- Inappropriate materials for the area and concern they are not salt water resistant.
- New parking is not safe for those with mobility impairments or those with children, highlighting that disabled parking often needs rear access.
- Removal of the 'view' which was a mental wellbeing asset.
- One-way system is frequently ignored, and the cycle lane is two-way, running counter to the traffic posing a significant risk.
- The road markings not recognised by the Highway Code and were described as "bizarre" by the RAC.
- Roundabout is redundant due to one-way system and insufficient clearance.
- The three crossings are not considered safe as they are unrecognised.
- 20mph limit is unenforceable.
- The wiggly lines are for comedic effect at best.
- The reduction in parking creates extra laps of the one-way system. Residential roads congested due to dislodged residents and businesses.
- Highlighted that residents are boycotting the area.

There were also comments on the previous engagement process which are not included in this report as it is focussed on a review of the implemented scheme.

AECOM is not aware of a response from Councillor Shopland and given Councillor Young's position of Executive Member for Highways and Transport, she has chosen not to provide comments as part of this review.

5.2.7 Bus Operators

The study area is served by bus services operated by First Bus, WESTlink, and Nailsea & District Community Transport.

5.2.7.1 First Bus

First Bus operates bus route no. X6 and X7 which run through the study area. The route map is shown in **Figure 32**. Hence, First Bus was engaged to seek their view on the scheme. AECOM met a representative of First Bus, in a virtual meeting on 22 September 2023. The following comments were provided.

- Before the scheme was implemented, Hill Road and Bellevue Road were two-way roads with on-street parked cars. Buses were held up by weaving traffic

along the two-way road. Hence, bus services can operate better now in the one-way system without weaving between traffic along the roads.

- As bus stops were removed on Hill Road and Bellevue Road, it reduces connectivity of the services.
- Buses cannot make the turn from Marine Parade to Marine Hill due to the sharp turning radius (i.e. the hairpin turn), which results in less route choices for the service. As a result, buses need to go all the way up Wellington Terrace and come back down via Dial Hill Road to Hill Road which extends the journey time by 18 mins longer compared with going to Hill Road by making a turn at the hairpin junction.
- Concern that any road works on the one-way roads would affect the bus services.
- Wellington Terrace is narrow for buses (which is an existing problem, not a problem from the implemented scheme)

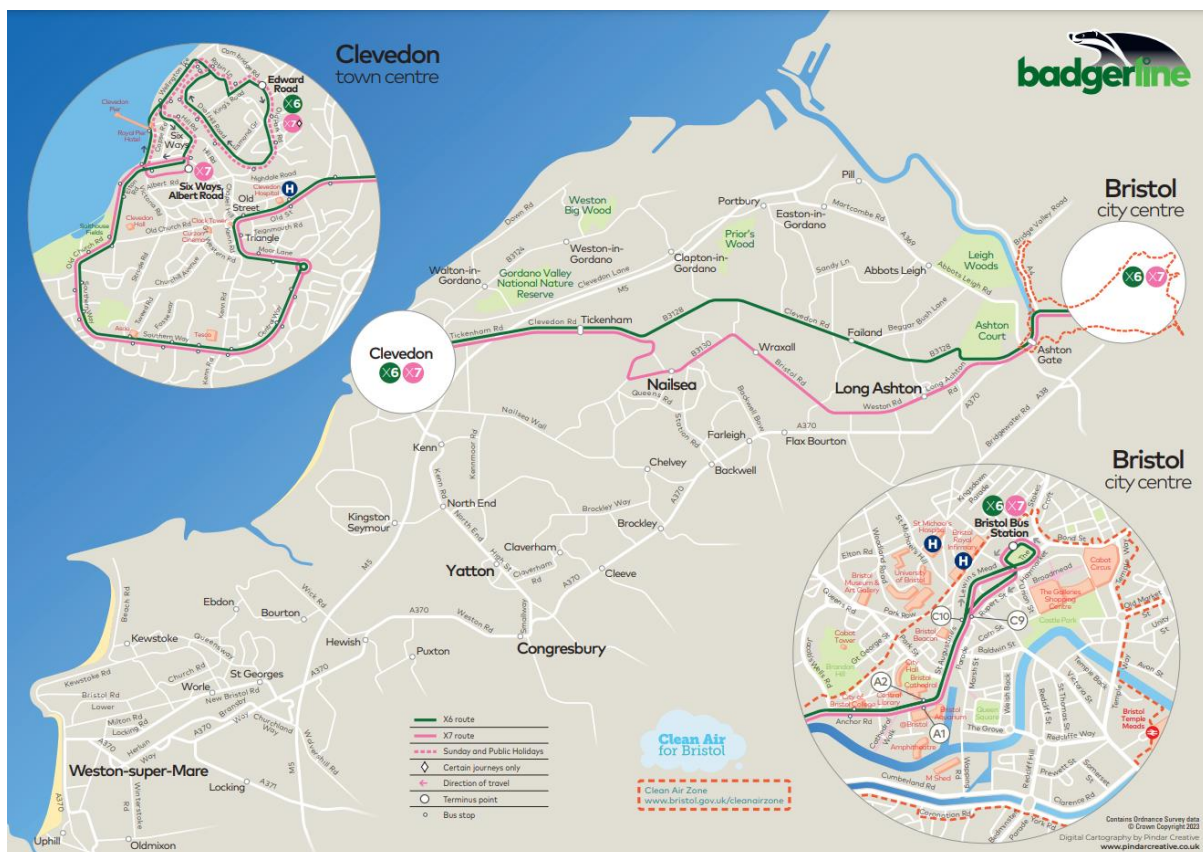


Figure 32 – Route Map of Bus Route No. X6 and X7

5.2.7.2 WESTlink

WESTlink is a bus service which has operated in Clevedon since April 2023. It runs without a fixed timetable or route and is booked ‘on demand’ by users through the WESTlink app or by phone. Passengers can get on or off at existing bus stops and at a number of easily accessible places.

WESTlink has confirmed that their Mercedes Traka 16-seater finds the roads in/around Clevedon very tight for their operations. They cannot easily make the manoeuvre from Marine Hill and Hill Road from Marine Parade as they take up most of the opposing carriageway. AECOM have assessed the junction using vehicle

swept path analysis, which suggests that their vehicles could undertake this manoeuvre, so it would be useful to look into this into greater detail on site to investigate if simple lining changes could alleviate their concerns as this would be an alternative for those with mobility impairments to avoid the time delay on the scheduled bus service.

5.2.7.3 Nailsea & District Community Transport

Nailsea & District Community Transport operates an accessible minibus shopping service twice weekly for frail and disabled Clevedon residents, dropping people off at Tesco and Asda in the High Street of Clevedon. Passengers are typically 80 years old or older with a mobility impairment.

Minibuses have 12-13 seats and space for a wheelchair and a hydraulic wheelchair lift at the rear. The driver requires room to pull up to board and drop off passengers with mobility equipment. The driver has experienced difficulty pulling in along Elton Road to pick passengers up from Oaklands flats due to parked cars. In this case, the driver needs to pull in on the opposite side of the road from the pickup location. The passenger has to cross the road which is not ideal, desirable or advisable for the frail / disabled group.

An AECOM Engineer has undertaken a site visit to assess this situation and there are opportunities to utilise the double yellow lines which do not have loading restrictions to load and unload passengers in this situation when adjacent parking is full.

5.2.8 Schools

5.2.8.1 Baytree School, Weston-super-Mare

Baytree School is a Specialist School for children and young people who have Severe Learning Difficulties and/or Profound and Multiple Learning Difficulties. They support up to 72 learners aged between 3 and 19 years. Baytree School will be opening another campus shortly in Clevedon. For its older learners, the school promotes independent activities and therefore is interested in ensuring that the implemented scheme is available for their learners.

Vicky Presland met with the Headteacher on 11 September 2023 for a one-to-one meeting. The meeting focused on aspects of the current implemented scheme which would pose difficulties to their learners.

If they transported learners to The Beach or Hill Road then this would be in vehicles that have rear access and for some of their learners, they would access and egress the vehicle via the rear and their preference is for this to be via parallel parking rather than angled parking to protect the learner. Formal crossings are easier for teachers/parents to teach how to use than informal crossings. Where a formal crossing was provided then learners would be encouraged to use these facilities. Wide footways that are free from obstruction are preferable. A regular bus service is also advantageous for their older learners. The school is very keen to integrate into the local community and for the learners to make use of local facilities.

5.2.8.2 Clevedon School

Clevedon School is a co-educational, comprehensive school for over 1,350 students aged 11-18.

Katrina Hoey, AECOM Stakeholder Engagement Consultant, met with five Sixth Form students aged 17 and 18 at the school on 4th October 2023 for a group

discussion on the scheme and to hear their views as younger members of the community.

The Beach

The students have a varied relationship to the area with two of the students working part-time at businesses located on The Beach, four living in Clevedon itself and one living in a nearby town but often visiting to socialise with friends as well as to attend school.

They do not support the changes made to the Beach, including the one-way system and the reduction in parking. They consider that the measures have not been successful in reducing the number of people driving and congestion remains an issue. They stated the following feedback:

- Scheme was not a good use of funds, and the local community was not listened to during the initial consultation.
- For those students who work part-time at businesses on The Beach, there is a perception that the number of customers has reduced on weekends when it is raining. This may be due to the reduction in parking as people would prefer to drive in poor weather conditions rather than walking, wheeling or cycling and struggle to find a parking space. They understand that for some people, for example those with a disability, driving is necessary.
- While the new flowerbeds were liked, vehicles approaching from Elton Road have on occasion unintentionally mounted the pavement near the new flowerbeds.
- The additional crossings at The Beach are welcomed, however a formal crossing would be preferred over the current informal crossings.
- It was felt that purpose of the buff markings and wavy lines are not clear and confusing.
- Use of the colour beige makes the measures look unfinished.
- Many cyclists do not use the cycle path and continue to use the road. They also felt that the width of the pavement is big enough that it could be dual use for both pedestrians and cyclists, allowing the parking to return to its previous layout.
- They considered that the roundabout is too small and unsafe with vehicles often not giving way – a junction at the Marine Parade entrance would be preferred.

Hill Road

Hill Road changes have been better received by the students with many of them supporting the one-way system and parklets. However, the loading bay and disabled spaces are often misused.

The one-way systems work well on the roads where space is limited due to parked car (with the exception of The Beach). The implementation of 20mph speed limits is also supported.

The increase in bus journey times is inconvenient however, it was recognised that in some cases it is necessary to allow narrow roads, such as Hill Road, to remain one-way.

5.3 Consultation questionnaire analysis and responses

The public consultation ran from 14 August to 25 September 2023. A questionnaire was produced to gather feedback on the existing scheme, including the 20mph restrictions, one-way system, changes to bus routes, changes to The Beach, and changes to Hill Road.

The questionnaire was available to complete online, at the in-person event on 6 September 2023 at Clevedon Library, and on request via email or phone.

There were **2,790** questionnaires submitted in total. **123** of these were paper copies submitted either by post, at the in-person event, or at the deposit box in Clevedon Library.

5.3.1 ‘About you’ questions

Question 1 asked what the respondent’s relationship to Clevedon is (see **Figure 33**). People could select multiple options, for example if they live or work in Clevedon.

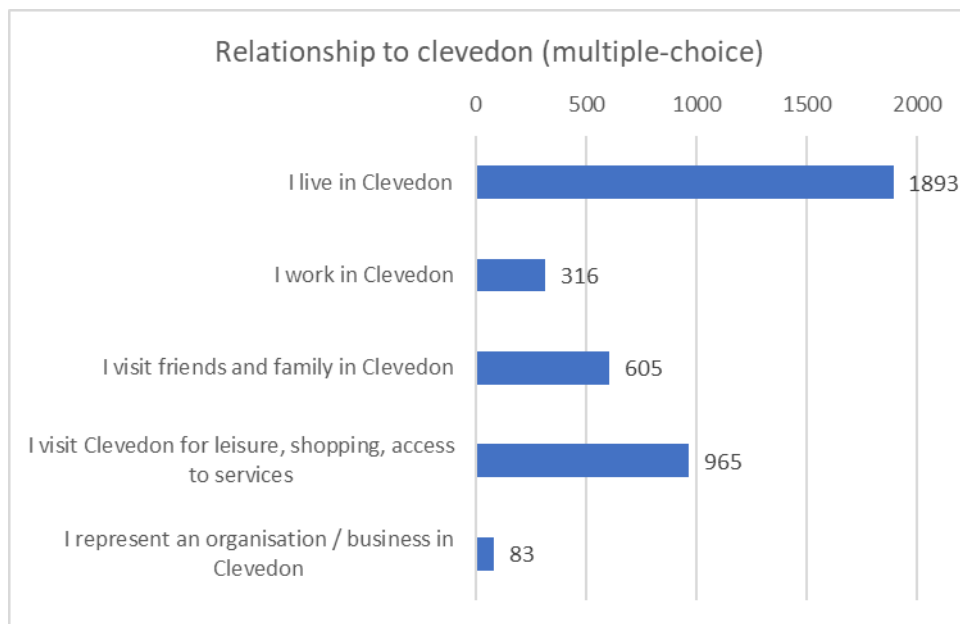


Figure 33 – Relationship to Clevedon

Question 2 asked what the respondent’s relationship is to the specific area for this scheme i.e. Hill Road, The Beach, and the neighbouring roads (see **Figure 34**). People could select multiple options for this question if more than one applied.

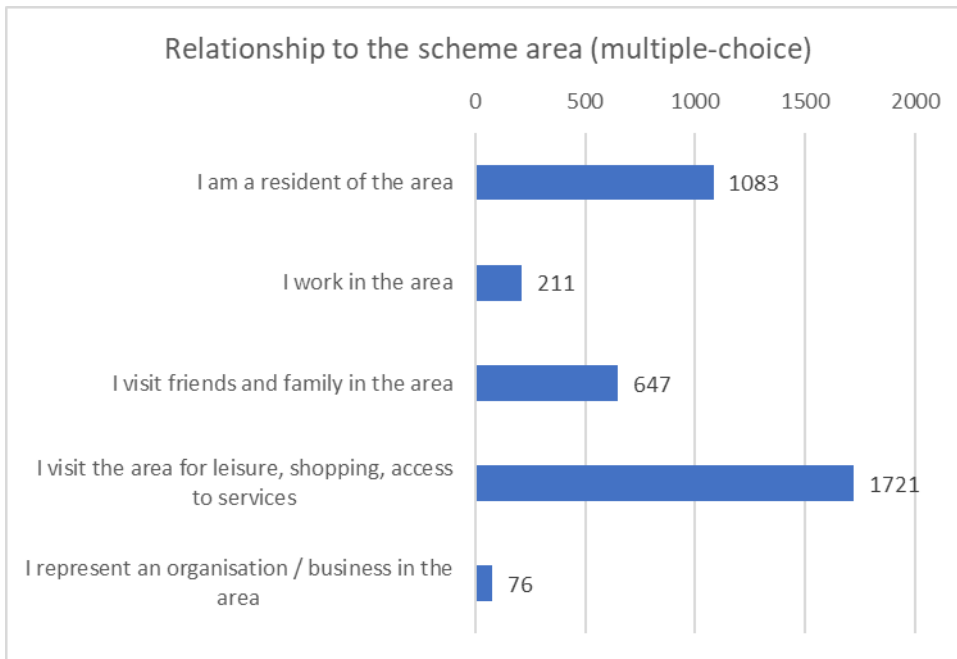


Figure 34 – Relationship to the specific area

Question 3 asked for the respondent’s postcode to help understand if there are differences based on location. For data privacy, these are not included in this report.

Question 4 asked the respondent’s preferred way to travel for work in Clevedon (see **Figure 35**).

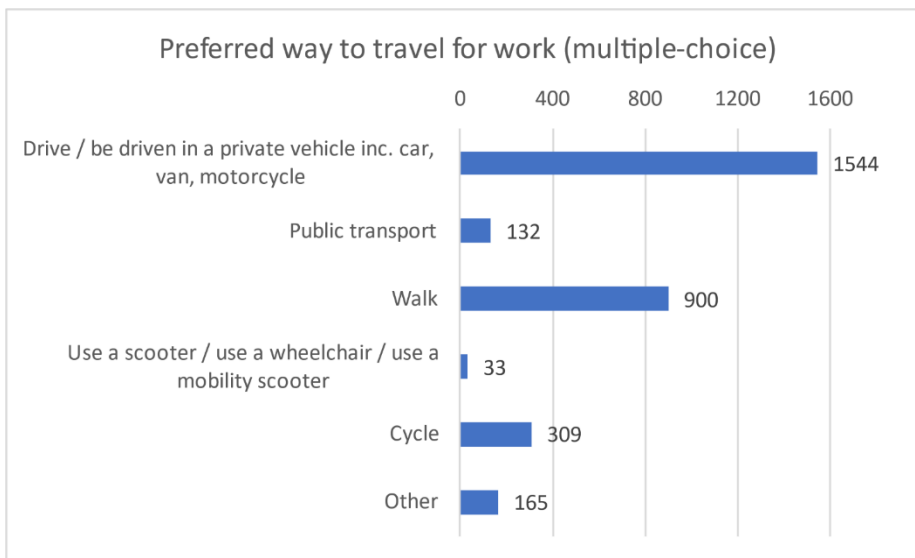


Figure 35 – Preferred way to travel for work

Question 5 asked the respondent’s preferred way to travel for leisure in Clevedon (see **Figure 36**).

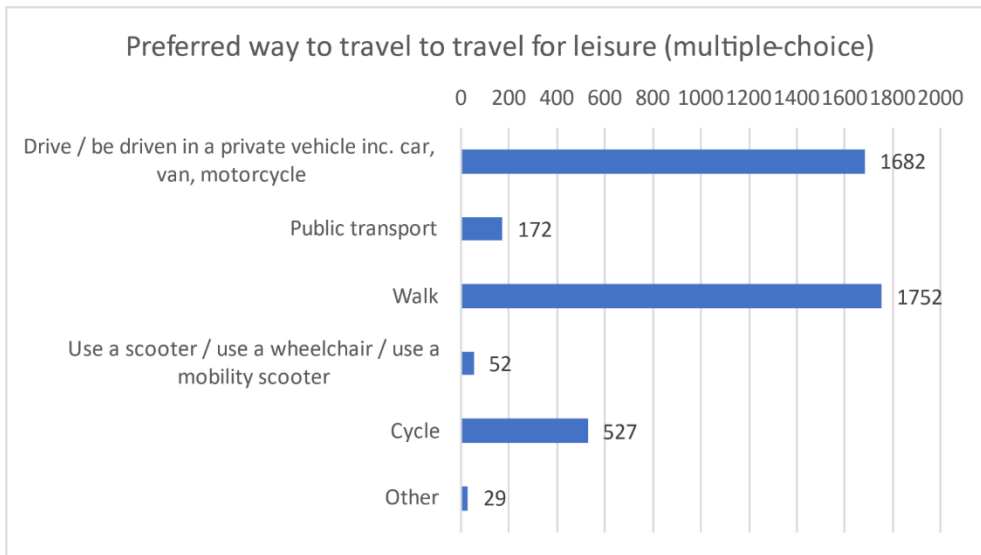


Figure 36 – Preferred way to travel for leisure

Question 6 asked the respondent’s opinion on whether people should make changes to their behaviour, such as how they travel, to help address climate change (see **Figure 37**). This shows that the local community do feel that there should be changes to address climate change with 54% responding positively and a further 32% maintaining a neutral position.

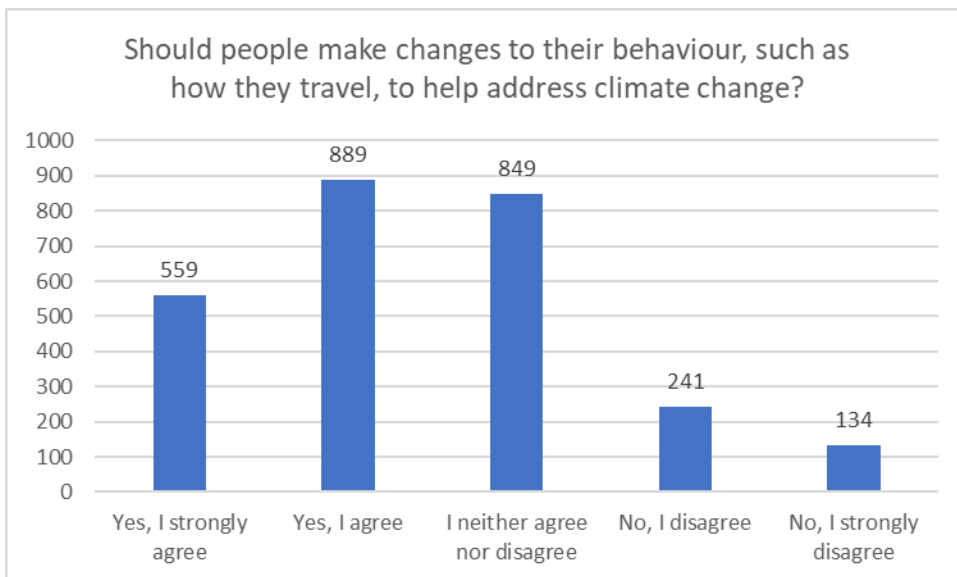


Figure 37 – Behaviour change in a personal capacity to address climate change

Question 7 asked the respondent’s opinion on whether people should make changes to their behaviour, such as how they travel, for their own health and wellbeing (see **Figure 38**). Again, a strong positive response with 63% responding positively to changing their behaviour for their own wellbeing and 28% answering in a neutral position.

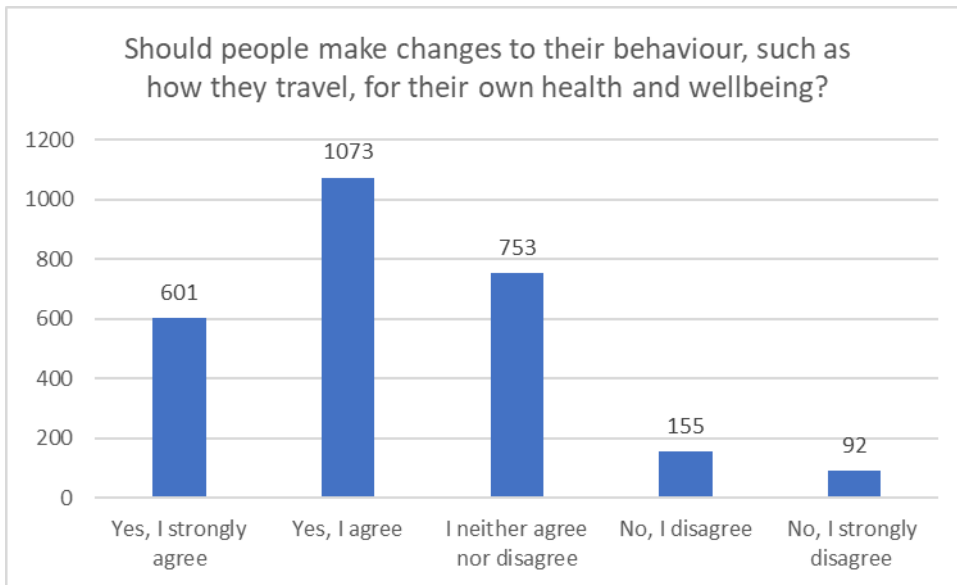


Figure 38 – Behaviour change for their own health and wellbeing

5.3.2 Questions about the scheme

Question 8 asked respondents to indicate whether they support the 20mph speed limits on roads in Clevedon (see **Figure 39**). The majority of respondents indicated that they do support this on all of the roads.

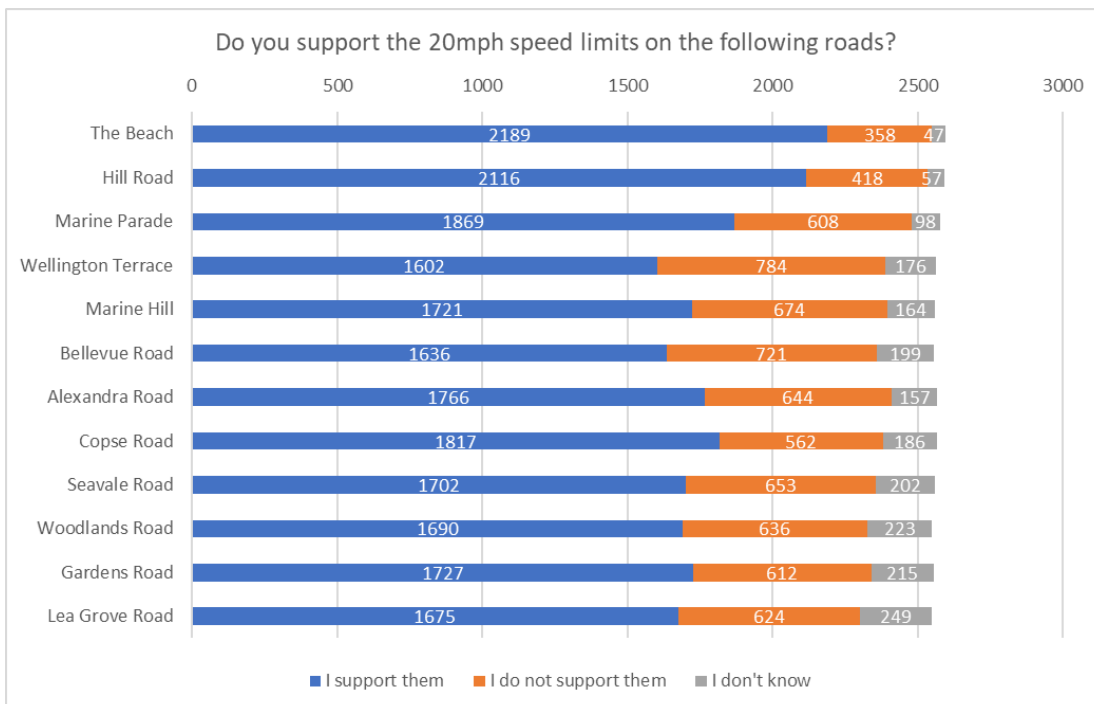


Figure 39 – Support for 20mph speed limit

Question 9 asked respondents to indicate whether they support the new one-way systems on roads in Clevedon (see **Figure 40**). The majority of respondents indicated that they do not support the one-way systems on any of the roads.

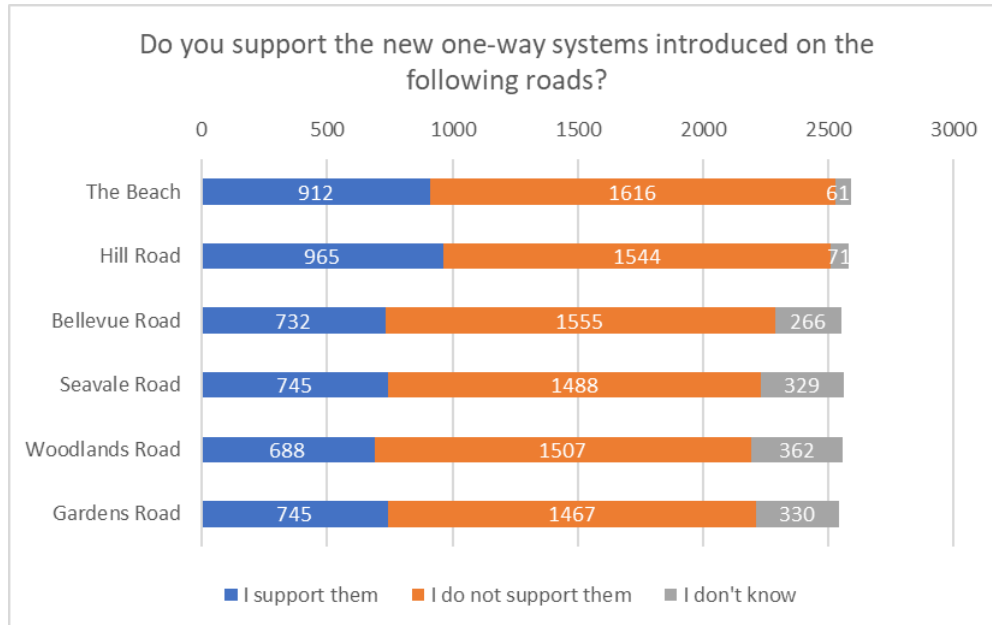


Figure 40 – Support for one-way system

Question 10 asked for comments about the changes to bus routes, including the new and removed bus stops. The most frequent topic of each overarching theme is shown in **Table 2**. A summary of the key themes and topics is provided in **Appendix B**.

The most common theme was the request to return the bus routes to how they were previously, with the lack of accessibility for elderly residents and those with mobility issues and the suggestion to make the bus services more regular the top themes.

Table 2 – Key themes and topics about bus route changes

Overarching theme	Topic	Frequency
Accessibility impacts	Bus routes are no longer accessible to elderly residents	53
Consistency	Buses cannot be relied upon	36
Economic impact	Poor value for money	25
Eye sore	Double decker buses are unpleasant	8
General opposition	Request to return bus routes to how they were previously	62
General support	New bus stop location is an improvement next to pier	26
Impacts on businesses	New scheme disadvantages businesses	22

Overarching theme	Topic	Frequency
Negative environmental impact	One-way system increases pollution	32
Not relevant	General bus complaints	8
Other	Relevant data has been suggested to be reviewed	0
Relevant	Use bus less due to changes	4
Safety concerns	Pier bus stop is in a dangerous place	15
Suggestion for improvement	Make bus services more regular	48

Question 11 asked respondents to rate a number of different measures along The Beach (see **Figure 41**). The wavy road markings, the change in parking layout, the reduction in parking, the cycle paths, and the mini roundabout had the highest number of responses, indicating that respondents do not like the measures.

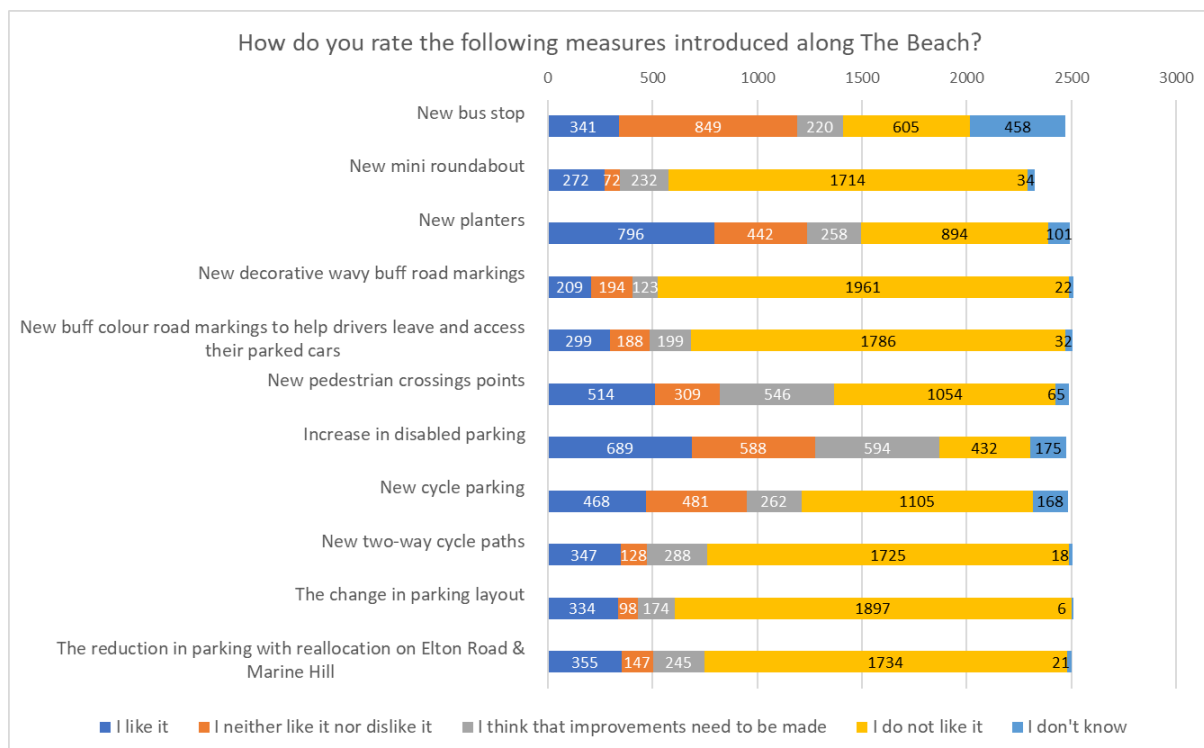


Figure 41 – Sentiment for interventions along The Beach

Respondents were then asked if they had any comments. The most frequent topic of each overarching theme about The Beach is shown in **Table 3**. A summary of the key themes and topics is provided in **Appendix C**.

The most common theme was that there was no issue with the layout previously, with difficulty parking, pedestrian and cyclist safety issues, and people’s inability to enjoy the seafront anymore top themes.

Table 3 – Key themes and topics about The Beach

Overarching theme	Topic	Frequency
General Opposition	There was no issue previously	364
Cost	New scheme is a poor use of money	170
General Support	New layout is an improvement	104
Parking Issues	Unable to find parking	240
Accessibility impacts	New scheme disadvantages the elderly and disabled	146
Signage	Signage is currently unclear	47
Pedestrian Issues	Pedestrian crossings should be clearer	140
Cycling / Cycle Lanes	Cyclists prefer cycling on street, not cycleway	175
Amenity	People are unable to enjoy the area anymore e.g. looking out to sea	193
Safety concerns	Pedestrian and cycle safety has decreased	202
Suggestion for improvement	New parking scheme suggested / replace old parking	46
Environmental impacts	Increases pollution	39
Consultation Issues	Scheme is not thought out and does not suit the needs of the locals	68
Aesthetic	The road maintenance will not be upkept	1
Other	No new changes should be made due to cost	10

Question 12 asked respondents to rate a number of different measures along Hill Road (see **Figure 42**). The reduction and reallocation in parking, new cycle paths, new loading bays and road markings had the highest number of responses, indicating that respondents do not like the measures.

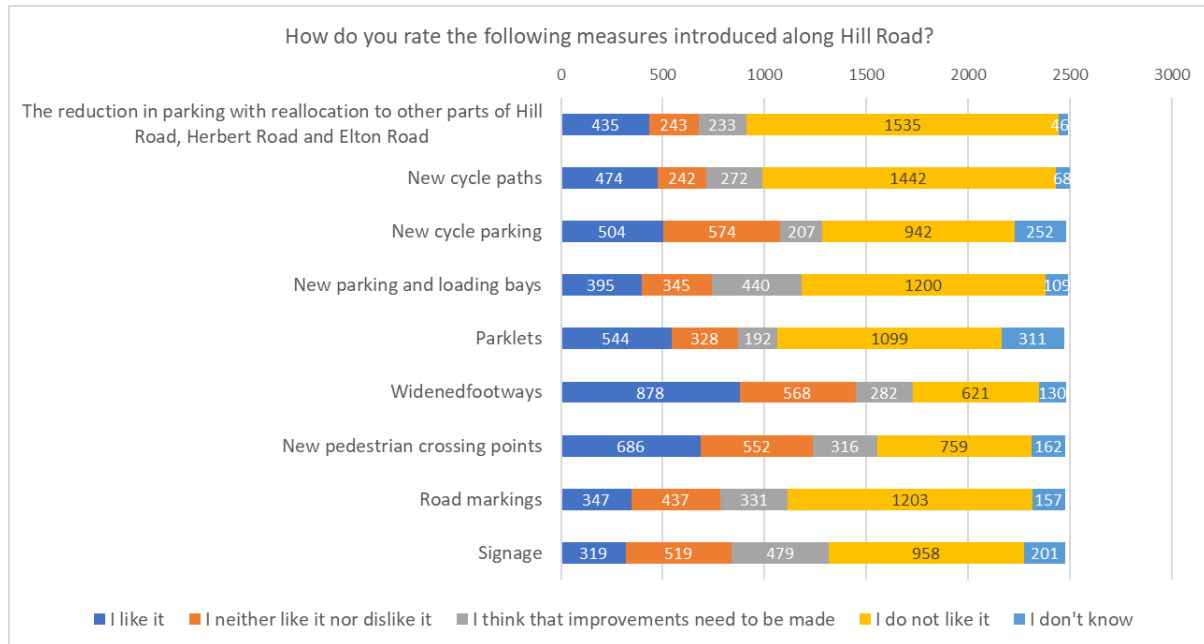


Figure 42 – Sentiment for measures along Hill Road

Respondents were then asked if they had any comments. The most frequent topic of each overarching theme about Hill Road is shown in **Table 4**.

The most common theme was that the scheme is not well thought out for use by the public and businesses, with issues with car parking availability, support for the new layout, and also that there was no issue with the original layout as top themes.

Table 4 – Key themes and topics about Hill Road

Overarching theme	Topic	Frequency
General opposition	Scheme is not well thought out for use by the public and businesses	255
Suggestion for improvement	Improved signage/markings	45
General support	New layout is an improvement	131
Road access	Confusion due to one-way system	66
Car parking	Car parking availability has worsened	145
Access to properties	Request for resident parking permit scheme or similar	3
Loading and servicing	Congestion caused by loading	80
Cycling	General opposition to new cycle facility	81
Parklets	Oppose removal of parking spaces for parklets	88
Safety concern	Confusion surrounding pedestrian crossings and associated road markings	61
Accessibility impacts	New scheme disadvantages the elderly and disabled	56

5.3.3 Demographic questions

Question 13 asked for respondents' age (see **Figure 43**).

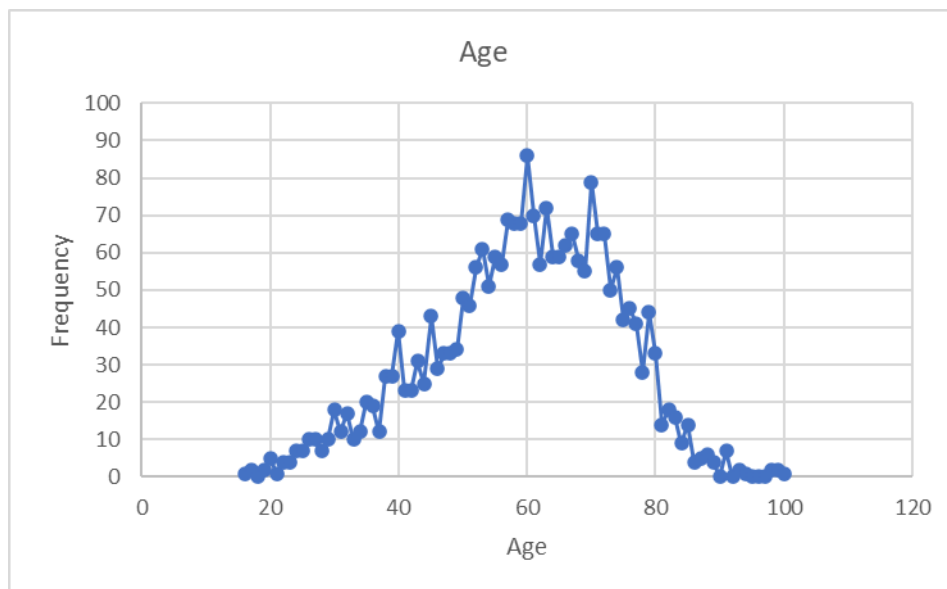


Figure 43 – Age of respondents

Question 14 asked for respondents' gender (see **Figure 44**).

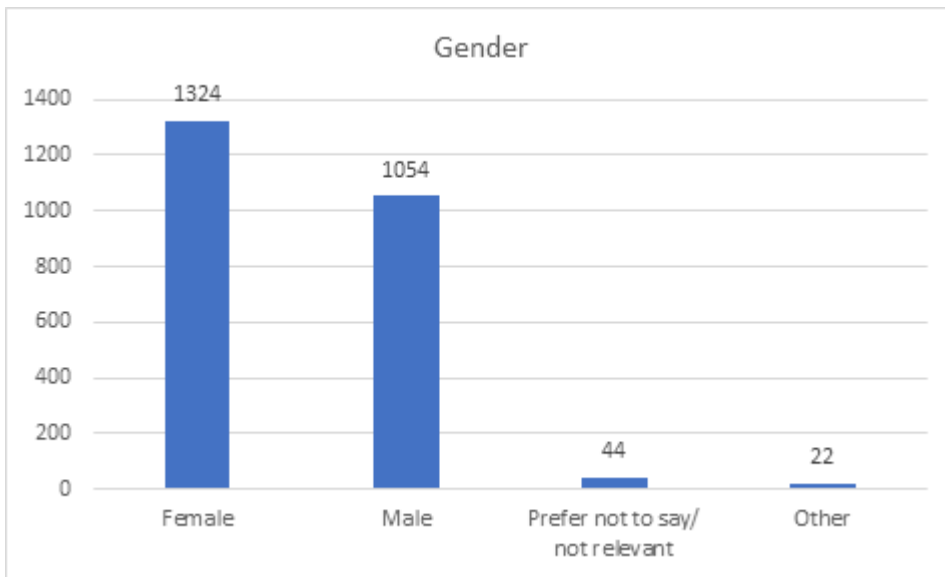


Figure 44 – Gender of respondents

Question 15 asked if the respondent has any physical or mental health conditions or illnesses lasting or expected to last 12 months or more.

Question 16 asked whether any conditions or illnesses reduce the respondent's ability to carry out day-to-day activities.

Question 17 asked whether the respondent looks after or gives any help or support to anyone because they have long-term physical or mental health conditions or illnesses, or problems related to old age.

Question 18 asked for the respondent's ethnicity (see **Figure 45**).



Figure 45 – Ethnicity of respondents

During the public meetings and the drop-in surgery, there were two measures per area that were discussed the most. These were the two-way cycle path and the change in parking layout for The Beach, and the one-way system and the widened footways for Hill Road.

The average age of respondents that like / support these measures is slightly lower when compared to those who do not like / do not support them. The average age of respondents that think improvements are needed is also slightly higher when compared to those that like / support these measures.

The Beach - Change in parking layout

The average age of (330) respondents that like the change in parking layout is 67, The average age of (1825) respondents that do not like the change in parking layout is 72 and the average age of (167) respondents that think improvements need to be made to the parking layout is 77.

The Beach - New two-way cycle paths

The average age of (343) respondents that like the new two-way cycle paths is 67, The average age of (1654) respondents that do not like the new two-way cycle paths is 73 and the average age of (282) respondents that think improvements need to be made to the new two-way cycle paths is 71.

Hill Road - Widened footways

The average age of (870) respondents that like the widened footways is 70, The average age of (588) respondents that do not like the widened footways is 73 and the average age of (271) respondents that think improvements need to be made to the widened footways 78.

Hill Road – One-way system

The average age of (915) respondents that support the one-way system is 70, The average age of (1431) respondents that do not support the one-way system is 73.

6. Adherence with Council Policies

AECOM has been asked to review the implemented schemes against the following Council policies. This review has taken place against the high-level objectives of each policy.

6.1 Joint Local Transport Plan 4

The Joint Local Transport Plan 4 (JLTP4) – led by the West of England Combined Authority, working with Bath & North East Somerset, Bristol, North Somerset and South Gloucestershire councils – sets out the vision for transport up to 2036. The strategic objectives are –

- Act against climate change and address poor air quality
- Support sustainable and inclusive economic growth
- Enable equality and improve accessibility
- Contribute to better health, wellbeing, safety and security
- Create better places

The overall aim of the plan is to ensure that transport is carbon neutral by 2030 and highlights that the transport sector is the largest single source of carbon emissions in the Southwest at 32%.

The plan discusses how existing transport corridors should have more space reallocated to buses, pedestrians, and cyclists so the implemented scheme accords with this vision.

The plan also aims to ensure that public spaces will be greener, cleaner, people focused places that are no longer dominated by vehicles. The implemented scheme again sought to achieve this although the practicality of the existing usage means that in reality this aim has also created unforeseen consequences.

On page 85 in the plan, it identifies that in progress are “further linkages from Clevedon to the strategic cycle network” which references the link from Weston-super-Mare to Clevedon (the Pier-to-Pier project). The implemented scheme was created to provide an infill for this wider project although the Pier-to-Pier project is still not complete in other sections outside this study area (due to be completed later in 2023).

The LTP4 talks about Personalised Travel Planning and a number of engagement tools to use with communities to promote behavioural change. It may have been beneficial to include these tools when the scheme was being developed to better consider behavioural change as part of the design process.

Although Clevedon is not specified, there is a section on improving the West of England’s historic streets by reducing the volume of traffic, which goes on to state that schemes should be designed sympathetically. The implemented scheme meets this objective although the material choice could have been more sympathetic in places to maintain the feature of the seafront area. Restricted budget is likely to have affected the material palette.

Wayfinding signing is also encouraged and there have been numerous reports that the signs could have been improved, especially those directing drivers to the car parking facilities.

In summary, the implemented scheme did comply with the Joint Local Transport Plan 4. Readers of this report may be surprised with this conclusion given the strategic objective to “Enable equality and improve accessibility” but this talked about access to all sectors of the community and does not focus specifically on those with protected characteristics, so on balance the implemented scheme is considered to conform with this objective.

6.2 West of England Local Cycling and Walking Infrastructure Plan

The plan (LCWIP 2020-2036) proposes the capital investment into cycling and walking within the plan period (up to 2036) and can be regarded as a sub-plan of the Local Transport Plan 4. The plan identifies the types of improvements that it expects to see in the investment areas and most of the measures used in Clevedon are highlighted in this plan (with the exception of the buff markings on The Beach, which AECOM understand were installed to deal with a design issue as the scheme was being implemented).

The implemented scheme in Clevedon is not shown in the walking or cycling improvement section of the LCWIP.

6.3 North Somerset Council Active Travel Strategy

NSC has four key objectives in this strategy.

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

And then specifies the following outcomes as success factors.

- High-quality walking and cycling networks are delivered, enabling residents and visitors to make active journeys more frequently, with improved public realm and access to local shops, facilities and green spaces.
- Safety and perceptions of safety are addressed through improved infrastructure and suppressed demand for active travel is released through reallocated street space to improved walking and cycling facilities, as well as to public transport interchanges such as bus stops and railway stations.
- Awareness is increased, supported by a strong, consistent media campaign showing the active travel options available. Residents are supported to make changes using education, training and publicity.
- Road safety awareness will also be increased through an ongoing positive campaign that highlights the needs and safety of pedestrians and cyclists.

- Improved physical, mental health and wellbeing of residents through increased regular walking and cycling, making a healthier, happier and more resilient North Somerset.

Commentary – There is no doubt that the concept scheme aimed to deliver against these objectives. However, the lack of engagement on the detail of the scheme at an early stage led to many alterations and the lack of carriageway width has created an area where the active travel reallocation has been compromised by the behaviour of other road users. With The Beach, the objectives were more difficult to achieve due to having to accommodate so many user's requirements, but Hill Road has seen a more successful reallocation with many residents talking about a more vibrant area being created.

A number of the objectives are difficult to evidence due to a lack of 'before' information and the difficulty of measuring the impact of other external factors (see **section 8** - Economic evaluation)

6.4 Highways and Transport Asset Management Strategy

The Highway and Transport Asset Management Policy directs asset management to achieve the organisational Business Plan and to balance and satisfy the needs of stakeholders in respect of: -

- Public and employee safety
- Sustainable, long-term serviceability of the assets
- Optimum whole life cycle cost of providing the service
- A satisfactory efficiency gain
- Environmental impact and minimal public nuisance
- Regulatory performance

Commentary – There were some material choices which could be seen as not working in harmony with the policy, including the use of anti-skid surfacing (buff markings). Anti-skid surfacing in this location will be problematic due to the pattern requiring a hand laid approach in places, which makes it more susceptible to wear and tear.

The planters also will require ongoing maintenance or redesign due to their frequent damage.

There have been many comments that the scheme did not reflect the Victorian architecture, but the policy is not explicit in terms of material choice in this respect, so the implemented scheme does comply with the policy.

6.5 Relevant Health Policies relating to Clean Air and Active Travel

The North Somerset Joint Health and Wellbeing Strategy 2021-2024 (HWBS), sets out the vision, shared ambitions, principles and actions the council will take to improve health and wellbeing and reduce health and inequalities across North Somerset. This includes a number of policies relevant to the impacts of active travel. The below image (**Figure 46**) is a useful summary of the policies highlighting the six strands of the vision and their action areas.

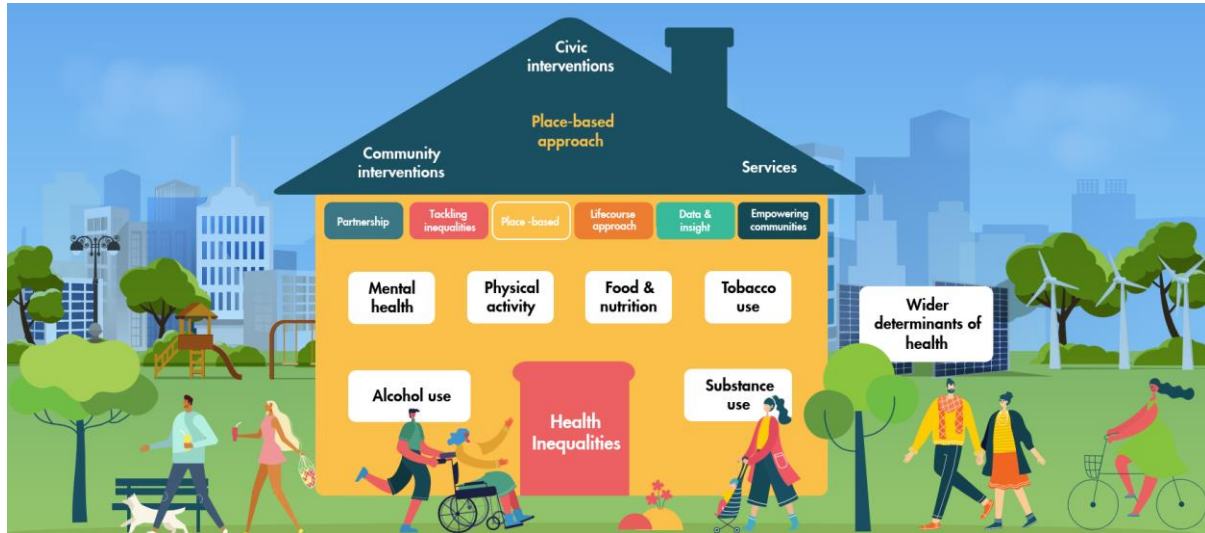


Figure 46 – NSC approach and priority areas in the Health and Wellbeing Strategy and action plan

In the action plan contained within the HWBS there is a commitment to support the council’s Active Travel Strategy. In terms of Clevedon, it is an affluent community as illustrated by **Figure 47**. If the original driver for the scheme had been the HWBS, then it is likely that other parts of North Somerset would have been prioritised due to greater local needs.

There is an opportunity to implement a number of the behavioural change initiatives in the HWBS action plan in Clevedon. Unfortunately, this review has shown that a number of people believe their well-being has suffered due to the implementation of the scheme, particularly on The Beach. The enjoyment of so many given the previous angled parking with the associated view and the positive impact on mental health feels like it was underestimated in the original scheme and therefore this aspect does not accord with the vision in the HWBS. In contrast, other aspects have been more positively received and are likely to have positively contributed to the HWBS objectives – numerous people have cited ease of crossing with lower speeds and the one-way system.

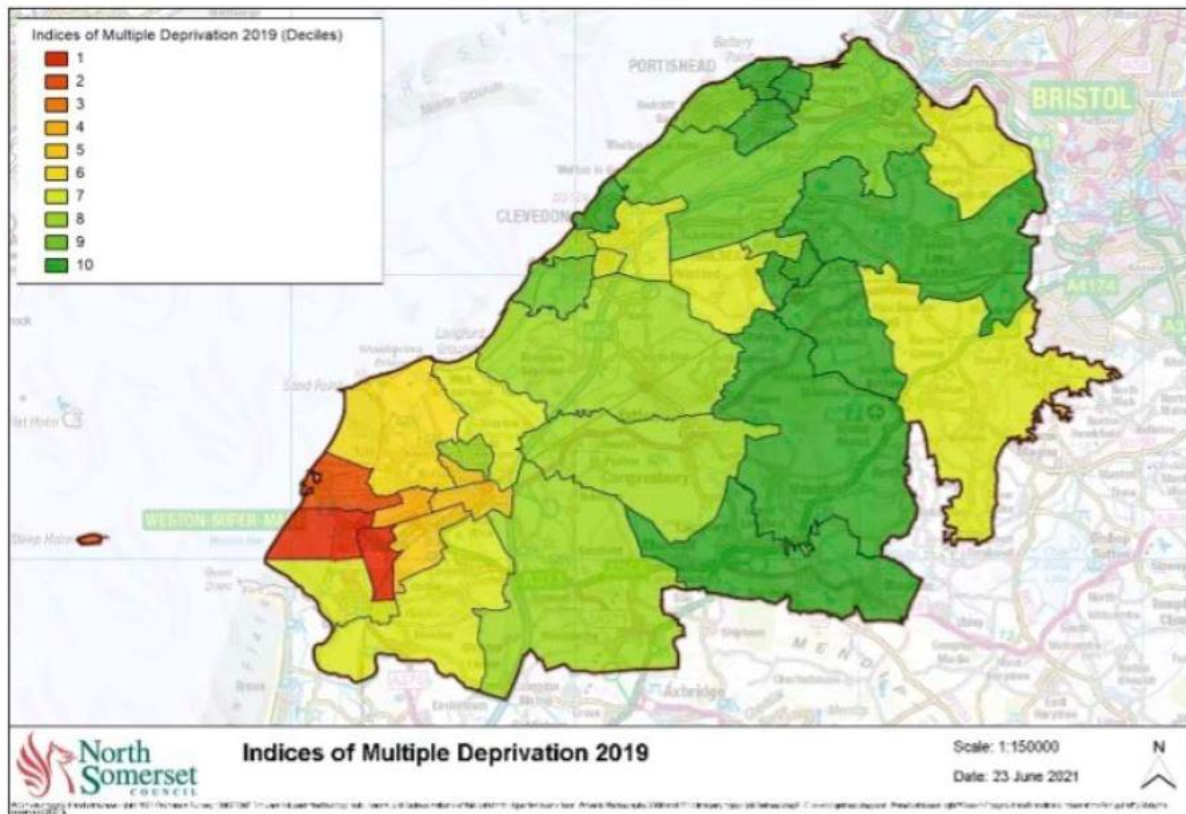


Figure 47 – Map of North Somerset showing indices of multiple deprivation (2019 deciles), showing the 10% most deprived

6.6 North Somerset Economic Plan

The Economic Plan adopted in November 2020 has two priorities which are directly related to the Clevedon scheme.

Town centre transformation: Encourage our town centres to become thriving places to live, work and enjoy.

Mobility as a service: Develop wider access to on-demand transport, mobility services and carbon-efficient local delivery solutions.

The economic impact of the scheme is discussed in **section 8**. However, considering the impact of external factors on the local economic situation, it is not believed that the implementation of the scheme has been detrimental to the priorities of this strategy.

6.7 Clevedon Conservation Area

It should be noted that the implemented scheme is situated within a Heritage area (see **Figure 48**).

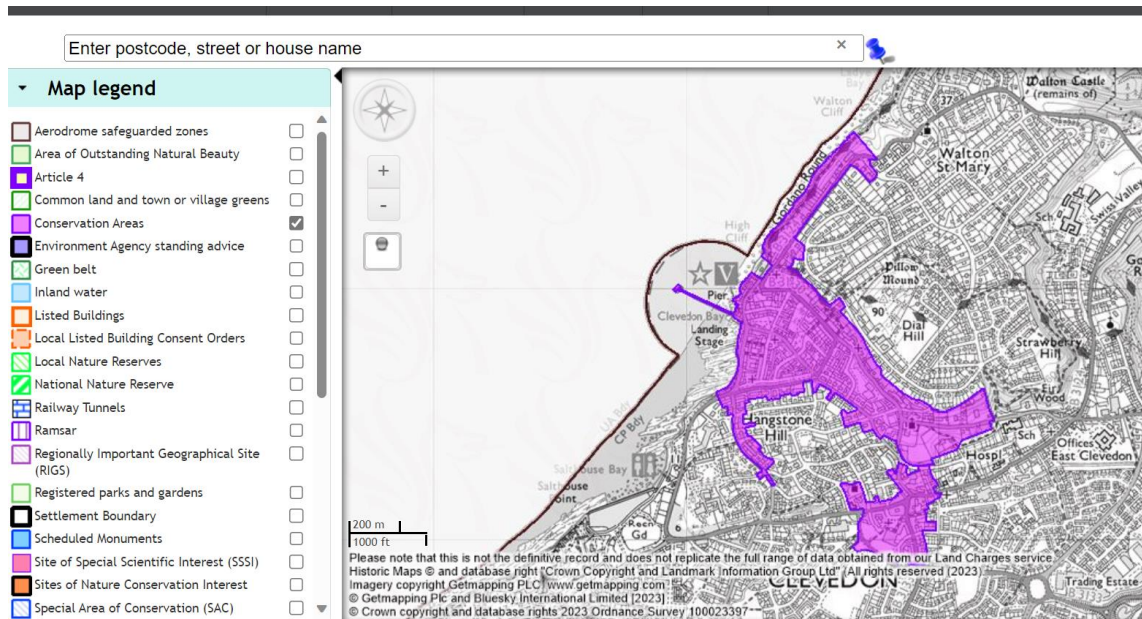


Figure 48 – Conservation area extents of Clevedon

AECOM is not aware of any specific policies in respect of material choices within the public highway in Clevedon for Highway led schemes.

6.8 Pier-to-Pier Project

One of the original drivers of the scheme was to link The Beach into the Pier-to-Pier Way, a new 13 mile cycle route linking Weston-super-Mare to Clevedon aimed at commuters, leisure users, and tourists, shown on **Figure 49**.

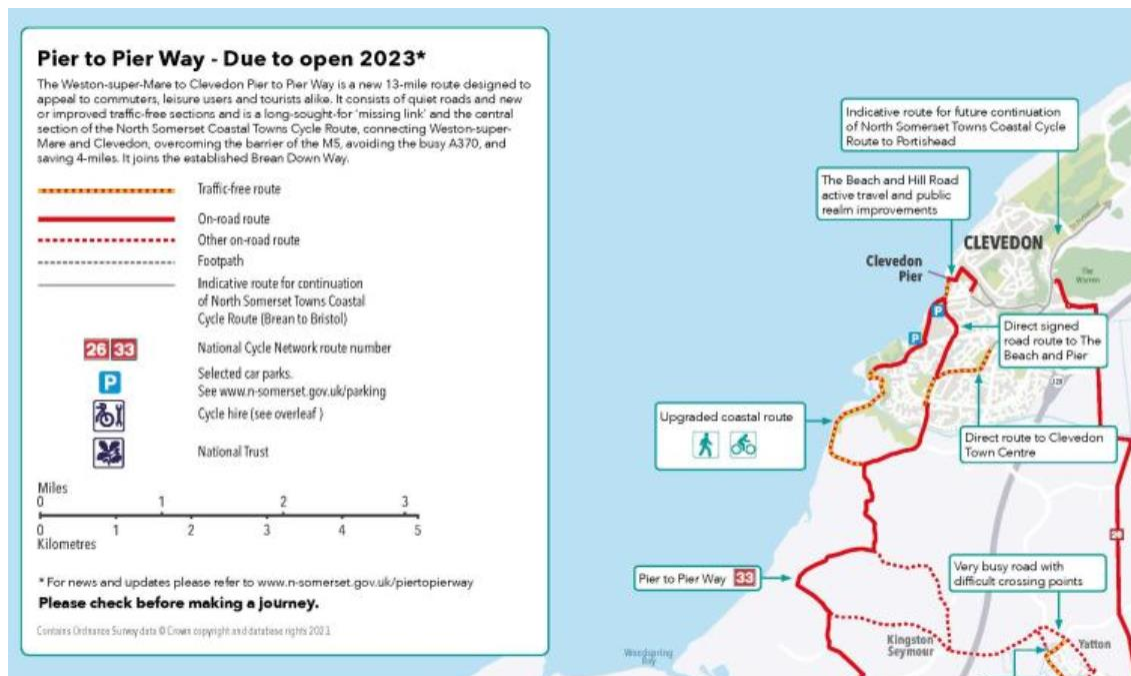


Figure 49 – Extract of drawing showing Pier-to-Pier Way

The project is long standing, and seen as a significant missing strategic cycle route, first proposed by Cyclebag / Sustrans in 1979. A 2002 report by Sustrans for North Somerset identified Clevedon Seafront as part of the future coastal route in North Somerset.

The Pier to Pier Way consists of quiet roads and new or improved traffic-free sections and is a long-sought-for 'missing link' and the central section of the North Somerset Coastal Towns Cycle Route, connecting Weston-super-Mare and Clevedon, overcoming the barrier of the M5, avoiding the A370, and saving 4-miles.

Figure 49 shows the implemented scheme as a traffic free route with on road routes either side on Elton Road and Alexandra Road. There are no immediate plans to provide traffic free routes to connect into The Beach. The cycleway finishes at the roundabout at the junction of the B3130 / Alexandra Road / Elton Road and Linden Road.

The Pier to Pier Way is yet to open, meaning the Clevedon scheme has yet to realise the additional benefits of this wider scheme or the significant increase in walking, cycling and tourism numbers, an estimated 70,000+ individual trips per annum along the Pier to Pier Way. The route is programmed for completion in the near future.

7. Adherence with Original Scheme Objectives

The original scheme had a number of explicit objectives, and AECOM were asked to review each of these and determine whether the objective has been met or not based on their technical and policy reviews and the public consultation feedback.

7.1 Reallocation of road space for walking and cycling – to include a design that is suitable for significant numbers of cycles and non-standard cycles

Location	Commentary against scheme objectives	Objective met or not
The Beach	There was a reallocation of road space to cycling and this provided a more attractive space for pedestrians in areas.	Objective met
Hill Road	The widened footways have been supported and were a clear, positive reallocation of road space.	Objective met
Other roads	The provision of contra-flow cycle routes demonstrates a reallocation of road space.	Objective met

7.2 Provide a cycle route that is coherent, direct, safe, comfortable, and attractive

Location	Commentary against scheme objectives	Objective met or not
The Beach	The width of the cycle route is compromised by the bollards placed at regular intervals and at each end. Entry onto the facility can be confusing for non-residents. The behaviour of pedestrians, those waiting for coaches/buses, and those exiting parked vehicles distracts from the safety and attractiveness of the route as cyclists need to be constantly aware of unexpected activity from the periphery. This has led to the use of the road in both directions by more experienced cyclists. In turn, this has created frustration from other users as it is suggested cycle speeds have increased due to their confidence that the use of the road is direct, attractive, and has less conflict points than previously.	Objective not met
Hill Road	The cycle provision (with carriageway approximately north to south and contra-flow cycle route approximately south to north) is coherent, direct, and attractive. Safety is compromised by the frequent contravention of the waiting restrictions by vehicles loading and unloading at	Objective met

Location	Commentary against scheme objectives	Objective met or not
	<p>adjacent businesses and those visiting the businesses. This was clearly evidenced in the video footage. Enforcement of the restrictions is still very recent and it may be that these issues will naturally settle over time. The cycle route is direct, with the exception of the loading bay outside Sainsbury's. Evidence from the video analysis showed that the use of the road by cyclists was low (refer to Figure 5)</p>	
Other roads	<p>Other roads – The questionnaire did not have an open comment box after the question on one-way systems with the contraflow cycle route so it is difficult to drill down into the detail on what particular aspects of the one-way systems the local community do not like. However, it is fair to say that there was little discussion about the one-way systems and the contra-flow cycle routes which were not on Hill Road or The Beach at either the public meetings, our site observations, or the drop-in day.</p>	Objective met

7.3 Mitigate any negative impacts on disabled people or those with protected characteristics.

Location	Commentary against scheme objectives	Objective met or not
The Beach	<p>Disabled groups have been particularly affected by the new arrangements. Although it is accepted that the parking provision for disabled people has increased the bays are often not available due to inconsiderate parking by others, especially if space is needed to lower a ramp at the back of a vehicle. This may settle down with more parking enforcement.</p> <p>The Beach is a popular destination for many to enjoy the view and enjoy refreshments from a local eatery. There is significant anecdotal evidence of people with a range of disabilities visiting this area in particular.</p>	Objective not met
Hill Road	<p>For people with mobility issues or other disabilities who need to alight from public transport as close as possible to Hill Road, an increased journey time of 18 minutes represents a significant disbenefit. Conversely, the additional space created for pedestrians has assisted disabled people when they wish to use the shops. There are public transport alternatives to the scheduled</p>	Objective met

Location	Commentary against scheme objectives	Objective met or not
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services which address the increased journey time in part, including WESTlink and the Nailsea and District Community Transport. Further publicity of these options could further mitigate against any disadvantage felt by these groups in the community.

Other roads	The one-way systems are generally regarded as being easier to cross. Speeds on these roads are generally low due to the nature of the road.	Objective met
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7.4 Enable people to safely access local attractions and shops whilst maintaining social distancing

Location	Commentary against scheme objectives	Objective met or not
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The Beach	<p>The environment outside The Pier has been generally well received, especially the location of the bus stop. There is a local issue with the use of the yellow lines by disabled drivers opposite the bus stop, but the introduction of loading restrictions on these lines is expected to mitigate against this. This has been reported by Clevedon Pier and Heritage Trust, and First Bus, as well as being observed on the video footage.</p> <p>There have been issues with access to the Sailing Club, Rowing Club and other clubs that use the tow path as their access, which has been blocked on occasions. Again, this was observed in analysis of the video footage and commentary provided in the questionnaire by all the local clubs who use these amenities.</p>	Objective partially met
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Hill Road	People are able to safely cross Hill Road in order to access local shops, attractions, and other amenities.	Objective met
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Other roads	It is not possible to assess from the questions asked in the questionnaire.	Unable to draw conclusion
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7.5 Economic recovery by enabling more people to safely visit local shops and by making it a more attractive destination

Location	Commentary against scheme objectives	Objective met or not
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The Beach	Section 8 of this report provides more detail about the economic situation as this is influenced by other factors than simply the implemented scheme. There are more conflict points along The Beach compared to the previous layout, although this does not pose significantly more risk due to the lower speeds in the area, so the risk profile is likely to be comparable. There is a strong body of opinion that the environment is more attractive with the new planters, renewed footways, and the new lighting has been complimented.	Objective partially met
Hill Road	There is mixed opinion on the attractiveness of Hill Road, but this is generally due to reduced direct access rather than the new environment. The widened footways have been complimented and the only negative in-person comments that have been received is that the implementation removed the two-way operation, which meant access by the private car was less direct.	Objective met

7.6 Enhanced public realm through reallocation of road space, parklets, and enhanced street furniture

Location	Commentary against scheme objectives	Objective met or not
The Beach	The new planters enhance the public realm although both have been damaged and it is likely that the one near Alexandra Road will need adjustment to prevent further damage. It is disappointing that there is not increased use of the cycle racks and that the eastern footway is often blocked by cycles that are propped outside the cafes.	Objective partially met
Hill Road	The public realm has been improved and there has been lots of talk about a “café culture” post scheme implementation. There has been little negativity over the parklets themselves, the comments are connected with the removal of the associated parking spaces.	Objective met

7.7 Encourage active travel

Location	Commentary against scheme objectives	Objective met or not
The Beach / Hill Road / Other Roads	It is difficult to comment on this objective when there is no data before and after for comparison. From the numerous people that AECOM has met and listened to over recent months, little evidence has been presented	Unable to draw conclusion

that the implemented scheme has led to a modal shift to active travel from use of the private car. It has been implied that Hill Road has seen more people access the frontages by foot.

7.8 Reduce dominance of the car

Location	Commentary against scheme objectives	Objective met or not
The Beach / Hill Road / Other Roads	It is difficult to comment on this objective when there is no data before and after for comparison. Many residents have talked about their reliance on their private car and their difficulty in finding a parking space means that they have increased their mileage. At the first public meeting, there was a representative of local District Nurses who stated they could evidence that their mileage had increased as they could no longer park easily for their clients and instead had to drive around looking for a parking space.	Unable to draw conclusion

8. Economic implications of the scheme

8.1 Local views

The results of the questionnaire have been analysed for evidence of economic loss suffered from local businesses. This has not been provided in the questionnaires; it was not explicitly asked as a question but there were open boxes to provide comments. The data has been sifted to try to identify those who have businesses in Hill Road and The Beach. On Hill Road, there is a mixed response to the questions on what respondents think about the changes with an even spread between those who do not like it, those who like it, and those who think improvements need to be made. At the public meeting, one restaurant owner did cite that they had lost £60,000 across their three businesses but this is anecdotal only and has not been verified. There are twelve references in the questionnaires to a loss of footfall, but no figures provided. It was felt appropriate to draw out some of the comments received from the businesses on Hill Road which reflect different perspectives.

As a business owner and resident of Hill Road, I really like the changes made here. the wider pavements and parklets have really made it a lovely place to visit, shop and eat.

The perception from many residents and especially elderly is that parking is now a lot less than it ever was. They no longer can find a parking space in Hill Road so they no longer try and stay away. I can't see why we have lost even more parking to parklets, one of which is only open in the evenings. In the cooler months when weather is not so good these will not be used and take up valuable parking for the elderly and disabled. These people need support, the disabled parking bays are used almost permanently by several residents of Hill Road that treat them as their own bays. There must be more options regarding design that would allow them to be cordoned off in the evening (when drinkers don't need parking) and used as parking in the day. Many other businesses feel the same but fear to talk openly about it due to pressure from those that support the Parklet idea. There are many other spaces nearby especially with the wider pavements that could accommodate outside seating without the reduction in parking spaces.

As a business owner I hear many points of view from my customers many of whom come from outside of Clevedon. I don't necessarily mean visitors. These are folk from surrounding towns and villages who come to Hill Road for specific reasons. Visits to Hairdressers, Opticians, Restaurants, Chiropractors, Solicitors and of course the shops. The majority do not like the changes and become frustrated at having to drive round and round the streets trying to find somewhere to park. They have to travel by car. Buses are unreliable and of course two bus stops have been removed. I have lost custom. Right from the start I have stated that reducing the parking will cause problems for the delivery drivers and that has proved to be the case. Loading bays are full of cars so they have to stop on the cycle lane. They are on a timed route and cannot afford to return. In my view the businesses that have benefited from the wider pavements and parklets are the bars and cafes they serve.

On The Beach, the analysis shows that there are stronger negative feelings towards the scheme that has been introduced. Again, no evidence has been provided of a loss of trade in the questionnaire results. It is difficult to extract comments from businesses along The Beach as a number of them did not leave any comments although they did answer the questions about their thoughts on the changes made on The Beach. There was generally little support apart from the more passive items

like the planters (where, generally, further improvements were requested) and cycle parking.

8.2 External factors

There are external factors that also influence consumer behaviour that are not related to the implemented scheme. These are summarised at a high level below. Data and research has been analysed from the Centre for Cities, a think tank dedicated to improving the economies of towns and cities.

8.2.1 Cost of living

Figure 50 is provided for Bristol and is not available for small towns. However, there is little research into this area of thinking and this provides the most accurate picture of the situation in an adjacent area.

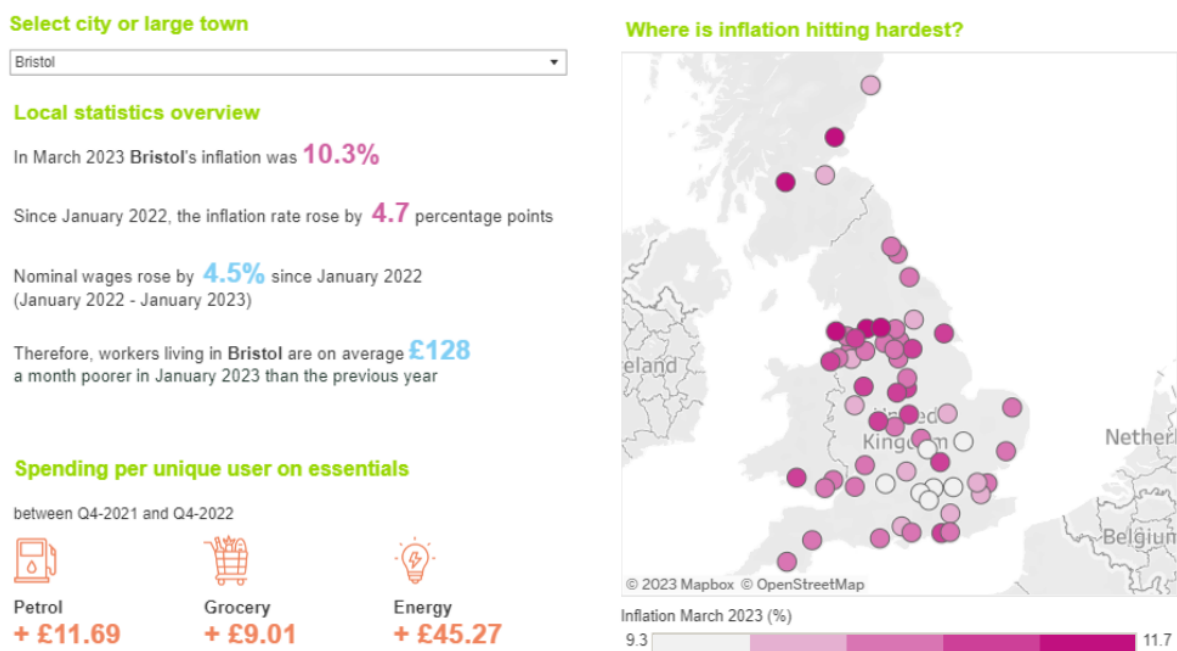


Figure 50 – How the cost of living is affecting Bristol’s Town Centre

It provides evidence that the cost of living is having a significant impact on people’s relative take-home pay which will influence their spend on non-essential items such as leisure trips and eating out (see **Figure 51**).

8.2.2 Online shopping

The Centre for Cities also identifies the impact of the move to online shopping during the COVID 19 pandemic. The hospitality industry and food and drink industries, in general, have returned to pre-pandemic levels in terms of spending online versus going to a shop. Fashion has continued to suffer and there is not typically a difference between cities and non-city locations so these types of shops in Clevedon may have suffered from a switch to online shopping.

8.2.3 Weather

The UK had its wettest July since 2009 and the sixth wettest July on record since 1836 (Source – Met Office). This clearly had an impact on trade in Clevedon with

Clevedon Pier and Heritage Trust highlighting that they had a 40% reduction in trade in July 2023 compared to the previous year. This led to an increase in online sales and a reduction in footfall in High Streets and for Leisure facilities.

8.2.4 Night-time economy

Using figures again from Centre for Cities for Bristol it illustrates that the night-time economy in Bristol has not yet returned to pre-pandemic levels. It is referred to in the research that this is a similar picture across the UK and for non-city locations.

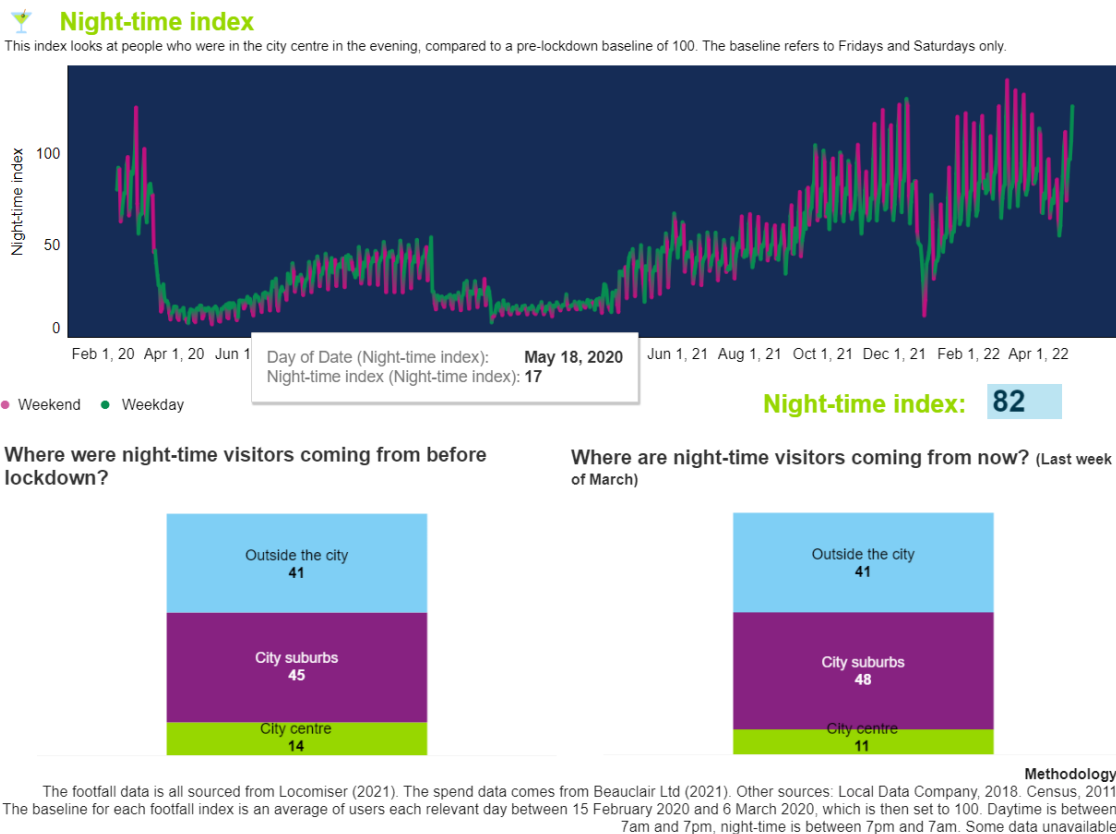


Figure 51 – How the night-time economy has recovered in Bristol’s Town Centre

This does re-enforce the genuine concerns of those who operate restaurants and cafes in Clevedon within the review area and any potential negative impact on their establishments. However, it indicates that this sector is being affected by external factors which is affecting the entire industry although the trend is positive and an improving external picture.

8.3 Summary

There is a perception that the implemented scheme has led to a reduction in footfall but examining the evidence it has not been possible to find a direct correlation, especially in the context of national external factors that are evidenced to show a reduction in footfall and spending in local shops.

9. Discussion (written by Vicky Presland, Project Director)

Firstly, it has been a pleasure for the team and I to spend time with the local Community who have all been very welcoming over the last couple of months. Even though many have had frustrations, these have been imparted in a balanced manner. The response to the questionnaire was testament to this with an extremely high response rate and very detailed responses provided. It has been a very difficult job to pay testament to the effort that has gone in and provide a balanced way forward that tries to step back and look at all the evidence. All the responses have been read – I can only include a fraction of them within this report, but we have attempted to give a flavour. There was some concern early in the process that more than one questionnaire could be submitted by one person and it was not possible to correct this without creating data protection issues (to avoid this situation, personal unique information would be required which was discounted to avoid the community feeling that they could not provide their honest views through the consultation). However, we have not seen widespread evidence of this in the results although there are several examples.

It is worth stating that I do not believe it was my role to look backwards so this report has focussed on the here and now and how you move forwards as a local community. It is clear that you will not agree with all the findings but the scheme is now implemented and therefore there is no way forward which everyone will agree to as some people do like all of the changes. It has been reported frequently that there have been deliberate actions taken by a small minority of people to contravene the restrictions as they do not agree with this. This has caused further conflict and always affects someone else so I would urge that the community looks at pulling together to prevent this behaviour as it will help all road users.

There is an acknowledgement within the community of the need to change in order to address climate change and to improve our own wellbeing. Both of these questions within the questionnaire were very well supported. This desire needs to be harnessed and the Pier-to-Pier project could be the ideal scheme to link behavioural change initiatives as there is widespread support for this route. It is clear from talking to so many people that there is not widespread knowledge of all the sustainable travel options available to people especially public and community transport options. I am sure the community could assist with local promotion as more sustainable travel by those who can, will help the community and wider society.

I will look at each of the four main elements of the scheme – Buses, Hill Road, One-Way system in general, and The Beach.

9.1 Buses

The local bus company consider that the implemented scheme is an improvement compared to the pre-existing situation and access to the Pier by bus has been welcomed by the majority. Reading through the comments there is genuine concern about the impact of the changes on those with mobility issues and there is a clear problem. This could be negated by use of WESTlink and it is suggested that local promotion takes place by all the community especially the businesses and the local town council/councillors to ensure that everyone is aware how they can access The Beach and Hill Road if they wish to use scheduled, demand responsive or community transport. The comments suggest that there is not full information of all services available. There is a good local service compared to other areas I have worked in, and its use should be encouraged.

There are some local improvements which are required to aid the passage of buses outside The Pier, but this could be resolved by installing loading restrictions on the yellow lines opposite and consider installing a bus layby as this could also assist in attracting more coaches back into the area. The loading bay outside Sainsbury's can also cause issues but the local congestion caused does clear quickly. There are already recommendations in the Stage Three (Post construction) Road Safety Audit report to address this.

9.2 Hill Road

I have found this particular aspect of the scheme the most difficult to determine a way forward. From speaking to many people over the last couple of months and reading everyone's comments, I have decided to recommend that the scheme is left in place, but the results of the Stage Three (Post construction) Road Safety Audit are implemented. In addition, I would suggest that the use of the current Parklets is extended and that there is a relaxation to allow their use by other businesses given there is frustration that one of the Parklets is not used during weekdays. There is again a need for some of the community to look at their behaviour as there is clearly misuse of the existing disabled parking bays which is exacerbating issues for those who require them.

I have included two comments below – one negative and one positive – but it reflects the dichotomy of the situation.

"My family loves Hill Road now, it is a vast improvement. It is where our nearest shops are and we go there every week at least, to use the shops and cafes and park. We never have a problem parking if we take the car (my daughter is disabled) and if we walk love the wider pavements. The parklets are lovely and it is great to have more space for sitting outside the cafes. Hill Road has a real buzz about it now, it always seems busy. The only problem we have encountered is when people park in the loading bay or on the yellow lines opposite Sainsbury's which can potentially block the road. I am sure sometimes this is a genuine mistake but know from Facebook comments that some do it deliberately to try to cause problems with the changes. This occurs on the seafront too sadly.

I used to do all of my shopping on Hill Road, as I am 78, I go by car, I usually drive around twice, almost impossible to find anywhere to park, then off I go to TESCO. 20 miles an hour is brilliant, the rest not fit for purpose.

Every time I have visited Clevedon, I have walked along Hill Road and stopped to observe having been there at different times. Each time it has been busy and there is a 'buzz' in the street. The scheme has been designed in line with national and local policies.

When you speak to the Local Community most of the conversation focuses on The Beach and there is much less talk about Hill Road. There has been much talk about taking the entire Clevedon scheme out but when you drill down, it is The Beach that concerns people the most and they generally do not hold such strong feelings about Hill Road.

All shopping streets have been affected by external factors especially this summer with the bad weather and it has not been possible to draw a link between a loss of revenue and the implementation of the scheme, so I am not minded recommending removing it due to loss of trade. In fact, national advice is that schemes similar to that implemented are required to rejuvenate local centres.

The cycle lane is not well used at present. However, it is a key section of the Pier to Pier Way which is yet to be fully opened and completed. Therefore, the Clevedon scheme has yet to realise the additional benefits of this wider scheme or any significant increase in walking, cycling and tourism numbers. There is an estimated 70,000+ individual trips per annum along the Pier to Pier Way.

The removal of the scheme would necessitate the removal of the widened path and the return to two-way working and the widened path is the element of Hill Road that is supported more than the other aspects.

I am conscious that this decision goes against the results of the questionnaire in regard to Hill Road, but I do believe from all the in-depth consultation undertaken that this may be supported by the local community given my other recommendations in this report.

9.3 One-way systems in general

The questionnaire again returned comments that the local community did not support the one-way systems with contraflow cycle paths. There has been a lack of detailed comments regarding the general one-way system apart from the dislike of having to navigate them to find a parking space although in hindsight this has to be accepted as a drawback in the design of the current questionnaire. Again, the data analysis shows that not all of the local community are aware of what parking facilities are available – clearer sign posting and local promotion would help.

Further localised analysis would be required to draw out specific issues as the results are influenced by a significant amount of individuals not wanting any element of the scheme and therefore putting 'I do not like it' against each element whereas it is likely that some people will not have used all the roads in their travels.

At present I do not propose any changes are required to the one-way system. This may need to be reviewed in future if cycling in the area increases but given the low usage of Hill Road then this implies that there is not high usage of the contraflows on these other routes. If cycling does increase, then further lining of the contraflow cycle route may be required.

9.4 The Beach

This is the most controversial aspect of the implemented scheme. The changes are not understood by everyone and therefore there are negative behaviours taking place from road users of different transport modes which create conflict and prevent aspects of the scheme working how they should. Although some of these behaviours are deliberate, this is only the minority and genuine confusion has been witnessed.

The bi-directional Cycle Lane does not offer a direct, convenient route from Elton Road to The Pier as it involves leaving on road provision to join off road provision (via a shared pedestrian/cycleway at the southern end) to re-join on road provision. The cycle lane is often obstructed by users of the Promenade, passengers from cars, bollards installed in the centre of the path or those waiting for coaches which makes continuous cycling difficult. This leads to more active cyclists using the carriageway, sometimes in both directions. Given the direction of the parking and the lack of reversing cars (compared to the previous situation), the speed of cyclists is high as they know they will not encounter any hazards.

I do not believe the bi-directional cycle facility is serving the purpose it was intended to and should be removed. There is no reason why cyclists should not be using the carriageway as the road is subject to a 20 miles per hour speed limit. I would also introduce a contra flow cycle route as there is a demand for cyclists to travel in this direction which has been witnessed in the video analysis. This also provides more space for local residents who need to access their driveways. Strategically this aligns with the Pier-to-Pier project and provides consistent messaging to cyclists along this route.

There will be comments that this recommendation is at odds with the Active Travel England inspection report. It should be borne in mind that the ATE role was to inspect the implemented scheme whereas AECOM's remit was to undertake a technical review, review all available evidence and seek the views of stakeholders providing alternatives if considered necessary. This was not the ATE role, so I do not believe the two reports conflict with each other – they simply had different remits.

The recommendations of this report are consistent with the objectives of the scheme, in line with ATE, to increase active travel and for the re-allocation of road space. Even though we recommend the removal of the two-way cycle path and the return of the angled parking, we support the provision of a contraflow cycle lane, retention of the one-way system and the 20mph speed limit; which will continue to support active travel.

Hearing and reading the stories of those who no longer use The Beach to enjoy the view with someone who is not able bodied or needs a change of scenery to improve their mental health is impactful. I would suggest it is mainly for this reason why the implemented scheme has been so discussed outside of Clevedon as although some people may have only made this trip once a year, they feel they have had this pleasure taken away. I will recommend that, where it can be, the angled parking is reintroduced.

Parallel parking will remain for Disabled Parking although they can obviously also use the angled parking. Having discussed this at length with the Accessibility Group and Baytree School, there is usage by minibuses and larger vehicles with rear ramps and it is safer for these vehicles to have space between their vehicles which are protected and not in the live carriageway. These new parking arrangements will hopefully curb the speed of cyclists as they will have to be conscious of reversing vehicles and should slow their speed accordingly. The new parking numbers will be as follows (see **Table 13**)

Table 13 – Summary of no. of parking spaces in different periods

	No. of Parking Spaces				Total	Remark
	Private Car	Disabled	L/UL	Coach Pick Up Point		
Historic	59	3		1	62	Parallel parking spaces estimated by measuring the length of parking spaces and divided the length by 6m
Existing	30	4	3	0	37	with MC parking spaces
Proposed	42	4	1	1	47	

There is widespread anecdotal evidence that there are less coaches visiting The Beach and to assist the local economy in both The Beach and Hill Road, it is recommended that the coach stop is reintroduced. Although there is a desire from

the Clevedon Pier and Heritage trust to have this located close to The Pier it will be easier to install close to its original location. It is strongly recommended that the businesses and organisations in The Beach are consulted before the final position of the loading bays and coach stop are determined to ensure that their needs are met. This will lead to acceptance and buy-in to the new layout avoiding unintended consequences.

I understand that the mini roundabout layout has been changed a few times, but it is still causing issues with vehicles observed not complying with the one-way system in The Beach and the planter has been hit regularly. There are recommendations for improvement in the Stage Three (Post Construction) Road Safety Audit which will improve the situation, but further recommendations are proposed to reduce the confusion. The current central island is too large which does not help the overrun issues. It is suggested that these changes are introduced before changes are made to the planter. The planter near Elton Road has also been hit although it is not obvious how this has occurred, and no further insight emerged from the analysis. Therefore, I would suggest this is left unless further information comes forward that this is as a direct result of the scheme (I suspect it is down to a speeding vehicle on Elton Road).

Lastly there are many positive comments about the new layout in front of The Pier but there is the opportunity to make further improvements. Loading restrictions do need to be introduced on the yellow lines and the bus stop would benefit from being situated in a half or full bus layby. This would have the added benefit of providing an additional facility for coaches discharging passengers. There is also an issue with the camber of the footway opposite The Pier which is too severe and unusable for those in wheelchairs and mobility vehicles.

9.5 Road Safety Audit – next steps

Table 1 in **section 4.3.2** outlines the elements of the Stage 3 (post construction) road safety audit that need to be implemented if the changes outlined in this report are approved. If a comment in a safety audit is not addressed, then there is a potential liability/morality issue that passes to the designer (in this case NSC). It is accepted that recommendations in a safety audit cannot be immediately actioned as some measures require legal, technical and procurement processes to be followed.

It is likely that it would have been viewed as reasonable to wait until this review was complete to progress the outcomes of this audit. Some of the audit comments will be superfluous if the full recommendations from this review are progressed (AECOM has outlined these in Table 1) but there remains a question of how long it could take for NSC to be in a position to secure the funding and implement the full set of recommendations from this review as they will require designing, consulting upon and legal/procurement processes to be followed.

Implementation of the Stage 3 Road Safety Audit recommendations will assist in managing people's behaviours (including where these are deliberate) or misunderstanding of how the scheme should work e.g., going the wrong way down the one-way system. The road safety audit comments are addressing different levels of risk and therefore have different priorities – I would recommend those involving the roundabout at The Beach/Elton Road/Marine Parade are prioritised.

10. Recommendations

10.1 The Beach

Item No.	Recommendations	Evidence base for change - Community response, safety, Policy/Scheme Objectives, Technical (Refer detail in Section 3.2 and 5 for further detail)	Pros	Cons	Supported by	Priority
1	Remove two-way cycle track	<p>RSA Audit 3 Report and ATE Report identified there is a potential risk of pedestrian/cycle collision along the cycle track.</p> <p>Objective of reallocation of road space to cycling is met, but safety and attractiveness of cycle route is lowered due to the potential collision between cyclists and pedestrians</p>	<p>It can reduce the potential pedestrian/ cyclist collision.</p> <p>By removing the cycle track, road space can be reallocated to carriageway to provide sufficient space for local residents along The Beach to access their driveway.</p> <p>Provides continuous treatment along Pier-to-Pier project (on road)</p> <p>Provides a direct and unobstructed cycle route</p>	<p>Cyclists will need to cycle on road.</p> <p>The cost of removing an Active Travel Scheme which is technically not incorrect but is not working due to behaviours of users</p>	<p>Feedback received from Public Consultation</p> <p>AECOM Technical Review</p> <p>Legal consideration as there is a right to access property</p>	High

Item No.	Recommendations	Evidence base for change - Community response, safety, Policy/Scheme Objectives, Technical (Refer detail in Section 3.2 and 5 for further detail)	Pros	Cons	Supported by	Priority
2	Change parallel parking back to angled parking next to western footway, so carriageway can be wider for easy access to properties' driveways and reinstate view to sea	<p>RSA Audit 3 Report identified there is a potential risk of cycles colliding with car doors of those parallel parking and collision between pedestrian and cyclists/vehicles.</p> <p>Objective of mitigation of any negative impacts on disabled people or those with protected characteristics is not met.</p>	<p>It can reduce the potential risks of collisions and increase accessibility/safety especially for disabled people.</p> <p>By removing the cycle track and reinstating some angled parking, road space can be reallocated to carriageway to provide sufficient space for local residents along The Beach to access their driveways.</p> <p>There will be an increase in the number of parking spaces.</p> <p>People can enjoy the view from their parked vehicle.</p>	<p>There will be criticism about the cost to reverse the scheme.</p> <p>Will increase reversing manoeuvres. This did not previously cause a safety issue and the speed limit has now been reduced.</p>	Feedback received from Public Consultation	High

Item No.	Recommendations	Evidence base for change - Community response, safety, Policy/Scheme Objectives, Technical (Refer detail in Section 3.2 and 5 for further detail)	Pros	Cons	Supported by	Priority
3	Contra flow cycle lane along eastern side of The Beach. At the junction with Elton Road, alter signage and linking to reflect new arrangement	It was observed that some cyclists cycled on road or footway without using the cycle track currently due to relative attractiveness compared to existing cycle track. A contraflow cycle lane along the eastern side of kerb can provide a dedicated space and a more direct cycle route for contraflow cyclists.	<p>By installing a more direct contra flow cycle lane, it can reduce conflict between vehicle/cyclist and pedestrian/cyclist.</p> <p>Contraflow cycleways have worked successfully in many locations – see Appendix A for examples.</p> <p>Provides a link into Pier-to-Pier project</p>	<p>Loading restriction may be required to ensure that the cycle lane remains available and is not obstructed</p> <p>There is likely to be some safety concerns from the local community as this has fed through as a comment on other contraflow cycle lanes within Clevedon</p>	AECOM Technical Review	Medium
4	Straight ahead arrows along The Beach	RSA Audit 3 Report identified risk of head-on collision when vehicles leaving parking space and exiting The Beach in a southbound direction.	<p>Regular straight-ahead arrow markings can give better indication to drivers to avoid vehicles leaving The Beach in wrong direction.</p> <p>Due to the nature of The Beach there will be visitors to Clevedon who are</p>	Regular maintenance is required to maintain clear markings	RSA Audit 3 Report AECOM Technical Review	High

Item No.	Recommendations	Evidence base for change - Community response, safety, Policy/Scheme Objectives, Technical (Refer detail in Section 3.2 and 5 for further detail)	Pros	Cons	Supported by	Priority
			unfamiliar with the road network.			
5	Provide coach pick-up/drop-off space and loading bay to support local economy	<p>It was observed that coaches used parallel parking along The Beach to pick up/drop off. Passengers gathered on buff marking and also on cycle track which posed collision risk with cyclists.</p> <p>Also, some local residents mentioned that coaches had difficulty to find a place to stop.</p> <p>Anecdotal evidence that less coaches are now visiting Clevedon which is not assisting local economy</p>	<p>It provides a dedicated space for coach to stop, and passenger can board and alight on footway which reduce collision risk between pedestrian and cyclist.</p> <p>It increases attractiveness for coaches to visit the seafront when they have a designated place and it may boost the trade of local businesses.</p>	<p>There will need to be consultation with local premises to ensure that it can be sited in a space which does not compromise access for others</p> <p>This needs to be considered as a wider strategy to promote local spaces/car parks for layover</p>	<p>Feedback received from Public Consultation</p> <p>AECOM Technical Review</p>	High

Item No.	Recommendations	Evidence base for change - Community response, safety, Policy/Scheme Objectives, Technical (Refer detail in Section 3.2 and 5 for further detail)	Pros	Cons	Supported by	Priority
6	Provide a formal pedestrian crossing at the northern section of The Beach to facilitate safer crossing between promenade and local businesses on the other side	<p>RSA Audit 3 Report identified risk of vehicle/pedestrian collisions when vehicles park in the buff areas.</p> <p>The informal crossing only partially met the objective of enabling people to safely access local attractions and shop due to the potential collision risk.</p> <p>Informal crossings should work in this location but there is feedback from all sections of the community that there is a clear preference for formal crossings.</p>	A formal crossing can provide a clear indication to both drivers and pedestrians to reduce conflict between vehicles and pedestrians. No vehicles should park on the crossing and pedestrians will not be confused by the buff marking.	<p>Regular maintenance is required to maintain the markings.</p> <p>Formal crossings require signing and lining which detracts from the simple layout that the original designer was looking to introduce</p> <p>Depending on the location of the formal crossing, it is likely that some people will continue to cross The Beach without using the formal crossing. However this should not be an issue along this type of road</p>	<p>Feedback received from Public Consultation</p> <p>AECOM Technical Review</p>	Medium

Item No.	Recommendations	Evidence base for change - Community response, safety, Policy/Scheme Objectives, Technical (Refer detail in Section 3.2 and 5 for further detail)	Pros	Cons	Supported by	Priority
7	<p>At mini roundabout, have standard mini roundabout set up with give way line on each approach arm, appropriate size of middle circle, turning arrows around the circle. Right-turn and left-turn road marking can be provided on the approaches of Alexandra Road and Marine Parade respectively. No Entry sign can be located at the edge of footway instead of back of footway (pedestrian crossing point location can be shifted southward to avoid any conflict). Footway in front of Pier Copse at mini roundabout is reprofiled to ensure that the camber is within recommended tolerances</p>	<p>RSA Audit 3 Report identified risk of head-on collisions when vehicles entering The Beach from the north end.</p> <p>Objective of enabling people to safely access local attractions is only partially met due to a steep camber which causes trip hazard to wheelchair users.</p>	<p>A formal mini roundabout with give-way road marking, an appropriately sized middle circle and turning arrows can encourage drivers to slow down before they enter the roundabout and guide drivers to make a turn without cutting corner to avoid potential head-on collisions.</p> <p>Appropriate arrow markings on the approaches of Alexandra Road and Marine Parade can prevent drivers entering The Beach from wrong direction.</p> <p>No Entry sign located at the edge of footway can make it more obvious to drivers.</p> <p>Reprofiled camber will allow those with mobility vehicles and wheelchairs to use the</p>	<p>Regular maintenance is required to maintain a clear marking which induce maintenance cost.</p> <p>Some people may dislike the road markings that are required for a mini roundabout as they find it is not suitable for the historic nature of the seafront.</p>	<p>RSA Audit 3 Report</p> <p>Feedback received from Public Consultation</p> <p>AECOM Technical Review</p>	High

Item No.	Recommendations	Evidence base for change - Community response, safety, Policy/Scheme Objectives, Technical (Refer detail in Section 3.2 and 5 for further detail)	Pros	Cons	Supported by	Priority
			footway rather than the current situation which forces them to use the carriageway.			
8	To protect the damaged planter (at the northern end by the mini roundabout), provide hatch marking at turning corner to avoid vehicles turning close to the planter. If this is not sufficient, then consideration will need to be given to reducing the size of the planters.	The objective of enhancing the public realm is only partially met with the new planters as they have been frequently damaged.	Hatch marking around the corner can avoid vehicles driving too close to the planters preventing further damage to them and it is comparatively low cost compared to reducing the size of the planters.	Regular maintenance is required to maintain the markings.	AECOM Technical Review	Low
9	Footway outside Clevedon Pier is very wide (10.2m wide). Set back footway to provide bus stop layby, so stopping bus would not block visibility and occupy one lane which causes queue back problem. Can	It was observed that when there is a bus stopping at the bus stop outside the pier and vehicles parked opposite the pier, there was no sufficient space for vehicles to bypass and	After taking up a few metres to accommodate the bus layby, the footway is still wide enough for passageway of pedestrians and passenger to wait for a bus. With the bus layby, the bus will not block up the	Some people may think it is not a good use of money to change the works outside the Pier	AECOM Technical Review	Low

Item No.	Recommendations	Evidence base for change - Community response, safety, Policy/Scheme Objectives, Technical (Refer detail in Section 3.2 and 5 for further detail)	Pros	Cons	Supported by	Priority
	also be used by coaches subject to an appropriate traffic regulation order	created a local congestion issue.	carriageway and cause a queue back problem.			
10	Loading restrictions opposite The Pier to stop blue badge parking.	It was observed that there are parked cars opposite The Pier which caused local safety and congestion issues.	As the vehicles parking close to the mini roundabout, the loading restriction can alleviate the vehicle collision risk and congestion problem at the junction. Improve the journey time of public transport Improve the environment outside The Pier as it is currently suffering from congestion issues from this pinch point	Blue badge holders may dislike this arrangement.	Feedback received from Public Consultation AECOM Technical Review	High
11	Local publicity of all public transport options and car parking. Consider whether	It is a method to encourage people to use public transport and utilise car	It may help to reduce dominance of the car which is one of the scheme objectives.	-	AECOM Technical Review	Low

Item No.	Recommendations	Evidence base for change - Community response, safety, Policy/Scheme Objectives, Technical (Refer detail in Section 3.2 and 5 for further detail)	Pros	Cons	Supported by	Priority
	the signs to local car parking are sufficient	parks which are currently underused.				
12	Local publicity to encourage more positive behaviours in using the implemented scheme to avoid unintended consequences on other road users	It is a method to encourage people to use active travel.	It may increase number of active travel users and reduce dominance of the car which is one of the scheme objectives.		AECOM Technical Review	Low
13	Road to be maintained or swept because the current surface dressing treatment may pose safety hazards to pedestrians and cyclists.	The objective of enabling people to safely access local attractions and enhancing public realm is not fully met as the surface dressing treatment poses safety hazards to road users and detracts from the public realm.	<p>This type of surfacing does improve the skid resistance of the surface.</p> <p>It can provide a smoother and more comfortable surface for road users, especially pedestrians and cyclists and reduces the safety risks on both carriageway and footway.</p>	<p>To maintain the buff road surface in good condition, a regular maintenance budget will be required.</p> <p>The loose stones affect adjacent areas such as footways and cycleways.</p> <p>The location of some of the surfacing requires hand laying</p>	<p>Feedback received from Public Consultation</p> <p>AECOM Technical Review</p>	Low

Item Recommendations No.	Evidence base for change Pros - Community response, safety, Policy/Scheme Objectives, Technical (Refer detail in Section 3.2 and 5 for further detail)	Cons	Supported by	Priority
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rather than machine laying.

Proposed layout of The Beach is presented in **Appendix E**.

10.2 Hill Road

Implementation of the remedial measures identified through the Stage 3 (post construction) Road Safety Audit listed out in Table 1 would be sufficient to address the issues on Hill Road.

In addition, it is suggested that NSC should investigate whether other businesses could make use of the current Parklet which is not used during the day.

11. Cost Estimate and Next Steps

11.1 Cost Estimate

An initial estimate of the costs of the scheme to deliver the recommendations in section 10 in full has been calculated.

The scheme has been priced using SPONS 2022 and based on an initial design, as set out in **Appendix E**. High level estimated costs of the scheme are presented in **Table 14**. Additional uplifts including 10% preliminaries, 15% traffic management requirements, 15% design, 15% consultation, and 10% future inflation and lump sum for Traffic Regulation Order administration and advertising are included. This is an initial estimate only and there is no allowance for costs associated with optimism bias, contingency, operational management including potential night works to reduce business impact, utility diversions and maintenance repairs to the existing carriageway including any necessary resurfacing. If the scheme is to be implemented it will need to go through a detailed design and costing exercise.

In delivering this scheme it is not anticipated that a consultation would be required to the same extent as has been undertaken for this review. However, the community would need to understand the detail of the changes proposed and feed in any technical input to ensure that no post implementation alterations would be required. The consultation cost is relatively high, but this is due to the level of interest in this project and the number of residents, business, leisure attractions and clubs that use the slipway and properties adjacent to The Beach. There are entrenched views about this project on both sides and therefore objections to the necessary Traffic Regulation Orders should be expected as no recommendation will appease the whole community

Table 14 – Summary of the Estimated Costs

Items	Rate	Amount (£)
Total Works Costs		<u>£219,958.75</u>
Preliminaries	10%	£21,995.88
Traffic Management	15%	£32,993.81
Design	15%	£32,993.81
Consultation	15%	£32,993.81
Inflation	10%	£21,995.88
Traffic Regulated Orders Administration and Advertising		£10,000.00
Grand Total		<u>£372,931.94</u> (excluding VAT)

11.2 Next Steps

The Leader of North Somerset Council has committed that AECOM will present the recommendations from this report to a public meeting in late October or early November 2023. The implementation of any recommendations is not a matter for AECOM and will require a formal decision by North Somerset Council to confirm a timeline and that the necessary funding is available.

It is acknowledged that the recommended changes to the currently implemented Clevedon Seafront and Hill Road scheme will incur not only a cost to the council but could also potentially impact on access to future funding from Active Travel England.

APPENDIX A – Examples of Contra flow Cycle Lanes

AECOM has been asked to provide examples of Contra flow cycle lanes that have been introduced. A sample of schemes has been provided which represent different designs with some schemes being recently implemented and some that were implemented 15 years ago.

Bath

Light Segregated / mandatory lane

Brassmill Lane ([Link to map](#)) – since before 2009

On road, not segregated, with short advisory lane at the beginning

The Firs, Combe Down ([Link to map](#)) – since approx. 2011

The Avenue, Combe Down ([Link to map](#)) – since approx. 2011

London

Light Segregated / mandatory lane

Horseferry Rd, Limehouse ([Link to map](#)) – since at least 2012

Ray Street Bridge, Farringdon ([Link to map](#))

Fully Segregated

High Path, Merton, ([Link to map](#)) – since before 2008

Upper Green West, Mitcham, ([Link to map](#)) – since 2017

Keyworth St and Southwark Bridge Rd, Elephant and Castle ([Link to map](#)) – 2019

Ray Street, Farringdon ([Link to map](#)) – 2019

Paragon Rd, Hackney ([Link to map](#)) – since at least 2008

Nuttall Street, Hackney LDN. [Link to map](#)

Plymouth

- Admiral's Hard, Plymouth: [Link to map](#) - 2023
- Citadel Road, Plymouth: [Link to map](#) - 2023
- Elm Road / Meadfoot terrace, Plymouth: [Link to map](#), [Link to map](#) - 2023
- Prospect Street / Camden Street, Plymouth: [Link to map](#) & [Link to map](#) - 2023
- Amity Place, Plymouth: [Link to map](#) - 2023
- Crowndale Avenue, Plymouth: [Link to map](#) - 2023
- East Street, Plymouth: [Link to map](#) - 2023
- Apsley Road, Plymouth: [Link to map](#) - 2023
- Napier terrace, Plymouth: [Link to map](#) – 2023

Sheffield

- Pinstone Street, Sheffield. [Link to map](#)

APPENDIX B - Themes and Topics about Bus Route Changes

Overarching theme	Topic	Frequency
Accessibility impacts	Bus routes are no longer accessible to elderly residents	53
Accessibility impacts	New scheme disadvantages the elderly and disabled	39
Accessibility impacts	Travelling by bus has been made more difficult	19
Accessibility impacts	Parking is blocking buses	4
Accessibility impacts	Some people have to walk long distances to get to a bus stop	19
Accessibility impacts	New system causes confusion	16
Accessibility impacts	There is now a lack of parking at sea front	3
Accessibility impacts	Lack of parking means people cannot shop easily	7
Accessibility impacts	New scheme disadvantages people with mobility issues	43
Accessibility impacts	Buses cannot turn easy from Marine Parade to gain access to Hill Road	4
Accessibility impacts	More complicated for elderly or special needs users	2
Accessibility impacts	Bus stops should be closer to Hill Road	10
Accessibility impacts	Buses can barely fit round one way system	24
Accessibility impacts	Pier bus stop location makes it more difficult for road users	2
Accessibility impacts	X5 route no longer goes to many locations and involves a change now to access these areas	4
Accessibility impacts	X6 no longer goes to bus stop in Robin Lane in the evenings	2
Accessibility impacts	Cannot get to and from Yatton at all or Nailsea within 2 hours	1
Accessibility impacts	Not possible to get a bus from Bristol or Nailsea along Hill Road anymore	9
Accessibility impacts	No coach parking anymore	3

Overarching theme	Topic	Frequency
Accessibility impacts	Services to Nailsea and Yatton Stations have reduced significantly	6
Accessibility impacts	Changes reduce connectivity	26
Accessibility impacts	When road was closed by pier Buses were forced to go up unsuitable roads	2
Accessibility impacts	Double yellows need to be enforced more as buses cannot get through when people park on them	1
Accessibility impacts	Need cheaper, greener buses	7
Consistency	Buses cannot be relied upon	36
Consistency	Buses have been late due to narrow loading bay not letting them get past	7
Consistency	No consistent routes for buses	6
Economic impact	Poor value for money	25
Eye sore	Double decker buses are unpleasant	8
Eye sore	Pier bus stop is eye sore	2
General opposition	Request to return bus routes to how they were previously	62
General opposition	Negative impact on businesses and people	7
General opposition	No buses running through Kenn	1
General opposition	New green bus is useless	1
General opposition	Scheme makes traveling by road harder	8
General opposition	Buses from Nailsea to Clevedon poor in the evenings	1
General opposition	Doesn't agree with changes to bus route	41
General opposition	Bus stop outside pier is not needed	3
General opposition	One way system increases journey time	23
General opposition	No information provided about changes to bus routes	17
General opposition	Cannot use buses	11
General opposition	Bus does not go both ways up Hill Road	19

Overarching theme	Topic	Frequency
General opposition to scheme as a whole	The development needs a rethink	26
General opposition to scheme as a whole	Get rid of scheme completely	13
General opposition to scheme as a whole	Scheme is of no benefit and is negative	23
General support	New bus stop location is an improvement next to pier	26
General support	Improvement of pavements on Hill Road	2
General support	New bus stop location is an improvement in Yatton	3
General support	X6 and X7 are ok	1
General support	Garden Road change is ok	1
General support	Westlink is good	12
General support	Happy with one way bus down Hill Road	9
General support	Some bus routes are ok	5
General support	New Speed limits are an improvement	1
General support	Bus stops are in better locations	8
General support	Bus routes are working	19
General support	Bus routes are easier to use	1
General support	X6 now more reliable due to one way system	1
General support	Roads look smarter with one bus stop on Bellevue Road	1
General support	(No comments other than they have a positive opinion on the scheme)	19
Impacts on businesses	New scheme disadvantages business deliveries	6
Impacts on businesses	New scheme disadvantages businesses	22
Negative environmental impact	One-way system increases pollution	32
Negative environmental impact	Buses are empty and cause more congestion	3

Overarching theme	Topic	Frequency
Not relevant	General bus complaints	8
Not relevant	Will find them more useful for reasons not to do with the new redesign	1
Other	Relevant data has been suggested to be reviewed	0
Relevant	Quicker to walk	2
Relevant	Use bus less due to changes	4
Safety concerns	Concerns for pedestrian safety due to lack of crossings and parking layout on the Beach	9
Safety concerns	Dangerous for road users	10
Safety concerns	Extra dangers made by large vehicles travelling in this area	6
Safety concerns	More buses passing the schools	1
Safety concerns	Increased hazards by buses along the beach	3
Safety concerns	Bus stop outside the pier blocks the road	10
Safety concerns	Take out contraflow bike lane round blind corner	2
Safety concerns	Bus stops are in dangerous places.	6
Safety concerns	Dangerous to get out of parked cars on Beach Road	5
Safety concerns	No entry signs for one way are poorly placed meaning people go the wrong direction.	3
Safety concerns	Lack of lighting late at night when walking from bus stop	1
Safety concerns	More smaller buses over the bigger double-deckers	3
Safety concerns	Elton Road SW bound stop is dangerous	1
Safety concerns	When people are waiting at Elton Road SW bound stop people have to walk into the road to get around them	4
Safety concerns	Pier bus stop is in a dangerous place	15

Overarching theme	Topic	Frequency
Safety concerns	Increased bus traffic is causing damage to the road	2
Suggestion for improvement	Improve publicity and signposting to promote bus use	2
Suggestion for improvement	Make bus services more regular	48
Suggestion for improvement	Long term plan to review the bus routes for potential improvements	1
Suggestion for improvement	Improvement on bus stops and bus routes	5
Suggestion for improvement	Improvements to Elton Road bus stops, improve walking link to Wellington Terrace bus stop from Hill Road.	1
Suggestion for improvement	Improve signposting to be the same as in other places at the beach	1
Suggestion for improvement	Removal of the bike lanes as they are not necessary on the beach side	2
Suggestion for improvement	Suggested bike lane on cafe side of road.	1
Suggestion for improvement	Parking should be facing out to the sea return	4
Suggestion for improvement	Zebra crossing should be stripy	2
Suggestion for improvement	Further extension beyond October 2023 for special fares	1
Suggestion for improvement	Long term plan to review the bus routes for potential improvements from users	3
Suggestion for improvement	Bus stops could be located as close as possible to Hill Road	3
Suggestion for improvement	Change parking markings to suit the change of direction of traffic. (December 2022 was meant to happen still hasn't)	3
Suggestion for improvement	Increase buses coming to upper Clevedon i.e. Cambridge and Castle Road	2
Suggestion for improvement	Replace roundabout with T junction	1

Overarching theme	Topic	Frequency
Suggestion for improvement	Smaller service circling within Clevedon linking up areas. Park and ride?	1
Suggestion for improvement	More bus stops	12
Suggestion for improvement	Encourage smaller vehicles in Conservation area.	1
Suggestion for improvement	Elton Road SW bound stop pavement size should be increased	1
Suggestion for improvement	Seats in Elton Road SW bound stop bus shelter	1
Suggestion for improvement	Request for bus stop closer to the pier	1
Suggestion for improvement	Put a bus stop at the top of Cleveland	1
Suggestion for improvement	Increase evening services to WSM, Clevedon and Portishead	6
Suggestion for improvement	Needs more accessible and free parking at the sea front	9
Suggestion for improvement	Provide a comprehensive service both in Clevedon and access outside of Clevedon	1
Suggestion for improvement	Smaller buses should connect with a hub at Castlewood for transfer to larger buses	1
Suggestion for improvement	All defunct bus stop signs must be removed	2
Suggestion for improvement	Add bus round route Portishead through Twickenham, Yatton, Congresbury, Wells and back through Weston, Clevedon etc	1
Suggestion for improvement	Add direct route from Hewish to Clevedon	1
Suggestion for improvement	Reverse one way system	1
Suggestion for improvement	Add late buses Bristol to Clevedon	1
Suggestion for improvement	Add bus stop outside Sainsburys	1
Suggestion for improvement	Marine Hill and Alexandra Road should be one way	1

Overarching theme	Topic	Frequency
Suggestion for improvement	Add more shelter to stops	2
Suggestion for improvement	More bus routes	2

APPENDIX C - Themes and Topics about The Beach

Overarching theme	Topic	Frequency
General Opposition	There was no issue previously	364
General Opposition	Reinstate original layout	100
General Opposition	Change layout of the road	6
General Opposition	Change parking placements	30
General Opposition	Wavy markings are visually unappealing	89
General Opposition	The new scheme is visually unappealing	107
General Opposition	Impacts negatively on businesses	113
General Opposition	Claims to put their houses on the market directly due to the scheme	1
General Opposition	Original scheme was not presented	4
General Opposition	One way system was not needed	8
Cost	New scheme is a poor use of money	170
General Support	One way system is a benefit to the area	22
General Support	New layout is an improvement	104
General Support	Reduced speed is a benefit to the area	5
General Support	New scheme has made the seafront more enjoyable	85
General Support	Cycleway is an improvement	5
General Support	Businesses seem as busy as before	3
General Support	Old road was congested, busy and dangerous. The scheme is an improvement	8
General Support	There are still places to park	2
General Support	Additional parking on Elton is good	1
General Support	Improved cyclist and pedestrian safety	55
Parking Issues	Unable to find parking	240
Parking Issues	Disabled parking is unclear	4

Overarching theme	Topic	Frequency
Parking Issues	New measures should be enforced, including use of disabled bays	4
Parking Issues	Spaces are small and dangerous to manoeuvre	4
Parking Issues	New scheme disadvantages businesses delivery and performance	13
Parking Issues	Motorhomes have taken to staying at seafront due to lack of enforcement	22
Parking Issues	Resident parking has been negatively impacted	41
Parking Issues	Royal Mail take up most parking spaces, leaving few for visitors	11
Parking Issues	Accessibility to the seafront was not considered (boats)	4
Accessibility impacts	New scheme disadvantages the elderly and disabled	146
Signage	Signage is currently unclear	47
Signage	Signage needs to be clearer, and enforced	4
Pedestrian Issues	Pedestrian crossings should be clearer	140
Cycling / Cycle Lanes	Cycle way should be removed or moved	46
Cycling / Cycle Lanes	Cyclists prefer cycling on street, not cycleway	175
Cycling / Cycle Lanes	Unsafe for cyclists	17
Cycling / Cycle Lanes	Unclear what to do at end of cycleway	44
Cycling / Cycle Lanes	There was no need for a cycle lane	95
Amenity	The beach is not enjoyed directly due to the changes	4
Amenity	People are unable to enjoy the area anymore e.g. looking out to sea	193
Safety concerns	Safety is impacted due to the scheme	24
Safety concerns	Wavy lines are confusing and dangerous	38
Safety concerns	Mini roundabout is impractical and ignored	128
Safety concerns	Road is now unsafe	50

Overarching theme	Topic	Frequency
Safety concerns	Pedestrian and cycle safety has decreased	202
Safety concerns	New layout is causing confusion	59
Safety concerns	One way system is not being followed	24
Safety concerns	The scheme has no benefit to cyclists or pedestrians	10
Safety concerns	The roundabout is not up to highway standard	11
Safety concerns	Roads are now too narrow	11
Safety concerns	Safety is impacted due to the scheme	24
Safety concerns	Reduced speed is a benefit to the area	5
Safety concerns	Increase in collisions	3
Safety concerns	Cyclists do not follow highway code, and put pedestrians at risk	4
Safety concerns	Pedestrians don't pay attention	1
Suggestion for improvement	Remove all parking	14
Suggestion for improvement	Enforce parking rules surrounding parking bays	16
Suggestion for improvement	Enforce rules on cyclists to avoid collisions	34
Suggestion for improvement	Inclusion of heritage	1
Suggestion for improvement	Enforce one way system	8
Suggestion for improvement	Parking safety improved	4
Suggestion for improvement	New parking scheme suggested / replace old parking	46
Suggestion for improvement	Improve pedestrian crossing facilities	5
Suggestion for improvement	Traffic has only been moved, not resolved	31
Suggestion for improvement	Scheme road changes suggested	9

Overarching theme	Topic	Frequency
Suggestion for improvement	Enforce time limits or pay to park scheme / parking restrictions	17
Suggestion for improvement	Change layout of the road	6
Suggestion for improvement	Increase seating along beachfront to replace parking	1
Suggestion for improvement	Extend cycleway further into Clevedon	3
Suggestion for improvement	Change roundabout due to safety	4
Suggestion for improvement	Make all/ more spaces disabled	15
Suggestion for improvement	Remove one-way roads	6
Suggestion for improvement	Make roads resident and bus only	2
Suggestion for improvement	Improve public transport options	14
Suggestion for improvement	Additional parking is needed	4
Suggestion for improvement	Remove disabled parking	0
Suggestion for improvement	Increase planters / greenery	3
Suggestion for improvement	Park and Ride suggestion	1
Suggestion for improvement	Parking spaces need to be clearly outlined	1
Suggestion for improvement	Standardised road markings are needed	5
Suggestion for improvement	Dropped kerbs by disabled spaces are needed	1
Suggestion for improvement	Change layout of the road	6
Suggestion for improvement	Enforce new measures surrounding wavy lines	1

Overarching theme	Topic	Frequency
Suggestion for improvement	Make the beach cycleway one way	10
Suggestion for improvement	Parklets should be removed	5
Environmental impacts	Increases pollution	39
Consultation Issues	Enforce all new rules as they're being ignored	6
Consultation Issues	Lack of consultation has led to an unsuitable scheme	6
Consultation Issues	Scheme is not thought out and does not suit the needs of the locals	68
Consultation Issues	Additional parking is needed	4
Consultation Issues	Increase seating along beachfront to replace parking	1
Aesthetic	The road maintenance will not be upkept	1
Other	No new changes should be made due to cost	10
Other	Questions about safety measurements and reasonings	3
Other	Complaint about AECOM	1

APPENDIX D - Themes and Topics about Hill Road

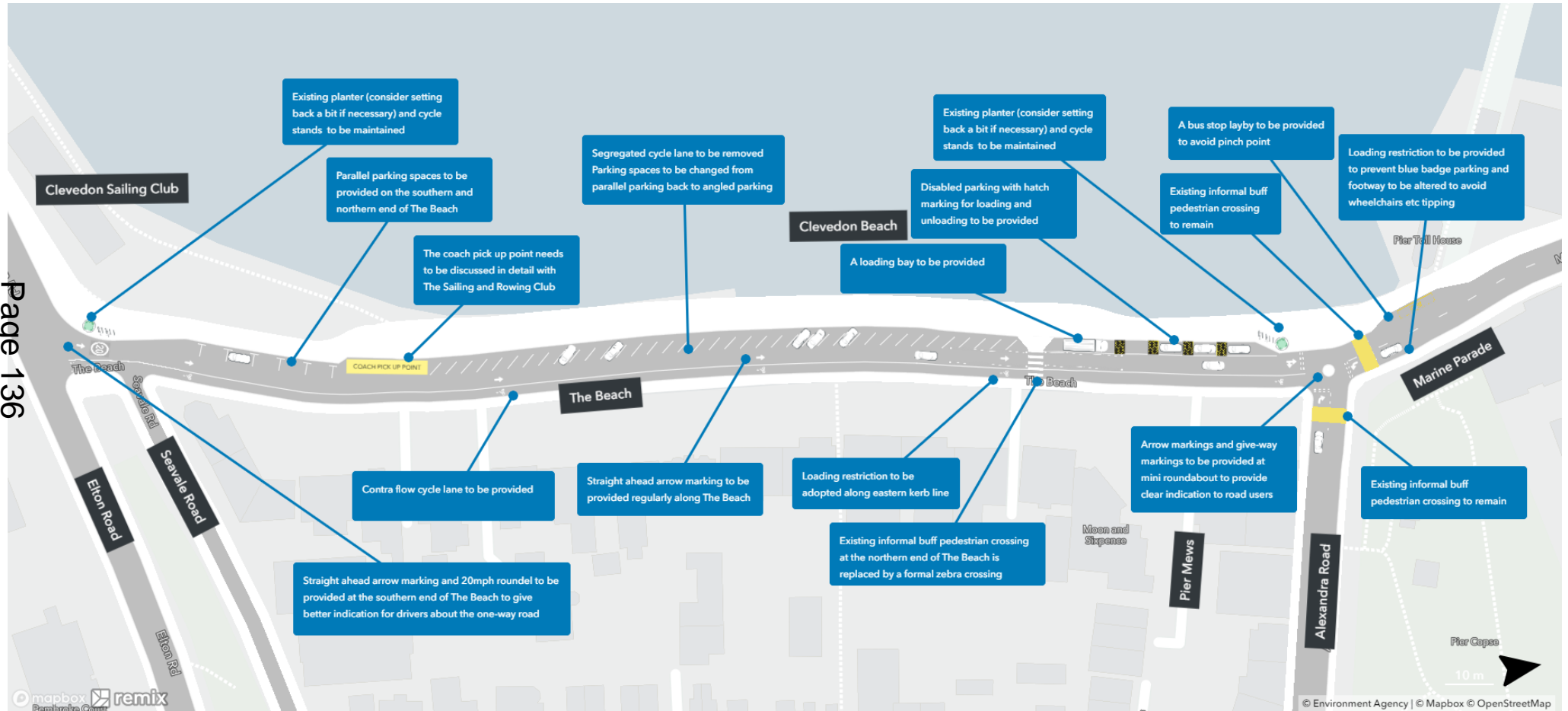
Overarching theme	Topic	Frequency
General opposition	There was no issue with the original layout	117
General opposition	Poor aesthetics	37
General opposition	Scheme is not well thought out for use by the public and businesses	255
General opposition	Reinstate original layout	44
Suggestion for improvement	Make parklets permanent	2
Suggestion for improvement	More greenery	5
Suggestion for improvement	More cycle parking	10
Suggestion for improvement	More parking enforcement	33
Suggestion for improvement	Need data-driven decision-making	2
Suggestion for improvement	Greater space reallocation to walking/footway	24
Suggestion for improvement	Kerb zone reallocation to different modes across course of day/season	7
Suggestion for improvement	Improved signage/markings	45
Suggestion for improvement	Improved PT accessibility	44
Suggestion for improvement	Alter one-way network direction	10
Suggestion for improvement	Ensure ongoing maintenance	9
Suggestion for improvement	More/bigger parklets	7
Suggestion for improvement	Safer junctions	2

Overarching theme	Topic	Frequency
Suggestion for improvement	More speed enforcement	8
Suggestion for improvement	Physical separation between cycle facility and vehicles	1
Suggestion for improvement	Speed bumps should be introduced	1
Suggestion for improvement	Introduction of parking meters	1
Suggestion for improvement	More mobility car parking	7
Suggestion for improvement	Put car parking on one side of the road	10
General support	New layout is an improvement	131
Road access	Confusion due to one-way system	66
Road access	Traffic flows easier	6
Road access	New layout has lengthened vehicle travel distances	59
Road access	New layout has adversely affected traffic on surrounding streets	20
Road access	New layout has narrowed roads so that vehicles cannot pass each other	14
Road access	Confusion surrounding modal priorities	9
Road access	Support for slower traffic	16
Road access	Support for one-way system	35
Car parking	Car parking availability has worsened	145
Car parking	Too small for vehicles	17
Car parking	No motorbike parking	1
Access to properties	Request for resident parking permit scheme or similar	3
Loading and servicing	Delivery vehicles encroaching on footway, cycleway and/or traffic lanes	35
Loading and servicing	Non-compliance with designated loading zones	39

Overarching theme	Topic	Frequency
Loading and servicing	Congestion caused by loading	80
Loading and servicing	Non-compliance with yellow lines	28
Cycling	General opposition to new cycle facility	81
Cycling	Vehicles parked on cycle facility	4
Cycling	Discontinuous cycle facility	25
Cycling	Cyclists still use street	22
Cycling	Safety concern over cycle facility	40
Cycling	Cyclists failing to give way to pedestrians	9
Cycling	Support for cycle facilities	15
Cycling	Public unaware of bi-directional movement	21
Parklets	Safety concern over parklets	13
Parklets	Oppose removal of parking spaces for parklets	88
Parklets	Concern regarding usability of parklet space given proximity to traffic lanes	12
Parklets	Expensive treatment	10
Parklets	Support for parklets	57
Safety concern	Hill Road is too narrow, which is dangerous	9
Safety concern	Changes have compromised emergency vehicle accessibility	4
Safety concern	Potential collisions between different modes	8
Safety concern	Visibility is compromised due to new car parking	2
Safety concern	Concerns regarding safety of road markings and signage	41
Safety concern	Confusion surrounding pedestrian crossings and associated road markings	61
Safety concern	Concerns regarding the safety of disabled people	3
Accessibility impacts	New scheme disadvantages the elderly and disabled	56
Accessibility impacts	Widened footway unnecessary	16

Overarching theme	Topic	Frequency
Accessibility impacts	Support for widened footways	36
Accessibility impacts	New scheme may not work contextually (demographics)	8
Accessibility impacts	New scheme has contributed to narrowed footways	7
Accessibility impacts	Street is less accessible for people who drive there	27

APPENDIX E - Proposed Layout of The Beach



aecom.com

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Clevedon Scheme Review

20th November 2023

Vicky Presland – Project Director

What have we done?

1. Review of Policy and other reports - Active Travel England Report, Audit West Report and Stage 3 (Post construction) safety audit
2. Technical review and examine existing data – site observations, accident data, bus companies and video analysis
3. Consultation with community - Focus Groups, 1:1s, Questionnaires, Councillors
4. Economic considerations
5. Recommendations
6. Cost Estimate

1) Review of Policy and other reports

1. Reallocation of road space for walking and cycling – to include a design that is suitable for significant numbers of cycles and non-standard cycles
2. Provide a cycle route that is coherent, direct, safe, comfortable, and attractive
3. Mitigate any negative impacts on disabled people or those with protected characteristics.
4. Enable people to safely access local attractions and shops whilst maintaining social distancing
5. Economic recovery by enabling more people to safely visit local shops and by making it a more attractive destination
6. Enhanced public realm through reallocation of road space, parklets, and enhanced street furniture
7. Encourage active travel
8. Reduce dominance of the car

Findings

Unable to draw conclusion for last two objectives for The Beach, Hill Road or Other roads

The Beach – did not meet two objectives and partially met three others. Fully met one
Hill Road – Met all other objectives

Other reports

Active Travel England (ATE)

ATE inspected the scheme on 16 June 2023. The Inspection Report was provided on 13 October 2023 and provided a summary of the inspection outcomes, a policy check and critical issues

No critical issues identified.
Rated as a good quality scheme enhanced by placemaking features and formalising parking

Audit West

Audit West were tasked with carrying out a review to understand whether there are any areas that North Somerset Council (NSC) can learn from when planning and undertaking similar work in the future

No overlapping scope

Stage 3 (Post construction) RSA

An external company undertook the audit in July 2023. This is a standard statutory and council process following the implementation of a scheme of this nature

AECOM has reviewed the safety audit and supports the recommendations. Some measures will not be required if recommendations are introduced

2. Technical review and examine existing data



- No recorded safety issue
- Site observations and review of swept paths on drawings has informed the technical section of the report. Photos sent in of observed behaviours
- Bus companies – improvement on previous situation, inconvenience for those with mobility issues (additional journey time to access Hill Road). Little knowledge about bus services including WESTlink and Community Transport. Pinch point outside The Pier
- Access issues for some residents on The Beach (although some of this is due to inconsiderate parking)

Video Analysis – The Beach

		Day	Date	Vehicle travelling in wrong direction	Cyclist travelling in wrong direction	Vehicle on yellow lines	Car in buff	Coach in buff	On - street cyclist
The Beach	Site 1	Weekday	Mon 3pm/Tues 24 hr	0	2	2	25	1	2
		Saturday	12th August 6am to 10pm	0	0	3	25	0	4
		Sunday	13th August 6am to 10pm	3	4	1	14	0	1
	Site 2	Weekday	Mon 3pm/Tues 24 hr	1	0	0	5	0	0
		Saturday	12th August 6am to 10pm	2	2	0	4	0	6

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Site 1 - Other issues identified									
Pedestrian buff area used as a drop-off point by vehicles (x 14)									
Disabled parking used by boat-towing vehicle, as it waits for buff area to clear to access ramp									
Deliveries using footway/yellow lines opposite buff (x 3)									
Vehicle parked on pedestrian buff crossing point (x 3)									
Site 2 - Other issues identified									
Some larger vehicles too wide for car park, infringe into buff									
Several vehicles travelling in opposite direction, either u-turn using buff or travel entire corridor									

Video Analysis – Hill Road

		Day	Date	Cyclist using facility (correct direction)	Cyclist using facility (wrong direction)	Vehicle travelling in wrong direction	Vehicle on yellow lines	Vehicle on cycle facility	On-street cyclist
Hill Road	Central	Weekday	Mon 3pm/Tues 24hr	26	6	1	23	5	11
		Saturday	12th August 6am to 10pm	7	1	0	22	1	21
	Top	Weekday	Mon 3pm/Tues 24hr	17	2	0	0	0	7
		Saturday	12th August 6am to 10pm	6	1	0	0	1	10

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Central - Other issues identified									
Vehicle drove up street in wrong direction									
Buses have some difficulty navigating occupied loading zone									
Delivery van using Loading Bay - puts cones and yellow sign on cycle facility									
Found limited evidence that cycle facility was blocked often; it was blocked once while a cyclist went past, blocked due to horse; cyclist goes onto road into oncoming traffic to avoid									
Top - Other issues identified									
Occasional small delay, as car navigates into spaces adjacent to parklets									
Refuse vehicle parked on cycleway and footpath to empty bins									
Parked delivery vans extend slightly into traffic lane									

3. Consultation with Community

Save our Seafront (SoS)

Clevedon Pier and Heritage Trust

Rowing Club

BID (Business Improvement District)

Input from Local Councillors

First Bus

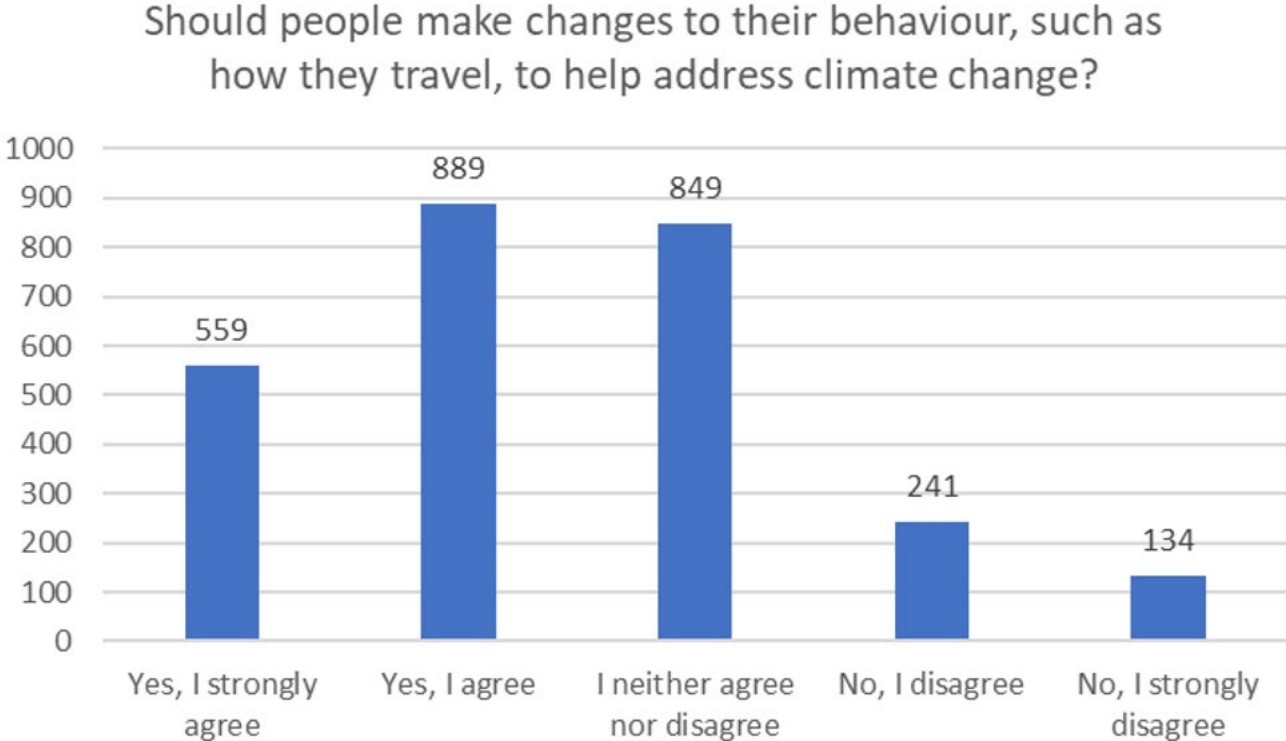
WESTlink

Nailsea & District Community Transport

Clevedon School

Behavioural change due to Climate change

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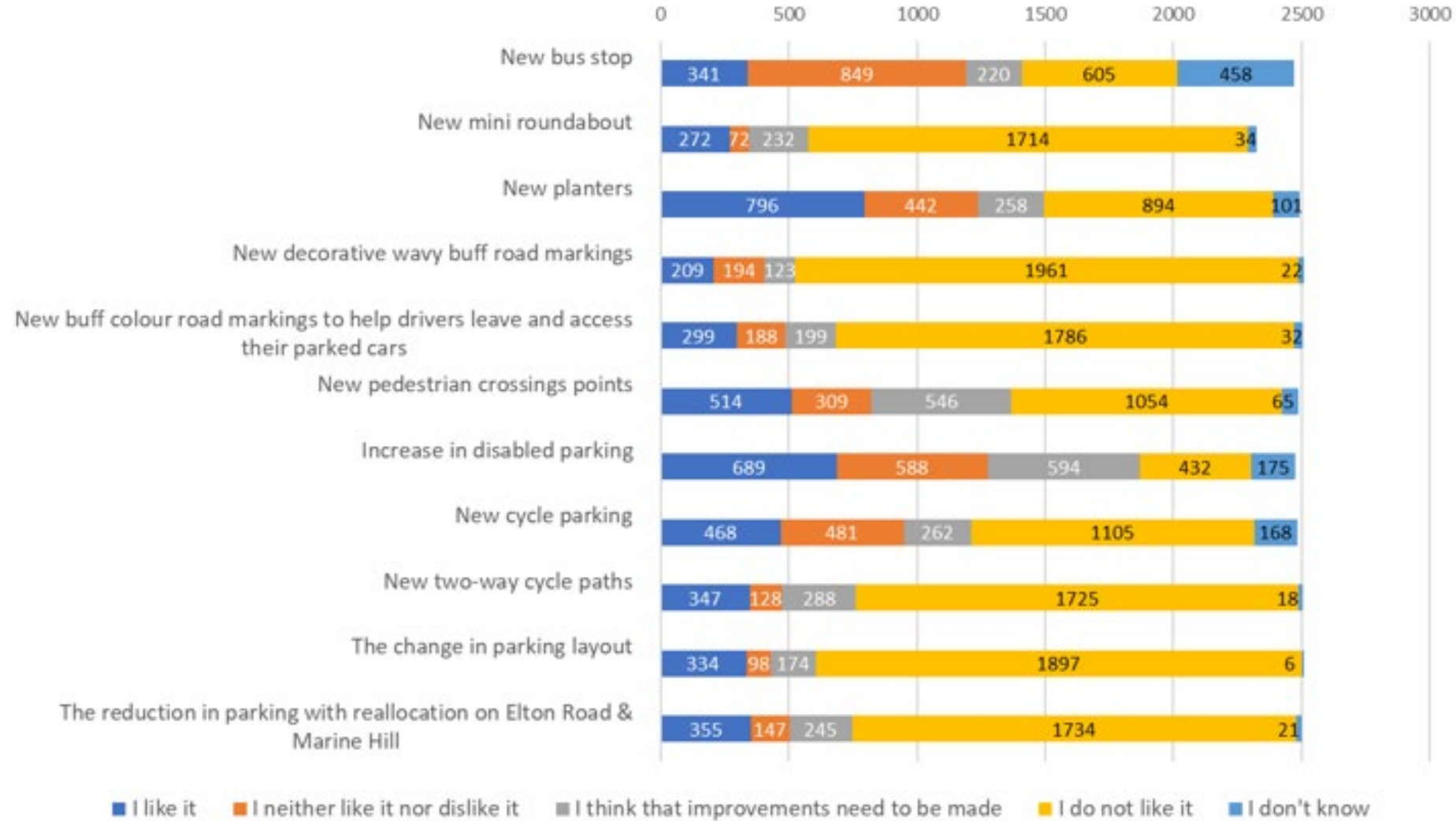


The local community do feel that there should be changes to address climate change with 54% responding positively and a further 32% maintaining a neutral position.

In total – 2,790 questionnaires returned

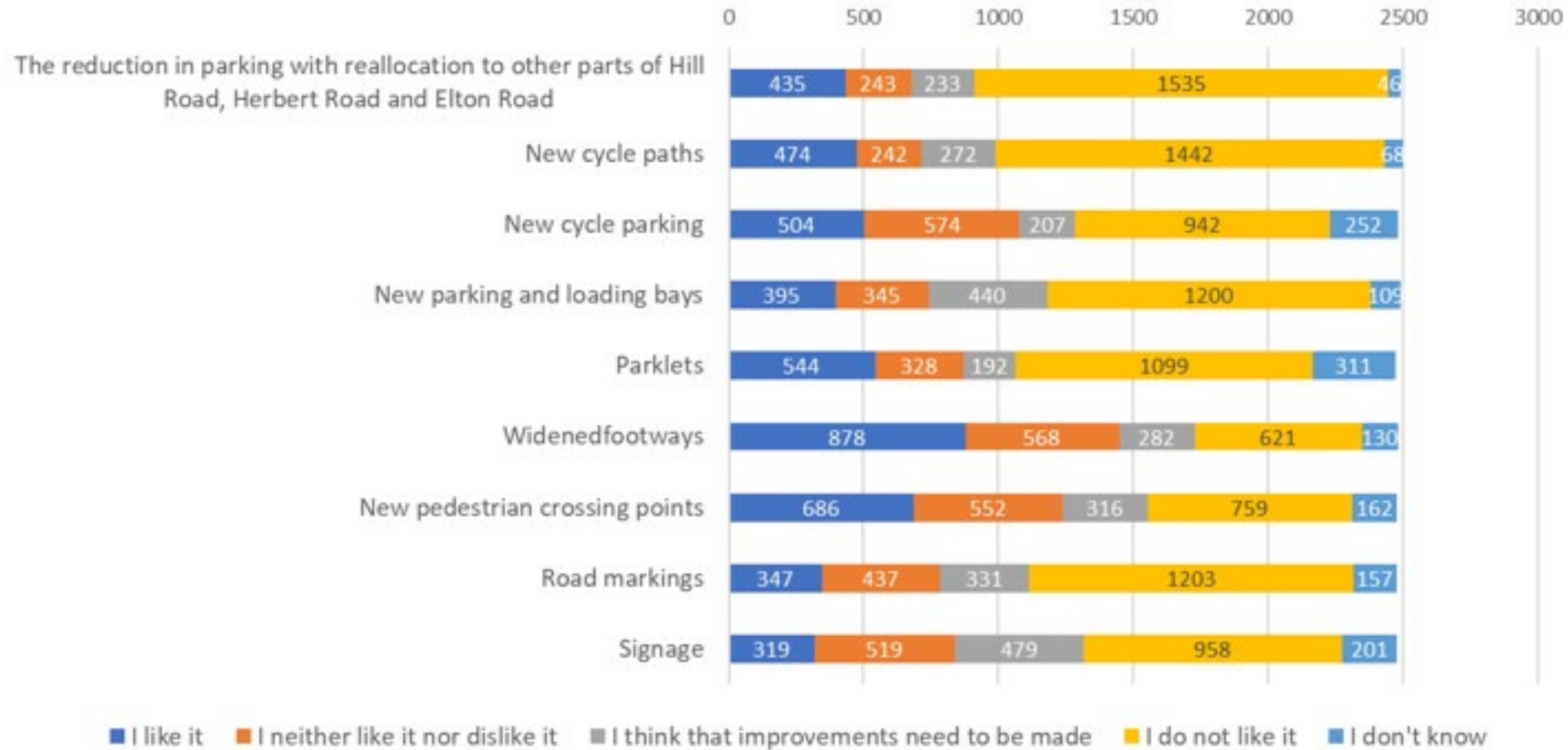
The Beach

How do you rate the following measures introduced along The Beach?



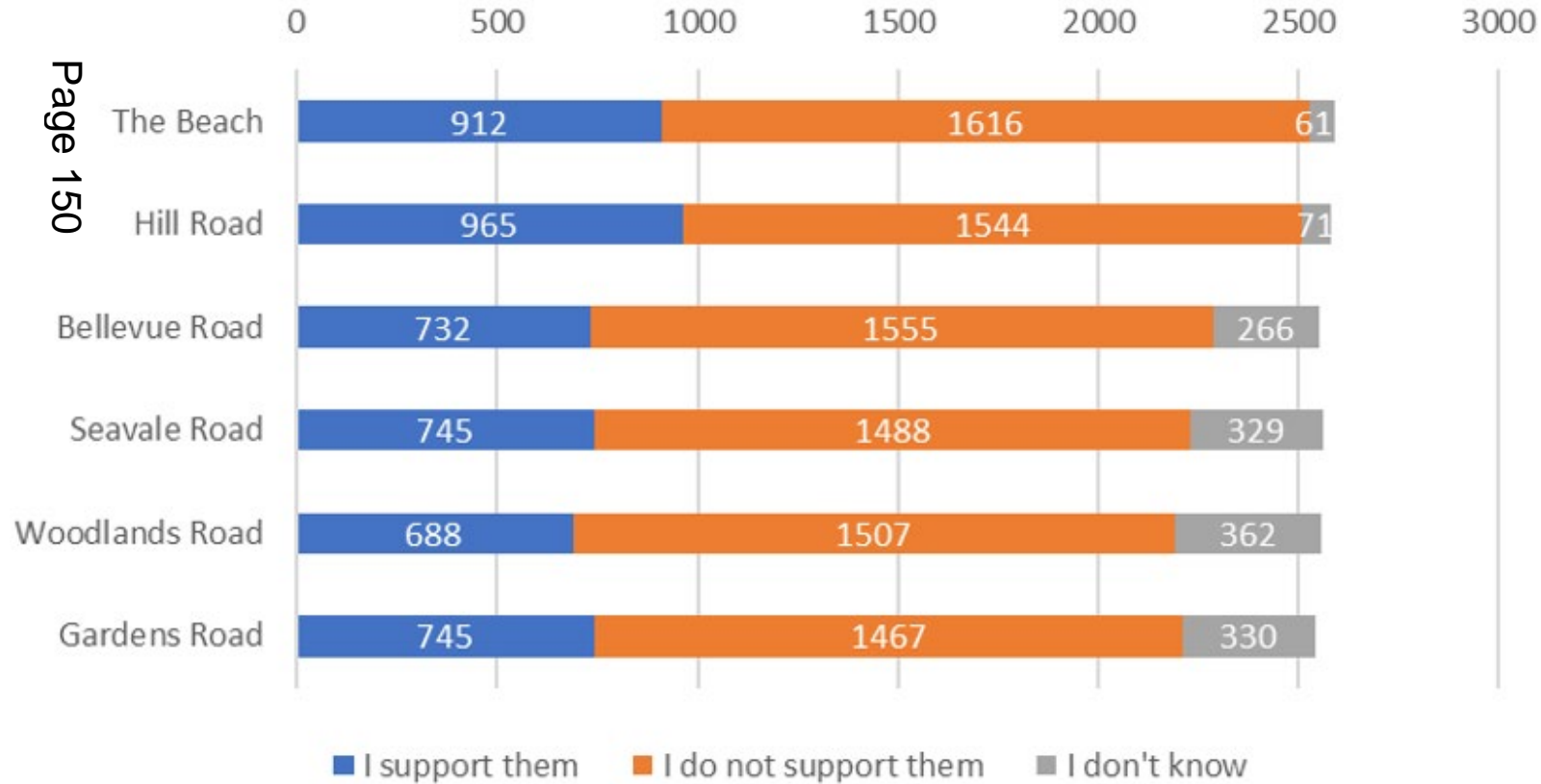
Hill Road

How do you rate the following measures introduced along Hill Road?



One Way Systems

Do you support the new one-way systems introduced on the following roads?



4. Economic considerations

Local views – no empirical evidence from consultation on reduction in trade

External factors

Cost of living – Reduction in average wages of £128.00

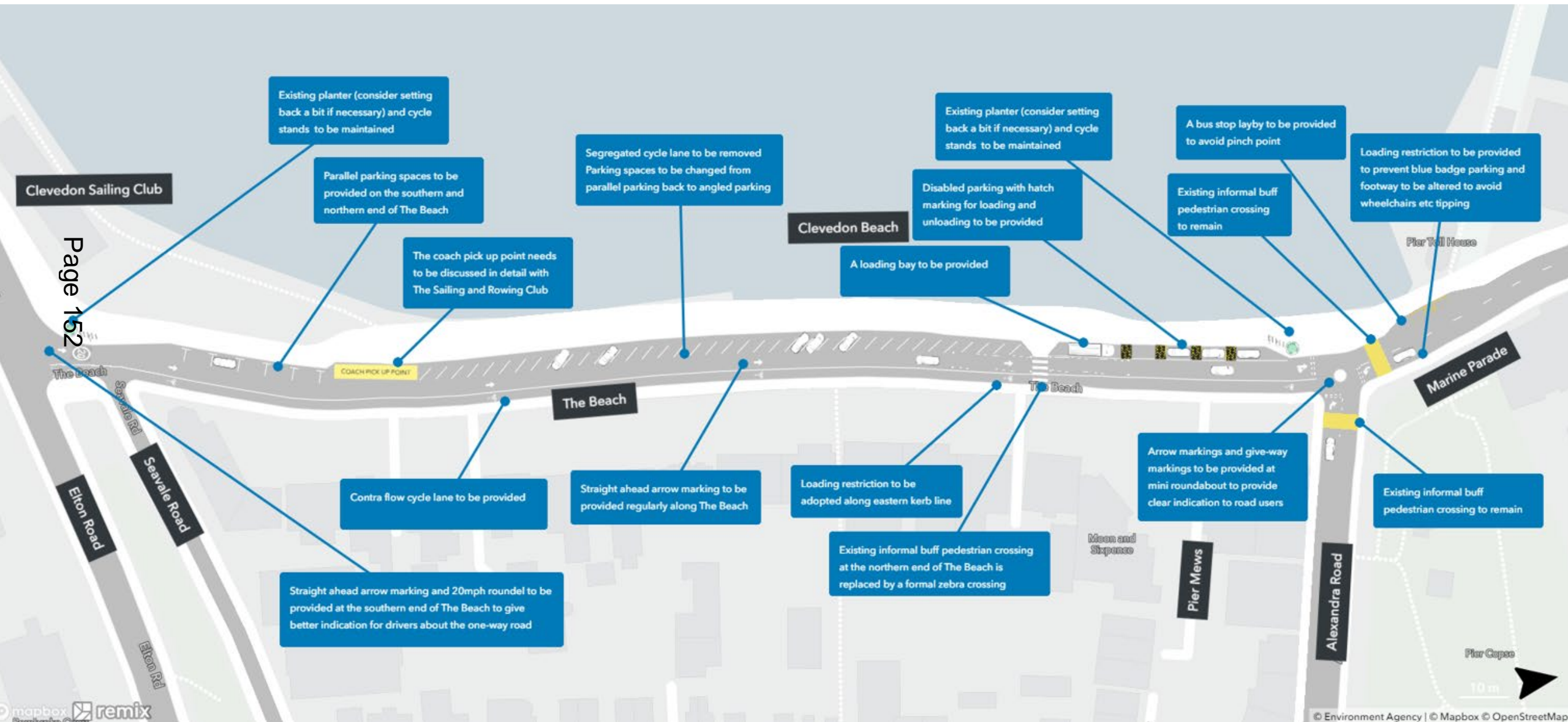
Online shopping – Hospitality, Food/drink back at pre-Covid levels, Fashion lower

Weather - wettest July since 2009. 40% reduction in ticket sales at The Pier

Night-time economy – Night-time economy has not returned to pre-Covid levels

Findings – no direct correlation between scheme implementation and reduction in trade

5. Recommendations – The Beach



Other recommendations

Hill Road

Implement safety audit recommendations

Consider widening use of Parklets by other businesses

Buses

Local promotion of WESTlink and Community Transport

One Way system

Leave in situ, may be local issues which need further investigation

Community led discussion on acceptance of scheme

6. Costings

Items	Rate	<u>Amount (£)</u>
Total Works Costs		<u>£219,958.75</u>
Preliminaries	10%	£21,995.88
Traffic Management	15%	£32,993.81
Design	15%	£32,993.81
Consultation	15%	£32,993.81
Inflation	10%	£21,995.88
Traffic Regulated Orders Administration and Advertising		£10,000.00
Grand Total		<u>£372,931.94</u>

(excluding VAT)

There will be additional costs for the other Safety Audit recommendations



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North Somerset Council

Report to the Executive

Date of

Meeting: 06 December 2023

Subject of Report: Establishment of the dynamic purchasing system for highway civils, structures and surface treatments

Officer/Member Presenting: Executive Member for Highways and Transport - Cllr Hannah Young

Key Decision: YES

Reason:

The value of the work to go through this DPS is valued over £500,000. This report lays out the procurement framework for awarding subsequent contracts

Recommendations

Approve the establishment and operation of the highway dynamic purchasing system for civils, structures and surface treatments detailed in this report where suppliers will be added to DPS on successful application in the Selection Questionnaire stage.

1. Summary of Report

- 1.1 The Council has a legal duty under the Highways Act 1980 to maintain its respective sections of the highway network under section 41. This includes responsibility for maintaining, managing and, where necessary, improving the network.
- 1.2 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.
- 1.3 At the Full Council meeting on 8 November 2022 members made the following resolution:
 - To progress the highway reactive and cyclical maintenance work package via direct contract award under Public Contract Regulations 2015 (regulation 12) exemption to North Somerset Environment Company for an initial term of 7 years commencing 1 April 2024.
 - Create two single provider frameworks for:
 - Surfacing
 - and Surface Dressing
 - **Create a Dynamic Purchasing System for 3 lots (the subject of this report) as follows:**
 - **Civils**
 - **Structures**
 - **Surface treatments**

- 1.4 Details of previous supporting decisions:
- [Commissioning Plan for the Future Highways Delivery Model](#) presented by the Executive Member for Highways and Transport at the Full Council meeting held on Tuesday 8 November 2022.
 - 22/23 DP 546 Highways procurement plan – dynamic purchasing system for civils, structures and surface treatments agreed by the Executive Member for Highways and Transport on 02 May 2023.
- 1.5 This report outlines how the dynamic purchasing system will be managed and governed once in place.
- 1.6 The estimated value of the dynamic purchasing system is c£11.9m over the 7-year period.

2. Policy

- 2.1 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.
- 2.2 This is supported by the council’s corporate plan:

Aims	Priorities
A thriving and sustainable place	To be a carbon neutral council and area by 2030 A transport network that promotes active, accessible, and low carbon travel
A council which empowers and cares about people	Partnerships which enhance skills, learning and employment opportunities
An open and enabling organisation	Engage with and empower our communities. 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

3. Details

- 3.1 The Dynamic Purchasing System includes three ‘lots’:
1. Civils
 - Highway Drainage
 - Smaller Improvement Schemes
 - Road Safety Schemes
 - Active Travel Schemes
 - Flood Protection
 - Potential Civils works to support street lighting contracts
 2. Surfacing treatments
 - Micro Asphalt
 - Slurry Sealing

- Preservation Treatments
- In-situ recycling
- Retexturing
- High Friction Surfacing
- Crack Sealing/ Joint infill

3. Structures

Repairs, maintenance and improvement projects to bridges, wall and other highway structures.

Future programme of work

- 3.2 The feedback obtained through market engagement has reinforced the necessity of developing a forward programme of work. This proactive approach will allow the Council to share of opportunities with contractors early on, ensuring a more collaborative approach to schemes to achieve the best outcomes and value for money.
- 3.3 Opportunities through the Dynamic Purchasing System will be advertised through the council's procurement portal - www.supplyingthesouthwest.org.uk.

Stage 1 - Joining the DPS

- 3.4 To become part of the Dynamic Purchasing System (DPS), prospective suppliers will be required to complete the Standard Selection Questionnaire (SSQ) from Gov.uk. In line with the council's commitment to due diligence and ongoing accuracy, suppliers listed within the DPS will be periodically requested to update their information as needed throughout the duration of the DPS. This ensures that the system maintains up-to-date and relevant supplier data over its lifecycle.
- 3.5 Standard Selection Questionnaires will be reviewed within 10 working days of submission, extended to 15 days in exceptional circumstances. Successful applications will be required to accepting the terms and conditions of the NEC Engineering and Construction Short Contract and be included in the DPS opportunities moving forward.
- 3.6 In alignment with the council's dedication to help smaller local businesses, those who do not initially succeed will receive constructive feedback, promoting inclusivity and growth within the local supplier community.

Stage 2 – Competition for schemes

- 3.7 Before determining the balance of quality, price, and social value ratios for a scheme, the Client and Commissioning team will first evaluate the project's value and conduct a comprehensive complexity assessment. This assessment will cover key factors such as:
- Size - measured in terms of the volume of materials required, area covered, multiple locations – the larger any of these are the more complex the project is likely to be.
 - Scope – complexity will increase depending on the involvement of different functions (structural, mechanical, electrical, etc.), the uniqueness of the design, the range of activities required, and any special considerations or requirements.

- Programme - number of project phases, the duration of each phase, critical milestones, and any time constraints. Projects with intricate scheduling requirements or significant time pressures should be considered more complex.
- Stakeholders – number and range of parties involved in the scheme as well as any historic reputational issues These will all need to be managed throughout the work.
- Risk – identifying any risks and uncertainties, such as environmental impacts, regulatory compliance, technical challenges.

3.8 **Table A** below illustrates how the complexity and budget of a scheme will be categorised to use the scoring matrix in Table B (see 3.11):

Key: PR = Procurement Route

Project complexity	Complex	PR2b	PR5	PR6
	Complicated	PR2a	PR4	PR5
	Simple	PR1	PR3	PR4
		<£100,000	£100,001 - £249,999	£250,000>
		<i>Budget for work</i>		

Stage 3 – Evaluation

3.9 **Table B** below shows the weightings for Social Value/ Quality/ Price following the assessment in Table A that each suppliers work will be determined by:

	Social Value	Quality	Price	
Project complexity	PR6	10%	45%	45%
	PR5	10%	35%	55%
	PR4	10%	25%	65%
	PR3	10%	10%	80%
	PR2b	-	30%	70%
	PR2a	-	15%	85%
	PR1	-	-	100%

Social value

3.10 In line with the Council’s policy, Social Value has been built into the DPS model. Under advisement from the Head of Procurement, the percentage of scoring towards the contract award is adjusted to fairly reflect the contract value.

- 3.11 Larger value schemes more than £100K will continue to use the TOMS model, offering contractors a large range of options to choose from. However, for more minor, lower value works TOMS would not be appropriate. Instead, the DPS will allow contractors to submit their bespoke offering to demonstrate social value, but this will not be evaluated. This approach was supported by SME's in the market engagement phases, and seen as way to encourage suppliers to include social value in their bid, rather than deter them due to a cumbersome process.

Quality submission

- 3.12 There will be six primary focus areas that quality submissions will be evaluated on:
1. Experience
 2. Method statements
 3. Communication and management
 4. Sustainability
 5. Project planning
 6. Project specific questions

Price

- 3.13 Price evaluation will follow the conventional model of the lowest scores receive 100%, with percentage variance applied to all other scores. This model establishes the baseline for assessment, where any deviations from the lowest score are represented as a percentage.

Stage 4 - Contract call-off and onward management

- 3.14 The contract authorisation will mirror the structure used in Confirm for current contract awards. This alignment aims to optimise the management of Highway Maintenance and Integrated Transport programs. The responsibility for the development, governance and delivery of these programs will be led by the new internal client and commissioning function, with oversight on project variance from the LTP Project Board. This will streamline the program management process, ensuring a more efficient and cohesive approach.
- 3.15 To support these changes, Contract training sessions have been planned for 2024. This training initiative will ensure that all officers are well-prepared to effectively manage contracts within the newly aligned framework.
- 3.16 In addition to training, a comprehensive Contract Management System will be implemented. This system will provide end-to-end oversight of contracts, from their initial conception to completion, and also facilitate the management of contract change requests. This streamlined approach will help in achieving greater efficiency and accuracy in contract management.

4. Consultation

- 4.1 Extensive work has been undertaken with industry experts, RedRay consultancy and the council's procurement team, to develop the DPS and how it will operate moving forward.
- 4.2 In May 2023 the highways service held a market engagement session with potential suppliers. This was advertised through a PIN on the council's procurement portal

and known local suppliers were contacted and encouraged to participate by the Engineers.

- 4.3 Feedback from the engagement session raised some key points that the Dynamic Purchasing System’s set-up will address:

Feedback	Action
Need for a forward plan of works so suppliers could have sight of upcoming opportunities and plan their bids for work accordingly	The new Client and Commissioning function will be closely involved with the development of the Local Transport Plan programme and Highway Asset Management Strategy with an aim to give suppliers as much foresight of upcoming works as possible.
A consistent approach on how suppliers join the DPS and importantly – how it is operated.	The DPS will be managed through the Client and Commissioning function, which will act as the primary liaison between suppliers and engineers. This will ensure a consistent approach to the DPS from the supplier perspective. Having oversight of all highway and transport works empowers this team to identify potential on-site collaborative opportunities that can lead to cost reductions and promptly address any concerns related to stakeholder conflicts within a project.
Flexibility social value weighting for smaller, bespoke suppliers	This has been factoring to the weightings balance that supplier bids will be scored against depending on the complexity of the works – see Table B – 3.9.

- 4.4 The above approach and resourcing has been discussed with relevant Heads of Service and are included in documentation being considered in the Highways Review.
- 4.5 Oversight of this project to deliver upon its objectives has been governed through:
- Highways Project Board – including senior members of the council’s leadership team
 - Executive Member for Highways and Transport monthly update briefings
 - TCC Scrutiny/ Highways and Transport Sub-committee group briefings

5. Financial Implications

Costs

- 5.1 It is anticipated that Dynamic Purchasing System will cost c£11.9m over its 7-year duration.

Funding

- 5.3 The contract spend will be funded from the Transport and Infrastructure Capital Works programme. The works programme is approved annually via a separate decision.

- 5.4 This Dynamic Purchasing System will provide the mechanism to deliver against relevant schemes identified within this programme.
- 5.5 Funding comes from a range of sources including;
- Integrated Transport Block Funding (grant funding)
 - The Pothole Fund (grant funding)
 - Highway Maintenance Block – Needs and Incentive funding (grant funding)
 - NSC Capital Funding (capital borrowing)
 - Bus Service Improvement Plan (grant fund)
- 5.6 The anticipated expenditure through the Dynamic Purchasing System will vary from year to year depending on budgets and priorities. The capital budget is approved as part of the capital strategy report and is dependant on the amount of grant funding received.
- 5.7 There is no minimum spend therefore the Dynamic Purchasing System offers flexibility to deliver schemes within our approved funding envelope.

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.
- 6.2 The Dynamic Purchasing System will be procured in line with Public Contract Regulations 2015. The Contract we will use will be the NEC4 Engineering and Construction Short Contract (ECSC). Suppliers joining this process will be required to sign up to the principles of this contract.
- 6.3 The procurement process will be compliant with the Public Services (Social Value Act) 2012 by ensuring it seeks additional social value during the tender process.

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.
- 7.2 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 The 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 There are no HIGH scoring risks, the Highways Future Service Delivery Model projects risk register is reviewed weekly and mitigations put in place. The full project risk register is available on request.
- 8.2 There is one MEDIUM risk that is being closely monitored regarding the timescales for the appointment of the Client and Commissioning function. This team is essential to mobilise the four contracts, ahead of the 1 April start to the Highways Future Service Delivery Model. This risk has been raised to Senior Leadership as part of the Highways Review project.

9. Equality Implications

Have you undertaken an Equalities Impact Assessment? Yes.

Staff equality impact summary

- 9.1 As part of this work an internal function will be created to support delivery of the capital works programme, this is estimated to be an additional 4 FTE’s created and will be subject to a formal HR process.

10. Corporate Implications

- 10.1 Internal resources required for the success of the Dynamic Purchasing System were outlined and agreed in the Commissioning Plan taken to the December 2022 Full Council meeting. These included:
- Procurement resource to assess the Standard Selection Questionnaire (SSQ) that will allow suppliers to join the Dynamic Purchasing System in the first instance, followed by ongoing compliance, performance/ support management and social value delivery reporting.
 - Legal oversight of the contract awards through the NEC Engineering and Construction Short Contract. This will be underpinned by training on the contracts with the Client and Commissioning function.
 - Finance overview for full budget oversight.
- 10.2 The above resources will feed into the overall Dynamic Purchasing System management from the Client and Commissioning team function, that will retain responsibility for the governance and reporting of these contracts.

11. Options Considered

No other options have been considered. This methodology for the use of a dynamic purchasing system was approved at the Full Council in November 2022 and further supported through the Procurement plan agreed by the Executive Member of Highways and Transport on 02 May 2023.

Author:

Tash Hardy
Project Manager, Business Development Unit

Peter King
Lead Engineer, Highway Operations

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North Somerset Council

Report to the Executive

Date of Meeting: 6 December 2023

Subject of Report: Children's Safeguarding Partnership Annual Report

Town or Parish: North Somerset

Officer/Member Presenting: Executive Member for Children's Services, Families, and Lifelong Learning and Director of Children's Services

Key Decision: No

Reason: It is not a key decision because it does not result in incurring expenditure or making savings of £500K+

It is not a key decision because of the effects on two or more wards within the local authority.

Recommendations

For the Executive to receive and comment on the Children's Safeguarding Board annual report.

1. Summary of Report

Key Strategic Business Priorities

Leadership - To provide strong governance to an effective strategic framework.

Learning – To ensure that practitioners have the knowledge and skills to be effective in their safeguarding children's roles.

Neglect - To identify and support the prevention of neglect by improving the safety and wellbeing of children and young people in North Somerset through the effective early identification and effective support.

Contextual Child Exploitation - To ensure child exploitation is recognised and responded to effectively, including when young people transition into adulthood.

Recent challenges include the ongoing task of recruiting to key roles of business manager and business support officers who provide such vital leadership and safeguarding direction. We've shown resilience and commitment to improve following recent Ofsted Inspection findings in March 2023 and reflect on national guidance including the Wood Review. During our development day in March 2023, we focused on making our work evidence-based and agreed the areas of focus for the coming year. We are also working to emphasise independent scrutiny and oversight now more than ever.

Statutory partners have worked together to embed our core principals and move closer to our Partnership's goals. All subgroups working groups are fully operational, with clear work

objectives against the new three-year Safeguarding Business Plan, clear chairing arrangements, and robust membership. The Communications and Engagement subgroup is currently being reviewed and consideration is now being given to join this subgroup with the Safeguarding Adult's Board.

Safeguarding Activity has accelerated considerably with a greater emphasis on audit and embedding learning from local reviews into professional practice and cascading this learning at multi-agency training events.

Independent scrutiny is undertaken by our Independent Chair. We have adopted several context-appropriate methods to achieve the scrutiny function. We also use multi-agency audit tools (for neglect cases and child sexual exploitation) as well as the development of action log trackers for recording safeguarding business activity.

Section 11 requirements as outlined in the Children Act, 2004, were completed by the University Hospital Bristol and Weston (UHBW) as well as the 2 Fostering Agencies Compass and Capstone.

The Child Exploitation Working Group conducted a preparatory Joint Targeted Area Inspection (JTAI) in January 2023 examining multi-agency arrangements for dealing with criminal and sexual exploitation. We have begun considerations for the partnership to undertake a LGA peer review is planned for the coming financial year.

Following the national review of the murders of Arthur and Star, this partnership also held a learning event for practitioners from across all organisations which was supported by the Interim Designated Nurse for Safeguarding Children across the system.

Our Child Sexual Exploitation Strategy 2023- 2026 has been finalised, and as a result our multi-agency responses to children at risk of criminal & sexual exploitation has been strengthened.

2. Policy

There are no changes to policy as a result of this report.

3. Details

Our Vision

We want children and young people who reside in North Somerset grow up in a safe environment, free from abuse and neglect. Children, young people, and their families will receive the right level of support & intervention, at the right time, by skilled professionals to ensure that children and young people have the best start to life.

Our Values

- Transparency and Respect – we will foster a culture of openness, respect and transparency. North Somerset Safeguarding Children Partnership (NSSCP) partners are required to work openly together, to learn from collective and individual experience, and to seek and receive assurance on the overall effectiveness of work to safeguard and protect children in North Somerset.

- Integrity and Honesty – we will be honest and open with each other on areas of challenge, transformation and system change to inform decisions on future initiatives and collaborative working.

Challenge and Innovation - we will respectfully and constructively challenge each other to drive continuous improvement and deliver the best outcomes for North Somerset's children.

- Collaboration and Partnership – The three safeguarding partners and all relevant agencies will work proactively, effectively, and collaboratively together. We will value differences to help drive improvements for children and young people.

- Care and Listening to the voice and lived experience of the child - Everything we do will benefit children and young people in North Somerset. We will ensure that our work is child-

centred, and we continually seek to care for, engage and involve our children and young people and their families.

Achievements

1. We have completed our 3-year Business Plan and agreed our 4 strategic priorities. The voice of the child is a key thread throughout our business priorities.
 2. We continue to embed neglect as a key area of learning throughout respective partnership training requirements and develop learning briefings.
 3. We have promoted learning opportunities from national and locally driven developments, case reviews, and audits and assisted in the development of effective and appropriate multi-agency courses.
 4. Our 'Family Strengths and Needs Toolkit' and documentation is now complete. We have commenced multiagency audits in Neglect, making sure plans cover the area identified as a concern – this will continue on a 3-monthly basis.
 5. We have Improved the sharing of data relating to all our vulnerable children including those vulnerable to exploitation across the partnership and with other local authorities.
 6. Following local case reviews or serious incidents relating to children. We continue to quality assure NSSCP multi-agency training and professional development activities and evaluate of the impact of this training.
- Updates, achievements and future priorities are detailed from all subgroups and working groups, ICB, Avon and Somerset Police and Children and Families Services. Learning from CSPRs is outlined using case studies and the voice of the child is reported on.

Author:

Zoe Gartland, Business Manager for the Childrens' Partnership

Appendices:

North Somerset Safeguarding
Children Annual Report
January 2022 to March 2023

Background Papers:

LADO Annual report 2023-24:

<https://proceduresonline.com/trixcms1/media/13037/lado-annual-report-2023-2024.pdf>

WEST OF ENGLAND CHILD DEATH OVERVIEW PANEL April 2019 – March 2020
ANNUAL REPORT:

<https://www.n-somerset.gov.uk/sites/default/files/2021-06/CDOP%20annual%20report%202019-20.pdf>

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North Somerset Safeguarding Children Annual Report January 2022 to March 2023



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Introduction

Welcome to our third Safeguarding Children Annual Report from the North Somerset Safeguarding Children Partnership.

As with many multi-agency safeguarding partnerships, 2022 to 2023 has been a challenging year for us. The transition arrangements in North Somerset have taken longer than planned due to recruitment challenges resulting in drift of key business priorities. This report covers the period from January 2022 up until the end of March 2023. The Board has been chaired throughout this period by our Independent Chair, Ivan Powell.

This annual report will be shared with:

- The Chief Executive, North Somerset Council
- The Chief Executive of BNSSG (Bristol, North Somerset & South Gloucestershire) Integrated Care Board
- The Outcomes, Quality and Performance Committee and System Quality Groups of the Bristol, North Somerset, South Gloucestershire Integrated Care Board (BNSSG ICB)
- The Office of the Police and Crime Commissioner
- The Safer and Stronger Communities Strategic Partnership
- Children and Young People's Policy & Scrutiny Panel (NSC)
- Children and Young People's Partnership Board
- The North Somerset Safeguarding Adults Board
- The National Safeguarding Practice Review Panel
- What Works for Early Intervention and Children's Social Care Centre
- This report is to be approved by the Executive of the North Somerset Safeguarding Partnership in September 2023

Should you require the report in any other format to support accessibility please contact the Safeguarding Children Business Manager NSSCP maggie.lilburn@n-somerset.gov.uk.

Foreword from the NSSCP Safeguarding Children Partnership

Executive

We have had a range of recent challenges. This includes the ongoing challenge of recruiting to the key roles of business manager and business support officers who provide such vital leadership and safeguarding direction. We've shown resilience and commitment to improve in light of its recent Ofsted Inspection findings in March 2023. The fundamental aim of each peer challenge is to help councils and their partners reflect on and improve the impact of practices and services for children, young people, and families. We also reflect on national guidance from a range of sources including the Wood Review. During our development day in March 2023, we focused on making our work evidence-based and agreed the areas of focus for the coming year. We are also working to emphasise independent scrutiny and oversight now more than ever.

We acknowledge the extraordinary efforts made by our local community as well as all voluntary and statutory partners. We feel very proud to live and work within North Somerset in light of such hard work.

This report reflects some of those challenges we have worked to overcome and the great results we have achieved. As this is the third year of the Partnership, we know that there are several key initiatives we have needed to develop in 2022 and 2023. Statutory partners have recognised there have been insufficient resources in the absence of sufficient chairing capacity and a permanent business manager and administration support for the partnership to flourish.

- Rosi Shepherd, Chief Nursing Officer, BNSSG ICB
- Adam O’Loughlin, Chief Inspector, Avon & Somerset Police
- Sheila Smith, Director of Children’s Services, North Somerset Council
- Ivan Powell, Independent Chair

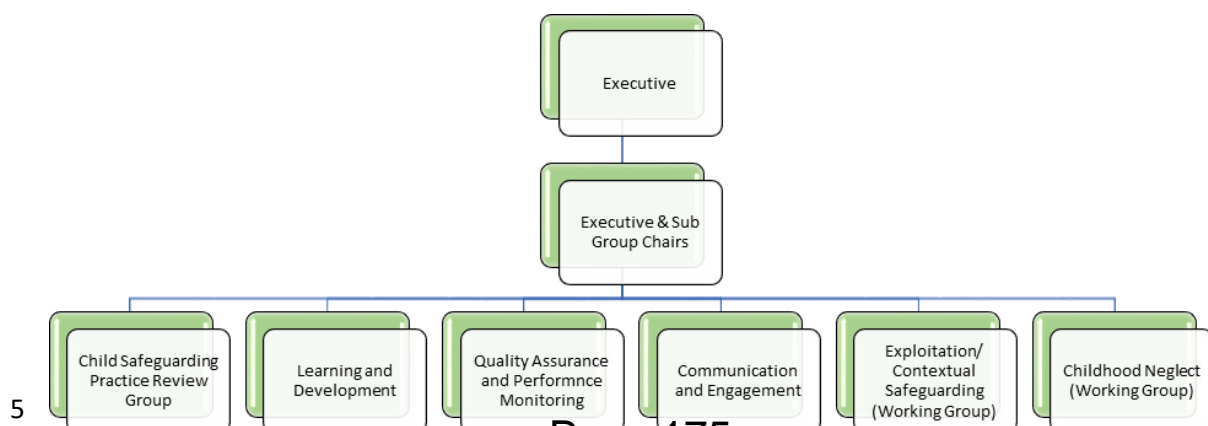
North Somerset Safeguarding Children Partnership Structure

Following the recruitment of an Interim Business Manager in 2022 and February 2023, we’ve worked together to embed our core principals and move closer to our Partnership’s goals. All Subgroups are in place with a clear focus, chairing arrangements, and robust membership. The Communications and Engagement Subgroup is currently being reviewed and consideration is now being given to join this subgroup with the Safeguarding Adults Board. This will add value to the current Partnership Arrangements.

All subgroups and working groups are fully operational, with clear work objectives against the new three-year Safeguarding Business Plan. Safeguarding Activity has accelerated considerably with a greater emphasis on audit and embedding learning from local reviews into professional practice and cascading this learning at multi-agency training events.

Below the Executive is the Executive and Sub Group Chairs. These chairs oversee the Child Safeguarding Practice Review Group, Learning and Development, Quality Assurance and Performance Monitoring, Communication and Engagement, Exploitation/Contextual Safeguarding (Working Group) and the Childhood Neglect (Working Group).

NB: The communications and Engagement group will now join with Safeguarding Adults subgroup to strengthen partnership working.



Independent Scrutiny

Independent Scrutiny which is one of the key changes in the new partnership arrangements. Currently this function is undertaken by our Independent Chair. There have been a number of context-appropriate methods to achieve the scrutiny function which we have been adopted. Challenges and responses raised between partners are noted in the partnership minutes. We also use multi-agency audit tools (for Neglect cases and Child Sexual exploitation) as well as the development of action log trackers for recording safeguarding business activity. Section 11 requirements as outlined in the children Act, 2004, were completed by the University Hospital Bristol and Western (UHBW) as well as the 2 Fostering Agencies Compass and Capstone.

The Child Exploitation Working Group conducted a preparatory JTAI in January 2023 examining multi-agency arrangements for dealing with criminal and sexual exploitation. We have begun considerations for the partnership to undertake a LGA (Local Government Association) peer review is planned for the coming financial year.



What is Safeguarding Children?

Working Together 2018* defines the safeguarding and promoting the welfare of children as:

- protecting children from maltreatment.
- preventing impairment of children's health or development.
- ensuring the children are growing up in circumstances consistent with the provision of safe and effective care.
- taking action to enable all children to have the best outcomes.

Child protection is a part of safeguarding activity that protects specific children who are suffering, or likely to suffer, significant harm.

North Somerset Safeguarding Partners, in accordance with Working Together 2018, have drafted their new Multiagency Safeguarding Arrangements for Children and Young People.

The North Somerset Safeguarding Children's Partnership is a multi-agency partnership, with responsibility for safeguarding children and young people throughout the North Somerset locality.

Leadership comes from three statutory partners:

- North Somerset City Council
- Avon & Somerset Police
- BNSSG ICB

The Safeguarding Children Business Manager and Independent Chair coordinate this work.

The NSSCP works closely with other relevant groups to ensure a coordinated, borough wide, approach to a range of issues which cross the boundaries of age, and are therefore, not the specific remit of any one group. These include:

- The Safer and Stronger Communities Strategic Partnership
- Children and Young People's Policy & Scrutiny Panel (NSC)
- Children and Young People's Partnership Board

Our Vision

We want children and young people who reside in North Somerset grow up in a safe environment, free from abuse and neglect. Children, young people, and their families will receive the right level of support & intervention, at the right time, by skilled professionals to ensure that children and young people have the best start to life.

Our Values

- Transparency and Respect – we will foster a culture of openness, respect and transparency. NSSCP partners are required to work openly together, to learn from collective and individual experience, and to seek and receive assurance on the overall effectiveness of work to safeguard and protect children in North Somerset.
- Integrity and Honesty – we will be honest and open with each other on areas of challenge, transformation and system change to inform decisions on future initiatives and collaborative working.
- Challenge and Innovation - we will respectfully and constructively challenge each other to drive continuous improvement and deliver the best outcomes for North Somerset's children.
- Collaboration and Partnership – The three Safeguarding Partners and all Relevant Agencies will work proactively, effectively, and collaboratively together. We will value differences to help drive improvements for children and young people.

Care and Listening to the voice and lived experience of the child - Everything we do will benefit children and young people in North Somerset. We will ensure that our work is child centred, and we continually seek to care and engage, and involve our children and young people and their families.

Key Strategic Business Priorities

The NSSCP Strategic Plan has been developed to focus on a set of agreed priorities that have been agreed at the NSSCP Development event on 10th March 2023 These are:

- Leadership- To provide strong governance to an effective strategic framework.
- Learning Ensure- that practitioners have the knowledge and skills to be effective in their safeguarding children's roles.
- Neglect- To identify and support the prevention of neglect by improving the safety and wellbeing of children and young people in North Somerset, the effective early identification, help and effective support.
- Contextual Child Exploitation- Ensure child exploitation is recognised and responded to effectively, including when young people transition into adulthood.

We've identified these priorities from themes arising from the Partnership's existing scrutiny, and quality assurance programs and key learning points arising from children's safeguarding practice reviews. The strategic objectives will remain the same for the three-year period of the plan but we will often review the activities that sit underneath them.

The structure of the strategic plan allows the Board to focus on key strategic areas of partnership activity but also remain flexible to respond to feedback. This will allow us to refine existing programs in response to the needs of children and young people.

To support the delivery of the Business Plan, we make more detailed individual plans aligned to the Board's strategic priorities with each Sub and Working Group. The NSSCP will take a leadership role in the delivery and quality assurance of partnership work in these areas. Progress against this plan will be reviewed and monitored by each individual subgroup / Task and Finish Group in the first instance. Where necessary and appropriate, the Execs Plus Group will highlight both areas of concern and areas of good practice and success to the full NSSCP Executive Board meetings for further action.

A Snapshot of what North Somerset Safeguarding Children Partnership has achieved

1. We have completed our 3-year Business Plan and agreed our 4 Strategic priorities. The voice of the child is a key thread throughout our business priorities.
2. We continue to embed neglect as a key area of learning throughout respective partnership training requirements and develop learning briefings.
3. We have promoted learning opportunities from national and locally driven developments, case reviews, and audits and assisted in the development of effective and appropriate multi-agency courses.
4. Our Family Strengths and Needs Toolkit and documentation is now complete. We have commenced multiagency audits in Neglect, making sure plans cover the area identified as a concern – this will continue on a 3 monthly basis.
5. We have Improved the sharing of data relating to all our vulnerable children including those vulnerable to exploitation across the Partnership and with other Local Authorities.

6. Following local case reviews or serious incidents relating to children. We continue to quality assure NSSCP multi-agency training and professional development activities and evaluate of the impact of this training.
7. Following the national review of the murders of Arthur and Star, this partnership also held a learning event for practitioners from across all organisations which was supported by the Interim Designated Nurse for Safeguarding Children across the system.
8. Our Child Sexual Exploitation Strategy 2023- 2026 has been finalised, and as a result our multi-agency responses to children at risk of criminal & sexual exploitation has been strengthened.

Spotlight On 2022/2023



This section of the Annual Report focusses on key areas of work undertaken during 2022/2023 However, these must be seen in the context of the very significant amount of day-to-day work undertaken by staff throughout the year. We cannot overestimate the amount of “routine” work that goes into keeping children and young people safe in North Somerset.

Multi-agency Training and Development: what we did well

- We have delivered 75 multi-agency courses to 1260 participants. (April 22 – March 23)
- Multi-agency training has returned to a similar frequency as pre-pandemic, with 85% of the training courses now being delivered face to face Within the safeguarding partnership, the key focus areas around childhood neglect and child exploitation has driven considerations about the training offer
- The current Child Sexual Exploitation course is now delivered by our Police colleagues
- The neglect agenda had been enhanced with two new courses: a full day course considering the Cumulative impact of Neglect.
- The new online Strengths and Needs (Neglect) Toolkit training has been promoted
- We have delivered training on the Effective Support course which is to explore the use of the revised document for front line practitioners
- A great deal of work has gone into the development of the above courses as well as the ongoing delivery of the core offer of safeguarding courses

Future objectives:

- Review the overarching management system for advertising/booking of courses will need to be considered
- The current system of North Somerset CPD Online, will be closed later this year with no clear pathway for replacement. Review of high-quality event evaluation to ensure the training offer is meeting its targets

- Ensure all partners can access the partnership multi-agency training offer. Ensuring the courses are advertised to staff as widely as possible, this is an essential action for the coming 12 months
- To continue to ensure that the voice of the child remains a golden thread running through all our multi-agency training courses
- Develop a multiagency training program that spans over 12–15-month period so partnership colleagues can time-table training courses well in advance

Child Safeguarding Practice Review Group Subgroup - what we did well



- During the reporting period the case review group has met monthly
- It also collates and creates an action plan for the Partnership resulting from key findings of these reviews.
- In the year March 2022-March 2023 one Rapid Review was held, two Child Safeguarding Practice Reviews were completed (which had been initiated before March 2022), and an appreciative enquiry undertaken following an earlier Rapid Review
- The Subgroup has revised its Terms of Reference, referral form and Rapid Review process, and has produced a standardised Terms of Reference for undertaking Child Safeguarding Practice Reviews

Future objectives:

- Consider and examine the findings from National and Regional Safeguarding Practice Reviews and identify learning themes and actions for dissemination
- Review and strengthen our local Policies and guidance in line with local practice e.g. non mobile baby policies and guidance.
- Continue to assess and manage new referrals for significant events, undertake rapid reviews, and where appropriate commission Child Safeguarding practice Reviews
- We have reflected on local Rapid Review Cases and their respective action plans relating to Neglect and will ensure that these are incorporated into multiagency safeguarding training events

Learning and Development Subgroup - what we did well



- We have promoted learning opportunities from national and locally driven developments, case reviews, audits and assisted in the development of effective and appropriate multi-agency courses
- We continue to Quality assure NSSCP multi-agency training and professional development activities and evaluate the impact of training

- We have reflected on local Rapid Review Cases and their respective action plans relating to Neglect and will ensure that these are incorporated into multiagency safeguarding training events

Future objectives:

- Continue to support multi-agency arrangements on the delivery of the multi-agency training program, which includes implementing any health specific actions relating to the National, regional and local Child Safeguarding Practice Reviews
- We will ensure that learning briefings are completed and cascaded across agencies so that learning from Rapid Review can be shared and implemented
- To support safeguarding partners to establish a learning assurance framework to ensure that all training is well evaluated and the changes in professional practice evidenced

Quality Assurance and Performance Management activities- what we did well



- This group from inception has developed maturely, keeping to an outcome focused agenda, ensuring that cross-working with the other sub-groups takes place
- We now have an effective group that reflects membership of colleagues from key parts of the system who are committed to the functions and aims of the sub-group
- A safeguarding children Dashboard has been developed that reflects practice performance against a RAG rating within the local authority and is reviewed at each meeting. This assists in identifying areas of multi-agency practice or risks that require further exploration
- The dashboard is now reviewed at every Q&A subgroup meeting to determine where future pieces of QA work require action or escalation to the partnership executive team
- Linked to the above, we have invited feedback from key leaders to share single agency audits undertaken for assurance purposes. The key partners in the subgroup take back the learning to their respective organisations for discussion and action

Future objectives:

- Establish a multi-agency auditing programme. This will ensure those multi agency responsibilities such as quality of referrals, CP decision making, are undertaken jointly and reflect multi agency accountability and perspective
- Further develop our Dashboard to reflect the work across the partnership e.g. incorporate health and police data

- Work closely with partners to identify key leads in each agency to co-produce the required detail ensuring we have meaningful information to inform the programme of work for the partnership
- Ensure recent Inspection reports from each agency are considered through a multi-agency lens and identify relevant QA activity that is required to drive up practice standards across the partnership
- To continue to evidence safeguarding strengths and good practice; identify gaps and areas for development; drive learning and service improvement

Child Exploitation Working Group -what we did well



- We have completed our 3-year Child Exploitation Strategy to include our risk assessment tool
- We have mapped children vulnerable to exploitation and geographical areas where exploitation may be taking place across North Somerset
- We have Improved the sharing of data relating to children vulnerable to exploitation across the Partnership and with other Local Authorities
- Preparatory activity in anticipation of a potential JTAI focusing on Child exploitation has been put in place
- Delivery of a Risk Outside the Home (ROTH) team within the Local Authority
- Improved understanding and awareness of Exploitation in its wider context including wider risks that lead to exploitation
- Development of a task and finish group to focus on data and partnership wider systems development

Future objectives:

- Risks Outside The Home (ROTH) Forum to be developed considering local council work streams
- To prepare for our forthcoming JTAI
- To continue to monitor the Number of Child Sexual Exploitation Crimes and strengthen the sharing of Data
- Ensure child exploitation is recognised and responded to effectively, including when young people transition into adulthood

Neglect Working Group – what we did well



- The working group has been meeting on a 6 weekly basis to drive forward the neglect multiagency audits and respective toolkits including the neglect strategy. We have worked closely with Somerset who have assisted us in our development
- Our The Family Strengths and Needs Toolkit and documentation is now complete

- We have commenced multiagency audits in Neglect making sure plans cover the area identified as a concern – this will continue on a 4 monthly basis

Future objectives:

- To encourage and support multi professional members in cases of neglect, to be confident and vocal enough to ensure the right levels of discussion, and decision making are completed and recorded
- To continue to monitor the referrals for physical/emotional/sexual abuse, given that neglect is the highest category (82%)
- To finalise our neglect strategy by January 2024 and agree a launch date for Feb/March 2024
- To support the delivery of the Business Plan’s more detailed work plans, aligned to the Board’s strategic priorities, will be developed for each Sub and Working Group

Dealing with risk & learning from Safeguarding Practice

This section explains how learning and improvements are embedded to make progress on achieving better outcomes for children and young people.

What have we learnt from Child Safeguarding Practice Reviews?

The NSSCP collates the findings from local safeguarding practice reviews (LCSPRs), repeat learning/findings are reviewed and further audit and scrutiny is undertaken to have a broader view of the findings. This was undertaken following the National Review into the murders of Arthur Labinjo-Hughes and Star Hobson. Work continues to be embedded into professional practice and findings shared withing multi-agency training programmes.

In the year March 2022-March 2023 one Rapid Review was held, two Child Safeguarding Practice Reviews were completed. Both these cases involved chronic neglect of a child. Learning continues to be shared across agencies and the action plan is currently being monitored by the Learning and Development Subgroup.



Integrated Care Board – input into North Somerset Safeguarding Children Partnership

The ICB Safeguarding team has continued to contribute to our Partnership to deliver their statutory duties for safeguarding during this reporting period. Colleagues from across the health system have provided leadership to three of the five sub-groups of this partnership: Learning and Development, Quality Assurance and Performance, Child Neglect and the Child Safeguarding Practice Review subgroup.

There has been an investment in the Learning and Development of statutory safeguarding health roles within the Partnership, following receipt of funding from the Regional NHS England Safeguarding team. Two cohorts of Safeguarding Supervision training have been commissioned and delivered with 32 delegates from across health providers and the ICB now trained to deliver safeguarding supervision effectively to frontline health practitioners.

Bespoke Level 4 Safeguarding Children training has also been delivered to a cohort of 16 colleagues from across the health system which was extremely well received and is likely to be recommissioned in Quarter 3 2023/24. As part of the ICB's statutory duties, learning briefs have been shared across the system as a result of these system audits and through the One Care bulletin with Primary Care.

These key messages have also been reiterated and discussed at Safeguarding LINK GP meetings to ensure changes to practice are embedded.

We've refined the ICB Safeguarding Team's offer to Primary Care in terms of training, supervision and support. This includes signposting to Multi Agency Level 3 Safeguarding Children training, monthly Q&A drop ins, and quarterly Safeguarding LINK GP meeting. This has been underpinned by the introduction of a new post within the ICB Safeguarding Team. That is the Named Nurse for Primary Care (All Age) supported by two Named GPs for All-Age Safeguarding. During 2022/23, four Level 3 Safeguarding courses were delivered to Primary Care staff virtually.

The ICB Safeguarding Team has also been invested in during 2022/23 following a comprehensive workforce review against the delivery of statutory duties and comparison ICBs (Integrated Care Board). A revised team structure was drafted and consulted upon, and new posts have been created to be recruited into.

A new Designated Nurse for Safeguarding Children was appointed, and this role will be supported by three place-based Deputy Designated Professionals who will have an all-age remit, adopting a 'think family' approach.

Throughout this reporting period, system discussions have been had across the footprint on how the system could work more effectively at place

(6 x locality partnership), local authority (3) and system. The outcome of these discussions was to commission a review of the arrangements with the support of a full adopted scoping paper. The Local Government Association were commissioned by the system with Executive

Sponsors from the ICB, Police and Local Authorities to undertake this piece of work which began in March 2023.

The outcomes will be reported in next year annual report.



Avon and Somerset Police

The “Child Protection Crimes (excluding Domestic Abuse Crimes)” in the attached table are recorded crimes where there are child protection concerns (Child Abuse, Child Sexual Exploitation, Child Safeguarding), with this measure excluding Domestic Abuse Crimes where there are child protection concerns. The measure also includes peer-on-peer crimes where both the victim and suspect are children. The measure includes non-recent child abuse allegations, regardless of whether the victim was a child or adult at the time of reporting.

The data below shows that the volume of recorded “Child Protection” crimes in North Somerset fell by 4.3%, or by 19 crimes, in the last 12 months compared with the previous 12 months, falling to 422 crimes. This fall should be viewed in the context of sustained increases across the last decade. The rate of reduction is below the 7.3% fall recorded across the force area. These falls are not the result of changes in recording practices and represent an actual decline in identified offences.

Child Protection and Child Sexual Exploitation (12 month rolling)	Current	Previous	Chg	% Chg
Number of Child Protection Crime (excluding Domestic Abuse Crimes)	422	441	-19	-4.3%
Number of Child Protection Serious Sexual Offences	148	180	-32	-17.8%
Number of Non-Familial Sexual Crimes - Child Victim	199	226	-27	-11.9%
Number of Child Protection Crimes for Cruelty and Neglect of Children	106	108	-2	-1.9%
Number of Child Sexual Exploitation Crimes	227	292	-65	-22.3%

Missing Children

154 children were reported missing in North Somerset in the last 12 months, rising by 17 children or by 12.4% compared with the previous 12 months. 69 of these children were reported missing repeatedly, 6 fewer children than were reported missing repeatedly in the previous 12 months. The number of missing children reports fell to 370 in the last 12 months compared with 389 in the previous 12 months, a fall of 4.9%, contrasting with the 23.5% rise recorded across the force area.

There were falls in both the number of children missing from care, falling to 26 children in the last 12 months from 32 children in the previous 12 months, and the number of children going missing from care repeatedly, falling to 16 children from 18 children.

Missing Children (12 month rolling)	Current	Previous	Chg	% Chg
Number of Missing Children	154	137	+17	+12.4%
Number of Missing Children Reports	370	389	-19	-4.9%
Number of Repeat Missing Children	69	75	-6	-8.0%
Number of Children Missing from Care	26	32	-6	-18.8%
Number of Repeat Children Missing from Care	16	18	-2	-11.1%

Safety and Anti-Bullying

The overall number of child victims of all crime types in North Somerset rose by 67 victims to 1115 victims in the last 12 months, or by 6.4% compared with the previous 12 months. This increase is above the 3.5% increase recorded across the force area as a whole. The number of child suspects of all crime types in North Somerset in the last 12 months rose by 14.4% to 824 child suspects, an increase of 104 child suspects. This rise is significantly above the 2.7% increase recorded across the force area.

The number of Domestic Abuse Crimes with a victim aged 16 or 17 recorded in North Somerset fell by 37 crimes in the last 12 months compared with the previous 12 months. This represents a fall of just over one third (33.9%) to 72 crimes. This fall is well above the 7.7% fall recorded across the force area as whole.

The number of child victims of recorded Race Hate Crimes rose to 26 victims in the last 12 months from 21 victims in the previous 12 months. Given the relatively small numbers involved, care should be taken when comparing the percentage increase in North Somerset with the percentage change recorded force wide. All forms of Hate Crime are subject to a high degree of under-reporting, and it can reasonably be concluded that the actual levels are greater than the levels reported.

Safety and Anti-Bullying (12 month rolling)	Current	Previous	Chg	% Chg
Number of Child Suspects of Crimes	824	720	+104	+14.4%

Number of Domestic Abuse Incidents (Excluding Crimes)	1475	1521	-46	-3.0%
Number of Domestic Abuse Crimes	2669	2985	-316	-10.6%
Number of Domestic Abuse Crimes - Victim Age 16 - 17	72	109	-37	-33.9%
Number of Child Victims of Crimes	1115	1048	+67	+6.4%
Number of Child Victims of Race Hate Crimes	26	21	+5	+23.8%

Initial Child Protection Conferences - The police attendance rate at ICPCs in North Somerset in 2022/23 was 100% with all 78 ICPCs having been attended.



Children Services

Family Support & Safeguarding

Our service delivers the statutory social work assessments and support to all children who are referred to Children's Services, except those who are allocated to Children with Disability team.

Team Structure and remit

There are 6 Teams based across North Somerset, 1 in Portishead, 2 in Worle and three in Weston South.

Each team has a Team Manager, senior social workers, social workers and family support workers within its structure. The service is locality based and works closely with colleagues from Health, Education and Police, we also have close working relationships with commissioned services such as 'WeAreWithYou' and 'NextLink'.

Family Support & Safeguarding (FS&S) support children who receive support as Children in Need, Children supported by a Child Protection Plan and Children in our Care where the decision regarding their permanence is being made and overseen by the Family Court. Care Proceedings will determine if children can return home, remain in their family with alternative carers to their parents, be provided with foster care for their childhood or adoption outside of their family. If a child has a care plan for adoption, we work closely with our colleagues in Adoption West as our Regional Adoption Agency, who assist us to find families for our children. Social workers in FS&S remain allocated to the child until adoption orders are secured, therefore, our work with some children and their families can span several years. We work closely with colleagues in Corporate Parenting Service and children who are in our care will be allocated a social worker from this service only when the decision has been made that fostering is required for the duration of their childhood.

Ofsted ILACS Inspection 2023 – Practice that is working well.

- Our approach to securing permanence for children who can benefit from adoption and our progress and success for children who secure permanence early through Early Permanence. Our Adoption work and effective work with our Regional Adoption Agency was noted as a strength.
- Effective arrangements to track and monitor children's plans for permanence, specifically children supported through the Pre-Proceedings stage of the Public Law Outline, the impact of this assisting effective progression of those plans. Positive acknowledgement to the quality of the letters sent to parents before PLO commences.
- Private fostering, it was noted our assessments are robust and completed by social workers who understand children's needs which inform their support plans.
- Our assessments to support children ages 16 and 17 who are homeless or at risk of being homeless were noted as strong with good multi agency working to support them remaining at home or access appropriate housing, entry to care and or support.
- Our Assessments that lead to decisions to bring children into care are well matched to children's levels of need and risk. Assessments shared with the courts are generally strong and proceedings are increasingly timely.

We will drive improvement and monitor progress by ensuring that:

Our Quality Assurance & Performance Service meet monthly with all Team Managers chaired by the Head of Service to identify the impact of

improvement activity and explore areas for safeguarding development.

Our Initiatives

- Dip reviews of children's records against our focused plans for improvements.
- Monthly meetings to share our understanding of 'good' across all our work.
- Weekly Quality and Performance meetings to maintain team performance and review our goals.
- Seek out, record and hear our children's voices so we learn from these to improve our safeguarding and social work practice.
- Quarterly development sessions for the service so our teams can share what has worked well.

Future challenges and developments

It is clear we have much to do, however, Ofsted have confirmed that our strategic plan is robust. we have a good understanding of our improvement priorities.

We have reviewed and revised the annual FS&S plan against the Ofsted findings. A draft for 2023/24 is out for consultation. This will be finalised and launched in September before our Annual Conference, where key messages and further clarity will be offered on practice standards and revised processes.

Staffing capacity has been a major barrier to our improvement goals. Vacancy management is critical and focused activity to enable and support recruitment and retention will maximize all recruitment options and ensure our practitioners have the capacity to deliver consistently good effective support.

In line with many other Local Authorities, retention of social workers within statutory social work presents challenges. The current vacancy rate for FS&S is approx. 40%. By September there will be a planned induction of 6 permanent social workers, 2 additional locum social workers and recruitment of 3 permanent family support workers. Further recruitment activity is continuing.

Our 6 priority areas include:

- Effectiveness of management oversight and supervision
- Identification and response to significant and chronic risk
- Reviewing the frequency and quality of our visits
- Exploring our timeliness and quality of assessments
- Reviewing our effectiveness of safeguarding children's plans
- Evidencing progress and change for Children

Front Door

The Front Door is exactly what it says, a Front Door to ensuring the right outcomes for support / assessment are considered when children's needs moved beyond Universal (Tier 1) and Early Help (Tier 2). The Front Door is a multi-agency team and even though they do not undertake assessments or hold children they maintain curiosity and measure any potential for over optimism through judgement, professional supervision, management oversight and audits.

Over the last 3 years the Front Door has changed and developed, although Ofsted observed this was not fast enough in our Focused Visit in September 2022. The pace of change between September 2022 and March 2023 (Inspection) was significant which included the introduction of a Multi-Agency Safeguarding Hub (MASH).

The Ofsted inspection in Marc 2023 found that:

'Improved information-sharing arrangements are supporting the right decision making for children. Most multi-agency checks are completed and returned in a timescale that is appropriate to the urgency of children's needs and the level of risk, typically within a maximum of 24 hours.

For non-professionals contacts we have Care Connect, who work alongside the Front Door to make sure contacts are past on swiftly without delay.

For professionals we have either Childrensfrontdoor@n-somerset.gov.uk or Dutyintake@n-somerset.gov.uk.

There is also a professionals' consultation line (01275 888690) for professionals who need guidance on next actions regarding a worry or concern they have and need Social Work support in deciding if a request for support document needs to be completed. The

consultation line was recognised in the March 2023 inspection: 'A refreshed consultation line has been successfully implemented to give professionals access to confidential support and guidance when there are concerns for children. This service has been well received by professionals and frequent manager oversight of the information is ensuring it is used effectively.'

Multi Agency Safeguarding Hub

The MASH has been in place since January 2023, and now it is embedded in our practice. We are reviewing the process to ensure that the partners are in the right place and implement what needs to happen next to make any improvements needed. We have seen a rise in contacts to Children Social care since MASH was in place which evidences the increased information sharing and quality taking place. Currently we have physical attendance from Education, Health, (Sirona Care and Health), Next Link (Domestic Abuse), Police join remotely but there is a plan for a physical present for at least one day per week from 1st July, however this may be limited.

A review of the MASH arrangements has commenced and fortnightly multi-professional meetings are being put in place to assist in this. Our gold standard is for all our multi professionals' colleagues to be seated together, in the Front Door to enable high quality discussion, ensuring curiosity and measure our balance for any over optimism. This is directly due to having the right people with the right information in the right place at the right time. Our update is that representation from the Youth Offending Service and Child and Adolescent Mental Health Services who are keen to also join us our MASH team.

Worries and weakness, professionals such as Police and Health work across a number of authorities around our area. From their perspective a standard process across those areas would be beneficial, but this is not how we see North Somerset MASH working and does not fit in with our vision jointly worked with North Tyneside who supported us in developing a MASH, We want that face to face, local communication and commitment and believe this is fundamental to our further development.

Family Wellbeing Hub

A recent change to the Family Wellbeing Hub is the Missing Return Home interviews are now allocated directly from of the Risk Other Than at Home (ROTH) Team, to an identified Family Wellbeing Support Worker, rather than going through the Family Wellbeing Hub.

Quality Assurance

Quality Assurance of decision making within the Front Door in September 2022 was identified as an area in need of improvement in respect of Social Work Practice. Changes have been implemented to the Quality Assurance Process within the Front Door, as follows:

- The Team Manager and Senior Social Worker complete nine-to-twelve audits in any one calendar month. This is divided into fortnightly sessions
- MASH Multi-Agency Audits are undertaken every fortnight, to a total of twelve per calendar month. This has been less well attended to date. The Police have not attended to date due to capacity

- The Head of Front Door undertakes three Dip audits monthly. Currently the dip audits are covering re-referral
- The Team Manger feeds back outcomes and learning from audits to the Front Door Team in staff meetings on a fortnightly basis and monthly in a specific audit feedback learning session
- We have worked with the Effective Support document role, supporting training for an agreed understanding of where concerns may sit on the continuum of need which has replaced the Threshold Document

Family Wellbeing service

We work closely with our Front Door social work and multi-agency colleagues to ensure that children and families are offered guidance, support and signposting to the services that can give them the right support at the right time. We provide:

Intensive early help for families: 1:1 support with a Family Support Worker.

This is a non – statutory service and aims to help families who have already received Early Help support within their community, whose needs have become more complex, and the child or young person is at significant risk of not achieving expected outcomes. It is a service that offers a holistic and coordinated approach with more intensive intervention and support.

Return to Home Interviews:

We work closely with the ROTH team and complete the Return to home interviews with children who have had a missing episode.

Children Centres and Family Hubs: We Provide and run 11 children centres and provide outreach services to 3 other community buildings.

Children Centres provide a range of holistic universal and targeted services for families with children primarily under five including:

- child and family health services, ranging from midwifery, health visitor services to breastfeeding support.
- parent and toddler groups
- information on childcare and early learning and local support groups and help to promote the Early Years Pupil Premium
- classes for parents, drop-in sessions, healthy eating advice
- help for you to find work or training opportunities.

Committed to develop 3 of our children centres to become Family Hubs, one in each of our localities. They provide families with somewhere they can go if they need information, advice or guidance about parenting, concerns about family breakdown, and other worries. A Family Hub is a central access point for services and support and will provide a universal front door to families, offering a one-stop shop of family support services across their social care, education, mental health, and physical health needs.

UK Re-Settlement programme:

We have three schemes in North Somerset which support families who have come to the UK to seek refuge.

- Vulnerable persons resettlement scheme (VPRS)/ UK Resettlement Scheme (UKRS) 2106 – a 5-year scheme and 5 years leave to remain. NS involved since 2016 and relates to the conflict in the Mina region. The pledge is to assist 20,000 individuals with NS resettling 14 families. We have 11 families settled through the VPRS and 1 through UKRS
- Afghan Relocation and Assistance Policy – 3-year scheme and 3 years leave to remain starting in July 2021. Scheme is to welcome Afghan Locally employed staff who have worked for the UK and risked their lives alongside British forces in Afghanistan to relocate to the UK with their families.
- Afghan Citizens Resettlement Scheme – 3 years scheme and 3 years to remain for those who have assisted the UK efforts in Afghanistan and stood up for values, women's rights freedom of speech and vulnerable groups. The government will resettle more than 5,000 people in the first year and up to 20,000 over the coming years. We have resettled 12 families in North Somerset.

Advanced parenting offer

The advanced parenting offer in North Somerset delivers evidenced based programmes for parents of children from birth to 19 and 25yrs SEND (Special Education Needs and Disabilities)

We have 14 parenting programmes which covers behaviour, domestic abuse, parent conflict, parenting an adolescent, child on parent violence. Some of the facilitators are specialist CYPIAT trained parenting practitioners. Robust quality assurance and supervision is carried out to ensure fidelity to the programmes.

We also have a parenting village coffee morning once a month which provides drop in professional and peer support for the families in our community needing extra support.

Let's Cook group is delivered at Oldmixon Family Centre, which is situated in the South locality. This group is for the whole community, aimed at children 0-5 and their parents and carers.

Aim related outcomes for this group are as follows:

Attendees have been able to meet other parents with young babies and share parenting experiences and cooking experiences:

- have increased their level of engagement with other local Children Centre services during their attendance.
- an increase in their knowledge of understanding of what ingredients can be used to make low-cost meals.
- that they are using activities and techniques learned in the sessions within their own homes

- have increased levels of communication and increased the number of fresh meals they cook at home.

What we achieved

- 100% of parents/carers said they are more aware of the services children's centres offer because of attending Let's Cook
- 100% had attended or planned to attend other groups within the children's centres, most popular being 'Let's play'.
- 100% said that because of attending Let's Cook, their knowledge on healthy recipes/ cooking and supporting positive interactions
- 80% are more aware of what ingredients can be used to make low-cost meals.
- 90% report an increase in the number of fresh meals they cook at home
- All parents and carers felt the venue and time of the group was suitable.

Comments from parents and carers, related to aim related outcomes:

- We've absolutely loved it. Thank you.
- I would be happy to pay more for this and pay up front. It's been Fab. Would love there to be more kids doing the course as it's brilliant. Wish it was a longer course. Thanks so much for accommodating my / our food tolerances. I this has been amazing.
- No, I think everything was done great. We absolutely loved our time here and my toddler is more confident helping me in the kitchen.



Children in Care

To reflect statutory guidance, Children in Care should receive an initial health assessment to evaluate the child's physical health and any requirement for access to specialist behavioural, mental, and emotional health assessment within 20 working days of becoming a child in care. The performance against this metric has been challenging for some time owing to timeliness of notifications from the local authority, capacity and availability of community paediatricians within Sirona Care and Health to undertake the assessment and a proportion of appointments where children were not brought.

A systemwide Children in Care workshop took place on 9th November 2022 to discuss how as an Integrated Care System- all system partners have a statutory responsibility for this cohort of Children. It was the first meeting of its kind. There was representation from the ICB- Safeguarding and Contracting, Sirona Care and Health- Strategic, Business Operations and Delivery of service, and all three Local Authorities were represented. There was a consensus from all system partners represented that an exploration of different options to undertake IHAs and RHAs was now necessary owing to challenges and impact on this vulnerable cohort. For example, the use of GPs to support the undertaking of IHAs instead of Community Paediatrician's.

In addition to the above, a pilot is underway to quality assure additional packages of care commissioned by the ICB for Children who are in care and placed out of area. The purpose of this exercise is to ensure that as Corporate Parents, the ICB is providing the best possible care and protection for the child in the same way as a good parent/birth parent would, and to quality assure the services being provided. In the same way, the ICB is exploring what could be included in a Care Leavers Health Offer, for example pre-paid prescription exemptions for those eligible.



Listening to children and young people is crucial, at times the most vulnerable young people don't always feel that they are heard, or their opinions taken seriously.

Children's Participation Group - what is it about? Let's find out more....

- The Participation group captures the voice of our young people and children in North Somerset. We have evolved our engagement over recent months, and this is now led by what the children and young people want.
- We hold a monthly Care Leavers Forum, for our young people. We meet in the Town Hall to listen to their thoughts, discuss upcoming events and sometimes review documents to ensure they use language that cares and can be understood by our young people. We also provide a hot meal, which ensure our young people have eaten well that day. This is a lovely setting, where we have grown great working relationships with our young people.
- A Children in Care Council is also held monthly. This takes the form of a quarterly in person event at local venues, allowing us to provide food and games. The

months in between are shared between events held at schools or in conjunction with our Family Wellbeing Team.

Our Children's Voices



Now let's hear the voice of one young person: my personal story.

I became a child in care with North Somerset Council before transitioning to the Leaving Care team. I was living in supported accommodation and talked regularly with my Leaving Care Personal Advisor (LCPA) for support and access to opportunities for develop skills for living. I was introduced to the Participation team by the LCPA, I was very passionate about wanting to be involved with the various opportunities available at the local authority and to "change things from the inside out".

I remembered my experiences as a child in care, the transition to adulthood and as a care experienced adult and spoke honestly, reflecting on what went well, what could have been better and what needed to change. I am now a permanent member of the Care Leavers (CL) Forum, attending monthly and am an active contributor to the many discussions. For example, I have helped to:

- Design literature
- Commented on our mental health and education strategy.
- Regional and local care offer for care leavers

Most of all I have been able to forge new relationships and make new friends with many other young people who attend the Forum. It's nice to be with people who have the same experiences as you, you know you're not alone." I even get the chance to be on the interview panel for new staff in Children Services!

Overtime, my confidence has grown. And I am engaging in professional discussions with candidates and considering the voice of children and young people in everything we do.

- "My confidence grew so much being on the panel, I knew what I wanted to hear as a person doing the interview, so it helped me to answer the questions when it was me doing it."
- I never even used to ask the questions, now I can ask all of them." I now have a job but continue to be an active participator within the group and continue to share my experiences with other young people.
- I know what it was like and what would have helped me."

I am now living independently which is great news and looking forward to making plans for the future. I will be developing my skills and further training to become an advocate/mentor for children in care.

Quotes from children and young people when asked the following questions:

How do you feel participation has changed and is your voice is being heard?

- We have a voice.

- You can see staff trying their hardest to change
- We feel listened to
- We're being heard.
- Feels like we're being more appreciated now than we used to

How do you feel about people at home?

- We get on well.
- They love me.
- We have fun together.
- I feel safe with them.
- They're always there for me.
- They understand me.



What is going well in your life?

- My friends.
- My family.
- My hobbies/activities.
- Where I live.
- My care plans.



What is the best way to help me?

- Don't embarrass me.
- Be respectful to me.
- Get to know me.
- Ask me what I need!
- Treat me as an individual.
- Help me understand what is expected.
- Listen to my views.

Public health – Our Substance Misuse Service

Case Study- Child B's experience: here is my personal journey.

Child B is aged 17 years old

He was initially referred to the substance advice service when he was 16 for a Youth Alcohol and Drugs Diversion (YADD) issued by Avon and Somerset Police. He had been found with a small amount of an illegal drug during a stop and search.

Child B was vulnerable, had a diagnosis of dyslexia and clearly needed further assessment around his learning needs. He also was a heavy cannabis user, smoking daily. His life was complex, he had a difficult relationship with his mother, witnessed domestic violence and was removed into Foster Care for one year. On his return home his mother withdrew him from Education at the age of 11, preferring home education as an option. During this time,

he continued to smoke cannabis. A full assessment was undertaken, and he completed his drugs and engagements work, but subsequently did not respond to follow up calls.

A year later Child B has engaged with the Substance Advice Service following an unsettled period when he was staying with inappropriate people and exposing himself to future risks. He had started to deal in drugs. He had also started using MDMA in addition to cannabis.

Positive outcomes

Recently Child B's mum agreed to attend a joint meeting with the service and agreed to a further social care referral around his housing needs and contextual safeguarding risks. Child B has now been assessed by children's social care and has a Child in Need plan. He has met with a housing officer who has previously housed his older siblings.

Education, Health, and Social Needs

Education, Health and Speech and Language difficulties are now being addressed.

Child B's relationship with his worker at SAS has strengthened significantly. He remains engaged with his SAS program, now attending appointments regularly and face to face. He has completed a psychosocial intervention related to his drug use and responds well to motivational interviewing. He has also worked on harm reduction techniques. He is making some very positive steps forward. His cannabis use has reduced, and he has stopped using MDMA.

He has now received support to apply for benefits and no longer needs to sell drugs for financial gain. He is on the waiting list for accommodation. Following intervention, Child B's mother is offering some more support now too.

Ongoing support will continue despite the challenges. He has made great progress from our SAS interventions and his engagement is impressive.

Our Mental health Service

We have wellbeing practitioners in secondary schools running therapeutic interventions online and in person, which improve resilience and mental health and contribute to their safety and wellbeing for example [Mind Aid, Shameless, Resilience Lab](#).

Our future developments for next year

- Our mental health training will be expanding this next year
- Promoting five-to-thrive training for early years professionals
- Including dedicated training about self-harm,
- Establishing workshops for parents and school staff to support young people's mental health.

Our Alcohol Team

A new alcohol liaison worker is now embedded in Weston General Hospital, providing early intervention and referral to treatment services. Adults and our young people are also included into this service and can access treatment, advice and support.

What does our Data tell us?

From April 2022 to March 2023 the following data was collected:

- North Somerset's children and young people (0-17) population was 42,848
- 9,293 contacts were received, of which 654 were domestic violence contacts and 549 progressed to referral
- There were 1,024 referrals to Children's Support and Safeguarding of which 122 were re-referrals (new referral started within 12 months of a previous referral starting)
- There were 268 Children in Need (plans open at year end)
- 108 children with Child Protection Plans (open at year end) of whom the majority were on a plan due to neglect
- There was 36% of children on a child protection plan for a 2nd or subsequent time (of CPPs open at year end)
- There were 226 children in care (open at year end) of which 87 children started to be in care (during the year)
- There were 35 children recorded as at risk of sexual exploitation or as having been sexually exploited during the year
- There were 27 children recorded as at risk of criminal exploitation or as having been criminally exploited during the year
- There were 164 children that went missing during the year across 495 missing episodes

Local area Designated Officer (LADO) - Annual Report

This sets out the key findings from North Somerset's Local Area Designated Officer for Allegations (LADO), and activity using both data analysis and commentary between April 2019 to March 2020. [Read the LADO Annual report April 2022-2023 here.](#)

Child Death Overview Panel (CDOP) – Annual Report

North Somerset Safeguarding Children's Partnership remains a member of the West of England CDOP as it did as an LSCB. [Read the CDOP annual report 2022-2023 to learn more.](#)

Section 11 Audit 2022-2023

Section 11 was issued under the Children Act (2004) and has been reinforced in Working Together to Safeguard Children 2018. Section 11 places duties on a range of organisations and individuals to ensure their functions, and any services that they contract out to others, are discharged having regard to the need to safeguard and promote the welfare of children.

The five children's Partnerships across the Avon & Somerset Region worked together to audit organisations working with children and families.

The audits took place via a series of peer review workshops and the findings and learning were merged into one report across the children's partnerships in Bristol, Somerset, North Somerset, Bath & North-East Somerset and South Gloucestershire. North Somerset undertook reviews with Sirona Care & YMCA.

Partnership Priorities

- Embed the learning from National and local Child Safeguarding Reviews across all agencies
- Strengthen the Partnership governance and accountability and resourcing arrangements
- Accelerate our work on updating our website
- Refresh and embed best practice on neglect across the Partnership
- Work in collaboration with our Safeguarding Adults Partner on joint key priorities such as communication and engagement and transitional safeguarding.



North Somerset Council

Report to the Executive

Date of Meeting: 6 December 2023

Subject of Report: Medium Term Financial Plan & Revenue Budget Update

Town or Parish: All

Officer/Member Presenting: Mike Bell, Leader of the Council

Key Decision: YES

Reason: Financial values in respect of the draft budget plans are greater than £500,000 and impact on all wards and communities within North Somerset.

Recommendations

1. The Executive is asked to note the contents of the report which provide a further update on the council's medium term financial planning activities for the period 2024-2028, including the refinement of core assumptions and the updated budget gap.
2. The Executive is asked to approve the release of the Executive's draft budgets for 2024-2028 for consultation and the next stage of engagement with the public and other stakeholders, incorporating the draft savings plans that are shown at Appendix 1, whilst recognising that further changes will still need to be made to finalise and balance the budget for next year.

1. Summary of Report

This report provides an update with regards to the next stage of the council's medium term financial planning process covering the 4-year period to 2028 which was last considered by the Executive in October 2023. At that time the council had a budget gap of **£50m** over the 4-years, with **£17m** of this relating to the 2024/25 financial year.

The council has continued to review all aspects of its financial modelling this report gives details of the progress that has been made to reduce the budget gap over this period, and release details of the Executive's draft budget for next year. The latest summary shows that the council has a revised 4-year budget gap of **£13m**, with **£4m** of this relating to the 2024/25 financial year.

The Medium Term Financial Plan (MTFP) continues to be supported by a range of core assumptions that quantify the financial impacts across each of the next four years and these are grouped into key areas such as; how much income is likely to be received, the amount of additional spending that will be required to continue to deliver core services and the savings plans that are being considered in order to balance the budget.

Several assumptions that have been included within the financial modelling are still subject to risk or uncertainty and could change over the coming months, the most significant is how much funding will be provided by the government.

2. Policy

There is a legal requirement to prepare and approve a robust revenue budget for the 2024/25 financial year, along with relevant council tax bandings and rates. The financial planning process works towards delivering these outcomes and will culminate in a budget report being presented to Council for decision in February 2024.

The council does not look at its financial plans in isolation or on an annual basis, but instead looks at decisions that need to be considered alongside other work plans and strategies across a 4-year horizon.

The council's MTFP supports the on-going provision of services for the people of North Somerset, within the context of the priorities and ambitions for the area, as set out within the Corporate Plan which is refreshed every four years and will also be considered for approval in February 2024. The financial Plan identifies the likely costs and pressures that the council will face and matches these against the anticipated income and resource allocations over the period. To ensure that it is robust the Plan must integrate a range of financial strategies and highlight the key risks inherent within budget planning processes.

The council has an annual net revenue budget of £211m for the 2023/24 financial year and a capital investment programme for the period 2023-2029 which totals over £440m.

3. Details

3.1. Executive summary

Every four years, following local elections, the council reviews its Corporate Plan. The plan is the over-arching strategy that sets our vision, ambitions and commitments for the area and for how we want to work as a council. Alongside this our budget setting process determines how much money we expect to receive over the period of the plan, how much we can spend on services, and where we will prioritise any investments and savings.

We have spent the last two months engaging with local businesses, residents and other stakeholders so that we can hear directly from the people who live and work within our communities, to listen to their views on our draft Plan and, understand the priorities and issues that affect them so that we can shape the next four years together.

We know that the budget can be a complex area and so during the engagement process we shared information which will help people to understand where our money comes from, how we spend it to deliver essential services to those who need them most, as well as to outline some of the challenges that we are facing so that we can discuss and agree any changes or solutions.

As a council we know that we are not alone in facing these challenges, for the last 10 years local government has seen funding levels reduce and costs spiral because of rising inflation and an increased demand for services, largely in areas such as adult and children's social care and more recently in delivering waste and recycling services and transporting children to school.

We have seen that over recent years some councils have really struggled with their finances, to the point that they no longer believe that they can continue to deliver their statutory services and have had to ask for additional help from the government, but that is not something we want to happen for our residents. There are consequences of such intervention, and we want to ensure that we continue to make local decisions on behalf of our local communities. Creating a new corporate plan for the next four years that reflects the needs of our residents, and setting a balanced budget which enables us to deliver the ambitions within the Plan, allows us to do that.

We are a low spending, low taxing council who are committed to delivering a wide range of public services but we continue to face much uncertainty within some areas of our planning as we still don't know how much money the government will be giving to us to support the budget next year, or for the later years of our Plan. This is an area where we would like the government to do more, both to share information and also review and change the way that local councils are funded in the future.

This report includes a lot of detail about our finances but the most important message is simple, we have a budget gap because we believe that the cost of delivering our services in the future will be more than the money that we will receive and this means that we have to make some difficult choices to balance the budget.

We have spent time listening to what residents have said during the first part of our engagement, particularly about how we spend our money and linking this back to the priorities and the services they would like us to protect. As a result we have made sure that our budget will allow us to continue to focus on areas such as crime and community safety, services for the vulnerable, improving the condition of our roads and pavements, supporting our town and village centres and strengthening the availability of public services wherever possible.

We have also listened to what residents have said about the ways that we might be able to save money and have reflected this feedback within our draft savings proposals, which are focussing on making more efficient use of land and buildings; modernising working practices to cut costs and improve efficiency, targeting resources at the most vulnerable, and making use of technology to support delivery of services.

Decisions on the draft budget will not be taken until February 2024 and we will carry out further engagement with residents and other stakeholders over the coming weeks to ensure that we continue to listen and respond to what our communities are telling us, within the context of our financial position.

3.2. Latest budget projections for 2024-2028

The table below summarises all elements of the council's financial modelling and shows that the budget gap has reduced to £13m across the four years, with **£3.9m** of this being required in 2024/25.

MEDIUM TERM FINANCIAL PLAN SUMMARY 2023-2028	BUDGET	FUTURE MTFP PROJECTIONS			
	2023/24 £000	2024/25 £000	2025/26 £000	2026/27 £000	2027/28 £000
- Resources - Grants, C.Tax & Business Rates	202,766	214,858	220,582	225,657	231,706
- Current Budget - base spending position	179,090	202,766	214,858	220,582	225,657
- Budget pressures, increased spending	35,873	27,609	19,139	15,832	15,928
- Remove covid & other one-off impacts	-1,777	0	0	0	0
- Savings proposals and increased income	-10,420	-11,639	-10,198	-7,537	-7,233
- Revised / Forecast Spending Level	202,766	218,736	223,799	228,878	234,352
- Budget Gap / (Surplus)	0	3,878	3,217	3,221	2,646
		12,962			
Actual Council Tax Increase:	4.99%				
- North Somerset Council Services	2.99%				
- Adult Social Care Precept	2.00%				
Indicative Council Tax Increase, based on Govt Limits:	4.99%	2.99%	2.99%	2.99%	2.99%
- North Somerset Council Services	2.99%	1.99%	1.99%	1.99%	1.99%
- Adult Social Care Precept	2.00%	1.00%	1.00%	1.00%	1.00%

Revised forecasts have been included within the report for each of the following elements;

- Section 3.3 - budget pressures (i.e., how much money the council may need to pay to deliver services in the future),
- Section 3.4 - resources (i.e., how much money the council expects that it will receive into the budget so that it can pay for the services), and also
- Section 3.5 savings proposals, this is how much money the council expects to save after implementing a series of proposals designed to either reduce costs or increase income, all of which are needed to close the budget gap.

Appendix 1 provides an indicative summary of how the council's current financial modelling would impact on each of the directorate budgets next year however, given that there remains a budget gap of £3.9m this is not the final position and further changes will be made before the budget is approved in February 2024.

3.3. Building a sustainable budget that will support service delivery in the future

When building the budget for future years the council has focused attention on understanding the essential services that local residents need us to provide. This includes looking at the both the cost to deliver the service and also the level or demand for each service area.

The council has reviewed the latest budget monitoring forecasts for the current financial year to ensure that the budget for next year does not feature any legacy issues and is set at robust levels wherever possible and information has also been gathered from a variety of other sources to reflect known changes that might arise.

These changes often include contractual inflationary increases on our cost base as well as changes in demand for services, such as the number of houses that need their waste to be collected, the length of the road network that needs to be maintained or the numbers of adults or children who require support.

However, whilst the council recognises the need to build a robust budget for the future, given the size of the budget gap previously reported some difficult decisions have had to be made. Where the review process highlighted a potential need for more funding, detailed assessments were carried out to ensure that all requests have been supported by evidenced based calculations using a series of transparent cost drivers. Challenge sessions were also held to discuss and prioritise spending plans so that the council can reduce budget growth where possible.

Appendix 2 provides an update on the additional spending that has been included within the MTFP over the next 4 years. It can be seen that additional spending for 2024/25 is higher than in later years, and this takes into account re-basing some of the ongoing pressures that are currently being experienced within children's services and home to school transport.

3.4. Update on funding assumptions

The council pays for its services each year through three main sources of income, these being council tax, business rates and government grants. The table in **Appendix 2** shows how much money the council currently expects to receive from each of these sources within the latest modelling.

Previous reports have provided commentary to explain some of the council's assumptions in this area although there do remain some uncertainties around these forecasts, both from a local and national perspective which include;

- Taxbase for council tax and business rates - the MTFP timetable shows that the detailed calculations to support the future council tax base will be carried out by mid-December which will be shared with other preceptors so that they can also quantify the impact on their budgets. Business rate information will not be confirmed until the beginning of January 2024 when the update is received from the Valuation Office. Final decisions around the actual level of council tax will be made in February 2024, the increases included at this stage are for modelling purposes only.
- Government funding – the council receives a number of general and specific grants that support its budget each year and whilst a policy paper was shared in December last year which provided an indication of the types of grant that may be received in 2024/25, the council has not received any further information to support its more detailed calculation of these grants, nor indeed any further information for 2025 onwards.

It is hoped that the Chancellor's Autumn Statement will provide further clarity so that the council can finalise its assumptions for the 2024/25 budget although it is unlikely that information beyond 2025 will be given due to the upcoming general election. Irrespective of the outcome of the election, there have been many discussions in recent years around providing a long-term funding solution for local government that better reflects the costs and demand for the critical services that we provide, which may lead to a change in the funding model for local government. This increases uncertainty and brings greater risk to the budget planning process.

3.5. Financial strategies and savings plans

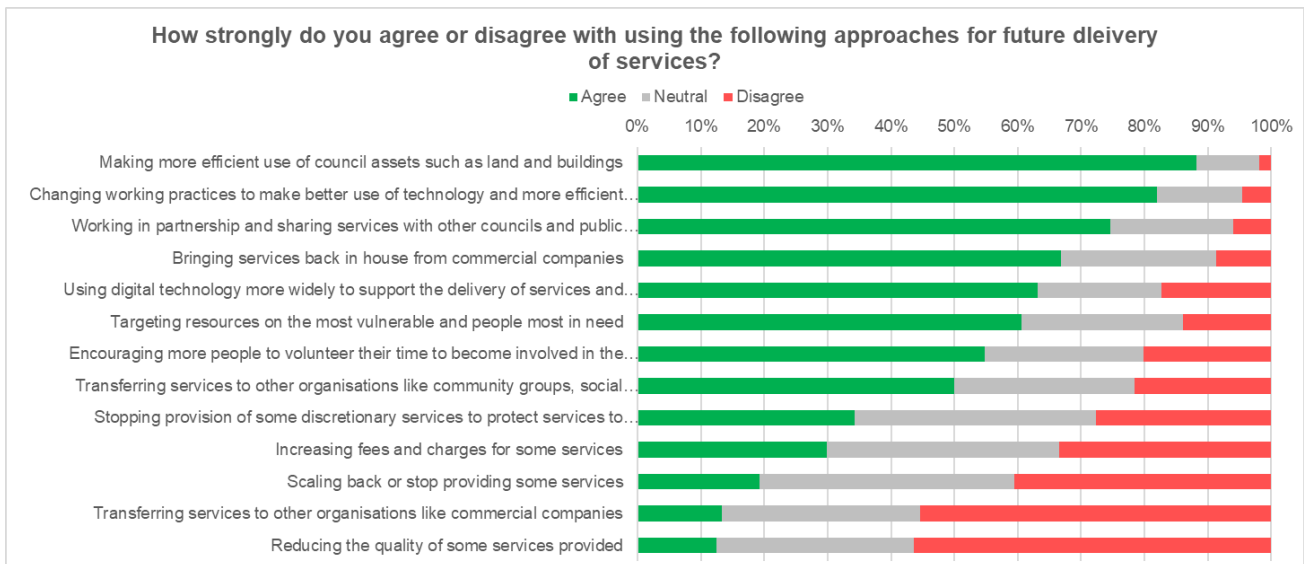
Budget reports over many years have shown that the council has faced difficult decisions in identifying savings proposals as it has been necessary to balance its books to accommodate an increase in spending in areas of need.

The last report considered by the Executive provided details of the strategy and approach being considered to close the £50m budget gap across the four-year period by allocating financial targets to specific areas of the budget, with an emphasis on maximising its resource base (£10m) as well as focusing on the net costs to deliver services (£40m) through areas such as efficiency and transformation.

To support this the report also outlined a series of themes that were being used by services to categorise and group some of their savings proposals, each with supporting principles and messaging so that they could be shared with residents to help them understand our budget plans. Over recent months these savings themes have been further developed and refined and each of the council's savings plans have been allocated to one of the following 6 areas;

- The way we work – this theme looks to introduce principles relating to how we work to deliver services to local communities and to make sure that they are as efficient as possible. This could mean that we maximise the use of digital technology, change working practices, look at staffing levels, consider the use of agency staff or whether it is possible to use of volunteers in some areas. Commissioning and procurement related activities also have the potential to reduce costs significantly.
- Adults, Childrens and Waste transformation – each service or directorate has a range of bespoke services that could be transformed as a result of making conscious changes of some sort. The majority of transformation initiatives will deliver cashable savings that can be used to close the budget gap, but in some cases other benefits could be achieved and reinvested. These programmes will focus on ways to manage demand for statutory services whilst still delivering required outcomes which may include looking at how services are delivered in the future and whether there is an alternative approach or delivery model, for example, entering into a strategic partnership, transferring services to others, or working in collaboration with stakeholders (internally or externally) to reduce costs.
- Services we provide to the community – these proposals focus on areas of the council's spending where there is some choice or discretion in terms of providing the service at all, or in the scope, scale and delivery model involved, any of which could be changed in the future.
- Income generation – we will ensure that customers contribute a realistic price through any fees and charges that they may be required to pay each year which recognises the increased costs that the council has to absorb to deliver services or hold assets which means that we do not subsidise discretionary services through the general council tax.

Our developing savings plans were shared with local communities during the first phase of the consultation and engagement process and the chart below shows their response to this. Being more efficient and making better use of technology and assets received a lot of support and reducing the quality of services received much less support.



Appendix 3 provides a schedule of the **£36.6m** of budget proposals that have been approved in principle by the Executive and which are in the draft MTFP for delivery across the four years of the Plan. The savings plans have been grouped into core themes, with some proposals separated out to enable the impact of all proposals to be understood.

The savings listing does include some difficult choices and there will be challenging to deliver some of these options but the council still has a budget shortfall of **£3.9m** to find for next year, which means that further savings or changes to the assumptions within the MTFP will be required in order to balance the budget for the year ahead.

Each of the draft budget proposals will be supported by an Equalities Impact Assessment which will enable the council to understand the nature of the saving and also the impact of any budget change and to mitigate any potential inequalities that may arise. These will provide more details on each of the proposals.

All aspects of the MTFP, including the savings proposals, will continue to be subject to the council's scrutiny process.

3.6. Next steps, including closing the budget gap and timetable

As described above, the council has updated its financial modelling to reflect the latest known information in respect of its resource forecasts as well as its spending pressures. The corporate leadership team has taken care to assess and challenge all of the anticipated cost and demand increases which have been proposed to date to ensure that the budget is prepared in a robust and sustainable way, but without increasing the budget gap to unachievable levels, as this would mean that the council would be required to identify greater reductions in other areas of the budget.

Every effort will be made over the coming weeks to review further options, choices and alternatives so that a balanced budget can be set for the year ahead although there may be more difficult choices to consider.

As noted above, one of the main areas of continued uncertainty is waiting for information from the government. Although it is hoped that the Autumn Statement will provide some guidance on the 22 November 2023, the provisional local government finance settlement will give the detailed funding envelope for the council although this is not due to be published until 21 December 2023.

The formal and informal milestones associated with the MTFP process are as follows;

- Autumn Statement, 22 November 2023 – release of information by the Chancellor
- Release of the second phase of consultation and engagement for the Corporate Plan and the draft budget, November 2023 for 7 weeks
- Report to Executive, December 2023 - updated financial summary incorporating draft savings proposals
- Council tax base, December 2023 – Executive Member decision on the forward plan
- Scrutiny, December – All Member session with further session in January (after budget work has been completed to close the gap)
- Initial Equality Impact Assessments, December 2023 - initial EIA for all savings included within the December report, published on the council's website.
- Provisional local governance finance settlement, 21 December 2023
- Further engagement through December and January, including equalities forum, discussions with town and parish councils and other key stakeholders
- Report to Council, January 2024 - to provide an update on the financial modelling following the release of the funding settlement, including changes required to deliver a balanced budget
- Report to Executive, February 2024 - recommended balanced revenue and capital budgets for 2023/24 to Council; including detailed Equality Impact Assessments and the consideration of any alternative budgets
- Report to Council, February 2024 – approval of the Corporate Plan for 2024-2028 and also approval of the 2024/25 revenue and capital budgets, along with the council tax levels and bandings

4. Consultation

The government, through its legislative framework, clearly expects that local authorities will be able to demonstrate that they have in place mechanisms to ensure that 'representatives of local people' are being appropriately informed, consulted or involved in services, policies or decisions that affect or interest them.

There are many aspects of service delivery which impact on our residents, customers and other stakeholders and members of the public, and so we recognise that it is the council's responsibility to ensure that any changes we make to them through the budget, need to be considered and consulted upon. Failure to do so adequately could result in aspects of the budget being subject to legal challenge.

The council has launched an extensive process in respect of refreshing the Corporate Plan and also consulting on the budget which will drive how we deliver and fund services over the next four years.

The initial period of consultation has recently ended and analysis has been undertaken so that we can understand what people have said, share the key messages from this activity and feed it into our budget planning. The outcomes can be found on the council's website and the document includes specific feedback and examples to show 'you said – we did'.

The second period of engagement, which will also be published on the council's website, will be launched on 22 November and will remain open until the new year. An update on this final phase will be provided within the February report so the members can understand the feedback from local residents and other stakeholders before final decisions on the budget are made. A very brief summary of the first consultation period is included at **Appendix 5** as some of the feedback has directly influenced the draft budget proposals.

Internal consultation on the council's budget plans will also take place through the scrutiny process, and this will ensure that all members can review the plans in more detail and have an opportunity to feed in their own thoughts and ideas.

5. Financial Implications

Financial implications throughout the report – no specific decisions are being made at this time.

6. Legal Powers and Implications

The Local Government Act 1972 lays down the fundamental principle by providing that every local authority shall make arrangements for the proper administration of their financial affairs including balancing their budgets each year from within their own resource allocations, although further details and requirements are contained within related legislation.

The **setting of the council's budget** for the forthcoming year, and the ongoing arrangements for monitoring all aspects of this to ensure that the councils spending is within the approved limits, is an integral part of the financial administration process.

Further requirements are contained within the Local Government Act 1988, Section 114 (3) which provide for instances whereby the chief finance officer of an authority makes a judgement that the expenditure of the authority in a financial year is likely to exceed the resources available. The transparency of the MTFP process ensures that all relevant decision makers have access to information required to support financial decisions to balance the budget each year.

7. Climate Change and Environmental Implications

Whilst there are no specific climate related impacts to note at this stage, it is clear that climate and environmental related implications will be at the forefront of our thinking when considering the impact on the revenue budget and also through formulating capital investment plans.

Some direct impacts will include the type of energy that we use in the delivery of our services and how much we pay for our energy costs, whether that be in school buildings, libraries and children's centres or when repairing the roads or providing waste collection and recycling services within communities.

The council's underlying service policies, priorities and strategies associated with how we deliver services to the local communities will also need to be considered and updated to ensure that we are focused on achieving a more sustainable future and making a real difference to the environment. For example, the Waste service has a significant impact on the environment because of how and when the waste is collected and also how it is disposed of, and changes can be made to all of these areas which will deliver improvements and may also reduce costs.

It will be important to ensure that future business cases that support delivery of strategic investment in new schools and roads clearly articulate the carbon impacts that will materialise as a result so that the council can understand how these will contribute to net carbon goals.

8. Risk Management

In setting the revenue and capital budgets, the council must take into account the known key financial risks that may affect both its service delivery and ultimately its financial plans and these will either be explicitly provided for within the base budget or be offset and held against the unallocated contingency budget or the council's general fund working balance.

Officers continue to test the impact of varying key assumptions in the medium-term financial plans to assess the sensitivity of the ranges of indicative budget figures as this may inform decisions about the level of working balances needed to provide assurance as to the robustness of the budget estimates.

The most significant risks within the current MTFP are detailed within **Appendix 4** although these have been summarised into the table below, for inclusion within the Strategic Risk Register.

Risk	Inherent risk score	Residual Likelihood	Residual Impact	Residual Risk Score	Comments
Risk that we do not manage budgets effectively in-year, including by not implementing and delivering the savings or transformational projects required to meet the financial challenge	HIGH	4	4	HIGH	This reflects the council-wide position which incorporates many risks with a potential financial impact at the highest level within the matrix
Risk that we are unable to deliver the priorities of the council by not planning to meet the Medium-Term Financial challenge	HIGH	4	4	HIGH	This reflects the current position at this time, as the council continues to reflect a budget gap across the 4-year period as well as for the 2024/25 financial year, although it is expected to change as we progress nearer to setting the budget for next year
The council is unable to deliver capital projects within the approved resource envelope either due to unmanageable cost increases and/or lack of governance	HIGH	3	4	HIGH	This reflects the current position regarding inflation on schemes and potential changes to scope since budgets were set. This report contains several mitigations which are in place in order to manage and control spending on capital

9. Equality Implications

In considering its vision, ambitions and financial planning the council is mindful of its Public Sector Equalities Duties to have due regard to the need to:

- eliminate unlawful discrimination
- advance equality of opportunity; and
- encourage good relations between groups.

As per previous years, a detailed Equality Impact Assessment, (EIA) will be prepared for all significant budget savings proposals that are incorporated within the MTFP and budget plans although given that savings plans are being incorporated across the 4-year period of the Plan, the EIA will focus on assessing the impact for those items which will be included within the 2024/25 revenue budget in the first instance. This recognises that Members take an annual decision to approve the detailed budget for the year ahead.

The council has changed its approach to preparing EIA's following feedback received in previous years, which means that we have reduced the number of individual savings proposals by grouping similar items together. This allows the impacts of these similar budget proposals to also be grouped and shared within a single document so that the cumulative impact can be better understood by local residents and other stakeholders.

The timeline currently anticipates that the initial summary EIA's will be published in mid-December 2023 which will show whether they are likely to pose a High, Medium or Low impact to service users and local residents if they were to be implemented and delivered.

Further analysis will be made in those areas where the impacts are Medium or High to see if mitigations can be incorporated to improve the outcomes and impacts for service users.

10. Corporate Implications

The Corporate Plan and MTFP, along with the supporting financial monitoring processes and performance management framework are vital tools to help align effort across the organisation and ensure that teams are focused on delivery of agreed community and organisational priorities.

With continuing financial pressures and demands for services, it is essential that the councils' limited resources continue to be prioritised and allocated in line with the identified priorities. The new Corporate Plan, which is currently subject to consultation and engagement, will inform the future ambitions of the council.

11. Options Considered

None at this stage – the council is legally required to set a balanced budget and to implement a robust financial framework to ensure that spending is aligned to available resources. Whilst the MTFP process works towards that outcome, this report does not include any final recommendations or decisions as they will come later in the process.

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Appendices:

- Appendix 1 Draft revenue budget for 2024/25, allocated across directorates
- Appendix 2 Core assumptions for 2024-2028
- Appendix 3 Initial savings plans included within the MTFP 2024-2028
- Appendix 4 Risk register summary
- Appendix 5 Feedback on the initial consultation and engagement period

Background Papers:

- Exec Report – February 2023, Medium Term Financial Plan and Revenue Budget 2023/24
- Council Report – February 2023, Council Tax Setting 2023/24
- Exec Reports – Sept & Oct 2023, Medium Term Financial Plan Update report 2024-2028
- Transport, Climate and Communities Policy and Scrutiny Panel Report – July 2023, MTFP planning

APPENDIX 1 – Draft revenue budget summary for 2024/25

**North Somerset Council - Draft Revenue Budget
Summary 2024/25, December 2023**

	Adult Social Care £000	Childrens Services £000	Corporate Services £000	Place Directorate £000	Public Health Reg Services £000	Other / costs to be reallocated £000	Total £000
2023/24 Base Budget - as per month 6 monitor	84,330	30,152	31,348	38,451	1,386	17,099	202,766
Spending pressures and estimated cost increases							
Pay related inflation	0	0	0	0	0	4,251	4,251
Energy costs	0	0	0	0	0	-2,252	-2,252
Adults - inflation, demographics, transitions	8,975	0	0	0	0	0	8,975
Childrens - placements, disabled children, improvement plan	0	5,755	0	0	0	0	5,755
Place - contract inflation, home to school transport, waste, property	0	0	0	5,997	0	0	5,997
Corporate - contract inflation, income shortfalls, service changes	0	0	3,453	0	0	0	3,453
Other - incl revenue impacts of the capital programme	0	0	0	0	22	1,408	1,430
	8,975	5,755	3,453	5,997	22	3,407	27,609
Savings proposals - identified and included within the draft budget	-5,767	-2,001	-1,491	-2,329	-50	0	-11,639
Budget gap	0	0	0	0	0	-3,878	-3,878
2024/25 Draft Budget	87,538	33,906	33,309	42,119	1,358	16,628	214,858

Nb 2023/24 base budget excludes; £6.933m for town and parish council precepts and £1.405m additional in-year funding for Adults

These are draft allocations and will be updated in future reports.

APPENDIX 2 – Core assumptions included within the MTFP

Income and funding assumptions

	Budget	Future MTFP Projections - November 2023			
	2023/24 £000	2024/25 £000	2025/26 £000	2026/27 £000	2027/28 £000
Council tax income	131,843	138,893	143,930	149,093	154,439
Business rates income and grants	45,981	50,813	51,407	52,059	52,702
Government grants	21,037	25,444	25,245	24,504	24,564
Other	3,905	-292	0	0	0
	202,766	214,858	220,582	225,657	231,706

Spending pressures and estimated cost increases

	Budget	Future MTFP Projections - November 2023			
	2023/24 £000	2024/25 £000	2025/26 £000	2026/27 £000	2027/28 £000
Inflationary impacts and council-wide costs	10,818	1,624	4,253	4,431	4,660
Capital and financing costs	-1,336	1,783	3,444	1,341	1,184
Adult social care	12,371	8,975	6,732	6,963	7,179
Childrens placements	1,745	4,720	658	664	670
Other children's costs	684	1,035	188	-105	-40
Place - waste related services	4,143	3,027	540	540	540
Place - home to school transport services	2,366	1,590	500	500	500
Place - inflation on other contracts	384	380	177	177	177
Place - capacity with services	0	1,000	685	390	5
Public health	0	22	115	0	0
Corporate - inflation	1,848	1,964	938	906	953
Corporate - income short-falls	0	1,142	700	25	100
Corporate - other	315	347	209	0	0
	34,096	27,609	19,139	15,832	15,928

APPENDIX 3 – Draft savings proposals included within the MTFP

MTFP Budget Theme	MTFP Budget Reference	Proposal	Financial details of the budget proposals				
			2024/25 £000	2025/26 £000	2026/27 £000	2027/28 £000	Total Proposals £000
Adults transformation - maximising independence	ADTR01	Initiatives designed to support adults within the community to maximise their independence and to manage demand for council services by focussing efforts on those who need services the most. This will include looking at the services we provide along with partners and other key stakeholders, to expand areas such as reablement and preventative services as well as increasing the types of provision available to residents, for example, delivery of more Supported Living schemes, Extra Care housing places and an increase the use of technology aided care solutions where appropriate.	3,150	2,200	1,625	1,375	8,350
Adults transformation - service delivery models and efficiency	ADTR02	A package of measures designed to look at how we deliver services to ensure that they are efficient, fit for purpose and make the best use of resources available. This includes making sure that we obtain best value from our contracts, reviewing delivery models, allocating external funding to those services in greatest need and looking at ways that other sectors can provide help and support, for example, by investing in debt advice.	1,340	765	365	365	2,835
Childrens transformation - childrens social care services	CHTR01	Implementation of a transformation programme designed to improve outcomes for children looked after and manage the increasing demand for council services by reviewing our approach to service delivery and focussing resources on those who need services the most. This will include changes to how we deliver services in the future, working more closely with partners and other key stakeholders, improving internal processes to become more efficient and considering alternative types of provision where appropriate.	1,837	1,506	988	1,066	5,397
Childrens transformation - home to schools transport services	CHTR02	Transformation activity to manage the increasing demand for home to schools transport services for children and young people within North Somerset. This programme will review and update our policies and approach to service delivery in order to maintain the provision of statutory services, whilst reducing the cost of transport services.	50	117	500	1,000	1,667
Income - annual inflationary impacts	INC01	Annual uplift to general fees and charges to recognise the impact of inflation on the ongoing cost of service delivery. The additional income is directly linked to the principle of ensuring that services recover their full costs, which have gone up because of inflation.	853	564	562	582	2,561
Income - linked to adult social care services	INC02	Annual increase in fees and charges for adult social care related services specifically linked to the national increase in benefit rates.	860	870	880	890	3,500

MTFP Budget Theme	MTFP Budget Reference	Proposal	Financial details of the budget proposals				
			2024/25 £000	2025/26 £000	2026/27 £000	2027/28 £000	Total Proposals £000
Income - linked to the parking strategy	INC03	Income linked to the parking strategy which includes an annual inflation uplift for existing fees and charges as well as the implementation of new opportunities. The strategy will look to support flexibility in charging regimes whilst still maintaining income levels including the introduction of resident parking zones and ensuring the cost of car parking provision is recovered.	504	450	50	50	1,054
Services we provide to the community - libraries, nurseries and children's centres	SPTC01	Review and reshape the delivery of library services, nurseries and family hubs to residents ensuring best use of buildings and giving consideration to alternative delivery models.	150	135	250	0	535
Services we provide to the community - transport	SPTC02	Review the delivery model for discretionary community transport services.	55	55	0	0	110
The way we work - service delivery models and efficiencies	TWWWW01	Ongoing programme to review how the council delivers its services to ensure they are fit for purpose and provide value for money. This includes making sure that we obtain best value from our contracts, reviewing delivery models and staffing structures, implementing process improvements and reallocating resources to those services in greatest need.	754	2,097	1,771	380	5,002
The way we work - strategic management of our assets	TWWWW02	Activity to ensure that the council maximises the value from the assets it holds, which includes focussing efforts on investing in assets that support service delivery, reducing our carbon impact and energy costs as well as the divestment of assets no longer required.	215	475	545	1,525	2,760
The way we work - managing our finances	TWWWW03	Review the way the council manages its surplus cashflows and borrowing requirements, ensuring that it makes appropriate choices to manage the changes in interest rates.	835	14	0	0	849
Waste transformation	WAST01	Transformation programme reflecting the waste strategy, which will ensure that the council's waste services are efficient and deliver value for money to residents. The programme will review policies and service delivery models to help the council move towards meeting carbon reduction targets through increasing recycling and reducing waste and associated carbon emissions where possible.	1,035	950	0	0	1,985
TOTALS			11,638	10,198	7,536	7,233	36,605

All draft budget proposals will be supported by an Equalities Impact Assessment which shows the cumulative impact of the change.

APPENDIX 4 – Risk Register Summary

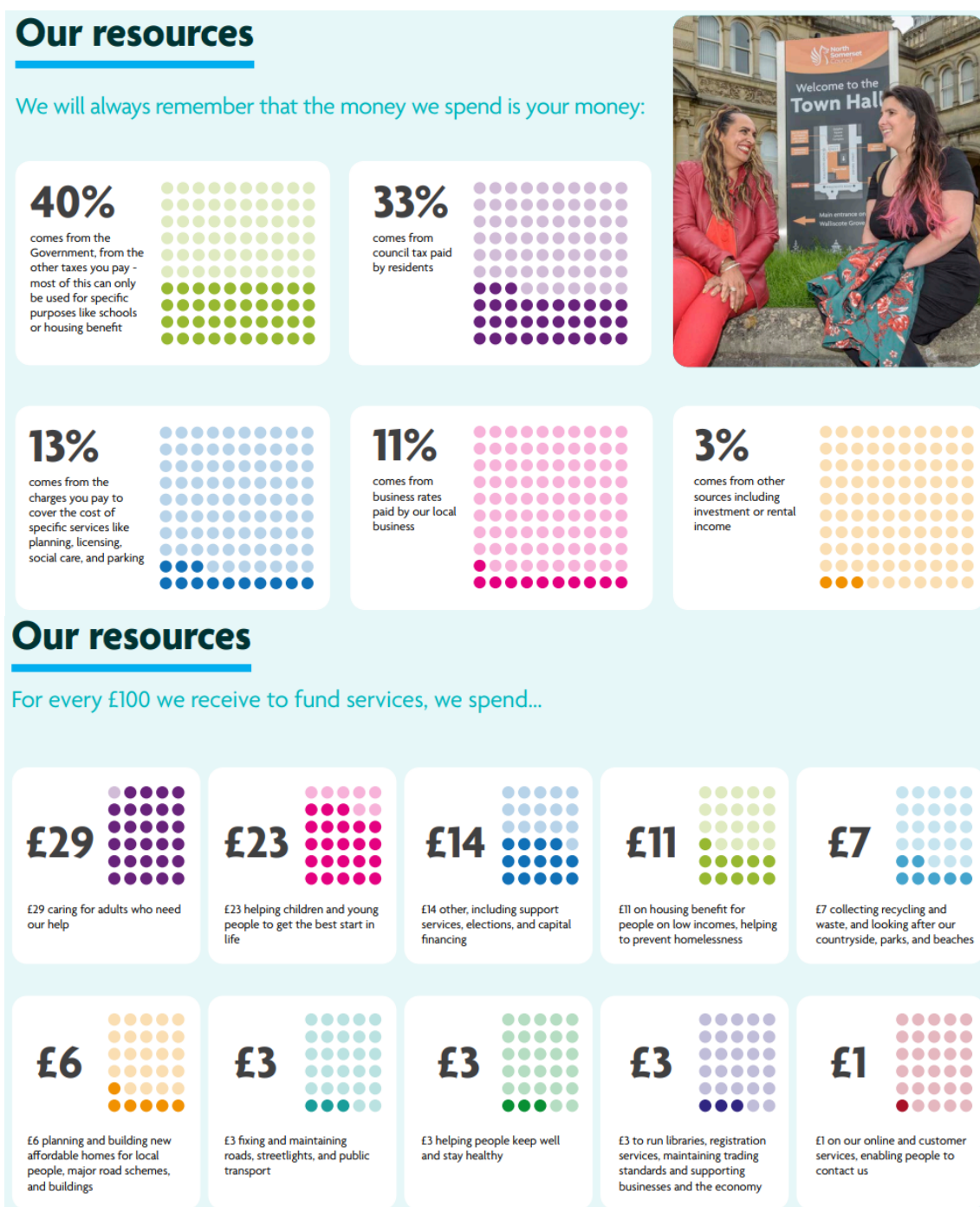
	Risk area	Initial Risk Score			Potential mitigation	Risk Score After Mitigation		
		Likelihood	Impact	Score		Likelihood	Impact	Score
1	Legacy overspending through not delivering a balanced budget in 2023/24	4	4	16	Month 6 budget monitor shows a projected net over spend of £0.7m however the gross overspending within services is much higher than this. The 2024/25 draft budget has allocated some growth to these key areas of ongoing pressure to re-base the budgets meaning that there is a lower probability that adverse variances will continue into future years.	3	3	9
2	Sustained increase in inflationary factors which have the potential to drive the council's future costs above the assumptions reflected within the MTFP for Pay, Energy and Contracts	3	4	12	Efforts have been made to review and assess assumptions for cost increases across the period of the MTFP and align these to benchmarking or national rates, which have reduced over recent months. Uncertainties around pay will largely be driven by the governments National Living Wage policy, although it is likely that there will be an associated impact on the council's contract costs. All indices will continue to be closely monitored and compared to MTFP assumptions. The annual revenue budget does include an unallocated contingency budget of £1.4m and holds sums in its reserves.	3	3	9
3	The ongoing impacts associated with higher interest rates, which could increase borrowing costs or provide an opportunity to increase returns on external investments	3	5	15	The council's capital strategy will aim to manage capital spending within an overall affordability envelope which means that it could take further steps to scale back spending in other areas if borrowing rates increase beyond budget levels. An increase in investment interest rates will provide an opportunity to generate more returns for the council.	3	3	9
4	Unable to mitigate budgeted demand pressures within children's social care and home to schools transport as well as other services such as adult social care and waste collection.	5	4	20	Cost & volume data has been incorporated into the monitoring processes along with indicative growth for core demand in future years, which reflects the latest levels of demographic although these will continue to be monitored closely over the next few months.	4	4	16
5	Unable to achieve financial savings in all areas of the council's budget	4	4	16	Detailed delivery plans will drawn up to support achievement of savings plans with activity embedded into the council's monitoring framework to ensure continuous review and scrutiny.	3	4	12
6	Unable to deliver and sustain the locally generated housing and business rate growth required to align to budgeted income streams	4	5	20	Increased focus on delivery of outcomes through regular reviews with planning and place-making teams who are monitoring effective delivery of housing growth. Implement a robust monitoring system to assess and report on collection rates.	3	4	12
7	Uncertainties in future funding levels as a result of the national political election cycle and also potential changes to local government finance arrangements, which have been discussed for several years	5	5	25	The council was provided with details to support a one-year funding settlement for 2023/24 and a policy paper to indicate a commitment to providing stability in 2024/25 although final details have yet to be received. There remains a great deal of uncertainty beyond this period which may be driven by national political and economic change.	5	4	20

APPENDIX 5 – Feedback on the initial consultation and engagement period

Throughout September and October the Leader and Deputy Leader of the Council have been hosting a number of public engagement sessions to talk about the Corporate Plan and the budget.

These were held in each of the 4 major towns with a further session in Yatton, and designed to be as flexible as possible to encourage local residents to just drop in. Councillors also joined the mobile library service during October so that they could meet up with residents to talk through any issues relating to the council and the services it delivers.

Information on the council’s budget was shared with clear and simple messages and in a format that could be easily understood.



An online consultation supported the public engagement sessions where the budget challenge was shared and residents were asked for their views on a series of questions.

Balancing the budget



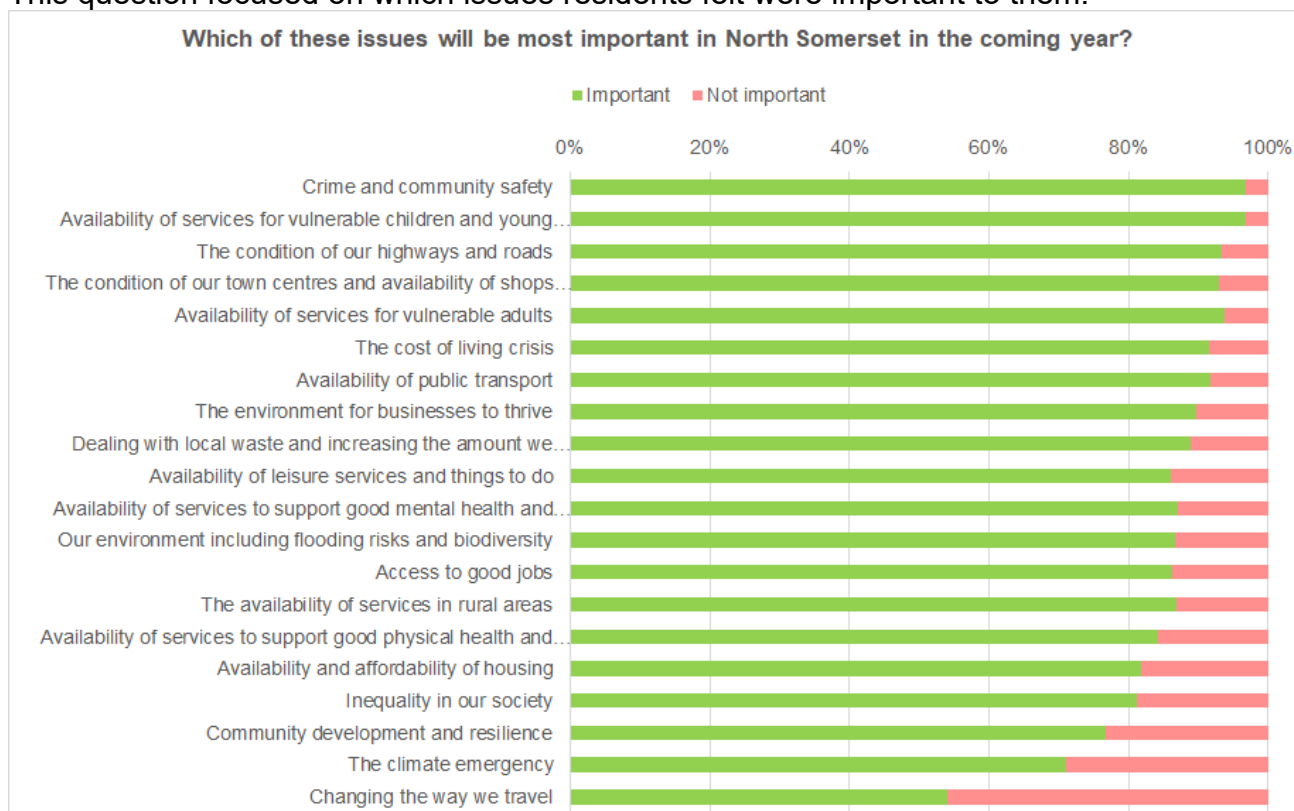
The council plans to spend over £420m in 2023-24 delivering services within North Somerset, with 62% of this on caring for adults and children, helping people with low incomes with their housing benefit and preventing homelessness.

Each year the council needs to meet the additional demand for and cost of providing services from the money it receives and this has been more difficult recently because inflation has been pushing up our costs by more than our income, and by much more than we expected.

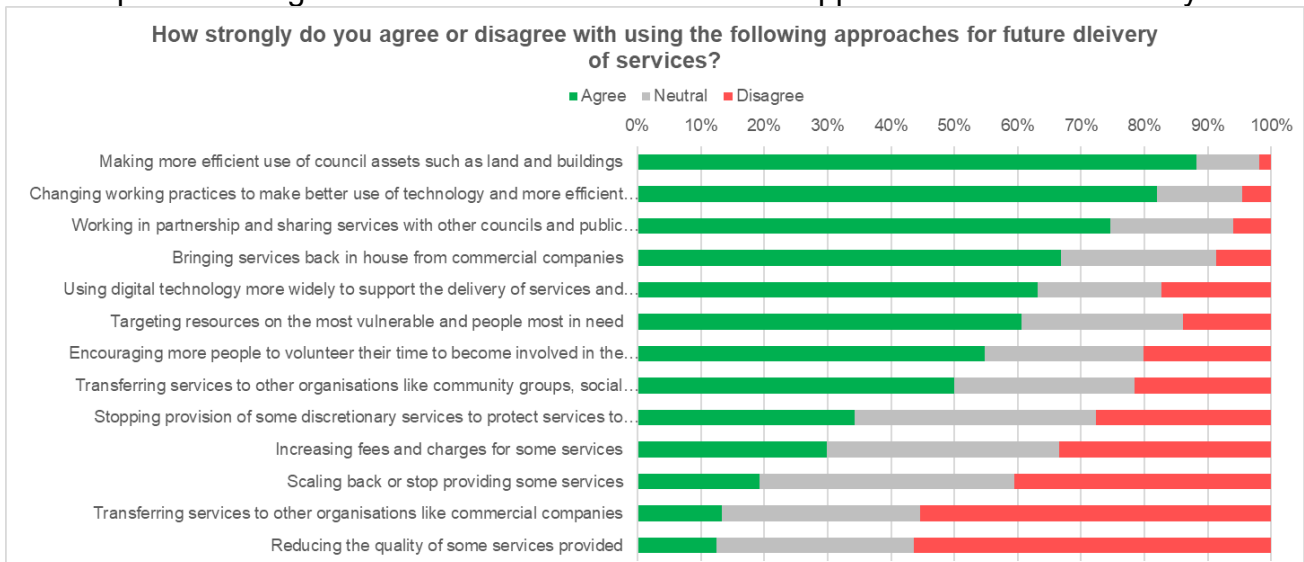
We have seen rapid price rises affecting many of our services and so we know there will be some difficult decisions ahead to balance the budget, which is why we are keen for you to have your say.



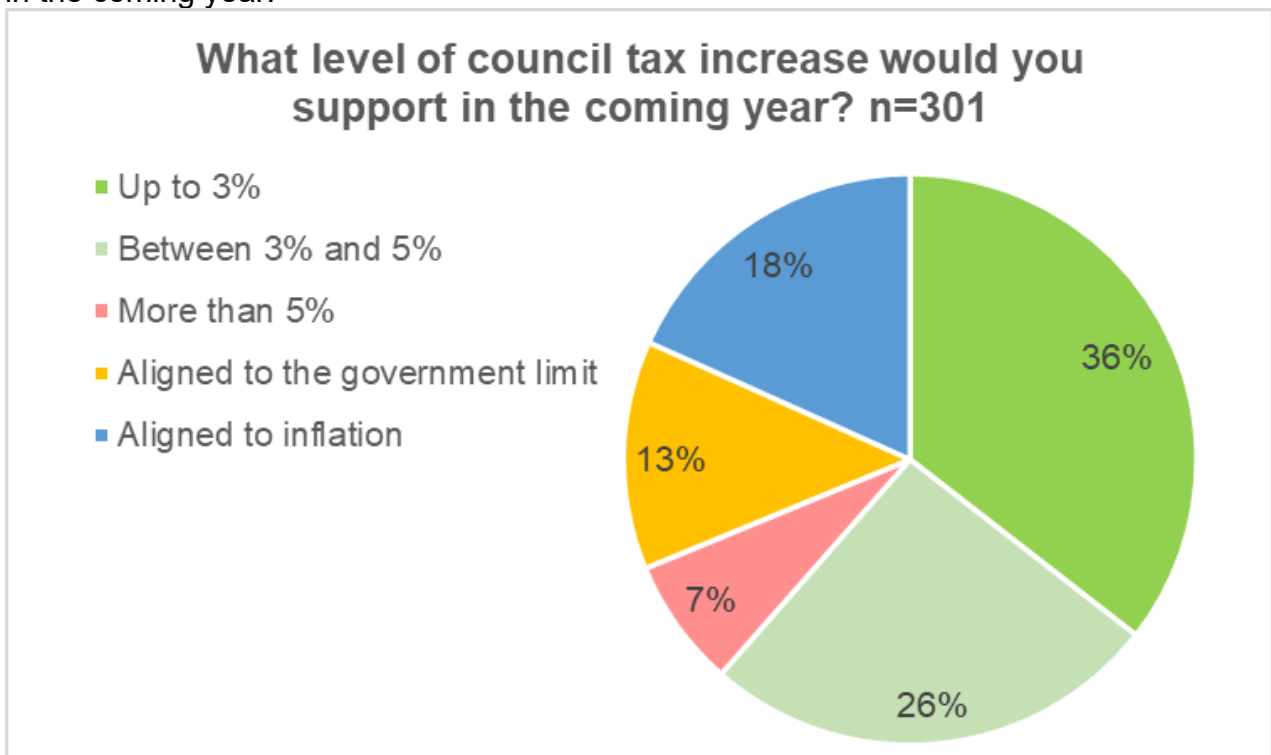
This question focused on which issues residents felt were important to them.



A later question sought feedback on the council's future approach to service delivery.



Residents were also asked about the potential levels of council tax that they might support in the coming year.



Now that the council has developed its draft budget plans for the next four years, the second phase of engagement will focus on what residents think of these, together with understanding any alternative suggestions or ideas that they may have.

North Somerset Council

Report to the Executive

Date of Meeting: 6 December 2023

Subject of Report: Budget Monitor 2023/24 - Month 6 Update

Town or Parish: All

Officer/Member Presenting: Mike Bell, Leader of the Council

Key Decision: Yes

Reason: Financial values in respect of budget changes are greater than £500,000

Recommendations

The Executive is asked to;

- i. Note the revenue budget forecasts within the report, the issues and assumptions that underpin the forecasts and the steps being taken to balance the budget by the end of the financial year,
- ii. Note the financial risks being assessed by the council, which may have an impact on future monitoring reports.
- iii. Approve the changes to the revenue and capital budgets as detailed in Appendix 1A and Appendix 4.

1. Summary of Report

This is the latest report on the council's budget for the current financial year and provides an update on both revenue and capital spending after the first six months, focusing on those areas which will have a significant impact on the council's overall financial position.

The council has updated its forecast spend on operational activities for the year and the report details an overspend of **£0.672m**, which equates to 0.32% of the net revenue budget. Whilst this is lower than the previous report the council continues to face significant financial pressures within several service areas and so efforts remain focused on understanding and managing these challenges and looking to provide a sustainable long-term solution to address them.

Recognising that the council has a statutory duty to balance its budget at the end of the year the report also provides an overview of the measures that have been taken to date, along with potential solutions, options or decisions that could be considered in future months.

2. Policy

The council's budget monitoring is an integral feature of its overall financial and assurance framework, ensuring that resources are planned, aligned and managed effectively to achieve successful delivery of its aims and objectives, notably the provision of quality services to those within our communities.

The ongoing impacts and risks associated with both the increasing demand for our services as well as the broader economic position mean that the council is exposed to a rapidly changing environment. Understanding the financial consequences and reporting issues through our monitoring framework is increasingly crucial.

3. Details

3.1. Revenue budget summary – key headlines

Shown below is a summary of the council's financial forecast after the first six months of the year, using information provided by budget managers across the council. This indicates how much the council believes that it will spend on delivering its services by the end of the year, based on the best information available now.

Revenue Budget Monitoring Summary 2023/24					
	Original Net Revenue Budget £000	Month 6 Forecast - September 2023			
		Revised Revenue Budget £000	Forecast Spend to 31 March 2024 £000	Projected Out-turn Variance	
				£000	%
Service Expenditure Budgets					
Adult Social Services	84,334	85,736	85,416	(320)	-0.37%
Children's Services	30,011	30,152	34,002	3,850	12.77%
Corporate Services	31,241	31,348	31,666	318	1.01%
Place	38,393	38,451	40,901	2,451	6.37%
Public Health & Reg Services	1,374	1,386	1,430	44	3.17%
Sub total - Service Budgets	185,354	187,072	193,415	6,343	3.39%
Other Council-wide Budgets					
Capital Financing & Interest	10,320	10,296	7,156	(3,140)	-30.50%
Precepts & Levies	7,237	7,237	7,237	0	0.00%
Other Non Service Budgets	3,530	3,500	2,923	(577)	-16.48%
Contingency Budget	1,432	1,428	100	(1,328)	-93.00%
Provision for MTFP Risks	375	375	0	(375)	-100.00%
Provision for Additional Pay Costs & Offer above 4%	1,450	1,195	945	(250)	-20.93%
Sub total - Non Service Budgets	24,345	24,032	18,361	(5,671)	-23.60%
Total Net Revenue Budget	209,699	211,104	211,776	672	0.32%
General Fund Financing Budgets	(209,699)	(211,104)	(211,104)	0	0.00%
NET REVENUE BUDGET TOTALS	0	0	672	672	0.32%

The table is displayed in the council's standard financial monitoring template and depicts the reported position for each of the 'directorates' in turn, as well as an aggregated picture of all council services.

Key messages and headlines that can be taken from the table are;

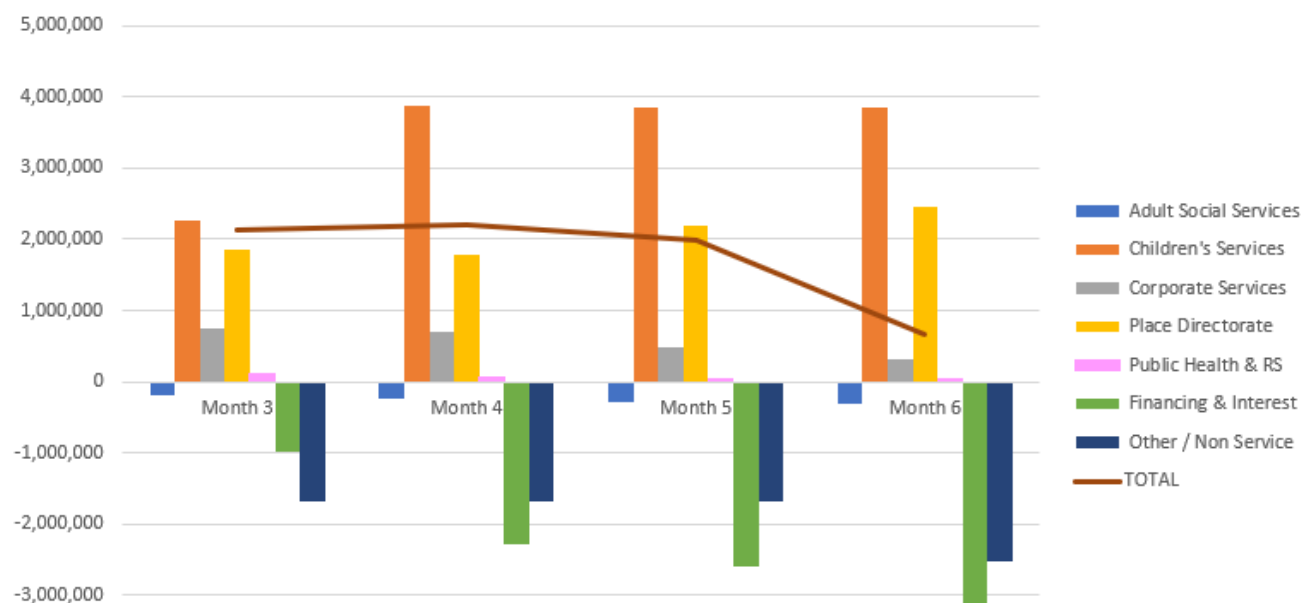
- The council's original net revenue budget for the year totals £209.699m (white shaded column)
- The council's revised net revenue budget for the year totals £211.104m (blue shaded column)
- It is forecast that the council will spend £211.776m by the end of the year (green shaded column), which is £0.672m more than the council has available to spend.

The latest **overspend of £0.672m** is lower than the previous reports and demonstrates that the council is making progress towards delivering a balanced budget this year.

However, the table above and also the chart below, both show that we continue to face significant pressures in delivering core services to the public, with the overspend for these areas remaining at over £6m. If these pressures are not resolved by the end of the financial year or other sustainable funding streams identified, then the council will have to account for them in the longer term.

Further information on the material challenges and movements within the budget this year is included in **Section 3.2**. The impact for future years has been included within the Medium Term Financial Plan (MTFP) report, which is also on the agenda for this meeting.

Revenue budget forecasts 2023/24



Given that the council has a legal requirement to balance its budget at the end of each year it must give consideration of how this overspend would be funded if the position remained unchanged. **Section 3.5** of the report describes some of the options and choices available that could be used to mitigate this position over the coming months.

3.2. Significant budget pressures included within the forecast

Detailed reports are considered by each Director and their leadership teams to review the latest projections being made by budget managers and identify mitigations.

An extract of the latest financial information from each Director is included within this report and can be found in **Appendix 2**. These financial summaries fulfil the requirements of the constitution as they provide a detailed breakdown of material financial variances when compared to the budget, that are forecast to occur within each service area.

These summaries do show that the council has many differences compared to the budget that was agreed in February 2023. However, this report provides focus on the **main factors** that are driving the overspend so that the core issues can be understood before any future council-wide actions can be considered.

Issue	£000	
Budget pressures within services		
Children's services – placement costs, including disabled children's packages and community support	4,261	Increased
Home to School Transport costs	1,295	Increased
Adults – care in the community support costs	527	Increased
Waste disposal costs	1,301	No change
Material mitigations		
Release of the council's contingency budget	(1,328)	No change
Release of corporate provisions for pay and budget savings	(620)	Increased
Net increase in interest received on investments	(3,114)	Increased
Hold / defer potential future spending within Adults	(500)	No change
Reduction in the council's past service pension contribution	(605)	New
All other variations within the budget (net)	(545)	Increased
Forecast overspend at Month 6	672	

3.2.1. Specific service-related pressures

Children's services – placement costs

Information recently released by the Local Government Association (LGA) shows that pressures within children's social care are not specific to North Somerset and are affecting many councils across the country. The total number of children in care is now at its highest since current records began in 1994 – at over 82,000 – and has been rising annually since 2009. The number of children needing support had begun to fall from a peak in 2018 when the Covid-19 pandemic hit, with numbers and rates of children in need and child protection plans now rising again. The complexity of needs of children post-Covid has also increased although unfortunately the provision for placements and support packages has not kept pace which does magnify pressures.

Previous reports have recognised that in-year spending for North Somerset is much higher than the approved budget. Given that this is providing a statutory service to those children and young people most in need, spending controls are difficult to implement. Spend is linked to the numbers of children requiring support, the complexity of their need and also the provision available at that time, all of which can change on a daily basis. However, senior officers are acutely aware of the council's financial position and have implemented a range of measures to ensure that all options to support children that meet their needs are actively considered before decisions are taken although recognise that despite all best efforts, there is an underlying risk that spending in this area could increase further before the year end.

External support has been secured to help the council to assess and develop service strategies which will provide ways to deliver valued care services that meet the needs of each child, but which will cost less in the future. Whilst every effort will be made to ensure that plans are successful, the council does recognise that it will take some time to embed and deliver change and so will need to ensure that future budgets are set at sustainable levels. These will be supported by evidence based data assumptions so that progress can be monitored in the future.

The LGA also recognise that this will be an ongoing issue and are asking the government to take action to meet the cost pressures that are currently being experienced across the country within children’s social care, including fully funding placements for unaccompanied asylum-seeking children and care leavers as well as the roll-out of well-evidenced interventions to reduce demand for children’s social care placements and retain and expand placement capacity. All of which are fully supported by the council.

Home to school transport costs

Home to school transport (HTST) is forecast to spend £8m in 2023/24 in providing transport to c2,700 young people to travel to and from school and college. This is a significant increase in spend when compared to last financial year and will cause an overspend of £1.295m against the budget. It should be noted that expenditure on transporting young people with special education needs represents 72% of the total spend.

The full extent of the budget pressure has been unknown until the new academic year’s transport had been procured, this is the reason for the increase from the position reported in month 4. Whilst this position is much more accurate it should be noted that there are still a number of routes which are being tendered and could have a financial impact in the current financial year.

The increase in costs for providing home to school transport is affecting many councils across the country. The main drivers are as follows:

- Inflation
- Driver shortages
- More young people are being supported by Education and Health Care Plans which influences the decisions made about which school will meet a young person’s needs and the type of HTST a young person is eligible for

The main issues in the current year are outlined in the table below:

Issue	£000
Inflation	200
New demand	602
Retendered routes – increase in costs	71
Baseline funding gap	422
Forecast overspend at Month 6	1,295

External support has been secured to help the council look at how the delivery of home to school transport provides the best outcomes for children and young people and manages demand and cost pressures sustainably. This programme of work will feed into the medium-term financial plan to ensure a robust and sustainable budget is set in future financial years.

3.2.2. Mitigations and opportunities

Investment interest

The council has reviewed and updated the amount of interest that it will earn on cash balances during the year as the higher interest rates are continuing to have a positive impact on the investment strategy. The month 6 update now assumes that the council will generate at least £3.1m more than the approved budget for the year, which will be used to offset some of the pressures described above.

Other corporate items – pay and pensions

The National Joint Council (NJC) for local government services has reached an agreement to settle the pay award for the year at the value of the original offer made to employees. This means that the council can fund the cost of the increase and release a small risk provision of £245k.

Each year the council includes provision within the budget to pay for pension costs which is based on a range of assumptions. A mid-year review has taken place which shows that these will be £0.6m, or 1.3%, lower than expected.

Other council-wide mitigations

Directors have implemented a series of measures within each of their areas to identify ways to reduce the overspend whilst still delivering essential services to communities. This has included reducing and deferring discretionary or non-essential spending, reviewing opportunities for greater integration with external partners to share costs and maximise income streams, and reviewing staffing. Given that a large amount of the council's spending relates to staff, managers have also looked to defer taking on new staff after someone has left to reduce the impact in the current year.

All of these individual measures have collectively resulted in budgets being released and underspends reported, which has helped to improve the council's position.

3.3. Delivery of in-year savings plans

Included in the table below is a summary of the savings proposals that were incorporated within the 2023/24 revenue budget. Each month managers assess the status and progress for each of the plans and provide an indication of the likely values that could be achieved by the end of the financial year.

SUMMARY - savings plans included within the revenue budget	Budget	Monitoring Assessment - September 2023			
	Change in 2023/24 £000	Forecast of Deliverable £000	Mitigation measures £000	Revised Deliverable £000	Under/(Over) Achieved £000
Adult Social Services	-4,227	-4,162	0	-4,162	65
Children's Services	-764	-577	0	-577	188
Corporate Services	-2,363	-2,216	-83	-2,299	64
Place Directorate	-2,808	-1,936	-562	-2,498	310
Public Health & Regulatory Services	-258	-258	0	-258	0
Totals	-10,420	-9,149	-645	-9,794	627
		88%		94%	

The summary indicates that there is a current short-fall of £627k against the £10.420m of savings included within the budget, although the revenue budget does include a risk provision to cover or fund £375k of this sum. Where there are specific challenges which may mean that it is difficult to deliver against the original proposal, leadership teams will actively look for mitigations or alternatives to cover any short-falls. Further updates will be included within future reports to the Executive and scrutiny panels.

3.4. Balancing the budget

When setting the budget before the start of each year the council considers the robustness of the estimates and assumptions, as well as plans and strategies that could be used to deliver a balanced budget should unexpected pressures or events materialise.

The base budget for the current financial year includes several central provisions as part of its risk management and mitigation measures which can be used to fund some of the financial pressures including the general contingency budget and also provision for pay costs and possible delays to the delivery of MTFP savings plans.

As noted above all of these provisions have now been released and are included as mitigations to reduce the level of the overspend down to **£0.672m**, which means that further actions will be needed to reduce the overspend over the coming months.

Whilst the corporate leadership team have previously implemented individual measures within each area, consideration is now being given to how a council-wide approach to spending could help to close the gap during the remainder of the year.

3.5. Impact on reserves and balances

The council's general revenue reserve balance at the start of the year was £10.162m which equates to 5% of the net revenue budget for the current financial year (excluding town and parish precepts), and are within the parameters of the council's reserves strategy approved as part of the budget setting.

Should the financial position remain unchanged then the reserve balance would reduce to £9.4m, which would not align with the reserves strategy or provide a sustainable level to support financial risks in future years.

The council does hold several other reserves which have previously been earmarked for a specific purpose and these are actively being reviewed to assess whether they can be released and used as a way to close the budget gap for this year, or in future years.

3.6. Collection Fund

Approximately £184m, or 87% of the council's funding is linked to council tax or business rates that are generated locally and this money helps to pay for the council's services.

In the same way that budgets are calculated for services, the council estimates how much income could be generated from these areas by using a range of assumptions such as, how many houses or businesses there are, the size and scale of these and also the value of any discounts and exemptions that people are entitled to.

The latest monitoring shows that the council will receive £534k less council tax income this year compared to the budget, which is linked to higher number of people claiming discounts and fewer new homes being built than planned.

The position for business rates is more complex because after the budget was set in February, changes to the amount of business rates payable by companies were made by the Valuation Office as part of the national revaluation programme. Although our monitoring shows that the council will receive £1.154m less in income this year, the council will be compensated by way of a grant from the government in future years.

3.7. Monitoring of the capital programme

The capital programme covers the period up to 2028/29, with particular focus and attention given for the 3-year period 2023-2026. The programme covers all aspects of the councils' services and has been built up in several phases following different stages of approval.

3.7.1. Overview of the current capital programme

Appendix 3 provides details of all schemes currently included within the latest programme – the summary shows that the overall programme totals **£442.589m**, with **£154.324m** of investments across north somerset expected to be delivered during the current financial year.

The monitor shows the budgets currently allocated to each project, how much has been spent in-year and how the project will be financed when it has been delivered. The table also includes an assessment for each project which is aligned to the council's risk management framework and further information on those items which have been allocated a Red status are noted below. Projects without an assessment at this stage are either yet to be started or are awaiting their assessment to be validated by the Capital Programme, Planning and Delivery Board (CPPDB) and will be included within future reports.

The capital programme is fully funded which means that the council has identified resources to cover all of the planned spend that will be incurred over the next few years. At this time the council expects to receive £314.625m of grants and contributions from external stakeholders to fund specific schemes, which is the largest component of the programme, although the council will need to borrow £111.132m in order to be able to deliver all aspects of the programme.

The annual costs associated with this borrowing need to be fully reflected within the council's revenue budget and medium term financial plans to ensure that it is affordable within the scope of resources that the council has available to spend. Previous reports show that this sum has been reduced over recent months following a review to reduce the scope and scale of future investment because of the pressures within the revenue budget, both in this and future years.

3.7.2. Changes to the capital programme

Appendix 4 lists out all of the changes which have been reflected within the programme during the current financial year, which require retrospective approval from the Executive.

Some of these changes have been through separate governance processes due to their scale, for example the Banwell By-Pass, or as a result of procurement and commissioning plans, whilst others of a smaller scale have been through the director or Section 151

governance decision making process in accordance with financial regulations. This summary provides a comprehensive list of all changes.

3.7.3. Commentary on specific projects

Notes are provided below to indicate the reasons that a capital project may have been given a Red status at this time;

- SEND Interventions linked to the safety valve (SV) programme – the council initially received a block of grant funding for SEND intervention activities. Work has taken place to allocate the single block of funding across a range of individual projects so that plans for each area are transparently shared, governed and monitored. An adjustment to one of the individual budgets is outstanding so it has been set to Red as a reminder to complete this action in the coming months.
- Hutton Moor Sports Centre – £1.7m has been set aside to fund a range of repairs to the sports facility, including the roof, the air handling unit by the pools and also to the lift. A procurement plan has been approved although initial findings indicate that the works will cost more than planned and so an options review is currently being carried out to determine the next steps.
- Investment in Household Waste Recycling Centres - £340k has been set aside to fund several known repairs at the councils recycling centres however a review to determine the initial scoping works has found other issues which may need to be addressed. The project is currently paused until a more detailed review is carried out to assess and prioritise the works that will be commissioned.
- A38 Major Road Network (MRN) – the status of this project has been unknown for many months as the council waited to receive news from the Department of Transport about whether the funding bid had been successful and whilst this has recently been received the council must now take steps to reassess the scope and financial impact of the project to ensure that it remains affordable. This is essential because there have been several changes in the core assumptions since the original funding bid was submitted to the government including; significant increase in the potential cost of the project due to inflation, the value of local funding contributions still be available and also the transfer of £2m of funding into the Banwell bypass project.

Many other schemes have been allocated an Amber status, which could indicate that there are issues that are under review and being resolved, or an escalation within the project that needs to be monitored more closely until a solution is identified. Some notable examples are listed below;

- Banwell bypass – this project has been de-escalated from its previous Red status after a sustainable funding solution was identified to cover the £24m increased costs. The project remains at amber until a detailed assessment has been carried out to realign and define specific budgets to each element of the project. The outcome of this review will be considered by the Project Board but will also feed into the council's CPPD Board who oversee all capital projects.
- Winterstoke Hundred Academy Expansion – this project is part of the £100m Homes England investment in North Somerset and will deliver new secondary school places in Weston. The project, which is nearing completion, has recently been escalated as there are some concerns about the final costs being higher than the budget. An

exception report is due to be considered by the CPPD Board and more information will be shared in future reports.

- Locking Parklands GP Surgery – this project, which will deliver new health facilities within the Locking Parklands area is also nearing completion and cost forecasts are being reviewed. The funding for this project is complex as the council has received funding from NHS England, the Integrated Care Board as well as several council generated developer contributions.
- Metrowest – This is the council's largest infrastructure project which has been progressed over several years with the support of several key stakeholders and given the scale and the complexities of the project, it is under continual review until such time as it reaches the full delivery stage.

4. Consultation

The report has been developed through consultation with the council's corporate leadership team, and also with each of the departmental leadership teams. Discussions and briefings on financial matters are an established part of the relationships with directors and Executive Members.

5. Financial Implications

Financial implications have been included throughout the report.

The detailed values included throughout the report include all of the council's forecast expenditure, income receipts as well and any proposed transfers to or from reserves as this enables a more transparent representation of the council's finances to be shared should any funding decisions or further action required; the values therefore, exclude any technical accounting adjustments such as impairment or depreciation.

6. Legal Powers and Implications

The Local Government Act 1972 lays down the fundamental principle by providing that every local authority shall make arrangements for the proper administration of their financial affairs including balancing their budgets each year from within their own resource allocations, although further details and requirements are contained within related legislation.

The setting of the council's budget for the forthcoming year (which is being considered elsewhere on the agenda for this meeting), and **the ongoing arrangements for monitoring** all aspects of this to ensure that the councils spending is within the approved limits, is an integral part of the financial administration process.

Further requirements are contained within the Local Government Act 1988, Section 114 (3) which provide for instances whereby the chief finance officer of an authority makes a judgement that the expenditure of the authority in a financial year is likely to exceed the resources available.

7. Climate Change and Environmental Implications

Both of the reports presented to the Executive at this meeting, in terms of **monitoring of the budget for the current year** and also setting budgets for future years, will be impacted

by the ongoing uncertainty surrounding the costs of energy as well as the delivery of the council's investment programme, which does provide an opportunity to highlight these issues.

Whilst there are no specific climate related impacts to note at this stage, it is clear that climate and environmental related implications will be at the forefront of our thinking when considering underlying service policies, priorities and strategies associated with the revenue budget, as well as through formulating investment plans and determining options to make reductions in our energy usage and associated costs to ensure a more sustainable future.

8. Risk Management

The council's Strategic Risk Register includes two risks associated with the financial planning:

Risk	Inherent risk score	Residual Likelihood	Residual Impact	Residual Risk Score	Comments
Risk that we do not manage budgets effectively in-year, including by not implementing and delivering the savings or transformational projects required to meet the financial challenge	HIGH	4	4	HIGH	This reflects the council-wide position which incorporates many risks with a potential financial impact at the highest level within the matrix
Risk that we are unable to deliver the priorities of the council by not planning to meet the Medium-Term Financial challenge	HIGH	4	4	HIGH	This reflects the current position at this time, as the council continues to reflect a budget gap across the 4-year period as well as for the 2024/24 financial year, although it is expected to change as we progress nearer to setting the budget for next year
The council is unable to deliver capital projects within the approved resource envelope either due to unmanageable cost increases and/or lack of governance	HIGH	3	4	HIGH	This reflects the current position regarding inflation on schemes and potential changes to scope since budgets were set. This report contains several mitigations which are in place in order to manage and control spending on capital

The council's corporate leadership team routinely review the budget monitoring forecasts as well as significant risks which may emerge from within directorate risk registers or operational activities, which may also have a financial consequence.

In addition, the corporate leadership team also have regular planned sessions to ensure that they can support the process to share options which will deliver a balanced budget for future years through the development of the Medium Term Financial Plan. A separate

report on this is being considered on the same agenda for this meeting, as the issues are intrinsically linked.

9. Equality Implications

There are no specific equality implications with regard to the recommendations contained within this report although it should be noted that the council has utilised additional Government funding to support vulnerable residents whether appropriate, financial support to those providing essential services, and working in partnership with community groups.

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

10. Corporate Implications

The Corporate Plan and MTFP, along with the supporting financial monitoring processes and performance management framework are vital tools to help align effort across the organisation and ensure that services are all are focused on delivery to agreed community and organisational priorities.

With continuing financial pressures and demands for services, it is essential that the councils' limited resources continue to be prioritised and allocated in line with the identified priorities. The Corporate Plan continues to be reviewed in the light of emerging risks and pressures and steps are being taken to assess timeframes and monitor key outcomes.

11. Options Considered

None – the council is legally required to set a balanced budget and to implement a robust financial framework to ensure that spending is aligned to available resources and all available options to achieve this are considered within the details above.

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Appendices:

Appendix 1 Revenue budget details for 2023/24 and summary of virements

Appendix 2 Financial commentaries from each director

Appendix 3 Monitoring of the capital programme

Appendix 4 Changes to the capital programme

Background Papers:

Exec reports:

- February 2023, Medium Term Financial Plan and Revenue Budget for 2023/24
- September and October 2023, MTFP and Revenue Budget updates and also Budget Monitoring Report 2023/24, Month 3 and Month 4
-

Council report: February 2023, Council Tax Setting 2023/24

**NORTH SOMERSET COUNCIL - 2023/24 REVENUE BUDGET MONITORING
FINANCIAL SUMMARY - AS AT 30 SEPTEMBER 2023**

	REVISED BUDGET 2023/24				FORECAST OF PROJECTED OUT-TURN				PROJECTED OUT-TURN VARIANCE			
	Expenditure £	Income £	Reserves £	Net £	Expenditure £	Income £	Reserves £	Net £	Expenditure £	Income £	Reserves £	Net £
Service Expenditure Budgets;												
Adult Social Services	126,929,397	(41,019,032)	(174,421)	85,735,944	129,645,811	(44,149,519)	(79,906)	85,416,386	2,716,414	(3,130,487)	94,515	(319,558)
Children's Services	44,051,122	(13,252,179)	(647,050)	30,151,894	48,729,648	(14,063,469)	(664,040)	34,002,139	4,678,525	(811,290)	(16,990)	3,850,245
Schools & DSG Budgets	53,002,925	(53,002,925)	0	0	59,827,379	(55,563,068)	(4,264,311)	0	6,824,454	(2,560,143)	(4,264,311)	(0)
Children's Services	97,054,047	(66,255,103)	(647,050)	30,151,894	108,557,026	(69,626,537)	(4,928,351)	34,002,139	11,502,979	(3,371,433)	(4,281,301)	3,850,244
Corporate Services	87,764,836	(55,791,087)	(625,713)	31,348,036	90,110,993	(56,895,841)	(1,549,453)	31,665,699	2,346,157	(1,104,754)	(923,740)	317,663
Place Directorate	76,305,444	(36,197,079)	(1,657,755)	38,450,610	80,769,973	(37,477,205)	(2,391,490)	40,901,278	4,464,529	(1,280,125)	(733,735)	2,450,668
Public Health & Regulatory Services	17,530,725	(12,912,309)	(3,232,403)	1,386,013	18,283,143	(13,714,160)	(3,139,051)	1,429,932	752,418	(801,851)	93,352	43,919
Capital Financing	15,289,590	(4,993,590)	0	10,296,000	15,060,113	(9,254,541)	1,350,000	7,155,572	(229,477)	(4,260,951)	1,350,000	(3,140,428)
Precepts & Levies	7,237,433	0	0	7,237,433	7,237,433	0	0	7,237,433	0	0	0	0
Non Service Budgets	8,265,672	(1,767,580)	(0)	6,498,092	5,804,079	(1,767,580)	(68,693)	3,967,806	(2,475,540)	0	(54,746)	(2,530,286)
Total Net Revenue Budget	436,377,144	(218,935,780)	(6,337,342)	211,104,022	455,468,571	(232,885,382)	(10,806,944)	211,776,245	19,077,479	(13,949,601)	(4,455,655)	672,223
General Fund Resources Budgets	835,463	(207,484,799)	(4,454,686)	(211,104,022)	0	(209,959,369)	(1,144,646)	(211,104,015)	(835,463)	(2,474,570)	3,310,040	7
Total Revenue Budget Resources	835,463	(207,484,799)	(4,454,686)	(211,104,022)	0	(209,959,369)	(1,144,646)	(211,104,015)	(835,463)	(2,474,570)	3,310,040	7
NET REVENUE BUDGET TOTALS	437,212,607	(426,420,579)	(10,792,028)	0	455,468,571	(442,844,751)	(11,951,590)	672,230	18,242,016	(16,424,172)	(1,145,615)	672,230

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ADULT SOCIAL SERVICES	REVISED BUDGET				FORECAST OF PROJECTED OUT-TURN				PROJECTED OUT-TURN VARIANCE			
	Expenditure £	Income £	Reserves £	Net £	Expenditure £	Income £	Reserves £	Net £	Expenditure £	Income £	Reserves £	Net £
Residential	34,397,753	(10,652,150)	0	23,745,603	36,490,282	(11,073,482)	0	25,416,800	2,092,529	(421,332)	0	1,671,197
Nursing	16,835,353	(4,988,399)	0	11,846,954	18,219,013	(6,131,590)	0	12,087,424	1,383,660	(1,143,191)	0	240,470
Supported Accommodation	1,911,000	(229,438)	0	1,681,562	1,964,228	(231,482)	0	1,732,747	53,228	(2,044)	0	51,185
Community: Supported Living	16,338,887	(1,512,075)	0	14,826,812	17,760,702	(2,075,470)	0	15,685,232	1,421,815	(563,395)	0	858,420
Community: Homecare	11,264,642	(2,781,265)	0	8,483,377	12,171,253	(3,039,134)	0	9,132,119	906,611	(257,869)	0	648,742
Community: Direct Payments	9,068,835	(1,063,577)	0	8,005,258	8,390,558	(1,059,593)	0	7,330,964	(678,277)	3,984	0	(674,294)
Community: Other Long Term Care	2,965,929	(1,758,794)	0	1,207,135	2,836,655	(1,840,067)	0	996,588	(129,274)	(81,273)	0	(210,547)
Maximise Independence	1,442,566	0	0	1,442,566	925,986	0	0	925,986	(516,580)	0	0	(516,580)
Other Short Term	4,910,134	(332,574)	0	4,577,560	3,583,445	(547,460)	0	3,035,986	(1,326,689)	(214,886)	0	(1,541,574)
Individual Care and Support Packages	99,135,099	(23,318,272)	0	75,816,827	102,342,122	(25,998,277)	0	76,343,846	3,207,023	(2,680,005)	0	527,019
Social Care Activities	16,747,844	(1,746,398)	(116,896)	14,884,550	16,380,817	(1,912,798)	(27,189)	14,440,830	(367,027)	(166,400)	89,707	(443,720)
Information & Early Intervention	1,621,756	(672,180)	0	949,576	1,413,554	(672,180)	0	741,374	(208,202)	0	0	(208,202)
Assistive Equipment & Technology	776,615	(339,892)	0	436,723	691,119	(345,092)	0	346,027	(85,496)	(5,200)	0	(90,696)
Other Social Care	19,146,215	(2,758,470)	(116,896)	16,270,849	18,485,490	(2,930,070)	(27,189)	15,528,231	(660,725)	(171,600)	89,707	(742,618)
Commissioning & Service Strategy	6,524,338	(13,383,521)	(57,525)	(6,916,708)	6,519,081	(13,425,246)	(52,717)	(6,958,882)	(5,257)	(41,725)	4,808	(42,173)
Integrated Care s256 Agreements	0	0	0	0	0	0	0	0	0	0	0	0
Covid Related Support	0	0	0	0	0	0	0	0	0	0	0	0
Commissioning & Service Strategy	6,524,338	(13,383,521)	(57,525)	(6,916,708)	6,519,081	(13,425,246)	(52,717)	(6,958,882)	(5,257)	(41,725)	4,808	(42,173)
Housing Services	2,123,745	(1,558,769)	0	564,976	2,299,117	(1,795,926)	0	503,191	175,372	(237,157)	0	(61,785)
Housing Year-End - Technical Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Housing Services	2,123,745	(1,558,769)	0	564,976	2,299,117	(1,795,926)	0	503,191	175,372	(237,157)	0	(61,785)
ADULT SOCIAL SERVICES TOTAL	126,929,397	(41,019,032)	(174,421)	85,735,944	129,645,811	(44,149,519)	(79,906)	85,416,386	2,716,414	(3,130,487)	94,515	(319,558)

CHILDRENS - CHILDREN'S SERVICES	REVISED BUDGET				FORECAST OF PROJECTED OUT-TURN				PROJECTED OUT-TURN VARIANCE			
	Expenditure £	Income £	Reserves £	Net £	Expenditure £	Income £	Reserves £	Net £	Expenditure £	Income £	Reserves £	Net £
Coporate Parenting	14,517,913	(882,280)	(36,669)	13,598,964	19,699,294	(2,105,015)	(121,186)	17,473,093	5,181,380	(1,222,735)	(84,517)	3,874,129
Front Door	704,527	(20,800)	(108,140)	575,587	765,602	(20,800)	(108,140)	636,662	61,074	0	0	61,074
Family Wellbeing	7,579,313	(5,144,240)	(32,561)	2,402,512	7,076,424	(4,663,325)	(19,541)	2,393,557	(502,889)	480,914	13,020	(8,955)
Children With Disabilities	2,564,612	(604,680)	0	1,959,932	3,339,527	(573,929)	0	2,765,598	774,915	30,751	0	805,666
Children With Disabilities Occupational Therapy	228,513	0	0	228,513	183,151	0	0	183,151	(45,361)	0	0	(45,361)
Family Support and Safeguarding	3,499,110	(6,010)	(50,000)	3,443,100	3,787,011	(40,100)	(50,000)	3,696,911	287,901	(34,090)	0	253,811
Quality Assurance and Safeguarding	563,297	(56,286)	0	507,011	544,990	(57,286)	0	487,704	(18,307)	(1,000)	0	(19,307)
Adoption	603,268	(27,000)	0	576,268	550,937	(76,000)	0	474,937	(52,331)	(49,000)	0	(101,331)
Social Work Development	249,948	(118,198)	0	131,750	265,914	(118,758)	0	147,156	15,966	(560)	0	15,406
Contracts and Commissioning	603,909	0	0	603,909	607,819	0	0	607,819	3,909	0	0	3,909
Youth Justice Service	2,290,274	(1,748,069)	(246,549)	295,657	2,063,594	(1,704,253)	(63,685)	295,657	(226,680)	43,816	182,864	0
Children's Support and Safeguarding Assistant	33,404,684	(8,607,562)	(473,919)	24,323,203	38,884,263	(9,359,466)	(362,552)	29,162,245	5,479,579	(751,904)	111,367	4,839,041
Education Inclusion Service and Virtual School	2,820,246	(601,723)	(173,131)	2,045,392	3,038,290	(750,652)	(209,707)	2,077,931	218,043	(148,929)	(36,576)	32,538
Music Service and Education Hub	1,112,097	(1,112,096)	0	0	1,092,896	(1,092,976)	0	(80)	(19,200)	19,120	0	(80)
Early Years	2,117,008	(1,273,523)	0	843,485	1,938,473	(976,241)	0	962,232	(178,535)	297,282	0	118,747
Strategic Planning and Governance	1,719,916	(1,052,059)	0	667,857	1,781,610	(1,106,709)	0	674,901	61,694	(54,650)	0	7,044
Education Support Services	1,700,338	(425,530)	0	1,274,808	1,708,879	(447,365)	0	1,261,514	8,541	(21,835)	0	(13,294)
Education Partnerships Assistant Director	9,469,604	(4,464,931)	(173,131)	4,831,542	9,560,147	(4,373,943)	(209,707)	4,976,498	90,543	90,988	(36,576)	144,955
Children's Services Directorate	1,038,860	0	0	1,038,860	947,755	(150,000)	(91,781)	705,974	(91,105)	(150,000)	(91,781)	(332,886)
CYPS Support Services	137,973	(179,685)	0	(41,712)	(662,518)	(180,060)	0	(842,578)	(800,491)	(375)	0	(800,866)
Children's Services Directorate	1,176,833	(179,685)	0	997,148	285,237	(330,060)	(91,781)	(136,604)	(891,596)	(150,375)	(91,781)	(1,133,752)
Tech Accounting Adjustments - Children's	0	0	0	0	0	0	0	0	(0)	0	0	(0)
CHILDRENS - CHILDREN & YOUNG PEOPLE TO	44,051,122	(13,252,179)	(647,050)	30,151,894	48,729,648	(14,063,469)	(664,040)	34,002,139	4,678,525	(811,290)	(16,990)	3,850,245

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CHILDRENS - SCHOOLS & DSG BUDGETS	REVISED BUDGET				FORECAST OF PROJECTED OUT-TURN				PROJECTED OUT-TURN VARIANCE			
	Expenditure £	Income £	Reserves £	Net £	Expenditure £	Income £	Reserves £	Net £	Expenditure £	Income £	Reserves £	Net £
Delegated Funding	3,090,000	0	0	3,090,000	3,090,000	0	0	3,090,000	0	0	0	0
De-delegations	0	0	0	0	0	0	0	0	0	0	0	0
Contingencies and Growth Funding	582,000	0	0	582,000	582,000	0	0	582,000	0	0	0	0
Schools Block	3,672,000	0	0	3,672,000	3,672,000	0	0	3,672,000	0	0	0	0
Education Inclusion Service	621,398	0	0	621,398	621,398	0	0	621,398	0	0	0	0
Delegated Place Funding	5,186,500	0	0	5,186,500	5,186,500	0	0	5,186,500	0	0	0	0
Out of Authority Placements	6,931,423	0	0	6,931,423	7,960,983	0	0	7,960,983	1,029,560	0	0	1,029,560
Top-up Funding	16,312,326	0	0	16,312,326	20,377,722	0	0	20,377,722	4,065,396	0	0	4,065,396
SEN equipment & Other costs	633,878	0	0	633,878	767,328	0	0	767,328	133,450	0	0	133,450
Children Missing Education (Bespoke Packages)	1,044,798	0	0	1,044,798	2,043,810	0	0	2,043,810	999,012	0	0	999,012
Other Intensive Support for Vulnerable Learners	2,702,101	0	0	2,702,101	2,873,244	(141,143)	0	2,732,101	171,143	(141,143)	0	30,000
High Needs Block	33,432,424	0	0	33,432,424	39,830,985	(141,143)	0	39,689,842	6,398,561	(141,143)	0	6,257,418
Provision for 2, 3 and 4 year olds	11,449,400	0	0	11,449,400	11,517,287	0	0	11,517,287	67,887	0	0	67,887
Top-up Funding	457,176	0	0	457,176	815,182	(309,000)	0	506,182	358,006	(309,000)	0	49,006
Other Early Years Services	397,685	0	0	397,685	397,685	0	0	397,685	0	0	0	0
Early Years Block	12,304,261	0	0	12,304,261	12,730,154	(309,000)	0	12,421,154	425,893	(309,000)	0	116,893
Strategic Management & Centrally Administered	846,785	0	0	846,785	846,785	0	0	846,785	0	0	0	0
Prudential Borrowing	632,704	0	0	632,704	632,704	0	0	632,704	0	0	0	0
Retained Services	224,749	0	0	224,749	224,749	0	0	224,749	0	0	0	0
Central Schools Services Block	1,704,238	0	0	1,704,238	1,704,238	0	0	1,704,238	0	0	0	0
Dedicated Schools Grant	0	(51,112,923)	0	(51,112,923)	0	(51,112,923)	0	(51,112,923)	0	0	0	0
Dedicated Schools Grant Safety Valve	0	0	0	0	0	(2,110,000)	0	(2,110,000)	0	(2,110,000)	0	(2,110,000)
Dedicated Schools Grant Reserve	0	0	0	0	0	0	(4,264,311)	(4,264,311)	0	0	(4,264,311)	(4,264,311)
Other Income	0	0	0	0	0	0	0	0	0	0	0	0
DSG Funding	0	(51,112,923)	0	(51,112,923)	0	(53,222,923)	(4,264,311)	(57,487,234)	0	(2,110,000)	(4,264,311)	(6,374,311)
Other Grants Non DSG	1,890,002	(1,890,002)	0	0	1,890,002	(1,890,002)	0	0	0	0	0	0
Other School Funds	0	0	0	0	0	0	0	0	0	0	0	0
School Balances	0	0	0	0	0	0	0	0	0	0	0	0
Schools - Non DSG	1,890,002	(1,890,002)	0	0	1,890,002	(1,890,002)	0	0	0	0	0	0
Tech Accounting Adjustments - Schools	0	0	0	0	0	0	0	0	0	0	0	0
CHILDRENS - SCHOOLS & DSG TOTAL	53,002,925	(53,002,925)	0	0	59,827,379	(55,563,068)	(4,264,311)	0	6,824,454	(2,560,143)	(4,264,311)	(0)

PLACE DIRECTORATE	REVISED BUDGET				FORECAST OF PROJECTED OUT-TURN				PROJECTED OUT-TURN VARIANCE			
	Expenditure £	Income £	Reserves £	Net £	Expenditure £	Income £	Reserves £	Net £	Expenditure £	Income £	Reserves £	Net £
Environment and Safer Communities	21,917,658	(7,157,383)	0	14,760,275	23,869,822	(6,863,409)	(822,857)	16,183,556	1,952,164	293,974	(822,857)	1,423,281
Highway & Parking Operations	10,641,148	(5,799,804)	(80,359)	4,760,985	11,725,953	(6,804,189)	(214,967)	4,706,797	1,084,805	(1,004,385)	(134,608)	(54,188)
Highway Technical Services	2,185,871	(2,019,191)	(80,220)	86,461	1,932,344	(1,803,801)	(80,220)	48,322	(253,528)	215,390	(1)	(38,138)
Libraries & Community	4,054,702	(1,602,993)	0	2,451,709	4,136,584	(1,492,510)	(3,270)	2,640,804	81,882	110,483	(3,270)	189,095
Open Space, Natural Environment & Leisure	6,566,092	(1,775,831)	(454,620)	4,335,642	7,042,517	(2,049,026)	(455,294)	4,538,198	476,425	(273,195)	(674)	202,556
Regulatory Services	25,140	(626,700)	0	(601,560)	28,223	(667,944)	0	(639,721)	3,083	(41,244)	0	(38,161)
Transport Planning	20,436,561	(10,240,111)	(86,304)	10,110,146	21,747,733	(10,571,554)	(153,149)	11,023,030	1,311,172	(331,443)	(66,845)	912,884
Neighbourhoods & Transport	65,827,173	(29,222,013)	(701,502)	35,903,657	70,483,176	(30,252,433)	(1,729,757)	38,500,986	4,656,003	(1,030,420)	(1,028,255)	2,597,329
Property Asset & Projects	1,832,188	(1,098,365)	(247,965)	485,858	1,788,262	(1,020,027)	(192,015)	576,219	(43,926)	78,337	55,949	90,360
Economy	1,835,856	(1,267,423)	(174,545)	393,887	1,906,927	(1,356,443)	(186,489)	363,995	71,071	(89,020)	(11,944)	(29,893)
Major Projects	1,367,370	(1,556,017)	0	(188,647)	1,233,579	(1,361,388)	0	(127,809)	(133,791)	194,629	0	60,838
Placemaking & Development	1,446,808	(300,099)	(485,417)	661,292	1,869,796	(886,905)	(339,999)	642,892	422,988	(586,806)	145,418	(18,400)
Planning Service	2,958,319	(2,515,394)	(48,326)	394,599	2,490,743	(2,442,048)	72,770	121,465	(467,577)	73,346	121,096	(273,135)
Place-making & Growth	9,440,541	(6,737,298)	(956,252)	1,746,990	9,289,306	(7,066,812)	(645,733)	1,576,761	(151,235)	(329,513)	310,519	(170,229)
Place Directorate Management	850,361	(129,808)	0	720,553	790,136	(50,000)	(16,000)	724,136	(60,225)	79,808	(16,000)	3,583
Place Central Recharges	10,000	0	0	10,000	29,985	0	0	29,985	19,985	0	0	19,985
Directorate Overheads	860,361	(129,808)	0	730,553	820,121	(50,000)	(16,000)	754,121	(40,240)	79,808	(16,000)	23,568
Clevedon Special Expenses	36,190	0	0	36,190	36,190	0	0	36,190	0	0	0	0
Nailsea Special Expenses	29,900	(29,900)	0	0	29,900	(29,900)	0	0	0	0	0	0
Portishead Special Expenses	33,220	0	0	33,220	33,220	0	0	33,220	0	0	0	0
Weston Special Expenses	78,060	(78,060)	0	0	78,060	(78,060)	0	0	0	0	0	0
Special Expenses	177,370	(107,960)	0	69,410	177,370	(107,960)	0	69,410	0	0	0	0
Tech Accounting Adjustments - Place	0	0	0	0	0	0	0	0	0	0	0	0
PLACE DIRECTORATE TOTAL	76,305,444	(36,197,079)	(1,657,755)	38,450,610	80,769,973	(37,477,205)	(2,391,490)	40,901,278	4,464,529	(1,280,125)	(733,735)	2,450,668

CORPORATE SERVICES	REVISED BUDGET				FORECAST OF PROJECTED OUT-TURN				PROJECTED OUT-TURN VARIANCE			
	Expenditure £	Income £	Reserves £	Net £	Expenditure £	Income £	Reserves £	Net £	Expenditure £	Income £	Reserves £	Net £
Director of Corporate Services & CEO	415,890	(10,000)	0	405,890	433,769	(11,700)	0	422,069	17,879	(1,700)	0	16,179
Internal Audit & Archiving Contracts	410,690	(21,000)	0	389,690	446,559	(21,000)	0	425,559	35,869	0	0	35,869
Director of Corporate Services	826,580	(31,000)	0	795,580	880,329	(32,700)	0	847,629	53,749	(1,700)	0	52,049
Members	889,300	0	0	889,300	864,650	0	0	864,650	(24,650)	0	0	(24,650)
Senior Leadership Support Service	326,463	(38,030)	0	288,433	343,614	(38,030)	0	305,584	17,151	0	0	17,151
Electoral & Registration Services	332,378	(107,360)	50,829	275,847	821,312	(272,836)	(265,041)	283,435	488,934	(165,476)	(315,870)	7,588
Democratic, Scrutiny & School Appeal Services	354,389	(51,620)	0	302,769	352,620	(53,101)	0	299,519	(1,769)	(1,481)	0	(3,250)
Legal Services	1,381,509	(164,260)	0	1,217,249	1,456,958	(158,280)	(16,870)	1,281,808	75,449	5,980	(16,870)	64,559
Assistant Director (Governance)	3,284,039	(361,270)	50,829	2,973,598	3,839,155	(522,247)	(281,911)	3,034,996	555,116	(160,977)	(332,740)	61,398
North Somerset Life	68,000	(42,920)	0	25,080	86,800	(5,000)	0	81,800	18,800	37,920	0	56,720
Marketing, Communications & Graphics	966,087	(717,886)	(25,000)	223,201	964,523	(744,224)	(34,228)	186,071	(1,564)	(26,338)	(9,228)	(37,130)
Head of Marketing & Communications	1,034,087	(760,806)	(25,000)	248,281	1,051,323	(749,224)	(34,228)	267,871	17,236	11,582	(9,228)	19,590
Business Intelligence	1,293,360	(271,164)	(189,450)	832,746	1,359,650	(288,290)	(212,695)	858,665	66,290	(17,126)	(23,245)	25,919
Policy & Partnerships	306,475	(20,000)	(37,948)	248,527	348,749	(20,000)	(85,308)	243,441	42,274	0	(47,360)	(5,086)
Transformation & PMO	438,748	0	(372,010)	66,738	378,356	0	(330,855)	47,501	(60,392)	0	41,155	(19,237)
Head of Business Insight, Policy & Partnerships	2,038,583	(291,164)	(599,408)	1,148,011	2,086,755	(308,290)	(628,858)	1,149,607	48,172	(17,126)	(29,450)	1,596
Human Resources	1,072,843	(276,479)	(199,895)	596,469	1,094,463	(298,189)	(199,895)	596,379	21,620	(21,710)	0	(90)
Health & Safety	223,554	(106,797)	0	116,757	224,278	(93,090)	0	131,188	724	13,707	0	14,431
Inclusion & Corporate Development	285,115	(3,200)	(104,429)	177,486	308,359	(5,705)	(116,320)	186,334	23,244	(2,505)	(11,891)	8,848
Head of Peoples Services	1,581,512	(386,476)	(304,324)	890,712	1,627,099	(396,984)	(316,215)	913,900	45,587	(10,508)	(11,891)	23,188
Housing & Council Tax Benefits	42,655,106	(44,007,396)	0	(1,352,290)	43,563,431	(44,568,337)	(35,145)	(1,040,051)	908,325	(560,941)	(35,145)	312,239
Support Services - Contract Costs	17,140,876	(457,067)	145,553	16,829,362	17,543,119	(464,468)	78,353	17,157,004	402,243	(7,401)	(67,200)	327,642
Support Services - Trading	2,226,904	(2,255,084)	0	(28,180)	2,473,624	(2,511,156)	0	(37,532)	246,720	(256,072)	0	(9,352)
Support Services - Rechargeable Activity	160,370	(12,528)	0	147,842	192,321	(67,765)	0	124,556	31,951	(55,237)	0	(23,286)
Support Services - Team Costs	1,155,283	(90,230)	(68,123)	996,930	1,126,811	(91,886)	(23,504)	1,011,421	(28,472)	(1,656)	44,619	14,491
Carelink Service	7,390	(506,208)	0	(498,818)	6,480	(463,549)	0	(457,069)	(910)	42,659	0	41,749
Head of Support Services	63,345,929	(47,328,513)	77,430	16,094,846	64,905,786	(48,167,161)	19,704	16,758,329	1,559,857	(838,648)	(57,726)	663,483
Strategic Procurement Service	498,274	(81,291)	(49,885)	367,098	497,111	(72,590)	(64,885)	359,636	(1,163)	8,701	(15,000)	(7,462)
Procurement Savings	(70,000)	0	0	(70,000)	0	0	(70,000)	(70,000)	70,000	0	(70,000)	0
Head of Procurement	428,274	(81,291)	(49,885)	297,098	497,111	(72,590)	(134,885)	289,636	68,837	8,701	(85,000)	(7,462)
Commercial Investments	5,060,872	(5,367,203)	300,000	(6,331)	5,429,108	(5,369,010)	(97,000)	(36,902)	368,236	(1,807)	(397,000)	(30,571)
Office Accommodation Costs	3,928,999	(786,400)	0	3,142,599	3,916,586	(831,790)	0	3,084,796	(12,413)	(45,390)	0	(57,803)
Insurance Contracts & Costs	1,185,340	(252,810)	0	932,530	1,095,110	(255,680)	(5,750)	833,680	(90,230)	(2,870)	(5,750)	(98,850)
Central Expenses	505,040	(79,020)	0	426,020	584,775	(101,850)	0	482,925	79,735	(22,830)	0	56,905
Miscellaneous Financial Items	2,161,563	(10,690)	0	2,150,873	1,804,468	(23,650)	0	1,780,818	(357,095)	(12,960)	0	(370,055)
Finance Service	2,384,018	(54,444)	(75,355)	2,254,219	2,386,768	(58,045)	(70,310)	2,258,413	2,750	(3,601)	5,045	4,194
Property Related Costs	0	0	0	0	6,620	(6,620)	0	0	6,620	(6,620)	0	0
Head of Finance	15,225,832	(6,550,567)	224,645	8,899,910	15,223,435	(6,646,645)	(173,060)	8,403,730	(2,397)	(96,078)	(397,705)	(496,180)
CORPORATE SERVICES TOTAL	87,764,836	(55,791,087)	(625,713)	31,348,036	90,110,993	(56,895,841)	(1,549,453)	31,665,699	2,346,157	(1,104,754)	(923,740)	317,663

PUBLIC HEALTH & REGULATORY SERVICES	REVISED BUDGET				FORECAST OF PROJECTED OUT-TURN				PROJECTED OUT-TURN VARIANCE			
	Expenditure £	Income £	Reserves £	Net £	Expenditure £	Income £	Reserves £	Net £	Expenditure £	Income £	Reserves £	Net £
PHS Childrens Health	4,116,813	(74,140)	0	4,042,673	4,096,765	(52,468)	0	4,044,297	(20,048)	21,672	0	1,624
PHS Management & Overheads	2,584,986	(163,752)	(1,449,731)	971,503	2,551,237	(144,062)	(1,329,693)	1,077,482	(33,749)	19,690	120,038	105,979
PHS Public Health Grant	0	(10,076,438)	0	(10,076,438)	0	(10,201,081)	0	(10,201,081)	0	(124,643)	0	(124,643)
PHS Obesity & Activity	334,234	(133,775)	0	200,459	303,137	(108,988)	(6,700)	187,449	(31,097)	24,788	(6,700)	(13,010)
PHS Other Public Health Services	613,629	0	(20,000)	593,629	685,736	(37,125)	(20,000)	628,611	72,107	(37,125)	0	34,982
PHS Public Health	488,418	(41,000)	0	447,418	541,670	(90,975)	0	450,694	53,252	(49,975)	0	3,276
PHS Sexual Health	1,545,919	0	0	1,545,919	1,585,576	(31,673)	0	1,553,903	39,657	(31,673)	0	7,984
PHS Substance Abuse & Smoking	3,668,260	(858,423)	(535,000)	2,274,837	4,236,029	(1,420,384)	(557,000)	2,258,645	567,769	(561,961)	(22,000)	(16,192)
Public Health Ring-Fenced Services	13,352,259	(11,347,528)	(2,004,731)	0	14,000,149	(12,086,756)	(1,913,393)	0	647,890	(739,228)	91,338	0
Reg Services - Consumer Protection	978,975	(268,337)	(40,500)	670,138	1,037,690	(269,115)	(68,897)	699,678	58,715	(778)	(28,397)	29,540
Reg Services - Emergency Planning	191,930	(60,000)	(21,773)	110,157	163,034	(61,000)	(3,593)	98,441	(28,896)	(1,000)	18,180	(11,716)
Reg Services - Environment Protection	1,188,417	(594,620)	(315,808)	277,989	1,098,718	(643,278)	(184,324)	271,116	(89,699)	(48,658)	131,484	(6,873)
Reg Services - Licensing of Private Sector Landlor	940,144	(641,824)	29,409	327,729	997,624	(654,011)	17,084	360,697	57,480	(12,187)	(12,325)	32,968
Regulatory Services	3,299,466	(1,564,781)	(348,672)	1,386,013	3,297,066	(1,627,404)	(239,730)	1,429,931	(2,400)	(62,623)	108,942	43,918
Covid - Local Outbreak Management Plan	119,000	0	(119,000)	0	183,250	0	(183,250)	0	64,250	0	(64,250)	0
Covid - Containment Outbreak Management Fund	680,400	0	(702,000)	(21,600)	705,352	0	(705,352)	0	24,952	0	(3,352)	21,600
Covid - Clinically Extremely Vulnerable Individuals	58,000	0	(58,000)	0	58,000	0	(58,000)	0	0	0	0	0
Covid - North Somerset Test & Trace	21,600	0	0	21,600	39,326	0	(39,326)	(0)	17,726	0	(39,326)	(21,600)
Covid - Community Testing Fund	0	0	0	0	0	0	0	0	0	0	0	0
Covid - Compliance and Enforcement Grant	0	0	0	0	0	0	0	0	0	0	0	0
Covid - Community Resilience	0	0	0	0	0	0	0	0	0	0	0	0
Covid - OMF Agreed Place Activity	0	0	0	0	0	0	0	0	0	0	0	0
Covid Related Grants & Services	879,000	0	(879,000)	0	985,928	0	(985,928)	(0)	106,928	0	(106,928)	(0)
PUBLIC HEALTH & REG SERVICES TOTAL	17,530,725	(12,912,309)	(3,232,403)	1,386,013	18,283,143	(13,714,160)	(3,139,051)	1,429,932	752,418	(801,851)	93,352	43,919

CORPORATE, NON SERVICE & CAPITAL FINANCING	REVISED BUDGET				FORECAST OF PROJECTED OUT-TURN				PROJECTED OUT-TURN VARIANCE			
	Expenditure £	Income £	Reserves £	Net £	Expenditure £	Income £	Reserves £	Net £	Expenditure £	Income £	Reserves £	Net £
Capital Financing & Interest	15,289,590	(4,993,590)	0	10,296,000	15,060,113	(9,254,541)	1,350,000	7,155,572	(229,477)	(4,260,951)	1,350,000	(3,140,428)
Parish Precepts & Levies	7,237,433	0	0	7,237,433	7,237,433	0	0	7,237,433	0	0	0	0
Non Service Budgets	8,265,672	(1,767,580)	(0)	6,498,092	5,804,079	(1,767,580)	(68,693)	3,967,806	(2,475,540)	0	(54,746)	(2,530,286)
CAPITAL FINANCING & NON SERVICE TOTAL	30,792,695	(6,761,170)	(0)	24,031,525	28,101,625	(11,022,121)	1,281,307	18,360,811	(2,705,017)	(4,260,951)	1,295,255	(5,670,714)

GENERAL FUND RESOURCES	REVISED BUDGET				FORECAST OF PROJECTED OUT-TURN				PROJECTED OUT-TURN VARIANCE			
	Expenditure £	Income £	Reserves £	Net £	Expenditure £	Income £	Reserves £	Net £	Expenditure £	Income £	Reserves £	Net £
Council Tax Income	0	(137,562,838)	0	(137,562,838)	0	(138,407,743)	844,905	(137,562,838)	0	(844,905)	844,905	0
Business Rate Income & Grants	835,463	(47,725,323)	0	(46,889,860)	0	(49,304,170)	2,402,459	(46,901,711)	(835,463)	(1,578,847)	2,402,459	(11,851)
Government Grants	0	(22,196,638)	0	(22,196,638)	0	(22,247,456)	50,825	(22,196,631)	0	(50,818)	50,825	7
Reserves	0	0	(4,454,686)	(4,454,686)	0	0	(4,442,835)	(4,442,835)	0	0	11,851	11,851
GEN FUND RESOURCES TOTAL	835,463	(207,484,799)	(4,454,686)	(211,104,022)	0	(209,959,369)	(1,144,646)	(211,104,015)	(835,463)	(2,474,570)	3,310,040	7

**NORTH SOMERSET COUNCIL - 2023/24 REVENUE BUDGET MONITORING
FINANCIAL SUMMARY - AS AT 30 SEPTEMBER 2023**

	ORIGINAL BUDGET				VIREMENTS				REVISED BUDGET 2022/23			
	Expenditure £	Income £	Reserves £	Net £	Expenditure £	Income £	Reserves £	Net £	Expenditure £	Income £	Reserves £	Net £
Service Expenditure Budgets;												
Adult Social Services	125,373,780	(40,659,007)	(380,717)	84,334,056	1,555,617	(360,025)	206,296	1,401,888	126,929,397	(41,019,032)	(174,421)	85,735,944
Children's Services	43,785,661	(13,225,765)	(548,524)	30,011,372	265,462	(26,414)	(98,526)	140,522	44,051,122	(13,252,179)	(647,050)	30,151,894
Schools & DSG Budgets	51,973,232	(51,973,232)	0	0	1,029,693	(1,029,693)	0	0	53,002,925	(53,002,925)	0	1
Children's Services	95,758,892	(65,198,997)	(548,524)	30,011,372	1,295,155	(1,056,107)	(98,526)	140,522	97,054,048	(66,255,103)	(647,050)	30,151,895
Corporate Services	84,473,351	(52,866,408)	(365,891)	31,241,052	3,291,485	(2,924,679)	(259,822)	106,984	87,764,836	(55,791,087)	(625,713)	31,348,036
Place Directorate	73,975,011	(34,385,418)	(1,196,276)	38,393,317	2,330,433	(1,811,661)	(461,479)	57,293	76,305,444	(36,197,079)	(1,657,755)	38,450,610
Public Health & Regulatory Services	15,232,603	(12,397,508)	(1,460,935)	1,374,160	2,298,122	(514,801)	(1,771,468)	11,853	17,530,725	(12,912,309)	(3,232,403)	1,386,013
Capital Financing	15,313,590	(4,993,590)	0	10,320,000	(24,000)	0	0	(24,000)	15,289,590	(4,993,590)	0	10,296,000
Precepts & Levies	7,237,433	0	0	7,237,433	0	0	0	0	7,237,433	0	0	7,237,433
Non Service Budgets	8,555,045	(1,767,580)	0	6,787,465	(289,373)	0	(0)	(289,373)	8,265,672	(1,767,580)	(0)	6,498,092
Total Net Revenue Budget	425,919,705	(212,268,507)	(3,952,343)	209,698,855	10,457,439	(6,667,273)	(2,384,999)	1,405,167	436,377,145	(218,935,780)	(6,337,342)	211,104,022
General Fund Resources Budgets	835,463	(206,079,632)	(4,454,686)	(209,698,855)	0	(1,405,167)	0	(1,405,167)	835,463	(207,484,799)	(4,454,686)	(211,104,022)
Total Revenue Budget Resources	835,463	(206,079,632)	(4,454,686)	(209,698,855)	0	(1,405,167)	0	(1,405,167)	835,463	(207,484,799)	(4,454,686)	(211,104,022)
NET REVENUE BUDGET TOTALS	426,755,168	(418,348,139)	(8,407,029)	0	10,457,439	(8,072,440)	(2,384,999)	0	437,212,608	(426,420,579)	(10,792,028)	0

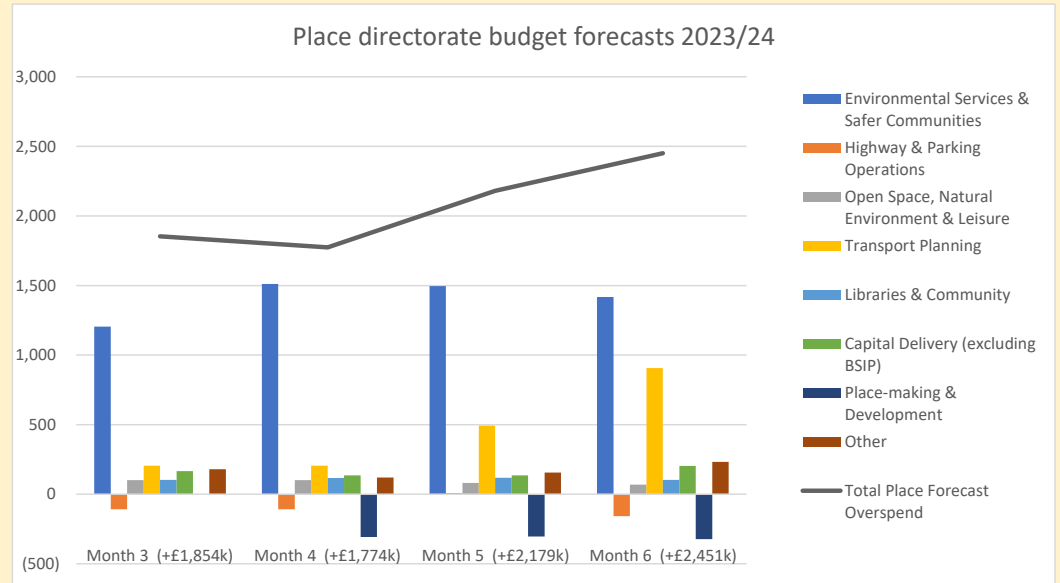
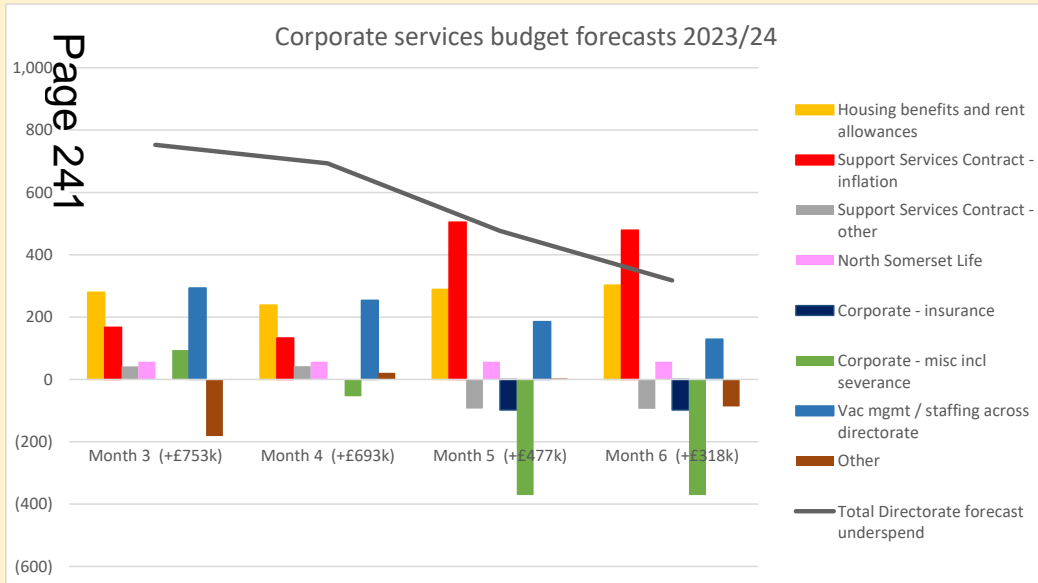
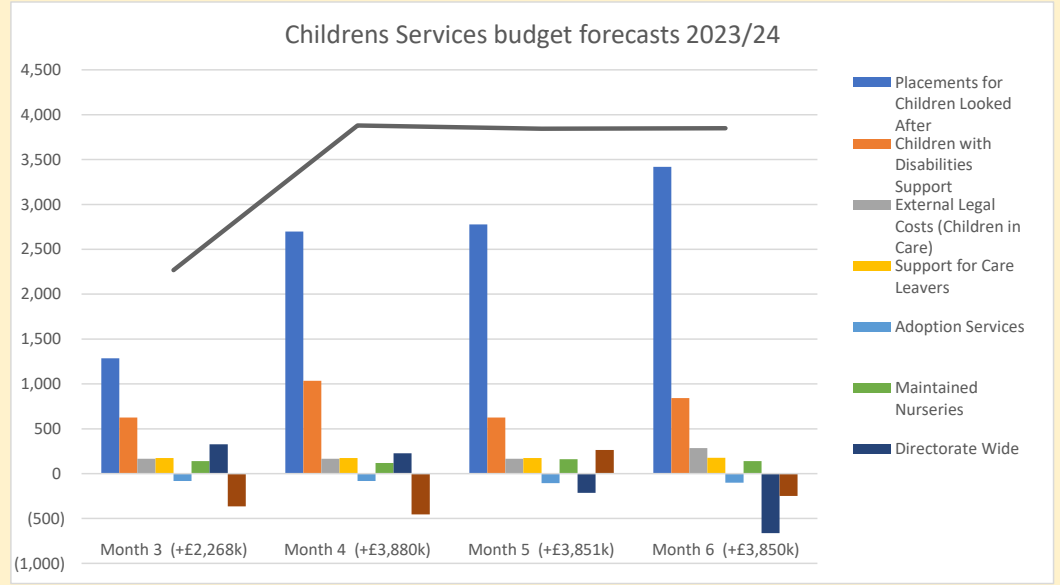
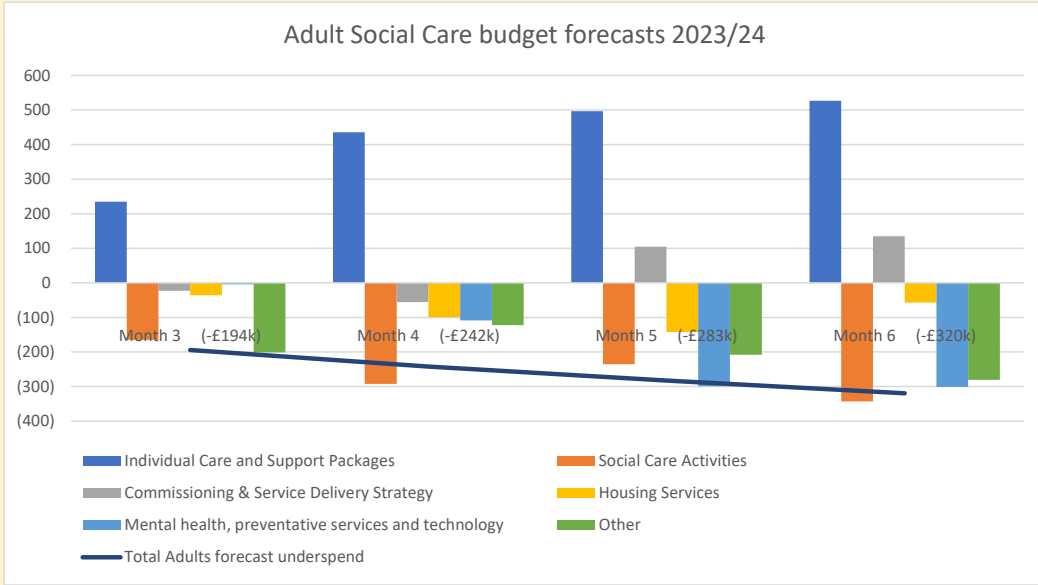
Notable or significant budget virements between service areas during the year include;

- Transfer of funding - £255k to all directorates to re-base budgets to reflect changes made to the Pay Structure in March 2023
- Transfer of budgets & funding across directorates to realign spending on Public Health as per Exec report, February 2023
- **Increase gross budget** to reflect new Market Sustainability Workforce Fund grant for spending in Adult Social Care - £1.405m of new money

Notable or significant budget virements within service areas during the year include;

- Corporate - Gross up budgets **£2.615m** for Household Support Fund spending, funded by grant income from the Dept for Work and Pensions
- Corporate - Gross up budgets **£135k** for additional staffing in HR, Procurement and Digital Marketing apprentice funded by reserves
- Corporate - Gross up budgets **£196k** for additional staffing in Project management and ICT projects funded by reserves
- Place - Gross up budget for UK Shared Prosperity Fund year one roll over **£249k** - funded by grant
- Place - Gross up budget for UK Shared Prosperity Fund year two **£561k** - funded by grant
- Place - Gross up budgets for Integrated Transport Service - internal recharge budget **£680k** - income due from HTST, Adults
- Place - Gross up budgets for Supported Bus service **£319k** funded through bus lane PCN, S106, grants, ticketing income
- Place - Gross up budgets £86k for 2 new posts in ITU funded by reserve ZXB380
- Place - Gross up budgets £59k for ranger post and costs funded by UKSPF grant, Health & Well Being strategy funding
- Place - Gross up budgets £54k for transport officer post funded by LEVI capability grant
- Place - Gross up budgets £78k for ranger / tree officer posts funded by Woodland accelerator grant
- Place - Re-align £158k expenditure budget held on DRD010 to offset £158k historical income budget on DRD010
- Place - Re-align £149k re-align expenditure budget held on DRD010 for prudential borrowing charges to match spend
- Adults - reallocate **£550k** of Social Care Reform money to relevant cost centres following DLT decisions
- Adults - New spending plans following one-off Government Grant of **£341k** for Asylum Funding, linked to Housing
- Public Health - reflect new grant funding for Substance Abuse - **£919k**
- Public Health - gross up the expenditure budgets to reflect Outbreak Management funding - **£319k**

APPENDIX 1 - BUDGET MONITORING FORECASTS, JUNE TO SEPTEMBER 2023



The charts show trends and the forecasts that have been reported during the year which have been based on information and assumptions known at that time.

**FINANCIAL OVERVIEW OF THE ADULTS SOCIAL SERVICES DIRECTORATE
AS AT 30 SEPTEMBER 2023**

Directorate Summary					
	Original Budget 2023/24 £000	Virements £000	Revised Budget 2023/24 £000	Forecast Out-turn 2023/24 £000	Forecast Out-turn Variance £000
- Gross Expenditure	125,374	1,556	126,929	129,646	2,716
- Income	(40,659)	(360)	(41,019)	(44,150)	(3,130)
- Transfers to / from Reserves	(381)	206	(174)	(80)	95
= Directorate Totals	84,334	1,402	85,736	85,416	(320)
Forecast Out-turn Variance					-0.37%
- Individual Care and Support Packages	75,817	0	75,817	76,344	527
- Social Care Activities	13,699	1,186	14,885	14,441	(444)
- Information & Early Intervention	978	(28)	950	741	(208)
- Assistive Equipment & Technology	339	98	437	346	(91)
- Commissioning & Service Delivery Strategy	(7,122)	205	(6,917)	(6,959)	(42)
- Housing Services	624	(59)	565	503	(62)
= Directorate Totals	84,334	1,402	85,736	85,416	(320)
Forecast Out-turn Variance					-0.37%

The forecast out-turn position of the 2023/24 financial year for the Adult Social Services directorate is a **net underspend of £0.320m** when compared to the revised budget of £85.736m that was set for the year. The table below provides additional information on where spending or income plans are different to the budget that was approved at the start of the year.

Extract showing material variances compared to the revised budget			
Service area and provisional budget variance	Revised Budget 2023/24 £000	Forecast Out-turn 2023/24 £000	Forecast Out-turn Variance £000
Individual Care and Support Packages			
Expenditure - Long Term Care Packages (residential & nursing)	51,233	54,709	3,476
Client Income - Long Term Care Packages (residential & nursing)	(12,593)	(14,127)	(1,533)
Expenditure - Long Term Care Packages (non-residential)	40,197	41,572	1,375
Client Income - Long Term Care Packages (non-residential)	(4,358)	(4,644)	(286)
Expenditure - Short Term Care Packages	6,353	4,509	(1,844)
Client Income - Short Term Care Packages	(333)	(547)	(215)
Other income (including CCG contributions)	(6,034)	(6,680)	(646)
Other	1,353	1,552	199
Social Care Activities			
Community Meals - increased cost of meals, transport costs & shortfall in income	81	238	157
Hold unallocated growth funding to cover Community Meals and other overspends	3,469	2,969	(500)
Increased spending - funded from Market Sustainability Workforce Fund	1,405	1,405	0
Information & Early Intervention			
Savings on recommissioning and allocation of Public Health income to correct projects	247	24	(223)
Assistive Equipment & Technology			
Procurement related savings on Aids and Adaptions equipment and TEC Hub	429	298	(131)
Delay on achieving MTFP savings related to closing the Technical Centre	4	57	53
Commissioning & Service Delivery Strategy			
Court of Protection - additional income from increased clients	117	92	(25)
Supporting People Commissioning	1,393	1,553	160
Housing Services			
Salary savings from staffing vacancies	457	422	(35)
Savings on Prevention related initiatives	58	(64)	(122)
Housing Solutions - Emergency Accommodation, additional demand for B&B	15	115	100
Sub total - material budget variances			(39)
Other minor variations to the budget			(280)
= Directorate Total			(320)

**FINANCIAL OVERVIEW OF THE ADULTS SOCIAL SERVICES DIRECTORATE
AS AT 30 SEPTEMBER 2023**

Areas of financial risk or opportunities within the directorate budget		
Service area and potential financial risk	Range / Scale of Risk Low - £0-£250k Medium - £250k-£500k High >£500k	Likelihood of Risk Occurring
Non delivery of planned MTFP savings relating to care packages	Medium	Medium
Care in Community - potential increase in Demand for placements	High	High
Provider Cost Inflation calculated when CPI was lower than now, which could increase service costs	Medium	High
Non collection of debt / rising debt balances / increase in write-offs	Low	Medium
Opportunity: further staffing savings from vacancies that materialise in-year	Medium	High

Additional information integrating volumes / demand for services
Service area

Shows that demand levels are starting to increase compared to a year ago

COST & VOLUME SUMMARY - PACKAGES OF CARE TREND MONTHLY BY VOLUME

Provision Type	4 years ago	3 years ago	2 years ago	1 year ago	6 month	3 month	2 month	1 month	current	Trend Line (1Y)	Current	1Y Change	Change	Change
	Ave. 19/20	Ave. 20/21	Ave. 21/22	Ave. 22/23	@ Dec 22	@ Mar 23	@ Apr 23	@ May 23	@ Jun 23					
Long Term Care														
Nursing	341	308	306	340	360	351	352	354	358		358	15	↑	4%
Nursing Extra	51	55	61	83	90	88	87	87	84		84	3	↑	3%
Residential	736	705	669	641	640	647	653	654	674		674	20	↑	3%
Residential Extra	243	263	260	265	264	273	282	287	297		297	23	↑	9%
Shared Lives	48	47	48	49	50	51	51	51	50		50	1	↑	3%
Home Care	949	924	875	738	698	688	684	697	693		693	-46	↓	-6%
Extra Care	123	125	120	118	121	120	124	127	130		130	9	↑	7%
Day Care	256	226	178	162	153	152	151	153	151		151	-10	↓	-6%
Supported Living	240	263	281	296	302	308	312	315	314		314	18	↑	6%
Direct Payment	333	319	300	301	303	309	304	298	302		302	0	↑	0%
Total Long Term Care	3,321	3,234	3,098	2,993	2,981	2,987	3,000	3,023	3,053					
Short term Care														
Enablement - Nursing	10	2	13	9	6	1	1	1	5		5	-7	↓	-74%
Enablement - Residential	14	3	14	8	6	2	6	5	13		13	-5	↓	-5%
Short term - Nursing	18	19	24	24	24	30	38	28	40		40	11	↑	45%
Short term - Residential	43	35	40	52	56	69	63	54	62		62	8	↑	15%
Reablement	15	12	11	4	1	4	4	4	2		2	-1	↓	-17%
Total Short Term Care	100	70	103	97	93	106	112	92	122					
TOTAL	3,421	3,304	3,201	3,090	3,074	3,093	3,112	3,115	3,175					

Shows that the cost of care has risen, although aligned to the MTFP and additional funding

COST & VOLUME SUMMARY - PACKAGES OF CARE TREND BY UNIT COST

Provision Type	4 years ago	3 years ago	2 years ago	1 year ago	6 month	3 month	2 month	1 month	current	Trend Line (1Y)	Current	1Y Change	Change	Change
	Ave. 19/20	Ave. 20/21	Ave. 21/22	Ave. 22/23	@ Dec 22	@ Mar 23	@ Apr 23	@ May 23	@ Jun 23					
Long Term Care														
Nursing	£ 603.75	£ 640.31	£ 663.41	£ 720.94	£ 716.05	£ 726.74	£ 787.27	£ 801.74	£ 800.99		£801	£ 75.73	↑	10.5%
Nursing Extra	£ 464.92	£ 551.11	£ 503.18	£ 489.68	£ 459.63	£ 456.70	£ 487.73	£ 537.13	£ 515.05		£515	£ 23.63	↑	4.8%
Residential	£ 528.54	£ 559.33	£ 577.53	£ 619.68	£ 623.34	£ 624.95	£ 674.23	£ 675.08	£ 675.83		£676	£ 55.37	↑	8.9%
Residential Extra	£ 820.73	£ 850.80	£ 864.74	£ 839.05	£ 853.53	£ 827.81	£ 843.46	£ 827.17	£ 816.63		£817	£ -9.97	↓	-1.2%
Shared Lives	£ 445.84	£ 503.82	£ 503.64	£ 503.67	£ 493.24	£ 503.21	£ 525.75	£ 525.75	£ 527.39		£527	£ 22.63	↑	4.5%
Home Care	£ 178.98	£ 200.28	£ 224.21	£ 253.36	£ 255.07	£ 258.02	£ 280.23	£ 280.68	£ 285.07		£285	£ 28.63	↑	11.3%
Extra Care	£ 239.65	£ 242.66	£ 245.81	£ 239.26	£ 235.23	£ 236.55	£ 246.32	£ 240.21	£ 233.14		£233	£ 0.63	↑	0.3%
Day Care	£ 135.21	£ 144.24	£ 153.32	£ 181.79	£ 188.36	£ 187.33	£ 196.11	£ 196.40	£ 192.65		£193	£ 13.27	↑	7.3%
Supported Living	£ 684.26	£ 701.82	£ 770.62	£ 853.77	£ 874.82	£ 860.61	£ 933.56	£ 933.30	£ 936.22		£936	£ 80.59	↑	9.4%
Direct Payment	£ 487.35	£ 495.12	£ 525.91	£ 561.61	£ 561.68	£ 554.59	£ 586.86	£ 591.16	£ 590.45		£590	£ 27.89	↑	5.0%
Ave. Long Term Care	£ 421.60	£ 451.32	£ 483.01	£ 533.46	£ 542.70	£ 543.05	£ 582.00	£ 583.06	£ 584.24					
Short term Care														
Enablement - Nursing	£ 588.96	£ 588.96	£ 666.24	£ 700.62	£ 691.33	£ 692.44	£ 751.94	£ 751.94	£ 753.40		£753	£ 51.81	↑	7.4%
Enablement - Residential	£ 487.63	£ 487.63	£ 562.77	£ 587.61	£ 603.29	£ 555.07	£ 605.03	£ 648.86	£ 646.19		£646	£ 45.75	↑	7.8%
Short term - Nursing	£ 595.75	£ 595.75	£ 681.90	£ 742.32	£ 718.09	£ 719.67	£ 768.70	£ 765.00	£ 745.65		£746	£ 17.47	↑	2.4%
Short term - Residential	£ 536.07	£ 536.07	£ 553.97	£ 603.04	£ 575.95	£ 618.94	£ 693.03	£ 716.45	£ 677.25		£677	£ 92.53	↑	15.3%
Reablement	£ 224.42	£ 224.42	£ 242.79	£ 246.65	£ 189.56	£ 262.47	£ 426.86	£ 471.84	£ 321.37		£321	£ 160.04	↑	64.9%
Ave. Short Term Care	£ 498.81	£ 498.58	£ 566.00	£ 630.82	£ 617.68	£ 633.48	£ 705.01	£ 717.30	£ 693.65					
OVERALL WEIGHTED AVERAGE	£ 423.86	£ 452.33	£ 485.67	£ 536.52	£ 544.97	£ 546.15	£ 586.43	£ 587.03	£ 588.44					

**FINANCIAL OVERVIEW OF THE CHILDREN'S SERVICES DIRECTORATE
AS AT 30 SEPTEMBER 2023**

Directorate Summary					
	Original Budget 2023/24 £000	Virements £000	Revised Budget 2023/24 £000	Forecast Out-turn 2023/24 £000	Forecast Out-turn Variance £000
- Gross Expenditure	43,786	265	44,051	48,730	4,679
- Income	(13,226)	(26)	(13,252)	(14,063)	(811)
- Transfers to / from Reserves	(549)	(99)	(647)	(664)	(17)
= Directorate Totals	30,011	141	30,152	34,002	3,850
Forecast Out-turn Variance					12.77%
- Children's Support and Safeguarding	24,609	(286)	24,323	29,162	4,839
- Education Partnerships	4,408	423	4,832	4,976	145
- Children's Services Directorate	994	3	997	(137)	(1,134)
= Directorate Totals	30,011	141	30,152	34,002	3,850
Forecast Out-turn Variance					12.77%

The forecast out-turn position of the 2023/24 financial year for the Children's Services directorate is a net overspend of **£3.850m** when compared to the budget of £30.152m that was set for the year. The table below provides additional information on where spending or income plans are different to the budget that was approved at the start of the year.

Extract showing material variances compared to the revised budget					
Service area and provisional budget variance	Revised Budget 2022/23 £000	Out-turn Variance 2022/23 £000	Revised Budget 2023/24 £000	Forecast Out-turn 2023/24 £000	Forecast Out- turn Variance £000
Corporate Parenting - Placements for Children Looked After:					
Expenditure - Placements	8,563	1,328	10,532	13,956	3,424
Expenditure - allowances uplift (SGOs/CAO/Adoption). F	154	0	0	0	0
Income (Education and CCG contributions) - Placements	(312)	147	(312)	(386)	(74)
Income (Other including Government grants) - Placemen	0	(214)	0	(160)	(160)
Expenditure - Placements community support	162	164	298	526	228
Expenditure - Placements other miscellaneous support	365	(163)	277	277	(0)
Family Support and Safeguarding - Children with Disabilities Support					
Expenditure	1,785	1,135	1,968	2,780	812
Income (Education and CCG contributions)	(210)	113	(210)	(179)	31
Corporate Parenting - Support for Unaccompanied Asylum Seeking Children					
Expenditure			395	1,527	1,132
Income - specific government grant			(395)	(1,520)	(1,125)
Transfer into reserves			0	(7)	(7)
Corporate Parenting - Legal Costs (Children in Care)					
Expenditure	367	227	367	652	285
Corporate Parenting - Support for Care Leavers					
Expenditure	356	183	287	523	236
Income - government grant and housing benefit	(119)	(12)	(40)	(98)	(58)
Family Support and Safeguarding - Adoption (Regional)					
Adoption services	551	(86)	576	475	(101)
Family Wellbeing - Maintained Nurseries					
Expenditure - salaries underspend due to vacancies	1,175	(287)	1,209	1,041	(168)
Income - shortfall on private fees due to reduced capacity	(1,080)	338	(1,091)	(784)	307
Education Services					
Pupil Places and Planning	7	0	64	67	3
Directorate Wide					
Movements on employee budgets (excl nurseries above)	16,583	(916)	18,050	17,562	(488)
Transfers from reserves to fund staffing costs	0	0	0	(177)	(177)
Sub total - material budget variances					4,100
Other minor variations to the budget					(249)
= Directorate Total					3,850

**FINANCIAL OVERVIEW OF THE CHILDREN'S SERVICES DIRECTORATE
AS AT 30 SEPTEMBER 2023**

Areas of financial risk within the directorate budget		
Service area and potential financial risk	Range / Scale of Risk Low - £0-£250k Medium - £250k-£500k High >£500k	Likelihood of Risk Occurring
OFSTED action plan and the need for additional staffing resources	Medium	High
Increases in referrals and waiting lists, like to lead to more staffing requirements and to an increase in care packages	High	High
Increase in legal costs for SEND placements and court cases	Medium	Medium
Non delivery of planned MTFP savings	Low	High
Risk of higher than budgeted inflation requests from care providers for existing packages and sourcing new care provision	High	Medium
Increase in demand for care packages, both numbers and complexity of care	Medium	Medium

**FINANCIAL OVERVIEW OF THE DEDICATED SCHOOLS BUDGET, CHILDREN'S SERVICES DIRECTORATE
AS AT 30 SEPTEMBER 2023**

Directorate Summary					
	Original Budget 2023/24 £000	Virements £000	Revised Budget 2023/24 £000	Forecast Out-turn 2023/24 £000	Forecast Out-turn Variance £000
- Gross Expenditure	51,973	1,030	53,003	59,827	6,824
- Income	(51,973)	(1,030)	(53,003)	(55,563)	(2,560)
- Transfers to / from Reserves	0	0	0	(4,264)	(4,264)
= Directorate Totals	0	0	0	0	(0)
Forecast Out-turn Variance					12.88%
- Schools Block	2,642	1,030	3,672	3,672	0
- High Needs Block	33,431	1	33,432	39,690	6,257
= Sub total High Needs & Schools Block	36,074	1,031	37,104	43,362	6,257
- Early Years Block	12,304	0	12,304	12,421	117
- Central Schools Services Block	1,704	0	1,704	1,704	0
- Dedicated School Grant Funding & Safety Valve	(50,082)	(1,031)	(51,113)	(57,487)	(6,374)
- Schools & Non Dedicated School Grant	0	0	0	0	0
= Directorate Totals	0	0	0	0	(0)
Forecast Out-turn Variance					11.81%

The forecast out-turn position of the 2023/24 financial year for the Dedicated Schools Grant & Budget is an gross in-year deficit of **£6.824m**. However it has been assumed that the council will receive its second tranche of Safety Valve funding, of £2.110m, which will reduce the deficit to £4.714m at the year-end. Any over or underspending on the DSG budget must be transferred to the accumulated balance held in DSG Reserve in accordance with the accounting regulations.

The total Schools Budget of **£51.973m**, is made up from several elements and the table below provides additional information on where spending or income plans are different to the budget that was approved at the start of the year.

Extract showing material variances compared to the revised budget			
Service area and provisional budget variance	Revised Budget 2023/24 £000	Forecast Out-turn 2023/24 £000	Forecast Out-turn Variance £000
High Needs & Schools Block			
Out of Authority Placements	6,931	7,961	1,030
Top-up Funding	16,312	20,378	4,065
SEN equipment & Other costs	634	767	133
Bespoke Education Packages	1,045	2,044	999
All other High Needs incl Nurture & SS Contract	12,182	12,212	30
Early Years Block - Top Up Funding			
Top-up Funding	457	506	49
Provision for 2, 3 & 4 Year Olds	11,449	11,517	68
Dedicated Schools Grant Funding			
Dedicated Schools Grant	(51,113)	(51,113)	(0)
Dedicated Schools Grant (Safety Valve)	0	(2,110)	(2,110)
Transfer year-end Deficit to the Dedicated Schools Grant Reserve	0	(4,264)	(4,264)
Sub total - material budget variances			0
Other minor variations to the budget			(0)
= Directorate Total			(0)

Areas of financial risk within the directorate budget		
Service area and potential financial risk	Range / Scale of Risk Low - £0-£250k Medium - £250k-£500k High >£500k	Likelihood of Risk Occurring
Continued cost pressure in the high needs block	High	High
Top-Up Funding for Early Years exceeds allocation in EY Block	Medium	Medium
Impact of higher inflation on cost of placements	Medium	Medium
SEN equipment costs with rise in referrals and complexity of care needs	Low	Medium

**FINANCIAL OVERVIEW OF THE CORPORATE SERVICES DIRECTORATE
AS AT 30 SEPTEMBER 2023**

Directorate Summary					
	Original Budget 2023/24 £000	Virements £000	Revised Budget 2023/24 £000	Forecast Out-turn 2023/24 £000	Forecast Out-turn Variance £000
- Gross Expenditure	84,473	3,291	87,765	90,111	2,346
- Income	(52,866)	(2,925)	(55,791)	(56,896)	(1,105)
- Transfers to / from Reserves	(366)	(260)	(626)	(1,549)	(924)
= Directorate Totals	31,241	107	31,348	31,666	318
Forecast Out-turn Variance					1.01%
Services within the Directorate					
- Director of Corporate Services	798	(3)	796	848	52
- Assistant Director of Corporate Services (Governance)	2,955	18	2,974	3,035	61
- Head of Marketing & Communications	252	(4)	248	268	20
- Head of Business Intelligence, Policy & Partnerships	1,166	(18)	1,148	1,150	2
- Head of People Services	894	(4)	891	914	23
- Head of Support Services	16,095	0	16,095	16,758	663
- Head of Strategic Procurement	292	6	297	290	(7)
- Head of Finance	8,789	111	8,900	8,404	(496)
= Directorate Totals	31,241	107	31,348	31,666	318
Forecast Out-turn Variance					1.01%

The forecast out-turn position for Corporate Services is a **net overspend of £0.318m** compared to the revised budget for the year. There are several variances with details are listed below, although it should be noted the overspend has been reducing over recent months reflecting efforts that are being made to achieve a balanced budget position by the end of the financial year.

Extract showing material variances compared to the revised budget					
Service area and provisional budget variance	Original Budget 2023/24 £000	Virements £000	Revised Budget 2023/24 £000	Forecast Out-turn 2023/24 £000	Forecast Out-turn Variance £000
Director of Corporate Services					
Director of Corporate Services & CEO - turnover factor	409	(3)	406	422	16
Internal Audit & Archiving Contracts	390	0	390	426	36
Assistant Director of Corporate Services (Governance)					
Legal Services - variance relates to turnover factor	1,211	6	1,217	1,282	65
Head of Marketing & Communications					
North Somerset Life - short-fall income and higher costs	25	0	25	82	57
Head of Business Intelligence, Policy & Partnerships					
BI team costs - turnover and staffing	851	(18)	833	859	26
Transformation team vacancies	66	1	67	48	(19)
Head of People Services - turnover factor on staffing					
	894	(4)	891	914	23
Head of Support Services					
Rent allowances - net payments and subsidy lower	1,229	0	1,229	875	(354)
Rent allowances - short-fall in recovery of overpayments	(1,493)	0	(1,493)	(932)	561
Housing Benefits - short-fall in summons costs	(536)	0	(536)	(440)	96
Support Services - RPiX inflation on contract costs	13,333	(3)	13,329	13,463	134
Support Services - pay inflation on contract costs	3,500	0	3,500	3,845	345
Support Services - savings from cash collection	68	0	68	47	(21)
Support Services - other new savings	0	0	0	(48)	(48)
Support Services - use of reserves to fund one-off costs	(217)	117	(100)	(167)	(67)
Support Services - team costs - turnover factor	994	3	997	1,011	14
Carelink Service - shortfall in income / fewer customers	(499)	0	(499)	(457)	42
Head of Finance					
Miscellaneous Financial Items incl Severance costs	2,577	0	2,577	2,264	(313)
Finance Service - turnover factor on staffing budgets	2,218	36	2,254	2,258	4
Insurance Costs	938	0	938	840	(98)
Premises related budgets and costs	3,067	75	3,143	3,085	(58)
Sub total - material budget variances					441
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Other minor variations to the budget					(123)
= Directorate Total					318

**FINANCIAL OVERVIEW OF THE CORPORATE SERVICES DIRECTORATE
AS AT 30 SEPTEMBER 2023**

Areas of financial risk within the directorate budget			
Service area and potential financial risk	Range Value	Range / Scale of Risk Low - £0-£250k Medium - £250k-£500k High >£500k	Likelihood of Risk Occurring
Income forecasts for Benefits Recoveries and Summons Costs	£20k - £250k	Medium	Medium
Change to Rent Allowance Subsidy income	£250k - £400k	Medium	Medium
Non delivery of planned MTFP savings	£20k - £150k	Low	Low
Opportunity: increased staffing savings from vacancies that materialise in-year		Medium	Medium

**FINANCIAL OVERVIEW OF THE PLACE DIRECTORATE
AS AT 30 SEPTEMBER 2023**

Directorate Summary					
	Original Budget 2023/24 £000	Virements £000	Revised Budget 2023/24 £000	Forecast Out-turn 2023/24 £000	Forecast Out-turn Variance £000
- Gross Expenditure	73,975	2,330	76,305	80,770	4,465
- Income	(34,385)	(1,812)	(36,197)	(37,477)	(1,280)
- Transfers to / from Reserves	(1,196)	(461)	(1,658)	(2,391)	(734)
= Directorate Totals	38,393	57	38,451	40,901	2,451
Forecast Out-turn Variance					6.37%
- Neighbourhoods & Transport	35,763	140	35,904	38,501	2,597
- Placemaking & Growth	1,711	36	1,747	1,577	(170)
- Directorate Overheads	850	(119)	731	754	24
- Special Expenses	69	0	69	69	0
= Directorate Totals	38,393	57	38,451	40,901	2,451
Forecast Out-turn Variance					6.37%

The forecast out-turn position of the 2023/24 financial year for the Place directorate is a net **overspend of £2.451m** when compared to the budget of £38.451m that was set for the year, which is higher than the overspend reported at the end of the previous month. The tables below provide additional information on where spending or income plans are **materially different** to the budget that was approved at the start of the year as well as some of the key risks being monitored. Given the amount of changes that can be experienced, not all budget movements are listed.

Areas of financial risk within the directorate budget		
Service area and potential financial risk	Range / Scale of Risk Low - £0-£250k Medium - £250k-£500k High >£500k	Likelihood of Risk Occurring
Home to School Transport - Demand & Market conditions may cause further increased costs	Medium	High
Home to School Transport - Inflationary review is underway re contracts being re-procured which could be a further £350k not incl in forecasts	Medium	High
Public Transport - concessionary fares - increased patronage beyond current forecast	Low	Medium
Waste - NSEC contract inflation linked to NSC pay award, above £180k factored in	Low	High
Waste - additional costs for property growth	Low	Medium
Waste - Disposal costs may increase as a result of overall volume increase or waste type ie residual v recycled	Low	Medium
Waste - DIY waste fee income will be abolished - £60k income budget	Low	High
Property Compliance - increased costs following Mears contract exit	Low	High
Delivery of MTFP savings (See APP3)	Medium	High
Other general inflation - further increased anticipated due to current inflation levels	Medium	High
Street Works Permit Scheme income - potential income loss due to down turn on Telecoms income (Fibre installation works)	Low	Medium
Potential income loss for the rent of land / buildings at Dolphin Square site	Low	High

**FINANCIAL OVERVIEW OF THE PLACE DIRECTORATE
AS AT 30 SEPTEMBER 2023**

Extract showing material variances compared to the revised budget					
Service area and provisional budget variance	Original Budget 2023/24 £000	Virements £000	Revised Budget 2023/24 £000	Forecast Out-turn 2023/24 £000	Forecast Out-turn Variance £000
Environmental Services & Safer Communities - overspend of £1.423m					
Waste Disposal Contract (net) - infl increases, legislation changes, housing growth			6,240	7,541	1,301
Commercial Waste (net) - surplus income expected based on 2022/23			(91)	(164)	(73)
NSEC - Main contract (expenditure) - Inflationary increase			11,284	11,375	91
NSEC - Main contract (expenditure) - Inflationary increase over 4% budgeted			0	180	180
NSEC - Shortfall on recycling materials income due to reduced sale prices / demand			(2,519)	(2,100)	419
NSEC - Reduction in recycling materials disposal costs			666	660	(6)
NSEC - Use of recycling materials smoothing reserve ZXB397			0	(400)	(400)
NSEC - Clinical waste collections 21/22, 22/23, 23/24			0	235	235
NSEC - Use of Waste reserve ZXB410			0	(150)	(150)
Garden Waste Charging scheme - reduction in operational costs			137	116	(21)
Garden Waste Charging scheme - registration fees			(2,382)	(2,450)	(68)
Garden Waste Charging scheme - reduction in composting scheme costs			235	85	(150)
Safer Community Services - CCTV			263	334	71
One off use of CCTV reserve ZXB351 to mitigate pressures			0	(50)	(50)
ASB Enforcement income shortfall			(50)	(10)	40
Highway & Parking Operations					
Highway Network & Traffic Management - Streetworks - more road closures income			(140)	(270)	(130)
Highway Network & Traffic Management - Streetworks - other fee income - FPNs / inspec			(185)	(206)	(21)
Street Works Permit Scheme - staff recharges & overhead as eligible scheme spend			(100)	(153)	(53)
Parking services expenditure budgets - includes £55k Mipermit 10p transaction fee			2,420	2,560	140
Parking services income budgets			(3,895)	(3,989)	(94)
Open Space, Natural Environment & Leisure					
Loss of income - Profit share on Leisure Contracts			(438)	(387)	52
Mitigation: Planned use of reserves ZXB388/400 Leisure Support Reserves			0	(100)	(100)
Churchill sports centre - site costs expected until transfer			65	110	45
Concessions - shortfall in income mainly due to site disposal			(285)	(214)	71
Transport Planning - overspend of £913k					
<u>Home to Schools Transport (HTST):</u>					
Home to School Transport - Baseline position re increased demand and costs			7,665	8,960	1,295
Draw down of S106 funding			(350)	(350)	0
Extended Rights to Free Travel Grant b/fwd from 2022/23			(210)	(212)	(2)
Service recharge to Adults for Community Meals delivery			(369)	(369)	0
<u>Public Transport:</u>					
Concessionary fares scheme - increased patronage levels now being forecast			1,760	1,544	(216)
Bus Lane enforcement PCN income used to fund public transport			(251)	(421)	(170)
Libraries & Community					
Campus expenditure budgets			611	622	11
Shortfall in Campus income			(360)	(284)	76
Somerset Hall expenditure budgets			33	127	94
Shortfall in Somerset Hall income			0	(78)	(78)
Place-making & Development					
Building control income - assuming downturn due to delayed building works due to interes			(476)	(299)	177
Planning income - expecting some high application fees from large developments in the A			(1,596)	(1,688)	(92)
Reduction in prior year planning provision			0	(305)	(305)
Mitigation: hold planned contribution into the Strategic Projects Reserve			103	0	(103)
Capital Delivery (excluding BSIP)					
Shortfall on salary recharges to the capital programme / reserves (partially mitigated by vacancies)			(3,748)	(2,869)	879
Capital projects delivery team (underspend relating to vacant posts)			3,641	2,965	(676)
Sub total - material budget variances					2,218
Other minor variations to the budget					233
= Directorate Total					2,451

**FINANCIAL OVERVIEW OF THE PUBLIC HEALTH & REGULATORY SERVICES DIRECTORATE
AS AT 30 SEPTEMBER 2023**

Directorate Summary					
	Original Budget 2023/24	Virements	Revised Budget 2023/24	Forecast Out-turn 2023/24	Forecast Out-turn Variance
	£000	£000	£000	£000	£000
- Gross Expenditure	15,233	2,298	17,531	18,283	752
- Income	(12,398)	(515)	(12,912)	(13,714)	(802)
- Transfers to / from Reserves	(1,461)	(1,771)	(3,232)	(3,139)	93
= Directorate Totals	1,374	12	1,386	1,430	44
Forecast Out-turn Variance					3.17%
- PHS Childrens Health	4,045	(2)	4,043	4,044	2
- PHS Management & Overheads	1,037	(66)	972	1,077	106
- PHS PH Grant	(10,076)	0	(10,076)	(10,201)	(125)
- PHS Obesity & Activity	212	(12)	200	187	(13)
- PHS Other Public Health Services	593	1	594	629	35
- PHS Public Health	408	39	447	451	3
- PHS Sexual Health	1,511	35	1,546	1,554	8
- PHS Substance Abuse & Smoking	2,270	5	2,275	2,259	(16)
- Regulatory Services	1,374	12	1,386	1,430	44
= Directorate Totals	1,374	12	1,386	1,430	44
Forecast Out-turn Variance					3.17%

The forecast out-turn position of the 2023/24 financial year for the Public Health & Regulatory Services directorate is a **net overspend spend of £44k** when compared to the budget of £1.386m that was set for the year. The table below provides additional information on where spending or income plans are different to the budget that was approved at the start of the year.

Extract showing material variances compared to the revised budget					
Service area and provisional budget variance	Original Budget 2023/24	Virements	Revised Budget 2023/24	Forecast Out-turn 2023/24	Forecast Out-turn Variance
	£000	£000	£000	£000	£000
PHS Childrens Health - contract price	4,045	(2)	4,043	4,044	2
PHS Management & Overheads					
PHS Mgmt - Contingency Budget	(689)	129	(560)	(439)	121
PHS Mgmt - Grant Income	(10,076)	0	(10,076)	(10,201)	(125)
PHS Obesity & Activity			212	187	(25)
PHS Other Public Health Services - Mental Health	593	20	613	629	16
PHS Substance Abuse & Smoking					
Additional grant income for Treatment & Recovery activities and Impatient		0	(465)	(855)	(390)
Additional services and grants procured from providers, incl Broadway Lc		0	465	791	326
Increase in core We Are With You contract costs		0	1,450	1,514	64
Use of funding held in reserves for Wider Tobacco Control Project (joint)		(543)	(543)	(557)	(14)
Income to be received from ICB towards Tobacco Project		0	0	(503)	(503)
Project costs associated with Tobacco Control Project		543	543	1,060	517
In year staffing savings			108	98	(10)
Regulatory Services - Consumer Protection					
Turnover factor on staffing costs			892	917	25
Use of agency staff to deliver food safety inspections			0	34	34
Regulatory Services - Housing Services					
Warm Homes Healthy Programme			3	51	48
Use of Health & Well Being Strategy reserves to fund project costs			0	(48)	(48)
Housing Renewals and Private Sector Renewal schemes			183	211	28
Contain Outbreak Management Fund (COMF)					
Increase in planned spending to sport core pressures			560	685	125
Use of COMF reserve to fund planned spending			(560)	(685)	(125)
Sub total - material budget variances					66
Other minor variations to the budget					(22)
= Directorate Total					44

**FINANCIAL OVERVIEW OF THE NON SERVICE BUDGETS
AS AT 30 SEPTEMBER 2023**

Directorate Summary					
	Original Budget 2023/24	Virements	Revised Budget 2023/24	Forecast Out-turn 2023/24	Forecast Out-turn Variance
	£000	£000	£000	£000	£000
- Gross Expenditure	31,106	(313)	30,793	28,102	(2,691)
- Income	(6,761)	0	(6,761)	(11,022)	(4,261)
- Transfers to / from Reserves	0	(0)	(0)	1,281	1,281
= Directorate Totals	24,345	(313)	24,032	18,361	(5,671)
Forecast Out-turn Variance					-23.60%
- Capital Financing & Interest Budgets	10,320	(24)	10,296	7,156	(3,140)
- Parish Precepts & Environment Levy	7,237	0	7,237	7,237	0
- Contingency Budget	1,432	(4)	1,428	(505)	(1,933)
- Provision for Pay Inflation	1,450	(255)	1,195	950	(245)
- Provision for MTFP savings short-falls	375	0	375	0	(375)
- Other Non Service Budgets (Magistrates, coroners etc)	3,530	(30)	3,500	3,523	23
= Directorate Totals	24,345	(313)	24,032	18,361	(5,671)
Forecast Out-turn Variance					-23.60%

The forecast out-turn position of the 2023/24 financial year for the council's capital financing and non service budgets is a net **under spend of £5.671m** when compared to the budget of £24.032m that was set for the year. The table below provides additional information on where spending or income plans are materially different to the budget that was approved at the start of the year.

Extract showing material variances compared to the revised budget					
Service area and provisional budget variance	Original Budget 2023/24	Virements	Revised Budget 2023/24	Forecast Out-turn 2023/24	Forecast Out-turn Variance
	£000	£000	£000	£000	£000
Capital financing and interest					
Income - net increase in investment interest on balances, net of impairment forecast			(2,738)	(5,852)	(3,114)
Repayment of RIF debt as S106 not received within expected timeframes			0	440	440
Net reduction in capital financing costs (principal and interest, based on opening bals)			13,035	12,567	(468)
Non Service budgets					
Release of the council's contingency budget			1,428	100	(1,328)
Reduction in the past deficit pension contribution			0	0	(605)
Release of the council's MTFP savings provision			375	0	(375)
Impact on pay budgets of NJC pay offer	1,450	(255)	1,195	950	(245)
Sub total - material budget variances					(5,695)
Other minor variations to the budget					24
= Directorate Total					(5,671)

Areas of financial risk within the directorate budget		
Service area and potential financial risk	Range / Scale of Risk	Likelihood of Risk Occurring
	Low - £0-£250k Medium - £250k-£500k High >£500k	
Impairment of financial instruments following changes in share price	High	Medium
Further increase in pay award above 4% reflected within the budget	Medium	Medium
Further calls on the council's contingency budget now released	Medium	Low
Opportunity - potential further increase in investment interest	High	Low

FINANCIAL OVERVIEW OF THE COUNCIL'S RESOURCES
AS AT 30 SEPTEMBER 2023

Directorate Summary					
	Original Budget 2023/24 £000	Virements £000	Revised Budget 2023/24 £000	Forecast Out-turn 2023/24 £000	Forecast Out-turn Variance £000
- Gross Expenditure	835	0	835	0	(835)
- Income	(206,080)	(1,405)	(207,485)	(209,959)	(2,475)
- Transfers to / from Reserves	(4,455)	0	(4,455)	(1,145)	3,310
= Directorate Totals	(209,699)	(1,405)	(211,104)	(211,104)	0
Forecast Out-turn Variance					0.00%
Approved Collection Fund precepts to support the 2023/24 Budget					
- Precept on the Collection Fund - Council Tax			(131,842)	(131,842)	0
- Precept on the Collection Fund - Parish Precepts			(6,933)	(6,933)	0
- Precept on the Collection Fund - Business Rates			(32,524)	(32,524)	0
- Other Business Rate Income, Disregarded - Renewables & Enterprise Area (EA)			(1,293)	(1,293)	0
- Other Business Rate Income, Central Govt share retained - Port Cumulo			(770)	(770)	0
Collection Fund Forecasts relating to Current Year Budgets					
- Council Tax Year-End Forecast (Surplus) / Deficit re Current Year			0	534	534
- Business Rates Year-End Forecast (Surplus) / Deficit re Current Year Own Share			0	1,154	1,154
- Other Business Rate Income, Disregarded - Renewables & EA (Surplus)/Deficit re Current Year			0	102	102
- Other Business Rate Income, Central Govt share retained - Port Cumulo - (Surplus)/Deficit re Current Year			0	1	1
Collection Fund Impacts arising from Prior Years Budgets					
- Council Tax (Surplus) / Deficit Tax re Prior Years (2020-2022)			1,212	1,212	0
- Council Tax Year-End Movement re 2022/23			0	(167)	(167)
- Business Rates (Surplus) / Deficit Own Share re Prior Years (2020-2022)			(908)	(908)	0
- Business Rates Year-End Movement re Own Share Prior Years			0	50	50
- Other Business Rate Income, Disregarded - Renewables & EA			0	(9)	(9)
- Other Business Rate Income, Central Govt share retained - Port Cumulo			0	(3)	(3)
Government Grants					
- Revenue Support Grant			(2,713)	(2,712)	0
- New Homes Bonus Grant			(1,386)	(1,386)	0
- Services Grant			(1,235)	(1,285)	(51)
- Adult Social Care Support Grant			(13,295)	(13,295)	0
- Market Sustainability and Fair Cost of Care Grant	(2,164)	(1,405)	(3,569)	(3,569)	0
- Business Rate Tariff Payment			720	(1,135)	(1,856)
- Business Rate Levy			115	0	(115)
- Small Business Rate Relief Grant			(2,419)	(2,762)	(343)
- Business Rate Adjustment Grant (2% cap)			(5,769)	(5,851)	(82)
- Other S31 Grant			(26)	(669)	(643)
- S31 Grant - Additional Retail and Nursery Discount Reliefs			(4,015)	(4,023)	(8)
- S31 Grant - Covid Additional Relief Fund			0	10	10
Reserves					
- Use of Collection Fund Smoothing Reserve			(2,687)	(2,687)	0
- Use of Collection Fund Smoothing Reserve re Covid Losses			(246)	(246)	0
- Use of Financial Risk Reserve to fund Energy costs			(1,522)	(1,522)	0
- Contbn into the Collection Fund Smoothing Reserve re PY Disregarded Surp/Def			0	12	12
- Contbn into the Collection Fund Smoothing Reserve re Business Rate Reliefs			0	1,181	1,181
- Contbn into the Collection Fund Smoothing Reserve re Current Year variances			0	1,907	1,907
- Tech Adj through the Movement in Reserves Statement			0	(1,673)	(1,673)
= Totals			(211,104)	(211,104)	0
Forecast Out-turn Variance					0.00%

**FINANCIAL OVERVIEW OF THE COUNCIL'S RESOURCES
AS AT 30 SEPTEMBER 2023**

Extract showing material variances compared to the revised budget			
Service area and projected budget variance	Revised Budget 2023/24 £000	Forecast Out-turn 2023/24 £000	Provisional Out-turn Variance £000
Council Tax Income			
Precepts and known prior year deficit	(137,563)	(137,730)	(167)
Current year forecast deficit	0	534	534
Business Rates Income			
Precepts, Top-Up grant and known prior year deficit	(35,496)	(35,446)	50
Top-Up grant and Levy payments	835	(1,135)	(1,971)
Current year forecast deficit	0	1,257	1,257
S31 grant funding for BR reliefs	(12,229)	(13,296)	(1,066)
Government Grants			
Government grant income (RSG, NHB, ASC grants, Services grant)	(22,197)	(22,247)	(51)
Reserves			
Collection Fund Smoothing Reserve	(2,933)	155	3,088
Financial Risk Reserve to fund Energy Costs within the budget	(1,522)	(1,522)	0
Statutory Collection Fund technical adjustments (through the CFAA / MIRS)	0	(1,673)	(1,673)
Sub total - material budget variances			0
Other minor variations to the budget			(0)
= Directorate Total			0

MTFP Impact of Collection Fund (Surplus) / Deficit			
Nature and Originating Year of (Surplus) / Deficit	2023/24 £000	2024/25 £000	2025/26 £000
Council Tax			
2020/21 Estimated deficit (Covid- spread over three years)	1,006	0	0
2021/22 Estimated to Actual deficit, January to March movement	537	0	0
2022/23 Estimated surplus	(331)	0	0
2022/23 Estimated to Actual surplus, January to March movement	0	(167)	0
2023/24 Estimated deficit	0	534	0
	1,212	367	0
Business Rates			
2020/21 Estimated deficit (Covid - spread over three years)	142	0	0
2021/22 Estimated to Actual deficit, January to March movement	(1,592)	0	0
2022/23 Estimated surplus	(1,554)	0	0
2022/23 Estimated to Actual deficit, January to March movement	0	50	0
2023/24 Estimated deficit	0	1,154	0
	(3,004)	1,203	0

MONITORING OF 2023/24 CAPITAL PROGRAMME
APPENDIX 3

CAPITAL PROGRAMME	RAG rating	APPROVED BUDGET						MONITORING TO 30 SEPTEMBER			APPROVED FUNDING				
		2023/24 Profiled Spend £	2024/25 Profiled Spend £	2025/26 Profiled Spend £	2026/27 Profiled Spend £	2027/28 Profiled Spend £	TOTAL APPROVED BUDGET £	Actual Spend £	Orders £	TOTAL COSTS £	Borrowing £	Grants & Contributions £	Reserves & Revenue £	Capital Receipts £	TOTAL APPROVED FUNDING £
Adult Social Services		1,233,167	300,000	0	0	0	1,533,167	55,000	395,339	450,339	0	1,533,167	0	0	1,533,167
Childrens Services		27,390,567	13,184,283	2,997,735	0	0	43,572,585	10,850,185	6,403,905	17,239,580	5,559,624	38,012,962	0	0	43,572,586
Housing		8,732,668	3,581,237	1,500,000	1,500,000	1,500,000	16,813,905	1,518,436	352,490	1,870,926	421,498	8,857,406	0	7,535,000	16,813,904
Corporate Services		8,085,276	3,407,238	2,516,000	3,066,000	100,000	17,174,514	569,572	780,008	1,349,116	13,491,998	3,050,000	282,224	350,291	17,174,513
Place		80,449,841	133,851,021	117,204,856	31,988,903	0	363,494,621	10,728,792	10,952,414	9,465,658	91,659,010	263,171,516	3,716,258	4,947,830	363,494,621
TOTAL SPENDING		125,891,518	154,323,779	124,218,591	36,554,903	1,600,000	442,588,792	23,721,985	18,884,156	30,375,618	111,132,130	314,625,051	3,998,482	12,833,121	442,588,791
CHILDRENS SERVICES															
Breach Classes - primary		2,082,747	2,500,000	0	0	0	4,582,747	0	0	0	0	4,582,747	0	0	4,582,747
Clevedon Secondary School	A	500,000	1,000,000	2,992,735	0	0	4,492,735	46,434	20,120	66,555	0	4,492,735	0	0	4,492,735
Land for Yatton Secondary		0	2,000,000	0	0	0	2,000,000	1,074	0	1,074	0	2,000,000	0	0	2,000,000
Banwell Primary School	G	766,726	0	0	0	0	766,726	367,663	50,149	417,811	438,966	327,760	0	0	766,726
Monitoring of Party Wall		0	500,000	0	0	0	500,000	0	0	0	500,000	0	0	0	500,000
Kewstoke - Roof and other school	G	1,708,427	0	0	0	0	1,708,427	41,847	665,223	707,070	1,708,427	0	0	0	1,708,427
Golden Valley Primary - Fire escape	G	281,288	0	0	0	0	281,288	55,856	151,536	207,392	0	281,288	0	0	281,288
Haywood Village Primary - Green Age		0	500,000	0	0	0	500,000	0	0	0	500,000	0	0	0	500,000
Central Secondary	G	557,927	0	0	0	0	557,927	0	0	0	0	557,927	0	0	557,927
HIF - Winterstoke Expansion	A	7,663,913	0	0	0	0	7,663,913	6,344,336	1,093,832	7,438,169	0	7,663,913	0	0	7,663,913
Ravenswood Primary School - Road	G	14,326	0	0	0	0	14,326	3,320	0	3,320	14,326	0	0	0	14,326
Baytree Special School - Brookfield	G	8,957,998	0	0	0	0	8,957,998	3,298,904	3,931,098	7,230,002	0	8,957,999	0	0	8,957,999
Churchill Social Emotional & Mental Health	G	450,000	0	0	0	0	450,000	0	320,000	320,000	350,000	100,000	0	0	450,000
SEND / Interventions - Safety Valve	R	118,500	-336,750	0	0	0	-218,250	12,253	20,846	33,098	0	-218,250	0	0	-218,250
SEND / Safety Valve - Churchill Park	A	196,478	0	0	0	0	196,478	158,231	35,724	193,955	0	196,478	0	0	196,478
SEND / Safety Valve - Hans Price	A	125,115	0	0	0	0	125,115	93,811	0	93,811	0	125,115	0	0	125,115
SEND / Safety Valve - Broadoak	A	150,115	0	0	0	0	150,115	85,417	0	85,417	0	150,115	0	0	150,115
SEND / Safety Valve - Crockerne	A	120,115	0	0	0	0	120,115	79,978	0	79,978	0	120,115	0	0	120,115
SEND / Safety Valve - Milton Park	A	205,115	0	0	0	0	205,115	50,533	66,218	116,752	0	205,115	0	0	205,115
SEND / Safety Valve - Locking Park	A	722,000	0	0	0	0	722,000	13,115	0	13,115	0	722,000	0	0	722,000
SEND / Safety Valve - Meadvale/	A	34,400	0	0	0	0	34,400	23	0	23	0	34,400	0	0	34,400
SEND / Safety Valve - Early Years - The		50,000	215,600	0	0	0	265,600	202	0	202	0	265,600	0	0	265,600
SEND / Safety Valve - Meadvale - NG		25,000	100,000	0	0	0	125,000	23	0	23	0	125,000	0	0	125,000
SEND / Safety Valve - Hans Price Aca		50,000	255,698	0	0	0	305,698	312	0	312	0	305,698	0	0	305,698
SEND / Safety Valve - Hannah Moore		50,000	800,000	0	0	0	850,000	651	0	651	0	850,000	0	0	850,000
SEND / Safety Valve - Worle Seconda		85,000	900,000	0	0	0	985,000	424	0	424	0	985,000	0	0	985,000
SEND / Safety Valve - VLC Milton		0	1,400,000	0	0	0	1,400,000	81	0	81	0	1,400,000	0	0	1,400,000
SEND / Safety Valve - Christchurch - N		30,000	800,000	0	0	0	830,000	3,016	5,150	8,166	0	830,000	0	0	830,000
SEND / Safety Valve - St Andrews Pri		46,765	70,735	0	0	0	117,500	136	0	136	0	117,500	0	0	117,500
SEND / Safety Valve - Gordano NG		17,500	124,000	0	0	0	141,500	55	0	55	0	141,500	0	0	141,500
SEND / Safety Valve - Portishead Prim		15,000	100,000	0	0	0	115,000	166	0	166	0	115,000	0	0	115,000
SEND / Safety Valve - VLC Oldmixon		0	1,231,111	0	0	0	1,231,111	92	0	92	0	1,231,111	0	0	1,231,111
Ravenswood replacement de-mountab		150,000	0	0	0	0	150,000	0	0	0	150,000	0	0	0	150,000
Baytree (The Campus) - works includi		535,000	5,000	5,000	0	0	545,000	0	0	0	545,000	0	0	0	545,000
Replacement VLC Site(s) in Weston		100,000	918,889	0	0	0	1,018,889	1,684	0	1,684	1,018,889	0	0	0	1,018,889
Carlton Centre - internal works	A	133,251	0	0	0	0	133,251	46,592	33,339	79,931	133,251	0	0	0	133,251
Devolved Formula Capital	G	71,000	0	0	0	0	71,000	85,747	0	85,747	0	71,000	0	0	71,000
Statutory Compliance	G	1,174,794	100,000	0	0	0	1,274,794	28,488	5,659	34,147	0	1,274,794	0	0	1,274,794
Childrens Centre - Rolling Mainte	G	82,601	0	0	0	0	82,601	20,222	0	20,222	82,601	0	0	0	82,601
St Josephs demountable	C	1,302	0	0	0	0	1,302	0	0	0	0	1,302	0	0	1,302
Churchill Social Emotional & Men	C	1,032	0	0	0	0	1,032	3,152	0	3,152	1,032	0	0	0	1,032
Social Emotional & Mental Health	C	117,132	0	0	0	0	117,132	6,347	5,011	11,358	117,132	0	0	0	117,132
		27,390,567	13,184,283	2,997,735	0	0	43,572,585	10,850,185	6,403,905	17,239,580	5,559,624	38,012,962	0	0	43,572,586

MONITORING OF 2023/24 CAPITAL PROGRAMME

APPENDIX 3

CAPITAL PROGRAMME	RAG rating	APPROVED BUDGET						MONITORING TO 30 SEPTEMBER			APPROVED FUNDING				
		2023/24 Profilled Spend £	2024/25 Profilled Spend £	2025/26 Profilled Spend £	2026/27 Profilled Spend £	2027/28 Profilled Spend £	TOTAL APPROVED BUDGET £	Actual Spend £	Orders £	TOTAL COSTS £	Borrowing £	Grants & Contributions £	Reserves & Revenue £	Capital Receipts £	TOTAL APPROVED FUNDING £
ADULT SOCIAL SERVICES															
Adult social care accommodation shift	shift	187,024	0	0	0	0	187,024	0	0	0	0	187,024	0	0	187,024
Aids & Adaptations Equipment	G	300,000	300,000	0	0	0	600,000	0	0	0	0	600,000	0	0	600,000
Housing & Technology Fund	G	5,813	0	0	0	0	5,813	0	94	94	0	5,813	0	0	5,813
Social Care Projects	G	740,330	0	0	0	0	740,330	55,000	395,245	450,245	0	740,330	0	0	740,330
		1,233,167	300,000	0	0	0	1,533,167	55,000	395,339	450,339	0	1,533,167	0	0	1,533,167
HOUSING															
Disabled Facilities Grants	G	2,929,893	2,081,237	0	0	0	5,011,130	905,503	244,876	1,150,378	0	5,011,129	0	0	5,011,129
Other Private Sector Renewal	G	361,709	0	0	0	0	361,709	101,879	56,989	158,868	0	361,709	0	0	361,709
Social Housing Grants (LASHG)	G	693,498	0	0	0	0	693,498	0	0	0	421,498	272,000	0	0	693,498
Grant funding of affordable housing	G	29,000	0	0	0	0	29,000	0	0	0	0	29,000	0	0	29,000
Local Authority Housing Fund (Refuge)	G	1,953,568	0	0	0	0	1,953,568	0	0	0	0	1,953,568	0	0	1,953,568
Insulation of park homes	G	480,000	0	0	0	0	480,000	0	50,625	50,625	0	480,000	0	0	480,000
Repurchase Leasehold Properties	G	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	7,500,000	511,055	0	511,055	0	0	7,500,000	0	7,500,000
First Time Buyer Loan Scheme	G	35,000	0	0	0	0	35,000	0	0	0	0	0	0	35,000	35,000
Technology Enabled Care		750,000	0	0	0	0	750,000	0	0	0	0	750,000	0	0	750,000
		8,732,668	3,581,237	1,500,000	1,500,000	1,500,000	16,813,905	1,518,436	352,490	1,870,926	421,498	8,857,406	0	7,535,000	16,813,904
CORPORATE SERVICES															
ICT - Replacement Programme	G	300,138	0	0	0	0	300,138	29,719	173,497	203,216	300,138	0	0	0	300,138
ICT - Devices - Laptops (break fix)	G	116,000	116,000	116,000	116,000	0	464,000	84,587	0	84,587	464,000	0	0	0	464,000
ICT - Networks & Infrastructure	G	612,151	100,000	0	0	0	712,151	92,990	69,547	162,537	712,151	0	0	0	712,151
ICT - Security Tools	G	50,000	100,000	100,000	100,000	100,000	450,000	0	18,411	18,411	450,000	0	0	0	450,000
ICT - Windows 11 upgrade project	G	50,000	0	0	0	0	50,000	0	0	0	50,000	0	0	0	50,000
ICT - Changes to ContrOCC - Ad	G	250,000	0	0	0	0	250,000	0	0	0	0	250,000	0	0	250,000
ICT - Jontec Carelink system	G	7,095	700,000	0	0	0	707,095	4,288	1,362	5,650	707,095	0	0	0	707,095
ICT - COntroCC - Provider Portal	G	150,000	0	0	0	0	150,000	0	48,669	48,669	150,000	0	0	0	150,000
ICT - Liquidlogic Adults Social ca	A	58,834	0	0	0	0	58,834	50,791	8,160	58,952	58,835	0	0	0	58,835
ICT - Customer Services	G	150,000	0	0	0	0	150,000	0	3,865	3,865	150,000	0	0	0	150,000
ICT - Digital documentation of De	G	80,000	0	0	0	0	80,000	0	0	0	80,000	0	0	0	80,000
ICT - GIS / Mapping system proje	G	180,000	0	0	0	0	180,000	0	0	0	180,000	0	0	0	180,000
ICT - Highways Systems (Confirm	G	300,000	0	0	0	0	300,000	0	0	0	300,000	0	0	0	300,000
ICT - Information Programme	G	150,000	100,000	0	0	0	250,000	0	0	0	250,000	0	0	0	250,000
ICT - Agresso Development	G	0	150,000	0	150,000	0	300,000	0	0	0	300,000	0	0	0	300,000
ICT - Members Device Refresh	G	100,000	0	0	0	0	100,000	0	0	0	100,000	0	0	0	100,000
Phones - Replacement Programme (A		100,000	300,000	0	0	0	400,000	0	0	0	400,000	0	0	0	400,000
Devices - Replacement Programme		0	420,000	300,000	200,000	0	920,000	0	0	0	920,000	0	0	0	920,000
Council Chamber - Sound System	G	107,000	0	0	0	0	107,000	105,956	877	106,833	100,000	0	7,000	0	107,000
Corporate Asset Management Pla	G	189,000	43,707	2,000,000	2,500,000	0	4,732,707	64,426	56,273	120,699	3,309,298	1,000,000	73,118	350,291	4,732,707
Strategic Projects in Development		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Flax Bourton Mortuary	G	202,106	0	0	0	0	202,106	0	202,106	202,106	0	0	202,106	0	202,106
Leisure Asset Management Plan	A	451,599	244,531	0	0	0	696,130	64,702	154,401	219,103	696,129	0	0	0	696,129
Accommodation Strategy	G	1,715,684	133,000	0	0	0	1,848,684	71,648	42,842	114,490	1,848,683	0	0	0	1,848,683
Development Strategy	G	0	1,000,000	0	0	0	1,000,000	0	0	0	1,000,000	0	0	0	1,000,000
Decarbonisation of heat (boilers)		1,800,000	0	0	0	0	1,800,000	0	0	0	0	1,800,000	0	0	1,800,000
Energy efficiency buildings	G	865,669	0	0	0	0	865,669	465	0	0	865,669	0	0	0	865,669
Rooftop solar pilot		100,000	0	0	0	0	100,000	0	0	0	100,000	0	0	0	100,000
		8,085,276	3,407,238	2,516,000	3,066,000	100,000	17,174,514	569,572	780,008	1,349,116	13,491,998	3,050,000	282,224	350,291	17,174,513

MONITORING OF 2023/24 CAPITAL PROGRAMME

APPROVED BUDGET								MONITORING TO 30 SEPTEMBER			APPROVED FUNDING				
CAPITAL PROGRAMME	RAG Rating	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL	Actual Spend	Orders	TOTAL COSTS	Borrowing	Grants & Contributions	Reserves & Revenue	Capital Receipts	TOTAL APPROVED FUNDING
		Profiled Spend	Profiled Spend	Profiled Spend	Profiled Spend	Profiled Spend	APPROVED BUDGET								
PLACE															
Leisure, Libraries, Placemaking															
Hutton Moor Sport hall roof, wets	R	500,000	1,211,762	0	0	0	1,711,762	29,830	0	29,830	1,711,762	0	0	0	1,711,762
Eco Bus (library outreach vehicle	G	0	175,000	0	0	0	175,000	0	0	0	175,000	0	0	0	175,000
Shop Front Enhancement	G	36,926	0	0	0	0	36,926	13,272	6,000	19,272	0	36,926	0	0	36,926
Decarbonisation at Campus	G	1,197,000	0	0	0	0	1,197,000	0	0	0	0	886,000	0	311,000	1,197,000
Churchill Leisure Centre	G	600,542	0	0	0	0	600,542	0	0	0	0	130,542	470,000	0	600,542
Joint place-making initiatives - Bir	G	500,000	0	0	0	0	500,000	0	0	0	0	500,000	0	0	500,000
Seafront Investments - (Lighting a	G	384,456	0	0	0	0	384,456	62,837	2,532	65,368	324,456	0	60,000	0	384,456
Levelling Up Round 2 - Tropicana	G	3,101,117	3,851,573	0	0	0	6,952,690	49,375	0	49,375	0	6,952,690	0	0	6,952,690
LUF - Tropicana	G	2,712,600	928,658	0	0	0	3,641,258	27,668	30,000	57,668	0	3,641,258	0	0	3,641,258
LUF - Birnbeck	G	1,398,994	1,737,542	0	0	0	3,136,536	29,267	56,450	85,717	0	3,136,536	0	0	3,136,536
LUF - Marine Lake	G	611,030	758,895	0	0	0	1,369,925	32,737	22,707	55,444	0	1,369,925	0	0	1,369,925
LUF - High Street	G	1,532,147	1,902,918	0	0	0	3,435,065	4,627	0	4,627	0	3,435,065	0	0	3,435,065
LUF - Grove Park	G	243,239	302,102	0	0	0	545,341	8,291	3,625	11,916	0	545,341	0	0	545,341
LUF - Wayfinding	G	400,873	497,882	0	0	0	898,755	2,963	0	2,963	0	898,755	0	0	898,755
REPF - Grants to Rural Business		106,229	159,342	0	0	0	265,571	0	0	0	0	265,571	0	0	265,571
REPF - Grants to Rural Communities		70,817	106,229	0	0	0	177,046	6,060	19,870	25,930	0	177,046	0	0	177,046
UKSPF - Support to Local Businesses		50,000	0	0	0	0	50,000	0	0	0	0	50,000	0	0	50,000
UKSPF - Support to Local Community		29,415	0	0	0	0	29,415	0	0	0	0	29,415	0	0	29,415
Integrated Transport Schemes															
Public Transport Schemes	G	88,602	0	0	0	0	88,602	1,943	-10,338	-8,395	0	88,602	0	0	88,602
Walking Programme	G	96,065	0	0	0	0	96,065	65,923	16,987	82,911	0	96,065	0	0	96,065
Cycling Programme	G	414,538	0	0	0	0	414,538	36,104	3,127	39,231	0	414,538	0	0	414,538
Safety Travel Plans	G	489,131	0	0	0	0	489,131	73,379	111,169	184,548	0	489,131	0	0	489,131
Other Schemes	G	218,437	0	0	0	0	218,437	165,093	17,822	182,916	0	218,437	0	0	218,437
Programme Management	G	4,900	0	0	0	0	4,900	78	0	78	0	4,900	0	0	4,900
Cross Cutting Highways & Transp	G	39,622	0	0	0	0	39,622	8,985	14,071	23,056	0	39,621	0	0	39,621
Yatton High Street - CC2302	A	565,993	0	0	0	0	565,993	257,451	1,641	259,092	0	565,994	0	0	565,994
Parking Schemes	G	102,806	0	0	0	0	102,806	15	0	15	0	102,806	0	0	102,806
Walking & Cycling (EATF)	A	494,027	0	0	0	0	494,027	51,177	49,441	100,618	45,000	449,027	0	0	494,027
Clevedon Seafont - AT2301	A	72,657	0	0	0	0	72,657	71,956	0	71,956	0	72,657	0	0	72,657
Maintenance Schemes															
Principal Roads	G	1,011,457	0	0	0	0	1,011,457	28,295	385,913	414,208	612,541	398,916	0	0	1,011,457
Non Principal Roads	G	2,877,528	0	0	0	0	2,877,528	1,066,842	1,667,691	2,734,533	884,688	1,992,840	0	0	2,877,528
Bridges & Structures	A	2,276,760	0	0	0	0	2,276,760	107,220	34,574	141,794	810,695	1,466,065	0	0	2,276,760
Street Lighting	G	295,299	0	0	0	0	295,299	41,987	0	41,987	43,219	252,080	0	0	295,299
Traffic Signals	G	159,658	0	0	0	0	159,658	-59,814	56,876	-2,938	76,458	83,200	0	0	159,658
Footways	G	429,174	0	0	0	0	429,174	165,223	151,508	316,731	46,238	382,936	0	0	429,174
Asset Officer	G	85,000	0	0	0	0	85,000	33,340	0	33,340	0	85,000	0	0	85,000
Drainage Schemes within LTP	G	2,224,490	0	0	0	0	2,224,490	396,717	624,036	1,020,753	24,659	2,199,831	0	0	2,224,490
Cycling Infrastructure	G	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fencing	G	42,883	0	0	0	0	42,883	621	0	621	42,883	0	0	0	42,883
Road Restraint Programme	G	183,721	0	0	0	0	183,721	10,924	0	10,924	33,721	150,000	0	0	183,721
Birkett Road Railings	G	225,000	0	0	0	0	225,000	1,046	0	1,046	75,000	150,000	0	0	225,000

MONITORING OF 2023/24 CAPITAL PROGRAMME
APPENDIX 3

CAPITAL PROGRAMME	RAG rating	APPROVED BUDGET						MONITORING TO 30 SEPTEMBER			APPROVED FUNDING				
		2023/24 Profiled Spend £	2024/25 Profiled Spend £	2025/26 Profiled Spend £	2026/27 Profiled Spend £	2027/28 Profiled Spend £	TOTAL APPROVED BUDGET £	Actual Spend £	Orders £	TOTAL COSTS £	Borrowing £	Grants & Contributions £	Reserves & Revenue £	Capital Receipts £	TOTAL APPROVED FUNDING £
Other Highways and Infrastructure															
Integrated Transport Schemes		40,736	980,000	0	0	0	1,020,736	0	0	0	0	1,020,736	0	0	1,020,736
Maintenance Schemes - funding to be		47,526	2,784,000	0	0	0	2,831,526	0	0	0	12,645	2,818,880	0	0	2,831,525
Pot Hole and Challenge Fund - funding		0	2,227,000	0	0	0	2,227,000	0	0	0	0	2,227,000	0	0	2,227,000
NSC Capital Unclassified Roads	G	3,201,639	0	0	0	0	3,201,639	707,643	1,976,869	2,684,512	2,322,321	879,318	0	0	3,201,639
Safe Routes to Schools	G	176,794	0	0	0	0	176,794	0	0	0	0	0	176,794	0	176,794
Street Lighting Lamp Column Rep	G	60,112	0	0	0	0	60,112	0	735	735	60,112	0	0	0	60,112
Winterstoke Rd Bridge	A	400,000	8,010,000	8,171,173	0	0	16,581,173	91,006	233,251	324,257	0	16,581,174	0	0	16,581,174
South Bristol Link Road	G	891,785	335,557	0	0	0	1,227,342	112,044	12,672	124,716	0	891,785	335,557	0	1,227,342
Metro West Core - subtotal	A	0	24,675,353	50,393,719	30,376,000	0	105,445,072	30,381	201,612	231,993	59,531,000	41,557,351	0	4,356,719	105,445,070
Metro West DCO - subtotal	G	2,875,184	12,082,698	0	0	0	14,957,882	708,260	660,797	1,369,057	0	14,957,882	0	0	14,957,882
North South Link	G	338,609	0	0	0	0	338,609	9,776	265,587	275,363	0	338,609	0	0	338,609
Utilities at Parklands Village	A	0	0	0	0	0	0	-247,804	30,333	-217,472	0	0	0	0	0
WSM Transport Enhancement Sc	A	0	0	0	0	0	0	0	6,951	6,951	0	0	0	0	0
Office for Low Emission Vehicles	G	212,508	0	0	0	0	212,508	78,442	15,517	93,958	0	212,508	0	0	212,508
HIF - Banwell Bypass & Infrastruc	G	16,573,553	27,504,056	35,602,780	0	0	79,680,389	2,159,024	604,056	2,767,080	5,098,000	72,115,388	2,467,000	0	79,680,388
Sustainable transport improve	A	17,987	0	0	0	0	17,987	538	5,901	6,438	6,994	10,993	0	0	17,987
Weston to Clevedon Cycleway (T	G	815,044	0	0	0	0	815,044	163,678	328,094	491,772	75,746	739,297	0	0	815,043
Metrobus Contingency/ AVTM	G	409,653	0	0	0	0	409,653	73,746	0	73,746	409,653	0	0	0	409,653
Vivacity Traffic Counting Equipme	G	50,000	0	0	0	0	50,000	11,580	0	11,580	0	0	50,000	0	50,000
HTST Ravenswood School Parking		250,000	0	0	0	0	250,000	0	0	0	0	250,000	0	0	250,000
Bus Service Improvement Plan	G	15,580,623	30,933,328	0	0	0	46,513,951	2,251,565	2,583,791	4,835,356	0	46,513,951	0	0	46,513,951
J21 Northbound Slip	A	2,686,561	0	0	0	0	2,686,561	0	0	0	0	2,686,559	0	0	2,686,559
Major Road Network (A38)	R	63,750	2,525,126	19,808,863	546,903	0	22,944,642	32,540	12,061	44,601	0	22,944,641	0	0	22,944,641
Low Emission Vehicle Provision - Matc		45,000	0	0	0	0	45,000	0	0	0	45,000	0	0	0	45,000
Open Spaces, Flooding, Waste Services															
Beach Recycling Weston Bay		3,050	0	0	0	0	3,050	0	0	0	0	0	3,050	0	3,050
England Coast Path	G	196,756	0	0	0	0	196,756	0	874	874	0	196,756	0	0	196,756
Weston Marine Lake - Dredging	G	28,021	0	0	0	0	28,021	21,787	2,493	24,280	28,021	0	0	0	28,021
Portishead Lakegrounds	G	83,275	0	0	0	0	83,275	10,556	19,337	29,893	83,275	0	0	0	83,275
Clevedon Marine Lake	G	105,988	0	0	0	0	105,988	956	0	956	105,988	0	0	0	105,988
Play Areas - replacement and up	G	253,887	100,000	0	100,000	0	453,887	22,279	95,967	118,246	453,887	0	0	0	453,887
Play Areas - Local Match Funding	G	14,486	0	0	0	0	14,486	31,000	0	31,000	34,486	-20,000	0	0	14,486
Purchase of Land to support biodivers		300,000	0	0	0	0	300,000	0	0	0	300,000	0	0	0	300,000
SuperPond		150,000	0	0	0	0	150,000	14,726	0	14,726	150,000	0	0	0	150,000
Sea Defences	G	435,000	550,000	450,000	500,000	0	1,935,000	59,603	132,206	191,809	1,935,000	0	0	0	1,935,000
Natural Flood Management at Various		40,000	40,000	40,000	40,000	0	160,000	0	0	0	160,000	0	0	0	160,000
Public Rights of Way Programme		100,000	100,000	0	0	0	200,000	0	0	0	200,000	0	0	0	200,000
Parking Schemes		35,716	0	0	0	0	35,716	0	0	0	35,716	0	0	0	35,716
Investment in Car Parks		200,000	200,000	0	0	0	400,000	0	0	0	400,000	0	0	0	400,000
Purchase of Vehicles - Place	G	548,597	0	0	0	0	548,597	503,887	0	503,887	351,332	0	123,266	74,000	548,598
Waste & Recycling - vehicles and	G	2,448,595	9,172,000	306,000	426,000	0	12,352,595	129,888	87,420	217,308	12,352,595	0	0	0	12,352,595
HWRC - Investment Programme	R	340,367	0	0	0	0	340,367	11,075	2,250	13,325	340,367	0	0	0	340,367

MONITORING OF 2023/24 CAPITAL PROGRAMME

APPENDIX 3

CAPITAL PROGRAMME	RAG rating	APPROVED BUDGET						MONITORING TO 30 SEPTEMBER			APPROVED FUNDING				
		2023/24 Profiled Spend £	2024/25 Profiled Spend £	2025/26 Profiled Spend £	2026/27 Profiled Spend £	2027/28 Profiled Spend £	TOTAL APPROVED BUDGET £	Actual Spend £	Orders £	TOTAL COSTS £	Borrowing £	Grants & Contributions £	Reserves & Revenue £	Capital Receipts £	TOTAL APPROVED FUNDING £
Development Programme															
Land at Parklands Village	G	384,527	0	0	0	0	384,527	5,673	0	5,673	0	384,527	0	0	384,527
Locking Parklands Health Centre	A	669,672	0	0	0	0	669,672	576,400	17,520	593,919	-411,601	1,081,273	0	0	669,672
CDS - Connecting Devon & Somerset	G	200,000	0	0	0	0	200,000	0	0	0	0	100,000	100,000	0	200,000
Land Release Fund - Churchill Avenue	A	350,000	0	0	0	0	350,000	0	0	0	0	350,000	0	0	350,000
Land Release Fund - Uplands, Nailsea	G	481,020	0	0	0	0	481,020	160,342	320,686	481,028	0	481,020	0	0	481,020
Brownfield Release Sites - Wallis Road	A	1,075,000	0	0	0	0	1,075,000	3,421	14,256	17,677	0	1,075,000	0	0	1,075,000
Tropicana, Magistrates and Wayfaring	A	0	0	2,432,321	0	0	2,432,321	0	0	0	2,432,321	0	0	0	2,432,321
Completed / Deferred Schemes															
Summer Lane Flood Relief Schemes	C	354,173	0	0	0	0	354,173	21,503	7,130	28,633	0	324,855	0	29,317	354,172
Wrighton Flood Relief Scheme	C	81,618	0	0	0	0	81,618	0	0	0	0	76,998	4,620	0	81,618
A371 Safer Roads	C	0	0	0	0	0	0	1,629	8,574	10,204	0	0	0	0	0
The Foodworks SW - Contract Refurbishment	C	481,813	0	0	0	0	481,813	1,261	126	1,386	0	481,813	0	0	481,813
Clevedon Library	C	16,726	0	0	0	0	16,726	75	-42,820	-42,745	16,727	0	0	0	16,727
Weston General Stores	C	102,765	0	0	0	0	102,765	41,403	33,029	74,432	0	0	102,765	0	102,765
Heritage Action Zone	C	118,202	0	0	0	0	118,202	0	3,202	3,202	0	118,202	0	0	118,202
Nailsea Library Relocation	C	223,105	0	0	0	0	223,105	111,720	39,863	151,583	223,105	0	0	0	223,105
Yatton Library	C	17,285	0	0	0	0	17,285	19,060	0	19,060	0	17,285	0	0	17,285
Avonmouth Bridge Wayfinding	C	0	0	0	0	0	0	54	0	54	0	0	0	0	0
Leigh Woods Car Park	C	0	0	0	0	0	0	6,645	6,375	13,020	0	0	0	0	0
Waste Depot	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		80,449,841	133,851,021	117,204,856	31,988,903	0	363,494,621	10,728,792	10,952,414	9,465,658	91,659,010	263,171,516	3,716,258	4,947,830	363,494,621

ANALYSIS OF CHANGES TO THE 2023/24 CAPITAL PROGRAMME
APPENDIX 4

	2023/24 Capital Programme Budget £000	2024/25 Capital Prog Budget £000	2025/26 Capital Prog Budget £000	2026/27 Capital Prog Budget £000	2027/28 Capital Prog Budget £000	Total Capital Prog Budget £000
APPROVED CAPITAL BUDGETS, FEBRUARY 2023	112,753	81,468	50,394	35,376	0	279,991
Adjustments made in Feb & March 2023	1,337	0	0	0	0	1,337
	114,090	81,468	50,394	35,376	0	281,328
Planned Additions to the capital Programme - Exec, Feb 2023	67,867	53,496	13,922	8,282	3,600	147,168
Slippage of approved budgets from 2022/23	41,092					41,092
TOTAL ORIGINAL CAPITAL BUDGETS FOR 2023/24	223,049	134,965	64,316	43,658	3,600	469,588
AMENDMENTS TO THE PROGRAMME IN-YEAR; Months 1-3						
Realignment - Disabled Facilities Grant	(2,081)	0	0	0	0	(2,081)
Realignment - Sovereign Centre investment from Programme	(5,000)	0	0	(5,000)	0	(10,000)
Realignment - Breach Classes / Clevedon	(5,365)	0	0	0	0	(5,365)
Realignment - SEND Interventions / Safety Valve	(1,005)	0	0	0	0	(1,005)
Realignment - Shop Front Enhancement	(51)	0	0	0	0	(51)
Realignment - Heritage Action Zone	(116)	0	0	0	0	(116)
Realignment - CDF unsuccessful bid	(178)	(2,385)	(1,251)	0	0	(3,814)
Realignment - Clevedon School (Executive 21 June)	0	(872)	0	0	0	(872)
Addition - Council decision (COU87) - increase of funding for Winterstoke Road Bridge	5,156	0	0	0	0	5,156
Addition - Insulation of Park Homes - PHRS069/PHRS038/PHRS0004	480	0	0	0	0	480
Addition - Rural England Prosperity Fund - DP566	177	266	0	0	0	443
Addition - Public Conveniences - DP561	60	0	0	0	0	60
Addition - 4 x 4 vehicles - DP529	50	0	0	0	0	50
Addition - Chuchill Sports Centre - S106 use DP37	131	0	0	0	0	131
Addition - Chuchill Sports Centre - DP36	470	0	0	0	0	470
Addition - supplementary Pot Hole grant funding - DP91	891	0	0	0	0	891
Addition - Yatton Library Furniture and Shelving - DP477	17	0	0	0	0	17
Virement - Disabled Facilities Grant / Private Sector Renewal - PHRS068	0	0	0	0	0	0
Virement - Ravenswood Roof - DP486	0	0	0	0	0	0
Virement - Tutshill (Pier to Pier Way - DP 2	0	0	0	0	0	0
Virement - SEND Golden Valley - CY008	0	0	0	0	0	0
Virement - Technical Adjustment ICT	0	0	0	0	0	0
Rephase - MetroWest	301	(301)	0	0	0	0
Rephase - LUF - Match funding	(2,032)	(400)	2,432	0	0	0
Rephase - Banwell Bypass	(13,854)	484	13,370	0	0	0
Rephase - BSIP	(9,113)	9,113	0	0	0	0
Rephase - Breach Classes	(2,500)	2,500	0	0	0	0

ANALYSIS OF CHANGES TO THE 2023/24 CAPITAL PROGRAMME
APPENDIX 4

	2023/24 Capital Programme Budget £000	2024/25 Capital Prog Budget £000	2025/26 Capital Prog Budget £000	2026/27 Capital Prog Budget £000	2027/28 Capital Prog Budget £000	Total Capital Prog Budget £000
Month 4						
Addition - Increase for SEND / Safety Valve projects	146	0	0	0	0	146
Addition - Automatic Traffic Counters - DP109	50	0	0	0	0	50
Virement - Movements within SEND / Safety Valve programme	0	0	0	0	0	0
Virement - LTP Maintenance and virement for Birkett Road from KDC173	0	0	0	0	0	0
Virement - LTP ITS allocation of grant funds to projects - DP098	0	0	0	0	0	0
Virement - LTP Maintenance allocation of grant funds to projects	0	0	0	0	0	0
Virement - Hutton Moor - DP363	0	0	0	0	0	0
Virement - SEND Safety Valve to projects - CY33	0	0	0	0	0	0
Rephase - SEND Safety Valve to projects - CY33	(4,562)	4,562	0	0	0	0
Realignment - ICT Projects	(110)	210	0	(100)	0	0
Realignment - CPP&DB - Land for Yatton Secondary	0	(3,000)	0	0	0	(3,000)
Realignment - CPP&DB - Replacement VLC	(900)	(4,081)	(2,000)	0	0	(6,981)
Realignment - CPP&DB - Clevedon School	(2,365)	(628)	2,993	0	0	0
Realignment - CPP&DB - Asset Management Plans	(5,283)	500	1,000	1,500	0	(2,283)
Realignment - CPP&DB - Development Strategy	0	(3,000)	0	0	0	(3,000)
Realignment - CPP&DB - Strategic Projects in Development	0	0	(4,000)	(4,000)	(2,000)	(10,000)
Realignment - CPP&DB - Play Areas Replacement & Upgrade program	0	(50)	(150)	(50)	0	(250)
Realignment - CPP&DB - Public Rights of Way program	0	0	(100)	(100)	0	(200)
Realignment - CPP&DB - Sea Defences	(262)	150	50	100	0	38
Realignment - CPP&DB - Waste Depot	(1,705)	(4,688)	(2,132)	0	0	(8,525)
Virement - HiF Bypass as per Council Report (£2m)	0	0	0	0	0	0
Addition - HiF Bypass as per Council Report - Funded by NSC Resources	0	0	9,901	0	0	9,901
Addition - HiF Bypass as per Council Report - Funded by Homes England	0	0	12,004	0	0	12,004
Month 6						
Realignment - Remove Fleet for completed schemes KDS303	(137)	0	0	0	0	(137)
Realignment - Leisure Asset Management KFA121	(48)	0	0	0	0	(48)
Addition - Decarbonisation Scheme - Campus	886	0	0	0	0	886
Addition - Council chamber sound system	7	0	0	0	0	7
Virement - Decarbonisation Scheme - Campus match funding KDC157/KFA101	0	0	0	0	0	0
Virement - Weston to Clevedon Cycle Scheme (DP239) KDT129	0	0	0	0	0	0
Rephase - Remove Fleet for completed schemes KDS303	46	(46)	0	0	0	(0)
Rephase - SEND projects	(1,099)	1,099	0	0	0	0
Rephase - Winterstoke Road Bridge KDH407	(16,181)	8,010	8,171	0	0	(0)
Rephase - MetroWest Rail - remove Network Rail DfT grant related spend	(10,303)	10,303	0	0	0	0
Rephase - A38/MRN Infrastructure project KDT204	(21,775)	1,613	19,614	547	0	0
REVISED 2023/24 CAPITAL PROGRAMME	125,891	154,324	124,218	36,555	1,600	442,589

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