

Cabinet

Supplementary Information



Date: Tuesday, 13 July 2021

Time: 4.00 pm

Venue: The Council Chamber - City Hall, College Green, Bristol, BS1 5TR

2. Public Forum – Answers to Questions

(Pages 3 - 21)

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Date: Thursday, 22 July 2021



Question: CQ08.01&02

Cabinet – 13 July 2021

Re: Agenda item

Question submitted by: Cllr Ellie King

The report states: “In March 2021 the Department for Transport announced a £1,303,394 reduction in funding and therefore the reduction will significantly affect the authority ability to deliver its statutory duty and ability to deliver its preventative programme of work.”

Q1:

Can the Cabinet Member for Transport confirm that local government is having to bear the brunt of continued Government austerity, and that the Government has little interest in improving transport in Bristol, aside from piecemeal gestures?

Reply:

- The authority receives a highway maintenance grant based on a national formula every year from the Department of Transport. The grant is not enough to maintain the highway to a steady state and therefore additional grants are pursued to further support the highway network e.g. challenge funds.
- In addition, the authority support highway maintenance by a further £1m annually but the depreciation of the asset continues as lifecycle modelling has identified that an additional £4m investment in carriageways is required to maintain the current condition.
- Our biggest ask of government is that they give the funding for the world class mass transit system Bristol deserves.

Q2:

I welcome the additional £9m funding to fill in potholes. Could I ask Cabinet how much has been spent on filling in potholes since 2016?

Reply:

- We take a proactive approach to the repair of potholes as “Prevention is better than cure”.
- Therefore, the figures presented below are the amounts the authority have spent maintaining carriageways which include, repair of potholes and depressions, structural patching to repair structurally defective carriageway, preventative treatments such surface dressing and carriageway surfacing.

- All of these processes are aimed at preventing, reducing or repairing locations which have or going to pothole.

Description	2016-17	2017-18	2018-19	2019-20	2020-21	Total
Highway Operations - Non Principal Carriageways	732	501	579	572	620	3,004
Highway Operations - Principal Carriageways	332	159	197	226	174	1,088
Sub Total	1,064	660	776	798	794	4,092
Carriageway Reconstruction/Resurfacing - General	1,465	2,568	1,811	982	1,250	8,076
Extra Government Funds - Carriageway Reconstruction / Resurfacing	199	218	538	188	-	1,143
Local Highways Maintenance Funding 2018-19	-	-	1,643	83	-	1,726
Structural Carriageway Repairs & Surfacing – Internal Funds PB	-	-	-	979	746	1,725
Highways Maint. Challenge Fund (DfT 1920)	-	-	-	-	1,114	1,114
Additional Pothole Action Fund 20/21 & 21/22	-	-	-	-	2,661	2,661
Sub Total	1,664	2,786	3,992	2,232	5,771	16,445
Grand Total	2,728	3,446	4,768	3,030	6,565	20,537

Figures shown are X,000

Question: CQ08.03

Cabinet – 13 July 2021

Re: Agenda item

Question submitted by: Cllr David Wilcox

Bristol Green Party welcomes the investment by Bristol City Council in maintaining highway assets and bridges.

However, I want to note one of the recent Citizens Assembly's conclusions: that the council should spend an equal amount on active travel as it does on roads by 2030. One of the items detailed in the report is that the Park Street pavements are to be repaired to reduce insurance claims against the council.

This is an excellent opportunity to add a separate uphill cycle lane and widen the pavements to make them more covid friendly and provide a useable seating area for the hospitality trade. Can this be incorporated into the schedule, please?

Reply:

- This current funding is to maintain the footways enabling the authority to meet its statutory duties.
- There is no funding in this project to deal with additional infrastructure.
- Cycle paths are part of the ongoing LCWIP strategy – prioritising cycling infrastructure linking more deprived neighbourhoods.
- Also – restrictions to movements on Park Street could have impacts in nearby Marlborough street, which has considerable air quality issues we are working to resolve.

Question: CQ09.01

Cabinet – 13 July 2021

Re: Agenda item 9 - Children's Social Care and Special Education Spot Purchase Placements

Question submitted by: Cllr Christine Townsend

What is the 20/21 baseline data in relation to child placement decisions that exceed the £500k threshold funded in total or in part from the HNB?

Reply:

- In financial year 20/21 there were two placements where total cost across Children's Social Care, Education and Health just exceeded the £500k.
- In such cases and where possible (taking into account the child/young person's circumstances), local specialist education options will be explored with the receiving local authority.
- In absence of local education options and where the provider can offer an integrated placement a jointly commissioned integrated placement will be secured to ensure continuity of a specialist education to meet a child/young person's assessed needs.

Question: PQ10.01

Cabinet – 13 July 2021

Re: Agenda item 10 Education Capital Programme: SEND Sufficiency – Elmfield School for Deaf Children & Trinity Academy

Question submitted by: Sally Kent

The SEND capital plan requires approx £28m in funding. The plan currently stands around £13m short on funding with hopes of the shortfall being covered by the Department for Education or loans against the DSG. If these methods of funding prove unsuccessful will the Mayor guarantee the needed funds will be in place in order to complete the SEND capital plan?

Reply:

1. The SEND Sufficiency and Capital Proposals report we brought to cabinet in September 2020 outlined investment of over £28m in Bristol's special schools, which would see major improvements to current special schools as well as significantly increasing the number of specialist provision places in new and refurbished buildings for students with SEND.
2. A further cabinet paper is being developed for the Autumn which will invest the new grant funding received in the spring into the SEND Capital Plan.
3. A business case is being developed to define the benefit of borrowing in order to deliver the remainder of the plan and support the Council in securing the funding.

Question: CQ10.01

Cabinet – 13 July 2021

Re: Agenda item 10 Education Capital Programme: SEND Sufficiency – Elmfield School for Deaf Children & Trinity Academy

Question submitted by: Cllr Steve Pearce

As someone with a hearing impairment, I'm pleased to see Bristol City Council investing in Elmfield School and supporting children with hearing difficulties. I would like to ask what other work the Council has done to support children with hearing impairments?

Reply:

- As soon as a child is identified as having a hearing loss, they are referred to the sensory Support Service, within the Newborn Hearing Screening Programme.
- Families are contacted by a Teacher of Deaf within 48 hours of identification. all year around.
- Most children and young people attend mainstream schools and the Sensory Support Service provides on-going support to promote inclusion, train staff and support children and young people directly in schools.
- The Sensory Support Service was redesigned to ensure young people are supported up to the age of 25 and is commissioned to provide support within Further Education colleges.
- An excellent system for providing assisted listening devices (Radio aids and soundfield systems) and items ordered are typically in situ within one or two days of request arriving at SEND finance irrespective of whether a child or young person has an EHCP.

- The Sensory Support Service provides training to groups of special educational needs and disability coordinators (SENDCOs) to raise awareness and support schools to identify issues within their settings.
- Across Bristol we have a range of provision including resource bases and a specialist school.
- Bristol invests in training for specialists ensuring a high level of knowledge including mandatory qualifications for teachers of deaf, multi-sensory impairment teachers and educational audiologist
- Bristol has invested in technology such as new laptops with Microsoft Teams enabling the use of closed captions staff that are deaf or have hearing-loss.

Question: CQ10.02

Cabinet – 13 July 2021

Re: Agenda item 10 Education Capital Programme: SEND Sufficiency – Elmfield School for Deaf Children & Trinity Academy

Question submitted by: Cllr Christine Townsend

BNGF is awarded to the city to ensure each child has a school place and calculated on child number and need - can the Cabinet lead for education explain why £900k of the BNGF for 22/23 is being allocated to pay for academy conversion costs and off-site highway construction?

Reply:

- The highways works associated with the Trinity Academy construction project are a requirement under the planning permission to build the school. They are essential for the safety of young people. The works must be completed in order to keep offering the full year 7 admission numbers in 21/22 and beyond.
- Using the grant to ensure there are school places is good management.
- The Council is requesting the DfE to provide additional grant funding to meet the larger highways costs and reduce the call on BNGF but this is not secured and can't be allowed to risk the opening and operation of the new building.
- In order to open the Trinity Academy in 2019 the school was opened in temporary accommodation on the site of the adjoining Stoke Park Primary School. The primary school took the opportunity to convert to the same academy trust that runs Trinity Academy.
- As part of the conversion agreement the opportunity was taken to remedy backlog maintenance that meant the building was suitable for temporary accommodation. This allowed Trinity to open in 2019 and meant there was a positive legacy for future Bristol children going to Stoke Park Primary School.

Question: PQ12.01&02

Cabinet – 13 July 2021

Re: Agenda item 12 City Centre and High Streets Recovery

Question submitted by: Jen Smith

Q1: The City Centre and High Streets Recovery Decision Pathway Report states: 'The focus is on ensuring the city centre is open to all residents of Bristol and visitors both day and night, with a particular emphasis on being family friendly and a range of activities throughout the year.'

What accessible public toilet provision will be in place? The Community Toilet Scheme only works during the hours that participating venues are open so this is focussing on the wrap around time.

Q2: If no additional public toilets will accompany this, how does the council plan to mitigate the barriers this creates for those disproportionately affected due to their protected characteristics?

Reply:

1. The Community Toilet Scheme has almost 200 venues listed on the website.
2. COVID has had an impact on the number of facilities that are open but since 17 March 2021 we have managed to confirm that over 60 venues have reopened and agreed to make their toilet facilities available to the public, with many of these facilities being accessible and some being open in the evenings.
3. We are encouraging more businesses to join the community toilet scheme so that there is as much coverage as possible.
4. The community toilet scheme has ensured more toilets, more disabled accessible toilets and open for longer hours maintained to a better standard than was ever previously the case for council operated toilets.

Question: CQ12.01&02

Cabinet – 13 July 2021

Re: Agenda item 12 - City Centre and High Streets Recovery

Question submitted by: Cllr Marley Bennett

I'm pleased to see that Stapleton Road has been identified for high streets funding, and I'm particularly pleased that this funding will be used to support the creative and hospitality sector, which have especially struggled this last year.

The report states the funding is to be used to support pop-ups and that businesses will be supported through a grants programme – Delivering on one of our key manifesto pledges.

Q 1: Do we have specific details on which businesses / areas of Stapleton Road will benefit from the funding?

Reply:

- The recovery programme will cover the whole of the Stapleton Road area in terms of business engagement.
- We will work with local stakeholders to agree the priorities for street scene and green infrastructure improvements, and culture development.

Q2: I would like to ask how these grants will be allocated? It mentions bringing vacant properties into use – will this funding be used to support businesses to permanently fill vacant lots, or will it be used just to support temporary pop-ups, or a mix of both?

Reply:

- We will be establishing a grants application process with criteria and guidance.
- We'd encourage councillors to be organising with their businesses now about the interventions that need to be made – this can be started now and doesn't have to wait for the programme to be set up.

- We will be providing grants of up to £10,000 for businesses/organisations to bring vacant commercial premises back into use; we will support both permanent and pop-up uses.

Question: CQ12.03

Cabinet – 13 July 2021

Re: Agenda item 12 - City Centre and High Streets Recovery

Question submitted by: Cllr Steve Pearce

There is much concern in my ward regarding some intractable traffic and transport issues around 2 mile hill that not only make getting about the ward difficult and more hazardous than need be but also make walking to and from local shops less attractive than it should be.

Can we match fund these high street improvements with Transport, CIL and S106 budgets to get more bang for our buck?

Reply:

- We will be aligning our City Centre & High Streets Recovery programme with projects and funding including Transport, CIL and s106 budgets where there are such opportunities.
- Where councillors can work with businesses to develop improvement plans, over say 3-5 years, then we can make sure interventions are aligned to that plan.

Question: CQ18.01&02

Cabinet – 13 July 2021

Re: Agenda item 18 - Bristol's Drug and Alcohol Strategy 2021-25 and funding

Question submitted by: Cllr Barry Parsons

Q1: I welcome this much needed Drug & Alcohol Strategy. Historically people accessing these types of services have worse outcomes when the service they are accessing is mixed drug and alcohol support. Does the strategy include specialised alcohol use provision

Reply:

- This strategy is a high-level strategy setting the direction of travel for the city rather than setting out detailed action plans at this stage.
- Bristol City Council commission drug and alcohol treatment services. This includes specialised alcohol use provision.
- This strategy has developed with input from a wide variety of organisations and people across the city. This has included input from the police and other criminal justice agencies.

Q2: The strategy understandably involves working closely with the police, what will be the strategy for engaging with those who are reluctant to engage with authorities?

Reply:

- ROADS has specific provision for those who can find it difficult to engage with services and employs staff to proactively seek out and offer support where appropriate. This is done through outreach/inreach (hostels/supported housing), a diverse communities link worker and a specialist learning difficulties worker.
- We are keen to ensure that we reach out to people that are not engaged in treatment services and authorities. We are strengthening the links between criminal justice, health and treatment services in order to engage those not in treatment.

Question: CQ18.03&04

Cabinet – 13 July 2021

Re: Agenda item 18 - Bristol's Drug and Alcohol Strategy 2021-25 and funding

Questions submitted by: Cllr Ani Stafford Townsend

Q1: I note that there is no Equalities report listed in the appendix. Has an equalities impact assessment been carried out, especially in relation to race?

Reply:

- This strategy is a high-level strategy setting the direction of travel for the city rather than setting out detailed action plans at this stage.
- An equalities impact assessment has been conducted and was approved by cabinet previously.
- This was updated in response to consultation, and will be published to support this strategy.

Q2: Unfortunately, there are children younger than teenagers being groomed by drug gangs in our city, especially within the BME communities. What is the strategy for this group of vulnerable children?

Reply:

- The Keeping Bristol Safe Partnership Board and other strategic groups across the city regularly review and update policies and procedures that are aimed at safeguarding vulnerable young people. Children and Young People's Services and other third sector organisations implement these policies and procedures.
- Avon and Somerset Police have a number of interventions in place to support vulnerable young people being harmed by substance use or activities related to substance use, such as drug dealing and gang membership.
- These include a mentoring programme and specific support provided by Bristol Drugs Project.

- There is also the 'Call In' programme that allows young people the opportunity for education and support and can help them avoid a criminal record for first time drug related offences.
- It is now mandatory for schools across Bristol to offer evidence based preventative education and support for substance use.

Question: PQ19.01

Cabinet – 13 July 2021

Re: Agenda item 19 - Quarterly Performance Progress Report 2020/21.

Question submitted by: Suzanne Audrey

Background

The Quarterly Performance Progress Report indicates that the target to 'Reduce the proportion of deaths attributed to particulate air pollution' is well below target; and the target to 'Increase the % of monitoring sites that meet the annual air quality target for nitrogen dioxide' has not been met and seems to be heading in the wrong direction. Nevertheless, implementation of Bristol's Clean Air Zone has been delayed again, with a new date of 'summer 2022'. (Summer is officially between 21 June and 22 September, and so this is a further delay of between 8 and 11 months).

The latest delay was announced in a celebratory press release. We were told that the overall compliance date would not be affected, and reminded of the measures to reduce the impact of any charges on low income groups. There was no mention of the ongoing health implications of poor air quality, which also disproportionately affect people from low income groups.

No specific reason was given for the latest delay.

Please note I am aware of the arguments about why the zone is necessary, concerns about the costs for some businesses and members of low income groups, and the mitigation measures that have been agreed. There is no need to reiterate those points. My specific question is about the reason(s) why implementation of the zone has been further delayed. Is it, for example, to do with signing off the plans with the government; getting local transport regulations and cameras in place; the hope that other measures for public transport/walking/cycling may reduce air pollution and make implementation unnecessary?

Question

Given the public health implications of poor air quality, please can you explain the specific reason(s) why implementation of Bristol's Clean Air Zone has been further delayed?

Reply:

We have always said that the zone would be implemented by October 2021 at the earliest. Although that date will change, we're still on track for compliance in 2023, five years ahead of the compliance date had we rushed through the early modelling of the scheme.

People are already upgrading to cleaner vehicles across the city region, the introduction of the zone and the financial support to help people upgrade their vehicle or switch to cleaner ways of travelling speeds this process up.

The change in go live date is not due to one particular reason. It is due to a combination of complex challenges aligning systems between government and the council as we await the final confirmation of the selected scheme.

Question: CQ19.01

Cabinet – 13 July 2021

Re: Agenda item 19 - Quarterly Performance Progress Report 2020/21.

Question submitted by: Cllr Heather Mack

The progress report states that deaths related to air pollution are above target (5%) and the main sources of this within the city are traffic and combustion, and that the air quality data for 2020 has not yet been ratified for reporting.

Question:

How can this delay in reporting be justified whilst we are delaying the implementation of the CAZ and air pollution related deaths are above target?

Reply:

Thank you for your question.

Just want to note that even though the start date for the CAZ is moved back, the compliance date stays the same. By taking the time to get it right we've brought the compliance date forward by 5 years.

Your specific question refers to two different indicators:

* BCPC434: Reduce the proportion of deaths attributed to particulate air pollution – this indicator is based on Public Health England data and modelling. It relates to nationally modelled particulate pollution and the mortality numbers in Bristol extrapolated.

* BCPC480: Increase the % of monitoring sites that meet the annual air quality target for nitrogen dioxide. This relates to our actual monitoring data and is the data which needs to be ratified each year.

You also refer to the Clean Air Zone – which is aiming to achieve improvements in NO2 pollution which would be measured by the second indicator BCPC480 (i.e. not particulates).

Since the Performance Report was collated the nitrogen dioxide data for BCPC480 has been ratified and we have now been able to publish this on our open data portal <https://opendata.bristol.gov.uk>

N.B We have noticed a separate error in the report. The actual figure for 2019 should be 90% compliance (not 76.5% as is stated). It appears there was an error in the initial calculations and unfortunately the Indicator database wasn't updated before this report was produced.

During 2020 we have seen an improvement in the number of sites where nitrogen dioxide is below the legal limit – rising from 90% in 2019 to 98% in 2020