

Friday, 11th February, 2022

Present:

Councillor Kevin Guy (Ch)
Councillor Alison Born
Councillor Tom Davies
Councillor Manda Rigby
Councillor Richard Samuel

Leader of the Council, Liberal Democrat Group Leader
Cabinet Member for Adults and Council House Building
Cabinet Member for Adults and Council House Building
Cabinet Member for Transport
Deputy Council Leader (statutory) and Cabinet Member
for Economic Development and Resources

1 WELCOME AND INTRODUCTIONS AND EMERGENCY EVACUATION PROCEDURE

The Chair, Cllr Kevin Guy, welcomed everyone to the meeting and made the following statement:

“This meeting is being held as part of the contingency arrangements put in place, recognising the need to remain cautious. For this reason, there is only a quorum of Cabinet Members present at this meeting. A virtual ‘informal’ meeting of the full Cabinet took place last night to inform voting at this meeting. That meeting is available to view on the Council’s YouTube channel.”

2 APOLOGIES FOR ABSENCE

There were no apologies for absence.

3 DECLARATIONS OF INTEREST

The Monitoring Officer explained that he had granted a general dispensation for item 11 (Budget and Council Tax 2022/23) for all those Cabinet members who pay Council Tax. He had also granted a special dispensation for those members in receipt of Council services.

Councillor Kevin Guy declared that he had received a Covid relief grant from the Council in respect of his family business.

4 TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIR

There was no urgent business.

5 STATEMENTS, DEPUTATIONS OR PETITIONS FROM PUBLIC OR COUNCILLORS

The Chair explained that members of the public and Councillors who wished to make a statement did so at the virtual meeting of the Cabinet held on 10 February 2022. Their statements, where provided, are attached to the minutes of this meeting.

6 QUESTIONS FROM PUBLIC AND COUNCILLORS

The Chair stated that the question-and-answer sheet (with any supplementary questions) will be published with the minutes of the meeting.

7 MINUTES OF PREVIOUS CABINET MEETINGS

RESOLVED that the minutes of the following meetings be confirmed as a correct record and signed by the Chair:

15 December 2021 (virtual informal meeting)

16 December 2021

26 January 2022 (virtual informal special meeting)

27 January 2022 (Special meeting)

8 CONSIDERATION OF SINGLE MEMBER ITEMS REQUISITIONED TO CABINET

There were none.

9 MATTERS REFERRED BY POLICY DEVELOPMENT AND SCRUTINY BODIES

The Chair explained that Cllr Karen Warrington, Chair of the Corporate Policy Development and Scrutiny Panel, attended the virtual meeting held yesterday to present a summary of the comments of the PDS Panels on the proposed budget for 2022/23.

10 SINGLE MEMBER CABINET DECISIONS TAKEN SINCE PREVIOUS CABINET MEETING

The Cabinet agreed to note the report.

11 BUDGET AND COUNCIL TAX 2022/23 AND FINANCIAL OUTLOOK

Cllr Richard Samuel moved the officer recommendation with the following revision:

That the budget proposal to Council on 15th / 16th February reflects the following change to Annex 2(i) – “2022/23 to 2024/25 Budget Savings and Income proposals”,

Removal of the following item:

Savings Title	How to be achieved	Portfolio Holder / Director	22/23 Saving £000	23/24 Saving £000	24/25 Saving £000
Income - Parking Charges Review	Introduce hourly based charging in Midsomer Norton and Radstock	Cllr Manda Rigby / Chris Major	20	55	

And incorporation of the saving requirement into the following item for achievement through a wider review of parking charges income.

Savings Title	How to be achieved	Portfolio Holder / Director	22/23 Saving £000	23/24 Saving £000	24/25 Saving £000
Original Proposal					
Income - Parking Charges Review	Increased Parking Charges	Cllr Manda Rigby / Chris Major	606		
Revised Proposal					
Income - Parking Charges Review	Increased Parking Charges	Cllr Manda Rigby / Chris Major	626	55	

A revised Annex 2(i) reflecting this change is attached as an appendix to the minutes.

This was seconded by Cllr Kevin Guy.

RESOLVED (unanimously) to recommend that Council approves:

- The General Fund net revenue budget for 2022/23 of **£126.74m** and the individual service cash limits for 2022/23 as outlined in Annex 1 of the report.
- The amended savings and income plans as set out in revised Annex 2(i) (attached as an *appendix* to the minutes), funding requirements 2(ii) in conjunction with the Equalities Impact Assessment Report in Annex 3 of the report.
- An increase in Council Tax of 1.99% in 2022/23 (an increase of £30.44 per Band D property or 59p per week).
- An increase of 1% to Council Tax for the Adult Social Care Precept is approved in recognition of the current demands and financial pressures on this service. This is equivalent to an increase of £15.29 on a Band D property (29p per week).

- e) The movement in reserves outlined in section 5.6 and the adequacy of Un-earmarked Reserves at £12.58m within a risk assessed range requirement of £11.9m - £13.2m.
- f) The Efficiency Strategy attached at Annex 4 of the report.
- g) The Capital Programme for 2022/23 of £96.064m including new and emerging capital bids outlined in Annex 5(i), planned sources of funding in 5.8.2, and notes the programme for 2022/23 to 2026/27 and that any wholly funded projects coming forward during the year will be added to the Capital Programme in line with the Budget Management Scheme.
- h) The delegation of implementation, subject to consultation where appropriate, of the capital programmes set out in Annex 5(i) to Annex 5(iv) of the report to the relevant Director in Consultation with the appropriate Portfolio Holder.
- i) The Community Infrastructure Levy (CIL) allocations and amendments outlined in Annex 5(v) of the report.
- j) The Capital & Investment Strategy attached at Annex 6 of the report.
- k) The MRP Policy attached at Annex 7 of the report.
- l) The Establishment and funding of a Business Change Hub outlined in paragraph 5.2.6 of the report.
- m) The Capital Prudential Indicators outlined in paragraph 5.8.7 of the report.
- n) The Annual Pay Policy Statement at Annex 8 of the report.
- o) The Community Contribution Fund pilot 12-month extension outlined section 5.5 of the report.

12 REVENUE & CAPITAL BUDGET MONITORING, CASH LIMITS AND VIREMENTS – APRIL TO DECEMBER 2021

On a motion by Cllr Richard Samuel, seconded by Cllr Guy it was,

RESOLVED (unanimously):

- (1) To note the 2021/22 revenue budget position (as at the end of December 2021).
- (2) To note the revenue virements listed for information only in Appendix 3(i) of the report.
- (3) To note the capital year-end forecast detailed in paragraph 3.25 of the report.
- (4) To note the changes in the capital programme including capital schemes that have been agreed for full approval under delegation listed in Appendix 4(i) of the report.

13 TREASURY MANAGEMENT STRATEGY STATEMENT 2022/23

On a motion from Cllr Richard Samuel, seconded by Cllr Tom Davies it was,

RESOLVED (unanimously):

- (1) To recommend the actions proposed within the Treasury Management Strategy Statement (Appendix 1 of the report) to February Council.
- (2) To note the Treasury Management Indicators detailed in Appendix 1 of the report and to delegate authority for updating the indicators prior to approval at Full Council on 16 February 2022 to the Chief Finance Officer and Cabinet Member for Economic Development & Resources, in light of any changes to the recommended budget as set out in the Budget Report elsewhere on the agenda for this meeting.
- (3) To note that any comments made by the Corporate Audit Committee at its meeting on 3 February 2022 will be reported to Full Council on 15 and 16 February 2022.

14 TREASURY MANAGEMENT PERFORMANCE REPORT TO 31 DECEMBER 2021

On a motion from Cllr Richard Samuel seconded by Cllr Alison Born it was,

RESOLVED (unanimously):

- (1) To note the Treasury Management Report to 31 December 2021, prepared in accordance with the CIPFA Treasury Code of Practice.
- (2) To note the Treasury Management Indicators to 31 December 2021.

15 QUARTER 3 STRATEGIC PERFORMANCE REPORT 2021-22

On a motion from Cllr Richard Samuel, seconded by Cllr Kevin Guy it was,

RESOLVED (unanimously):

- (1) To note progress on the delivery of key aspects of the Council's service delivery, details of which are highlighted in section 3.6 and Annex 1 of the report.
- (2) To agree to receive update reports on a quarterly basis.

The meeting ended at 12.10 pm

Chair

Date Confirmed and Signed

Prepared by Democratic Services

BATH & NORTH EAST SOMERSET COUNCIL

MEMBERS' CODE OF CONDUCT

Grant of a Dispensation

Name of Members	All Councillors
Meeting and item of business for which the dispensation has been sought	Cabinet– 11 th February 2022 (Cabinet Agenda item 11 Cabinet Budget and Council Tax 2022/23 and Financial Outlook).
Reason for dispensation	The Monitoring Officer issued a general dispensation for all Councillors who pay Council Tax and therefore had an interest in these items, to enable them to take part in the debate and vote.

Having received a request at the meeting from the councillors requesting this dispensation, it was granted.

Signed**Michael Hewitt**.....

M Hewitt
Monitoring Officer – Bath & North East Somerset Council

Dated 11th February 2022

This page is intentionally left blank

BATH & NORTH EAST SOMERSET COUNCIL

MEMBERS' CODE OF CONDUCT

Grant of a Dispensation

Name of Member/s	Councillor Kevin Guy
Meeting and item of business for which the dispensation has been sought	Cabinet - 11.02.2022 - Agenda Item 11 Budget and Council Tax 2022/23 and Financial Outlook Regarding A family business that was in receipt of a Covid Grant .
Reason for dispensation	The Monitoring Officer issued a specific dispensation to Cllr Guy to enable him to take part in the debate.

Having received a request from the above councillors requesting this dispensation, it was granted.

Signed**Michael Hewitt**.....

M Hewitt
Acting Monitoring Officer – Bath & North East Somerset Council

Dated 11th February 2022

This page is intentionally left blank

STATEMENT – DAVID REDGEWELL – SOUTH WEST TRANSPORT NETWORK AND RAILFUTURE SEVERNSIDE

Public transport users and voters are concerned about the Bristol City Council and the city mayor, Banes and South Gloucestershire councils passporting the support bus subsidies to the west of England mayoral combined Transport Authority for the supported service bus network which provides bus services to some of the poorest communities in Greater Bristol in South, East and West Bristol.

At present the metro mayor Dan Norris has no precepting powers to main bus services and public transport infrastructure like the mayor of the West Midlands, Andy Street and Andy Burnham mayor of Greater Manchester.

The support bus and coach Network is important alongside covid 19 bus operators' recovery grant from the Department for transport grant to maintain the important Great Bristol and Bath city region and North Somerset council bus Network. Which is under threat from the Department for transport buses minister Baroness Vere of Norborton.

We need to retain covid 19 bus operators' recovery grant post April 2022.

As bus services in the west of England mayoral combined Transport Authority and North Somerset council area no buses are commercial and carrying 60 % on pre-covid 19 levels. We have bus service cuts from 30th January 2022.

On services 4 Bristol city centre, Sea Mills Shirehampton, Lawrence Weston and Henbury no longer services Cribbs causeway bus station and food shops.

services 23 24:

Ashton vale to Bristol city centre has no evening and Sunday service.

services 3 3a Bristol bus and coach Ashton Gate, Bower Ashton, Pill and Portishead

services 17 Keynsham Kingswood, Southmead hospital bus station.

The service is withdrawn in the Longwell Green and Speedwell and Soundwell areas.

Service 71 is no longer serving Gloucester Road North Filton Ave and is now operating along Gloucester Road from UWE bus station to Parson Street but not UWE at Bower Ashton.

Bristol city centre, Gloucester Road, Bristol parkway station and Cribbs causeway bus station is diverted in the Bradley Stoke area.

Whilst there is a link between Bristol city centre Lawrence Hill, St George, Hanham, Longwell Green, Bitton, Cherry Garden service 45 change for Bath service 19 via Bitton, Kelston, Weston and Bath spa bus station.

Whist we welcome the connections the public transport interchange at Cherry Gardens has no lighting CCTV cameras or proper passenger facilities. This is the same at Henbury crow lane.

Portishead town centre.

With need for the Town services to meet the x4 x5 to Bristol via pill or Avonmouth. X5 to Clevedon and Weston Super Mare.

6 and 7 Fairfield Park and Larkhall terminal is Grand Parade for interchange with poor shelters for interchanges for services number 3 to the bus and coach station railway station and the RUH.

We welcome the funding by the mayor of the 178 from Midsomer Norton, Paulton, Timsbury, Marksbury, Keynsham, Brislington, Arnos Vale, Bristol Temple Meads and Bristol bus and coach station and would welcome a shuttle bus from Radstock, Westfield, Midsomer Norton to the Chew Valley. Also, a better Radstock, Westfield, Midsomer Norton, Paulton Town service 82.

Improvements to 424, 414 Radstock, Midsomer Norton to Frome via the villages.

184 Midsomer Norton, Coleford, Mells bus service.

If parking charges are put in place at Radstock, Midsomer Norton and Paulton, then money needs to be passported to the West of England mayoral combined transport Authority to improve bus services.

As part of Parking charges. This was the policy in Mendip District Council a few years ago. In Weston Super Mare, Somerset whilst welcoming the new bus and coach interchanges at £6.8 million pounds.

We are very Concerned about the Design of the bus and coach station shelters which we feel should be more wind and waterproof similar to Bridgwater bus and coach station design or Wells bus and coach station.

Thornbury must have a well-designed bus interchange in the high street and Rock Street.

We must restore bus service 18 from UWE bus station to Downend, Staple Hill, Kingswood, Warmley, North Common, Oldland, Willsbridge and Keynsham Railway station and town centre.

We also need proper budgets for bus stops, bus shelters and interchanges, coach stops which are part of the West of England mayoral combined transport Authority Network.

In all other mayoral combined transport authorities, all the infrastructure and staff work for the combined transport Authority.

We also clear budgets for graffiti removals from public transport interchanges and bus stops and more enforcement by the Police and Crime Commissioner and the Avon and Somerset Police and the British Transport Police.

Alex Reake, public transport safety partnership, is working well with the public transport operators, taxis, ferries, British Transport Police, Avon and Somerset Police and police and crime commissioner office, the west of England mayoral combined Transport Authority North Somerset council, Banes council, and

We need to repair broken bus shelters and stops in Odd Down, Southdown, Twerton, Peasedown St John, Radstock, South Gloucestershire council.

However, public transport interchanges and bus stops are very important and we must remove graffiti, repair shelters, lighting and real-time information systems. We must have clear maintenance budgets and prosecution by the city council west of England mayoral combined Authority and the Avon and Somerset police.

The community, even with budget savings to keep the city clean as per the mayoral campaign for cleaner streets and for Bristol waste limited to remove graffiti from across the city again, another successful metro mayor policy which must be funded.

We must remove graffiti from buildings and bus infrastructure in South Gloucestershire.

Midsomer Norton and Paulton.

A large number of bus shelters need repair and passenger information timetables upgraded.

As these are City region transport corridor and we need public bus shelter upgrades and repairs this is a west of England mayoral combined transport Authority and North Somerset council bus service improvements plan responsibility.

But we require Banes to carry out maintenance of the bus shelters and real-time information.

During Covid-19 we successfully funded public toilets in city centres and the harbour. We must have a public toilets policy and community toilets funding within the budget including in South Gloucestershire Council area, Kingswood, Staple Hill, Thornbury, Yate, Charfield, Severn Beach, Cribbs Causeway, Chipping Sodbury and Hanham.

Banes must develop more public toilets in Bath city centre and in Keynsham, Radstock, Peasedown St John, Midsomer Norton and Paulton.

Bus drivers staff and passengers need access to good quality public toilets.

Of course maintaining public service is very difficult at present with covid 19, especially around housing and social care parks and gardens, spots and leisure centres.

We need to invest in Tourism Bristol, and Bath Tourist West as it is worth 4 billion pounds in the bus economy, and we need a tourist information centre in Bristol and Bath. One option is to use empty shops in Bristol and Bath spa bus station.

Tourist information centres in Chipping Sodbury and Thornbury but at other key locations.

However, without access to public transport many people in Bristol cannot access employment, education and shopping facilities, health care, and leisure and Tourism.

On the capital budget it is import that we fund the works to Bristol harbour flood defences.

Bristol city region cannot function without investment in high quality public transport.

The disappointment of the lack of levelling up money for Bristol Temple Meads station and Temple Quay. With the electrification of the London Paddington through to Bath Spa, Bristol Temple Meads, Bristol Parkway and Patchway is disappointing. and that would improve metro west railway services from Bristol Temple Meads to Keynsham Oldfield Park, Bath Spa, Freshford, Avoncliff ,Bradford on Avon, Trowbridge ,Westbury, Warminster and Frome.

The West of England mayoral Transport Authority and North Somerset council bus service improvements plan and city Region plan.

The A37 Bus corridor from street Glastonbury, Wells bus and coach station.

Chewton Mendip, Farrington Gurney, Clutton, Pensford, Whitchurch, Hengrove Knowle, Bristol Temple meads and Bristol bus and coach station.

A4018

Bristol city centre, park street, Clifton Down station, Westbury, Henleaze Southmead, Brenty, Henbury and Cribbs causeway bus station. We need bus priority to Cribbs causeway bus station. We want to see progress on The Bristol to Thornbury metro bus corridor.

Bristol city centre to Yate and Chipping Sodbury metro bus corridor.

A367 Bath spa bus and coach station Peasedown St john, Radstock, Westfield Midsomer Norton, Paulton, Shepton Mallet, Wells bus station.

A369 Bristol city centre to Pill and Portishead.

A370 Bristol city centre to Weston super mare.

A38 Bristol bus and coach station and Bond Street to Bristol Airport, Churchill, Brent Knoll, Bridgwater, Taunton, Wellington, Cullompton, Exeter, Newton Abbott and Plymouth as far as the Somerset border.

Metro west railway Network.

Portway parkway.

Bristol Temple meads to Portishead via Pill. New station at Ashton Gate. Bristol Temple Meads, Lawrence Hill, Stapleton Road, Ashley Down, Filton Abbey Wood, Filton North, Henbury for Cribbs causeway.

Bristol Temple Meads to Gloucester central with station at Lawrence Hill, Stapleton Road, Ashley Down, Filton Abbey Wood, Bristol Parkway, Yate, Charfield, Cam and Dursley, Stonehouse, Bristol Road and Gloucester central.

Bristol Temple meads to Avonmouth Dock and Severn Beach via Lawrence hill, Stapleton Road, Montpellier, Redland Clifton Down station, Sea Mills Shirehampton, Avonmouth Dock St Andrew road and Severn Beach.

Bristol Temple meads to Keynsham, Oldfield Park, Bath spa Freshford, Avoncliff, Bradford on Avon Trowbridge Westbury and Warminster.

Bristol Temple meads station to Bedminster parson street Nailsea and Backwell Yatton for Clevedon, Worle parkway, Weston millon, Weston super mare. Highbridge and Burnham on sea Bridgwater and Taunton.

Metro west is a very important public transport project for the Bristol and Bath city region.

with accessible station at Bedminster parson street Nailsea and Backwell Weston super mare, Freshford, Lawrence Hill, Stapleton Road, Avonmouth, pilning.

On mass transit system the key corridor is Bristol city centre bus station Bristol Temple meads Arnos Vale, Brislington, Keynsham, Salford, Newbridge, Weston and Bath spa bus station.

One option is to use the North Somerset railway line as a cycling route walking and mass transit bus route to Callington Road then the ring road to Bath Road to Hick Gate along the Keynsham bypass with interchanges for Keynsham town centre, Saltford Newbridge, Weston Bath spa bus and coach station.

We need a mass transit line in Bristol.

To the South, East Kingwood and North of the city region.

Brislington and Odd Down park and ride sites need to be developed into bus and coach interchanges and we must remove the Odd Down to Bath spa bus station and city centre park and ride service with bus services 171 172 173 174 calling instead.

On Brislington to Bristol Temple meads and Bristol city centre park and ride services with service 178 349 x39 39 services calling instead.

it very important to support the city region Public and sustainable transport fund through the west of England mayoral combined Authority.

We also need the 106 planning agreements from YTI arena and housing Development to be released by the mayor for the west of England mayoral combined Authority jointly with Bristol city council to make progress on bus service provision to Bristol city centre. and to make progress on Bristol Temple meads to Ashley Down Filton Abbey wood Filton North Arena station and Henbury for Cribbs causeway bus station.

We still wish to see the mayor of the west of England mayoral combined transport Authority and North Somerset council set up a bus Advisory Board with passengers and Passengers' forum like Somerset county council and Wiltshire council.

We note the new timeline for the bus services improvements plan and enhanced quality partnership from the Department for transport.

This page is intentionally left blank

CLLR DR KUMAR

In this world and our very own society that is full of conflict, hatred, manipulative lies, prejudice, racism, and personal attacks on individuals, we, as publicly elected Councillors, need to come together to discuss our differences and try and reconcile them with **collegiality**.

Friends, the Cabinet needs to investigate properly the issues I have raised with you which has been reported in the media as well-- - those of bullying, discrimination and most particularly the manipulative lies. These issues are not going to wither away on their own. Brushing them under the carpet will be foolish and complete baloney. Colleagues, please remember that it is always rewarding to resolve a conflict rather than to dissolve a professional relationship.

I don't want to raise the detail of my concerns here. Suffice to say that I have been the subject of iniquitous, immoral, and sustained abuse and direct discrimination.

Some of you may know that these issues were raised in the House of Commons a few weeks ago, which can only damage the reputation of our charming city and council.

All I am asking is for the Cabinet to set up an investigation that is independent of the Council itself. This should be empowered to discuss all the allegations of both sides, particularly when very recently I have been branded as perpetrator and not the victim, in a transparent manner. My family and 16-years old son and his young friends ask me, "Did you give death threat to a woman councillor?" "Were you told to leave a council event as your presence would be embarrassing for the then Mayor of the city?" There are many, many. Therefore, Chair, I would also like to suggest that an independent member of the Race Panel is involved.

This page is intentionally left blank

Statement on proposed parking charges in Midsomer Norton – Katherine Howells

Thank you for the opportunity to speak to you today.

I am grateful to the PDS panel who agreed my request for the proposed parking charges for South Road, Midsomer Norton to be referred back to the Cabinet.

1 week ago, I launched an online petition in my ward and as of this evening it has in the region of 300 signatures. I am sure other speakers here this evening will tell you the same - there is huge opposition to this proposal. We need our High Street to be supported to thrive, not to be hindered and damaged by these plans.

Midsomer Norton has a strong community spirit, and our High Street plays a vital role in this: our shops and cafes, our pharmacies, the post office, the bank, the library, our baby and toddler groups. They provide a lifeline to our residents and our neighbours; they bring income to the council through rates and taxes, and they provide jobs to our friends and family.

I believe that introducing these parking charges will be counter-productive to maintaining the council budget for the following reasons:

1. **The inevitable reduction in footfall to the High Street**, which will result in a loss of revenue for local shops. Many shops are struggling to stay afloat as it stands due to the pandemic. Shop closures not only impact local residents, but also hit the council's coffers. The fewer shops we have, the fewer visitors we will get and the cycle will spiral downwards.
2. **A reduction in footfall to our local post offices and banks**, may result in us losing these essential services if they become uneconomical to maintain, which would have a huge impact on our elderly community or those who struggle to get to one of the nearby cities.
3. **It is suggested that the free parking encourages people to park all day in order to use the bus service into Bath or Bristol**. No doubt some will still see a modest charge as preferable to paying for parking in the city or driving further to a park and ride, but others will simply look to park further out in residential streets, causing problems for local residents.
4. Taking the above into account, I believe that the proposals would be unlikely to generate the revenue anticipated, and further could cause additional loss of revenue to the council.

I was pleased to hear from local reports that you are considering withdrawing these proposals.

I think it would be bad for the budget overall, bad for Midsomer Norton and the surrounding villages and hamlets, our local businesses and our residents.

I would like to ask now that Cllr Samuel and the Cabinet confirms that this plan will be scrapped.

This page is intentionally left blank

COUNCILLOR MICHAEL EVANS

The last attempt to impose charges for parking in South Road Car park was ten years ago, and fortunately the then administration listened to the chorus of protests including a large petition which I organised, and the proposal was dropped.

Listening to the reaction to the last two speakers, I am hoping that this time, in speaking against this move and asking for it to be withdrawn, I am pushing at an already open door.

Round the country, councils have made the mistake of chasing cars out of town centres and encouraging commuters to outlying shopping centres, at a cost to the environment and adding to global warming. Midsomer Norton is one such retail town centre and a key community asset, and so far to its credit B&NES has achieved significant funding to improve the public realm there, and thereby bolster its chances of surviving and prospering. However it remains at present vulnerable, with long-standing empty properties such as Lloyds, and more recent outstanding additions to the list of empty shops, such as McColls, and it would be ironic if B&NES were to undermine its own good work with these discouraging charges.

Even a small charge for parking in the South Road car park would discourage footfall, and if the charge was small it would add very little to the council's coffers. Better to keep it free.

One could point by contrast and somewhat cynically to other features of the council's spending and investment, such as the costly refurbishment of the Civic Centre in Keynsham after only six or seven years, or the capacious car park behind Sainsbury's in Midsomer Norton which is kept for the exclusive use of B&NES employees. I do hope that the council-tax-paying residents will not find that they and their High Street's customers are made to pay, justifying such cynical reflections.

This page is intentionally left blank

Cllr Alastair Singleton - Statement to B&NES Cabinet

In 2019 Bath and North East Somerset Council declared a Climate Emergency, and included in the text explicit opposition to further expansion of Bristol Airport. That opposition has been regularly and steadfastly reiterated, most notably in July last year when Cllr Sarah Warren gave compelling evidence to the Bristol Airport Appeal.

What happened last week was morally wrong.

Though I make no criticism of the Planning Inspectorate's professionalism set within the legal context in which they must work, the decision they handed down was morally indefensible.

What is equally indefensible is that the government has also failed to call in the decision for being a breach of national policy and of national significance.

Thousands of our constituents in B&NES, as well as tens of thousands across the West of England and countless more up and down the country, feel profoundly let down, betrayed even, by this decision and many are increasingly angry. They were prepared to trust the system. They can see that the case against expansion is overwhelming, and they put their faith in the government and a Prime Minister who claims that climate change is a top priority and told COP 26 that we were at 'one minute to midnight' to protect them. They have been profoundly let down.

This country has a long and honourable tradition of non-violent civil disobedience in the cause of social justice, and its latest flowering is deeply rooted in the climate crisis. I expect that we will now see escalating levels of civil disobedience, and I fully respect – admire even - those who choose to pursue this path. When the system lets you down, when democratic process fails to deliver and threatens the wellbeing your children and those who come after you, what resort do you have other than civil disobedience?

No one seeks wantonly to break the law, but there are times when doing so is surely the moral thing to do, when failure to act is to be complicit in a greater moral dereliction.

Cabinet – the situation looks bleak, but the game is not yet dead. I ask you to redouble our opposition to Bristol Airport's expansion, and to work resolutely with our neighbouring authorities, with WECA, with Bristol Airport Action Network and other civil society groups as they examine the options for further appeal or Judicial Review, and develop the strategy to prevent this idiocy.

The cause, quite simply, could not be more important. Let's show those who have been betrayed that principled, clear-sighted politicians, with the right values, wedded to integrity, will stand up for them, and that we will not rest until we prevail.

STATEMENT FROM CLLR VIC PRITCHARD

Thank you for publishing your budget proposals for the coming financial year. I recognise the tough position the council is in financially, and I wish to commend the hard work of officers over recent weeks and months. The main problem the council faces, however, is not an absence of cash but its misuse, and this administration's misguided political priorities.

For example, £128,000 of revenue funding is to be spent on operating the Ring of Steel – that is, the inner ring that, as we now know, was suggested by the council, not the police. Imagine using council taxpayers' cash to block those very taxpayers from entering their own city centre. That money should be spent on more pressing revenue items – cutting grass verges or filling potholes, for example.

Also in the budget are savings of £126,000 in library services in Keynsham and Midsomer Norton, and a restructuring of the waste service that adds up to hundreds of thousands of pounds. These are key services for residents, and I urge Cabinet to ensure the savings do not come at the detriment of the service.

Also, with much recent focus placed on ensuring vulnerable people are able to walk the streets safely at night, I do hope the £14,000 cut to the council's CCTV operations does not put people at risk of harm. The budget documents for this item state, and I quote: *"As this proposal is implemented, we will need to ensure that public safety concerns are not compromised by any changes that are made"*. I would echo that and urge Cabinet to recognise its duty of care to residents.

I am also concerned about the proposal to reduce the council's corporate communications budget by £34,000. This administration has already done enough to tarnish the council's reputation for poor public engagement, and I worry that this saving is yet another example of Cabinet failing to put residents at the heart of everything it does.

This page is intentionally left blank


CABINET MEETING 10 FEBRUARY 2022

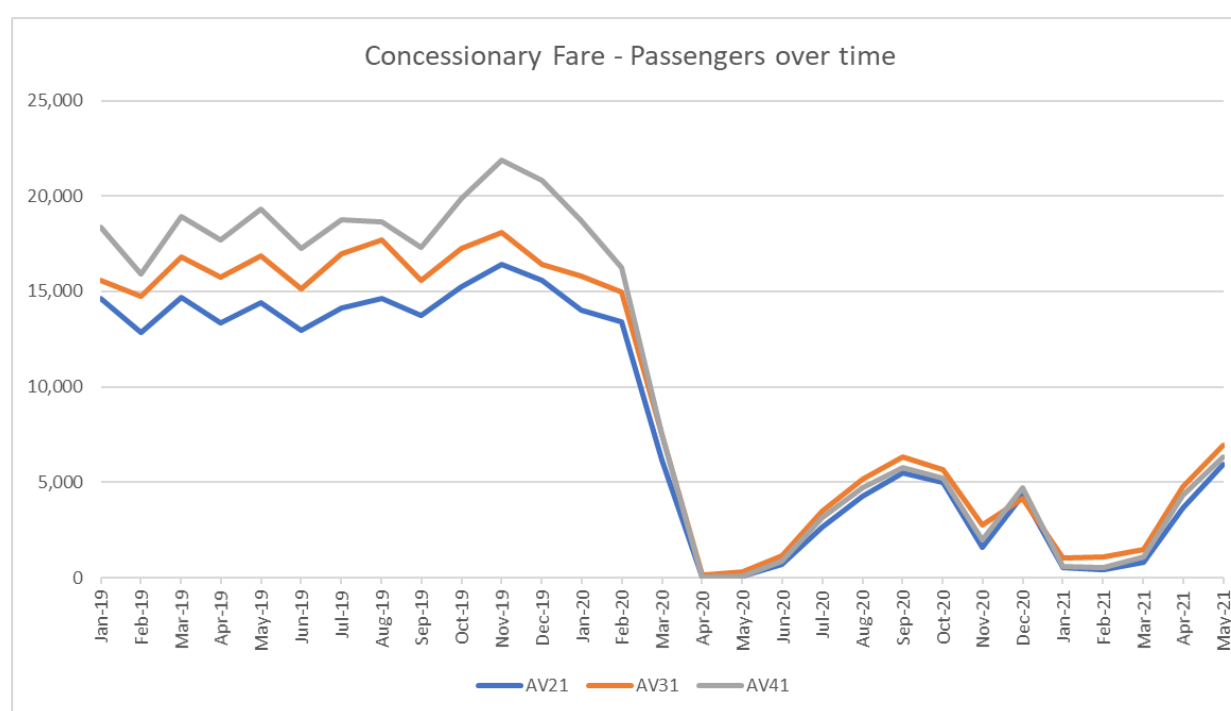
STATEMENTS FROM PUBLIC AND COUNCILLORS

1. David Redgewell – Budget on Transport
2. Cllr Dr Yukteshwar Kumar – Collegiality
3. Katherine Howells – Proposed parking charges in Midsomer Norton
4. Cllr Grant Johnson – Proposed Parking Charges in Midsomer Norton and Radstock (including petition)
5. Cllr Michael Evans – Midsomer Norton car parking charges
6. Cllr Alastair Singleton – Bristol Airport Appeal
7. Cllr Vic Pritchard – Council budget
8. Malcolm Baldwin – Potential Re-siting of the Fashion Museum

QUESTIONS AND ANSWERS - COUNCILLORS

M	01	Question from:	Cllr Vic Pritchard
<p>On the A37 towards Pensford, next to Short Lane, a pedestrian island was installed as part of £200,000 highways safety works to allow people to access the bus stop more easily. This arrangement proved to be dangerous for pedestrians, though, as the island was regularly hit by traffic. In order to further improve safety, the council installed a kerb around the pedestrian island. It has since been removed entirely and replaced with a build-out to make the road narrower on one side. This, however, has still failed to improve road safety at this location. Please specify how much money has been spent installing the pedestrian island and repeatedly trying to preserve it and confirm if any plans are in place to move the bus stop to a safer location or to better utilise the bus stop further along the A37.</p>			
Answer from:			Cllr Manda Rigby
<p><i>This pedestrian island was installed in 2019 as part of a wider scheme to improve safety along the A37 through Pensford, which also included improvements to other existing pedestrian islands, kerbing and bollards to reduce occurrences of vehicles overrunning footways, and a priority system on Pensford Hill for large vehicles. Since the now removed island was part of that larger scheme, we don't have a breakdown of the specific cost for its original installation.</i></p> <p><i>No works were undertaken to try and retain the island once it had become apparent how often collisions were occurring. This is because officers undertook an assessment and concluded there were no measures that could be used to reduce the risk of collisions sufficiently and that the only option was to remove the island. The safety risk to the public of leaving the island in place was assessed to be higher than removing it. However, to help mitigate for the loss of this crossing facility the footway on one side of the road was widened and 'SLOW' markings added to the road surface.</i></p> <p><i>The possibility of relocating the bus stops was considered, but there is no location in the near vicinity that this could be provided that would not result in the loss of the bus shelter because of the steep embankment.</i></p> <p><i>A speed survey at this point on the A37 is being undertaken which will help identify a suitable location for providing a new flashing speed limit reminder sign to help slow traffic. Signs to warn drivers of pedestrians crossing will also be erected.</i></p>			

M	02	Question from:	Cllr Vic Pritchard																																																																																																																				
Please provide usage stats for all Bath's Park and ride sites over the course of the past 12 months.																																																																																																																							
Answer from:			Cllr Manda Rigby																																																																																																																				
<p><i>The Park and Ride (P&R) service passenger data is collected by First as the operator of the commercial service. The most recent data provided to the council by WECA, who administer the contract on the council's behalf, was received in early January 2022 and is set out below. The council has made further enquires with regards to the passenger numbers over the period of the last 6 months, which is not included in this data.</i></p> <p><i>Passenger data remains a more reliable source of data for service usage, particularly during the COVID pandemic when sites have provided support for vaccinations and testing.</i></p>																																																																																																																							
 <p>The graph, titled 'All Passengers over time', displays monthly passenger data for three Park and Ride sites: 21 Newbridge (blue line), 31 Lansdown (orange line), and 41 Odd Down (grey line). The X-axis represents time from April 2019 to July 2021, with labels every two months. The Y-axis represents the number of passengers, ranging from 0 to 80,000 in increments of 10,000. All three sites show a similar trend: a peak in late 2019 (around December), followed by a sharp decline starting in January 2020, reaching near-zero levels by April 2020. From May 2020 onwards, passenger numbers begin to recover, with 31 Lansdown and 41 Odd Down showing higher recovery than 21 Newbridge. By July 2021, 31 Lansdown and 41 Odd Down are both around 30,000 passengers, while 21 Newbridge is around 22,000.</p> <table border="1"> <thead> <tr> <th>Month</th> <th>21 Newbridge</th> <th>31 Lansdown</th> <th>41 Odd Down</th> </tr> </thead> <tbody> <tr><td>Apr-19</td><td>40,000</td><td>50,000</td><td>55,000</td></tr> <tr><td>May-19</td><td>42,000</td><td>52,000</td><td>58,000</td></tr> <tr><td>Jun-19</td><td>38,000</td><td>50,000</td><td>55,000</td></tr> <tr><td>Jul-19</td><td>42,000</td><td>55,000</td><td>60,000</td></tr> <tr><td>Aug-19</td><td>44,000</td><td>55,000</td><td>58,000</td></tr> <tr><td>Sep-19</td><td>40,000</td><td>50,000</td><td>58,000</td></tr> <tr><td>Oct-19</td><td>45,000</td><td>55,000</td><td>65,000</td></tr> <tr><td>Nov-19</td><td>48,000</td><td>58,000</td><td>70,000</td></tr> <tr><td>Dec-19</td><td>52,000</td><td>62,000</td><td>75,000</td></tr> <tr><td>Jan-20</td><td>40,000</td><td>48,000</td><td>60,000</td></tr> <tr><td>Feb-20</td><td>38,000</td><td>48,000</td><td>55,000</td></tr> <tr><td>Mar-20</td><td>20,000</td><td>30,000</td><td>35,000</td></tr> <tr><td>Apr-20</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>May-20</td><td>2,000</td><td>2,000</td><td>2,000</td></tr> <tr><td>Jun-20</td><td>5,000</td><td>5,000</td><td>5,000</td></tr> <tr><td>Jul-20</td><td>10,000</td><td>15,000</td><td>15,000</td></tr> <tr><td>Aug-20</td><td>15,000</td><td>20,000</td><td>20,000</td></tr> <tr><td>Sep-20</td><td>18,000</td><td>22,000</td><td>22,000</td></tr> <tr><td>Oct-20</td><td>15,000</td><td>20,000</td><td>20,000</td></tr> <tr><td>Nov-20</td><td>8,000</td><td>10,000</td><td>10,000</td></tr> <tr><td>Dec-20</td><td>15,000</td><td>15,000</td><td>18,000</td></tr> <tr><td>Jan-21</td><td>5,000</td><td>5,000</td><td>5,000</td></tr> <tr><td>Feb-21</td><td>5,000</td><td>5,000</td><td>5,000</td></tr> <tr><td>Mar-21</td><td>8,000</td><td>8,000</td><td>8,000</td></tr> <tr><td>Apr-21</td><td>12,000</td><td>15,000</td><td>15,000</td></tr> <tr><td>May-21</td><td>18,000</td><td>22,000</td><td>22,000</td></tr> <tr><td>Jun-21</td><td>22,000</td><td>30,000</td><td>25,000</td></tr> <tr><td>Jul-21</td><td>22,000</td><td>30,000</td><td>25,000</td></tr> </tbody> </table> <p><i>It's assumed that that concessionary fare data is included within the all-passenger data; however, confirmation has been requested from WECA and First and is pending.</i></p>				Month	21 Newbridge	31 Lansdown	41 Odd Down	Apr-19	40,000	50,000	55,000	May-19	42,000	52,000	58,000	Jun-19	38,000	50,000	55,000	Jul-19	42,000	55,000	60,000	Aug-19	44,000	55,000	58,000	Sep-19	40,000	50,000	58,000	Oct-19	45,000	55,000	65,000	Nov-19	48,000	58,000	70,000	Dec-19	52,000	62,000	75,000	Jan-20	40,000	48,000	60,000	Feb-20	38,000	48,000	55,000	Mar-20	20,000	30,000	35,000	Apr-20	0	0	0	May-20	2,000	2,000	2,000	Jun-20	5,000	5,000	5,000	Jul-20	10,000	15,000	15,000	Aug-20	15,000	20,000	20,000	Sep-20	18,000	22,000	22,000	Oct-20	15,000	20,000	20,000	Nov-20	8,000	10,000	10,000	Dec-20	15,000	15,000	18,000	Jan-21	5,000	5,000	5,000	Feb-21	5,000	5,000	5,000	Mar-21	8,000	8,000	8,000	Apr-21	12,000	15,000	15,000	May-21	18,000	22,000	22,000	Jun-21	22,000	30,000	25,000	Jul-21	22,000	30,000	25,000
Month	21 Newbridge	31 Lansdown	41 Odd Down																																																																																																																				
Apr-19	40,000	50,000	55,000																																																																																																																				
May-19	42,000	52,000	58,000																																																																																																																				
Jun-19	38,000	50,000	55,000																																																																																																																				
Jul-19	42,000	55,000	60,000																																																																																																																				
Aug-19	44,000	55,000	58,000																																																																																																																				
Sep-19	40,000	50,000	58,000																																																																																																																				
Oct-19	45,000	55,000	65,000																																																																																																																				
Nov-19	48,000	58,000	70,000																																																																																																																				
Dec-19	52,000	62,000	75,000																																																																																																																				
Jan-20	40,000	48,000	60,000																																																																																																																				
Feb-20	38,000	48,000	55,000																																																																																																																				
Mar-20	20,000	30,000	35,000																																																																																																																				
Apr-20	0	0	0																																																																																																																				
May-20	2,000	2,000	2,000																																																																																																																				
Jun-20	5,000	5,000	5,000																																																																																																																				
Jul-20	10,000	15,000	15,000																																																																																																																				
Aug-20	15,000	20,000	20,000																																																																																																																				
Sep-20	18,000	22,000	22,000																																																																																																																				
Oct-20	15,000	20,000	20,000																																																																																																																				
Nov-20	8,000	10,000	10,000																																																																																																																				
Dec-20	15,000	15,000	18,000																																																																																																																				
Jan-21	5,000	5,000	5,000																																																																																																																				
Feb-21	5,000	5,000	5,000																																																																																																																				
Mar-21	8,000	8,000	8,000																																																																																																																				
Apr-21	12,000	15,000	15,000																																																																																																																				
May-21	18,000	22,000	22,000																																																																																																																				
Jun-21	22,000	30,000	25,000																																																																																																																				
Jul-21	22,000	30,000	25,000																																																																																																																				



M	03	Question from:	Cllr Vic Pritchard
The Information Commissioner's Office (ICO) details the responsibilities organisations have to ensure breaches of personal data do not take place. If the council experiences breaches in personal data, are the breaches automatically reported to the ICO?			
Answer from:			Cllr Kevin Guy
<i>The Council complies with the Data Protection Act 2018 and UK GDPR regulations which place a duty on all organisations to report certain</i>			

personal data breaches to the Information Commissioners Office (ICO).

*In deciding whether to report, each organisation (i.e., the Council) must assess if the breach is likely to result in a **high** risk of adversely affecting individuals' rights and freedoms, and if the breach is reported must also ensure any affected individuals are informed without undue delay.*

In assessing whether to report or not the Council will review each case on its merits and assess a range of adverse effects on individuals, which include emotional distress, and physical and material damage. Some personal data breaches will not lead to risks beyond possible inconvenience to those who need the data to do their job. Other breaches can significantly affect individuals whose personal data has been compromised.

In order to ensure these processes are managed appropriately we have formal reporting and assessment processes for breaches, and these are managed independently by our Information Governance team. Their role is to ensure an objective assessment is made and they work with services to manage containment and recovery and identify learning from experience to avoid a future repeat of any incidents.

Any reportable breach is then subject to a final check by our Statutory Data Protection Officer to ensure that processes have been followed.

M	04	Question from:	Cllr Vic Pritchard
Is there any unspent money left over in this year's Ward Councillor Empowerment Fund pot? If so, can it be put into the Community Contribution Fund to be handed to local charities?			
Answer from:			Cllr Richard Samuel
<p><i>The amount of Ward Councillor Empowerment Fund left unspent for the 2021-22 year is £2,000. Any resources unspent by ward members will be returned to corporate funds. There is no proposal to subsume any of the funds into the community contribution fund.</i></p>			

M	05	Question from:	Cllr Paul May
Once the current Local Plan Update is approved, the housing needs for B&NES will be provided for over the course of the next five years. Will you give absolute assurance that you will resist any future proposals for our area to take inappropriate and unwelcome overspill housing from Bristol?			
Answer from:			Cllr Kevin Guy
<i>The Local Plan Partial Update will increase the district's housing land supply which will provide defence against speculative planning applications in the medium term. For the longer term, work is due to start on the new Local Plan which will need to conform with the West of England Spatial Development Strategy (SDS). The SDS must comply with the Duty to Cooperate which requires that local authorities work together to ensure that housing needs across the wider area are met as far as possible. The SDS will consider the implications of the Duty to Cooperate and will set out a spatial strategy and housing requirements for the Unitary Authorities accordingly. Failure to comply with the Duty to Cooperate will mean the SDS will not pass public examination and the result will be that in the longer term the Unitary Authorities will be vulnerable to speculative planning applications.</i>			
<u>Supplementary Question:</u> Leader, thank you. I had hoped for a simple yes! Following the logic of your reply, does it mean that if we have to take housing needs from Bristol, who keep refusing their own opportunities, this inappropriate housing will be added to B&NES own housing needs? With some 70% of our area being Green Belt and an effective local plan update due for examination soon, you will just allow WECA to dump Bristol housing in areas like my own, Bath, Bath surrounds, Keynsham, Saltford, Radstock and Midsomer Norton without challenging their right to do so. Co-operate does not mean capitulate. Do you believe that the Green Belt should be protected? If you approve the draft SDS for consultation you will be committing BANES to accept the principle.			
Answer from:			Cllr Kevin Guy
<i>I am wholeheartedly against being an overflow for Bristol housing and am proud that officers have a good track record of putting quality housing and affordable housing in the right places. I will ask Councillor Tim Ball, Cabinet member for Planning and Licensing, to meet with Cllr May to discuss this issue.</i>			

M	06	Question from:	Cllrs Michael Evans and Chris Watt
Considering the damaging effects on the local high street that introducing parking charges in Midsomer Norton and Radstock will have, will Cabinet commit to reversing the proposal and ensuring Midsomer Norton and Radstock continue to benefit from free parking?			
Answer from:			Cllr Richard Samuel
<i>The council's draft budget proposals have been the subject of public consultation and are considered as part of the budget report today. The cabinet will consider the key points arising from this consultation and determine how it wishes to proceed.</i>			
M	07	Question from:	Cllrs Michael Evans and Chris Watt
Please confirm whether you intend to hold a public consultation over proposals to introduce car parking charges at Midsomer Norton and Radstock car parks.			
Answer from:			Cllr Manda Rigby
<i>The council is required to use Traffic Regulation Orders (TROs) to make change to restrictions in its off street car parks. Changes to these legal orders require the council to conduct formal statutory consultations and to assess any feedback received.</i>			
M	08	Question from:	Cllrs Michael Evans and Chris Watt
A survey was recently carried out by the council concerning future usage of South Road Car Park in Midsomer Norton. The results of this survey led to a change of policy in relation to plans for a supermarket on site. Could you please share the survey?			

Answer from:		Cllr Richard Samuel	
<i>Please find attached the survey results for Midsomer Norton that enabled us to put together a technical note on the future of South Road car park including a number of potential options. The technical note refers to parking surveys that were carried out in 2015 and 2019, I have attached both for completeness.</i>			
M	09	Question from:	Cllr Karen Warrington
Please confirm the number and exact locations of all disabled parking bays in Bath.			
Answer from:		Cllr Manda Rigby	
<i>As part of the changes introduced on street by the Bath City Centre Security Scheme information on formal disabled bays within the city centre is available online at https://www.bathnes.gov.uk/sites/default/files/temporary_disabled_bays_0.pdf</i> <i>The number of spaces within council car parks in Bath are as follows:</i>			
Car Park		Number of Disabled Spaces	
Charlotte Street		24	
Avon Street		12	
Manvers Street		6	
Kingsmead Square		4	
Broad Street		4	
Cattle Market		0	
Claverton Street		1	

M	10	Question from:	Cllr Karen Warrington
<p>The draft Budget for 2022/23 indicates savings of £711,000 over the next three years in the fostering service, with the suggestion that this saving will be made by the council recruiting more foster carers. Recruiting foster carers, however, is not easy, with local authorities across the country putting huge efforts into sophisticated recruitment campaigns. With this in mind, please outline Cabinet's strategy for recruiting more foster carers over the short and long term, and please give an estimation of how much you intend to spend on an accompanying communications campaign.</p>			
Answer from:			Cllr Dine Romero
<p><i>There are currently not enough in-house foster carers in B&NES – the Council relies on Independent Fostering Agencies (IFAs), and residential settings which are generally more expensive, and place a significant pressure on our spend. This project will also be overseeing the development and implementation of the Fostering Families service within B&NES. Fostering families will seek to provide a better outcome for children as well as a saving for the Local Authority by providing a dedicated fostering service to support those children at the edge of care, to remain at home. This service will provide a dependable, consistent and emotionally invested individual who can provide support for the duration of children's minorities.</i></p> <p><i>The following have been included within the scope of this project:</i></p> <ul style="list-style-type: none"> <i>• Intensive service: step up/down to/from residential</i> <i>• Mother and baby foster carers</i> <i>• Family Link carers – for disabled children</i> <i>• Respite carers – both for carers and from home</i> <p><i>The service on average recruits 8 new fostering households per year. This project seeks to increase that to 13. In total, the service has recruited seven foster carers since April 2021, with an additional three due at panel between February and April 2022. There has been an increase in the number of contacts to the service, which is opposite to the experience of neighbouring authorities, who have seen contacts decline.</i></p> <p><i>There have been four fostering families' approvals and we have three new fostering applications; one of which is our first Parent and Child</i></p>			

application. We have an additional three applications sent to possible carers who have yet to respond.

The B&NES project includes a marketing agency, which is supporting 4 x recruitment campaigns over two years, at a total cost of £62,000. The first campaign push was in October 2021, the second is planned for March 2022. The initial campaign highlighted the need for work to be done updating the fostering website in B&NES, but at least two foster carers quoted the adverts they had seen as part of the campaign.

Supplementary Question: How many carers do you actually have active currently, and how many have withdrawn their services from April 2021 until now?

Answer from:

Cllr Dine Romero

Response (provided following the meeting): We have 83 active carers currently, since April 2021 we had 11 de-registrations, of which 1 withdrew.

M 11

Question from:

Cllr Vic Pritchard

The draft Budget for 2022/23 indicates savings of £215,000 in the waste service. The description refers to “restructuring” and the requirement for an “operational review”. Please specify the changes residents are likely see to the council’s waste service as a result of these savings.

Answer from:

Cllr Richard Samuel

The savings detailed will largely be achieved by separating and sorting more materials for recycling behind the scenes, and thus being able to sell better quality materials for enhanced prices. Residents will see new facilities for mattress recycling and hard plastics recycling installed at our recycling centres, and our intention is for new plastic film recycling containers to be available when UK markets are available. The kerbside recycling collection service will continue to operate weekly, with new food waste collections being expanded to those few remaining residential dwellings (mainly in the city centre) who don’t currently have access to this. An enhanced food waste collection service will also be offered to our commercial customers, to encourage more businesses to recycle their food waste. We are also commissioning a project to set up 3 new bring recycling facilities within Bath and will consult residents in due course on locations for these.

M	12	Question from:	Cllr Vic Pritchard																																								
Please confirm how much money the council has received from the government for COVID-19 related since the start of the pandemic.																																											
Answer from:		Cllr Richard Samuel																																									
<p><i>The following table summarises the grants the Council has received to date between 2020/21 and 2021/22 for Covid related support and activities. The table is broken down by year and by government department, separating out grants we have administered and passported onto local businesses from main Council Covid grants. It should be noted that some of the main Council Covid grants would have been administered and passported onto residents in the form of welfare support, and third parties, in particular those across the social care and health sector.</i></p>																																											
<table><tr><td>Covid Council Grants</td><td>2020/21 £000</td><td>2021/22 £000</td><td>Total £000</td></tr><tr><td><i>Department of Health and Social Care</i></td><td><i>(10,894)</i></td><td><i>(7,375)</i></td><td><i>(18,270)</i></td></tr><tr><td><i>Department for Levelling Up, Housing and Communities</i></td><td><i>(32,437)</i></td><td><i>(10,315)</i></td><td><i>(42,752)</i></td></tr><tr><td><i>Department for Education</i></td><td><i>(30)</i></td><td><i>0</i></td><td><i>(30)</i></td></tr><tr><td><i>HM Treasury / HM Revenues and Customs</i></td><td><i>(562)</i></td><td><i>(10)</i></td><td><i>(571)</i></td></tr><tr><td><i>Department for Digital, Culture, Media and Sport</i></td><td><i>(392)</i></td><td><i>0</i></td><td><i>(392)</i></td></tr><tr><td><i>Department for Environment, Food and Rural Affairs</i></td><td><i>(143)</i></td><td><i>0</i></td><td><i>(143)</i></td></tr><tr><td><i>Ministry of Justice</i></td><td><i>(82)</i></td><td><i>0</i></td><td><i>(82)</i></td></tr><tr><td><i>Department for Work and Pensions</i></td><td><i>(495)</i></td><td><i>(585)</i></td><td><i>(1,080)</i></td></tr><tr><td>Total Covid Council Grants</td><td>(45,035)</td><td>(18,285)</td><td>(63,320)</td></tr></table>				Covid Council Grants	2020/21 £000	2021/22 £000	Total £000	<i>Department of Health and Social Care</i>	<i>(10,894)</i>	<i>(7,375)</i>	<i>(18,270)</i>	<i>Department for Levelling Up, Housing and Communities</i>	<i>(32,437)</i>	<i>(10,315)</i>	<i>(42,752)</i>	<i>Department for Education</i>	<i>(30)</i>	<i>0</i>	<i>(30)</i>	<i>HM Treasury / HM Revenues and Customs</i>	<i>(562)</i>	<i>(10)</i>	<i>(571)</i>	<i>Department for Digital, Culture, Media and Sport</i>	<i>(392)</i>	<i>0</i>	<i>(392)</i>	<i>Department for Environment, Food and Rural Affairs</i>	<i>(143)</i>	<i>0</i>	<i>(143)</i>	<i>Ministry of Justice</i>	<i>(82)</i>	<i>0</i>	<i>(82)</i>	<i>Department for Work and Pensions</i>	<i>(495)</i>	<i>(585)</i>	<i>(1,080)</i>	Total Covid Council Grants	(45,035)	(18,285)	(63,320)
Covid Council Grants	2020/21 £000	2021/22 £000	Total £000																																								
<i>Department of Health and Social Care</i>	<i>(10,894)</i>	<i>(7,375)</i>	<i>(18,270)</i>																																								
<i>Department for Levelling Up, Housing and Communities</i>	<i>(32,437)</i>	<i>(10,315)</i>	<i>(42,752)</i>																																								
<i>Department for Education</i>	<i>(30)</i>	<i>0</i>	<i>(30)</i>																																								
<i>HM Treasury / HM Revenues and Customs</i>	<i>(562)</i>	<i>(10)</i>	<i>(571)</i>																																								
<i>Department for Digital, Culture, Media and Sport</i>	<i>(392)</i>	<i>0</i>	<i>(392)</i>																																								
<i>Department for Environment, Food and Rural Affairs</i>	<i>(143)</i>	<i>0</i>	<i>(143)</i>																																								
<i>Ministry of Justice</i>	<i>(82)</i>	<i>0</i>	<i>(82)</i>																																								
<i>Department for Work and Pensions</i>	<i>(495)</i>	<i>(585)</i>	<i>(1,080)</i>																																								
Total Covid Council Grants	(45,035)	(18,285)	(63,320)																																								
<table><tr><td>Covid Business Support Grants</td><td>2020/21 £000</td><td>2021/22 £000</td><td>Total £000</td></tr></table>				Covid Business Support Grants	2020/21 £000	2021/22 £000	Total £000																																				
Covid Business Support Grants	2020/21 £000	2021/22 £000	Total £000																																								

Department for Business, Energy and Industrial Strategy		(69,232)	(29,427)	(98,659)
Total Business Support Grants		(69,232)	(29,427)	(98,659)
Total Grant Receipts		(114,268)	(47,712)	(161,979)
M	13	Question from:	Cllr Joanna Wright	
What actions is B&NES taking to ensure that the Council is prepared for the extension of section 54 of the Modern Slavery Act 2015?				
Answer from:		Cllr Dine Romero		
<p><i>The extension of Section 54 of the Modern Slavery Act 2015 requires local authorities to publish a slavery and human trafficking statement for each financial year of the organisation. Section 54 relates to transparency in the supply chain.</i></p> <p><i>B&NES' Modern Slavery Statement was approved at Cabinet on 20th May 2021. It is on published on our website - https://beta.bathnes.gov.uk/modern-slavery-statement</i></p> <p><i>The Strategic Procurement Team are:</i></p> <ul style="list-style-type: none"><i>updating the council's procurement processes to ensure the approach to Modern Slavery is more robust, particularly in high-risk categories of procurement</i><i>identifying high risk categories</i><i>communicating Modern Slavery and other labour-rights associated issues to our supply chain</i><i>working with Electronics Watch in respect of IT hardware contracts</i>				

- *developing training as part of a wider suite of procurement training*
- *in a current tender, we are asking bidders to complete the Crown Commercial Service Modern Slavery Assessment Tool, not only to ensure we engage compliant organisations but also to bring the issues, and associated remedial actions, to a wider potential supplier basis*

We will review the current Modern Slavery Statement in the next few weeks and prepare the Statement for 2022/23.

M	14	Question from:	Cllr Joanna Wright
The Council is launching a 'pilot delivery subsidy scheme' at the end of this month. Will the delivery subsidy scheme apply to deliveries made by e-cargo bikes only or will other types of e-vehicles, e.g. e-vans or e-cars be part of this pilot?			
Answer from:			Cllrs Sarah Warren
<p><i>The scheme as proposed at this time states that the parcel must be collected by e-cargo bike in the first instance and that electric vans or cars can then be used for onward delivery where this is outside the range of an e-cargo bike.</i></p> <p><i>This option is available to all operators and should both broaden the appeal of the service and provide an air quality benefit across the local area.</i></p> <p><i>The subsidy offered to customers to support the transition to e-cargo bike deliveries will be determined on a case-by-case basis with a view to ensuring an enduring and sustainable change. A budget will be created for each customer, which will be held by us and paid to operators. Customers are free to choose which operator or operators they wish to work with.</i></p>			
M	15	Question from:	Cllr Joanna Wright
<p>Questions sent to Cabinet are sent on behalf of residents who quite rightly want to know what is taking place using tax-payers money. Repeatedly, the Cabinet Member for Neighbourhood Services has only answered questions after the cabinet has taken place, which is his right to do, but is not in keeping with the code of conduct of an elected official. I therefore ask, on the weekend of 22nd and 23rd January 2022, residents were able to collect by car trees in Radstock to help B&NES respond to the Climate and Ecological Emergencies. Where did these trees come from: That means who grew them and how</p>			

much did that cost? These trees were sold at 20% of normal retail cost, does that mean the council is making a loss and if so, what is the loss? Will future sales of trees be more widely advertised and made available in locations where those without private vehicles can access them more easily?

Answer from:

Cllr David Wood

We have held a couple of successful tree give away events now. The trees were purchased from Boningdale Nurseries, a wholesale tree supplier who do not provide info on the cost of growing these to the point of sale. The Council subsidises the tree giveaways to enable residents to benefit from planting trees in their own gardens to meet tree planting targets. For the event in question, the trees cost £27K and the Council got £9K in income. The event was subsidised by approx. £18K out of the Council's capital budget (CIL allocation) for tree planting.

The trees on offer at the giveaway events so far have been 10 litre container grown trees, many of which are 2+ metre in height, so ideally require a vehicle to transport them. The Radstock Road depot is the only Council depot site which can readily facilitate such an event and the events have proven to sell out quickly with the advertising channels used. We need space for the articulated lorries to deliver the trees in the quantities required, and for the trees to be unloaded and stored safely, so detailed planning and preparation is required to facilitate this and other depots do not have the space nor suitable public access. For future events we are looking to see if we can also offer discounted bundles of bare root tree whips to communities via parish and town councils and will broaden our advertising accordingly. I want to thank the public for their response and their enthusiasm for tree planting on their own land.

M

16

Question from:

Cllr Joanna Wright

Was the council aware of the temporary closure of Waitrose's car park, and if so, did they discuss traffic management measures that might be needed on roads leading to it, i.e. Walcot Street, Broad Street and The Paragon, resulting from this?

As traffic levels may well have been affected by the temporary closure, did the council take the opportunity to measure numbers of vehicles using these roads before, during and after the closure? Do the council monitor air pollution on these roads, and did they measure it during the period of the closure?

Answer from:

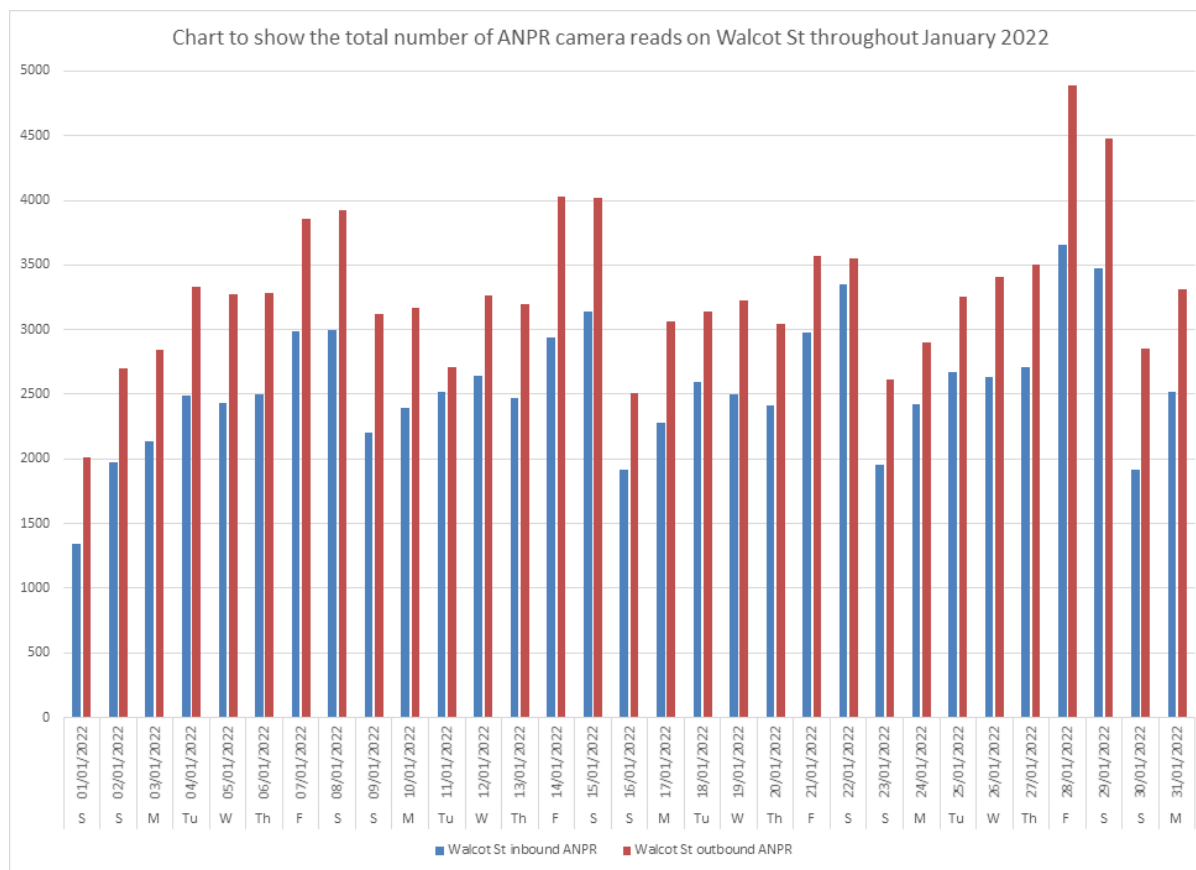
Cllr Manda Rigby

The council was broadly aware of the refurbishment works underway at the Podium car park since the spring of 2021, however, it only received contact from the operator the day before the closure as part of a request that the on street car park VMS signage be changed to 'Closed' and that this would be required until 22 Jan (total 10 days).

There is a VMS sign located on the London Road at its junction with Walcot Street which advises motorist in advance of the status of the car park. With the closure of Milsom Street to general traffic from 10am, Walcot Street also remains the primary route to access the council's own car parks at the Cattle Market and Broad Street.

The operator subsequently confirmed that advance warning signage had been in place on site within the car park for 10 days.

To implement dedicated monitoring for both traffic and air quality measurements requires advance notice to allow the installation of equipment to be sufficiently in advance of any change so that impacts may be observed and analysed. As no advance notice was received on this occasion, this was not possible. However, the council has ANPR cameras for the CAZ monitoring both inbound and outbound traffic on Walcot Street, situated near to the junction with Beehive Yard. This data is shown below:



Air quality monitoring sites are located on Walcot Street; however, these provide monthly concentrations, so are unlikely to pick up short-term peaks and troughs.

M	17	Question from:	Cllr Joanna Wright
Will the council be discussing with Waitrose whether the temporary closure of their car park has affected the numbers of customers using their shop or their takings for that period? If that has already happened, what are the results?			
Answer from:			Cllr Richard Samuel
<i>The car park operator works closely with the occupiers of the Podium and has advised the council that all were all involved in securing the closure dates for the car park in order to minimise the impact. The full closure of the car park ensured that the ongoing reduction of spaces from the refurbishment is minimised.</i>			
M	18	Question from:	Cllr Joanna Wright
<p>In a council's response to questions sent to the Climate Emergency and Sustainability PDS committee (January 2022) on the reduction of emissions in B&NES buildings which was noted as 66% in all press releases. As B&NES buildings take up 1% of the district's buildings, this measurement is in fact 66% of 1% which is 0.66% since 2009, an entire decade before the Climate Emergency was declared. That same statement admitted that emissions, since the Emergency Declaration, have remained similar (at 3,031.53 tCO₂e) despite council offices often being empty owing to COVID, what were the actual figures and why have emissions, in real terms, increased?</p> <p>The council's response also stated that the Local Government Association (LGA) were provided with six case studies showing positive, proactive climate action from Bath and North Somerset, what were these?</p> <p>What quantified progress has been made since the adoption of the Climate Emergency, publication of the Climate Emergency Report and subsequent approvals by council since Sep 2019?</p>			
Answer from:			Cllr Sarah Warren
- Council's emissions are on a downward trajectory, including since 2019. The draft report figure for 2020/21 was provisional.			

Confirmed figures for building and operational emissions for the year 2018-19 were 3,401 tCO₂e, for 2019-20 were 3,031.53 tCO₂e and for 2020-21 were 2,737 tCO₂e. In the next couple of years, the impact of current projects, such as retrofitting and installing solar PV on several more care homes and building the very low carbon recycling facility at Pixash Lane, will reduce emissions further.

- *The case studies provided to the LGA are attached and examples of other action taken or underway can be found on the Council's Climate Emergency webpages, with the latest news available on the Council Newsroom page.*

(These are the relevant links <https://beta.bathnes.gov.uk/our-climate-action> and [Tackling the Climate and Ecological Emergency section](#) of the Council newsroom).

- *Progress was first reported to full Council in January 2021 and a draft annual report provided to the PDS Panel this January included quantitative and qualitative progress. The final updated version of that report will be submitted to full Council in March 2022.*

M	19	Question from:	Cllr Joanna Wright
The 2018 UN Intergovernmental Panel on Climate Change reported the need to reduce carbon emissions more quickly in order to prevent the world from warming by more than 1.5°C. Please can you quantify the district emission reductions since 2019 and how does this compare with the UK government trajectory which is forecast to put us on target for a 3°C rise?			
Answer from:			Cllr Sarah Warren
<i>Local authorities do not have access to the data that government collects and analyses on local area carbon emissions. Central government provides these figures annually to local government, but with a two-year time lag, so the latest figures all local authorities have is for 2019.</i>			

M	20	Question from:	Cllr Joanna Wright
The funding deadline for delivering electric charging points in B&NES was September 2021. What date will the proposed EV charger at the New Oriel Hall Car Park, Lambridge, be ready to use by residents?			
Answer from:			Cllr Sarah Warren
<i>The electric charging point at the New Oriel Hall Car Park, Lambridge, is programmed to be installed and ready to use, by the end of March 2022.</i>			
M	21	Question from:	Cllr Joanna Wright
Cllr Samuel has stated previously that “we are clear that the existential threat that climate change poses must still be tackled, this includes continuing to bear down on carbon emissions from vehicles and taking other carbon reduction measures.” During the pandemic the government gave out funding to local government, to deliver active travel routes so that people could safely travel by walking or cycling, especially on routes that are frequented by bus users. North road was selected through a process which included all Liberal Democrats Cllrs internally voting on proposed routes, followed by a public consultation, which was in favour of delivering this important link to well used locations such as the University of Bath, Ralph Allen School, Wessex Water. At a time when many are having to choose between heating or eating, in your role as Deputy Leader for the Climate and Sustainable Travel, you have decided to conduct a Citizen’s Jury at the cost of £30,000 to deliver a scheme that has already been internally and externally consulted on. Is this a fair use of taxpayers and University money when all public services such as adult care and community initiatives are under intense pressure to deliver quality services with limited budgets?			
Answer from:			Cllr Sarah Warren
<i>Good public engagement is a vital factor in the public acceptability of sustainable transport programmes. The citizen’s panel is one tool in the rapidly developing discipline of deliberative public engagement, that can help the council design better transport schemes and foster a thriving democracy.</i>			

M	22	Question from:	Cllr Joanna Wright
In the last round of questions, Cllr Alastair Singleton, who is not in a Cabinet position, appeared to know in full about the many questions that I had reasonably asked for the public record. Do all questions sent by me to Cabinet Members, get circulated to Liberal Democrat Councillors in advance? Is this in keeping with the Nolan Principles and standards in public life?			
Answer from:			Cllr Kevin Guy
<i>Questions are not circulated to Liberal Democrat Councillors in advance. I have checked with Cllr Singleton, and his question to the December Cabinet meeting referred back to the Q&A for the November Cabinet meeting – at which Cllr Wright had tabled 17 questions.</i>			

QUESTIONS AND ANSWERS - PUBLIC

P	1	Question from:	David Harding
<p>I understand that between 2015 and 2019 the council was able to use capital resources to fund revenue expenses in particular where 'reorganisations' resulted in redundancies.</p> <ol style="list-style-type: none"> 1. Please confirm whether my understanding of this financial mechanism is correct and how it was operated. 2. Please confirm the amount of funds spent in this way between 2015 & 2019 and the numbers of staff made redundant. 			

Answer from:	Cllr Richard Samuel
<p><i>Central Government outlined in December 2015 that local authorities would be able, under certain circumstances, to utilise capital receipts for revenue expenditure for certain purposes. The scheme is called “Flexible use of capital receipts”. This allows Local Authorities to treat as capital expenditure and fund through capital receipts, expenditure which “is incurred by the Authorities that is designed to generate ongoing revenue savings in the delivery of public services and/or transform service delivery to reduce costs and/or transform service delivery in a way that reduces costs or demand for services in future years for any of the public sector delivery partners”. This flexibility was introduced to cover spend incurred from 1st April 2016 and has since been extended to 31st March 2025.</i></p> <p><i>£7.837m of spend was funded using the flexible use of capital receipts in the period to 31st March 2019, which included severance costs for 184 members of staff.</i></p>	

Attachments

- (M18) - LGA Case Studies
- (M8) - Midsomer Norton & Radstock Traffic Survey Report 2014
 - Sainsbury's Traffic Survey Data
 - Midsomer Norton Parking Beats Data

This page is intentionally left blank

Bath & North East Somerset Council

Improving People's Lives

Answering the call for Case Studies for LGA – COP26 Oct 2021 (Photographs to be accompanied by 150 words max.)

Climate & Biodiversity Festival

Bath and North East Somerset Council's first ever [Climate & Biodiversity Festival](#) saw hundreds of residents engage with ways to reduce carbon emissions and restore nature. A programme of more than 35 events took place during the two-week festival, covering topics related to tackling the climate and ecological emergency.

The Moths to a Flame mass-participation art installation at the COP26 Conference will include nine hand-crafted moths created during a festival workshop in Bath. Additionally, eleven panel discussions took place during the festival, covering work by community organisations and the council to tackle the climate and ecological emergency.

Find out how the council is responding to the Climate Emergency on our [website](#).



Lets Get Buzzing

Bath and North East Somerset Council has expanded its successful Let's Get Buzzing campaign with a new Neighbourhood Nature Area project, giving residents the chance to brighten up verges and open spaces in their streets with wildflowers or bulbs.

The project will help the council meet its target of improving at least 30% of its green spaces for wildlife by 2030.

The Neighbourhood Nature Area project aims to add extra interest and ecological value to small areas of land currently managed by the council.

Find out how the council is responding to the Climate Emergency on our [website](#).



Low energy homes – new build

The first low-energy properties in Bath that are part of Bath & North East Somerset Council's commitment to build more affordable and sustainable housing are now on sale.

The exemplar development built to the AECB Low Energy Standard will help Bath and North East Somerset reach its target of net carbon zero by 2030.

The properties' green credentials include air source heat pumps, mechanical ventilation and heat recovery and solar panels, which are set to save the new owners more than 50% on energy bills. Alongside this all the homes will have electric vehicle (EV) charging points.

Find out how the council is responding to the Climate Emergency on our [website](#).



Commercial office development – new build

Bath & North East Somerset Council's flagship office development at Bath Quays South boasts the biggest array of solar panels in the city.

224 photovoltaic (PV) panels cover an area half the size of a five-a-side football pitch on the roof of No1 Bath Quays and will provide the building with a reliable source of renewable energy helping to ensure a lower long-term carbon footprint.

No1 Bath Quays incorporates a host of passive design and energy efficiency measures to reduce its CO2 emissions including a special coating on the windows to reduce heat loss and gain.

Find out how the council is responding to the Climate Emergency on our [website](#).



Policy alignment

Bath and North East Somerset councillors are considering proposed changes to the current Bath and North East Somerset Local Plan to ensure that planning policies better reflect the council's Declaration of Climate and Ecological Emergencies and commitment to securing net zero by 2030.

The aim of the changes is primarily to meet three key priorities; to enable greater energy efficiency of existing buildings and zero carbon new build; a shift to mass transport, walking and cycling to reduce transport emissions; and a rapid, large-scale increase in local renewable energy generation.

Find out how the council is responding to the Climate Emergency on our [website](#).

Local Plan Partial Update (LPPU) - public consultation

Contents

[Introduction and policy background](#)

[Plan overview](#)

[Local residents: what this means for you](#)

[Businesses: what this means for you](#)

[Developers and built environment experts: what this means for you](#)

[Other interested parties: what this means for you](#)

[View our experts discussing this Planning policy update](#)

[View the consultation documents](#)

[Have your say](#)

[Guidance on how to respond](#)

[Plan adoption timeline](#)

Supporting Parish & Town Councils

Parish and town councils in Bath and North East Somerset are taking action to tackle the climate and ecological emergencies through an individual approach based on knowledge of their communities. Some parishes have declared emergencies whilst others have active working groups and are focusing on specific issues. (pictured: Shoscombe Parish Eco Day)

The Council has offered Climate Action Planning training to Parish and Town councils and produced a Toolkit containing signposting to useful initiatives, guidance and materials.

Bath and North East Somerset Council facilitates area-wide collaboration on initiatives via the Community Area Forums Climate working groups.

Find out how the council is responding to the Climate Emergency on our [website](#).



**BATH & NORTH EAST
SOMERSET COUNCIL
MIDSOMER NORTON &
RADSTOCK
TRAFFIC SURVEY**

**SURVEY REPORT
JUNE 2014**

PROJECT NO.	4036
CHECKED	N. TOONE
DATE	23/03/2015
CONTACT	M. NORRIS
REVISION	C

CONTENTS

Introduction

Drawings 4036-01 & 02

Appendix A – Vehicle Categories

Appendix B – Midsomer Norton Registration Plate Data

Appendix C – Radstock Registration Plate Data

INTRODUCTION

Nationwide Data Collection (NDC) was instructed by Bath and North East Somerset Council to undertake parking surveys in Midsomer Norton and Radstock. A general location plan is given in Diagram 1.

Registration Plate Survey

At the Sainsburys car park in Midsomer Norton, and Waterloo Road car park in Radstock partial registrations (4 characters) of vehicles entering and exiting the car parks were collected in real time (hh:mm:ss) and a 100 percent vehicle sample was targeted. For all other sites partial registrations of parked vehicles were recorded at 30 minute intervals. Vehicles were categorised as follows:

Cars & Taxis (**CAR**), Light Goods Vehicles (**LGV**), Heavy Goods Vehicles (**HGV**) and Motorcycles (**MCL**).

The locations were divided into a number of discrete areas:

Location	Car Parking Location	Survey Type	On-street or Off-street
Midsomer Norton	Argos	Reg plate beat count	Off-street
	Church Square	Reg plate beat count	On-street
	Gullocks Tynning	Reg plate beat count	Off-street
	High Street	Reg plate beat count	On-street
	The Island	Reg plate beat count	On-street
	Lidl	Reg plate beat count	Off-street
	M&Co.	Reg plate beat count	Off-street
	Pow's Orchard	Reg plate beat count	On-street
	Sainsbury's	Reg plate in/out survey	On-street
	South Road East	Reg plate beat count	Off-street
	South Road West	Reg plate beat count	Off-street
	Sports Centre	Reg plate beat count	Off-street
Radstock	Fortescue Road	Reg plate beat count	On-street
	Library	Reg plate beat count	Off-street
	Playground	Reg plate beat count	Off-street
	Radco	Reg plate beat count	Off-street
	The Street	Reg plate beat count	On-street
	Victoria Square car park	Reg plate beat count	Off-street
	Victoria Square on-street	Reg plate beat count	On-street
	Waterloo Road	Reg plate in/out survey	Off-street

Details of the site locations are given in Drawings 4036-01 and 02.

The survey was conducted on Thursday 12th June 2014 and survey hours were 08:00 to 18:00 except at the Radco car park, where the hours were 07:00 to 19:00.

Duration of stay matrices have been produced for each site. These show the length of stay across the top at 30-minute intervals, with the arrival period in the left hand column. Each value in the body of the matrix shows the number of vehicles which arrived during the period starting at the time shown to the left, which stayed for the period indicated above. The total row and column indicate the total number of vehicles in each column or row.

Duration of stay matrices have also been produced to show the vehicles present at the start and end of the survey as well as parking accumulations for each of the sites.

The results of the Midsomer Norton survey are included in Appendix B, the results of the Radstock Survey are included in Appendix C.

Site Notes

All data has been emailed to Nick.Simons@bathnes.gov.uk

The weather remained fine and dry throughout the survey; there were no incidents or accidents likely to affect the results.

At the Midsomer Norton Sainsburys site there is a school car park accessed directly from the eastern access road - this was not surveyed but will have had an effect on the overall entry & exit survey, especially during school drop-off and pickup times. In addition the survey will also include vehicles using a council car park, which is also accessed via the Sainsburys site.

Diagram 1 – General Location Plan

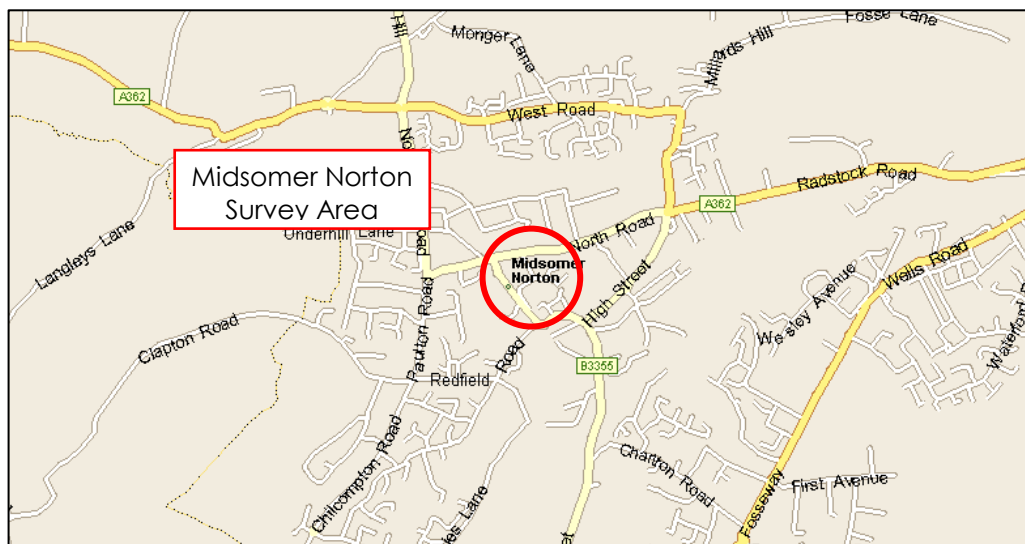
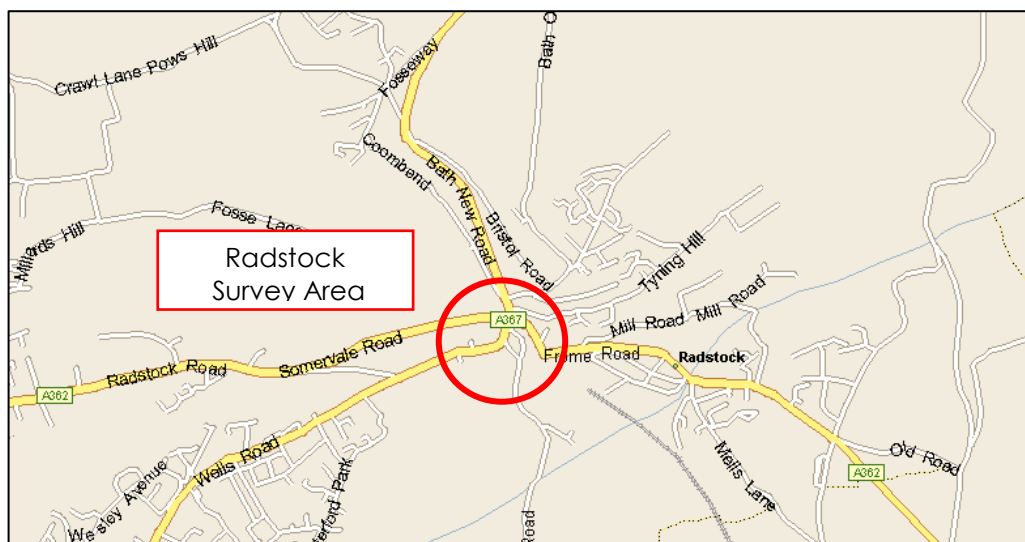
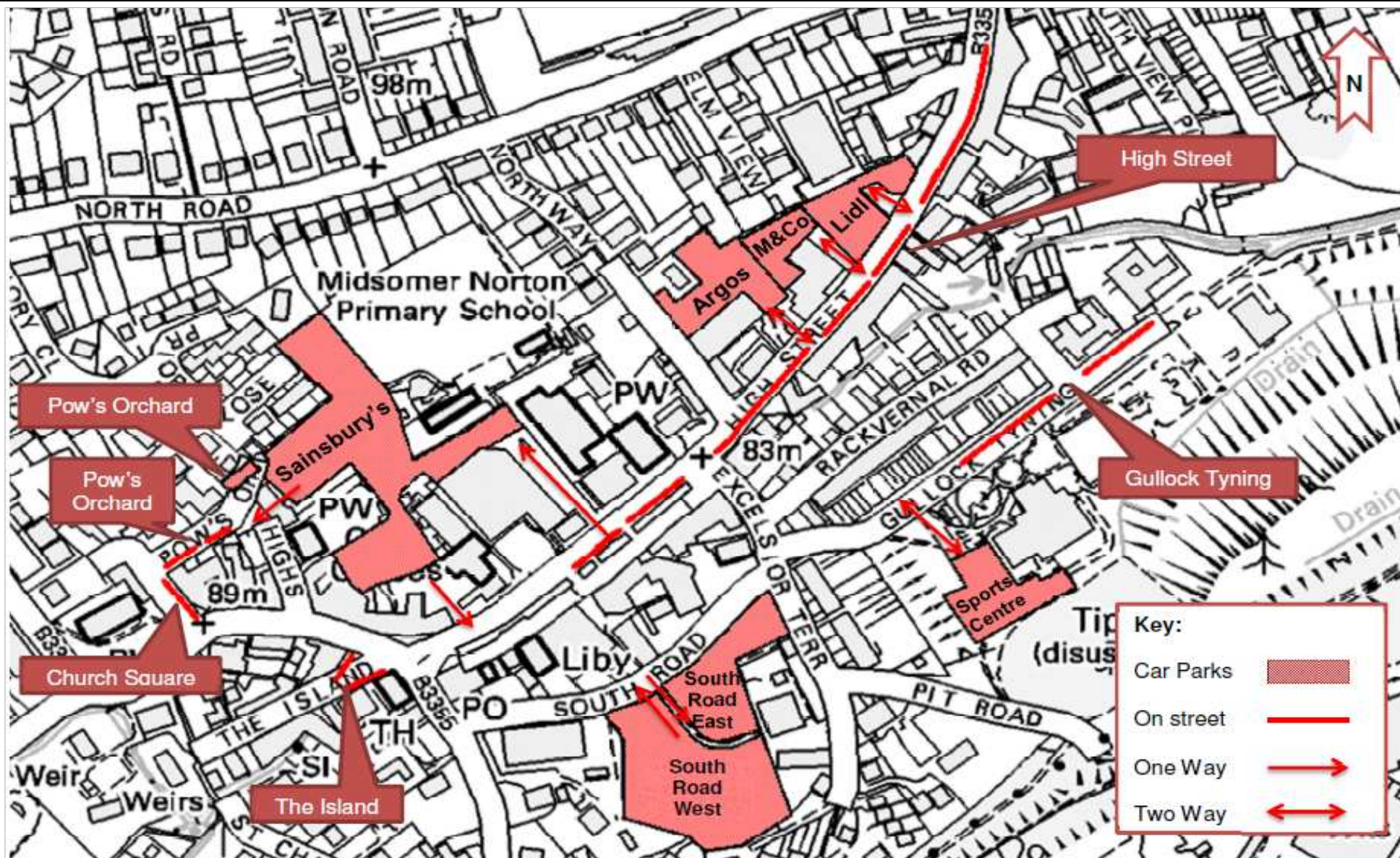

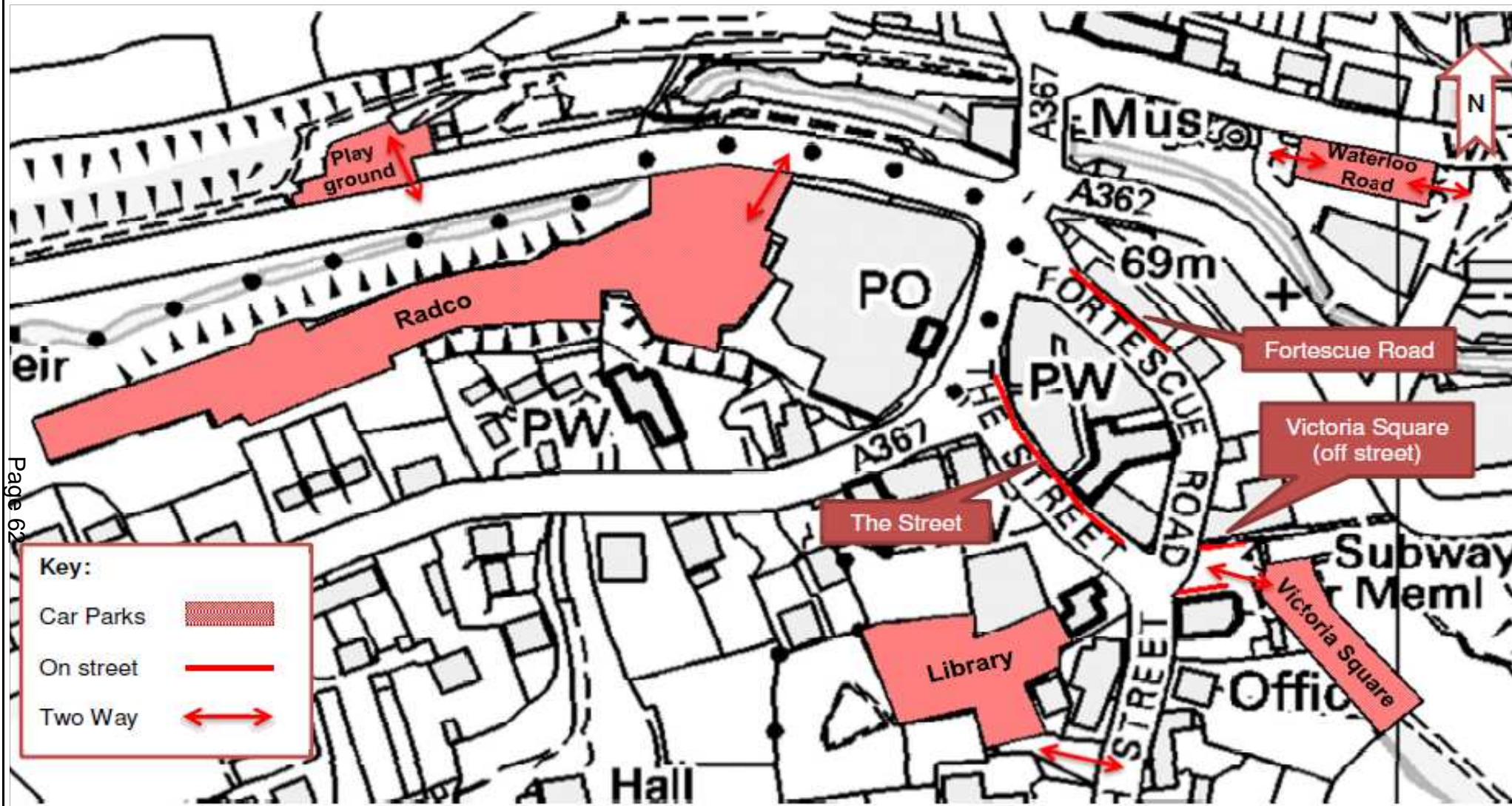


Diagram 2 – General Location Plan





	Site / Location:	Midsomer Norton	Project No:	4036	Drawing No:	4036-01	Drawn By:	MN
	Survey Date:	Thursday 12th June 2014	Project Name: Midsomer Norton / Radstock					
	Survey Times:	08:00 to 18:00	Drawing Title: Parking Beat Locations					

















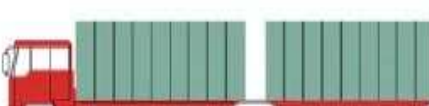
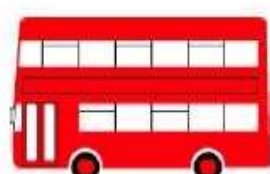
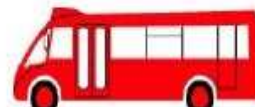
Site / Location: Radstock	Survey Date: Thursday 12th June 2014	Survey Times: 08:00 to 18:00	Project No: 4036	Drawing No: 4036-02	Drawn By: MN
			Project Name: Midsomer Norton / Radstock		
			Drawing Title: Parking Beat Locations		



APPENDIX A

Vehicle Categories

COBA VEHICLE CATEGORIES

CAR	<div>  SALOON </div> <div>  ESTATE </div> <div>  PEOPLE CARRIER </div> <div>  CAR TOWING CARAVAN / TRAILER </div>
LIGHT GOODS VEHICLE (LGV)	<div>  VAN </div> <div>  <3.5 TONNES – single rear tyres </div> <div>  PICK-UP </div>
OTHER GOODS VEHICLE (OGV1)	<div>  > 3.5 TONNES – twin rear tyres </div> <div>  2-AXLES RIGID </div> <div>  2-AXLES RIGID </div> <div>  3 AXLES-RIGID </div>
OTHER GOODS VEHICLE (OGV2)	<div>  4 OR MORE AXLES RIGID </div> <div>  3-AXLES ARTIC </div> <div>  4 OR MORE AXLES ARTIC </div> <div>  OTHER GOODS VEHICLE WITH TRAILER </div>
BUSES & COACHES (PSV)	<div>  DOUBLE DECK BUS </div> <div>  SINGLE DECK BUS OR COACH </div>

COBA VEHICLE CATEGORIES**Definition of Categories**

The various components of traffic have different characteristics in terms of operating costs, growth and occupancy. The most common categories into which the traffic is split in COBA; these are defined as:

Cars (CARS)

Including taxis, estate cars, 'people carriers' and other passenger vehicles (for example, minibuses and camper vans) with a gross vehicle weight of less than 3.5 tonnes, normally ones which can accommodate not more than 15 seats. Three-wheeled cars, motor invalid carriages, Land Rovers, Range Rovers and Jeeps and smaller ambulances are included. Cars towing caravans or trailers are counted as one vehicle unless included as a separate class.

Light Goods Vehicles (LGV)

Includes all goods vehicles up to 3.5 tonnes gross vehicle weight (goods vehicles over 3.5 tonnes have sideguards fitted between axles), including those towing a trailer or caravan. This includes all car delivery vans and those of the next larger carrying capacity such as transit vans. Included here are small pickup vans, three-wheeled goods vehicles, milk floats and pedestrian controlled motor vehicles. Most of this group is delivery vans of one type or another.

Other Goods Vehicles (OGV 1)

Includes all rigid vehicles over 3.5 tonnes gross vehicle weight with two or three axles Includes larger ambulances, tractors (without trailers), road rollers for tarmac pressing, box vans and similar large vans. A two or three axle motor tractive unit without a trailer is also included.

Other Goods Vehicles (OGV 2)

This category includes all rigid vehicles with four or more axles and all articulated vehicles. Also included in this class are OGV1 goods vehicles towing a caravan or trailer.

Buses and Coaches (PSV)

Includes all public service vehicles and works buses with a gross vehicle weight of 3.5 tonnes or more, usually vehicles with more than 16 seats.



APPENDIX B
Midsomer Norton Registration Plate Data

LOCATION: Midsomer Norton

DATE: 12/06/2014

TIME PERIOD: 08:00 to 18:00

DAY: Thursday

NAME	Argos
BEAT	A
TYPE	(All)

Count of REG PLATE Arrival	Duration 00:30	01:00	01:30	02:00	03:30	04:00	05:00	05:30	06:00	07:00	08:00	09:30	10:00	Total
08:00	1	2		1					1		1		2	8
08:30	4	2								1		3		10
09:00	2													2
09:30	5													5
11:00	18	2	3	1			1							25
11:30	11	2				1		1						15
12:00	8	5				1		1	1					16
12:30	6				1									7
13:00	10			1										11
13:30	8		1											9
14:00	9													9
14:30	5	5	2		1									13
15:00	10	1	1											12
15:30	12													13
16:00	10	3		1										14
16:30	11		1											12
17:00	1	1												2
17:30	3													3
Total	134	24	8	4	2	2	1	2	2	1	1	3	2	186

Vehicles present at start of survey

NAME	Argos
BEAT	A
TYPE	(All)
Arr	08:00

Count of REG PLATE Departure	Duration 00:30	01:00	02:00	06:00	08:00	10:00	Total
08:00	1						1
08:30		2					2
09:30			1				1
13:30				1			1
15:30					1		1
17:30						2	2
Total	1	2	1	1	1	2	8

Vehicles present at end of survey

NAME	Argos
BEAT	A
TYPE	(All)
Dep	17:30

Count of REG PLATE Arrival	Duration 00:30	01:00	01:30	02:00	03:30	06:00	09:30	10:00	Total
08:00								2	2
08:30							3		3
12:00					1				1
14:30					1				1
16:00				1					1
16:30			1						1
17:00		1							1
17:30	3								3
Total	3	1	1	1	1	1	3	2	13

LOCATION: Midsomer Norton

DATE: 12/06/2014

TIME PERIOD: 08:00 to 18:00

DAY: Thursday

NAME	Church Square
BEAT	CS
TYPE	(All)

Count of REG PLATE Arrival	Duration 00:30	01:00	Total
09:00	1	1	2
09:30	1		1
10:00	3		3
10:30	1	1	2
11:00	2		2
11:30	2	1	3
12:00	2		2
12:30	3		3
13:00	2		2
13:30	1	1	2
14:00	2		2
14:30	3		3
15:00	3		3
15:30	2		2
16:00	2		2
16:30	1	1	2
17:00	1		1
Total	32	5	37

Vehicles present at start of survey

NAME	Church Square
BEAT	CS
TYPE	(All)
Arr	08:00

Count of REG PLATE Departure	Duration Total
Total	

Vehicles present at end of survey

NAME	Church Square
BEAT	CS
TYPE	(All)
Dep	17:30

Count of REG PLATE Arrival	Duration Total
Total	

LOCATION: Midsomer Norton

DATE: 12/06/2014

TIME PERIOD: 08:00 to 18:00

DAY: Thursday

NAME	Gullock Tying
BEAT	GT
TYPE	(All)

Count of REG PLATE	Duration											
Arrival	00:30	01:00	01:30	02:00	03:30	04:00	05:00	06:00	07:00	09:30	Total	
08:30	1			2	1				1	2	7	
09:00		1									1	
10:00	1										1	
10:30				1			1				2	
11:00	1				1						2	
12:00	1		1					2			4	
13:00		1		1		1					3	
13:30	2										2	
15:00		1	1								2	
15:30				1							1	
16:00	1		1								2	
16:30	1		2								3	
17:00	1	2									3	
17:30	3										3	
Total	12	5	5	5	2	1	1	2	1	2	36	

Vehicles present at start of survey

NAME	Gullock Tying
BEAT	GT
TYPE	(All)
Arr	08:00

Count of REG PLATE	Duration
Departure	Total
Total	

Vehicles present at end of survey

NAME	Gullock Tying
BEAT	GT
TYPE	(All)
Dep	17:30

Count of REG PLATE	Duration					
Arrival	00:30	01:00	01:30	06:00	09:30	Total
08:30					2	2
12:00				2		2
16:30			2			2
17:00		2				2
17:30	3					3
Total	3	2	2	2	2	11

LOCATION: Midsomer Norton

DATE: 12/06/2014

TIME PERIOD: 08:00 to 18:00

DAY: Thursday

NAME	High Street
BEAT	HS
TYPE	(All)

Count of REG PLATE Arrival	Duration 00:30	01:00	01:30	02:00	02:30	03:00	Total
08:00	10						10
08:30	13		2				15
09:00	21	4			1		26
09:30	18	2	2	1			23
10:00	11	7	8	1			27
10:30	9	6					15
11:00	13		1				14
11:30	14	10	1	3			28
12:00	19	3	2				24
12:30	16	9			1		26
13:00	17	2		2			21
13:30	18	7	2	1	2	3	33
14:00	10	4	4				18
14:30	15	1	2	2			20
15:00	12	6	2	1			21
15:30		13	5		1		19
16:00	3	4	1	2			10
16:30		23	1				24
17:00	11						11
17:30	24						24
Total	254	101	33	13	5	3	409

Vehicles present at start of survey

NAME	High Street
BEAT	HS
TYPE	(All)
Arr	08:00

Count of REG PLATE Departure	Duration 00:30	Total
08:00	10	10
Total	10	10

Vehicles present at end of survey

NAME	High Street
TYPE	(All)
Dep	17:30
BEAT	(All)

Arrival	Count of REG PLATE
15:30	1
16:00	2
16:30	1
17:30	24
Total	28

LOCATION: Midsomer Norton

DATE: 12/06/2014

TIME PERIOD: 08:00 to 18:00

DAY: Thursday

NAME	The Island
BEAT	TI
TYPE	(All)

Count of REG PLATE	Duration											
Arrival	00:30	01:00	01:30	02:00	02:30	04:00	04:30	05:00	07:30	08:30	Total	
08:00		1						1		1	3	
08:30	2	1								1	4	
09:00	1	1		1							3	
09:30	7	3							1		11	
10:00	3										3	
10:30	4					1	1				6	
11:00	7	3									10	
11:30	5	1	1								7	
12:00	6	1	1								8	
12:30	4										4	
13:00	6	2	1				1				10	
13:30	5	2		1							8	
14:00	3		2		1						6	
14:30	3	4									7	
15:00	3										3	
15:30	6	2									8	
16:00	8										8	
16:30	8	3									11	
17:00	2	2									4	
17:30	10										10	
Total	93	26	5	2	1	1	2	1	1	2	134	

Vehicles present at start of survey

NAME	The Island
BEAT	TI
TYPE	(All)
Arr	08:00

Count of REG PLATE	Duration			
Departure	01:00	05:00	08:30	Total
08:30	1			1
12:30		1		1
16:00			1	1
Total	1	1	1	3

Vehicles present at start of survey

NAME	The Island
BEAT	TI
TYPE	(All)
Dep	17:30

Count of REG PLATE	Duration		
Arrival	00:30	01:00	Total
17:00		2	2
17:30	10		10
Total	10	2	12

LOCATION: Midsomer Norton

DATE: 12/06/2014

TIME PERIOD: 08:00 to 18:00

DAY: Thursday

NAME	Lidl
BEAT	L
TYPE	(All)

Count of REG PLATE Arrival	Duration 00:30	01:00	01:30	02:00	02:30	03:00	03:30	04:00	04:30	05:00	05:30	06:00	10:00	Total
08:00	7	2		1									1	11
08:30	17	3	1											21
09:00	46	5				1	1				1			54
09:30	37	3	4											44
10:00	18													18
10:30	24													24
11:00	48	10	2											60
11:30	42	4												46
12:00	32	10	4	1	1		1	1	1	1		2		54
12:30	23	4	1			1								29
13:00	25	10	3	1	1		1							41
13:30	14	4	1	1			1							21
14:00	14	15	5	1										35
14:30	10	8	1											19
15:00	26	1	1											28
15:30	27	10	5	1										43
16:00	22	11	1	1										35
16:30	24	7	1											32
17:00	12	11												23
17:30	18													18
Total	486	118	30	7	2	2	4	1	1	1	1	2	1	656

Vehicles present at start of survey

NAME	Lidl
BEAT	L
TYPE	(All)
Arr	08:00

Count of REG PLATE Departure	Duration 00:30	01:00	02:00	10:00	Total
08:00	7				7
08:30		2			2
09:30			1		1
17:30				1	1
Total	7	2	1	1	11

Vehicles present at end of survey

NAME	Lidl
BEAT	L
TYPE	(All)
Dep	17:30

Count of REG PLATE Arrival	Duration 00:30	01:00	01:30	02:00	06:00	10:00	Total
08:00						1	1
12:00					2		2
16:00				1			1
16:30			1				1
17:00		11					11
17:30	18						18
Total	18	11	1	1	2	1	34

LOCATION: Midsomer Norton

DATE: 12/06/2014

TIME PERIOD: 08:00 to 18:00

DAY: Thursday

NAME	M&Co.
BEAT	MC
TYPE	(All)

Count of REG PLATE Arrival	Duration 00:30	01:00	01:30	02:00	03:30	04:00	05:00	06:00	08:00	09:30	10:00	Total
08:00									1		2	3
08:30										1		1
09:00	1	3				3						7
09:30	4											4
11:00	7	1		1								9
11:30	1	1										2
12:00	1	3						1				5
12:30	3			1								4
13:00			1		1		1					3
13:30	1	1	2	1								5
14:00		1	1									2
14:30	3	2										5
15:30	2		1									3
16:30		1										1
17:00	5	1										6
Total	28	14	5	3	1	3	1	1	1	1	2	60

Vehicles present at start of survey

NAME	M&Co.
BEAT	MC
TYPE	(All)
Arr	08:00

Count of REG PLATE Departure	Duration 08:00	10:00	Total
15:30	1		1
17:30		2	2
Total	1	2	3

Vehicles present at end of survey

NAME	M&Co.
BEAT	MC
TYPE	(All)
Dep	17:30

Count of REG PLATE Arrival	Duration 01:00	05:00	06:00	09:30	10:00	Total
08:00					2	2
08:30				1		1
12:00			1			1
13:00		1				1
17:00	1					1
Total	1	1	1	1	2	6

LOCATION: Midsomer Norton

DATE: 12/06/2014

TIME PERIOD: 08:00 to 18:00

DAY: Thursday

NAME	Pows Orchard
BEAT	PO
TYPE	(All)

Count of REG PLATE	Duration						
Arrival	00:30	01:00	05:30	09:00	10:00	Total	
08:00			2	2	1	5	
13:30	1					1	
14:00	1	1				2	
14:30	1					1	
15:00		1				1	
15:30	1					1	
16:00		2				2	
17:00		1				1	
17:30	1					1	
Total	5	5	2	2	1	15	

Vehicles present at start of survey

NAME	Pows Orchard
BEAT	PO
TYPE	(All)
Arr	08:00

Count of REG PLATE	Duration				
Departure	05:30	09:00	10:00	Total	
13:00	2			2	
16:30		2		2	
17:30			1	1	
Total	2	2	1	5	

Vehicles present at end of survey

NAME	Pows Orchard
BEAT	PO
TYPE	(All)
Dep	17:30

Count of REG PLATE	Duration				
Arrival	00:30	01:00	10:00	Total	
08:00			1	1	
17:00		1		1	
17:30	1			1	
Total	1	1	1	3	

LOCATION: Midsomer Norton

DATE: 12/06/2014

TIME PERIOD: 08:00 to 18:00

DAY: Thursday

NAME	Pows Orchard Car Park
BEAT	POCP
TYPE	(All)

Count of REG PLATE Arrival	Duration 00:30	02:00	03:30	05:00	08:30	09:00	Total
08:00				1	1	7	9
13:30			1				1
15:00		1					1
17:00	1						1
Total	1	1	1	1	1	7	12

Vehicles present at start of survey

NAME	Pows Orchard Car Park
BEAT	POCP
TYPE	(All)
Arr	08:00

Count of REG PLATE Departure	Duration 05:00	08:30	09:00	Total
12:30	1			1
16:00		1		1
16:30			7	7
Total	1	1	7	9

Vehicles present at end of survey

NAME	Pows Orchard Car Park
BEAT	POCP
TYPE	(All)
Dep	17:30

Count of REG PLATE Arrival	Duration Total
Total	

LOCATION: Midsomer Norton

DATE: 12/06/2014

TIME PERIOD: 08:00 to 18:00

DAY: Thursday

Pow's Orchard Combined

NAME	(Multiple Items)
BEAT	(Multiple Items)
TYPE	(All)

Count of REG PLATE Arrival	Duration 00:30	01:00	02:00	03:30	05:00	05:30	08:30	09:00	10:00	Total
08:00					1	2	1	9	1	14
13:30	1			1						2
14:00	1	1								2
14:30	1									1
15:00		1	1							2
15:30	1									1
16:00		2								2
17:00	1	1								2
17:30	1									1
Total	6	5	1	1	1	2	1	9	1	27

Vehicles present at start of survey

NAME	(Multiple Items)
BEAT	(Multiple Items)
TYPE	(All)
Arr	08:00

Count of REG PLATE Departure	Duration 05:00	05:30	08:30	09:00	10:00	Total
12:30	1					1
13:00		2				2
16:00			1			1
16:30				9		9
17:30					1	1
Total	1	2	1	9	1	14

Vehicles present at end of survey

NAME	(Multiple Items)
BEAT	(Multiple Items)
TYPE	(All)
Dep	17:30

Count of REG PLATE Arrival	Duration 00:30	01:00	10:00	Total
08:00			1	1
17:00		1		1
17:30	1			1
Total	1	1	1	3

LOCATION: Midsomer Norton
TIME PERIOD: 08:00 to 18:00

DATE: 12/06/2014
DAY: Thursday

NAME	South Road East
BEAT	SRE
TYPE	(All)

Count of REG PLATE Arrival	Duration 00:30	01:00	01:30	02:00	02:30	03:00	03:30	04:00	04:30	05:00	05:30	06:00	07:00	07:30	08:00	08:30	09:00	09:30	10:00	Total
08:00	2			1	2		1	1	1		4	3		1	3				4	48
08:30																	1	1		2
09:00				1											1		2			4
09:30		4	2				1	4		1		2	2	1	8	8				33
10:30	2		7		1															10
11:00		5		2		1														8
12:00	4	5	3	3				1			4	2								22
12:30		1	1	1		1					1									5
13:00	5		1		2				3	1										12
13:30	5	2	2	3	2	1			1											16
14:00		2	3	3	1															9
14:30	2	3				1														6
15:00		1	2	1	5	1														10
15:30	7	5	2		2															16
16:00	2	3	9	1																15
16:30	2	5	5																	12
17:00	1	3																		4
17:30	2																			2
Total	34	39	37	16	15	5	2	6	5	2	9	7	2	2	12	8	3	26	4	234

Vehicles present at start of survey

NAME	South Road East
BEAT	SRE
TYPE	(All)
Arr	08:00

Count of REG PLATE Departure	Duration 00:30	02:00	02:30	03:30	04:00	04:30	05:30	06:00	07:30	08:00	09:30	10:00	Total
08:00	2												2
09:30		1											1
10:00			2										2
11:00				1									1
11:30					1								1
12:00						1							1
13:00							4						4
13:30								3					3
15:00									1				1
15:30										3			3
17:00											25		25
17:30												4	4
Total	2	1	2	1	1	1	4	3	1	3	25	4	48

Vehicles present at end of survey

NAME	South Road East
BEAT	SRE
TYPE	(All)
Dep	17:30

Count of REG PLATE Arrival	Duration 00:30	01:00	01:30	02:00	02:30	03:00	04:30	05:00	05:30	06:00	08:30	09:00	09:30	10:00	Total
08:00														4	4
08:30													1		1
09:00												2			2
09:30											8				8
12:00										2					2
12:30									1						1
13:00															1
13:30							1								1
15:00						1									1
15:30					2										2
16:00				1											1
16:30			5												5
17:00		3													3
17:30	2														2
Total	2	3	5	1	2	1	1	1	1	2	8	2	1	4	34

LOCATION: Midsomer Norton

DATE: 12/06/2014

TIME PERIOD: 08:00 to 18:00

DAY: Thursday

NAME	South Road West
BEAT	SRW
TYPE	(All)

Count of REG PLATE	Duration	01:00	01:30	02:00	02:30	03:00	03:30	04:00	04:30	05:00	05:30	06:00	06:30	07:00	08:30	09:00	09:30	10:00	Total
Arrival	00:30																		
08:00	2				1	4		7	2		1	1	1	2		1	4	11	37
08:30		1		1	2	1	6	3				1	1				3		20
09:30		10		17	11	3	1	1	3	1					5				52
10:00	1					1													2
10:30	1	2	6	1					1			1							12
11:00		1	2	2	1			1						1					8
11:30		1																	1
12:00	18	3		3	6	2	3	1	1	3	1	8							49
12:30	10	4	2	1	1	1		1		1	2								23
13:00	6	4	1	3	3		1	1		1									20
13:30	7	1	2	1	1														12
14:00	1	2	1	1			1												6
14:30	14	3		3	2	4	1												27
15:00	8	1	2	1	2	8													22
15:30		2		1	1														4
16:00	3	3		1															7
16:30	3	1	2																6
17:00	6	3																	9
17:30	11																		11
Total	91	42	18	36	31	24	13	15	7	6	4	11	3	2	5	2	7	11	328

Vehicles present at start of survey

NAME	South Road West
BEAT	SRW
TYPE	(All)
Arr	08:00

Count of REG PLATE	Duration	02:30	03:00	04:00	04:30	05:30	06:00	06:30	07:00	09:00	09:30	10:00	Total
Departure	00:30												
08:00	2												2
10:00		1											1
10:30			4										4
11:30				7									7
12:00					2								2
13:00						1							1
13:30							1						1
14:00								1					1
14:30									2				2
16:30										1			1
17:00											4		4
17:30												11	11
Total	2	1	4	7	2	1	1	1	2	1	4	11	37

Vehicles present at end of survey

NAME	South Road West
BEAT	SRW
TYPE	(All)
Dep	17:30

Count of REG PLATE	Duration	01:00	01:30	02:00	02:30	03:00	03:30	05:00	05:30	06:00	08:30	09:30	10:00	Total
Arrival	00:30													
08:00													11	11
08:30												3		3
09:30											5			5
12:00										8				8
12:30									2					2
13:00								1						1
14:30							1							1
15:00						8								8
15:30					1									1
16:00				1										1
16:30			2											2
17:00		3												3
17:30	11													11
Total	11	3	2	1	1	8	1	1	2	8	5	3	11	57

LOCATION: Midsomer Norton

DATE: 12/06/2014

TIME PERIOD: 08:00 to 18:00

DAY: Thursday

NAME	Sports Centre
BEAT	SC
TYPE	(All)

Count of REG PLATE	Duration																Total
	Arrival	00:30	01:00	01:30	02:00	02:30	03:00	03:30	04:00	04:30	05:00	05:30	06:30	07:30	08:00	09:00	
	08:30	13	2	3	1					1		1	1		1		23
	09:00	3	7	8	3	1					1					1	24
	09:30		5	3					1								9
	10:00	1	5		3			3									12
	10:30	4	1	6			1							1			13
	11:00	1	8	3		4	2										18
	11:30	2		1	4	1											8
	12:00	2	1	8													11
	12:30	6	8	1	1												16
	13:00	3	2	3													8
	13:30	7	6	4	1				1								19
	14:00	1	1	2	2		1										7
	14:30	2	3	1	2	1		1									10
	15:00	2	4	5	3		1										15
	15:30	3	5	4	1	1											14
	16:00	11	9	2	5												27
	16:30	15	6	8													29
	17:00	1	18														19
	17:30	7															7
Total		84	91	62	26	8	5	4	2	1	1	1	1	1	1	1	289

Vehicles present at start of survey

NAME	Sports Centre
BEAT	SC
TYPE	(All)
Arr	08:00

Count of REG PLATE	Duration
Departure	Total
Total	

Vehicles present at end of survey

NAME	Sports Centre
BEAT	SC
TYPE	(All)
Dep	17:30

Count of REG PLATE	Duration									
Arrival	00:30	01:00	01:30	02:00	02:30	03:00	03:30	07:30	09:00	Total
09:00								1		1
10:30								1		1
14:30							1			1
15:00						1				1
15:30					1					1
16:00				5						5
16:30			8							8
17:00		18								18
17:30	7									7
Total	7	18	8	5	1	1	1	1	1	43

LOCATION: Midsomer Norton

DATE: 12/06/2014

TIME PERIOD: 08:00 to 18:00

DAY: Thursday

Accumulation													
Time	High Street	Gullock Tynning	Sports Centre	South Road East	South Road West	M&Co	Argos	Lidl	The Island	Church Square	Pows Orchard	Pows Orchard Car Park	Pows Orchard Combined
08:00	10	0	0	48	37	3	8	11	3	0	5	9	14
08:30	15	7	23	48	55	4	17	25	7	0	5	9	14
09:00	28	7	34	52	55	11	13	60	7	2	5	9	14
09:30	30	7	38	85	106	14	14	55	16	2	5	9	14
10:00	33	7	40	84	108	7	8	29	11	3	5	9	14
10:30	35	6	38	88	107	7	8	32	11	2	5	9	14
11:00	31	8	41	91	108	16	33	64	16	3	5	9	14
11:30	30	7	46	90	89	11	30	62	16	3	5	9	14
12:00	39	10	38	99	107	14	33	63	16	3	5	9	14
12:30	35	8	49	99	100	16	27	53	13	3	5	9	14
13:00	36	11	48	102	103	9	26	61	16	2	5	8	13
13:30	38	12	35	101	102	14	25	49	17	2	4	9	13
14:00	36	9	27	97	88	15	25	58	16	3	5	9	14
14:30	39	8	26	98	102	17	29	54	16	3	5	9	14
15:00	36	9	33	102	95	11	34	55	15	3	4	10	14
15:30	37	8	39	103	79	10	30	55	13	2	5	10	15
16:00	37	9	56	101	82	7	25	59	15	2	5	10	15
16:30	38	10	61	100	74	7	25	56	14	2	5	9	14
17:00	39	11	47	94	69	12	12	37	8	2	2	1	3
17:30	28	11	43	34	57	6	13	34	12	0	3	0	3
Peak Accumulation	39	12	61	103	108	17	34	64	17	3	5	10	15

LOCATION: Sainsburys, Midsomer Norton

DATE: 12/06/2014

TIME PERIOD: 08:00 to 18:00

DAY: Thursday

VEHICLES PARKED AT 08:00

Page 87

TYPE	(All)																													
IN PERIOD	08:00:00																													
Count of REG	Duration of Stay																													
Out Period	00:00	00:15	00:30	01:00	01:15	01:30	01:45	02:00	02:30	02:45	03:00	03:30	04:15	04:30	04:45	05:00	05:15	05:30	06:15	07:15	07:30	07:45	08:00	08:15	08:30	08:45	09:00	09:30	09:45	Total
08:00	13																													13
08:15	5	2																												7
08:30		3	1																											4
08:45			1																											1
09:00				1																										1
09:15					1																									1
09:30						3																								3
09:45							1																							1
10:00								1																						1
10:30									1																					1
10:45										1																				1
11:00											1																			1
11:30												1																		1
12:15													1																	1
12:30														1																1
12:45															2															2
13:00																2														2
13:15																	1													1
13:30																		1												1
14:15																			1											1
14:30																				1										1
15:15																					3									3
15:30																						4								4
15:45																							3							3
16:00																								1						1
16:15																									2					2
16:30																										1				1
16:45																											2			2
17:00																												6		6
17:30																													1	1
17:45																														1
Total	18	5	2	1	1	3	1	1	1	1	1	1	1	1	2	2	1	1	2	3	4	3	1	2	1	2	6	1	1	70

LOCATION: Sainsburys, Midsomer Norton

DATE: 12/06/2014

TIME PERIOD: 08:00 to 18:00

DAY: Thursday

VEHICLES PARKED AT 18:00

TYPE	(All)
OUT PERIOD	18:00:00

Count of REG	Duration of Stay												
Arrival	00:00	00:15	00:45	01:00	01:30	01:45	03:45	05:00	06:45	08:45	Total		
09:00										1	1		
11:15									1		1		
12:45								2			2		
14:00							1				1		
16:00						1					1		
16:15					1						1		
16:45				2							2		
17:00			1								1		
17:30		3									3		
17:45	4										4		
Total	4	3	1	2	1	1	1	2	1	1	17		

LOCATION: Sainsburys, Midsomer Norton

DATE: 12/06/2014

TIME PERIOD: 08:00 to 18:00

DAY: Thursday

TYPE CAR

Page 83

Count of REG In Period	Duration of Stay	00:15	00:30	00:45	01:00	01:15	01:30	01:45	02:00	02:15	02:30	02:45	03:00	03:15	03:30	03:45	04:00	04:15	04:30	04:45	05:00	05:15	05:30	05:45	06:00	06:15	06:30	06:45	07:15	07:30	07:45	08:00	08:15	08:30	08:45	09:00	09:30	09:45	Total	
08:00	18	5	1		1	1	3	1	1		1	1	1		1			1	1	2	2	1	1		2			3	4	3	1	2	1	2	6	1	1	69		
08:15	16	13	4			1	1								1	1		1									2			2			1	1	1	1			43	
08:30	44	13	2	1	1	1	1			1			1		1				1			1			1			1					1						72	
08:45	16	14	4	2				1						1	2	1		1		1	1												1		1				46	
09:00	17	9	6	4					2						1	1		1		1		1	1	1			1							1	1	1			52	
09:15	12	11	7	3	1				1							1									1			1				2		1	1	1			37	
09:30	7	10	6	3	5	4	1			1	2	1				1																							41	
09:45	14	9	9	3	3	2	2	1							1			1		1				1								1							47	
10:00	17	13	7	5	5	3	2							1					1	1																			54	
10:15	7	7	6	5	4	1	3	1			1																												35	
10:30	13	5	6	2			1																			1														28
10:45	4	9	7	5	5	4	1		1																				1										37	
11:00	8	9	9	4	2	3	2														1			1															39	
11:15	9	11	4	7	5	2			1					1										1															41	
11:30	17	11	7	7	2	4	1					2												1		1														53
11:45	10	9	7	5	4	2	2				1			1																									41	
12:00	10	4	6	3	5	1		1	1							1																							32	
12:15	5	10	8	3			1	2		1				1						1																			32	
12:30	10	7	4	3	1	1				1						1																							28	
12:45	7	9	3		3	2	1	1				1										2																	29	
13:00	10	12	3	5	4			2			1	1	1		1		4																						44	
13:15	6	4	6	4	1	3	1			1	1	1				1																							29	
13:30	9	7	4	1	6	1	1						1	1																									31	
13:45	6	9		2	3	1								1	2																								24	
14:00	6	7	4	2	2	1	2			1	1	2				1																							29	
14:15	9	14	4	5	1	4	1	1	1				1																										41	
14:30	16	13	7	5	3																																		44	
14:45	4	11	10	3			1	1		1																													31	
15:00	15	19	11	1	2	2	1																																51	
15:15	14	7	3	1	2	4	1	1		1																													34	
15:30	8	7	4	3	1																																		23	
15:45	4	6	3	1		1			1																														16	
16:00	8	10	3	1	3	1		1																															27	
16:15	14	10	8	1	1		1																																35	
16:30	12	7	3		1																																		23	
16:45	6	9	6	1	2																																		24	
17:00	9	12		2																																			23	
17:15	8	5	1																																				14	
17:30	13	9																																					22	
17:45	6																																						6	
Total	444	366	193	103	79	50	31	18	8	10	5	7	5	8	10	8	4	5	3	6	5	3	5	2	2	4	1	1	7	4	6	2	6	3	5	6	1	1	1427	

LOCATION: Sainsburys, Midsomer Norton

DATE: 12/06/2014

TIME PERIOD: 08:00 to 18:00

DAY: Thursday

TYPE LGV

Count of REG In Period	Duration of Stay	00:00	00:15	00:30	00:45	01:00	01:30	02:00	03:00	06:45	07:00	Total
08:00				1								1
08:30			1									1
08:45							1					1
09:15	1										1	2
09:30	1											1
09:45					1							1
10:45	1											1
11:00	2											2
11:15										1		1
11:30			1	1		1						3
11:45			2						1			3
12:15					1							1
12:30			1									1
12:45	1		1	1								3
13:00			1									1
14:15				1								1
14:30	2											2
14:45	1			1				1				3
15:00	1			1			1					3
16:45	1		1									2
16:15	1											1
16:30			1									1
16:45	1											1
17:00	1											1
17:15	1											1
17:30	1											1
17:45	1											1
Total	17	9	6	2	1	2	1	1	1	1	1	41

TYPE HGV

Count of REG In Period	Duration of Stay	00:00	00:15	01:00	Total
10:15		1			1
12:00				1	1
12:45		1	1		2
Total	2	1	1	1	4

LOCATION: Sainsburys, Midsomer Norton

DATE: 12/06/2014

TIME PERIOD: 08:00 to 18:00

DAY: Thursday

No	Location	Recs	Match	Unmatch	Selected	%match
1	SAINSBURYS IN	1010	915	95	1010	90.6%
2	SAINSBURYS EAST IN	587	557	30	587	94.9%
3	SAINSBURYS OUT	1600	1472	128	1600	92.0%

LOCATION: Sainsburys, Midsomer Norton

DATE: 12/06/2014

TIME PERIOD: 08:00 to 18:00

DAY: Thursday

	West Entry				East Entry				Sainsburys Exit				Accumulation			
TimePeriod	Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total
08:00	44	1	0	45	31	0	0	31	14	0	0	14	61	1	0	62
08:15	27	0	0	27	18	0	0	18	13	0	0	13	93	1	0	94
08:30	42	1	0	43	36	0	0	36	60	0	0	60	111	2	0	113
08:45	30	1	0	31	18	0	0	18	48	1	0	49	111	2	0	113
09:00	36	0	0	36	18	0	0	18	29	1	0	30	136	1	0	137
09:15	22	2	0	24	20	0	0	20	34	3	0	37	144	0	0	144
09:30	32	1	0	33	11	0	0	11	32	2	1	35	155	-1	-1	153
09:45	27	1	0	28	21	0	0	21	28	0	0	28	175	0	-1	174
10:00	30	0	0	30	24	0	0	24	47	3	0	50	182	-3	-1	178
10:15	20	0	0	20	16	0	1	17	34	2	1	37	184	-5	-1	178
10:30	19	0	0	19	10	0	0	10	33	0	1	34	180	-5	-2	173
10:45	25	0	0	25	13	1	0	14	42	1	0	43	176	-5	-2	169
11:00	19	2	0	21	22	0	0	22	34	1	0	35	183	-4	-2	177
11:15	24	0	0	24	17	1	0	18	35	2	0	37	189	-5	-2	182
11:30	40	2	0	42	16	1	0	17	50	2	0	52	195	-4	-2	189
11:45	32	3	0	35	12	0	0	12	54	0	1	55	185	-1	-3	181
12:00	20	0	0	20	14	1	1	16	42	1	0	43	177	-1	-2	174
12:15	20	1	0	21	14	0	0	14	38	5	0	43	173	-5	-2	166
12:30	22	1	0	23	9	0	0	9	49	0	0	49	155	-4	-2	149
12:45	21	3	1	25	13	1	1	15	41	1	1	43	148	-1	-1	146
13:00	30	1	0	31	15	0	0	15	42	2	1	45	151	-2	-2	147
13:15	22	0	0	22	8	0	0	8	38	0	1	39	143	-2	-3	138
13:30	24	0	0	24	8	0	0	8	32	0	0	32	143	-2	-3	138
13:45	19	0	0	19	8	0	0	8	25	0	0	25	145	-2	-3	140
14:00	22	0	0	22	9	0	0	9	38	0	0	38	138	-2	-3	133
14:15	23	1	0	24	18	0	0	18	28	0	0	28	151	-1	-3	147
14:30	28	1	0	29	20	1	0	21	41	1	0	42	158	0	-3	155
14:45	22	3	0	25	11	0	0	11	46	3	0	49	145	0	-3	142
15:00	31	1	0	32	23	2	0	25	30	2	0	32	169	1	-3	167
15:15	27	0	0	27	8	0	0	8	68	1	0	69	136	0	-3	133
15:30	19	0	0	19	7	0	0	7	53	0	0	53	109	0	-3	106
15:45	13	0	0	13	5	2	0	7	41	0	0	41	86	2	-3	85
16:00	18	0	0	18	13	0	0	13	21	1	0	22	96	1	-3	94
16:15	18	1	0	19	18	0	0	18	43	2	0	45	89	0	-3	86
16:30	14	0	0	14	9	1	0	10	42	3	0	45	70	-2	-3	65
16:45	19	0	0	19	9	1	0	10	37	2	0	39	61	-3	-3	55
17:00	16	0	0	16	9	2	0	11	45	4	0	49	41	-5	-3	33
17:15	10	0	0	10	5	1	0	6	27	0	0	27	29	-4	-3	22
17:30	13	1	1	15	12	0	0	12	39	1	0	40	15	-4	-2	9
17:45	13	1	0	14	1	0	0	1	27	3	0	30	2	-6	-2	-6
Total	979	29	2	1010	569	15	3	587	1541	52	7	1600	PEAK			189
													CAPACITY		254	
													% CAPACITY		74.4%	

Notes

The car park accumulation is based on counts from the raw registration plate files.

There is a school car park accessed directly from the Sainsburys eastern access - this was not surveyed but will have had an effect on the overall entry & exit survey.

Capacity is based on all parking areas available within the survey cordon, which includes Sainsburys, the council car park and on street parking.



APPENDIX C

Radstock Registration Plate Data

LOCATION: Radstock

DATE: 12/06/2014

TIME PERIOD: 08:00 to 18:00

DAY: Thursday

NAME	Fortescue Road
BEAT	FR
TYPE	(All)

Count of REG PLATE	Duration of stay					
Arrival	00:30	01:00	01:30	02:00	02:30	Total
08:00	3	1	1			5
08:30	4	2				6
09:00	3					3
09:30	5					5
10:00	4	1				5
10:30	4	1				5
11:00	6					6
11:30	5					5
12:00	7	1				8
12:30	4	2		1		7
13:00	4					4
13:30	4	1				5
14:00	3	1				4
14:30	3			1		4
15:00	2			1	2	5
15:30	1	1	1			3
16:00	1					1
16:30	2					2
17:00	3		2			5
17:30		4				4
Total	68	15	4	3	2	92

Vehicles present at start of survey

NAME	Fortescue Road
BEAT	(All)
TYPE	(All)
Arr	08:00

Count of REG PLATE	Duration			
Departure	00:30	01:00	01:30	Total
08:00	3			3
08:30		1		1
09:00			1	1
Total	3	1	1	5

Vehicles present at end of survey

NAME	Fortescue Road
BEAT	(All)
TYPE	(All)
Dep	17:30

Count of REG PLATE	Duration		
Arrival	00:30	01:00	Total
17:00		2	2
17:30	4		4
Total	4	2	6

LOCATION: Radstock

DATE: 12/06/2014

TIME PERIOD: 08:00 to 18:00

DAY: Thursday

NAME	The Library
BEAT	TL
TYPE	(All)

Count of REG PLATE	Duration of stay																				
Arrival	00:30	01:00	01:30	02:00	02:30	03:00	03:30	04:00	04:30	05:00	05:30	06:00	06:30	07:00	07:30	08:00	08:30	09:00	09:30	10:30	Total
08:00	2	3		1	1	1												1		2	11
08:30	5	2	1				1	1	1		1		1	1				1			15
09:00	10	1		2	1	2	6		1	1	2	3	4	1	1	1	2		1		39
09:30	2	2	2	1		1	1				1					1					11
10:00	1	4						1			1										7
10:30		1					1									1					3
11:00	2	2		1	1				1												7
11:30		1																			1
12:00	4	1	3	1		1				1			1								12
12:30	1							1	1			1									4
13:00	1		1		1																3
13:30	1		1				1														3
14:00	1	1	1	1		3	1														8
14:30		5																			5
15:00	14	2	3	1																	20
15:30			1	1																	2
16:00		2																			2
16:30	1			1																	2
17:00	2		7																		9
17:30		3																			3
Total	47	30	20	10	4	8	11	3	4	2	5	4	6	2	1	3	2	2	1	2	167

LOCATION: Radstock

DATE: 12/06/2014

TIME PERIOD: 08:00 to 18:00

DAY: Thursday

Vehicles present at start of survey

NAME	The Library
BEAT	(All)
TYPE	(All)
Arr	08:00

Count of REG PLATE Departure	Duration 00:30	01:00	02:00	02:30	03:00	09:00	10:00	Total
08:00	2							2
08:30		3						3
09:30			1					1
10:00				1				1
10:30					1			1
16:30						1		1
17:30							2	2
Total	2	3	1	1	1	1	2	11

Vehicles present at end of survey

NAME	The Library
BEAT	(All)
TYPE	(All)
Dep	17:30

Count of REG PLATE Arrival	Duration 00:30	01:00	01:30	05:30	06:00	07:30	09:00	10:00	Total
08:00								2	2
09:00							1		1
10:30						1			1
12:00					1				1
12:30				1					1
16:30			1						1
17:00		7							7
17:30	3								3
Total	3	7	1	1	1	1	1	2	17

LOCATION: Radstock

DATE: 12/06/2014

TIME PERIOD: 08:00 to 18:00

DAY: Thursday

NAME	Playground
BEAT	P
TYPE	(All)

Count of REG PLATE	Duration of stay										
Arrival	00:30	01:00	01:30	02:00	02:30	03:00	03:30	04:00	04:30	Total	
08:00	2	1								3	
09:00	1	1		2						4	
09:30	2	1	1	1					1	6	
10:00	1	1	1	1						4	
10:30	3	3	1			2				9	
11:00	4	3	7							14	
11:30	3						1			4	
12:00	1		1	2				1		5	
12:30	2	3		3						8	
13:00	4	1		1	1					7	
13:30	4	2	1							7	
14:00	1	2	1						1	5	
14:30	2									2	
15:00	2	2								4	
15:30	6		1			2				9	
16:00	3	5			5					13	
16:30	7			1						8	
17:00	5		2							7	
17:30		3								3	
Total	53	28	16	11	6	4	1	1	2	122	

Vehicles present at start of survey

NAME	Playground
BEAT	(All)
TYPE	(All)
Arr	08:00

Count of REG PLATE	Duration		
Departure	00:30	01:00	Total
08:00	2		2
08:30		1	1
Total	2	1	3

Vehicles present at end of survey

NAME	Playground
BEAT	(All)
TYPE	(All)
Dep	17:30

Count of REG PLATE	Duration						
Arrival	00:30	01:00	01:30	02:00	02:30	04:00	Total
14:00						1	1
15:30					2		2
16:00				5			5
16:30			1				1
17:00		2					2
17:30	3						3
Total	3	2	1	5	2	1	14

LOCATION: Radstock

DATE: 12/06/2014

TIME PERIOD: 08:00 to 18:00

DAY: Thursday

NAME	The Street
BEAT	TS
TYPE	(All)

Count of REG PLATE	Duration of stay				
Arrival	00:30	01:00	01:30	04:00	Total
08:00	2	1		1	4
08:30	7				7
09:00	6				6
09:30	5	2			7
10:00	4	1	2		7
10:30	3				3
11:00	3	2			5
11:30	6	1			7
12:00	7	1		1	9
12:30	4				4
13:00	3				3
13:30	4				4
14:00	3	1			4
14:30	2				2
15:00	6	1			7
15:30	4	1			5
16:00	4	2			6
16:30	4				4
17:00	4		7		11
17:30		4			4
Total	81	17	9	2	109

Vehicles present at start of survey

NAME	The Street
BEAT	(All)
TYPE	(All)
Arr	08:00

Count of REG PLATE	Duration			
Departure	00:30	01:00	04:00	Total
08:00	2			2
08:30		1		1
11:30			1	1
Total	2	1	1	4

Vehicles present at end of survey

NAME	The Street
BEAT	(All)
TYPE	(All)
Dep	17:30

Count of REG PLATE	Duration		
Arrival	00:30	01:00	Total
17:00		7	7
17:30	4		4
Total	4	7	11

LOCATION: Radstock

DATE: 12/06/2014

TIME PERIOD: 08:00 to 18:00

DAY: Thursday

NAME	Victoria Square CP
BEAT	VSCP
TYPE	(All)

Count of REG PLATE	Duration of stay																					
	Arrival	00:30	01:00	01:30	02:00	03:00	03:30	04:00	04:30	05:00	05:30	06:00	06:30	07:00	07:30	08:00	08:30	09:00	09:30	10:00	10:30	Total
08:00			2	1				1			1	2	1		5	5	1	1	1		6	27
08:30	1	1	1								1			1						2		7
09:00	6	4			1				1										2			14
09:30	1	1								2	1											5
10:00	2	1			1					1			1									6
10:30	1																					1
11:00	2																					2
11:30	1							1														2
12:00		2									1											3
13:00		1			1						1											3
13:30	1	1					1															3
14:00		1		1			1		1													4
14:30	1																					1
15:00	8	1	1																			10
15:30	5		2		1																	8
16:00	3	1																				4
16:30	3	1		2																		6
17:00	4		1																			5
17:30		3																				3
Total	39	18	7	4	4	2	2	2	3	5	2	2	1	5	5	1	1	3	2	6	114	

LOCATION: Radstock

DATE: 12/06/2014

TIME PERIOD: 08:00 to 18:00

DAY: Thursday

Vehicles present at start of survey

NAME	Victoria Square CP
BEAT	(All)
TYPE	(All)
Arr	08:00

Count of REG PLATE Departure	Duration 01:30	02:00	04:00	05:30	06:00	06:30	07:30	08:00	08:30	09:00	09:30	10:00	Total
09:00	2												2
09:30		1											1
11:30			1										1
13:00				1									1
13:30					2								2
14:00						1							1
15:00							5						5
15:30								5					5
16:00									1				1
16:30										1			1
17:00											1		1
17:30												6	6
Total	2	1	1	1	2	1	5	5	1	1	1	6	27

Vehicles present at end of survey

NAME	Victoria Square CP
BEAT	(All)
TYPE	(All)
Dep	17:30

Count of REG PLATE Arrival	Duration 00:30	01:00	01:30	02:30	04:00	05:00	09:00	09:30	10:00	Total
08:00									6	6
08:30								2		2
09:00							2			2
13:00						1				1
14:00					1					1
15:30				1						1
16:30			2							2
17:00		1								1
17:30	3									3
Total	3	1	2	1	1	1	2	2	6	19

LOCATION: Radstock

DATE: 12/06/2014

TIME PERIOD: 08:00 to 18:00

DAY: Thursday

NAME	Victoria Square
BEAT	(Multiple Items)
TYPE	(All)

Count of REG PLATE	Duration of stay					
Arrival	00:30	01:00	01:30	03:30	06:30	Total
08:00	2	1	3			6
08:30	8					8
09:00	8					8
09:30	6					6
10:00	8					8
10:30	11	1				12
11:00	2	1				3
11:30	10					10
12:00	8	1			1	10
12:30	4					4
13:00	6					6
13:30	2					2
14:00	3	1				4
14:30	4					4
15:00	10	1		1		12
15:30	5					5
16:00	7	1				8
16:30	7	2				9
17:00	4		2			6
17:30		11				11
Total	115	20	5	1	1	142

Vehicles present at start of survey

NAME	Victoria Square
BEAT	(All)
TYPE	(All)
Arr	08:00

Count of REG PLATE	Duration			
Departure	00:30	01:00	01:30	Total
08:00	2			2
08:30		1		1
09:00			3	3
Total	2	1	3	6

Vehicles present at end of survey

NAME	Victoria Square
BEAT	(All)
TYPE	(All)
Dep	17:30

Count of REG PLATE	Duration				
Arrival	00:30	01:00	03:00	06:00	Total
12:00				1	1
15:00			1		1
17:00		2			2
17:30	11				11
Total	11	2	1	1	15

LOCATION: Radstock

DATE: 12/06/2014

TIME PERIOD: 08:00 to 18:00

DAY: Thursday

Time	Accumulation					
	Victoria Square Car Park	Victoria Square	Fortescue Road	The Street	The Library	Playground
08:00	27	6	5	4	11	3
08:30	34	12	8	9	24	1
09:00	47	11	6	7	55	4
09:30	43	6	5	8	54	9
10:00	42	8	5	10	56	10
10:30	40	12	6	7	55	17
11:00	40	4	7	8	53	24
11:30	40	11	5	10	49	19
12:00	40	10	8	10	56	16
12:30	40	6	8	6	47	16
13:00	40	7	7	4	45	21
13:30	41	3	6	5	42	18
14:00	40	5	6	5	44	15
14:30	37	6	5	4	45	11
15:00	43	13	6	8	57	8
15:30	36	8	7	7	31	13
16:00	27	10	7	7	29	17
16:30	27	12	6	6	26	22
17:00	24	10	7	11	22	16
17:30	19	15	6	11	17	14
Peak Accumulation	47	15	8	11	57	24

LOCATION: Radco, Radstock

DATE: 12/06/2014

TIME PERIOD: 07:00 to 19:00

DAY: Thursday

NAME	Radco
BEAT	(All)
TYPE	(All)

Count of REG PLATE	Duration	01:00	01:30	02:00	02:30	03:00	03:30	04:00	04:30	05:00	05:30	06:00	06:30	07:00	07:30	08:30	09:00	09:30	10:00	10:30	Total
Arrival	00:30																				
07:00			1	1	1	1	1						1		1	2				1	10
07:30	1		1											1							3
08:00	2	1				2										1		1			7
08:30	8	2								2		3									15
09:00	19	5	1			1		2									1		1		30
09:30	24	7				1			2							1					33
10:00	32	11	4	2				1	1		1	1			1						54
10:30	27	11	7	1				2													48
11:00	23	11	1	3		1							1								40
11:30	31	8	3		1																43
12:00	29	3	5		3	1									1						42
12:30	26	6	1	1									1								35
13:00	25	7		1						1	1	1									36
13:30	20	5	2			1					1										29
14:00	25	8	1							1											35
14:30	31	8	1				1														41
15:00	22	7	2																		31
15:30	28	1					1														30
16:00	29	4				1															34
16:30	37		2		3																42
17:00	25	1	1	2																	29
17:30	20	1																			21
18:00	19	5																			24
18:30	15																				15
Total	518	112	33	11	8	9	3	3	3	4	3	5	3	2	2	4	1	1	1	1	727

LOCATION: Radco, Radstock

DATE: 12/06/2014

TIME PERIOD: 07:00 to 19:00

DAY: Thursday

Vehicles present at start of survey

NAME	Radco
BEAT	(All)
TYPE	(All)
Arr	07:00

Count of REG PLATE	Duration											
Arrival	01:30	02:00	02:30	03:00	03:30	06:30	07:30	08:30	10:30	Total		
08:00	1									1		
08:30		1								1		
09:00			1							1		
09:30				1						1		
10:00					1					1		
13:00						1				1		
14:00							1			1		
15:00								2		2		
17:00									1	1		
Total	1	1	1	1	1	1	1	2	1	10		

Vehicles present at end of survey

NAME	Radco
BEAT	(All)
TYPE	(All)
Dep	18:30

Count of REG PLATE	Duration												
Arrival	00:30	01:00	02:00	02:30	03:00	03:30	05:00	05:30	06:00	06:30	07:00	10:00	Total
09:00												1	1
12:00											1		1
12:30										1			1
13:00									1				1
13:30								1					1
14:00							1						1
15:30						1							1
16:00					1								1
16:30				3									3
17:00			2										2
18:00		5											5
18:30	15												15
Total	15	5	2	3	1	1	1	1	1	1	1	1	33

LOCATION: Radco, Radstock

DATE: 12/06/2014

TIME PERIOD: 07:00 to 19:00

DAY: Thursday

Accumulation	
Time	Radco
07:00	10
07:30	13
08:00	19
08:30	31
09:00	50
09:30	61
10:00	85
10:30	92
11:00	92
11:30	97
12:00	87
12:30	82
13:00	83
13:30	71
14:00	75
14:30	74
15:00	62
15:30	58
16:00	55
16:30	63
17:00	51
17:30	43
18:00	40
18:30	33
Peak Accumulation	97



LOCATION: Waterloo Road

DATE: 12/06/2014

TIME PERIOD: 08:00 to 18:00

DAY: Thursday

No	Location	Recs	Match	Unmatch	Selected	%match
1	Waterloo Rd IN	106	106	0	106	100.0%
2	Waterloo Rd OUT	106	106	0	106	100.0%



LOCATION: Waterloo Road

DATE: 12/06/2014

TIME PERIOD: 08:00 to 18:00

DAY: Thursday

TYPE CAR

Count of REG Arrival	Duration of Stay																										Total	
	00:00	00:15	00:30	00:45	01:00	01:15	01:30	01:45	02:00	02:15	02:30	03:30	03:45	04:00	04:30	05:00	06:15	06:30	07:00	07:15	07:45	08:00	08:30	08:45	09:00	09:15		10:00
08:00								1			1				1	1			1	1	1				1		1	9
08:15																					1	1						2
08:30	1																							1		1		3
08:45				2														1				2			1		1	5
09:00																				1								1
09:15										1										1				1				3
09:30	1		1			1								1					1									5
09:45	1	2									1	1																5
10:00			1	1					1									1										4
10:15	1	1						1																				3
10:30		1							1																			2
10:45													1															1
11:00	2				1																							3
11:15								1																				1
11:30	1	1																										2
11:45			1	1	1																							3
12:00								1																				1
12:15			1																									1
12:30	1		2																									4
12:45									1		1																	2
13:15															1													2
13:30	2					1	1	1																				5
13:45	1	1									1	1																4
14:00	2	1			1	1																						5
14:30						1																						1
15:00		1	1																									2
15:15			1																									1
15:30	1																											1
15:45			2		1																							3
16:00		1																										1
16:15							2																					2
16:30	1	1	1																									3
16:45					4																							4
17:00	1			3																								4
17:30			1																									1
Total	16	10	12	7	8	4	6	3	3	3	4	1	1	1	2	1	1	1	2	3	2	3	1	1	1	1	1	99



LOCATION: Waterloo Road

DATE: 12/06/2014

TIME PERIOD: 08:00 to 18:00

DAY: Thursday

TYPE LGV

Count of REG Arrival	Duration of Stay								Total
	00:30	00:45	01:00	01:15	01:30	08:15	08:30		
08:15							1		1
08:30						1			1
11:00					1				1
16:30	1								1
16:45			1	1					2
17:00		1							1
Total	1	1	1	1	1	1	1		7

LOCATION: Waterloo Road

DATE: 12/06/2014

TIME PERIOD: 08:00 to 18:00

DAY: Thursday

VEHICLES PARKED AT 08:00

TYPE	(All)
IN PERIOD	08:00

Count of REG Arrival	Duration of Stay 01:45	02:30	04:30	05:00	07:00	07:15	07:45	09:00	10:00	Total
09:45	1									1
10:30		1								1
12:30			1							1
13:00				1						1
15:00					1					1
15:15						1				1
16:00							1			1
17:00								1		1
18:00									1	1
Total	1	1	1	1	1	1	1	1	1	9

VEHICLES PARKED AT 18:00

TYPE	(All)
OUT PERIOD	18:00

Count of REG Arrival	Duration of Stay 00:30	00:45	01:00	01:15	01:30	08:30	09:15	10:00	Total
08:00								1	1
08:30							1		1
09:15						1			1
16:15					2				2
16:45			4	1					5
17:00		4							4
17:30	1								1
Total	1	4	4	1	2	1	1	1	15

LOCATION: Waterloo Road

DATE: 12/06/2014

TIME PERIOD: 08:00 to 18:00

DAY: Thursday

Time	Inbound		Total	Outbound		Total	Accumulation		Total
	Car	LGV		Car	LGV		Car	LGV	
08:00	9	0	9	0	0	0	9	0	9
08:15	2	1	3	0	0	0	11	1	12
08:30	3	1	4	0	0	0	14	2	16
08:45	5	0	5	1	0	1	18	2	20
09:00	1	0	1	0	0	0	19	2	21
09:15	3	0	3	0	0	0	22	2	24
09:30	5	0	5	2	0	2	25	2	27
09:45	5	0	5	3	0	3	27	2	29
10:00	4	0	4	2	0	2	29	2	31
10:15	3	0	3	1	0	1	31	2	33
10:30	2	0	2	3	0	3	30	2	32
10:45	1	0	1	2	0	2	29	2	31
11:00	3	1	4	3	0	3	29	3	32
11:15	1	0	1	1	0	1	29	3	32
11:30	2	0	2	1	0	1	30	3	33
11:45	3	0	3	3	0	3	30	3	33
12:00	1	0	1	2	0	2	29	3	32
12:15	1	0	1	1	0	1	29	3	32
12:30	4	0	4	4	0	4	29	3	32
12:45	2	0	2	2	1	3	29	2	31
13:00	0	0	0	6	0	6	23	2	25
13:15	2	0	2	0	0	0	25	2	27
13:30	5	0	5	1	0	1	29	2	31
13:45	4	0	4	3	0	3	30	2	32
14:00	5	0	5	3	0	3	32	2	34
14:15	0	0	0	1	0	1	31	2	33
14:30	1	0	1	1	0	1	31	2	33
14:45	0	0	0	3	0	3	28	2	30
15:00	2	0	2	1	0	1	29	2	31
15:15	1	0	1	7	0	7	23	2	25
15:30	1	0	1	3	0	3	21	2	23
15:45	3	0	3	2	0	2	22	2	24
16:00	1	0	1	4	0	4	19	2	21
16:15	2	0	2	4	0	4	17	2	19
16:30	3	1	4	6	0	6	14	3	17
16:45	4	2	6	2	0	2	16	5	21
17:00	4	1	5	5	2	7	15	4	19
17:15	0	0	0	1	1	2	14	3	17
17:30	1	0	1	1	0	1	14	3	17
17:45	0	0	0	2	0	2	12	3	15
18:00	0	0	0	12	3	15	0	0	0
Total	99	7	106	99	7	106	Peak Accumulation		34

LOCATION: Sainsburys, Midsomer Norton

DATE: 12/06/14

TIME PERIOD: 08:00 to 18:00

DAY: Thursday

	West Entry				East Entry				Sainsburys Exit				Accumulation			
TimePeriod	Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total
08:00	44	1	0	45	31	0	0	31	14	0	0	14	61	1	0	62
08:15	27	0	0	27	18	0	0	18	13	0	0	13	93	1	0	94
08:30	42	1	0	43	36	0	0	36	60	0	0	60	111	2	0	113
08:45	30	1	0	31	18	0	0	18	48	1	0	49	111	2	0	113
09:00	36	0	0	36	18	0	0	18	29	1	0	30	136	1	0	137
09:15	22	2	0	24	20	0	0	20	34	3	0	37	144	0	0	144
09:30	32	1	0	33	11	0	0	11	32	2	1	35	155	-1	-1	153
09:45	27	1	0	28	21	0	0	21	28	0	0	28	175	0	-1	174
10:00	30	0	0	30	24	0	0	24	47	3	0	50	182	-3	-1	178
10:15	20	0	0	20	16	0	1	17	34	2	1	37	184	-5	-1	178
10:30	19	0	0	19	10	0	0	10	33	0	1	34	180	-5	-2	173
10:45	25	0	0	25	13	1	0	14	42	1	0	43	176	-5	-2	169
11:00	19	2	0	21	22	0	0	22	34	1	0	35	183	-4	-2	177
11:15	24	0	0	24	17	1	0	18	35	2	0	37	189	-5	-2	182
11:30	40	2	0	42	16	1	0	17	50	2	0	52	195	-4	-2	189
11:45	32	3	0	35	12	0	0	12	54	0	1	55	185	-1	-3	181
12:00	20	0	0	20	14	1	1	16	42	1	0	43	177	-1	-2	174
12:15	20	1	0	21	14	0	0	14	38	5	0	43	173	-5	-2	166
12:30	22	1	0	23	9	0	0	9	49	0	0	49	155	-4	-2	149
12:45	21	3	1	25	13	1	1	15	41	1	1	43	148	-1	-1	146
13:00	30	1	0	31	15	0	0	15	42	2	1	45	151	-2	-2	147
13:15	22	0	0	22	8	0	0	8	38	0	1	39	143	-2	-3	138
13:30	24	0	0	24	8	0	0	8	32	0	0	32	143	-2	-3	138
13:45	19	0	0	19	8	0	0	8	25	0	0	25	145	-2	-3	140
14:00	22	0	0	22	9	0	0	9	38	0	0	38	138	-2	-3	133
14:15	23	1	0	24	18	0	0	18	28	0	0	28	151	-1	-3	147
14:30	28	1	0	29	20	1	0	21	41	1	0	42	158	0	-3	155
14:45	22	3	0	25	11	0	0	11	46	3	0	49	145	0	-3	142
15:00	31	1	0	32	23	2	0	25	30	2	0	32	169	1	-3	167
15:15	27	0	0	27	8	0	0	8	68	1	0	69	136	0	-3	133
15:30	19	0	0	19	7	0	0	7	53	0	0	53	109	0	-3	106
15:45	13	0	0	13	5	2	0	7	41	0	0	41	86	2	-3	85
16:00	18	0	0	18	13	0	0	13	21	1	0	22	96	1	-3	94
16:15	18	1	0	19	18	0	0	18	43	2	0	45	89	0	-3	86
16:30	14	0	0	14	9	1	0	10	42	3	0	45	70	-2	-3	65
16:45	19	0	0	19	9	1	0	10	37	2	0	39	61	-3	-3	55
17:00	16	0	0	16	9	2	0	11	45	4	0	49	41	-5	-3	33
17:15	10	0	0	10	5	1	0	6	27	0	0	27	29	-4	-3	22
17:30	13	1	1	15	12	0	0	12	39	1	0	40	15	-4	-2	9
17:45	13	1	0	14	1	0	0	1	27	3	0	30	2	-6	-2	-6
Total	979	29	2	1010	569	15	3	587	1541	52	7	1600	PEAK			189
													CAPACITY			254
													% CAPACITY			74.4%

Notes

The car park accumulation is based on counts from the raw registration plate files.

There is a school car park accessed directly from the Sainsburys eastern access - this was not surveyed but will have had an effect on the overall entry & exit survey.

Capacity is based on all parking areas available within the survey cordon, which includes Sainsburys, the council car park and on street parking.

This page is intentionally left blank

LOCATION: Midsomer Norton

DATE: 12/06/14

TIME PERIOD: 08:00 to 18:00

DAY: Thursday

NAME	Sports Centre
BEAT	SC
TYPE	(All)

Count of REG PLATE	Duration															
Arrival	0:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:30	7:30	8:00	9:00	Total
8:30	13	2	3	1					1		1	1		1		23
9:00	3	7	8	3	1					1					1	24
9:30		5	3					1								9
10:00	1	5		3			3									12
10:30	4	1	6			1							1			13
11:00	1	8	3		4	2										18
11:30	2		1	4	1											8
12:00	2	1	8													11
12:30	6	8	1	1												16
13:00	3	2	3													8
13:30	7	6	4	1				1								19
14:00	1	1	2	2		1										7
14:30	2	3	1	2	1		1									10
15:00	2	4	5	3		1										15
15:30	3	5	4	1	1											14
16:00	11	9	2	5												27
16:30	15	6	8													29
17:00	1	18														19
17:30	7															7
Total	84	91	62	26	8	5	4	2	1	1	1	1	1	1	1	289

Vehicles present at start of survey

NAME	Sports Centre
BEAT	SC
TYPE	(All)
Arr	8:00

Count of REG PLATE	Duration
Departure	Total
Total	

Vehicles present at end of survey

NAME	Sports Centre
BEAT	SC
TYPE	(All)
Dep	17:30

Count of REG PLATE	Duration										
Arrival	0:30	1:00	1:30	2:00	2:30	3:00	3:30	7:30	9:00	Total	
9:00									1	1	
10:30								1		1	
14:30							1			1	
15:00						1				1	
15:30					1					1	
16:00				5						5	
16:30			8							8	
17:00		18								18	
17:30	7									7	
Total	7	18	8	5	1	1	1	1	1	43	

This page is intentionally left blank

Annex 2(i) - 2022/23 Budget Savings and Income Generation Proposals

2022/23 - 2024/25 Budget Savings and Income Generation Proposals								
Savings Title	How to be achieved	Portfolio Holder / Director	22/23 Saving £000	23/24 Saving £000	24/25 Saving £000	Risk to delivery of saving (RAG)	FTE Reduction	Impacts to service delivery
Portfolio: Economic Development and Resources								
Capital Financing and Treasury Management	To review the Councils capital borrowing requirement to align with the capital delivery programme, review opportunities for Council debt financing and strategic investment of core balances	Clr Richard Samuel / Andy Rothery	2,000		(1,000)	G	0	None
Unfunded pensions	Rebase corporate budget for historic pension liabilities in line with reduction in actual charges	Clr Richard Samuel / Andy Rothery	100			G	0	None
Business Rates	Release unallocated provision held for business rate revaluation increases on Council properties	Clr Richard Samuel / Andy Rothery	45			G	0	None
Rebase pool car budget	A realignment of the Council's pool car budget will be achieved by careful contract management and a retender of the contract in May 2022	Clr Richard Samuel / Cherry Bennett	10			A	0	There may be one less pool car as a result of the savings required but we hope to mitigate this with the retender of the contract
Strategy, Engagement and Marketing Vacancy	Delete vacant Executive Policy Officer post	Clr Richard Samuel / Cherry Bennett	27	8		G	1	None
Reduce Corporate Communications Budget	Rebase marketing materials and production budget in line with expenditure plan	Clr Richard Samuel / Cherry Bennett	34			A	0	None
Legal Administration Support and Subscriptions Reduction	Over the last two years Legal services have implemented electronic trial bundling and electronic sealing of contracts and moved to using online encyclopaedia. This has resulted in an easing of capacity pressures for the legal support administration team. Utilise online resources in place of industrial subscription materials	Clr Richard Samuel / Cherry Bennett	36			A	1.6	Unless the electronic solutions are implemented the work pressure could not be sustained resulting in loss of income generation through completion of commercial estate leases and planning permission advice would be impacted
Reduce budget for the annual canvass	The Canvass Reform which was introduced by the UK Government in 2020 has made the annual canvass process simpler and clearer for residents and has resulted in a reduction in printing, postage and administrative costs	Clr Richard Samuel / Cherry Bennett	10			G	0	None
Corporate Estate - Repairs and Maintenance	One-off efficiencies across the running costs and repairs and maintenance budgets across the corporate estate	Clr Richard Samuel / Chris Major	75	(75)		A	0	No impact to service delivery as focus is on prioritisation and rephasing of maintenance works to meet needs
Vacancy / Turnover Factor	Implement a 2% vacancy factor savings across the organisation to account for in-year turnover	Clr Richard Samuel / Various	416			G	0	None
Wedding / corporate hire organisation	Increased wedding and private hire revenue across the organisation as a result of a consolidation of activity delivery into one service. Increased revenue delivered through increased volume and a review of prices	Clr Richard Samuel / Sophie Broadfield	20	30	25	A	0	None
Organisation Restructure	The year two savings of the senior management structure review to ensure that it is fit for purpose and is able to effectively deliver the Corporate Plan	Clr Richard Samuel / Cherry Bennett	58			G	1	None
Reduction in West of England Combined Authority (WECA) Levy	A one-off reduction in Local Enterprise Partnership (LEP) contribution for 2021/22, but reverses in 2022/23	Clr Richard Samuel / Andy Rothery	(40)			G	0	None
Income - Business and Skills Staffing Recharges	Review of all staff recharges to capital, revenue, grant and external projects	Clr Richard Samuel / Sophie Broadfield	34			G	1	None
Income - Commercial Estate	Align budget to in-year activity and business plan for Investment and new lettings.	Clr Richard Samuel / Andy Rothery	1,000	1,000		A	0	None
Economic Development and Resources Total			3,825	963	(975)		4.6	
Portfolio: Climate and Sustainable Travel								
Sustainability Budgets	Rebase staffing budgets to fund new structure proposal	Clr Sarah Warren / Sophie Broadfield	34			A	0	None
Vacancy / Turnover Factor	Implement a 2% vacancy factor savings across the organisation to account for in-year turnover	Clr Sarah Warren / Various	15			G	0	None
Income - Staff Recharges	Review of all staff recharges to capital, revenue, grant and external projects	Clr Sarah Warren / Sophie Broadfield	73			A	0	None
Climate and Sustainable Travel Total			122	0	0		0	
Portfolio: Adults and Council House Building								
Physical Disability & Sensory Impairment Purchasing Activity	Budget rebase in line with reducing current purchased care costs	Clr Alison Born and Clr Tom Davies / Suzanne Westhead	750			G	0	None
Rebase budget on spend on resources	Budget rebase following review of services and resources	Clr Alison Born and Clr Tom Davies / Suzanne Westhead	300			G	0	None
Transformation Projects	Efficiency outputs from transformation projects x 6 within Adult Social Care	Clr Alison Born and Clr Tom Davies / Suzanne Westhead	1,000			A	0	None
Community - Contract Management Framework	Review of contract management for services	Clr Alison Born and Clr Tom Davies / Suzanne Westhead	338			A	0	None
Community - Review of Care Package Delivery	Review of existing packages to identify any efficiencies	Clr Alison Born and Clr Tom Davies / Suzanne Westhead	1,000			G	0	Changes to packages and placements ensuring users eligible needs are met and that the cost of meeting those needs is commissioned as a fair and reasonable rate
Vacancy / Turnover Factor	Implement a 2% vacancy factor savings across the organisation to account for in-year turnover	Clr Alison Born and Clr Tom Davies / Various	92			G	0	None
Income - Granting Funding - support of Adult Social Care	Additional Improved Better Care Fund funding to be used against the Protection of Social Care activity within the plan	Clr Alison Born and Clr Tom Davies / Suzanne Westhead	200			G	0	None
Adults and Council House Building Total			3,680	0	0		0	

Annex 2(i) - 2022/23 Budget Savings and Income Generation Proposals

2022/23 - 2024/25 Budget Savings and Income Generation Proposals								
Savings Title	How to be achieved	Portfolio Holder / Director	22/23 Saving £000	23/24 Saving £000	24/25 Saving £000	Risk to delivery of saving (RAG)	FTE Reduction	Impacts to service delivery
Portfolio: Children and Young People, Communities and Culture								
Review of the delivery of the Library and Information service	A review of service delivery options for Keynsham and Midsomer Norton Libraries, a review of the mobile library and outreach service operations; an investigation into how we may deliver some of our customer services differently, following consultation with stakeholders. To allow time to review options, the £100k saving identified for 22/23 will be profiled over both 22/23 and 23/24 with the use of a smoothing reserve.	Clr Dine Romero / Amanda George	100	26		A	6	Increased accessibility to library and information services
Customer Contact Strategy	Introduction of web bot, enabling customers to self-serve via the website	Clr Dine Romero / Amanda George		30		A	1	24/7 access to our services provides increased accessibility and convenience for those customers who can self-serve
Education Commissions	A contribution of £50k will be taken from the Education Commissioning budget to the staffing salary costs. This is acceptable overhead to the Dedicated Schools Grant (DSG). A 50k revenue saving will then be taken from the budget	Clr Dine Romero / Chris Wilford	50			G	0	None
Home to School Transport (HTST) - Alternative Provision	Centralise Alternative Provision onto one site to reduce transport costs	Clr Dine Romero / Chris Wilford		40		A	0	None
Inter-Agency Adoption Fees	Budget rebase due to lower use of this service since the creation of Adoption West	Clr Dine Romero / Mary Kearney-Knowles	50			A	0	None
Foster Care Transformation Project	Revised savings projections from this transformation project, that aims to increase the amount of Foster Carers, and reduce the use of other residential placements	Clr Dine Romero / Mary Kearney-Knowles	711	711	711	A	0	Wide range of changes to service delivery through transformation project
Reunification Transformation Project	Revised savings projections from this transformation project that aims to reunite children and young people with their families, and therefore exit from residential placements	Clr Dine Romero / Mary Kearney-Knowles	495	495	495	A	0	Wide range of changes to service delivery through transformation project
Bath West Children's Centre Service	Provide service in a different way that will not affect front line services	Clr Dine Romero / Mary Kearney-Knowles	36	(36)		G	0	Minimal service delivery impacts. Proposed savings allows the service to provide the same level of service for children, young people and families
Vacancy / Turnover Factor	Implement a 2% vacancy factor savings across the organisation to account for in-year turnover	Clr Dine Romero / Various	330			G	0	None
Income - Early Years Trading Income	Since moving to an on-line traded offer the Early Years teams has seen a significant increase in traded training uptake.	Clr Dine Romero / Chris Wilford		20		G	0	None
Income - Events and Weddings Fees	To increase fees and charges for Weddings and Events	Clr Dine Romero / Chris Major	31			G	0	Increasing fees and charges by 5% could result in event organisers going to other areas outside of Bath and North East Somerset to seek cheaper sites. It may also have an impact on smaller community events, who operate on very tight margins
Children and Young People, Communities and Culture Total			1,803	1,286	1,206		7	
Portfolio: Neighbourhood Services								
Review of Parks Service	Rebasing budgets and restructuring	Clr Dave Wood / Chris Major	87			G	0.8	None
Review of Waste Service	Rebasing budgets and restructuring	Clr Dave Wood / Chris Major	112			G	2	None
Operational Efficiencies - Waste	Review plant equipment and operations	Clr Dave Wood / Chris Major	103			G	0	Less printed materials and more online transactions
Income - Sale of Recyclates	Increased sorting to increase tonnage available for resale	Clr Dave Wood / Chris Major	339			G	0	None
Income - Concessions and Land Hire	Increasing income with new sites for concessions	Clr Dave Wood / Chris Major	44			G	0	None
Drainage Service Redesign	Review resources required to deliver service through reduction in staffing overheads, securing service improvements through use of one-off funding	Clr Dave Wood / Chris Major	52			G	1	Redesign of service offer and realignment of resource to deliver drainage services, investigations and advice in a different way
Street Lighting columns	Capitalise street lighting column replacement with no reduction in service	Clr Dave Wood / Chris Major	156			A		
Area working	Efficiencies from a focus on area based working across the service	Clr Dave Wood / Chris Major	80			A	0	None
Temporary reduction in corporate supported borrowing revenue needs	The Waste Depot project capital financing is being re-profiled and there was an opportunity to use the revenue set aside for Corporate Supported Borrowing (CSB) for two years - 2020/21 and 2021/22. This adjustment reverses the previous one-off saving	Clr Dave Wood / Chris Major	(400)			G	0	None
Odd Down Sports Ground	Investment to enhance income generating activities	Clr Dave Wood / Rebecca Reynolds	45			A	0	None
Golf	Revised community provision at Entry Hill and Approach courses resulting in a reduction in subsidy	Clr Dave Wood / Rebecca Reynolds	10			A	0	None
Vacancy / Turnover Factor	Implement a 2% vacancy factor savings across the organisation to account for in-year turnover	Clr Dave Wood / Various	273			G	0	None
Income - Commercial Waste Fees and Charges	Increased commercial fees and charges	Clr Dave Wood / Chris Major	10			A	0	None
Income - Increase Wedding Ceremonies	Increase in number of wedding ceremonies - new room available for bookings and improved sales through links to Heritage and Parks	Clr Dave Wood / Cherry Bennett	54			G	0	None
Income - Memorial Sales	Increase income through sales of memorials and increase variety of offer	Clr Dave Wood / Chris Major	15			A	0	None
Income - Cremations	Review of cremation charges	Clr Dave Wood / Chris Major	29			A	0	None
Income - Garden Waste Fees	Rebase income budget and increased garden waste fees	Clr Dave Wood / Chris Major	268			G	0	None
Neighbourhood Services Total			1,277	0	0		3.8	

Annex 2(i) - 2022/23 Budget Savings and Income Generation Proposals

2022/23 - 2024/25 Budget Savings and Income Generation Proposals								
Savings Title	How to be achieved	Portfolio Holder / Director	22/23 Saving £000	23/24 Saving £000	24/25 Saving £000	Risk to delivery of saving (RAG)	FTE Reduction	Impacts to service delivery
Portfolio: Transport Services								
Road Safety capital recharge	Increased capital recharge for appropriate costs	Clr Manda Rigby / Chris Major	20			G	0	None
Street works Service redesign	Review staffing requirement to deliver service	Clr Manda Rigby / Chris Major	51			A	0	Vacant post deletion and therefore no impact on current service delivery
Parking Service Redesign	Civil Enforcement Officers (CEOs)	Clr Manda Rigby / Chris Major	61			G	0	Vacant post deletion and therefore no impact on current service delivery
Parking Service Redesign	Service Performance	Clr Manda Rigby / Chris Major	44			G	1	None
CCTV	To undertake a service redesign and restructure to ensure the service can respond, react and be more flexible in responding to emergencies, incidents and planned events. Also review camera maintenance budget	Clr Manda Rigby / Chris Major	14			A	1	None
Traffic Management	Reduce CCTV camera maintenance	Clr Manda Rigby / Chris Major	3			G	0	None
Traffic Management	Increased capital recharge for appropriate costs	Clr Manda Rigby / Chris Major	27			G	0	None
Vacancy / Turnover Factor	Implement a 2% vacancy factor savings across the organisation to account for in-year turnover	Clr Manda Rigby / Various	95			G	0	None
Income - Street works	Increased Section 74 income	Clr Manda Rigby / Chris Major	10			G	0	None
Income - Traffic Management	Increase Traffic Regulation Order (TRO) income	Clr Manda Rigby / Chris Major	39			G	0	None
Income - Parking Charges Review	Increased parking charges	Clr Manda Rigby / Chris Major	626	55		G	0	Increased coverage of parking restrictions outside of core hours, small increase in number of locations subject to charges where free time limited parking is abused
Income - Permit Review	Increase cost of permits for reserve space parking in residential car parks	Clr Manda Rigby / Chris Major	15	15		G	0	
Income - Parking Charges Review	Evening Civil Enforcement Officer (CEO) patrols in Bath City Centre	Clr Manda Rigby / Chris Major	9			G	0	
Income - Parking Charges Review	Introduce Pay and Display (cashless) parking in locations where free limited waiting exists and is abused	Clr Manda Rigby / Chris Major	10			G	0	
Transport Services Total			1,024	70	0		2	
Portfolio: Planning								
Building Control and Public Protection	Service efficiencies for Public Protection	Clr Tim Ball / Chris Major	35			A	0	None
Building Control and Public Protection Staffing Budget	Delete vacant Business Support and Information officer post	Clr Tim Ball / Chris Major	10			G	0.41	None
Springs Maintenance Budget	Reduce Springs maintenance budget	Clr Tim Ball / Chris Major	17			A	0	None
Purchase and Publications Budget	Additional low level budget line reductions across Building Control and Public Protection teams such as in equipment purchases and publications	Clr Tim Ball / Chris Major	7			G	0	None
WECA funding	One-off funding in 2021/22 from WECA to cover costs associated with officer time working on projects that benefit the West of England Combined Authority area. Saving reversed for 2022/23	Clr Tim Ball / Sophie Broadfield	(35)			G	0	None
Planning Restructure	Mini restructure	Clr Tim Ball / Sophie Broadfield	9			G	0.25	Mini restructure and vacancy management with minimal service impact, providing demand does not increase and this will be closely monitored
Licensing	Delayed purchase of new canopies for Southgate Street traders in 2021/22 resulting in one-off saving. Saving reversed for 2022/23 budget	Clr Tim Ball / Chris Major	(7)			G	0	None
Pest Control / Urban Gulls	Gull Count was deferred in 2021/22, resulting in a one-saving. This is reversed in the 2022/23 budget	Clr Tim Ball / Chris Major	(4)			G	0	None
Building Control and Public Protection Staffing Budget	Post held vacant during 2021/22 resulting in a one-off saving. Saving reversed for 2022/23	Clr Tim Ball / Chris Major	(38)			G	0	None
Vacancy / Turnover Factor	Implement a 2% vacancy factor savings across the organisation to account for in-year turnover	Clr Tim Ball / Various	79			G	0	None
Income - Pest Control	Review of Pest Control fees and charges	Clr Tim Ball / Chris Major	21			A	0	None
Income - Spa Water	Income from additional spa water supply contract	Clr Tim Ball / Chris Major	20			A	0	None
Income - Building Regulations	Increase in Building Regulation charges by 3%	Clr Tim Ball / Chris Major	15			A	0	None
Income - Land Charges	Increase in Land Charges fees by 3%	Clr Tim Ball / Chris Major	10			A	0	None
Planning Total			139	0	0		0.66	
OVERALL SAVINGS AND INCOME GENERATION PROPOSALS			11,870	2,319	231		18	

This page is intentionally left blank