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Bristol City Council

**Minutes of a meeting of the
Sustainable Development and Transport Scrutiny Commission
Held on 19 March 2014 at 5pm**

- P Councillor Weston (in the Chair)**
- P Councillor Green**
- A Councillor Lucas (Councillor Hiscott as substitute)**
- P Councillor Martin**
- P Councillor Negus**
- P Councillor Pearce**
- P Councillor Threlfall**
- A Councillor Willingham**
- P Councillor Wollacott**

SDT

57.3/14 Apologies for absence, substitutions and introductions.

Apologies were received from Councillors Willingham and Lucas with Councillor Hiscott as substitute for Councillor Lucas.

SDT

58.3/14 Public Forum

The Public Forum bundle was circulated to Members in advance of the meeting and a copy placed in the Minute Book.

Statements.

Agenda item	Subject	Author	PFS19.3.14/
N/A	Building on the success of the Bristol Bus Upgrades	Dave Redgewell – South West Transport Network	01
N/A	South West Rail Plan – An opportunity for the West	Dave Redgewell – South West Transport Network	02

Agenda item	Subject	Author	PFS19.3.14/
17	Filton Bank Stations, Henbury Loop and Severn Beach Line	Christina Biggs - FOSBR	03
17	Re-opening of Henbury Loop Line in Metro West Phase 2 in tandem with Phase 1	Alison Devonshire – BS10 Parks and Planning	04

RESOLVED –

- 1) That statements PFS19.3.14/01 and /02 be noted.
- 2) That statements PFS19.3.14/03 and /04 be referred to the appropriate Service Director for direct response.

**SDT
59.3/14**

Declarations of interest.

Councillor Negus reported that he was the Chair of the Bristol Buildings Preservation Trust Ltd.

**SDT
60.3/14**

Whipping.

There was none.

**SDT
61.3/14**

Minutes – Sustainable Development and Transport Scrutiny Commission – 13 February 2014.

It was agreed that the following bullet point be added before the existing first bullet point of Minute 53.02/14 – European Green Capital 2015. ‘The Commission wished to express dissatisfaction at the lack of report before the meeting and the rehash of previous presentations’.

RESOLVED – that the minutes of the meeting of the Scrutiny Development and Transport Scrutiny Commission held on 13th February 2014 be confirmed as a correct record, subject to the amendment referred to above, and signed by the Chair.

SDT

62.3/14 Action sheet – 13 February 2014

RESOLVED – that the action sheet be noted.

SDT

63.3/14 Chair's business.

The Chair reported that the extraordinary meeting scheduled for 27 March to consider the Patchway/ Cribbs Causeway development would take place at Armada House as there was insufficient space to accommodate such a meeting at City Hall.

SDT

64.3/14 Work programme 2013/14

The Chair took the opportunity to thank the Commission members for the past year of scrutiny work and noted that there had been some contentious issues to consider. He expressed concern at the current proposals for the future of scrutiny which he understood was to reduce to three Commission's only of OSM, Resources and Health and believed that with these proposals scrutiny would be reduced so far it could not improve but would instead prevent scrutiny. It was noted that a meeting would be held next week with Scrutiny Chairs.

Commission members responded as follows:-

- Councillor Pearce believed there was very little to commend the proposals as it would effectively eliminate the capacity for policy development and emphasised the importance of scrutiny as a means of public participation;
- Councillor Martin extended his thanks to the Chair for this year and stated that he had particularly enjoyed this year's scrutiny. He feared that current proposals would mean that areas of scrutiny would be cherry picked after the imposition of policy and this was a dangerous development;
- Councillor Negus feared that proposals would marginalise public participation which would defeat the objective of scrutiny. The government had previously emphasised the need for good scrutiny when promoting the Mayoral system. The Commission had made many sensible recommendations and to abandon such work would be

detrimental to democracy in the City. He proposed that a formal representation be submitted on this matter;

- Councillor Woolacott noted that democracy could be irksome and longwinded but was an essential part of governance. He believed that scrutiny appeared to be an inconvenience for the Mayor;
- Councillor Khan thanked the Chair for his work this year. He noted that there was cross-party consensus regarding the importance of scrutiny, and in particular a Commission similar to this one. He urged the Commission to be vocal about it;
- Councillor Green believed the SD&T Scrutiny Commission was the most important of all the Commissions as its areas of remit were key to the success of the Council. She could not envisage how proper scrutiny could be undertaken under the new proposals when there was currently insufficient time. She felt strongly that a Commission like SD&T was needed and that sufficient time was given to do thorough work;
- The Chair therefore proposed and it was agreed that a statement be made to OSM tomorrow and that Councillor Pearce who would be in attendance at OSM, speak to the statement.

RESOLVED –

- 1) that the work programme 2013/14 be noted.**
- 2) That a statement be submitted to OSM detailing the Commission’s concern regarding the future of scrutiny and this be presented by Councillor Pearce.**

SDT

65.3/14

Democratising cycling inquiry: Update on recommendations and cycling strategy.

The commission considered a report of the Service Director, Planning and Place Strategy (agenda item no. 8) providing an update on the action plan agreed in response to the SD&T report ‘Democratising cycling: Making it safer’ approved by full Council on 20 November 2012 and providing an update on the development of the Bristol cycle strategy and steps taken to ensure an appropriate “place” based approach is adopted when delivering improvements to the public realm.

Ben Robinson, Team Manager, City Transport, was in attendance and introduced the report.

The following comments arose from discussion:-

- The Chair referred to Appendix A, item 7. It was noted that particular corridors and routes, such as the A38, had competing demands on a finite resource ie. the road width. It was important to form interdisciplinary teams to work out a strategy. The use of virtual teams for quality assurance was questioned;
- Councillor Pearce referred to Item 9, Appendix A. He reported that the experimental TRO on Conham Road had been incredibly contentious. He believed that the road should be made one way. Ben Robinson replied that the Council had the legal ability to use TRO's to improve cycling facilities but it was a different matter whether the end product was what was wanted;
- It was reported that Bristol Cycling Strategy update should be available in May/June 2014;
- Councillor Negus stated that Bristol had been successful in acquiring Cycling City status as it was a difficult city to make cycling work well and yet Appendix A appeared to be revisiting Cycling City work rather than building on that work. He also believed there were opportunities around the Gloucester Road for cycle priority streets. However, the Harbourside was a protected area as it was important that pedestrians were free to walk without the possibility of cyclists running into them. He referred to Appendix C stating that it was necessary to publicise safety measures in order to make cycling more attractive for the public. He also referred to the number of cyclists who were 'cut-up' by lorries turning left and noted that a £500 safety device could be fitted to lorries to prevent this. He proposed that lorries should be charged when entering the city unless they had a safety device fitted;
- Councillor Martin referred to Theme 2 and felt that it was important to address the 'them and us' issue regarding cyclists and car users as the city was multi modal. He added that older residents felt somewhat oppressed and guilty as they were unable to cycle. It was important to get the right message out that cycling was a voluntary activity and that people should do what they could and this way the 'them and us' would not exist. He also referred to Theme 3, bullet point 1 and suggested caution as any traffic cells that took cars out

of the equation needed to be thought through so as to not cause another problem;

- Councillor Green believed it was the lack of consultation that had not helped the sense of 'them and us'. She also felt that more attention should be made to walking and noted that the heritage of some public paths were being destroyed with cycle paths added to them and fast cyclists using them;
- Councillor Threlfall felt that lessons could be learned from other European Cities so that the right thing was done for Bristol. She added that bike crime was an issue in Bristol of which she had direct experience and asked how these issues could be included in an Action Plan. Ben Robinson stated that it was important that the right imagery around convenience, cost and freedom was conveyed rather than the green image. He appreciated that the consultation period for new routes was not long but timescales were tight and these routes would help define the network. Cycle crime enforcement was an on-going issue and was being tackled in various ways. Work had been done in schools to promote bike tags, investing in good locks was generally promoted and Sheffield stands were being installed around Bristol;
- It was noted that the Council had a commitment to invest £20 per head of population to encourage the next generation of cyclists through the cycling ambition fund, cycle safety and sustainable transport fund. The City needed to be seen nationally as a cycling city so it was important to chase the funding.

RESOLVED – that the progress made since the Democratising cycle inquiry be noted.

At this point the Mayor and Assistant Mayor, Councillor Bradshaw arrived.

SDT

66.3/14

Air quality strategy progress update

The Commission considered a report of the Service Director, Planning and Place Strategy (agenda item no. 9) providing a progress update on delivery of the Bristol City Council air quality strategy due for completion in summer 2014.

Steve Crawshaw, Sustainable City and Climate Change Officer introduced the report.

The following points arose from discussion:-

- The hybrid buses business case had been completed and it was possible to make available the technical findings. It was noted that the report should have stated that the business case was 'draft';
- Councillor Negus reported that there had already been a national consultation on hybrid and electric buses which had found that they were more expensive but far cheaper to run and asked why officers had carried out a study when one already existed. He noted that studies were able to quantify the health impacts of poor air quality but did not have the actual data regarding what and where the problems were in order for it to be properly addressed and asked how the Commission could therefore interact with the information. He noted the 10 tests of transport interventions that would benefit air quality were a huge investment. He asked which emissions it was easiest to clean. Steve Crawshaw replied that this was addressed in the technical reports. The data used by the City Council was some of the best in the country and was understood well by officers. A user friendly summary of the data was available on the website. He confirmed that PM10 particulates were the most concerning;
- Councillor Bradshaw stated that he was not comfortable with a line on a map as an indicator of air quality. Bus emissions were the big cause of poor air quality and therefore Metrobus would help to reduce those emissions. Consideration needed to be given to how the Council's own fleet could be updated and improved. He also reported that there would be no charge for permits within the residents parking scheme if a vehicle was electric. He emphasised the need to focus on the health issues around poor air quality;
- Councillor Green highlighted that large supermarkets attracted more car journeys and therefore more pollution and should be given consideration in the planning process. She also suggested that the school selection system should be more ruthless as choice of school often meant more travel;
- Councillor Martin referred to a suggestion of Councillor Willingham whereby bags could be placed over tail pipes to mitigate pollution. He reported that these were readily available but had not seen them being used. Councillor Bradshaw agreed to explore that;
- Councillor Threlfall believed it was vital to raise awareness as people would think twice about using their cars if they were aware of the health risks of pollution. She reported that

there was interesting work going on around the world that demonstrated the level of pollution in a visual way that would make people think. She advocated realistic light touch impacts to raise awareness rather than charging the public to drive into the City;

- The Chair referred to the 10 tests and asked which was the cheaper option for the best effect. Steve Crawshaw replied that he would request his colleague, Duncan Laird, to provide the detailed costings to the Commission;
- The Mayor emphasised the importance of quality data so that it was possible to measure the effectiveness to cost ratio of the intervention;
- Councillor Hiscott pointed out, having interrogated the web pages, that there was not one monitoring station in North Bristol and was informed that diffusion tubes were placed on those sites where there was not a station. He added that there were none in North Bristol but there was a very good understanding of pollution in this area. Alex Minshull, Sustainable City & Climate Change Manager added that monitoring stations were installed in areas where it was predicted there might be a problem and therefore money was not wasted on them if a problem was not predicted as in North Bristol, and a diffusion tube (from which data could be accessed) was installed instead. Therefore, the absence of a monitoring station was a reassuring thing. Councillor Bradshaw added that stations were kept under review in order to reflect pressure points;
- Councillor Hiscott pointed out that the tree planting budget had been cut and this would have a negative impact on mitigating pollution. Steve Crawshaw replied that tree planting was not a significant mitigating strategy, reducing emissions was key. The Mayor added that there were huge benefits in tree planting but these were related to amenity and health and not air quality;
- Councillor Martin was pleased to hear that the Mayor felt the data he could base his decisions on, was good. He added that he would support and endorse the Make Sunday Special Initiative as a full City Centre road closure rather than partial as was currently the case. He also took the opportunity to state that the air quality aspect of the Green Capital presentation made to the Commission on 13 February had been disappointing. The Mayor pointed out that the officer responsible was not a sustainability officer;
- Neil Taylor, Interim Strategic Director – Regeneration, highlighted the impact of old, petrol guzzling taxis driving

through the City all day having a great impact on air quality. The use of electric vehicles would make a significant difference;

- The Chair noted the progress made and reconfirmed the Commission's request for the data pertinent to the 10 tests to be made available. The Commission also suggested that visual stimuli be used to help raise awareness and that consideration be given to mitigating the impacts of air-polluting taxis.

RESOLVED –

- 1. that progress on the development of the air quality strategy be noted;**
- 2. that the cost versus effectiveness data for the 10 tests be made available to the Commission;**
- 3. that the use of visual stimuli to raise public awareness be considered as part of the strategy;**
- 4. that consideration be given to mitigating the impacts of air-polluting taxis.**

SDT

67.3/14

Bristol high streets/local centres action plan.

The commission considered a report of the Strategic Director, Place (agenda item no. 10) providing an update on the Bristol high streets/local centres action plan following scrutiny input in November 2011, February 2012 and December 2012 and also providing policy context and a summary of some achievements in the current year (from April 2013) and outlining a forward plan.

Jason Thorne, Economy, Enterprise & Inclusion co-ordinator and Karen King, Service Manager Economy, Enterprise & Inclusion were in attendance for this item.

The following points arose from discussion;

- it was necessary to have 51% of businesses by rateable value along with a critical mass of businesses to support a Business Improvement District (BID);
- Councillor Negus stated that an effective trade consortium was essential to get things done. He added that the business rates problem and parking near to shops needed to be resolved before high streets could improve. He praised Jason Thorne for his efforts in getting answers to Councillor

queries and for working successfully with other departments. This comment was supported by the Commission;

- The Chair noted that the local shop and pub were often the last things left in a community devoid of shops and asked if there were any initiatives to support them;
- The Mayor reported that this Council had overreached its limits for business rates relief and an application would need to be pretty exceptional if it was not a registered charity and there was therefore not great scope to help. Some small businesses could be eligible for £1000 over the next 2 years if they had a rateable value of £50,000 or below;
- The Chair asked whether the Council was targeting local centres and trying to get traders' associations on board. Jason Thorne replied that efforts were being made to increase resources as he only did that part of the job two days per week;
- The Mayor informed the meeting that the liberalising of markets had helped enormously as a regeneration tool. The Chair reported that he was aware of areas which wished to hold a market and asked whether there was any guidance for Councillors/Neighbourhood Partnerships detailing the issues. Jason Thorne replied that this could be potentially done;
- Councillor Threlfall reported that there was a great deal going on in Fishponds but it was not joined together and there was no traders associations. This best practice was to be shared at her Neighbourhood Partnership and she believed best practice across the City should be shared in similar ways. The Chair thanked officers for their work and looked forward to any work that could be done on markets.

RESOLVED – that the report be noted.

At this point, the Commission took the opportunity to question the Mayor about non-agenda related items before he left. The points were raised as follows:-

- The Mayor hoped to respond to the Residents' Parking Scheme Working Group Recommendations next week;
- The Commission had earlier in the meeting expressed concern regarding the future of Scrutiny and this was conveyed to the Mayor. He replied that it was no longer intended to have 3 large Commissions only but to align them to Directorates, so it was likely that this Commission would remain with a different title. Councillor Bradshaw added that he was not aware of the revised detail but would have been

greatly concerned at the loss of this Commission and its important work.

The Mayor was thanked for his attendance and left the meeting. Councillor Martin also left the meeting at this point.

SDT

68.3/14

Employment and Enterprise Strategy – Update on recommendations/possible feedback on Skills Mayoral Commission

The commission considered a report of the Strategic Director, Place (agenda item no. 11) setting out details of the Employment and enterprise strategy and giving an update on recommendations/possible feedback on Skills Mayoral Commission.

Chris Hackett, Intelligence Manager, Economy, Enterprise & Inclusion and Karen King, Service Manager Economy, Enterprise & Inclusion were in attendance for this item.

The following points arose from discussion:-

- Officers had developed internships for youth unemployed for more than six months at digital media companies;
- It was helpful that the report had set out the full list of consultations the strategy had been through from the outset;
- Councillor Negus asked for more detail regarding the Council's relationship with Universities, particularly at transition stage where employment is being sought. Chris Hackett replied that the LEP had formed a strong relationship with both Universities and the Council worked formally with Universities, particularly UWE, on a number of issues. One of UWE's Vice Chancellors sat on the LEP;
- Councillor Threlfall declared that she was a career's advisor at UWE and supported students in social enterprise and entrepreneurship. She added that UWE did a great deal to support students already so there was not a need to reinvent the wheel but for UWE and the City Council to connect. She highlighted the need to upskill those not in education or training. Chris Hackett stated that the City Council supported the work of UWE as well as the Ambassadors for schools initiative;
- Councillor Bradshaw referred to the South Bristol Business Park decision which would be signed off at Cabinet and

would provide access for people in South Bristol to work. The delay in getting this to Cabinet had been helpful as it should weave in the agreed Strategic Economic Plan. The Council would also use its economic weight to promote the living wage. He expressed concern regarding the state of schools career advice but felt that there were not many levers to operate. He also reported that First had agreed to extend concessions for the young to 21 which was helpful. Finally, he expressed concern regarding the welfare rights service and was in early talks with the banking and voluntary sector regarding a better way to deliver the training element of the service and so that the service to people dealing with indebtedness could be continued.

RESOLVED –

- (1) that progress towards an Employment and Enterprise strategy and its links with the Mayoral Commissions on Skills and Fairness be noted; and**
- (2) that the proposal for this Commission to act as the appropriate body for monitoring and evaluating delivery of the strategy's implementation plan be agreed.**

SDT

69.3/14

2013/14 – 3rd quarter performance report

The commission considered a report of the Strategic Director, Place (agenda item no. 12) giving an overview of progress against the council's strategic priorities at the end of quarter 3 (1 April – 31 December 2013) based on the information provided by directorates at 28 January 2014.

Pete Franklin, Corporate Performance Review Officer, was in attendance for this meeting.

The following points arose from discussion:-

- Councillor Negus referred to the total carbon dioxide emissions (OPI104) and asked why this was being published as an indicator when it was the 5th most important thing that matters about air quality. Pete Franklin replied that SLT and OSM were consulted on which measures best tell us how well we performed against outcomes so that every indicator did not have to be provided to each Commission. Therefore,

these measures could be called indicators of performance rather than performance indicators. He agreed to look at what other indicators could be used for air quality in the 14/15 1st quarter. Zoe Willcox, Service Director, Planning and Place Strategy, added that one simple indicator showing a direction of travel from air quality monitoring would suffice;

- The Chair referred to CD131 – congestion: average vehicle speed per mile per hour during the morning peak and asked if the DfT report due in November 2013 was yet available and was informed that it had not yet been received so would be chased;
- Councillor Threlfall referred to OPI101 – the proportion of new business registrations per 1000 working age population. She noted that this had not changed year on year and felt it was not a useful measure of the economy as anybody could register a business but not see the business through. More useful would be a PI for enterprise and whether a business was in profit or still there a year later. Zoe Willcox suggested that this was probably felt to be the best indicator out there. She felt there was lots of information that could be supplied relating to employment strategy;
- Councillor Negus suggested that the financial status of the City Council would be a useful economic indicator as one of the biggest traders in the City, as well as an indicator on floods;
- The Chair proposed that indicators on MetroWest in its entirety and not just Phase 1 be provided as well as six indicators on economic success

RESOLVED –

1) that indicators be provided for the next agenda meeting on :-

- **MetroWest in its entirety;**
- **Six indicators of economic success;**

2) and air quality indicators be investigated.

SDT

70.3/14

Local flood risk management strategy

The commission considered a report of the Strategic Director, Place (agenda item no. 13) setting out details of the Local flood risk management strategy.

John Roy, Group Manager Transport Assets, was in attendance for this item.

The following points arose from discussion:-

- All Lead Local Flood Authorities had a statutory duty to prepare and publish a strategy. Consultation was being carried out through the Neighbourhood Partnerships, Citizen Panel and Ask Bristol;
- The current protocol with the Development Management Team is that the Flood Risk Team are consulted on all applications where there are five or more residential properties or 'major' applications for other uses;
- The Flood Risk Team look to ensure that Core Strategy Policies are adhered to, and in particular Policy BCS16, which requires a 30% reduction in surface water runoff for Brownfield Sites. The Chair felt this was ambitious and asked whether consideration should be given to future proofing Greenfield sites in case of a weather event and was informed that how best to manage developments on Greenfield sites this was the subject of a national debate;
- Bristol City Council would have to implement a Sustainable Drainage Approving Board (SAB), current target October 2014. Under this process Developers would have to submit their proposals for dealing with surface water arising from their developments to the SAB for consideration. Officers were already working co-operatively with developers to deliver sustainable drainage schemes where they could be achieved;
- Zoe Willcox stated that it was unlikely that a developer would bring forward a development in increments of five in order to avoid flood risk mitigations because of the density of development;
- In reference to 30% drainage on Brownfield sites, it was noted that Local Authorities were allowed to vary their targets but it was hard for a government to change an adopted Core Strategy so it could not change the 30% figure;
- It was noted that Wessex Water worked closely with local authorities and had models available which they used to model impact of surface water in relation to new developments and connecting into existing sewers.

RESOLVED – that the objectives of the draft Local flood risk management strategy (LFRMS) be supported.

SDT

71.3/14 Date of next meeting

RESOLVED – that the next meeting of the Sustainable Development and Transport Scrutiny Commission will be held on 27 March 2014 at 6pm and will be an extraordinary meeting.

Information only reports

SDT

72.3/14 Gigabit Bristol update

The commission considered a report of Stephen Hilton (agenda item no. 16) giving an update on progress with the Gigabit Bristol programme.

RESOLVED – that the report be noted.

SDT

73.3/14 Metro West Rail update

The commission considered a report of Service Director, Planning and Place Strategy (agenda item no. 17) updating on information regarding Metro West Rail.

RESOLVED – that the report be noted.

(The meeting ended at 8pm)

CHAIR