

# Cabinet Supplementary Information



**Date:** Tuesday, 1 September 2020

**Time:** 4.00 pm

**Venue:** Virtual Meeting - Zoom Committee Meeting  
with Public Access via YouTube

## 2. Public Forum

(Pages 3 - 35)

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**Date:** Friday, 28 August 2020



**CABINET – 1 September 2020**

**PUBLIC FORUM ITEMS**

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**Statements and questions have been received as follows (full details are attached):**

**Agenda item 8 – Clean Air Zone Update**

**Statements:**

PS08.01	David Redgewell
CS08.01	Cllr Anthony Negus
CS08.02	Cllr Don Alexander
CS08.03	Cllr Mark Wright

**Questions:**

PQ08.01	Suzanne Audrey
CQ08.01	Cllr Jerome Thomas

**Agenda item 9 – The Future of Youth Services in Bristol**

None

**Agenda item 10 - Special Educational Needs and Disability (SEND) Sufficiency and Capital Proposals**

**Statements:**

PS10.01	Jen Smith
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**Questions:**

CQ10.01&02	Cllr Tim Kent
PQ10.01&02	Sally Kent

**Agenda item 11 - Securing Outline Planning Consents for Housing Delivery**

**Statements:**

PS11.01	Cllr Tim Kent
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**Questions:**

CQ11.01	Cllr Martin Fodor
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**Agenda item 12- Pothole Action Fund**

None

**Agenda item 13 - Fleet Services Electric Vehicle Centre of Excellence**

**Questions:**

CQ13.01	Cllr Don Alexander
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**Agenda item 14 - Funding for Hengrove Park Enabling Works (Highways Junctions and Primary School)**

**Statements:**

CS14.01 Cllr Fabian Breckels

**Agenda item 15 – Bristol Future Parks Programme**

**Questions:**

CQ15.01 Cllr Martin Fodor

**Agenda item 16 - Voluntary, Community and Social Enterprise Grant Extension**

None

**Agenda item 17 - Bristol Heat Network Project Update**

None

**Agenda item 18 – Budget Monitoring Outturn Report P3**

None

**Agenda item 19 – Covid-19 Emergency Decision Making Update)**

CQ19.01 Cllr Don Alexander

**Agenda item 20 – Housing Benefit and Council Tax Reduction Process**

**Questions:**

CQ20.01 Cllr Clive Stevens

**Agenda item 21 – Imperial Apartments (Parkview development)**

**Questions:**

CQ21.01 Cllr Clive Stevens

**Agenda item 22 – Watershed Phase 1 Redevelopment**

**Questions:**

PQ22.01 Stephen Layland

**Agenda item 23 – Hengrove PFI Leisure Centre**

**Questions:**

PQ23.01 Amanda Brett  
PQ23.02&03 Thea Kelly  
PQ23.04&05 Julie Laming  
CQ23.01&02 Cllr Graham Morris  
CQ23.01&02 Cllr Gary Hopkins

**Agenda item 24 – Revised Bristol City Council Business Plan 2020/21 (Covid-19 Recovery)**

**Questions:**

PQ24.01

Suzanne Audrey

**Agenda item 25 – Q1 Corporate Risk Management Report**

None

**Statement: PS08.01**

**Cabinet – 1<sup>st</sup> September 2020**

**Re: Agenda item – Clean Air Zone**

**Statement submitted by: David Redgewell**

Statement regarding the Bristol city centre clean air zone.

We would like to support the city mayor clean air zone proposals for the old city, city centre, Baldwin Street and Bristol Bridge.

We still have concerns about the air quality outside the Bristol university hospital as it is the major children's hospital for south west England and heart hospital and has poor air quality around it.

More should be done to develop a green travel plan even with covid 19 with the Bristol and Weston university hospital trust.

We welcome the road closure in the old city and Kings Street, new cycle lane In Maudlin Street, Rupert Street and Lewins Mead but still need bus priority. More work needs to be carried out in Haymarket on bus shelter, stands and developing a bus hub like Fleming way in Swindon.

Lewins Mead is difficult with the cycle lanes before dropping off at the bus station - this issue need addressing.

We need a clean air zone that bans dirty Diesel cars from the city centre but regret this has now been removed due to Covid 19 .Dirty Diesel still are still polluting our city centre. With bus service improvements on route No 2 and 2a from Stockwood, Hengrove, Knowle, Bristol Temple Meads, Bristol Bridge, city centre, Clifton Down station/shopping centre, Henleaze, Southmead or Southmead Hospital to Cribbs Causeway bus station.

We think the closure of Park Street may also be an option to through traffic with private cars shopping, taxis and buses with disabled access. Please note this is proposed to remove through traffic not access to shopping, parks, museum, tourist attractions and residential buildings.

The report is light on coach parking facilities or exemption for school buses and Coaches including coach services in the Bond street area operating Express Coaches service. We would be very concerned if both UK Express Coaches service from Stagecoach West Megabus and European coaches were charged for entering the city centre Bond street coach facilities. Tourism is £4.2 billion pounds economy and 600,000 jobs. We need to manage coach facilities.

Whilst walking/cycling is very important in the charging zone, it is very important that the Transport authority, WECA mayoral transport authority and North Somerset council provide alternative public transport into the city centre.

The lack of progress on North Somerset council not joining WECA is of concern to Transport lobby groups. But the metro mayor still needs to improve the public transport network.

Many bus routes do not have evening or Sunday services.

- Still running Covid 19 services timetables on route 37 Bristol Bus Station, Lawrence Hill Station, St George Park, Hanham, Longwell Green, Bitton, Kelson, Weston, RuH rear of the Hospital;
- Bath spa bus station is not operating;
- Y2 evening service Fishponds road Fishponds Downend Bromley health and yate bus station to Chipping Sodbury;
- T2 Gloucester Road Horfield Filton Cribbs Causeway bus station Horthan Alverston and Thornbury. No evening or Sunday services.
- Links to southmead hospital and at cribbs causeway bus station to Severnside.
- Route 5 St Pauls, Eastville, Stapleton, Fishponds, Downend is finishing early evening and Sundays.

96 in south Bristol is every 2 hours Brislington, Knowle and Hengrove hospital.

Bus services need to improve in the city region to get people out of cars metro bus routes to Thornbury ,Yate ,chipping sodbury, Nailsea ,clevedon, keynsham and Bath

Portway parkway railway station on the Severn beach line needs to be constructed officering journeys to the city centre. And Gloucester road via Montpellier station complete works on Patchway station lifts bridge and car park.

Yate park and ride needs to be constructed and y1 bus service provided to the city centre. Bus lanes on the m32 and ring road complete park and ride sites around Greater Bristol and Bath city region.

There is a need to deliver metro west railway services to Portishead and Pill, Bristol Temple Meads to Lawrence hill, Stapleton Road, Ashley Down, Filton North and Henbury including the loop.  
Also Metro west railway services to Bath Spa and Westbury, Bristol Temple Meads to Yate, Charfield, Stonehouse, Bristol Road and Gloucester.

The report does not mention light rail system proposal for the Bristol and Bath city region.

It is very important that WECA mayoral transport authority and North Somerset council invest in alternative public transport provision with in the city region along with the western gateway transport board.

Clean air charging zone need addressing around Bristol Temple meads station and the need for exemption for Railway replacement services from First Group, Great

Western Railway, South Western Railway and Cross Country trains. Both regional and into the south west region especially with metro west planned building work and on Bristol temple meads station

We are also very very concerned about the lack of any public transport network marketing campaign around public transport at present.

With the railway network cost £182 million pounds a week to fund at present and the bus service £27 million pound a week in England.

The government travel safe this summer advertising campaign for Covid 19 safe travel does not appear to be happening in WECA mayoral transport authority area or North Somerset council.

This is of great concern to passengers group like the Somerset bus campaign. We need to address in this scheme Covid 19 bus and coach service provision costing £40 million pounds a week in England.

Following the scrutiny commission meeting the department for transport message is the public transport is safe providing passengers social distance.

Wear face covering unless you're exempt.

Keeping buses ,bus stops, and station clean .

Clean all touch surfaces. Deep cleaning at all stagecoach west at Patchway, Gloucester and Stroud. and First group depots at Weston super mare, Bath, Hengrove ;Lawrence hill and wells depot s in the city region. Over night .

If a passengers has covid 19 reported on the bus by public health England.

The vehicle is removed from service and specialist cleaned after 72 hours.

Pay contactless where you can.

Disabled customers are welcome on all buses trains and Coaches.

Respect the driver and inspectors safely advise.

Buses carry 33 on a double decker and 18 on a single decker. passenger capacity.

Trains capacity on local trains.

60 to 80 passengers on the Severn beach line train.

Cleaned and touch surfaces cleaned all train s at Bristol Temple meads. throughout the day.

Deep cleaning at Bristol st Phillips marsh. Exeter Westbury and Gloucester for first Great western railway.

Bristol Barton hill depot for cross country trains db and Salisbury for first south western railway.

Deep cleaning and smogging is carried out of all train units every 28 days .

School buses and college s buses travel in bubbles with no passengers. And can travel in year groups

Weca mayoral transport authority is responsible for public transport network marketing through travel west marketing

Lead by Grant shapps the secretary of state for transport.

The Department for transport is running a Regional and National public transport and school buses and Coaches campaign

Stagecoach west and First group have special safe travel campaigns  
For students  
And for people using public transport for work.

Travel safe this summer is the department for transport message.  
And first group across the south west of England is were go to go .  
Mike hope this information is helpful public transport is safe providing passengers follow the rules.  
Its would be good if weca mayoral transport authority.  
Could restore bus service y2 Bristol to Fishponds Downend yate evening services

T2 Bristol Bishopton Horfield back of southmead hospital cribbs causeway bus station Horton Thornbury no evening or Sunday services  
37 Bristol bus station, Lawrence hill st George , Hanham, Longwell Green, Bitton Kelson, Weston, RuH rear entrance and Bath spa bus station no 37 service  
No service.  
96 Brislington Knowle Hengrove hospital. 2 hourly service.  
We would also support the closure of Cumberland road for Metro bus service and the harbour railway and chocolate path.  
And princess street Bridge. to the private car but we must improve public transport walking and cycling in the city region.



## **Statement: CS08.01**

**Cabinet – 1<sup>st</sup> September 2020**

**Re: Agenda item 8 – Clean Air Zone**

**Statement submitted by: Councillor Anthony Negus**

The rethinking on the CAZ is much as the more radical yet realistic approach I have been advocating for over a year at the briefings to OSMB and with greater focus since Covid. Lockdown and what has followed has initially created vehicle reductions and so cleaner air but this has consolidated since and it has become possible to plan for longer-term changes in work and travel patterns.

Rules and red-lines force changes and have variable effects on addressing problems but we would prefer a shift in approach, aided by realistic alternatives, without which problems move into different locations and morph into new issues. The CAZ could have been a support aid when treatment was needed.

Bristol LibDems are therefore pleased that common sense has finally prevailed in the face of Covid-reduced traffic and likely resulting changed work patterns:

- we welcome a different approach that we believe should seek to deliver sustainable assurance of Clean Air instead of a physical 'zone' that seeks to control the problem of unhealthy air quality rather than solving it
- we are enthusiastic about the use of innovative, smart technology but it must be trusted and so monitoring needs to be transparent and publicly accessible to assure confidence
- we believe that this approach now presents opportunities to address and overcome our concerns about additional and unfair pressures on people with older diesel and more polluting vehicles though any local scheme will need to rely on government funding
- this alternative 'fix' should work for now but it is crucial that the city builds on this to make such temporary relief permanent by increasing efforts to tackle the issues that, if not solved, will make a physical restriction zone permanently necessary in the future
- we should seek the transfer of the government grant for the CAZ to a more sustainable action plan, strengthening the grants already received recently for social distancing and active travel.

Fundamental to this forward thinking should be franchising our bus service , using government funds for treatment and suppression of the most frustrating need in Bristol - having a clean, reliable, safe and easily-accessed means of getting everyone to and from all parts of our city as we need it, not as profit dictates.

- we want the new priority to be measures that reduce all polluting vehicle emissions and offer alternatives

Bristol LibDems urge the mayor to make the most of this unfortunate opportunity.

We need to accelerate our transfer to alternative means of clean(er) transport lest we slip back. Covid for all its sad consequences has offered us a brief opportunity to put this right. This will need co-operation and trust and a workable appealing mass-transit system, probably an improved bus service for the foreseeable future, that operates under franchise to deliver the service the whole of this city needs to reduce our dependency on polluting cars.

But we must also move up the agenda the movement of goods that no previous strategy has meaningfully addressed.

Bristol LibDems believe it is the right thing to support this developing change of approach without which other opportunities for more sustainable solutions cannot be immediately tackled. We want lasting change to improve the well-being of all our citizens. Let's draw a line under heavy-handed restrictions and start applying the necessary smart treatments.

**Statement: CS08.02**

**Cabinet – 1<sup>st</sup> September 2020**

**Re: Agenda item 8 – Clean Air Zone**

**Statement submitted by: Councillor Don Alexander**

I welcome the Council taking more time to look at alternative options for NO2 compliance. Many of my residents are tradespeople who often need to get to the centre for spare parts or tools as well as to work, and a charging zone would unfairly impact on their businesses. The Council's ongoing consideration for their important role in city life is, and will be, much appreciated.

**Statement: CS08.03**

**Cabinet – 1<sup>st</sup> September 2020**

**Re: Agenda item 8 – Clean Air Zone**

**Statement submitted by: Councillor Mark Wright**

The closure of Bristol Bridge to cars cuts one of the four routes from the south of the city to the north of the city (with Cumberland Basin, Temple Way, St Philips Causeway). This doesn't affect the north of the city much, but has a big impact on connectivity for the south.

I call on the Mayor to quickly publicise his plans to improve other modes of transport to the south of the city - for those who are unable to transition to cycling - to make up for this significant connectivity loss.

**Question: PQ08.01**

**Cabinet – 1 September 2020**

**Re: Agenda item 8 – Clean Air Zone Update**

**Question submitted by: Suzanne Audrey**

I understand additional monitors are to be installed during the new 'test and learn' phase. Please can you confirm if these monitors will be installed on any key roads in the Totterdown area likely to be affected (positively or negatively) by changes in traffic movements? I am thinking particularly of Bath Road, Wells Road, St Lukes Road and St Johns Lane.

**Question: CQ08.1**

**Cabinet – 1 September 2020**

**Re: Agenda item 8 – Clean Air Zone Update**

**Question submitted by: Cllr Jerome Thomas**

Background:

I welcome city centre changes that prioritise active travel and use of public transport but am concerned that reducing road space for cars will create more pollution and congestion on adjacent roads as drivers work out their new routes. As a result of the combination of similar numbers of polluting cars on fewer roads I believe it is unlikely that air quality will reach an acceptable legal standard without putting in place a class D clean air zone. With new live air quality units in an increased number of locations interested folk will hopefully be able to quickly find out the impact on air quality of the council's new proposed approach.

Question:

Can the council state which new locations will have live air quality units as part of the Council's proposed 'Test and Learn' approach?

## **Statement: PS10.01**

**Cabinet – 1<sup>st</sup> September 2020**

**Re: Agenda item 10 – Special Educational Needs and Disability (SEND) Sufficiency and Capital Proposals**

**Statement submitted by: Jen Smith**

The SEND Sufficiency & Capital Proposals report states that there are currently 190 children and young people with EHCPs entitling them to specialist provision. It says: 'The council have not got spaces for these young people as the current SEND capacity is full.'

This is nearly 200 Bristol children right now with no school place and all because they have special educational needs and or a disability. Imagine a whole year 7 of mainstream pupils with nowhere to go in this September term, no school, not even in a temporary building, because this is what we have here.

The proposals go on to say that 'the council will fail in its statutory obligation to provide them appropriate education provision.'

This is newspeak. The council won't fail, it has already failed and this is an issue Bristol Send parents and carers have been raising for years. What we have here is institutional disability discrimination. It's systemic barriers to education created by Bristol City Council and education officers now spinning words to detract from this fact.

In a question to Marvin Rees at Full Council in July 2019, I said: 'Special school places in the city are of massive concern, with a historic trail of worry through Council and forums about provision in the city needing to be 'local' and East Central being of concern for several years.'

There hasn't been and continues to be a lack of concern and public discussion about the current numbers of children and young people who are out of education due to a lack of special school places in Bristol.

There are potentially 250 more pupils coming into this situation next year, adding to the chaos.

At Cabinet in July, more millions was sunk into funding Bristol's Alternative Provision, a spend that is incredibly high due to unacceptable numbers of Fixed Term Exclusions, poor inclusion in some Bristol schools, Send pupils being forced into inappropriate mainstream due to a lack of special school places and deliberate off rolling of Send pupils by mainstream schools who do not want them.

I expect this ask to be passed through Cabinet because the additional places are desperately needed, but again, the human cost behind these numbers is not considered and Bristol families are continuing to suffer.

More robust questioning should be asked by Cabinet members about these high spends for SEND which are firefighting projects rather than a reflection of long term strategic direction over the years, which has resulted in pupils having no access to education, no access to qualifications and whose future has been impacted by the systemic barriers Bristol City Council continues to put up.



**Question: CQ10.1**

**Cabinet – 1 September 2020**

**Re: Agenda item 10 – Special Educational Needs and Disability (SEND) Sufficiency and Capital Proposals**

**Question submitted by: Councillor Tim Kent**

Q1. Could you clarify the figures for children and young people who have EHCPs and require special provision and also the modelled need for at least the next 5 years? Can you provide those figures with current requirement and current capacity as well as future projected need? Can you also include the breakdown of need and places by Primary, Secondary and post 16 placements as well as by SEND category?

Q2. For the past several years you have been warned that your plans for special placements were inadequate, what assurances can you give parents that this time your statistical planning and resource allocation is correct?

**Question: PQ10.01&02**

**Cabinet – 1 September 2020**

**Re: Agenda item 10 – Special Educational Needs and Disability (SEND) Sufficiency and Capital Proposals**

**Question submitted by: Sally Kent**

- 1) 190 of Bristol's children and young people with Special Educational Needs are currently deprived of their right to an education and have no suitable school place this September or in the foreseeable future.

Is the mayor in direct communication with the Dept for Education and central government about this council failing in its statutory duty under section 27 of The Children's and Families Act to ensure sufficiency in SEND school places?

- 2) Also is the Mayor aware that this is now a critical Human Rights issue? Protocol 1, Article 2 of the Human Rights Act, Article 28 of the UN Convention on the Rights of the Child, and Article 24 of the UN Convention on the Rights of Persons with Disabilities all specify the right of disabled people to receive an education.

What security can he provide for all the families of children with SEND who have no school place and are uncertain about when they ever will have one, at a time when everyone else is being encouraged to get their children back to school?

**Statement: CS11.03**

**Cabinet – 1<sup>st</sup> September 2020**

**Re: Agenda item 11 – Securing Outline Planning Consents for Housing Delivery**

**Statement submitted by: Councillor Tim Kent**

As you will know I have been raising the progress of the New Fosseyway site since 2015. I have had numerous meetings with offices looking to assist in how this site could be progressed.

Throughout all those meetings it has always been clear that the delivery of the retirement village, as agreed over 8 years ago was the primary aim. I am concerned that I cannot find mention of this as part of this paper. Could Cabinet confirm that this is still the purpose of this site? If not what work has been done to assess impact on school places, traffic, etc.

We welcome the delivery of the new Perry Court school and the additional places but this is already recognised as being insufficient to meet future demand placed on the area by the development that already has permission. We need to ensure any future development is sensitive to need and for many years the retirement village concept has been the primary purposed of the New Fosseyway site.

**Question: CQ11.1**

**Cabinet – 1 September 2020**

**Re: Agenda item 11 – Securing Outline Planning Consents for Housing Delivery**

**Question submitted by: Cllr Martin Fodor**

More housing is welcome, but by selling land we lose the control we have as owner to ensure the highest energy standards and build quality and space standards, plus other amenities that might be needed. And outline permission means most issues are then foreclosed for debate when the substantive application comes to DC for a final decision.

Question:

**How will we ensure these issues, like higher energy standards are achieved?**

**Question: CQ13.01**

**Cabinet – 1 September 2020**

**Re: Agenda item 13 – Fleet Services Electric Vehicle Centre of Excellence**

**Question submitted by: Councillor Don Alexander**

This bid sounds very exciting and I hope it's successful. Could the Cabinet Member with responsibility for Commercialisation please explain the practical benefits this could potentially bring to residents?

**Statement: CS14.01**

**Cabinet – 1<sup>st</sup> September 2020**

**Re: Agenda item 14 – Funding for Hengrove Park Enabling Works**

**Statement submitted by: Councillor Fabian Breckels**

Statement in Support of WECA funding bid for Hengrove Park

I was one of the DC (Planning) Committee members who granted the Hengrove Park scheme planning permission. I wish to express my support for this funding bid to WECA to fund the new primary school and highways improvements.

Bristol needs more housing and as an administration we have an impressive record of delivering the housing Bristol people need. These 1435 new homes, at least 30% of which will be affordable, will make a significant contribution to the housing supply in our city.

**Question: CQ15.1**

**Cabinet – 1 September 2020**

**Re: Agenda item 15 – Bristol Future Parks Programme**

**Question submitted by: Cllr Martin Fodor**

Parks in Bristol are currently subject to a number of different pressures:

- Budget pressures from the cuts to the services (£2m down from £6m)
- Increased usage from the public during coronavirus

Also the potential impact of commercialisation measures being introduced to raise funding – but while this summer has seen new concessions let it has not resolved the investment that allows traders to thrive, such as electricity and water supplies on Redland Green.

Our approach to Parks and open spaces also needs to take into account the impact of climate change and increased demand for local food. The existing strategy arguably now needs to be reviewed to take account of these priorities.

On the positive side, better stewardship of our parks in partnership with Friends of Parks groups could help Bristol tackle the ecological and climate emergencies we have declared.

But the ways all these pressures and factors interplay needs to be clearer; more fundraising can help and better coordinated volunteering has a part to play, but the ground rules must be set out.

Question:

**So how will the many issues above be factored in to the Future Parks initiative?**

**Question: CQ19.01**

**Cabinet – 1 September 2020**

**Re: Agenda item 19 – Covid-19 Emergency Decision Making Update**

**Question submitted by: Councillor Don Alexander**

I would like to take this opportunity to thank all the officers who have worked so courageously and so diligently throughout this crisis. The Secretary of State for Housing, Communities and Local Government has promised to 'make good' all local authorities' extra financial costs. Would Cllr Cheney please remind us of how much we remain out of pocket?



**Question: CQ20.01**

**Cabinet – 1 September 2020**

**Re: Agenda item 20 - Housing Benefit and Council Tax Reduction Process**

**Question submitted by: Cllr Clive Stevens**

I welcome your decision to move away from the old risk based system which banded claimants into three different groups to define the level of evidence they needed to provide to get their entitlements. A system like that rings alarm bells, your paper describes: "Categorisation of risk is by algorithms that are confidential to the supplier so local authorities do not know why cases are categorised as they are".

We have just seen with A Levels how prejudice can creep into algorithms. Thank goodness you are moving away from that approach.

I am wondering how widespread algorithms are within BCC's systems to help define priorities, for example are they used in Homechoice, Highways maintenance or school appeals; just three quick thoughts.

Q. My question is therefore, how many other systems do BCC use that are based on algorithms and profiling that help define priorities?

**Question: CQ21.01**

**Cabinet – 1 September 2020**

**Re: Agenda item 21 - Imperial Apartments (Parkview development)**

**Question submitted by: Cllr Clive Stevens**

I welcome your attempts to “seize the moment” and put in a solution to manage the potential increase in homelessness. It is a shame this is a permitted development as I think it would have benefitted from going through the planning process. But Boris knows best presumably!

I'm more interested in how much control the Council will have over the behaviour of Caridon as BCC's nominated landlord. According to Caridon this is a fairly new model for managing property. Effectively they will be the Council's tenant and then sublet to the public. Caridon have recently had some bad press (according to the Risk Register and the BBC article on Templefields House in Harlow) but if they learn from that and improve it could be positive for the future sub-tenants of Imperial Apartments and for BCC as the landlord.

Q. My question therefore, is about the procurement and contract terms you will have with Caridon, the nominated landlord; whether there are any specific requirements for problems or complaints from their sub-tenants to be open to scrutiny and any fines or incentives (or even termination) if they don't perform. **I appreciate some of the contract will be exempt and so limit my question to finding out if you have terms that ensure the open scrutiny of sub-tenant complaints, whether there are penalty clauses and an option to terminate the contract for such reasons?**

**Question: PQ22.01**

**Cabinet – 1 September 2020**

**Re: Agenda item 22 – Watershed Phase 1 Redevelopment**

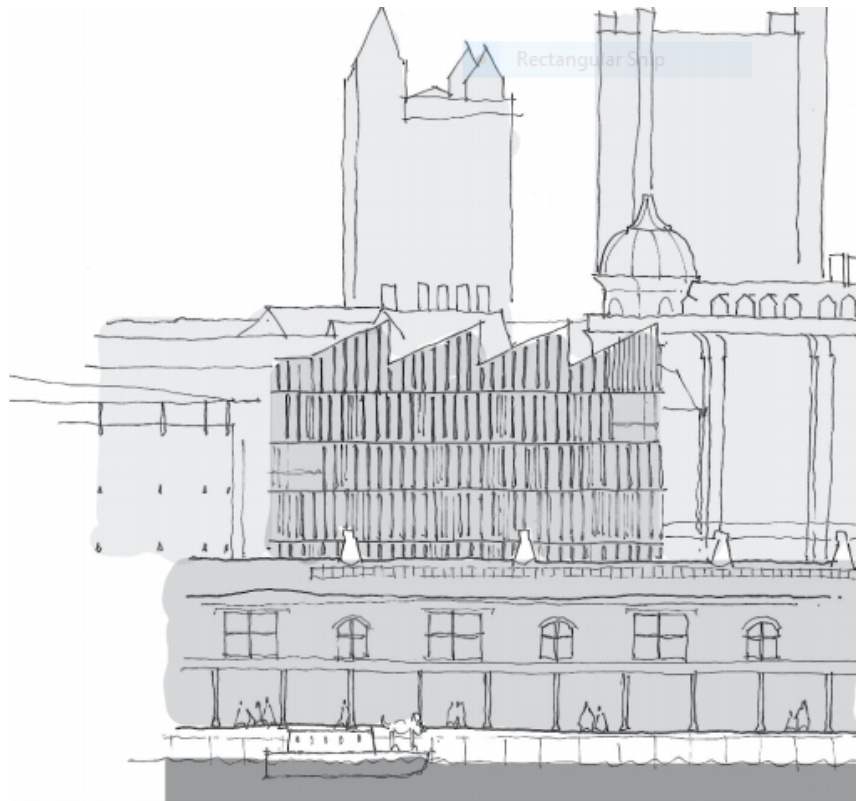
**Question submitted by: Stephen Layland**

QUOTE: While Watershed has two distant [distinct?] phases of work, this report only relates to Phase 1 for which a conditional approval has been granted by WECA. Watershed has confirmed that Phase 1 is a standalone project, and that it is critical to their financial resiliency plan, regardless of Phase 2 going ahead or not. For the avoidance of doubt, it should be noted that the Councils support and underwriting the Phase 1 Grant does not constitute approval or support for the Phase 2 proposition.

PREAMBLE: to rehearse the point I may at one of the public consultations - held within the Watershed's Pervasive Media Studios - while presented as two distinct phases of work, the external expression to intrusion of the saw-like upper-profile of the proposed tower of Phase-2 into the surrounding city-scape would be over-determined - fixed - by any decision to approve the terms of Phase-1 - vis: by effectively foreclosing the adaption of the roof of Phase-1 shed [say to provide a alternative platform on which to establish a more extensive array of photovoltaic-cells, as if behind [totally obscured] a upstand/facade, on which a digital display of forthcoming attractions would add to the media-like atmosphere of the local district] in keeping with the commitments listed below.

**Q: Please highlight a few of the substantive ways - if any - in which that decision on the Business Case for Phase 1 - the supposed subject of the report/recommendations to the Mayor and Cabinet - can sensibly held not to have predetermined/overdetermined that subsequent decision on Phase-2, by foreclosing any sensible architectural alternatives to the most obvious or prominent characteristic features of Phase-2 and which, I might add, seems symptomatic of many of the very worst aspect of planning in Bristol - vis: allowing the internal determinants [architectural form follows internal function] to uglify Bristols city scape [witness the "Concentration Camp" architectonic of the array of "Control Towers" [a.k.a. Car Park Exhaust Vents] that emerge and loop over the nearby Millennium Square.**

- To extend the new construction into and over part of Transit Shed W
- To construct new space in an area that will generate least disruption to the existing business
- To generate the opportunity to rearrange the circulation through the building
- To create a new entrance from Anchor Road
- To extend the street level frontage of Watershed
- To provide a livelier foyer area on the ground floor
- Use the new building to demonstrate and advertise the expanding work of Watershed
- To create additional workspace for talent development, incubation and early stage growth
- To ensure that the development is a demonstrator in sustainable principles
- Develop an architectural solution which is respectful to the listed building and appropriate to the location
- Take full advantage of this busy and lively location to encourage new and more diverse audiences to Watershed
- Generate improved public realm to Anchor / Canon's Road
- Explore the use of emerging sustainable technologies
- Optimise potential for PV energy generation
- Target low embodied carbon in the construction materials



**Question: PQ23.03**

**Cabinet – 1 September 2020**

**Re: Agenda item 23 – Hengrove PFI Leisure Centre**

**Question submitted by: Amanda Brett**

Question:

**Within the report on Hengrove Leisure Centre in relation to the Council's contractual obligation under the PFI contract, why does the Mayor and the Cabinet Member for Public Health consider opening Hengrove but closing Jubilee Pool will result with no negative impact for equalities groups 'as this proposal will allow for the service to resume and access to physical activity opportunities increase'?**

Background:

The 'Corporate Strategy Alignment' indicates wellbeing, improvement to physical, mental health & wellbeing and to reduce health inequalities and supporting preventative interventions & opportunities, not re-opening Jubilee Pool will most definitely result in a negative impact for equalities groups as this proposal does not allow a large proportion of the elderly and those with physical/mental health problems unable to get to Hengrove to resume wellbeing services at Jubilee Pool. Clearly this will significantly impact and be to the detriment of the more vulnerable residents in the surrounding area who are already disadvantaged:-

Fact

- Jubilee Pool is used for hydrotherapy for enduring debilitating chronic pain. There are users who cannot bus or walk to Hengrove. Jubilee Pool is listed on the NHS Central Chronic Pain Clinic's list as one of the better pools to use for hydrotherapy exercises due to its warmer water (32 degrees). A family member uses Jubilee for hydrotherapy; prior to using Jubilee Pool this person was using the pool within the Central NHS Central Chronic Pain Clinic. They are therefore no longer burdening the NHS but using their own resources to better their health.
- Friends and users who have had knee/hip replacement use Jubilee for hydro exercises due to the warmer water; they are no longer a burden on the NHS.
- My daughter uses womens only swim. It is essential for her trauma recovery. Hengrove is too intimidating due to its noise and size and her high social anxiety.
- The elderly use Jubilee, not just for swimming but to promote wellness with physical problems (again the warmer water), as a regular group who walk to and meet at the pool it also alleviates their loneliness (which we know as a society we must address due to increasing figures for depression from loneliness in the elderly).
- Those with mental or physical ailments, the elderly are generally on a low income, do not drive and if they do, cannot afford parking at Hengrove.

The items outlines in the Corporate Strategy Alignment show that these people will undoubtedly be EXCLUDED and will disallow them their current well-being regimes resulting in impacting their own mental/physical health thus resulting in them returning and burdening the local NHS Crisis Team, GPs etc.

**Question: PQ23.11&12**

**Cabinet – 1 September 2020**

**Re: Agenda item 23 – Hengrove PFI Leisure Centre**

**Questions submitted by: Thea Kelly**

The city benefits given on the decision pathway document state: "The Council will work with BAL to mitigate the impact of COVID-19 and continue to work in partnership to increase participation and realise maximum health and social benefits for local residents" How will the council ensure value for the city in the PFI contract and financial adjustment if Hengrove pool is limited to smaller numbers of users and Jubilee pool is not reopened by the same operator to support the larger numbers of local residents looking to maintain a healthy lifestyle? This question is raised within the context of Covid prevention and treatment as only today the newspapers report a 48% increased risk of death in those patients who are obese.

Do the council and mayor agree that value for money for the residents of the city is only reached with the operator incorporating the reopening of Jubilee pool into the revised conditions for the financial adjustment for Hengrove? Thus providing greater value and representing 'one of the Mayor's seven key commitments in the corporate plan... making culture and sport accessible to all.'

**Question: PQ23.07&08**

**Cabinet – 1 September 2020**

**Re: Agenda item 23 – Hengrove PFI Leisure Centre**

**Questions submitted by: Julie Laming**

Q1

**Can the Mayor explain how the PFI deal allows for the provision of £900k in subsidy funding for BAL, a profitable private company, for Hengrove Leisure Centre only and not Jubilee Pool?** This does not accord with the Council's Corporate Strategy Alignment objectives nor meet the five itemised city benefits as highlighted in the Committee Report. Excluding Jubilee Pool from BAL's £900k financial subsidy means that:

- The Council is not working in partnership with BAL to secure Bristol's leisure services across both its leisure centres and swimming pools as they operate both Hengrove Leisure Centre and Jubilee Pool.
- The Council is not providing continued cost effective and efficient service provision that provides for the needs of the local community and contributes towards the city's strategic outcomes.
- The Council is not working for local residents to ensure that they and BAL mitigate the impact of COVID-19 and continue to work in partnership to increase participation and realise maximum health and social benefits for people, increase family and community connectedness, improve community networks and social capital, reduce the sense of isolation and loneliness and enhance peoples social skills and self-esteem.
- The Council is not supporting their local residents to be more physically active, which will impact on a range of public health and adult social care outcomes such as increasing obesity levels, social and health inequalities, reduced healthy life expectancy, an increase in the number of falls and injuries in the over 65s and early deaths from cardiovascular diseases, cancer and respiratory diseases.

Q2

Can the Mayor please explain why the Council negotiated such an appalling PFI deal for the development of Hengrove Leisure Centre and is not attempting to renegotiate this in light of current circumstances, which means that he is willing to sacrifice a much loved and well used community facility in Jubilee Pool and allow Bristolians taxes to subsidise a hugely profitable private organisation?

**Question: CQ23.01&02**

**Cabinet – 1 September 2020**

**Re: Agenda item 23 – Hengrove PFI Leisure Centre**

**Questions submitted by: Councillor Graham Morris**

1. Can the Mayor please confirm who signed the PFI agreement for Hengrove Leisure Centre on behalf of BCC (the “2008 Decision”), and can we see the formal advice of officers at this time, in particular regarding the financial compensatory mechanism?
  
2. Can the Mayor state who negotiated the terms of the “Qualifying Change in Law” (QCIL) clause which seems to place risks of financial or commercial losses back onto local taxpayers (something which the fundamental principle of risk transfer to the private sector was supposed to specifically guard against)?



**Question: CQ23.03&04**

**Cabinet – 1 September 2020**

**Re: Agenda item 23 – Hengrove PFI Leisure Centre**

**Question submitted by: Councillor Gary Hopkins**

1 if his planned closure of jubilee proceeds can the mayor quantify the effect of 100,000 pounds revenue added to hengrove takings from customers forced to travel to hengrove under varying trading scenarios?

2 Why has the mayor quoted the alignment with the corporate strategy in putting over £900,000 extra into hengrove but is completely ignoring it when it comes to his planned closure of Jubilee which would require a much smaller sum and was operating at a profit?

**Question: PQ24.1**

**Cabinet – 1 September 2020**

**Re: Agenda item 24 – Revised Bristol City Council Business Plan 2020/21  
(Covid-19 Recovery)**

**Question submitted by: Suzanne Audrey**

Performance measures and targets. Appendix Aii states:

"Some indicators have been suspended entirely this year as they are not feasible to measure."

Key Commitment 4: Keep Bristol a leading cultural city; help make culture, sport and play accessible to all. This includes two targets

- Increase the number of visitors to Bristol Museums, Galleries and Archives
- Increase the number of attendances at BCC leisure centres and swimming pools

A target has been included for visitors to museums, galleries and archives, but not for attendances at leisure centres and swimming pools.

Given public health concerns about obesity, the need to encourage physical activity, and the fact that attendance can be measured:

Question. Why has no target been included for leisure centres and swimming pools?