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Agenda Item No: 4B

Bristol City Council Minutes of Overview and Scrutiny Management Board

1st October 2015

Members Present:-

Councillor Pearce (Chair), Councillor Jama (for Cllr Hickman), Councillor Holland, Councillor Mead (for Councillor Lovell), Councillor Bradshaw (for Cllr Holland) Councillor Mongon, Councillor Hopkins, Councillor Negus, Councillor Alexander, Councillor Goulandris, Councillor Melias, Councillor Bolton, Councillor Telford,

Officers in Attendance:-

Barra Mac Ruairi, Strategic Director – Place, Bill Edrich, Commercial Director – Energy, Mareike Schmidt, Service Manager – Energy, Shahzia Daya, Interim Service Director – Legal & Democratic Services, Lucy Fleming, Scrutiny Co-ordinator, Stuart Woods, Programme Manager, Major Projects, Alistair Reid – Service Director Economy Ruth Wilmshurst, Senior Marketing and Communications Officer, Peter Mann – Service Director Transport, Tracey Dow – Interim Service Manager Strategic City Transport, David Lear, CH2M Transport Consultant, Gary Collins, Service Manager Development Control – Stuart Woods, Programme Manager, Major Projects, Andrew Beard, Planning Consultant.

1. Apologies for Absence

Councillor Hickman, Councillor Lovell, Councillor Melias, Councillor Holland

2. Public Forum.

South West Transport Network – Arena Project and Temple master plan
A copy of the Statement has been placed in the Minute book.

RESOLVED: that the Statement be noted

3. Declarations of Interest.

None

4. Whipping.

None

5. Chair's Business.

None

6. Review of the Scrutiny Work Programme

The commission considered the latest update of the work programme.

Set out below is a summary of the main points raised / noted by the commission:

- a. Agreed involvement of Bristol Youth Council in Green Capital, Mental Health and Neighbourhood Partnership scrutiny issues.
- b. Income generation – agreed that this should be an Inquiry Day in March due to cross cutting nature of the topic.

7. Bristol's European Local Energy Assistance Programme (ELENA)

A presentation was made by the Commercial Director/Service Manager – Energy.

The presentation is attached to these Minutes and covered the following areas:

- History of the ELENA project from 2010
- Funding
- Energy Saving
- Warm Up Bristol
- Energy Efficiency
- Solar PV Installations
- District Heatings

Set out below is a summary of the main points raised / noted by the commission:

- a. The issue of social benefit and contribution of the programme to reducing poverty was discussed and it was noted that this area could be explored further and figures for fuel poverty were available.

- b. Concerns were expressed that changes in legislation over next few months and changes to the tariff could make it more difficult to progress the programme. Financial modelling was being carried out to ensure the deliverability of programme strands and if necessary a re-shape of some aspects of the programme.
- c. Solar PV work has been carried out on public buildings and other buildings e.g. Universities, Sports Clubs. Social Housing has not been included as it is not financially viable to go ahead at the moment. Members queried whether there was any way this could be brought on stream and it was explained that further modelling and the outcome of proposed changes at national level would be needed first before investigating future viability. Solar PV on social housing could be a benefit for the council and tenants. If scaffolding were already in place would this not be the right time to put in solar PV and reduce costs.
- d. The launch date for the energy company would be confirmed by the company itself but there has been significant progress in terms of the management and appointment of Directors.
- e. It was agreed that the Board should write and lobby government in relation to current proposals using examples of ELENA and Green Capital successes.
- f. A question was raised as to why we are not investigating geo-thermal heat, which occurs where you want it as opposed to piping waste heat into the city from Avonmouth, and whether this is the most effective way to deliver green energy. Geo-thermal heat could be investigated at a later date but at the moment, it is important to ensure delivery the current programme.
- g. Some concerns were expressed about the quality of the customer relationship with Warm up Bristol and Climate Energy especially in terms of high quality customer care and dealing with complaints. It was important to learn lessons from these sub-contractors and feed them into the Bristol Energy Company. It was accepted that there had been a number of challenges and work is ongoing with the sub-contractors to improve the customer journey. Climate Energy does have a complaints log. There is now an office in Bristol and there have been many enquiries, which now need to be followed through with installation. Training for installers is being developed e.g. Kite Marks. There is an officer from the team checking quality of installations. Customer satisfaction is improving.
- h. Need to be sure that there are resources with Bristol Energy to deal with potential number of customers. Lessons learnt have fed into Bristol Energy company.

- i. In terms of Warm-Up Bristol it was queried if it is possible to measure if the project has led to skills enhancement and expertise – this could be done by looking for example @ number of jobs created.
- j. It was noted that there is a disparity between VAT treatment of new build and repairs and renovation. If VAT could be taken off retro fitting to our properties this may help viability. It was noted that this is EU policy and nationally there has been no appetite to challenge. The Board agreed, notwithstanding to write to the relevant government ministers on this issue.
- k. Concerns were expressed about pre-payment meters and that whilst in some cases these may assist people on lower incomes they could also result in people paying a higher premium. It was noted that the Bristol Energy Company could offer the opportunity to recalibrate meters in social housing.
- l. The ELENA programme has provided the opportunity to bring different energy activities together. The application and report back process and fact that there is a contract with deliverables have helped the success of the programme.
- m. Figures on how much heating bills reduce in tower blocks when cladding in place can be shared.
- n. An energy map of Bristol would be useful – a heat map showing where the most expensive areas to live are from energy point of view. There is database of social housing and this would also be useful in targeting information going forward.
- o. There are opportunities to be more holistic in our approach to delivering services and there are close relationships for example with property services, Revenues and Benefits to identify the most vulnerable residents, housing delivery and corporately with Warm up Bristol, Information at output area level would be helpful. It was agreed to look at the data we have and how this could be presented.

8. The Arena Transport Work Update

It was clarified for the meeting that Gary Collins, Service Manager Development Control was not part of the Arena Project Team

Tracey Dow introduced the presentation and report, which set out an update on the transport work undertaken to assess the Arena Island development proposals following the meeting of the Board in June. (A copy of the presentation is attached to the minutes and held on the minute book)

The report and presentation covered the following key areas:

- Arena location and context
- Existing transport schemes and measures
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- The proposals
 - Predicted Visitor Catchment/arrival profiles
 - Parking Assessment – on street and off street
 - Assessing Highway impact and operation
 - Transport proposals to reduce car travel
 - Parking and effect on residential areas
 - Pre-Planning Consultation and scrutiny input

Set out below is a summary of the main points raised / noted by the commission:

Car Parking

- a. It was noted that car park capacity tails off after 7.00pm and there if people are travelling some distance there may be issues about finding a parking space. It was clarified that assumptions have been made on cars arriving at different times from 4.00pm in different time slices, rather than just looking at capacity at 7.00pm. Communication on different transport options would be essential, including pre-sold tickets for Park and Ride etc.

Walkway/Cycleway

- b. Although the proposal to include a bridge from the south (A4) onto Arena Island was welcomed, concerns were expressed about the narrow walkway and cycle way along Bath Road and over Bath Bridges more generally. It was suggested that a right turn at Three Lamps junction is needed as part of the Arena project but also for the wider EZ, because it made no sense to have traffic going from 3 lamps, past the Arena and back again. It was noted that there would be further considerations of cycle/walkway issues.

Mitigations

- c. It was recognised that the need to mitigate the impact of on-street parking on residents in Knowle and Totterdown had been acknowledged. Residents want something to protect them from Arena traffic during the evenings and on Saturdays but possibly not during the day. Whilst it was welcomed that movement was already taking place on mitigation there

were concerns that residents would be contributing to mitigation costs through residents parking. The issue was raised as to why Totterdown and Knowle had not been prioritised for residents parking schemes knowing the potential impact of the Arena.

- d. It was clarified that when Inner RPS ring discussions took place in 2012, there was extensive consultation with the public. However, proposals for the Arena were not in place at that time. . Residents' concerns and mitigation of parking impact would be looked at through parking management, whether through a residents parking scheme or other management.

Public Transport Options/Communication of Options

- e. Questions were raised about how people would be messaged to ensure that modes of transport other than car are promoted and there is a clear message about preference of using these. It was noted that marketing the message was key and that there is a desire to sell Bristol as a sustainable city. Reference was made to incentives in the appendix to the report to encourage people to leave their car behind. The use of Park and Ride and rail options would be key and information would be provided on the Arena website. Portway Park and Ride for example was of strategic importance in relation to the M5. In terms of visitor catchment, Bristol is unlike Birmingham and Manchester, being a semi-rural conurbation. This would put pressure on buses and rail to meet a surge prior to events.
- f. Members queried the confidence level that Great Western Railway will supply additional rail services for specific events. It was explained that there is a good level of confidence in train operations and provision for the Arena is now a material consideration in Great Western Railway's timetable planning.
- g. There were concerns expressed that after 7.00pm bus frequency trails off and some parts of Bristol are not serviced by buses after 11pm and this is particularly an issue where it is necessary to use more than one bus.
- h. **Modelling**
- i. Some concerns were expressed about the models and assumptions being used to address traffic issues. If ranges were wrong, this could have a significant impact. It was also noted conversely that assumptions might be erring on the side of caution in considering the 'worst case scenario' and together with the actual number of event occurrences, the 'worst case scenario' may not transpire. Issues were also raised about the negotiation between developer and applicant in relation to mitigation measures and the need to be clear about the full package at planning stage.
- j. It was suggested that there needs to be a clear management agreement with South Gloucestershire Council to track traffic on ring road.

Planning Issues

- k. Issues were raised about the negotiation between developer and applicant in relation to mitigation measures and the need to be clear about the full package at planning stage. It was noted that there is no planning application yet but when it is received the impacts of the development and mitigating measures will be assessed. Pre-application discussions were taking place and mitigation measures were being developed. Event management measures could potentially change from planning decision to Arena opening. It is to be expected that there will be on-going dialogue. There was a good working relationship with operator and time to develop a partnership approach. Clarity would emerge through the assessment process and the planning decision would rest with members through the Development Control Committee. The decision would probably take place at the meeting in February.
- l. Views were expressed that conditions would need to be very clear as part of the planning committee consideration and that the planning agreement would need to be very transparent on behalf of the residents of the city.

Local Traffic Impact

- m. Questions were raised about traffic impact on Lawrence Hill, including impact on businesses and air quality, which is already an issue.
- n. An environmental impact assessment would look at Air Quality including the immediate site and areas beyond the site.
- o. The development would address directly related arena transport impacts. Existing problems could not be addressed by the Arena Island proposals. The effect on congestion hotspots were being fully considered. Arrival times of 4 – 4.30pm for evening shows would not impact on school pick up times.

Consultation

- p. Consultation was underway including online consultation, visits to all Neighbourhood Partnerships, an exhibition at Temple Street and postcard drop off about the consultation to people within 700 m of the site.

Learning from Others

- q. Members noted the reference to the Leeds proposals/model referred to and asked that further information be provided on whether this had actually been a success.

9. Date of next meeting

4 February 2016 @6pm

The meeting ended @ 21.05pm

(Chair)