



COTSWOLD
DISTRICT COUNCIL

22 December 2020

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CABINET

A meeting of the Cabinet will be held remotely, via Cisco Webex on **Monday 4 January 2021 at 6.00pm**

Christine Gore
Interim Chief Executive

To: Members of the Cabinet
(Councillors Rachel Coxcoon, Tony Dale, Andrew Doherty, Mike Evely, Jenny Forde, Joe Harris, Lisa Spivey and Clive Webster)

Due to the current social distancing requirements and guidance relating to Coronavirus Regulations 2020 – Part 3 – Modification of meetings and public access requirements this meeting will be conducted remotely using Cisco Webex.

Members of the public will be able to follow the proceedings through a broadcast on <https://www.facebook.com/CotswoldDC/> (You do not need a Facebook account for this).

Recording of Proceedings - The law allows the public proceedings of Council, Cabinet, and Committee Meetings to be recorded, which includes filming as well as audio-recording. Photography is also permitted.

As a matter of courtesy, if you intend to record any part of the proceedings please let the Committee Administrator know prior to the date of the meeting.

AGENDA

1. **Apologies**
2. **Declarations of Interest**
To receive any declarations of interest from Members and Officers, relating to items to be considered at the meeting.
3. **Minutes**
To confirm the minutes of the meeting of the Committee held on **7 December 2020**.
4. **Leader's Announcements** (if any)
5. **Public Questions**
To deal with questions from the public within the open forum question and answer session of fifteen minutes in total. Questions from each member of the public should be no longer than two minutes each and relate issues under the Committee's remit.
6. **Member Questions**
To deal with written questions by Members, relating to issues under the Committee's remit, with the maximum length of oral supplementary questions at Committee being no longer than one minute. Responses to any supplementary questions will be dealt with in writing if they cannot be dealt with at the meeting.
7. **Sustainable Transport - Electric Vehicle Charging Point Delivery**
8. **Cotswold Youth Hub Proposal**
9. **Review of payment options in Car Parks**
10. **Budget Consultation Feedback**
11. **Decision Taken by the Interim Chief Executive**

In accordance with Council Procedure Rule 38, and following relevant consultation, the Interim Chief Executive has taken the decision to approve the Local Restrictions Support Grant (Open) Policy.
12. **Schedule of Decisions Taken by the Leader of the Council and/or Individual Cabinet Members**
13. **Issue(s) Arising From Overview and Scrutiny and/or Audit (if any)**

(END)



Minutes of a meeting held remotely of Cabinet held on 7 December 2020

Councillors present:

Joe Harris - Chair

Rachel Coxcoon

Tony Dale

Andrew Doherty

Jenny Forde

Mike Every

Lisa Spivey

Clive Webster

Officers present:

Interim Chief Executive

Chief Executive Delegate

Chief Finance Officer

Interim Monitoring Officer

Democratic Services

Business Manager Operational Services,

Revenues and Housing Support

Economic Development Lead

Electoral Services Manager

Business Manager Localities, Leadership
and Management Team

Housing Manager, Planning and Housing

Asset Manager Land, Legal and Property

Observers: Councillors Stephen Andrews, Patrick Coleman, Nikki Ind, and Gary Selwyn.

CAB.63 There were no apologies

CAB.64 **Declarations of Interest**

There were no declarations of interest by Members.

There were no declarations of interest under the Code of Conduct for Officers.

CAB.65 **Minutes**

RESOLVED that, subject to the deletion of reference to the 'Cabinet Member for Health and Wellbeing' and its substitution by the 'Cabinet Member for Environment, Waste and Recycling' in Minute CAB.51; and the recording that Councillor Andrews observed the meeting until CAB.59, the Minutes of the Meeting of Cabinet of 2 November 2020 be approved as a correct record:

Record of Voting - for 8, against 0, abstention 0, absent 0.

CAB.66 Leader's Announcements

The Leader extended his thanks to the Interim Chief Executive Dr Christine Gore for her support over the last six months in her role. He also welcomed Robert Weaver, as the Council's newly appointed Chief Executive to the meeting and added that he looked forward to working with him.

The Leader also expressed his shared disappointment that the District had been placed in the current Government Tier 2 Coronavirus restrictions, despite the low infection rates and advised that both Officers and Members were continuing to provide support to residents and businesses where possible

CAB.67 Public Questions

No requests for public questions had been received.

CAB.68 Member Questions

No questions had been received from Members.

CAB.69 Green Economic Growth Strategy

The Cabinet were requested to consider adopting the Green Economic Growth Strategy, to guide the District Council's activities to support economic growth in the District in line with Council Plan priorities over the next four years.

The Cabinet Member for Economy and Skills introduced the report and responded jointly with the Economic Development Lead to various questions from Members and highlighted the high quality of responses that had been received to the consultation.

RESOLVED that:

- (a) the Green Economic Growth Strategy be adopted;**
- (b) Cabinet note the responses to the consultation and the amendments to the Strategy document made as a result;**
- (c) authority be delegated to the Interim Chief Executive, in consultation with the Cabinet Member for the Economy and Skills, to make any further minor amendments to the document prior to its publication, including finalising performance measures;**
- (d) the creation of a Cotswold Economic Advisory Group to oversee the implementation of the strategy be endorsed.**

Record of Voting - for 8, against 0, abstentions 0, absent 0.

CAB.70 Financial, Council Priority and Service Performance Report 2020-21 Quarter 2

The Cabinet received an update on progress against the Council's priorities and service performance and information on the Council's financial position. The Deputy Leader and Cabinet Member for Finance introduced the report and responded to various questions from Members.

RESOLVED that the overall progress on the Council priorities, service delivery and financial performance for 2020-21 Q2 be noted by the Cabinet.

CAB.71 Election Count Review

The Cabinet received a report detailing a peer review of the election count processes and arising recommendations by the Association of Electoral Administrators. These recommendations had been converted into an action plan for implementation by the Returning Officer

The Elections Manager introduced the report and responses to various questions from Members. The Cabinet noted that further details regarding 'Covid-19 safe elections' due to take place in May 2021, would be available in the new year following the appointment of an external Health and Safety Advisor.

The Leader also wished to place on record his thanks to the Elections Team and the Council's Returning Officer for their continued efforts.

RESOLVED that the action plan and timeline for review be noted.

CAB.72 Safeguarding Policy and Procedures

The Cabinet received a report detailing the introduction of the new Safeguarding Policy and Procedures.

The Cabinet Member for Health and Wellbeing introduced the report and explained that she wished to add a further recommendation to the report, that safeguarding training for all elected Members be implemented, in line with the arrangements that already existed for Council Officers.

The Cabinet Member also wished to place on record her thanks to the Business Manager Operational Services, Revenues and Housing Support for her recent work on the report.

The Deputy Leader sought clarity on the expectation for staff to personally pay for DBS checks to be undertaken. He also considered with reference to section 8, that training regarding unacceptable behaviour could also be implemented for Members in addition to Officers.

RESOLVED that:

- (a) the safeguarding policy and procedures be adopted by the Cabinet;**
- (b) safeguarding training to be made mandatory for all elected Members.**

Record of Voting - for 8, against 0, abstentions 0, absent 0.

CAB.73 Update on Proposed Joint Tourism Service Review

The Cabinet received a report setting out the scope of a review and options appraisal for the Shared Tourism Service.

The Cabinet Member for Economy and Skills and Business Manager for Localities, Leadership and Management Team introduced the report and jointly responded to questions from Members.

The Cabinet expressed their support for the proposals and highlighted that sustainable tourism would help to increase sustainable economic growth within the District.

The Cabinet Member for the Planning Department, Town and Parish Councils drew attention to work currently being undertaken by the Cotswolds Conservation Board and highlighted that further engagement with the Board would be beneficial, in addition to what had already been undertaken.

RESOLVED that:

- (a) the report be noted;**
- (b) the review be undertaken and following completion, the outcome of the review and options appraisal be reported back to Cabinet.**

Record of Voting - for 8, against 0, abstentions 0, absent 0.

CAB.74 Review of Parking Charges in Rissington Road Car Park, Bourton-on-the-Water

A report had been presented to enable Cabinet to review parking tariffs in Bourton-on-the-Water and provide funding to improve the management of visitors to the village.

The Deputy Leader introduced the report and responses to various questions from Members.

The Ward Member was invited to address the Cabinet and explained that he was delighted the item was being considered by the Cabinet. He added that there was currently a local level disconnect between business and residents within the village and that the proposals he considered would enable the bridging of this gap. The Ward Member concluded that the plans would also

encourage sustainable tourism and confirmed that the car park was used wholly by tourists and would therefore generate additional income for the Council.

The Cabinet expressed their support for the proposals and thanked the Ward Member for his presentation to the meeting.

RESOLVED that:

- (a) the proposed charges for parking in Bourton-on-the-Water be approved;**
- (b) the removal of 'free after three' in Bourton-on-the-Water be approved;**
- (c) the removal of the half hour and one hour parking bands in Bourton-on-the- Water be approved;**
- (d) the extension of Sunday charges to 6.00pm be approved;**
- (e) the Group Manager for Resident Services be authorised, in consultation with the Deputy Leader and Cabinet Member for Finance, to review and make a final decision on the Off-Street Parking Order following consultation on the proposed changes to the Order;**
- (f) consultation to take place with Bourton-on-the-Water Parish Council, the District Councillor and local residents and businesses on how the proceeds of the proposed 'tourism charge' could be spent.**

Record of Voting - for 8, against 0, abstentions 0, absent 0.

CAB.75 Gloucestershire Countywide P3 Leasing Agreement

The Cabinet was requested to grant approval for the Council to contribute funds to the countywide p3 leasing scheme.

The Cabinet Member for Housing and Homelessness introduced the report and responded to various questions from Members.

The Cabinet Member for Environment, Waste and Recycling requested if some of the superfluous wording within the Agreement could be removed.

RESOLVED that:

- (a) the partnership agreement is approved and the interim Chief Executive be delegated authority to sign it on behalf of the authority;**
- (b) the allocations process is approved;**
- (c) the contract cost of £17,000 is funded from the latest £100,000 Covid-19 grant allocation from Government.**

Record of Voting - for 8, against 0, abstentions 0, absent 0.

CAB. 76 Request to Write Off Unpaid Business Rates and Council Tax

A report had been produced to seek Cabinet's approval for the writing off of debts in excess of £5,000.

The Deputy Leader introduced the report and highlighted various aspects. In response to a specific question, the Chief Finance Officer confirmed that the write off represented good financial practice.

RESOLVED that:

(a) the offer of full and final settlement detailed in 2.4 be accepted;

(b) the write off of the outstanding balance of £24,727.44 be approved.

Record of Voting - for 8, against 0, abstentions 0, absent 0.

CAB.77 Covid-19 Rent Deferral Policy for Council Commercial Tenants

A report had been produced to seek Cabinet's agreement to the proposed criteria for further Covid-19 commercial tenant support.

The Deputy Leader introduced the report and highlighted various aspects.

RESOLVED that the criteria for further support for commercial tenants as a result of Covid-19 be approved.

Record of Voting - for 8, against 0, abstentions 0, absent 0.

CAB.78 Decisions taken by the Interim Chief Executive

Cabinet noted the decisions taken by the Interim Chief Executive, as set out in full in the agenda. These were in accordance with Council Procedure Rule 38 and following relevant consultation.

CAB.79 Schedule of Decisions taken by the Leader of the Council and/or individual Cabinet Members

Cabinet noted the decisions taken by Cabinet Members since the previous Meeting of the Cabinet, which were set out in full in the agenda.

CAB.80 Issues arising from Overview and Scrutiny and/or Audit Committee (If any)

The Chair of the Overview and Scrutiny Committee advised that following the Committee's meeting on 1 December 2020, the Committee recognised there was a need for a more joined approach to be taken by the Publica Councils to the area of audit and scrutiny of Publica. Therefore, the Chairs of the separate Council Audit and Scrutiny Committees would be meeting informally to gain a better understanding of any common areas that could then be explored more formally as part of an improved common approach to the audit, overview and scrutiny of Publica in the New Year.

The Meeting commenced at 6.00pm and closed at 8.06pm.

Chair

(END)



Council name	COTSWOLD DISTRICT COUNCIL
Name and date of Committee	CABINET - 4 JANUARY 2021
Report Number	AGENDA ITEM 7
Subject	SUSTAINABLE TRANSPORT - ELECTRIC VEHICLE CHARGING POINT DELIVERY
Wards affected	All
Accountable member	Cllr. Rachel Coxcoon - Cabinet Member for Climate Change and Forward Planning Email: rachel.coxcoon@cotswold.gov.uk
Accountable officer	Claire Locke - Group Manager - Commissioning Tel: 01285 623427
Summary/Purpose	To set out a delivery strategy for Sustainable Transport with an initial focus on Electric Vehicle Charging infrastructure across the Cotswolds.
Annexes	Annex A - Sustainable Transport Strategy & Delivery Plan
Recommendation(s)	<i>That Cabinet:</i> <i>a) adopts the Sustainable Transport Delivery Strategy for Electric Vehicles and commences delivery of the Delivery Plan;</i> <i>b) agrees to consider using existing public procurement frameworks to appoint a supplier with strong green credentials if appropriate;</i> <i>c) delegates authority to make the EVCP contract award to the Chief Executive in consultation with the Chief Finance Officer, Deputy Leader and Cabinet Member for Finance and the Cabinet Member for Planning Policy, Climate Change and Energy</i>
Corporate priorities	Responding to the challenges presented by the climate crisis Presenting a local plan that's green to the core
Key Decision	NO
Exempt	NO
Consultees/ Consultation	Specialist Officers

1. BACKGROUND

- 1.1 The Council's Climate Emergency Strategy 2020 - 2030 adopted in September 2020 identifies a number of actions including the delivery of an Electric Vehicle (EV) Charging Strategy. The strategic approach to EV is one aspect of a wider Sustainable Transport Strategy and needs to build on the work embedded within the Gloucestershire Sustainable Transport Plan. Whilst the full scope of initiatives which will drive a modal shift to more sustainable forms of transport still need to be mapped out, delivery of an EV charging Infrastructure can be seen as the first step towards achieving this. The Strategy and delivery plan will continue to be developed and will be brought back to Cabinet at key stages to agree further actions.

2. MAIN POINTS

- 2.1 The existing coverage of Electric charging points in the Cotswolds is poor. The Council installed charging points in its car park in Moreton-in-Marsh and in the Beeches car park, Cirencester in 2015 and has recently installed charging points in the new Whiteway car park, Cirencester (which opened in December) however there is limited alternative provision available to the public.
- 2.2 The Council has ambitious plans to lead change, tackling carbon emissions and changing the way in which people live, work and travel. The Council will encourage a switch to greener modes of transport, which includes facilitating its residents, workers and businesses to move to low emission vehicles. Its role will go beyond the direct delivery of a charging infrastructure for electric vehicles, as it leads in policy development and uses its influence to change the way in which developments are built, people travel and businesses operate. The strategy sets out initial actions for achieving this but additional actions will be added as they are identified.
- 2.3 In order to deliver EV charging points, the Council has to comply with its procurement policy, which is set out in the Council's Contract Rules. The Council previously procured a Framework for EVCP however the first round of mini tenders did not elicit any responses. Since the Framework was developed, the market has advanced, there are more suppliers becoming established and the Council has developed its plans to tackle the Climate Emergency. There are now suppliers who better fit with the Council's ambitions of being 'green to the core' than the suppliers on the initial Framework. The quickest route to procure a supplier that is truly green, utilises renewables and actively reduces carbon in its own business delivery is via an existing Public Procurement Framework.
- 2.4 A procurement is commencing this month with a mini tender process to obtain quotations for a delivery partner who can provide a complete EV charging solution. Bids have been invited via the Crown Commercial Services Framework for a supplier to scope sites and propose a phased delivery plan, install EVCPs, undertake repairs and maintenance and manage the back office and charging systems.
- 2.5 Evaluation criteria will consider the green credentials of suppliers to ensure opportunities are maximised to utilise a company that is actively reducing its own

carbon impact and will deliver added benefits through the contract such as green energy and innovation.

- 2.6 Quotations will be received in January/February and delegated authority is sought to appoint the preferred contractor. Once appointed the contractor will review all Council sites and carry out detailed site assessments for the first phase of installations, liaise with the Distribution Network Operator to assess the feasibility and cost of connecting to the grid and provide the Council with detailed costs. A report will then be brought to Council seeking to allocate funding from the capital set aside in the Medium Term Financial Strategy (MTFS) for investment in EVCPs.
- 2.7 Alongside this work will be a communication strategy which promotes and encourages electric vehicles. Communications to residents and businesses on issues including grant support available and the benefits of EV will be twin tracked with the EVCP delivery project. Key milestones in the project include the January 2021 Cabinet decision, appointment of the contractor (February/March 2021) and decision to allocate funds (provisionally June 2021).

3. FINANCIAL IMPLICATIONS

- 3.1 Funding has been allocated for EVCPs within the MTFS, with £600,000 available in 2020/2021 and then £150,000 each year thereafter. The Council will draw down on this allocation to fund actions within the Strategy. This may include some specialist consultancy support to ensure we maximise opportunities for the installation of EVCP and other renewable technologies across the Council's estate.
- 3.2 There is some Government funding available for EVCP installation which the Council will seek where viable. There is also some support available through energy agencies and Trusts to help develop feasibility work, again the Council will utilise any free support it can access.
- 3.3 The anticipated life of an EVCP is around 5 years, so investment now would need to be repeated in approximately 5 years. However as demand increases nationally the cost of EVCPs is likely to reduce, so budget requirements for an ongoing replacement plan should be lower. The Council will set and retain the charging fees that the customer pays, each time they charge their vehicle, and these fees will be set at a level to recoup the Council's costs. Fees and charges should factor in the cost of replacement charging units in the future. This will be the subject of a future more detailed report on fees and charges when costs are known. The contractor will be appointed for a five year term with the option to extend for a further 2 years. This will enable a rolling programme of EVCP installations in line with the Council's annual budget allocation for this infrastructure investment.

4. LEGAL IMPLICATIONS

- 4.1 The Council owns a number of car parks, land and buildings. Direct delivery of EV charging infrastructure will be relatively simple on its own land but in areas where the Council has no suitable car parks or land it could utilise it will need to

engage in discussions with Town and Parish Councils and other land holding entities to see if they have suitable sites that could be used and will then need to enter into lease agreements or suitable alternative arrangements to install EVCPs. This process may be protracted and therefore is recommended as Phase 2 and 3, so that more expedient delivery can be achieved in phase 1. Alternatively, the Council may support other landowners to make public access EVCPs available, enabling delivery through funding or other assistance.

5. RISK ASSESSMENT

- 5.1 Failure to deliver an EVCP infrastructure may deter local people from purchasing or leasing electric vehicles and will impact on the Council's ability to deliver its Climate Emergency Strategy.

6. EQUALITIES IMPACT (IF REQUIRED)

- 6.1 EVCPs installed will be Equality Act compliant. Provision will include disabled parking bays. Specific equalities issues will be covered by future reports when funding is sought.

7. CLIMATE CHANGE IMPLICATIONS

- 7.1 This Strategy will deliver directly against the Climate Emergency strategy, seeking to reduce carbon from transport in the Cotswold District. Individual actions delivered will identify the specific carbon and other environmental benefits that they will achieve.

8. ALTERNATIVE OPTIONS

- 8.1 The Council could decide not to install EVCP and leave it to the market and individual motorists to provide however this may result in a lack of provision particularly in historic market towns where many residents and businesses do not have their own off street parking.

9. BACKGROUND PAPERS

- 9.1 None.

(END)

Annex A

Cotswold District Council Sustainable Transport Strategy: Delivering Electric Vehicle Charging Points

Introduction

The delivery of a carbon neutral district is a priority for the Council and following the declaration of a Climate Change Emergency in 2019, the Council adopted a Climate Change Strategy in September 2020 and is also focused on Greening the Local Plan to embed a more sustainable approach to strategic development and transport across the district.

The Council has highlighted the need to further develop and deliver the Local Transport Plan Review and is considering actions it can take to positively contribute to a modal shift to more sustainable forms of transport. As part of this drive, the Climate Change Strategy action plan sets out the need to develop and deliver a Strategy for Electric Vehicle Charging Points.

This Strategy and the delivery plan are initially focused on electric vehicles but will continue to develop and expand and its initial adoption should be seen as phase one in an emerging Transport Strategy.

Achieving a modal shift

Given the predominantly rural nature of the district and its dispersed population, the Council understands that a large part of the reliance on cars for transport in the Cotswolds is borne from the lack of suitable alternatives and a need to access goods, services, schools and employment in our Market Towns and larger villages.

The Council will carry out further work to gather data and understand the constraints and incentives which force a reliance on cars and consider how it can encourage people to reconsider the way they travel. It will support and develop the Local Transport Plan and embed green travel within the Local Plan and other relevant council policy documents. Achieving policy change will enable the Council to require higher standards and specific provisions in new developments and consider opportunities to encourage people to walk and cycle more and to utilise existing public transport services.

The case for electric vehicles

There is overwhelming evidence that petrol and diesel-powered vehicles cause pollution, which contributes to poor air quality and is dangerous to public health. For these reasons policy makers and vehicle manufacturers or other transport innovators are working to build interest in and around the use of alternative fuels e.g. electricity, biomethane and hydrogen.

About a third of CO₂ emissions in the UK come from transport, with petrol and diesel vehicles being major contributors to this.

	Kg of CO₂ per mile	Fuel
Medium car	0.265	Diesel
	0.299	Petrol

Annex A

	0.286	LPG
	0.112	Plug in hybrid electric

Data source: <https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2020>

Providing an accessible network of electric vehicle charging points will play a vital role in facilitating the uptake of electric vehicles, but this should be considered part of the solution in moving towards healthier and more sustainable modes of transport, rather than a wholesale solution as reducing car-dependency would have a more lasting and holistic impact on health, air quality and carbon emissions.

The UK has seen a surge in demand for ultra-low emission vehicles, including electric vehicles. Ultra-low emission vehicles are broken down into three main types: Battery Electric Vehicles, Plug-in Hybrid Electric Vehicle and Hydrogen Fuel Cell Electric Vehicles. The fastest growth is occurring in plug in hybrid electric vehicles.

- In total, 37,850 electric cars were registered in the UK in 2019
- This was a rise in demand of 144% compared to the previous year

Hybrid and plug-in electric vehicles are tipped to account for over 10 percent of car registrations in the United Kingdom in 2020. A range of electric vehicle charging infrastructure will be required to meet the varied needs of residents and commercial electric vehicle users. These will need to be located in appropriate locations in residential streets, car parks and popular destinations such as high streets, shopping and leisure centres.

Strategic aims

Around half the total emissions of greenhouse gases in the Cotswold District are due to road vehicles, therefore road transport is a key focus of the Council's decarbonisation efforts, consistent with the Council's Climate Emergency Strategy.

Ultimately, greenhouse gas emissions from road transport will need to be reduced by a combination of less travel (fewer, shorter journeys), modal shift (prioritising active travel such as cycling and walking, and public transport, over private car use), and technology change.

Consistent with the Council's Climate Emergency Strategy, it is important to encourage the move to EVs more quickly than 'natural' market sentiment would otherwise deliver. EV charging infrastructure in the District should, as far as possible, be installed ahead of the growth curve of residents' purchase and use of EVs, rather than in reaction to it.

Key objectives are:

- Support an integrated network of EV charge points (rapid, fast and slow) to match current and future demand.
- Support and encourage workplace charging, leading by example with the introduction of EVCPs at the Council's offices and the operational depot.
- Promote innovative technology such as electric bikes, motorbikes and taxis.
- Facilitate innovation by helping providers and manufacturers of electric vehicles and charging infrastructure to test new products in our rural area.

Annex A

- Adopt a Strategy framework that encourages or where feasible, requires private developers and landowners to provide EV charging to encourage residents and businesses to switch to low carbon vehicles.
- Raise awareness of the EV market so people can understand the options for and benefits of EV ownership
- Ensure the charging network that the Council installs remains fit for purpose, user friendly, can cater for future expansion and is adaptable to emerging technologies;
- Encourage more sustainable travel, including electric vehicles for any essential car trips, through supporting policy frameworks and initiatives
- Support and encourage an innovative approach by residents and businesses to make EV charge points available to other EV drivers, where appropriate.

Policy Context

The Climate Change Act 2008 saw the UK tasked with reducing emissions by at least 80% by 2050 but in June 2019 the UK set a target requiring all greenhouse gas emissions to be reduced to net zero by 2050. However it is clear that we need to act faster and the Council's Climate Emergency declaration was in recognition of the need to take active and positive steps to affect change.

In 2019 the Government set out to ban sale of all diesel and petrol cars and vans from 2040, this was later brought forward to 2035, and in the Government's plans for carbon emissions reduction announced in November 2020, this date was further brought forward to 2030. The Government's Clean Air Strategy 2019 sets out plans to meet ambitious legally binding international targets to reduce emissions of the 5 most damaging air pollutants by 2020 and 2030.

Current charging Infrastructure in Cotswold District

In 2015 the Council received government funding and installed one EVCP at the Beeches car park Cirencester and another at the car park in Moreton in Marsh. Data shows use of these points has increased incrementally year on year (Annex A).

ZapMap shows the current network of charge points in the Cotswolds is very limited. Whilst some hotels have provision for guests, the only other points provided for public/customer use are those located at supermarkets and fuel stations in Cirencester and Bourton on the Water.

Types of charge point

Charge points vary as to how quickly they can charge an electric vehicle. Ultra-rapid charge points are the quickest way to charge an EV, with powers from 150kW up to 250kW (up to about 1,000 miles range per hour). However the network of such chargers is not (yet) widespread, and not all cars are capable of using these chargers.

Rapid charge points are the next quickest way to recharge a vehicle, typically recharging a vehicle to 80% in around 30 minutes. However, rapid (and ultra rapid) charge points are the most expensive to use (similar to expensive petrol or diesel fuel at motorway services), and they cannot be installed at home.

Fast charge points are ideal when vehicles are parked for a few hours, so during longer shopping trips or whilst at work.

Slow charge points are often the cheapest to use and are suitable when vehicles are parked for longer periods, such as during working hours or overnight.

The speed the vehicle recharges will be affected by the charge point speed available and also how fast the vehicle itself can recharge.

Annex A

	Slow (3 - 7kW)	Fast (7 - 22 kW)	Rapid (up to 50kW)
Charge time	4 - 8 hours	2 - 4 hours	25 - 40 mins
Vehicle range added in 15 minutes	3 - 6 miles	6 - 20 miles	35 - 40 miles

The faster the charge point the more expensive it is to install, so the Council needs to make a considered decision on the type of charge point to install based on the location and use on a site by site basis.

Electric Vehicle Charging Infrastructure delivery

This strategy will cover the installation of EVCP across the Council's estate including sites available for public access and those with access limited to tenants.

The Council has a role in the direct installation of technology and in the facilitation and encouragement of residents and businesses in the switch to greener modes of transport.

The Council plans to ensure an infrastructure of EVCP that can be used by residents, workers and visitors to our towns and parishes, so that we build confidence in investment in electric vehicles.

We will seek to provide an EV charging network that has standard charging posts and payment systems to ensure better usability and convenience, making the experience of charging better for the user. The charging points will be placed in locations that are easily accessible to ensure good uptake.

We will deliver phased installations to provide a good geographic spread, starting with our larger towns and then expanding this to cover more rural locations. Our initial plans will be for installations in public car parks where the Council has ownership of the land to ensure we can move swiftly and are not held up by land ownership issues. However, we will be exploring opportunities for installations on land owned by Town and Parish Councils or others, where this would optimise provision or in locations where the District Council does not have any car parks or other land it could utilise.

The existing charge points in Cirencester and Moreton in Marsh are ageing and require replacement if faults and downtime are to be minimised. Manufacturers advise that charge points typically have a life of around 5 years. These charge points were installed in 2015 and the EVCP in Cirencester has experienced increasing breakdowns in the last year which can be difficult to resolve. These charging points will be replaced in Phase 1 of EVCP installations.

Charging off-street - Public car parks

The Council can install chargers in its public car parks which can be used principally by shoppers, visitors and workers during the day but will also benefit residents overnight, when parking is free. All of the Council's car parks have nearby residential properties in a historic townscape where private off street parking and on-street parking is very limited.

Annex A

The Council will:

- **Install a network of charging points access its car parks, starting with the first phase in larger settlements.**
- **In a second phase the Council will identify locations and install points where the Council does not have public car parks but where it owns alternative land or the Town or Parish council or other landowners own land that could be used to create parking bays with EVCP.**
- **Replace the aging EVCP units in the Beeches car park Cirencester and Old Market Way car park, Moreton in Marsh.**

Charging at home

The majority of charging will be done at home, often overnight. The cheapest and most convenient way is to install a dedicated chargepoint. Whilst it is possible to use a regular UK three-pin socket, it is much slower than a dedicated charge point and may involve running charging cables from inside the home. Extension cables should not be used. Some energy companies offer tariffs specifically for EV drivers.

The Council will:

- **Encourage homeowners to install EVCP by advertising funding streams available and the benefits of electric car ownership.**
- **Encourage developers to install EVCP on all new build properties where layout enables vehicle charging.**
- **Require EVCP to be installed on any new build housing development it delivers directly (subject to design constraints).**

Charging on-street

Where residents do not have off-street parking (driveways/garages) charging an EV near to their home will be more challenging.

The Council will:

- **Work with the County Council to consider how funding streams can be accessed, and Towns and Parishes supported, in the delivery of on-street charging.**

Charging for businesses

Some businesses will have business vehicles or have staff who wish to use an electric vehicle who either travel long distances to work or who are unable to charge at home, some will also have clients or customers who wish to charge whilst they are on the premises.

The Council will:

- **Encourage businesses to install EVCP by advertising funding streams available and the benefits of electric car ownership. Leading by example with conversion of its own fleet and providing case studies to illustrate the benefits achieved.**

Annex A

- **Work with taxi drivers to secure EVCP provision at suitably located taxi ranks or transport hubs.**

Greening the Fleet

Waste and recycling collections across such a large geographic area mean that this operational fleet makes up a large percentage of the carbon emissions which result from the Council's own operations.

The Council has purchased a hybrid vehicle which is now used by Ubico vehicle maintenance engineers to attend vehicles in the district that have broken down or require assistance. This first step will provide valuable data and insight into the challenges of operating an electric fleet with a limited range, in a large rural area.

EVCP will be installed at the depot in the first phase of installations to facilitate the charging of this pilot vehicle and enable an expansion of the electric fleet over the next couple of years with consideration of electric alternatives when every vehicle reaches its end of life and is replaced as part of the fleet replacement program.

The Council will:

- **work with its partner Ubico Ltd to be innovative and push the boundaries for greening its fleet whilst managing the significant costs associated with transitioning to electric, hydrogen or hybrid vehicles.**

The Council operates a small number of pool cars and it was previously planned that these should be replaced with electric or hybrid vehicles. The Pandemic in 2020 has seen a shift in the way people work, especially increased homeworking. The introduction of an Agile Working Strategy, which significantly reduces the amount of travel staff undertake, is beneficial from a cost and carbon perspective. There is however still a need to carry out site and premises visits which are routinely undertaken by specialists within services such as Planning, Building Control and Environmental and Regulatory Services.

The Council will:

- **Review the need for pool cars in light of the Agile Working Strategy. If pool cars still present benefits, the Council will replace this fleet with electric or hybrid vehicles. For leased vehicles this will take place when the leases are renewed.**

Charging for tenants

The Council owns a number of commercial properties which it rents to businesses. Some of these include parking which is for the sole use of that tenant and other sites include parking which is for the mutual use of multiple tenants and remains in the control of the Council. As the Council delivers its Investment Recovery Strategy the number of sites owned by the Council may increase so a clear policy is required:

Parking controlled by tenant

In this situation the parking is managed by the tenant within the terms of their lease.

The Council will:

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- **Encourage the installation of EVCP but require that the tenant seeks the Council's consent through a Licence to Alter, as it would with any material change made to the land or property, within the terms of the lease.**
- **Waive the costs usually associated with a Licence to Alter of £450 plus VAT (estimate), for the installation of EVCP.**

Parking benefitting multiple tenants

In this situation with tenants sharing a parking area, the Council will install an EVCP(s) for the benefit of the tenants. These installations will be prioritised following initial engagement with current tenants to gauge their level of interest in EVCP. EVCP will not be installed where there is no current demand as they will not be utilised however where an EVCP is being installed nearby, cabling may be installed to facilitate a charger in the future.

Priority will be allocated on the following basis:

1. Tenant already has electric business vehicles
2. Tenant wishes to purchase electric business vehicles
3. Tenant or tenant's employees have personal electric vehicles
4. Tenant or tenant's employees wish to purchase personal electric vehicles/visitors to premises have electric vehicles.

The Council will:

- **Install EVCP for the benefit of its tenants where the parking area used by the tenants remains in the Council's control.**

Whilst the Council will fund the initial installations, the tenant will pay per use of the EVCP, with charges including a sum to cover the future cost of replacement, which will be placed in a sinking fund.

Proactive change

Whilst retrofit of EVCP to buildings and car parks is a positive step, the Council will be pushing the boundaries of Building regulations and planning policy to ensure we require a high standard of new build residential and commercial properties, which include green technology such as EVCP.

Whilst the County Council is responsible for the Local Transport Strategy the District Council wants to be more proactive in its stance on modal shift and drive change in this area, taking a leading role at a local level, through the development of a Sustainable Transport Strategy. The strategy will be accompanied by an Implementation Plan that sets out how and when its proposals will be delivered and both documents will be subject to public consultation. This is therefore likely to inform the future development and implementation of the EVCP Strategy.

The Council will:

- **Install EVCP in any new car parks or car parks that are redesigned/resurfaced. The first example of this is the EVCP installed in the new Whiteway Carpark, Cirencester.**
- **Install EVCP for any buildings or sites it develops or converts, where the location of parking and land ownership makes it feasible to do so.**
- **Actively consider how greener modes of transport can be promoted through its developments, through their use or design.**
- **Develop a Sustainable Transport Strategy that supports EVCP infrastructure delivery and making the Local Plan 'Green to the Core' whilst complementing the County Council's Local Transport Strategy.**

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Innovation and new technology

The Council will explore options to procure EVCP from suppliers using renewables and with strong environmental policies which they demonstrate in their business delivery.

The Council will not limit its plans to EVCP installations, it will look creatively and practically at other technologies that would benefit the district and help deliver against its Priorities. This will include, for example, installation of solar sun shades in car parks.

Hydrogen Fuel Cell Cars

Hydrogen fuel cell cars have batteries onboard which store hydrogen and oxygen and power the vehicle with chemical reactions between the two elements to create water and energy. Sometimes known as fuel cell electric vehicles (FCEVs), they have exhaust pipes but the only thing that escapes from them is water. The cars need refuelling, but with hydrogen rather than petrol or diesel fuel. For each fill of hydrogen, the car will be able to travel 200-250 miles.

There are benefits to hydrogen that outweigh electric — hydrogen fuel cells are much lighter than powerful batteries, they have a slightly better range and they can be topped up much more quickly than charging an electric vehicle which provides advantages for public transport and businesses that can't afford vehicle downtime. However, they are considerably more expensive than electric vehicles, there is a lack of recharging/refuelling stations available, which is also more expensive to install, and they cannot be refuelled at home, which has meant take up has not been significant to-date. It should also be noted that CO₂ emissions from an electric vehicle over its lifetime are lower than a Hydrogen fuel cell vehicle as the majority of hydrogen is generated using fossil fuels, through methane steam reforming.

Whilst the Council has no plans to install Hydrogen fuelling stationing in the short term, it recognises that this technology and other as yet unknown technologies will continue to develop and it will therefore continue to review the best options available to help promote a transition to greener modes of transport.

Installation costs

The Council has allocated £600,000 in the budget for 2020/21 and £150,000 each year thereafter until 2024/25 for the delivery of this strategy.

Costs for the installation of EVCP will vary by site. Whilst the EVCP units themselves will come at a standard price, the majority of the cost will be the ground works necessary to excavate, install cabling and connect to the electrical network. In some cases feeder pillars or new substations will be required which will significantly increase costs. Site surveys will therefore need to be completed by the EVCP installers, with quotations obtained from the Distribution Network Operator (DNO).

The Government is offering funding for EVCP installations. Support available in September 2020 is set out in Annex B to this Strategy but it should be noted this will be subject to change.

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Accessing and paying at public charge points

There are various chargepoint networks in the UK including Pod Point, Chargemaster, Ecotricity and Charge your Car. Access to charging is usually through a radio frequency identification (RFID) card or a smartphone app, although an increasing number of charge points accept contactless credit or debit card payments. In England, each chargepoint operator has a different RFID card.

New regulations came into force in November 2018 that make every public chargepoint accessible to anyone, regardless of pre-existing network membership. The aim is to increase driver confidence in the chargepoint network across the UK.

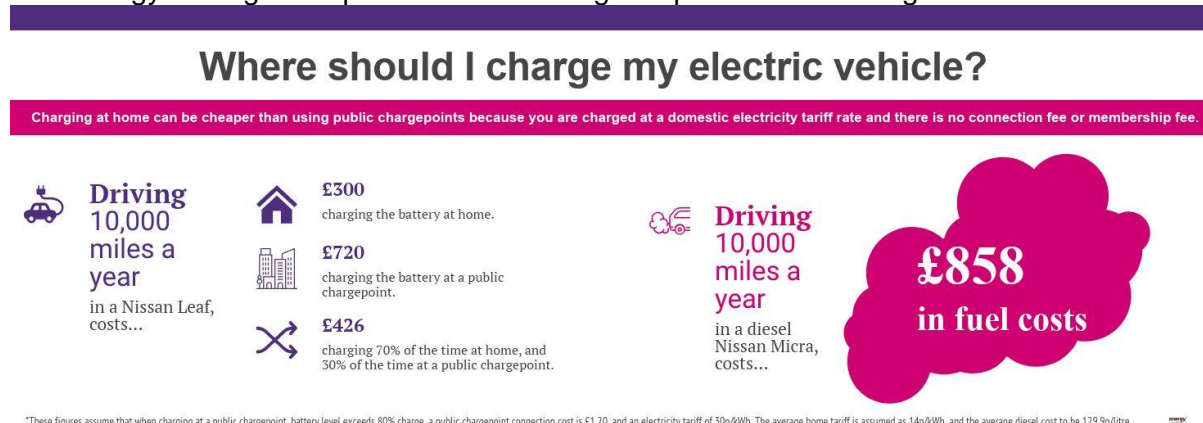
The cost of a charge normally includes a standard connection fee plus the amount of electricity consumed, multiplied by the chargepoint or network's electricity tariff (price per kW).

The Council will:

- **Seek to consolidate the contracts it has in place and the charging networks it uses to simplify the service for users. Ensuring a user friendly, easy to access, charging service.**

Fees for charging will be reviewed annually and be set based on the cost of operating the service.

The Energy Saving Trust provide the following comparison for running costs:

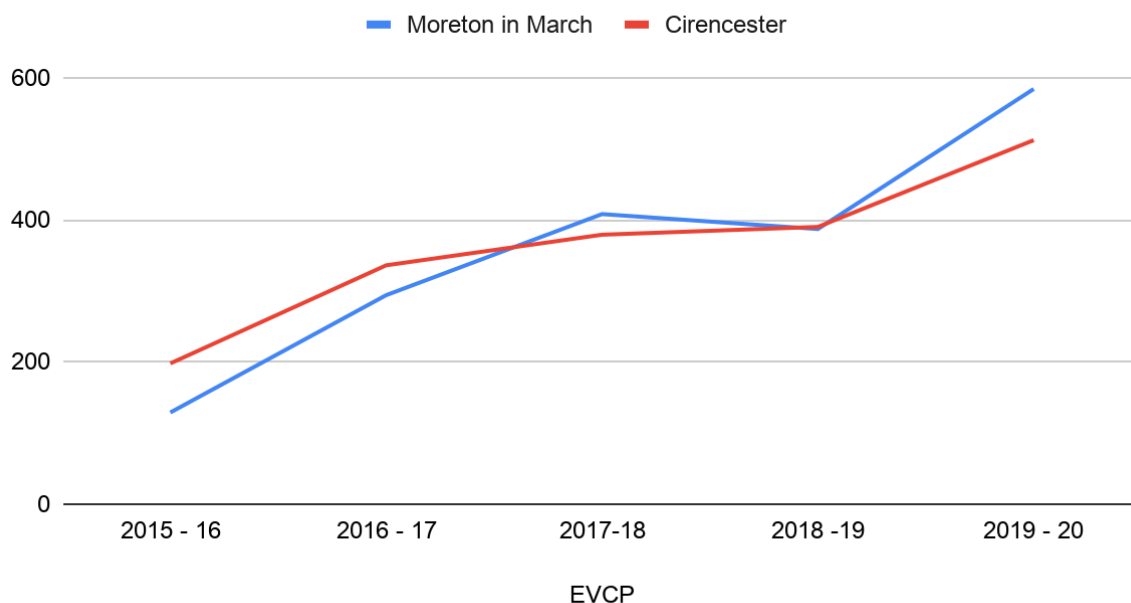


Annex A

Annex A - Use of existing charging points

The Chart shows the annual number of chargepoint uses by location since installation in 2015.

Moreton in March and Cirencester



Annex B - Existing Government Funding streams

Home Charging

The OLEV [Electric Vehicle Homecharge Scheme](#) covers up to 75% of the costs (capped at £500, inc VAT) of installing a home chargepoint. Information on the [eligibility criteria](#), a list of [approved installers](#) and [chargepoint models](#) can be found:

<https://www.gov.uk/government/collections/government-grants-for-low-emission-vehicles#electric-vehicle-homecharge-scheme>

Workplace Charging

The Workplace Charging Scheme is a voucher-based scheme that provides support towards the up-front costs of the purchase and installation of electric vehicle charge-points, for eligible businesses, charities and public sector organisations.

Application forms for vouchers can be found here:

<https://www.gov.uk/government/collections/government-grants-for-low-emission-vehicles#workplace-charging-scheme>

On-street Residential Charging

The On-street Residential Chargepoint Scheme (ORCS) provides grant funding for local authorities towards the cost of installing on-street residential charge-points for plug-in electric vehicles.

Guidance is provided here:

<https://www.gov.uk/government/collections/government-grants-for-low-emission-vehicles#on-street-residential-chargepoint-scheme>

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Annex C - Delivery Plan

Action	Proposals	Timeline	Funding
<p>Installation of EVCP in Council owned car parks, Phase 1 - Market towns and villages with car parks:</p> <ul style="list-style-type: none"> ● Cirencester ● Tetbury ● Bourton on the Water ● Stow in the Wold <p>Replacement of existing old EVCP with expansion to provide additional points:</p> <ul style="list-style-type: none"> ● Moreton in Marsh ● Beeches car park Cirencester 	<p>Procurement via mini tender using the Crown Commercial Services Procurement Framework</p>	<p>Mini tender commences January 2021</p> <p>Contract award February/March 2021</p> <p>Phased delivery plan and site specific surveys March/April 2021</p> <p>Report to Council May/June seeking funding for installations</p> <p>Installations commence Summer/Autumn 2021</p>	<p>Capital programme £600,000 for 2020/21</p>
<p>Installation of EVCP in larger towns and villages without Council owned car parks, Phase 2 (subject to suitable agreements being secure with third parties):</p> <ul style="list-style-type: none"> ● Fairford ● Lechlade ● Northleach ● Chipping Campden 	<p>As above - contract is 5 years (plus 2 year extension) for phased delivery</p>	<p>Dialogue with Town and Parish Councils and other landowners to commence January 2022</p>	<p>Capital programme £150,000 per year for 2021/22 - 2014/15</p>
<p>Installation of EVCP in smaller towns and villages without Council owned car parks, Phase 3 (subject to suitable agreements being secure with third parties):</p> <ul style="list-style-type: none"> ● Andoversford ● Bibury 	<p>As above - contract is 5 years (plus 2 year extension) for phased delivery</p>	<p>Will be commenced once Phase 2 delivery is agreed and installation commenced.</p>	<p>Capital programme £150,000 per year for 2021/22 - 2024/25</p>

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<ul style="list-style-type: none"> • South Cerney • Kemble • Down Ampney • Upper Rissington • Willersey • Blockley 			
Installation of EVCP at Packers Leaze Depot to facilitate greening the fleet -included in Phase one of EVCP delivery	Procurement via mini tender using the Crown Commercial Services Procurement Framework	As above - for Phase 1	
Installation of EVCP at leased properties with communal parking areas	Procurement via mini tender using the Crown Commercial Services Procurement Framework	As above - for Phase 1 - this will form a rolling programme	Capital programme £150,000 per year for 2021/22 - 2024/25
Appoint Sustainable Transport Officer and Commission Sustainable Transport Strategy	Strategy development will be outsourced. Strategy delivery will be aligned with Local Plan preparation.	From January 2021	Local Plan earmarked reserves
Develop Communication strategy for promoting EV use and EVCP installation to residents and businesses	Strategy will identify key messages, stakeholders and communication channels	Launch focused on adoption of Strategy in January 2021 and then further promotion following appointment of EVCP installer and decision on funding allocations for site specific installations in April/May	Revenue base budget
Review EVCP fees and charges to reflect new contracts and all relevant costs included in offering an EVCP service		July 2021 to inform budget process	Revenue base budget
Consolidate contracts for EVCP charging, back office and maintenance contracts	Contract for EVCP at Whiteway car park Cirencester will end Autumn 2021	December 2021	Revenue base budget
Ensure new or redeveloped public car		Ongoing	Linked to project

Annex A

parks have EVCP installed			specific funding
Install EVCP in new developments or conversions undertaken by the Council, including any affordable or social housing development, where location of parking permits.	Depending on property/site design this may be home/building EVCP or communal car park EVCP.	Ongoing	Linked to project specific funding
Establish demand for electric charging from the taxi trade and consider feasibility of EVCP installation at taxi ranks or transport hubs. Support or lobby for provision.		TBC - will be linked to work on Sustainable Transport	Revenue base budget
Embed electric vehicle provision within the Ubico fleet replacement programme	Hybrid fitters van now being used. Tender acceptance reports now include specific decision on fuel types/green alternatives	December 2020 and ongoing	Cost of fleet replacement included in Capital programme



Council name	COTSWOLD DISTRICT COUNCIL
Name and date of Committee	CABINET - 4 JANUARY 2021
Report Number	AGENDA ITEM 8
Subject	COTSWOLD YOUTH HUB PROPOSAL
Wards affected	ALL
Accountable member	<p>Cllr. Jenny Forde - Cabinet Member for Health and Wellbeing/Community Safety Email: Jenny.Forde@Cotswold.gov.uk</p> <p>Cllr. Tony Dale - Cabinet Member for the Economy and Skills Email: Tony.Dale@cotswold.gov.uk</p>
Accountable officer	Jacqueline Wright, Community Wellbeing Manager Tel: 01285 623617
Summary/Purpose	To present the case for a funding proposal to the Department for Work and Pensions (DWP) to enable the development of 'Youth Hubs' in Cotswold District and to consider Cotswold District Council becoming the Lead Accountable Body.
Annexes	None
Recommendation/s	<p>a) <i>That Cabinet supports the development of a youth hub/s in the Cotswold District;</i></p> <p>b) <i>that the Cabinet agrees Cotswold District Council as the Lead Accountable Body for the Cotswold Youth Hub Partnership, and that the Youth Hub Coordinators will be employed by Publica;</i></p> <p>c) <i>to approve a contribution of £5,000 from the Council's 2020/21 Revenue Grants.</i></p>
Corporate priorities	<p>Help residents and communities to access the support they need to ensure a high level of health and wellbeing,</p> <p>Supporting businesses to grow in a green, sustainable manner, and to provide high value jobs</p>
Key Decision	NO
Exempt	NO
Consultees/ Consultation	As set out in section 2 of the report.

1. BACKGROUND

- 1.1. Youth (18-24) employment is a priority for the government's plans for economic recovery. The rate of unemployed young people tends to be four times higher than that of overall age groups. This means young people get disproportionately hit by economic downturns especially as a result of the pandemic and the impact on the economy.
- 1.2. In particular, avoiding long term damage to young people's prospects is a priority. It is known from previous economic downturns and research that this is a significant risk for young people – the longer young people are unemployed the more likely they are to be unemployed later in life, and earn less. This is why various types of support for young people are currently being developed such as the 'Kickstart' programme and the introduction of **Youth Hubs** where young people can access wider support.
- 1.3. These will be co-located and co-delivered with a network of external partners. Youth Employability Coaches will be recruited in all Jobcentres to support this remit for those young people who need a little more support and will focus on young people with more complex needs. The aim is to ensure the Youth Employability Coaches link in with all the Youth Hubs as well as Jobcentre work coaches who will make referrals to Youth Hubs.
- 1.4. Current figures for the Cotswold youth unemployment stand at 841 (November 2020). This number includes Cotswold residents that are using Cirencester or Cheltenham Job Centres.
- 1.5. The Department for Work and Pensions and Cotswold District Council have worked closely together over the last 3 months to develop a strong network of partners locally and a youth hub model that works for Cotswold District.
- 1.6. In the Corporate Plan the Council is committed to *"Work with the DWP, businesses, education and the voluntary sector to create more employment and learning opportunities for young people"* (Helping residents and communities access the support they need for good health and wellbeing).

2. MAIN POINTS

2.1. Needs of young people in the Cotswold

- 2.1.1. 'Young Gloucestershire' have been commissioned by CDC to run detached youth work sessions across the district and speaking directly to young people over the last few months. Concerns of local young people identified by street youth workers include:
 - Increased levels of anxiety and changes in home life, parents more stressed due to finances/ impact of losing jobs or being furloughed. Young people feel as though they have been overlooked.
 - Exam results are a big concern, young people are worried about grades/ next steps and what support will be available.
 - Young people feel as though there is not enough local support to deal with their mental well-being.
 - Concerns that they do not know where to access support whether about school, mental health or substance misuse issues.

- Young people overall would like to engage more within their communities and only travel to larger areas as there's 'nothing to do locally'. If there were more simple things like football nets or shelters, they would have better opportunities. Not a lot going on for teenagers they feel and would like to start suggesting ideas for what youth provision they would like to see. Young people really want to make change and would engage in activities should it be co-designed with them.
- Lack of Spaces to hang out

2.1.2. There is a recognition that in addition to finding employment there are a number of other challenges that young people are facing. Some of these relate to general trends among young people, some are specific to the Cotswolds and its rural nature, and others are a direct result of lockdown and a consequence of COVID-19.

These include "being work ready"(The British Chamber of Commerce's Workforce Survey found that 88% of employers believed school leavers were unprepared for the world of work, and 54% believed graduates were unprepared for the workplace) and "finding secure & meaningful employment".

2.1.3. Therefore, there is strong agreement amongst local partners and stakeholders that the Cotswold youth hub needs to take a holistic approach and respond to individual needs. This would include offering a wide range of options to widen a young person's pathway and to enable personal development. Pathways for young people are typically very narrow and there is not much choice or opportunity to try different things. Yet a variety of opportunities is a critical part of a good adolescence.

2.1.4. "The world of work has fundamentally shifted over the past 60 years. Labour markets are less stable, wages lower and there has been a significant growth of in-work benefits. Increasing numbers are self-employed, and statistics have shown that their earnings are falling relative to employee earnings, and the percentage of those looking for another job or more hours has almost doubled. Britain has an hourglass economy in which there is a polarisation between low paid, low skilled jobs and high paid, high skilled jobs with few if any paths for people to progress from the lower rungs to the higher rungs, resulting in low paid workers continually cycling in and out of the labour market, unable to progress. At the same time small businesses are creating two in every three new jobs and employers, large and small, are embracing new ways to find their employees through their networks to reduce time and resource spent on recruiting. Small businesses make up roughly 84% of UK employers, whilst only 20% of this sector uses the job centre to recruit. What this means for individuals is that in today's labour market as few as one in five of all jobs are formally advertised, meaning most jobs are found through word of mouth. Even those in work do not benefit from the security of a job for life and many have insecure contracts. Between the ages of 18 and 46 the average person will have 11 jobs, so the long term skills and resilience to navigate this landscape have never been more important. The growing significance of 'soft skills' in this context has been recognised by the Government, industrial bodies and think tanks. The term soft skills refers to a range of personal attributes that are experientially acquired and includes things such as confidence, adaptability,

motivation and relational skills. Soft skills have been identified as key to sustaining long term employability, but form part of a wide reaching skills deficit in the UK. An estimated 500,000 people are predicted to be held back by a lack of soft skills by 2020, at an estimated cost of £8.4 billion . Moreover soft skills are required to open up opportunities for hard, technical skills to be developed.

- 2.1.5. In the light of these changes, existing employment services have become less and less relevant to the people and businesses they serve. Despite these changes in the labour market employment support services continue to focus their efforts on CV production and an increased job search through online and offline applications with a ‘work first’ approach that encourages people to take any job, at any cost, rather than focusing on long term sustainability and progression. This narrow and short term focus and approach of existing employability services is costly and continues to fail young people who are looking to get their first step on the career ladder and need support in finding opportunities where they can develop.” (*Participle, EmployAbility 03 Final Report – October 2015*)

2.2. **Partners engaged**

- 2.2.1. There is strong buy-in from local stakeholders/partners to work together to achieve a common goal of holistic support for young people locally.
- 2.2.2. Partners willing to support and/or be part of the Cotswold Youth Hub/s include:
- Bingham Library Trust
 - Cirencester Town Council
 - Rotary Club of Cirencester
 - St. James Place Wealth Management
 - Gloucestershire VCS Alliance
 - The Churn Project
 - Gloucestershire Wildlife Trust
 - Cotswold Natural Landscape
 - World Jungle (Ben Ward- representing Cotswold Youth Network)
 - Inspire to Aspire CIC
 - Citizens Advice
 - Cotswold Counselling
 - South Cotswold Foodbank
 - Cirencester College
 - GEM Project
 - Gloucestershire LEP

2.3. **The Proposal**

- 2.3.1. Cotswold District Council, DWP colleagues, Cirencester Town Council and the wider Cotswold Youth Network are in the process of developing a proposal for a Youth Hub in the Cotswold District.
- 2.3.2. The aim is not just to create yet another “well-meaning service” that is driven by the goals of those creating it rather than the intended service users.
- 2.3.3. Cotswold District Council, Cirencester Town Council and the wider Cotswold Youth Network will offer an innovative and responsive service to young people between the

ages of 16 -25 who are not currently involved in education, employment or training. The partnership will provide a holistic service to support young people that offers a personalised support programme tailored to the individual needs of the young person. The proposal incorporates two key elements:

- 2.3.4. 1) **C-Hub - a bespoke youth hub facility in the heart of Cirencester** (kindly provided by the Bingham Library Trust) which will be staffed by a Youth Hub Coordinator (1.0 FTE) and additional support services as required. The co-ordinator will support young people from the south of the district through a combination of one-to-one (face to face or virtual/remote) support sessions, online training, and through referrals to other agencies and partners as required. This would also include an outreach service to more remote areas in the south of the district like Tetbury and Fairford/Lechlade.
- 2.3.5. 2) In addition there would be a **flexible rural outreach service** aimed at the north of the district also staffed by a Youth Hub Coordinator (0.6 FTE) to ensure young people can access support, even those geographically distanced from Cirencester. This coordinator will have a similar role providing one to one support, online training and developing networks and partners for referrals and additional support from various community venues ('outreach hubs') as well as remotely. The long-term aim would be to develop a second physical Youth Hub in the north of the District. Youth Hub Coordinators would be employed by Publica.
- 2.3.6. The hub and its coordinators would work with a number of partners from the public sector, voluntary and community sector and businesses to develop a menu of "ready to go" support services and opportunities in the form of basic skills training, life/soft skills training, "friendly work experience", work placements and wider skills & support opportunities. This will include: Rural Skills Offer, Life Skills Programme, Basic Skills Training, Business Mentoring & Support, Financial Management as well as additional one to one support as required as well as mental health support/counselling. The hub would work closely with the Job Centre as well as with the the GFirst LEP Careers Hub, delivered by the GFirst LEP Education and Skills Team (brings together secondary schools and colleges from across the county, providing a collaborative approach to strengthening careers information and experiences for young people in Gloucestershire).
- 2.3.7. The Coordinator role is at the centre of this local approach providing a safe space to return to and reflect on experiences. Through this reflection process learning is internalised and feedback can be given which will provide concrete challenges to work on so that young people can 'shape themselves'. Young people have the chance to choose an opportunity that interests them, do it and then reflect on the experience. The aim is to not just focus on deficits but to also identify strengths like critical thinking, creativity etc. which is often missed when feedback is provided to young people.
- 2.3.8. A good adolescence is not just about young people; it is about the relationships between young people and the worlds around them. Hence another element that is hoped to be developed through this project is to involve communities and to engage volunteers who connect with young people. This would support the development of young people through their shared participation in experiences within the wider community

2.3.9. **Outcomes include:**

- Clear but individual pathway for young people (16-25) not in education, employment and training
- A strong well-resourced youth hub in the heart of the district
- Good accessibility and inclusion through remote access and outreach
- Parents, teachers, DWP, social workers and other support workers have a clear focus on where to direct young people and access to relevant and up to date information
- 1-2-1 mentoring support, increasing confidence and motivation
- Create opportunities for young people where they can develop and reflect
- Shift from a focus on meeting people's immediate needs alone to fostering deep personal capabilities
- Engagement with employers / providers and closer relationships with local businesses
- Engagement with volunteers and local communities
- 75% of customers to improve their ability to secure work by building relationships, engaging in training, skills enhancement, work experience, more active job seeking, education or volunteering
- 100% of customers on caseload to have an agreed action plan (opportunities) / personal goal plan and time to reflect
- Evidence of continuous improvement of all participants.

2.3.10 **Benefits of this approach:**

- Builds on assets already existing in the community including the C-Hub facility but also the expertise of other VCS partners, youth service providers as well as facilities such as the growth hub, The Churn project, local businesses etc.
- It is responsive to individual needs of young people and focuses on long term sustainability and progression
- Includes an element of reflection through which learning is internalised (projects cannot just be about consuming activity and keeping busy)
- The capabilities approach focuses on what people are able to be and do, which is affected by daily life and the wider environment.
- Ensures coverage of a large rural area with low population density and builds on other tried and tested provision which has operated a north/south split for the district
- Links into other exciting youth initiatives taking place in the district
- Focus is on broadening young people's experiences and giving them new experiences and opportunities not normally available to them
- Multi-agency
- Solution focused

- Focus on sustainable outcomes by taking a holistic view on supporting young people and not just addressing issues in isolation
- By overseeing this project and employing and managing Youth Hub Coordinators directly this project links in with other service areas as well as initiatives and projects delivered by the Community Wellbeing Team, which enables better quality control and coordination.

2.4 Funding

Cotswold District Council, DWP colleagues, Cirencester Town Council and the wider Cotswold Youth Network are in the process of developing a proposal to apply for funding from the DWP for an initial 2 year project.

The various Cotswold partners are able to bring a significant amount of “in kind” and real added value to this proposal. This covers a number of key areas which will be required to offer a holistic and needs based support offer to young people on their journey. This includes the physical location of the C-Hub generously developed with support from The Rotary Cirencester Club, Bingham Library Trust and support from St. James Place and Cirencester Town Council is key to delivering this proposal. In addition, the Ozone Hub at Kingshill offers a fantastic outreach/satellite venue. We also hope to be able to identify additional physical locations which can be used for the north youth hub coordinator outreach service. This offer will be further developed when the coordinator roles are in place.

Overall in kind contribution is calculated to be around £84,000 and the additional cost of which the coordinator salary forms the biggest part is about £104,000.

The bid, which is still in development, is hoped to be submitted by early February 2021. The start of the Cotswold Youth Hub is planned for Spring 2021 (April/May) if successful.

3. FINANCIAL IMPLICATIONS

- 3.1. This project would be externally funded through the DWP with matched local funding mainly achieved through in-kind contributions from partners as set out above (2.3.5) (C-Hub facility, initiatives/training/mentoring etc.) as well as in-kind contribution provided by this Council in the form of a management fee (Hub Coordinators) over £2,000 per annum (x2) = £4,000.
- 3.2. Cabinet is asked to consider supporting the Youth Hub project with a financial contribution of £5,000 to be funded from the 2020/21 Revenue Grants Scheme.

4. LEGAL IMPLICATIONS

- 4.1. There are no specific legal implications arising from the recommendations in this report.

5. RISK ASSESSMENT

- 5.1. If the bid to the Department of Work and Pensions was successful and CDC agreed to be the Lead Accountable Body the Youth Hub development would be overseen by the Community Wellbeing Team and work in partnership with other council services as well as above mentioned external partners. This would include management of the Hub Coordinators -employed by Publica and reporting to the Community Wellbeing Manager.

6. EQUALITIES IMPACT

- 6.1. The youth hub will be designed to be open to all geographical areas and communities. The hub aims to help improve social mobility and life chances of disadvantaged young people. The aim is to provide equal opportunities to narrow the inequalities gap.

7. CLIMATE CHANGE IMPLICATIONS

- 7.1. None.

8. ALTERNATIVE OPTIONS

- 8.1. CDC is not the Lead Accountable Body (LAB) hence another organisation needs to be identified and willing to be the LAB. Most local organisations are not covering the whole district and may not qualify as DWP may consider them a risky investment as they may have only been running for 12 months and they need to see 3 years books and established business to be confident, for example. The youth Hub Coordinators will most likely have to be employed by a partner organisation which will mean limited input by CDC as a consequence. However if the Local Authority would like to be Lead Accountable Body the financial validity is not in question as it is a government department.

9. BACKGROUND PAPERS

- 9.1. None.
(END)



Council name	COTSWOLD DISTRICT COUNCIL
Name and date of Committee	CABINET - 4 JANUARY 2020
Report Number	AGENDA ITEM 9
Subject	REVIEW OF PAYMENT OPTIONS IN CAR PARKS
Wards affected	ALL
Accountable member	Cllr Mike Every - Deputy Leader and Cabinet Member for Finance Email: mike.every@cotswold.gov.uk
Accountable officer	Maria Wheatley - Parking Manager Email: maria.wheatley@cotswold.gov.uk
Summary/Purpose	To enable the Cabinet to review options for payment methods in its car parks.
Annexes	None
Recommendation/s	That Cabinet approves: a) <i>The proposal to remove the option to pay by cash in all car parks.</i> b) <i>A phased approach to the removal of cash payments</i>
Corporate priorities	Respond to the challenges presented by the climate change emergency Ensure that all services delivered by the council are delivered to the highest standard
Key Decision	NO
Exempt	NO
Consultees/ Consultation	Savings from a move to cashless car parking were included in the Council budget proposals for 2020/21. Consultation on the budget proposals was carried out in December 2019 and the outcomes from the consultation were reported to Council in February 2020.

1. BACKGROUND

- 1.1. The Council's budget for 2020/21 included an assumed saving of £35,000 resulting from the removal of the option to pay by cash at Council owned car parks. This was included in the Corporate Plan passed by the Council in September 2020 with a proposed completion date of April 2021.
- 1.2. Customers can currently choose between three methods to pay car park charges; cash, card at machine or via mobile phone. The mobile phone option can be accessed via calling or logging into an App.
- 1.3. The removal of the cash option would decrease the Council's carbon footprint by decreasing the number of trips by the Council's cash collectors. Trips that cover the whole district to collect from all machines total approximately 20,000 miles per annum. This figure does not include the additional daily travelling to the secure depot to count and bank.
- 1.4. A small number of pay and display machines are vandalised each year, resulting in down time and repair costs. In recent years machines have been pulled from the ground and stolen. The only reason for a thief to do this would be to access the cash.
- 1.5. The option to pay at the machine by card will remain.
- 1.6. The Council is encouraging its customers to use technology to pay for parking by calling or using an App on their mobile phone. Payment can be carried out while sitting inside the vehicle.
- 1.7. The cash collection contract is a call off contract priced per visit to each pay and display machine. The contractor visits are scheduled, however these are increased or decreased depending on events and circumstances. The current contract ends on 31 March 2022.

2. MAIN POINTS

- 2.1. The Council is responsible for maintaining a balance between the service provided to the public and protecting the assets, reducing costs and considering the impact on the environment. Very little cash is left in the machines at any one time, and therefore there is little financial reward for the thieves. However, there have been nine incidents of theft or vandalism of machines in Council car parks in the last four years with a total cost of nearly £40,000. They have occurred across the District and cause inconvenience for drivers as well as the Council. The estimated loss of parking revenue as a result of just two incidents at Bourton-on-the-Water and the Beeches in Cirencester is £65,000.
- 2.2. Cllr Evemy, the Portfolio Holder, agreed in response to a question from Cllr Ind at the Council meeting on 18 November to extend the final deadline for the removal of cash payments to January 2022 and requested this report outlining a phased approach to the change. The subsequent sections of the report propose how this can be done.

- 2.3. There will be a phased approach to enable the Council and its service provider, PayByPhone, to promote the service and assist users. Additional signs and promotions will take place in 2021, and announcements will be made both onsite and elsewhere at least one month in advance of any change. It is proposed that there will be four phases starting with those car parks where there is a history of theft and vandalism.
- 2.4. Phase (a) In March 2021, remove the cash option at car parks that have repeatedly experienced theft and vandalism; Rissington Road, Bourton-on-the-Water, Mangersbury Road, Stow-on-the-Wold and Beeches Car Park Cirencester.
- 2.5. Phase (b) In June 2021, remove the cash option in those car parks that have a higher percentage of non cash payments; Abbey, Old Station and Leisure Centre Cirencester.
- 2.6. Phase (c) In August 2021, half of the remaining car parks; Forum, Sheep Street and Waterloo Cirencester and West Street, Tetbury and Old Market Way, Moreton in Marsh.
- 2.7. Phase (d) In October 2021, the remaining car parks; Brewery, Cirencester, Church Street and The Chipping, Tetbury and Chipping Campden.
- 2.8. The above phases will have some flexibility to enable the Council and its contractor to assist customers, where necessary, that have no experience of paying cashless and to learn from experiences in earlier phases. Communications, instructions and assistance remains the key to a successful transition with the final end date for completing all phases on 31 January 2022.

3. FINANCIAL IMPLICATIONS

- 3.1. The cost to adapt all 31 pay and display machines to take card payments only is £10,292. The total cost for cash collections in 2019/20 was £57,000. If all cash collections are stopped, the net annual saving in the first year will be around £47,000 with the full annual savings of £57,000 delivered in each subsequent financial year.
- 3.2. The Council will incur additional costs for payments made by debit card of 9 pence per transaction and 8 pence for pay by phone transactions. This is expected to increase costs by £66,000, (based on the number of cash transactions 2019/20). These costs will be offset by savings in parking machine repairs and replacements and in income which will no longer be lost when machines are out of order.

4. LEGAL IMPLICATIONS

- 4.1. None

5. RISK ASSESSMENT

- 5.1. None.

6. EQUALITIES IMPACT

- 6.1. All vehicles displaying a disability blue badge may park free in all Cotswold District Council car parks, therefore payment methods will not affect this group. By phasing in the proposed change will give those not familiar with the technology time to adjust. The Council recognises that not all drivers will have a smartphone with the ability to access the App. However, payments can also be made with a phone call using a mobile phone and through paying by card at the machine.

7. CLIMATE CHANGE IMPLICATIONS

- 7.1. Proposal will save on the Council's carbon footprint by reducing the number of vehicle journeys around the district.

8. ALTERNATIVE OPTIONS

- 8.1. Members may decide not to approve this proposal and retain the cash payment option.

(END)



Council name	COTSWOLD DISTRICT COUNCIL
Name and date of Committee	CABINET - 7 JANUARY 2021
Report Number	AGENDA ITEM 10
Subject	BUDGET CONSULTATION FEEDBACK
Wards affected	ALL
Accountable member	Cllr Mike Every / Deputy Leader and Cabinet Member for Finance Email: Mike.Every@cotswold.gov.uk
Accountable officer	Jenny Poole, Chief Finance Officer Tel: 01285 623313 Email: Jenny.Poole@cotswold.gov.uk
Summary/Purpose	This report provides feedback to Cabinet from the recent consultation on the Administration's budget proposals.
Annexes	Annex A – Responses to the online survey Annex B – Email and letter responses to the budget consultation
Recommendation/s	<i>That Cabinet considers the feedback from the consultation.</i>
Corporate priorities	The budget set out the financial envelope for the Cotswold District Council Corporate Plan, which details how the Council will deliver against all of its adopted aims, priorities and principles.
Key Decision	No
Exempt	No
Consultees/ Consultation	A webinar for Town and Parish Councillors took place in November. An online survey was available to all residents and businesses in the District and a hard copy of the survey was available on request for completion and distributed to 18,000 homes across the District.

1. BACKGROUND

- 1.1. Cabinet considered a refresh of the Council's Medium Term Financial Strategy (MTFS) and draft budget proposals for 2021/22, as a basis for consultation with the community, on 7 September 2020. This report sets out feedback from the consultation for Cabinet to consider.
- 1.2. In November 2020, the Government announced the outcome of the Spending Review 2020. The Spending Review covers the 2021/22 financial year only. The Government is planning to announce a longer-term Spending Review during 2021. The Spending Review sets out the spending limits for Government departments and enables the Ministry for Housing, Communities and Local Government (MHCLG) to determine the funding for individual local authorities. The Provisional Local Government Finance Settlement, was announced on 17 December 2020. Consultation on the Settlement runs until 16 January 2021, the Final Local Government Finance Settlement is expected to be announced at the end of January 2021 or early in February 2021.
- 1.3. In January 2021, the Chief Finance Officer will update the MTFS and 2021/22 budget with the outcome of the Local Government Finance Settlement, along with any further adjustments identified since Cabinet considered the draft budget in September.
- 1.4. Cabinet will consider the MTFS and 2021/22 budget on 8 February 2021. Cabinet will recommend the MTFS, 2021/22 budget and the associated Capital, Investment and Treasury Management Strategies to the Council for debate and agreement on 24 February 2021.

2. MAIN POINTS

- 2.1. Consultation on the draft budget proposals ran from 4 November to 11 December 2020. The Council promoted its consultation on its website and by using signage in car parks across the District, inviting Town and Parish Councils to attend a webinar, delivering a dedicated leaflet to 18,000 homes across the District and through "CDC Live".
- 2.2. As the leaflet drop took place later in the consultation period than planned, the online survey period was extended by three days to 11 December 2020 to ensure that as many residents as possible had the opportunity to have their views considered.
- 2.3. The budget survey questions were included in the leaflet. As the leaflet drop took place late in the consultation period, some residents may complete the hard copy and return it to the Council after the extended deadline of 11 December 2020. Should this be the case, Cabinet will receive an update at its meeting on 4 January 2021.
- 2.4. The Council has received 345 responses to the consultation, an increase of 57 responses from the consultation on the 2020/21 budget. Feedback from the online survey is included at **Annex A**. In addition to the online survey, the Council has also received other correspondence, included at **Annex B**.

2.5. The main findings from the consultation are set out below.

Q1 - Having read our spending priorities, to what extent do you agree with them?

2.6. The response was positive to this question. 46% agreed or strongly agreed with the Council's spending priorities. This compares to 37% who disagreed or strongly disagreed.

Q2 - The Council charges for many of the services it provides, including car parking, planning advice and garden waste collection. We will charge for these services in line with private companies, to ensure they are not subsidised by other taxpayers. The Council may, however, decide to subsidise some fees and charges. Reasons for this will be clearly set out and decided by Councillors. Do you agree with this approach?

2.7. The response was also positive to this question. 55% agreed or strongly agreed to the proposed approach to setting fees and charges. This compares to 30% who disagreed or strongly disagreed.

Q3 To support our priorities, we plan to increase Council Tax by 10p a week (£5 a year) for a Band D property. Do you agree with this?

2.8. The response was similarly positive to this question. 52% agreed or strongly agreed to the proposed increase. This compares to 36% who disagreed or strongly disagreed.

Q4 We continue to play an important role in the District's recovery from Covid-19. Rank from 5 (highest) to 1 (lowest) your priority for these efforts:

2.9. The survey respondents ranked their priority for the Council's response to Covid-19 as follows (highest priority to lowest priority):

5. Working with community organisations to support vulnerable people
4. Supporting businesses to stay open
3. Supporting people in financial hardship
2. Making sure town centres and businesses are safe to visit
1. Providing support to keep our leisure centres and museum open

Q5 - The Council holds funds for investing in projects which support its priorities. We plan to make one-off investments in 2021/22 on those listed below. Please rank these from 5 (highest) to 1 (lowest) in order of importance to you.

2.10. The survey respondents ranked investment in priority services as follows (highest to lowest in order of importance):

5. Providing help for individuals with complex needs who are facing homelessness to access secure accommodation and support for their needs.
4. Developing and planning for better and greener ways to travel around the District.
3. A refresh of the local plan to ensure all new development in the District helps us tackle climate change.

2. Reviewing open spaces on new developments - to support residents dealing with developers about the maintenance of public open space.
1. Investments that will provide additional income to the Council to fund spending on our priorities

Q6 - We have developed a Recovery Investment Strategy which will see the Council: charging for services in line with private companies (see Q2); investing in developing the local economy (including help for local businesses to recover from Covid-19) and in green technologies; delivering housing for local people at rents they can afford; and working with partner councils and contractors to make our services more efficient. Do you agree with the principles of the Recovery Investment Strategy?

- 2.11. The response was positive to this question. 57% agreed or strongly agreed with the Recovery Investment Strategy approach. This compares to 23% who disagreed or strongly disagreed.

Q7 - Are there any comments you would like to make on our priorities or any other aspect of the Council's spending and service delivery?

- 2.12. There were 196 free format responses to the online survey. These responses are detailed in Annex A.
- 2.13. A response from Weston-sub-Edge Parish Council and other narrative responses are included at **Annex B**.

3. FINANCIAL IMPLICATIONS

- 3.1. There are no financial implications arising from this report. Any changes to the 2021/22 budget arising from consideration of the consultation feedback will be included in the report to Cabinet on 8 February 2021.

4. LEGAL IMPLICATIONS

- 4.1. There are no legal implications arising from this report.

5. RISK ASSESSMENT

- 5.1. The MTFs and Budget 2021/22 report to be considered by Cabinet in February 2021 will contain a risk assessment.

6. ALTERNATIVE OPTIONS

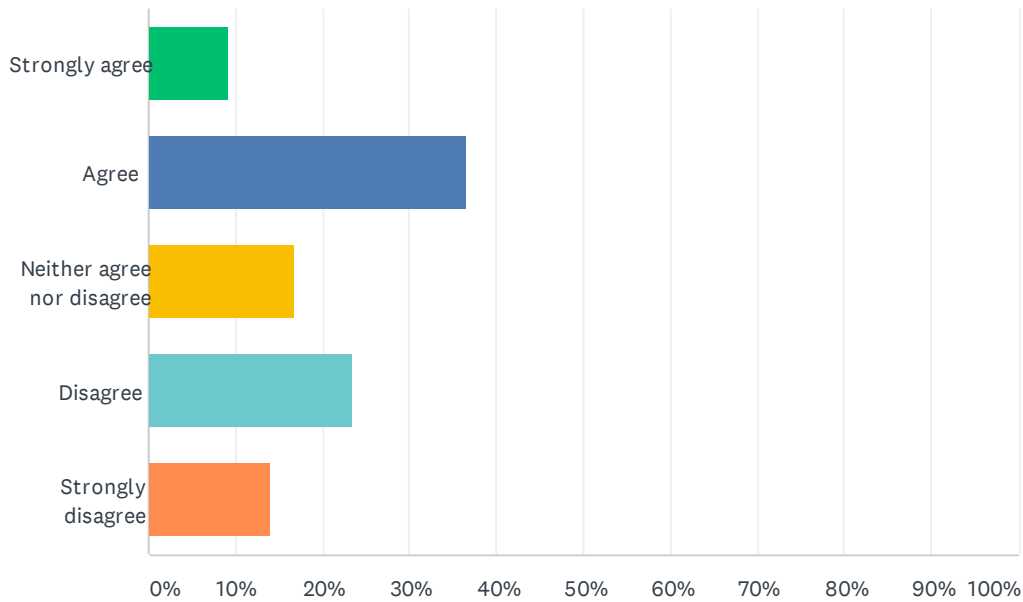
- 6.1. This report provides the Cabinet with the opportunity to consider amendments to the budget proposals for 2021/22 or longer term in the Medium Term Financial Strategy. Any changes to the 2021/22 budget arising from consideration of the consultation feedback will be included in the report to Cabinet on 8 February 2021.

7. BACKGROUND PAPERS

- 7.1. None
(END)

Q1 Having read our spending priorities, to what extent do you agree with them?

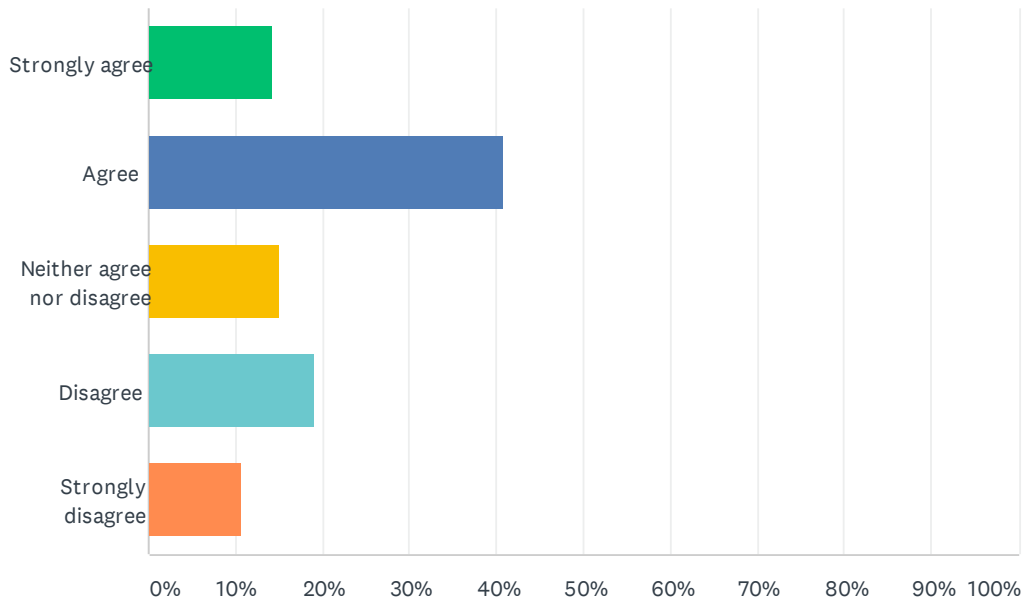
Answered: 345 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly agree	9.28%	32
Agree	36.52%	126
Neither agree nor disagree	16.81%	58
Disagree	23.48%	81
Strongly disagree	13.91%	48
Total Respondents: 345		

Q2 The Council charges for many of the services it provides, including car parking, planning advice and garden waste collection. We will charge for these services in line with private companies, to ensure they are not subsidised by other taxpayers. The Council may, however, decide to subsidise some fees and charges. Reasons for this will be clearly set out and decided by Councillors. Do you agree with this approach?

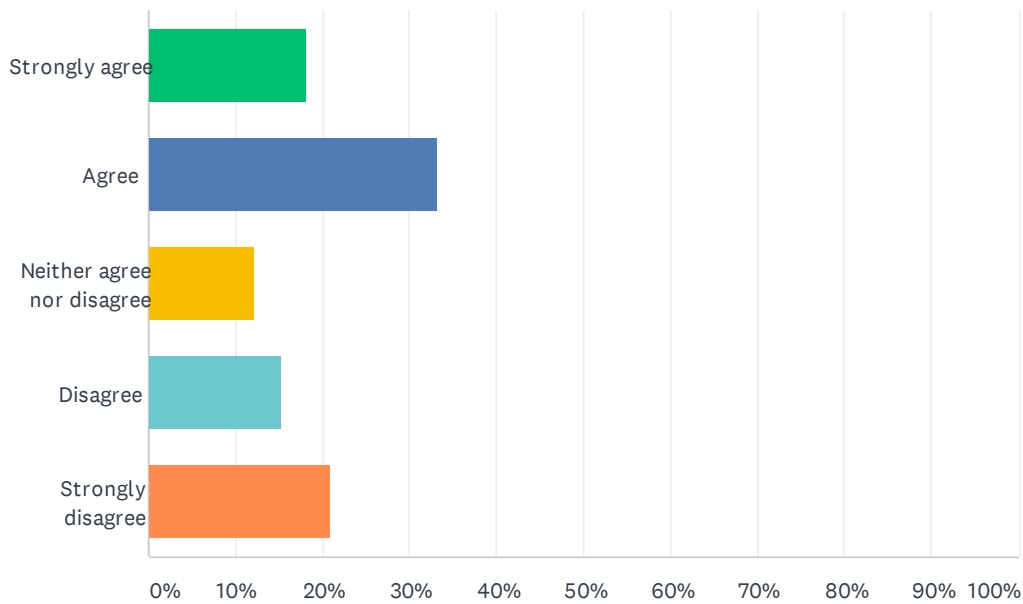
Answered: 345 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly agree	14.20%	49
Agree	40.87%	141
Neither agree nor disagree	15.07%	52
Disagree	19.13%	66
Strongly disagree	10.72%	37
Total Respondents: 345		

Q3 To support our priorities, we plan to increase Council Tax by 10p a week (£5 a year) for a Band D property. Do you agree with this?

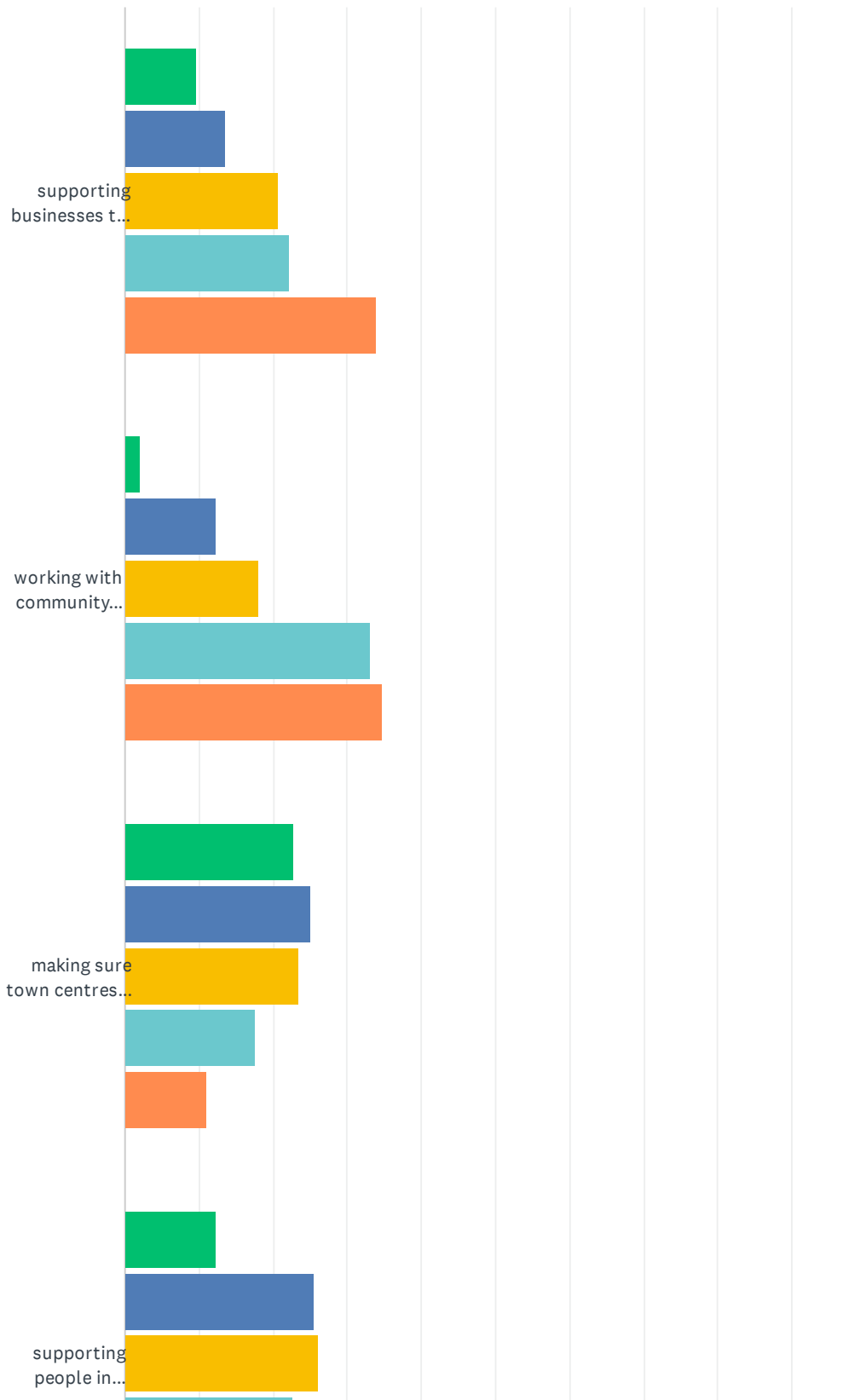
Answered: 345 Skipped: 0

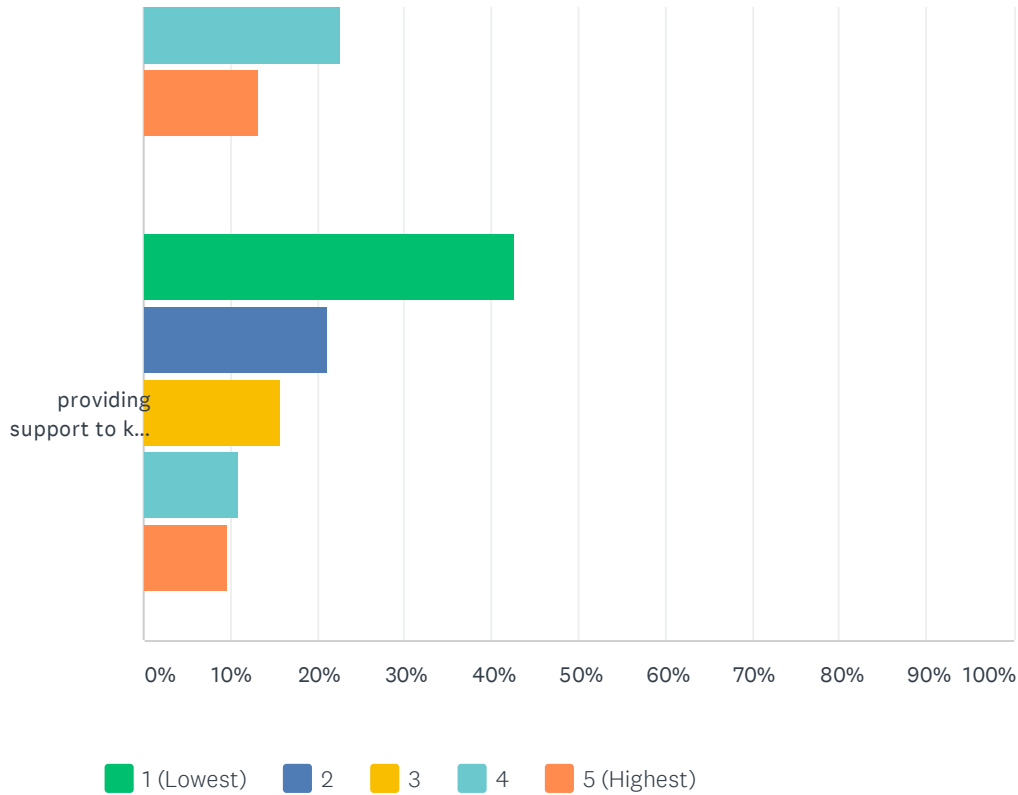


ANSWER CHOICES	RESPONSES	
Strongly agree	18.26%	63
Agree	33.33%	115
Neither agree nor disagree	12.17%	42
Disagree	15.36%	53
Strongly disagree	20.87%	72
Total Respondents: 345		

Q4 We continue to play an important role in the district’s recovery from Covid-19. Rank from 5 (highest) to 1 (lowest) your priority for these efforts:

Answered: 345 Skipped: 0

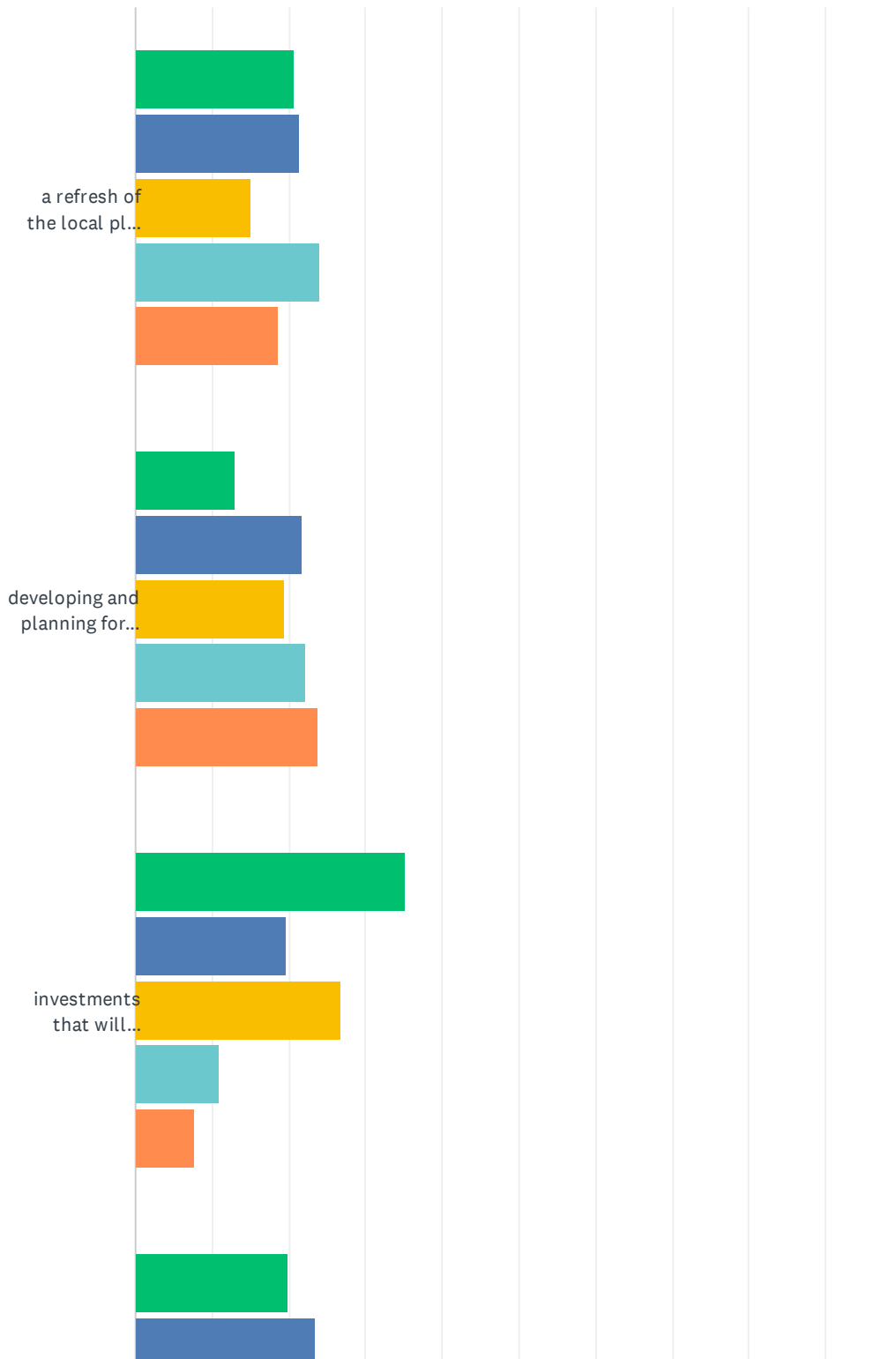


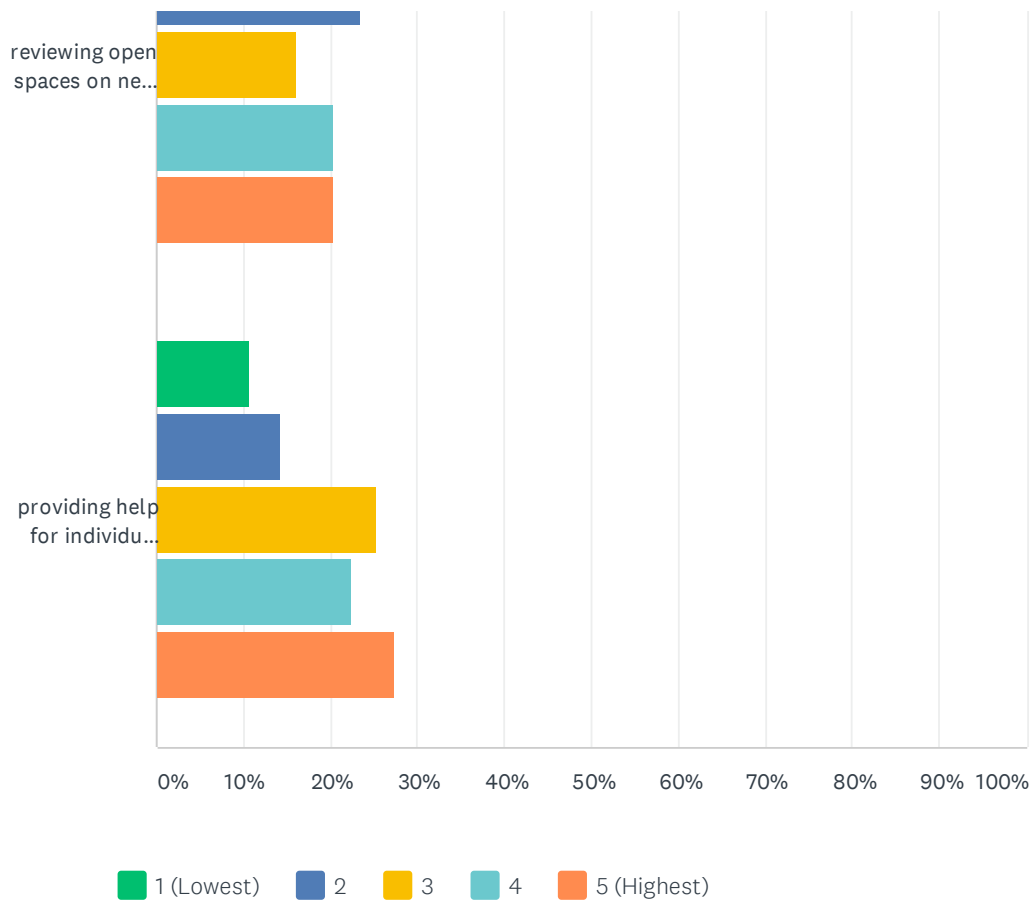


	1 (LOWEST)	2	3	4	5 (HIGHEST)	TOTAL	WEIGHTED AVERAGE
supporting businesses to stay open	9.69% 28	13.49% 39	20.76% 60	22.15% 64	33.91% 98	289	3.57
working with community organisations to support vulnerable people	2.04% 6	12.24% 36	18.03% 53	32.99% 97	34.69% 102	294	3.86
making sure town centres and businesses are safe to visit	22.73% 65	25.17% 72	23.43% 67	17.48% 50	11.19% 32	286	2.69
supporting people in financial hardship	12.30% 38	25.57% 79	26.21% 81	22.65% 70	13.27% 41	309	2.99
providing support to keep our leisure centres and museum open	42.77% 142	21.08% 70	15.66% 52	10.84% 36	9.64% 32	332	2.23

Q5 The Council holds funds for investing in projects which support its priorities. We plan to make one-off investments in 2021/22 on those listed below. Please rank these from 5 (highest) to 1 (lowest) in order of importance to you.

Answered: 345 Skipped: 0

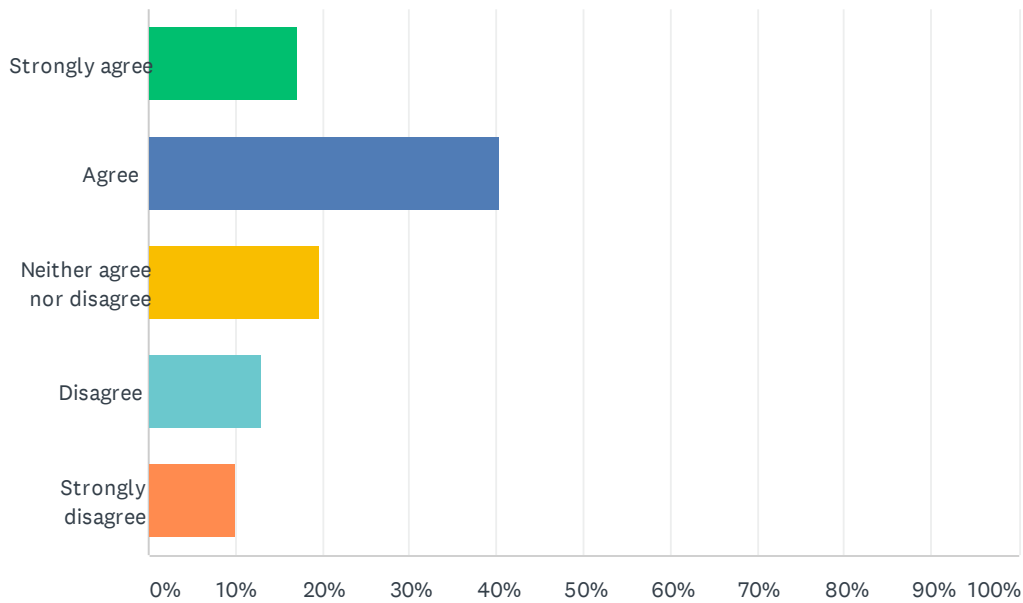




	1 (LOWEST)	2	3	4	5 (HIGHEST)	TOTAL	WEIGHTED AVERAGE
a refresh of the local plan to ensure all new development in the district helps us tackle climate change	20.75% 61	21.43% 63	14.97% 44	24.15% 71	18.71% 55	294	2.99
developing and planning for better and greener ways to travel around the district	12.93% 38	21.77% 64	19.39% 57	22.11% 65	23.81% 70	294	3.22
investments that will provide additional income to the Council to fund spending on our priorities	35.14% 104	19.59% 58	26.69% 79	10.81% 32	7.77% 23	296	2.36
reviewing open spaces on new developments - to support residents dealing with developers about the maintaining of public open space	19.94% 62	23.47% 73	16.08% 50	20.26% 63	20.26% 63	311	2.97
providing help for individuals with complex needs who are facing homelessness to access secure accommodation and support for their needs	10.77% 35	14.15% 46	25.23% 82	22.46% 73	27.38% 89	325	3.42

Q6 We have developed a Recovery Investment Strategy which will see the Council: Charging for services in line with private companies (see Q2) Investing in developing the local economy (including help for local businesses to recover from Covid-19) and in green technologies. Delivering housing for local people at rents they can afford Working with partner councils and contractors to make our services more efficient Do you agree with the principles of the Recovery Investment Strategy?

Answered: 345 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly agree	17.10%	59
Agree	40.29%	139
Neither agree nor disagree	19.71%	68
Disagree	13.04%	45
Strongly disagree	10.14%	35
Total Respondents: 345		

Q7 Are there any comments you would like to make on our priorities or any other aspect of the Council's spending and service delivery?

Answered: 196 Skipped: 149

#	RESPONSES	DATE
1	You should be concentrating on your core statutory responsibilities and climate change is not one of these. Stop playing politics and start supporting local people and businesses	12/11/2020 10:39 PM
2	No more investment should go to affordable housing, there is a very high proportion already within all new housing developments. The council should not charge for services such as planning advice or green waste, this is what council tax is for. I think its completely outrageous you want to increase council tax on only Band D?! What about all the other bands?! This is completely unfair. It should be raised for every band!!!	12/11/2020 8:58 AM
3	Q.2 is rather broad, as it covers parking, green waste and many other things.	12/10/2020 5:28 PM
4	Cycle and walking routes should be given special attention including a cycle way along the old railway line to Kemble Station (as listed in the local plan). This would be a major green addition as set out in Govt's policies.	12/10/2020 11:15 AM
5	Stop this affordable housing [REDACTED] and stop over developing Moreton. Nobody wants it and you keep ignoring us	12/10/2020 7:43 AM
6	I have two major comments. Firstly, your plan states that you intend to spend almost £250K per year on "reviewing our local plan". You cannot possibly be saying that an administrative procedure can cost that amount, over actually spending money on real things, like affordable housing, pavement maintenance and the like. Secondly, you have effectively increased the cost of the Green Bin licence by over 100% this year. There were no collections for two months at the start of the current pandemic restrictions, and then you reduced collections from weekly to bi-weekly. If you're going to reduce the service by over 50%, you should at least reduce the cost by a similar amount. I'm happy to accept an inflationary increase, but not over 100%.	12/9/2020 11:42 AM
7	Towns such as Fairford which have suffered a lot of housing development in recent years need to see some benefit in terms of improved local infrastructure provision from all the New Homes Bonus the Council has received for all this development.	12/9/2020 9:53 AM
8	Please invest in local road signage. Small thing maybe but it improves local pride and says a lot about an area	12/9/2020 8:07 AM
9	What are the deliverables of this plan?	12/8/2020 10:15 PM
10	The amount suggested for the recovery investment strategy seems substantial and there is not sufficient description of the details of the proposals. It's all a bit vague.	12/8/2020 8:35 PM
11	Too much of the recovery plan appears to replicate national initiatives and responsibilities, and proposes spending on reviews, planning and consultation. Little practical is proposed, and much need well understood and known. Restoring weekly garden waste collections for rural areas in the growing season would be something practical and useful at DC level.	12/8/2020 7:58 PM
12	Charging at commercial levels is not lawful unless only at cost. Green travel needs to be reflected in public transport which currently is abysmal and not an option in many areas. Green vehicles are currently too expensive for many and acting in a way that discriminates against those not in a position to find a greener option is not an equitable solution to a bigger problem	12/8/2020 7:47 PM
13	climate change should be number 1	12/8/2020 6:49 PM
14	More budget towards fly tipping.	12/8/2020 1:29 PM
15	Invest in your own carbon reduction the advertise this to residents and encourage them to invest. Eg less car use, less use of gas - a real green recovery	12/8/2020 1:22 PM
16	Spend more on combatting climate change eg not just providing electric car hook-ups but discouraging the use of cars, making the town centres totally pedestrianised, become a plastic free area, plant more trees in towns & villages etc etc	12/8/2020 1:15 PM
17	It's important that these initiatives are not just focussed on the south of the district i.e Cirencester and also consider what neighbouring councils are doing.	12/8/2020 11:47 AM
18	Historically, the public sector, including councils have proven themselves ill-equipped to make 'investment decisions'. A lack of experience normally results in poor outcomes, which ultimately the tax payer has to pick up the tab for.	12/8/2020 9:18 AM

19	I would like to see as much money as possible put into green travel. Don't just support rich people to get electric cars. We need more buses and cycling routes too.	12/8/2020 9:07 AM
20	the recovery investment plan states the principles but not how, when and to who the money goes and that could mean a shed load of outside consultants fees which would be wrong. The council should have these skills in people inhouse	12/8/2020 2:48 AM
21	Not enough strategy or planning to regulate the nature of business development in significant tourist spots in the Cotswolds to ensure diversity and to ensure priority given to balance the way permissions are granted to ensure a good proportion of shops serve local communities. Not enough protection for communities against over-tourism. No mention at all about the truly disgraceful state of the roads in the North Cotswolds. Not enough funding for the real needs of rural communities such as better health care services within the community, especially since Coronavirus, where there is very little proactive outreach from local health practices to support mental health, isolation and those who want help but have been discouraged through actions of local healthcare practitioners. Time to budget for wellbeing after this terrible year because without this, notions that suggest self-congratulatory motives are meaningless.	12/7/2020 10:06 PM
22	The wording of the document is geared towards getting the answers you are seeking not the actual merits or otherwise of proposed actions	12/7/2020 6:57 PM
23	Make sure green agendas have tangible / realistic outcomes. Promote pedestrians over vehicles further. Reduce exhaust & noise pollution in Cirencester urban region by rationalising vehicle speed to improve community health	12/7/2020 6:40 PM
24	I feel that you are wasting a lot of moneys in bringing in all sorts of experts particularly in areas which are covered by county council responsibility.	12/7/2020 5:01 PM
25	I am all for the CDC to be run in a business like manner I do not wish it to invest for the production of cash.	12/7/2020 4:23 PM
26	The council has no right to impose tax in creases. We are taxed enough as it is.	12/7/2020 3:20 PM
27	Services should be included within council tax not additional.	12/7/2020 1:49 PM
28	We would like to see CDC working with other LA's and business like ours to put buses at a higher priority in your green plans. Cycles and scooters are not suitable for longer journeys, carrying shopping or when the weather is poor. Buses need to play a central role in Covid recovery and climate change solutions.	12/7/2020 12:44 PM
29	It would be nice as we live in the far edge of the county in Lechlade and on the border of two other dc's to see adequate investment in bus services to local towns. It would also be nice to have a recycling dump site nearer to us ,	12/7/2020 9:28 AM
30	Yes, performance is pathetic! Disposing of senior management suggests to me you are trying to get something through, that is against local interest. Your approach to Waterloo car park , 7 storey white elephant, highlighted how inept you are at management. Now a survey with loaded questions in the hope it will justify actions! No I do not want to be partnered with Stroud and Cheltenham! Disregard answers on 4 and 5 they are loaded questions that do not all ow option to advise you have nothing worth supporting. You are also trying to get support for giving money to private company - leisure centre. You really are beyond inept	12/7/2020 9:15 AM
31	A review of open spaces isn't enough. Our parks and toilet facilities put us to shame. Covid has highlighted how important green spaces are. Children and adults need these. Anbey grounds play park is tatty, invest like they have done in Pitville. No toilets near a play area ridiculous and needs sorting. Cycle ways and routes so children from Stratton can get to deer park and kingshill safely for the entire journey would be good. Parking in towns if had to be paid for (it should be free!) needs to be cash and card usage. Council tax rise understandable but not when proposing nearly a million on a review - are you mad?! Spend it on what's needed. £5 on a band D property how much on the others? The same?	12/7/2020 8:35 AM
32	I would support a higher increase of Council Tax	12/7/2020 3:08 AM
33	Maintaining green space should be a priority where possible. Something needs to be done about the large lorries & traffic entering the town, (air pollution etc) a look at bridge restriction perhaps? No more developments without infrastructure FIRST	12/6/2020 9:39 PM
34	The garden waste and recycling is a complete waste of money. Just get 2 wheelie bins and stop with all the bags. How can you charge more for garden waste but collect less? as for	12/6/2020 9:30 PM

	council tax it's a joke as it is really high and everyone is struggling to pay this year due to loss of earnings!	
35	Q2. We will charge for services.....but might subsidise some - this is hardly a decisive policy, rather it is indicative of the 'we don't really know what we will do' policies of the current elected council	12/6/2020 8:59 PM
36	Develop cycle routes around Cirencester Also old railway line to Tetbury as a safe cycle route	12/6/2020 4:18 PM
37	I already pay a ridiculous of council tax that I don't see the results for. Maybe you should but the Green issues on the back burner for the next 1-2 years and work at getting people back to work and supporting the Economy. The green issue is very important but at the moment the economy and keeping the Cotswolds going is far more important. .	12/6/2020 1:14 PM
38	Stop the building of properties in chipping campden for which there is insufficient support facilities such as roads, schools, doctors and this reduce commuting to larger towns where there is work and where properties should be built	12/6/2020 10:32 AM
39	Under no. 5 - greener ways to travel ... - decent footpaths on road would help, specifically Cirencester Road Tetbury where there has been huge new developments with no proper provision on an increasingly busy road for pedestrians. Also London Road from Cirencester Road to Audi roundabout.	12/6/2020 8:41 AM
40	I would like to see more active travel initiatives. The pedestrianisation of the town centre was great. I would like to see this expanded and improved upon.	12/5/2020 3:50 PM
41	There should be parking charges in the high street to limit the number of cars parked on curbside. Especially during pandemic as pedestrians have to walk in the road. And traffic free high street on market day	12/5/2020 3:10 PM
42	I think this survey is bewildering. It's clearly been written with preconceived ideas and with the intention of gaining support for them. This is not a public consultation at all - who writes this nonsense!	12/5/2020 2:09 PM
43	Generate more money from visitor parking and reduce council tax. Moreton-in-Marsh has large areas of free parking yet we are paying over £3000 a year for our 3 bedroom property in the town. Increase the size of cardboard waste bag in line with the plastic waste. With more home deliveries there's an increase in cardboard waste.	12/5/2020 2:07 PM
44	I support the raising of council tax, but would appreciate an explanation as to why this was levied against "average" houses but not the wealthier? I applaud any investments intended to reduce our carbon footprint. But only a very small fraction of the budget is dedicated to improving walking and cycling in Cirencester. Walking and cycling infrastructure is incredibly beneficial to all residents and is one of the most cost effective ways of tackling climate change, improving people's health, and social mobility. Improving walking and cycling provisions also massively benefits the local economy, which is more important than ever.	12/5/2020 2:04 PM
45	A rethink on how to re-vamp Cirencester Market Square as the retail trade plummets. The buildings should be returned to their original status of residential as well as commercial, with the latter being increasingly of a recreational or service nature. The market area itself is an enormous asset as an attractive social venue.	12/5/2020 11:49 AM
46	Very concerned about points 1,2 and 6 in particular. Would other budgets have not been shown here that would come out of my council tax?	12/5/2020 11:23 AM
47	What about the repair of roads (potholes)	12/5/2020 11:22 AM
48	Although I agree to an extent with charging in line with private companies I don't think there should be an increase in parking charges. The car parks are used by vulnerable and low income households as a necessity. They are also used by visitors and increasing charges could be a deterrent for them and therefore counteract the plan to help local businesses recover	12/5/2020 7:05 AM
49	There is no priority given to the needs of young people. Where was the needs assessment of the people in cotswolds DC area? Also learn how to write a question- q2 is so poorly written, it should be two questions- but you want to get certain answers to justify wasting our money and charging the people more....	12/5/2020 7:04 AM
50	All aspects of remedial work appear in the budget as Cirencester based projects when are you	12/4/2020 11:24 PM

going to get out of your offices and travel the Cotswold District to see issues that run far and wide such as the infrastructure around Moreton-in-Marsh where planning has been agreed for further houses. How will our roads cope when they are in a poor state let alone these new residents get services they require from doctors, schools etc. Green impact on transport will make no difference in Rural areas when you need a car or two or maybe three seeing as there are hardly any buses here and when you do get a bus it literally takes all day to get anywhere. As I say more thought needed for Rural communities. The council appear to have an awful lot of money to spend on social media (through a third party company when they have a communications department) and an Executive PA (very well paid)

51	Clean up the area!	12/4/2020 11:30 AM
52	£750,000 to review the local plan???? This is money that could be much more wisely spent. I think we already know what we all need to be doing to address climate change. This is a lot of money for a few small changes to the text. A motion to make climate impact a priority when considering new development would only take a vote, not £750,000	12/4/2020 7:26 AM
53	Higher council tax is a no no to expensive already and more help with financial hardship is needed especially at the moment with a lot of people in a hole at the moment with no job security	12/4/2020 1:22 AM
54	Stick by your parking plans. Get it built.	12/3/2020 11:24 PM
55	The green bin collection service on a bi weekly basis is insufficient to deal with demand. In general, the refuse collection service is poorly managed and executed. This needs attention. Far too much tax paid by rural communities to support towns, with none of the benefit.	12/3/2020 8:56 PM
56	I don' See it as CDC's job to provide financial support to individuals. Concrete initiatives eg helping businesses both stay open and start up will be more beneficial and improve mental health as a by product. Don't spread things too thinly.	12/3/2020 7:18 PM
57	As someone who has worked all the way through these confusing times it is frustrating that several people who will not be effected by the council tax increase, however small, because they have not worked at all before or through this crisis. I agree charging for car parking and green bin etc but those who do not pay council tax as in above get theirs subsidised so wont pay full anyway. How is it fair that we pay full council tax and face and increase and also have to pay double what someone on benefits does for a green bin licence? It should be the same charge for everyone regardless of income or none	12/3/2020 6:07 PM
58	0.75m for updating local plan and another 0.75 for green stuff but only 35k for fly tipping. This is a joke and I strongly disagree with your priorities. Increase the amounts to real issues and stop green washing Also absolutely no need for investment concepts such as property developments or energy companies - enough other local authorities have lost large amounts of money on these and you will be no different.	12/3/2020 5:33 PM
59	Why would you prioritise bus lanes when they use diesel and are practically empty why not look at smaller electric vehicles	12/3/2020 4:42 PM
60	no	12/3/2020 7:09 AM
61	More needs to be done to prevent the brain drain and allow younger people to afford to stay living in the area they grew up. (Made worse by covid and the exodus from Cities to the area.) Regulations needed to control second home ownership and to prevent investors buying large numbers of the district's new houses preventing locals from buying them, pushing up the prices and forcing many people to get trapped renting at overly inflated prices. This prevents young people from being able to save to buy a house.	12/2/2020 10:59 PM
62	Less time and money need to be spent on a 'green' recovery. This time and effort must be spent on revitalising and rebuilding the obliterated local economy. Bar St James Place, all local businesses (primarily traditional retailers) are facing insurmountable challenges. Providing 'green' infrastructure at this point of time is of no benefit to anyone locally in the grand scheme of climate change and the economy. Money should be spent on rate cuts and grants for assisting struggling local business. Then in time, money and effort can be spent on bamboo busses, solar powered council lawn mowers and self composting public toilets (where soiling is encouraged).	12/2/2020 8:10 PM
63	.	12/2/2020 6:42 PM
64	We need electric vehicles to be cheaper. The batteries are an environmental waste problem.	12/1/2020 8:34 PM

Offices and buildings that are under used should be converted to council housing. Using council property to support climate change: solar panels on council properties and AS STANDARD on all new housing being built. LEAD THE WAY. Consider windmills and solar panels at schools and colleges and public buildings. Local plan needs review if it is to protect Cirencester's heritage: NO MULTI STOREY CAR PARK. Fly tipping: how about discrete skips - Tesco car park for instance-not all people can get to Fosse Cross. Trace flytippers and always prosecute. Green transport -yes -make sure cycle routes are included at The Steadings. Make buses smaller, cheaper and more frequent. User friendly too -(low step and hand rail). Social housing: £23,000 is not enough even to support one person with complex needs for any length of time. You haven't mentioned planting trees -this could be on grass verges on estates even if this makes it tricky to mow grass - trees are more important.

65	Creating a vibrant, social town centre is more important than anything stated within the council's proposals. This should come before any environmental action.	12/1/2020 6:50 PM
66	It is hard to comment on "investments that will provide additional income to the Council to fund spending on our priorities" without more detail. Many councils have made big mistakes by investing in commercial properties. Seed corn funding for, say, a Business Improvement District does feel very appropriate.	12/1/2020 10:14 AM
67	Do not lose the Wold End Orchard to development of any sort that is not preserving the trees.	11/30/2020 6:47 PM
68	This survey does not permit alternative to be offered rather a rather 'spun' ability to give feedback! If you do not agree with any of the ranked options you are still forced into providing an answer!	11/30/2020 6:07 PM
69	Cutbacks in refuse services may be counter-productive and increase fly-tipping, particularly in green waste where the cost has doubled in real terms. A consultation may have told you that many of us might be willing to pay more, to keep a weekly collection, at least during the summer/autumn months. Cardboard too, is an issue. The new bags are smaller, and your teams no longer take any flat-packed excess that is left beside the bins, at a time when people are increasingly getting home-deliveries. Most of us are careful not to buy from companies that use predominantly plastic packaging, but disposal of recyclable cardboard is a problem. It is NOT a green solution to have to travel miles to a tip!	11/30/2020 2:31 PM
70	Don't want to see too much invested in 'consultants'. I would expect the councillors to be able to make these decisions. If they aren't capable then maybe invest in training for them so they become capable?	11/30/2020 12:11 PM
71	local towns and business need lots of support or we will lose our high streets which will massively affect the tourism industry, in turn affecting local employment. Lots of business support local charities that help communities so it is important to help these small mainly independent businesses get through the huge impact Covid 19 has had on them. Our whole tourism industry in the Cotswolds is at risk if hospitality and leisure business is not supported enough. Tourists won't visit the area if there's no where to eat or shop, our local appeal is many independent businesses that make up a huge part of our charm and keeps people returning year after year. Business owners are the ones who have suffered the most many not being able to pay themselves due to rules, they will give up without support, we need to help them get through this.	11/29/2020 2:29 PM
72	Electric Vehicles aren't that green. Battery production is damaging to the environment	11/28/2020 9:41 AM
73	Don't waste money !! Look at simple things like congestion, poor parking and actually make a difference. Tetbury is [REDACTED] ridiculous at the moment. Traffic is awful, it's cramped and continuously loud.	11/28/2020 6:34 AM
74	As a Lib Dem voter, I liked the policies you set out. So far the execution and delivery of the manifesto appears to be spend spend spend. This means residents in turn needing to pay more. With the current climate no one will afford to do anything, and everyone's pockets will soon combust - including CDC. I encourage you to think broader, longer term, strategic in the way you are working, what can be done differently at a better value? It feels like the whole authority is having a shake up, unnecessarily - it's lost its way somewhere. Everyone can raise their service/product prices to keep the wheels turning, but that's lazy leadership... but residents aren't silly and they won't come back (and vote) again!	11/27/2020 2:37 PM
75	Please stop cross-subsidising "Green" [REDACTED]. Why should I have to pay to make middle-class [REDACTED] feel better about themselves.	11/27/2020 9:33 AM

76	Hold back on multistory car park until shopping patterns clear; similar caution in borrowing for retail investment; but DO borrow for social housing; with GCC make a plan for rejuvenation of all market towns and taming the traffic therein (see lechlade neighbourhood plan); support leisure and learning services to young people and young families; oppose the government's new planning regime, which will be severely adverse to cotswolds	11/26/2020 4:25 PM
77	Suggest the £35,000 allocated to fighting against fly-tipping should be allocated (added) to the £23,000 towards helping individuals with complex needs, that are facing homelessness to access secure accommodation and support instead.	11/26/2020 10:12 AM
78	Sort out a better system for bins and recycling. Encourage and extend public transport. Introduce and enforce 20mph speed limits in tetbury. More council refuse/recycling facilities to stop fly tipping.	11/25/2020 9:39 PM
79	-Please pool forces with other councils to achieve economies of scale -Sort out pele-mele development which will negate all your green objectives -Protect/expand leisure centres especially POOLS!	11/25/2020 6:01 PM
80	I do not see the need for the Council to spend so much for electric vehicles unless they bring in a good investment return and are treated in line with what a private contractor would do.	11/25/2020 4:36 PM
81	I think there is too much spending on the climate agenda. It is a noble cause but the proportion is too high. Spending should go on planning and the encouragement of creating beautiful places that are a benefit to the community, areas that people want to live in and are not sprawling, high density developments.	11/25/2020 4:10 PM
82	Please prioritise spending on public transport, walking and cycling about spending on EVs. They are not environmentally friendly.	11/25/2020 1:26 PM
83	Green transport you have talked about it for years but have not done anything, scrap the multi storey car park not longer needed!	11/25/2020 12:32 PM
84	Review the recently new housing estates and check if they meet the needs of the incomers to the area, blending the communities in to the older settled areas. Think about education, health and work potential and how to get social cohesion to the benefit of all. Feedback to us how successful, or not, the new investment in recycling has been. Use the covid experiences to unleash voluntary support for your efforts in building strong vibrant society. Thank you for consulting!	11/25/2020 8:01 AM
85	There shouldn't be any homeless people on the streets. Prioritise affordable and accessible homes for all.	11/24/2020 11:45 PM
86	I would like to see specific commitment to preserving priority habitats. (wild areas, orchards, wetlands etc.)	11/24/2020 9:24 PM
87	People who can't afford private charges will stop using services, leaving them nowhere to turn and the council short of money	11/24/2020 3:27 PM
88	Council staff wages are completely excessive and the money would be better spent elsewhere. Works completed by the council are inefficient and overpriced. I'm glad you're looking at consulting on your spending to make it more efficient but I'm not glad that you're giving tax payers money to a consultancy firm when anyone with any common sense could do the same. You seem very keen to spend our money (and keep asking us for more with tax increases) but most of it is spent on vanity projects.	11/24/2020 10:18 AM
89	I worked in financial services all my career and your numbers are simply unrealistic. Councils should stick to their primary function, and not borrow to fund 'commercial' investments. The increase in council tax is being spent on additional resources rather than making savings. If you are confident of long term profit from these irresponsible investments, please do the borrowing in your name against your properties and not mine!	11/24/2020 10:03 AM
90	The plan makes no mention of what for most people is the paramount consideraton - their ability to pay. As a pensioner living on a small fixed income the approach of fixing a budget and assuming people are able to pay for it is not realistic in the current economic circumstances in the UK. Many people are not receiving any pay rises at all and even people like me living on pension are relatively heavily taxed. Dreaming up spending plans without assessing the ability of people to pay is unrealistic and oppressive.	11/23/2020 7:01 PM
91	Would like some "quick wins" on green issues; don't reinvent the wheel if you already know	11/23/2020 5:37 PM

	what can be done, act now. Missed opportunity on incorporating energy efficient systems in new development in Avening. Cap salaries for proposed new climate officers etc.	
92	Lower business rates to stop shops closing and reduce parking fees to encourage people into town	11/23/2020 3:14 PM
93	We should be supporting people trying to own their own properties not supporting renting. Where the money ends up in the hands of private landlords.	11/21/2020 2:18 PM
94	Future Car Parking Mechanisms: if there is a move towards cashless payment, provision needs to be made for those who would normally only pay by cash. I propose making it possible for local residents (and others ideally) to purchase payment cards at say £10/£20 each which can be used at car parks. This would overcome barriers for those without credit or debit cards.	11/21/2020 11:33 AM
95	As house prices continue to rise in the Cotswold, provision of social and affordable housing for local people is critical. Housing development should be about improving existing communities making them more sustainable, not just about building more houses.	11/20/2020 4:45 PM
96	Borrowing for "investment" at unrealistic rates of return and naively optimistic future interest rates is not a good use of council tax. Paying excessive fees to "consultants" is also not a good use of funds. Focussing on homelessness and social care would be a better use of Council funds and adopting more critical attitude to 'development' and placing community needs and wishes ahead of the commercial opportunism of current developments would serve Lib Dem ideals and the community better.	11/19/2020 6:30 PM
97	na	11/19/2020 12:56 PM
98	I don't feel it is appropriate for the council to increase tax in a period where the pandemic is impacting large swathes of individual. I also think it is short sighted to propose a tax increase until we know what support if any is coming from central government and equally what potential tax and charges will be driven by central government to fund the pandemic response. I take particular issue with the council's proposed funding priorities, in particular: 1) Updating the local plan. The local plan was only just signed off in 2018 and it seems that we are now revisiting agreed decisions only because of a change in council governance. In my mind the Local Plan should transcend election gains and losses as it is something that is a strategy to work with. I think spending 750k on this is a waste of taxpayer money for what is in essence a documentation exercise. 2) Green plan: The details that are provided for green plan investment seem to duplicate those that are already being developed in industry or what should be part and parcel of continuous improvement of the district council. As an EV owner, there are several initiatives by Shell and BP to provide charging stations and equally any charging infrastructure could be better developed in a public/private partnership vs the council making investment. We shouldn't have to pay for what are real estate disposal decisions or where investment is already duplicated. 3) Charging in line with private: This is a facetious argument in my view as the council has already made capital investment in these services and are provided for the good of council residents. If the council feels that they cannot manage these for the good of the council and taxpayers at a fair rate, and want to charge commercial rates for these activities I would suggest that they divest this activity to commercial concerns and allow them to run in the market. In that case, the council could achieve a windfall in divesting assets to cover off some of the other issues and then respond in regulating the market.	11/19/2020 10:02 AM
99	It's incredibly reassuring that the council is committing to tackling climate as its number one priority.	11/18/2020 9:18 PM
100	It's incredibly reassuring that the council is committing to tackling climate as its number one priority.	11/18/2020 9:17 PM
101	More frequent litter picks of all our road sides, and to include surrounding villages. Stop the surrounding countryside being used as a dumping ground for fly tippers. Install cameras in lay-bys to catch culprit's & install bins in all lay bys	11/18/2020 5:00 PM
102	Youth services (youth clubs) are non existent in Cirencester. Why ? Given it's population size, please sort this out. Is there not a big chunk of cash coming from Bathurst Development Limited for the new mega estate, that could pay for this sort of thing ?	11/18/2020 3:42 PM
103	spending £740,000 over the next three years towards reviewing our local plan is way too much	11/18/2020 1:45 PM
104	Will the council be as reactive as the private sector it continue with local government foot dragging, over manning and general incompetence	11/18/2020 11:54 AM

105	You will need more than £100,000 to invest in greener routes including footpaths and cycleways.	11/18/2020 10:22 AM
106	The council is NOT a PLC and should not budget for operating as if it is. People will return to the town for shopping or social if they don't feel like they are being fleeced for parking. How about using school carparks as Park n Ride hubs at weekends? What about lower business rates for those who install solar on their premises roofs? What about actually getting on with the regeneration of the Cirencester to Kemble light railway and if that's too difficult just clear and prepare it for use by bikes and pedestrians? Let's have tangible easy gains. Do the proposed reviews using CDC staff and not consulting firms who will charge exorbitant fees for telling you what your own organisation can determine.....or make sure that the recommendations are positive performance linked: No improvement no payment. Instead of raising council tax across the board raise the council tax on 2nd homes that are weekend escapes for wealthy city types - be careful to ensure that legit 2nd properties that are rented to locals are not penalised or else that cost will be passed on to the Tennant. Turn street lights off or at least dim them after midnight. Keep the recycling centre open 7 days a week and tailor charges in such a way that (small builder/garden businesses main culprits) encourage fly tippers to use tip/RCC - Heavily fine, and I mean heavily fine and name and shame offenders.	11/18/2020 9:00 AM
107	Yes but far more than I can type in here. I shall email Mr Harris with my detailed comments	11/17/2020 10:15 PM
108	The council should not attempt to take the place of national government e.g. energy generation, electric car charging points, welfare provision. Nor it should it think it can pick business winners. It should instead concentrate on its core services. Why is the Local Plan being reviewed, surely a waste of large amounts of resource.	11/17/2020 8:38 PM
109	I appreciate Council's past performance in minimizing council tax and don't want to see this good work wasted on worthless publicly funded endeavors. Keep things as they are. Don't try to reinvent the wheel.	11/17/2020 3:10 PM
110	Definitely with new build houses and green open spaces. We are having a nightmare on the Cotswold gate estate!!!!	11/16/2020 6:50 PM
111	Open your offices during COVID-19	11/16/2020 3:07 PM
112	It would help if you provided details of your total planned expenditure which including included normal operating costs. If you add up the total cost of the budgeted proposals for 20/21 that comes to £1.25 million but yet the full cost of running CDC would appear to be in the region of £28 million. Where is the difference spent?	11/16/2020 2:53 PM
113	Continue to keep residents informed	11/16/2020 12:09 PM
114	DO NOT increase my council tax to pay for your review on open spaces in new builds when it was the work of people on my estate, Bourton Chase which brought this issue to your attention yet you STILL REFUSED to adopt us and instead let us be embedded with a management company which we can NEVER get rid of. YOU know its wrong yet you will allow us to pay the owner of the open spaces around our homes to maintain them yet ANYONE can use and abuse them. WE on Bourton Chase should have a council tax reduction to now cover our management fee. I'd rather you make sure builder build houses to proper spec and to the promises builder makes. BLOOR LIE to us repeatedly and refuse to fix our house to the standard we signed for. Why not help us?	11/15/2020 10:38 PM
115	Far far too much emphasis on 'green' initiatives, that will have little to no impact on local peoples' lives apart from making getting around the area much more inconvenient. I can't believe that is the bulk of spending, we have so many more local priorities than making a tiny change to a small proportion of the world's emissions. Please think again.	11/15/2020 4:57 PM
116	You have no need to waste money locally on green strategies - let National Government set the priorities and then assure adherence to them. Green strategies will not work in the Cotswolds (travel for example) as we are too thinly populated and there is too much isolation. And forget businesses - the strong will survive, the weak will fail and commerce will re-invent itself to meet what consumers want. Councils and Governments at every level are in general the worst business folk around - not a clue. Support the creation of the Cotswolds National Park - that will solve many of the issues that you are trying to solve in other ways. Support the building of a new town of affordable properties rather than continually trying to force affordability onto a market that doesn't want it. Sort out the balance between the North Cotswolds and the South. Not everyone lives in Cirencester and the imbalance is starting to become embarrassing for you.	11/15/2020 2:48 PM

117	Agree totally with the current approach	11/15/2020 12:30 PM
118	If you're charging for services like a private company then all services should be charged that way and therefore Council tax should go down	11/15/2020 12:06 PM
119	I would like to see some investment in our civic pride- tidying up verges. Replacing signs, more planters and flowers in our towns. The state of the roundabouts on approach are woeful. Think it would help prevent fly tipping, graffiti, ASB and littering. Research has shown this over many years. High levels of pride create high emotional energy and we are sorely in need of that right now! We are the Cotswolds after all! Our Prime Minister might not think appearance is important but I'm inclined to disagree!	11/15/2020 11:10 AM
120	Many	11/13/2020 10:02 PM
121	The council should do more to tidy up the area. Need better street cleaning and action on dog	11/13/2020 1:36 PM
122	I'd like to see more emphasis on supporting green technology and agritech businesses in the Cotswolds. Let's make the Cotswolds a European hub of green technology by encouraging start-up businesses to relocate to the area, provide jobs for our youth and encourage them to stay in the area. Partner with the RAC and the several Technology business leaders we have in the area.	11/13/2020 9:45 AM
123	As usual - 'grand ideas' rather than focusing on what are community really needs at this time. Cirencester is in a state of decline we need an innovative approach to redress this not a commitment to spend £750k on 'this' & £740k on 'that'. If our major centre 'dies' we have lost almost everything. The continual focus on maximising return from car parking is idiocy in these circumstances - come to Cirencester, pay a small fortune to park your car & then admire the number of empty shops in our centre - a thrilling day out !	11/13/2020 8:29 AM
124	We can't afford a green agenda if the local economy is decimated and we continue to have so many empty retail units unless the council encourages non retail/non service industry growth!	11/13/2020 7:34 AM
125	You seem to think that things can be improved by your intervention. You are wrong. Let taxpayers spend more of their own money, and let businesses operate free from council interference. That's the only way the economy will recover.	11/12/2020 10:54 PM
126	Delighted to see green issues getting investment.	11/12/2020 5:07 PM
127	its always easy to spend other peoples money. If councils had to earn it rather than get given it. its resources would be better utilised	11/12/2020 10:30 AM
128	Charging at commercial rates for services that generate a public good (eg waste collection) feels wrong. I was disappointed not to see greater emphasis on homelessness in your priorities. Given the competing pressures you face, I'm not sure a district council's resources are best used trying to tackle climate change.	11/12/2020 7:45 AM
129	If we take question six you list four key principles of the Recovery Investment Strategy and then ask whether I agree or disagree. For most respondees there are some of those four principles that they agree with and some they do not, lumping them all together with a binary agree / disagree does not allow respondees to effectively give their views on this consultation. This also applies to Question 2. As such I would say at best this consultation and its questions are poorly framed and worst this could give very misleading and inaccurate responses to the consultation, questioning its validity as a proper consultation and open it to future challenge.	11/11/2020 2:24 PM
130	Get rid of Fleecehold new developments so all public areas are maintained by local councils. Property management companies are incompetent, have no interest in delivering a quality service and represent exceptionally poor value for money for residents. Also enforce planning stipulations for bat boxes, trees etc 3.5 years on these things still haven't been delivered on our development.	11/11/2020 1:42 PM
131	Need more detail about the charging for public services. It is not clear what this means	11/11/2020 12:14 PM
132	Do whatever you can to reduce car usage and encourage less meat consumption. We cycle everywhere but the infrastructure is non existent. Studies show time and again that if the infrastructure is there the cyclists come	11/11/2020 6:54 AM
133	Please do not start charging for parking. You would do well to look at examples of other rural	11/10/2020 8:45 PM

car parks that charge e.g. The Stannage Plantation car park in the Peak District National Park. A car parking provision, that always stands virtually empty, even on the busiest weekends, with the verges in the surrounding area being churned into unsightly muddy strips and access for emergency vehicles regularly compromised because people simply will not pay for parking. The narrow roads in the Cotswolds will only exaggerate these issues if people are dissuaded in any way from parking in car parks.

134	Your survey is skewed by the fact that the options in Q4 and Q5 can not all be marked as negative. Marking them in a sequence means that a false result must be achieved. This is flawed research! The whole idea of spending on consultant studies is mad, when has local govt. ever got value for money, consultancies run rings around you. Why waste my money on green initiatives, they should be paid for by the people who champion them. The whole idea of subsidised bus travel is a waste, busses run empty for 95% of the time. They are inconvenient and hopelessly inefficient in a rural area	11/10/2020 6:27 PM
135	Public open spaces on developments should not be paid for directly by the residents living on the development. All public land on developments should be adopted by the LA. New houses = additional council tax but owners get less service and ripped off by the developers and management companies	11/10/2020 2:18 PM
136	Electric car charging points need to be rolled out asap.	11/10/2020 12:47 PM
137	Give a fair share of the budget to be spent on the North of the region instead of spending overly large proportion on Cirencester where the Leader represents	11/10/2020 12:02 PM
138	I am concerned about why the local plan costs so much, what it actually delivers versus the cost. When there are excellent local plans check out "what good looks like?". We know what needs to be done in terms of delivering a green future. low energy/carbon neutral affordable homes built on brownfield sites or not in a flood plain in areas with good sustainable transport links near schools and shops to lower need for using cars etc. Promoting biodiversity and ensuring development pays for infrastructure (schools, Green transport links etc). We do not need to reinvent the wheel. I am also concerned that your proposals for actioning climate change are really wishy washy. I would support a higher council tax if there were concrete plans afoot, real investment, not money spent on planning. We know, again, what needs to be done. Investment is required - not plans. natural flood remedies (Jenny Phelps at FWAG is your friend here, also look at what is being done by the likes of Nature Capital - based in Woodmancote), significantly better public transport, cycle lanes (or lower speeds on single lane rural roads to ensure safety of cyclists), ensuring all housing built in the Cotswolds is carbon neutral, boosting biodiversity in all our green spaces (banning domestic pesticides or use of them in our public spaces), electric charging points everywhere. Replanting hedges, replanting trees, encouraging scrub, encouraging farmers to have wide field margins. Bella Heathcoat-Amory, Chedworth Parish Council	11/10/2020 11:14 AM
139	No	11/10/2020 10:53 AM
140	Don't shoot yourself in the foot over parking fees and payment methods that will stop local people and tourists coming into Cirencester. Keep it simple with payment options so local shops can continue to operate with paying customers.	11/10/2020 10:53 AM
141	I do not believe that the council should be spending its reserves on speculative investments. The money should be used to support the existing services rather than to increase the council tax.	11/9/2020 9:10 PM
142	With regards to new developments/maintaining their open spaces. This must fall under the council's remit. Simply washing your hands of it and allowing private companies to charge unchallenged "maintenance fees" is unacceptable and morally wrong. If a new development is passed under your stewardship it becomes your responsibility. If this affects council tax rates then so be it... although council tax is an outdated concept and needs to be scrapped, with a new property size percentage-based system implemented nationwide.	11/9/2020 8:20 PM
143	Your emphasis on climate change is worthy but you need to get away from the political wishes and emphasise practicalities e.g. be aware of the advantages of plastic usage versus paper (bags for instance) plus how about investing in leisure in the south Cotswolds? We regard CDC as Cirencester District Council - not Cotswold!	11/9/2020 3:22 PM
144	Open space in new build developments - Support on ensuring developers complete open spaces in line with specifications agreed at planning and maintain spaces at reasonable cost. E.g. At the large Miller Homes development in Tetbury, green spaces and landscaping are far	11/9/2020 2:33 PM

from complete, and the quality/maintenance of planting, dry stone walls etc are lacking compared to the specification in approved plans. Electric vehicles - Supporting infrastructure should be considered in all new residential development applications. Many of the recent new build estates have been designed with communal courtyard parking areas rather than individual driveways, meaning there would be very limited opportunity to retrofit charging points for individual households in future. Consideration of dedicated electric car charging bays at Council car parks may also help encourage deployment.

145	Do take into account small settlements which do not have a Parish Council and whose needs can be overlooked.	11/9/2020 12:15 PM
146	Maintaining green spaces should be for the benefits of biodiversity and native fauna. Not large sums of money spent cutting grass and destroying wildflowers. Native plants should be encourage where possible on any new development and hedgehog highways for all new builds.	11/9/2020 10:49 AM
147	Charging for services in line with private companies is not something i can get behind. Private companies are about profit - the council should not be. I have never been lucky enough to have children so my council tax pays for services I do not, nor ever will use - I have been subsidising others for years. A short-sighted approach - particularly for garden waste collections for those who live in villages - this is an essential service for those who work all week, for those who are elderly or have physical limitations.	11/9/2020 10:42 AM
148	Principal priority should be to provide support (financial and other) to those who are really suffering from a variety of causes. Maintain high standards in all council operations and revue whether all those operations need to be done by the council. ie do less but do it really well.	11/9/2020 9:34 AM
149	Ensure there is no further increase to councillors pay if there is to be another increase in council tax. Start doing what's good for the district and not what fits the party mandate.	11/9/2020 8:19 AM
150	Most of these projects will be centred on Cirencester, so their rates should increase, based on the concept of those who use pay. The green collections are diabolical, we pay more for a reduced service, which will only lead to fly tipping. Charge more by all means, but offer a half decent service in return. All recycling is badly handled, it shouldn't be necessary to sort it, use a single wheelie bin to collect and the recycle rate will increase. Make it easy to do!!	11/8/2020 11:47 PM
151	Car parking charges are crushing the local businesses, at a time when we need locals and others to support. I can only imagine these increases are making up for the losses from the lack of season tickets by employees now working from home and not required to travel to the office. To gain, locals as always are affected rather than multi million pound financial businesses. I would like more openness and honesty from our councils. I spend a lot in the town, yet I constantly get hit with increasing charges of which some are underhand - i. E. I used the mipermit app which was greg for anticipating when i would need to extend car parking, yet the newest app does not allow you to enter a time to start, sometimes when you are in the dentist it is difficult to stop at the exact moment you need to use the app to increase parking, therefore you end up having to put more on than you actually need (underhand tactics to make more money or not understanding fully your uaeer base against the functionality provided). Key part of making changes that I never see from the council.	11/8/2020 9:36 PM
152	I strongly believe that most people believe that we all see an increase in our council taxes with ever lowering of service standards. We do not see any significant changes provided and we all wonder where all if the money is actually being spent. The basic core services should be provided to a good standard before wasting any money on projects.	11/8/2020 8:22 PM
153	The road between south cerney and Cirencester can only be safely navigated in a car, the speed limit is 40-50mph and cars can often be seen exceeding this. The road would benefit hugely from a cycle/pedestrian path, not only would it be safer but could also see more people cycle/walk to Cirencester/South Cerney, making people fitter to tackle COVID (or other diseases) whilst also being greener for the environment. The amount of traffic on this road must surely justify it.	11/8/2020 7:41 PM
154	More safe bike routes and trails are needed and I look forward to seeing the plans with these goals in mind	11/8/2020 5:42 PM
155	There needs to be less spending of money on things that are not needed at the moment like new street signs etc. The waste of £500k from the abandoned car park needs to be explained and addressed. More support given to driving people into the Town centre to support small local businesses	11/8/2020 5:06 PM

156	The Cotswolds is truly awful for green alternatives to travel between population centres and it is only safe to do so by car. Even between South Cerney which is a visitor hotspot and Cirencester there are no safe cycle routes. If you cannot install cycle routes, put speed cameras on the roads to force people to drive at the speed limit. There are near misses on a daily basis and I know most people choose to drive because they do not feel safe on a bicycle.	11/8/2020 4:32 PM
157	Charging for parking will be hugely detrimental to Cirencester. Free parking is a huge draw for people to spend more time and therefore money in town which is better for shops and ultimately the council. Council tax does not present value for money as it is so increasing that will not be received well but we get no choice. Green travel initiatives and environmental policies are hugely important but make your money through efficiency in action (something councils are rubbish at) not through rinsing residents	11/8/2020 3:45 PM
158	The link between Cirencester and Kemble should be a cycle and walkway. This should then extend to Tetbury.	11/8/2020 3:27 PM
159	While encouraging people to use electric vehicles is a good idea I think it this is not an affordable option for a lot of people. I would think putting the councils efforts into encouraging businesses to become greener would be a better way to tackle climate change. Having said that I welcome the green travel proposal. I know many people, including myself, who would cycle rather than drive short to medium journeys if there were cycle paths joining up the towns e.g Tetbury/ Malmesbury/Cirencester	11/8/2020 2:37 PM
160	Restrict expenditure on consultants who are often not cost effective while council officers should do the work utilising experience and examples from private organisations or other councils!	11/8/2020 2:22 PM
161	Over the past few months you have asked a number of times about making it easier for people and cyclists to get around - please act on those surveys and put people before cars.	11/8/2020 2:19 PM
162	Safe cycle routes from Stratton to schools and town should be prioritised. Currently the cycle paths fall short, ending at the Texaco Garage. Encouraging the younger generation to adopt cycling to commute and not getting lifts from parents will help the air quality in the town and develop healthier people with healthier habits to protect their environment. When the schools are closed for holidays the traffic is reduced drastically.	11/8/2020 12:50 PM
163	Free and better parking in the town to support the high street	11/8/2020 12:49 PM
164	My council tax went up £5 PER month this current tax year!! You want increase it again?? Shocking. I will not be voting for this party again	11/8/2020 12:47 PM
165	The council tax has been historically low because of good budget management. We do not need expensive consultants to see where our money is invested. At the moment people are working from home. BUT eventually this will increase mental health problems, we are social animals that need contact with other human beings. Closing offices is short termism. Perhaps the Council needs to realise we are a rural community. It is unrealistic to expect people to "cycle" to Cirencester from outlying towns and villages, increasing parking charges will do nothing to assist businesses, it will in fact have the reverse effect. I would go as far to say that all parking should be free for 3 hours. Encouragement is required to get people back into shops, not the discouraging policies you are proposing. This budget you are proposing is ok for a big city but as stipulated earlier, we are a rural community. This is a disgraceful attack on our way of life. How about increasing the council tax by 1.00 for all not just attack the band d ratepayers. After all, everyone has access to the same services. This administration cannot be trusted, it goes on about green ways, then has a video showing a councillor getting into his gas guzzling vehicle to go to a shop which is very walkable. I absolutely disagree with the proposal. I'm especially disappointed bearing in mind this administration gained my vote. I can assure you it will not be getting it again. Should these proposals go ahead, it's a fact they cannot be reversed. NO	11/8/2020 12:44 PM
166	Private companies charge with the intention of making a profit. The intention of Cotswold District Council should be to break even when making charges which are specific to individuals rather than the whole community.	11/8/2020 12:20 PM
167	Council tax needs to stop increasing. It gets increased all The time and we never get any benefit of where our money is going. Always talk of things happening that never actually take place	11/8/2020 12:13 PM

168	Finally you're planning to invest in a greener way to travel around the area. Please please invest in good cycling routes.	11/8/2020 11:49 AM
169	Why does the local plan need reviewing when it has only recently been made? How can green issues be worth investing almost twice the amount of COVID recovery, when this is the worst world disaster in current times. A little more balance is required. There is no reference to the borrowing proposed? Is this an oversight?	11/7/2020 2:14 PM
170	Encouraging green development is a high priority, new homes should be heated by renewable energy. More should be done to assist and encourage investment in improving existing houses. The recent green deal showed no approved installers available in the area	11/7/2020 2:12 PM
171	Only a small amount of the budget is for people in financial hardship, homelessness and for complex needs. More funding needs to be allocated for this.	11/7/2020 1:03 PM
172	I would like the Council to do more to make our towns and villages clean and tidy and to improve signage - street signs and signs in the car parks are often broken, missing or looking very tired.	11/7/2020 11:58 AM
173	As long as Council Tax increase is limited to £5. Don't agree with the borrowing required for Q6, neither do I recognise a need for much of this	11/7/2020 10:33 AM
174	I would be wary of using contractors to help make the council more efficient, because it feels like a lot of initial outlay if you could get the same ideas from other councils. In terms of making housing affordable for local people, I wonder if it might be time to introduce locals-only, primary-residence restrictions in the areas worst hit by rising house prices due to second homes/holiday rentals. I would also like to see some investment in businesses that benefit locals. In Bourton on the Water, I can walk in to the village and buy a fridge magnet from at least five shops, but there's no butcher or greengrocer. I feel that these are the kinds of shops locals could benefit from, and tourists staying in the village on holiday would also use. The Co Op is fantastic, and does source more local meat and veg, but it would be useful to have a more specialist shop.	11/7/2020 9:25 AM
175	Council Tax is already cripplingly high especially for single person households.	11/7/2020 1:09 AM
176	The county needs to protect its most vulnerable people, and ensure that green policies take a high priority.	11/6/2020 11:20 PM
177	Sadly it is the people who are just above the benefit line that suffer most. With no help from any benefits we are worse off as a couple than a couple who chose not to go to work. The first lockdown used all of our savings because we earned just enough to cover our bills, sadly this did not take into consideration our fuel and food. Stop raising taxes and support more people who go to work.	11/6/2020 9:26 PM
178	"investments that will provide additional income to the Council to fund spending on our priorities" - is good as long as they are safe investments and that the cost of doing it doesn't outweigh the money it brings in, especially any commercial property which has a very uncertain future.	11/6/2020 6:54 PM
179	Please, please prioritise space for cycling and walking.	11/6/2020 4:07 PM
180	You've been in control for 2 years and have put council tax up twice. You've put car parks up and wasted 500k on a multi-storey you won't build. It's all good and well trying to be 'green' but there are lots of people who can't afford your middle-class priorities funded by constant tax rises and poor decisions. Sort it out!	11/6/2020 3:47 PM
181	Re opening the toilets in the Abbey grounds. Repairs to uneven pavements. Removal of parking charges to entice people to shop in Cirencester and new business to open here. Clean up of green areas including Abbey grounds which requires repairs on tarmac pathways and playground area. Move on the already agreed plans for a cinema. Start the building of larger carpark in the Waterloo. Move the bus stops near the police station as dangerous for people crossing. Put in larger speed signs implement a camera fine system on cricklade street to stop vehicles driving down during the excluded hours and days invest in CCTV in town to stop vandalism and thefts. Po	11/6/2020 3:23 PM
182	Do not over-invest in electric car technology over other simpler, cheaper, and more accessible ways of travelling green (with regard to projects for greener ways to travel). Electric cars, while important, are not accessible options for many people and charging points can be very expensive. Supporting and making it safe for people to walk and cycle by investing in	11/6/2020 1:58 PM

	pedestrian areas and bike lanes is a cheaper way of supporting a green transition that also improves the wellbeing of communities.	
183	I believe town centre residents who must use public car parks should be given a parking permit (24/7) for 1 vehicle per household and then pay for yearly permits for additional vehicles.	11/6/2020 12:23 PM
184	Council should concentrate on value for money services to the taxpayer that funds them. Wasting money in a time when people live in uncertainty is not wise and an extremely poor management decision.	11/6/2020 11:34 AM
185	The Local Plan is taking far too long and costing far too much. It can never be totally up to date. Just get on and implement it. Another 3 years will see disastrous effects on the area	11/6/2020 9:42 AM
186	Whilst I agree with many of your suggestions and would otherwise be more positive, I fundamentally disagree with you charging for services in line with private companies. You should seek to recover costs as a maximum - period!	11/5/2020 7:52 PM
187	I don't agree with charging for services at private company rates when one has already paid towards the service via local taxation	11/5/2020 4:58 PM
188	levelling the playing field in a green recovery, so that everybody has the opportunity to engage in active sustainability Equally! & it stops being an act rooted in Privilege.	11/5/2020 3:05 PM
189	I strongly object to paying for the collection of garden waste, I already pay for waste collection which in my view should include garden waste. It doesn't make any sense because it encourages the burning of garden waste, which is widespread through the district and increases both particulate pollution and carbon release and it also increases waste destined for landfill because many people simply bag garden waste and include it in the household waste bins. Charging for garden waste collection is thereby at odds with your climate change objectives. Secondly, I strongly object to bailing out the private company running the leisure centres, they haven't been as good since you outsourced their running. I've tried going back twice since the service was outsourced but it's longer the same so I gave up after 3 months despite living within a couple of minutes walk of the Bourton leisure centre. Thirdly, if you intend to assist local business to help develop the local economy then that should include a rethink about what local people need instead of pandering to the tourism. This outbreak has taught us that there is an appetite for local goods and services for local people which often differ from provision for tourism. Tourism has increased traffic in Bourton to an unsustainable level.	11/5/2020 2:29 PM
190	Your plan to borrow £54 million to make commercial investments and build more houses is madness! I totally disagree with it!	11/5/2020 11:13 AM
191	The questions are designed to get the answers you want. They are not qualified by how much it will all cost individual taxpayers.	11/5/2020 10:43 AM
192	Aren't climate change and green initiatives indirectly the same thing so should come out of a single budget	11/5/2020 7:42 AM
193	The Council is too greedy. Willing to sacrifice the beauty of the AONB in order to take the money of developers. The Council should take more care of tax payers - dealing with anti social behaviour and speeding vehicles whizzing through tiny streets. Get your house in order with dealing with these issues instead of climbing into the pocket of house builders cramming our beautiful Cotswolds with sub standard housing.	11/4/2020 10:24 PM
194	Exercise is really important for physical health. And getting out (outside of lockdown) is good for mental health. However, I cannot fathom why Councillors feel it is acceptable to hand out money to private companies such as Everybody Active and the Barn Theatre. Whilst there is an argument to make that these services improve physical and mental health, why should our money be spent on companies where shareholders are still collecting fat cat pay outs. The Council has obviously lost money, like every business, during this pandemic. However to give money away to friends of the Councillors smacks of "jobs for the boys". Where is the transparency?	11/4/2020 9:41 PM
195	£100,000 over two years for green travel will not cover very much. Would suggest it is equivalent of a share of whatever was allocated for the Waterloo car park redevelopment. Still no detail as to what is being done during the one year "pause" on this project...	11/4/2020 9:30 PM
196	Electric charging points. All owners of electric vehicles will have the ability to charge at home. Any journey within CDC area will not require a recharge, therefore the only people who will	11/4/2020 1:58 PM

benefit from this policy are non residents travelling into the area, why is my council tax being spent to benefit non residents?

Other responses to the consultation

1) Weston sub-Edge Parish Council

CDC Budget Consultation – Budget 2021/202

Weston sub-Edge Parish Council has the following comments against the CDC budget documentation issued in mid-November 2020

“Our Plan”

£750k allocation to climate change

No problem with the principle but difficult to comment when there is no detail.

Eg Electrical charging points – What is the plan? ie How many, where, and when will they be available? How much money is allocated?

Time frame for the review of offices etc – when will a report be available and how much will the production of the report cost? How much of the spend will go to external consultants?

Who is responsible and accountable for identifying the use of assets to support the climate strategy. How are the deliverables defined? What is the time scale? What is the spend?

What cost reduction targets have been set to provide funding in support of climate action?

Accountability, how much by when?

£740k over 3 years to review (and presumably revise?) the local plan

The need is accepted but there should be a costed plan with an accountable officer and councillor to deliver in place together with milestones to demonstrate sufficient progress, particularly as last budget £850k was allocated for this purpose but was not spent in its entirety. Response to the question indicated that the £740k is a carry over of underspend from last year. How is the money to be spent this year? How much is with external consultants?

£100k over 2 years to develop better, greener transport options.

Again, no problem with the principle, but what will be delivered?

What is the costed plan with deliverables, time scale and accountability?

How much external spend?

£23k towards helping people with complex needs.

No problem with the principle.

How exactly will the money be spent?

£350k over 3 years to fund the investment strategy

Great in principle but where is the detail?

The overriding comment is that the Plan is not a plan, but a list of areas of activity with some allocation of funds. Plans have clearly defined objectives and deliverables with how they will be achieved. It is impossible to comment sensibly on the budget without any detail. It also seems odd that you are consulting on a supposed budget without knowledge of HMG funding.

The so called "Plan" is not a plan, since it is impossible to determine what the deliverables of the Plan are: as last year, it is a "wish list" exemplified that little progress was made against the local plan review.

It is disappointing that the electorate is expected to tolerate an increase in council tax without being told what they will get for the increase.

The survey associated with the provided budget documentation seems to be a survey for the electorate to agree the priority areas for spend and nothing more.

The CDC budgetary session 24 November was billed as a Q&A session. However, there was limited time for a Q&A session since the bulk of the time was taken presenting the already distributed information with some amplification. It is reasonable to assume that the attendees would have read the documentation, had discussions in the case of town and parish councils, and prepared questions accordingly. The opportunity to challenge any of CDC's responses to any of the questions was not available so no discussions were possible.

"As part of the Budget Consultation we would like to invite Town and Parish Councillors and Clerks to a live Q&A session about the proposed 2021/22 budget with Cllr Mike Every, Deputy Leader and Cabinet Member for Finance and Jenny Poole, our Chief Finance Officer."

In the absence of any other opportunity to discuss "Our Plan" Weston sub-Edge Parish Council would welcome a response.

Weston sub-Edge Parish Council

03 December 2020

wseparishclerk@gmail.com

2) Email received:

"Do you have to pay to use The Barn for some of your discussions? If so why not use the council chamber? Might be a saving there?"

3) Email Received (**Feedback in red text**)

Climate change

£750,000 towards addressing climate change. Kickstarting our action plan to make the Cotswold district “green to the core”. Including:

- encouraging residents to switch to electric vehicles by delivering charging points
- Reviewing our use of offices and buildings as large numbers of staff continue working from home
- identifying opportunities to use our land and property to support our climate strategy by generating green energy
- supporting climate action taken by our communities and local businesses

I am not happy with you virtue signalling with tax payers money by ‘encouraging residents to switch to electric vehicles by you delivering and taking on through life support costs for charging points. The use of electric vehicles should be self-supporting without tax payer subsidies on infrastructure investments. It’s not that long ago since we were being ‘encouraged’ by Government to switch to diesel and look where that got us! Put the £750000 into road surface improvements across the region. Or allocate it to other priorities – some ideas follow.

Reviewing your use of offices and buildings should be done by your own policy staff at net zero cost.

You should be supporting local business & landlords to install solar powered generation on office and premises roofs through business rate incentives. Penalise office owners that keep lighting on in their premises all night – St James’ is a prime example.

Local Plan

£740,000 over the next three years towards [reviewing our local plan](#). To ensure any new development suits the needs of our communities, and protects our landscapes and heritage.

How on earth can you justify spending £740000 on reviewing a plan when that review should be conducted and produced by the Executive staff of the Council. I would be deeply opposed to this being used to hire expensive consultants who will interview your staff and managers to get their ideas based on their practical experiences, then write it down to feed back to you and collect a handsome cheque in return. Yes I have bitter experience in this field! Trust your staff and do it in-house. If you have no one competent to do this work internally that is an indictment of your staff training plan and leadership.

I cannot see any justification for spending more than £100000 a year over the 3 years for facilitation costs (Workshops, Public involvement, publication and publicity.)

Fly-tipping

£35,000 each year to continue our fight against fly-tipping.

You could do more yourselves to reduce fly-tipping at source if you made it easier and cheaper for businesses to legally tip and recycle. You have sought to reduce the cost of running garden recycling by effectively doubling the cost by reducing the frequency of collections. Use some of your 'climate change budget proposal' to increase recycling accessibility and operational hours – how does it help if I have to drive a 25 mile round trip to the GCC Recycling centre at Fosse Crosse because you want to reduce collections to save money.

£35000 a year is clearly inadequate judging by the amount of fly-tipping I see around the area. Take £100000 per year from Climate Change and feed it into this budget. Invest in removing the desire to fly-tip e.g. push for 7 day opening at GCC Recycling centres. Set up Webcams in popular tipping spots to catch offenders then punish them to the maximum in law and shame them in the press.

Green transport options

£100,000 over two years to plan and develop better, greener transport options, including cycle and walking routes and innovative bus options.

Recovery investment strategy

£350,000 over three years to fund our Recovery Investment Strategy which aims to make the money we have go further and maximising our support in Covid 19 recovery. We will invest in:

- specialist skills and expert advice on how we can invest in economic recovery
- giving our workforce access to training to build skills and knowledge fit for the new working environment created by Covid 19

If this is about hiring more 'experts', then you need to identify and introduce an effective Benefits Realisation Policy and Management Process. Make contract payment for that advice entirely dependent upon realisation of the benefits identified in any investment recommendations. Gain share or Win/Win we use to call it.

- giving access to property for new businesses to start up in a green and sustainable way
- enabling the production of new truly green energy supplies and delivering additional social housing

I hope this doesn't include covering the Cotswolds with Solar Farms where the panels are shipped at great environmental costs from China – I refer you the Kemble Solar Farm

proposals. Solar is going to be a major contributor but it is not truly green when you take the environmental costs of production, build, operation and eventual disposal into account. It also robs us of green space, places to walk in the country side and has a detrimental visual impact. How about utilising the roof space available on commercial and private properties?

Open space review

£25,000 towards championing a review of Open Space. Working with housebuilders and residents on good maintenance of public open space on their estates.

What on earth is this – another pointless review! Take this £25000 and put it into Support for people with complex needs – it will certainly do more good there and have a greater potential impact than producing yet another consultant's report that will gather dust.

Support for people with complex needs

£23,000 towards helping individuals with complex needs, that are facing homelessness to access secure accommodation and support.

You should make this more of a priority and invest from the areas I would suggest you cut.

How we will pay for this plan

In order to pay for these investments, meet funding challenges and provide financial resilience, we need to increase revenues. We plan to do this in three key areas:

Increasing Council Tax

Council Tax rates in the Cotswold district are historically low. For every £100 residents spend on Council Tax, we get £7.40 (the national average for district councils is £11).

An increase of £5 a year for the average household (Band D) works out as just 10p a week. Our Local Council Tax Support Scheme means this rise will not be paid by those on the lowest incomes.

Setting our fees and charges at commercial rates

We charge for many of our services, for example, car parking, planning advice and garden waste collection. Where these services provide a direct benefit to users, in most cases we will charge as if we were a private company, covering our costs as a minimum.

You are a Public Service body NOT a private company so should not be seeking to make a profit on your operations – cover the costs, having made them as low as possible through efficiency measures, and that's it. If officials start thinking and acting as if they are running a business they need to get out of the public sector and get a job in Industry.

This is based on the principle that those services which do not benefit all residents should not be subsidised by other taxpayers. Where we choose to charge less than the market rate, councillors will give clear reasons for their decision.

I don't disagree with the principle but you are not applying it equally across all of your services. I refer you to 'Support for people with complex needs'. The investment you put into this worthwhile activity does not benefit all residents and I along with all other tax payers am supporting this initiative, So by your own principal you should not be subsidising it. Your principal is clearly wrong as expressed as it ignores the benefits of social justice, which is why tax payers money is channelled to those with the greatest need.

Recovery Investment Strategy

As well as charging for many services as if we were a private company, we want to make a better return on the money we have. To do this we will:

- invest in developing the local economy (including help for local businesses to recover from Covid-19) and in green technologies

Here's a proposal for you for free – make car parking across the region in our towns completely free. Give our retailers on the high streets a welcome boost by attracting visitors back into our towns and make them feel welcome and valued. Provide more and free Public Conveniences, park and ride schemes, improved tourist information..

Fund it by transferring money from your Climate Change budget if necessary to GCC if that's the only way of achieving these measures because you are not directly accountable for them.

- work to deliver housing for local people at rents they can afford

And how about at prices they can afford to buy their homes. If not we will increasingly become a destination for the London second home market. How about a punitive second home charge based on the rateable value multiplied by 10.

- work with partner councils and contractors to make our services more efficient

In partnering with other councils you are losing touch with who votes for CDC councillors – it's not the residents of Oxford or the Forest of Dean. I want my council to be run by my elected officials and their executive branch – as an embodiment of local democracy. I fully support getting value for money from contracts but that does require a more innovative approach to through life contract management and perhaps the operation of baselined Catalogue service offerings. That of course would require a coordinated national effort across all councils to set up and operate – not much chance of that happening any time soon!



CABINET - 4 JANUARY 2021 - AGENDA ITEM (12)

SCHEDULE OF DECISION(S) TAKEN BY THE LEADER OF THE COUNCIL AND/OR INDIVIDUAL CABINET MEMBERS

Note: Further details regarding the decision(s) are available in the relevant Decision Notice(s).

Cabinet Member	Meeting Date	Subject	Decision(s)
Deputy Leader and Cabinet Member for Finance	24 November 2020	Applications for Discretionary Rate Relief	RESOLVED that: a) the Cabinet Member approves the additional Discretionary Relief in respect of The National Star Foundation at a rate of 20% for the 2020/21 Financial Year; b) the Cabinet Member approves the Discretionary Rate Relief at a rate of 20% for The Friends of Fairford & Lechlade Communities for the 2019/2020 and 2020/2021 Financial Years.
Deputy Leader and Cabinet Member for Finance	8 December 2020	Community Projects Fund	RESOLVED that: a) the application from Chedworth Village Hall be agreed, in a sum of £2,338, by the Deputy Leader and; b) the arrangements outlined in the published report to close down the current Community Projects Fund be supported by the Deputy Leader.

(END)