

Cabinet

Supplementary Information



Date: Tuesday, 5 October 2021

Time: 4.00 pm

Venue: City Hall, College Green, Bristol, BS1 9NE

2. Public Forum

Questions and Answers

(Pages 3 - 22)

Issued by: Corrina Haskins, Democratic Services

City Hall, Bristol, BS1 9NE

E-mail: democratic.services@bristol.gov.uk

Date: Tuesday, 19 October 2021



Question: CQ08.01&02

Cabinet – 5 October 2021

Re: Agenda item 8 - Temple Quarter Update

Questions submitted by: Councillor Paula O'Rourke

First of all, I would like to thank the officer for the report which is accessible and readable. The narrative tells a story of ambition and risk. This is 'one of the largest city centre housing and development schemes in Europe', it covers 130 hectares in total. The six recommendations within the report are dependent on funding not yet secured, however, the point is made – and accepted – that we need to continue to progress if we are to hold on to our ambitious masterplan, as developers are moving independently.

The difficulty of keeping all the many moving parts progressing is acknowledged in the report. As is the very tentative status of all the funding required. Yet, the report delegates a tremendous amount of decision-making to a small minority of individuals and bypasses both Cabinet and councillors.

Questions

1. Can the Mayor and Cabinet review the report and put in some milestones when the various elements of the six different aspects (or purposes) of the report could be brought back to be ratified by Cabinet? I believe it is possible to improve democratic oversight without loss of agility to the officers leading the projects.

Answer:

It is already planned for officers to offer updates against key milestones on each workstream to scrutiny, together with wider projects (see table below for further information on current anticipated project milestones). But obviously scrutiny's agenda is for scrutiny to decide.

WECA Funding	A decision in relation to the funding from WECA is anticipated at the next meeting of the WECA Joint Committee.
Temple Meads Northern Entrance & Southern Gateway	WECA funding will enable projects to progress to RIBA Stage 3. The anticipated programme for both projects is: Stage 1 – October 2022 Stage 2 – April 2023 Stage 3 – March 2024
Mead Street Development Brief	Subject to funding being agreed by WECA, a draft document is anticipated to be presented to Cabinet in mid-late Spring 2022.
Draft Development Framework Consultation and	Subject to funding being agreed by WECA, work is anticipated to commence in the first quarter of 2022 and be presented to Cabinet in full in early Summer 2022.

Engagement Strategy	
Strategic Land Acquisitions bid	Scheduled to be submitted to WECA in the first quarter of 2022. The timing and nature of this bid will be influenced by the outcome of the Strategic Housing Infrastructure bid.
Temple Island Enabling Works	Section 5 of the report sets out the milestones for the various workstreams within that project.

2. Purpose 5 of the report refers to the enabling work on the land at Temple Island and the 'disposal to Legal and General'. I could find little information on the disposal agreement in the report. While I understand that there are commercial sensitivities to be considered, can I have as much information on the conditions of the disposal as is possible to put in the public domain?

Answer:

A large amount of information on the disposal of Temple Island to Legal and General is already in the public domain. If you have specific information you want, and which we are able to share, we can send this, or we can re-send the information that is out there.

I'm glad that you recognise that this is a commercial deal. And while it would be great to have everything in the public domain, to do so would commercially disadvantage us, cost the city money and, ultimately, undermine delivery.

We will continue to review and make as much information available whenever possible.

Question: CQ09.01

Cabinet – 5 October 2021

Re: Agenda item 9 - Heat Network Expansion – Bedminster and Temple

Question submitted by: Councillor Marley Bennett

“I welcome the heat network expansion coming to Cabinet, providing low-carbon energy to key regeneration areas – even before the City Leap programme is put into action. I appreciate that it may be hard to get an estimate at this stage, but do we have a figure on how much Co2 will be saved by the heat network in comparison to traditional heating systems?”

Answer:

It is difficult to provide an accurate estimate as we would need to know what alternative heating systems we are comparing to.

If we were to compare with gas boilers, then the Bedminster network would save an estimated 64,000 tonnes CO2 and the Temple network would save 211,000 tonnes. This is over a forty-year period.

I’m pleased that our efforts in this space have been recognised by other city leaders. When he visited the Castle Park Energy Centre earlier this year, Mayor of London Sadiq Khan described how our work on heat networks shows that Bristol “is at the forefront of efforts to protect our environment.”

Question: CQ09.02&03

Cabinet – 5 October 2021

Re: Agenda item 9 - Heat Network Expansion – Bedminster and Temple

Question submitted by: Councillor Paul Goggin

“I welcome the heat network expansion – investing in low carbon heat sources will be critical for us to reach our climate goals. But, also important to reaching our climate goals is not just how we heat our houses, but where we build them. So, I’m particularly pleased to see these heat networks will be used for Bedminster Green and Temple Quarter – two brownfield sites in active travel areas.

1. **What is this administration’s total investment into low carbon energy services, and is further investment planned?** I appreciate that the City Leap programme will deliver £1bn investment into clean energy, but I was unsure whether a specific amount was earmarked specifically for low carbon energy services.

Answer:

The council has invested over £30m into low carbon energy projects since 2016 (including heat networks, solar, electric vehicle charging, energy efficiency) and nearly £250k into local community energy projects.

Our ambition is for the City Leap Energy Partnership to deliver £1 billion of new investment into Bristol’s energy projects and support the creation of a zero-carbon, smart energy city by 2030, while delivering significant social and economic co-benefits for the people of Bristol and its businesses.

City Leap has the potential to facilitate this change by use of real-time data, investment in energy storage and distributed renewable energy generation such as solar PV, heat pumps and wind turbines, to create a genuinely smart energy system for Bristol.

2. While the principle focus of the City Leap programme is helping our work to tackle Co2 emissions, another key benefit from it is providing a number of highly skilled jobs. **Do you have an estimate of how many jobs it may create, and is the Council working with WECA to invest in training opportunities so people can take up these jobs?”**

Answer:

The scale of delivery through City Leap will be significant across a range of low carbon sectors and as a result we expect its future projects to create new jobs across the region, as well as supporting local supply chains and enabling re-skilling to ensure a just transition.

We are aligned closely with WECA on a shared vision to improve skills and create jobs in the region and we will continue to engage with the combined authority as the City Leap partnership nears formation. We are also working

with the local colleges and universities to maximise the opportunities for work and growing local low carbon supply chains.

Question: CQ09.04&05

Cabinet – 5 October 2021

Re: Agenda item 9 - Heat Network Expansion – Bedminster and Temple

Question submitted by: Councillor Martin Fodor

The fuel mix of this network is crucial to ensure the progress towards net zero by 2030 for city development. Some developers have challenged the value of connecting to this when their own projects could be lower carbon buildings.

Questions:

Please can the Cabinet clarify:

1. The obligation of developers to connect to the network and whether this should be contingent on it achieving a lower carbon outcome;

Answer:

All development should be compliant with local plan policies and district heating plays a key role in not only individual developments but also enabling the decarbonisation of whole areas of the city. District heat networks will therefore benefit the whole city through the decarbonisation of our energy systems.

Connection to district heat networks can make it easier for developers to meet the requirements of Parts L1A and 2A of the Building Regulations, and is a requirement of Bristol City Council's Local Plan policy BCS14 for development in areas of the city where district heating is planned or in construction. The Policy requires that all new developments should connect to a district heat network as the preferred option, and sets out a clear hierarchy to follow if a network is not available.

Building on this, we are developing new local plan policies which will incorporate plans for zero carbon development.

2. The date by which the heat service will be zero carbon/ 100% renewably powered, and what the current percentage of renewables versus fossil fuel heat source is?

Answer:

With regards to the Bristol heat network, it is already providing lower carbon heating through the use of Gas CHP, biomass and a 3MW water source heat pump coming online early in 2022.

On the current fuel supply mix and once the Castle Park Energy Centre is operational next year around 85% of heat will come from lower or zero carbon sources. We want it 100% in line with our commitment to be net-

zero as an organisation by 2025, if not before.

Question: CQ10.01

Cabinet – 5 October 2021

Re: Agenda item 10 – Bus Deal/Strategic Corridors update

Question submitted by: Councillor Marley Bennett

“I’m pleased to see this item on the agenda as we need a reliable, frequent bus service to decrease people’s reliance on polluting vehicles. However, since the pandemic, the no5 bus, the only bus serving St Pauls, St Werburghs, Eastgate & Stapleton, hasn’t ran on Sundays and is running fewer evening services, which is presenting huge problems for many of my residents.

Is there a possibility of any immediate funding from WECA to get the no5 running on Sundays again, and please could Cllr Alexander raise this matter with WECA officers and First Bus?”

Answer:

Cllr Alexander will continue to raise the issue, and encourage WECA to engage members directly on bus services.

It is a difficult situation as financial support from Government shifts as we move out of the pandemic. We will support WECA in seeking to unlock additional funding for supporting bus services both in the short term and in the medium term through the Bus Services Improvement Plan.

The provision of a comprehensive and stable bus network is the driver for our Bus Deal/Strategic Corridor plans.

Question: CQ10.02

Cabinet – 5 October 2021

Re: Agenda item 10 – Bus Deal/Strategic Corridors update

Question submitted by: Councillor Tim Rippington

It is very pleasing to see that finance to improve our bus services is high on the agenda in the region as a whole, and particularly along the A4 corridor which passes through my ward of Brislington East. Improving local bus services was a feature of our 2021 manifesto and it is good to see we are getting on with delivering on our promises.

As I understand it, the Bus Deal was struck between BCC and First Bus in 2019, before the global pandemic and well before the recent publication of the government's Bus Back Better strategy. **Can the Cabinet Member for Transport assure us that the deal is still relevant, given the forthcoming Enhanced Partnership between WECA and local bus operators, and if so, how do these two things dovetail together?**

I note also that the recent engagement exercise on the A4 corridor is not mentioned in Appendix B of the cabinet papers, and I can only assume that this was omitted in error.

Answer:

The Bus Deal agreement with First remains the key element of driving bus improvements in Bristol.

Since we agreed the Bus Deal we have already brought forward infrastructure improvements along the number 2 route, including the closure of Bristol Bridge and the reprioritisation of infrastructure to support active travel and public transport.

The 2 route improvements are a commitment to bus infrastructure and prioritisation. We promised in the election to prioritise buses as a point of entry for public transport and as part of our journey towards a Mass Transit system. The 2 route improvements will deliver bus lanes throughout the route, remove parking that causes congestion, change central road layouts to prioritise bus travel, and will work towards a genuinely transformative bus service.

We will continue to expand the number of effective routes, increasing the number of key routes with bus prioritisation and enhanced services.

The key to a flourishing bus network in the region will be the delivery, maintenance, and enforcement of bus infrastructure from local authorities and an investment in frequency and quality from the bus operators.

This partnership was the foundation of the Bus Deal, and an Enhanced Partnership approach will be founded on the same principle. It is entirely

relevant that BCC remains committed to delivering that ambition alongside its City partners.

Tough decisions need to be made to deliver bus prioritisation and improve our public transport network. Improving our bus usage is part of our journey to mass transit and the transformation of the way we move around the city.

Question: CQ10.03&04

Cabinet – 5 October 2021

Re: Agenda item 10 – Bus Deal/Strategic Corridors update

Questions submitted by: Councillor David Wilcox

I welcome the update to the Bus Deal & Strategic Corridors Programme. Bristolians have needed this analysis of the Bus Network and how to improve it for several years.

Questions:

Q1: WECA has approved budget spend for the following corridors: A4 - Bristol to Bath, A37 / A4018, Bristol City Centre, MetroBus consolidation, A4 (Portway) and the M32. The Finance section specifies budget allocation for investigation for A4 Portway, A4 Bath Road, A37/A4018 & the City Centre. Why is there a mismatch in the scope of the elements of the report?

Answer:

WECA has made budget provision for development of public transport infrastructure as described. The specific budget allocation referred to in the finance section relates to those aspects of the programme that are being delivered by BCC, hence the specific approvals requested.

Q2: When will the council expect to see the results of these reports? The timescale should be no less than six months as this information is urgently needed to form a bid to the City Region Sustainable Transport Settlement.

Answer:

Bids to the CRSTS have already been made to support the Bus Deal/Strategic Corridors Programme in principle.

However, the costs of each scheme will be refined as the Business Case work is completed. This will be developed over the next 6 to 18 months.

Question: CQ11.01

Cabinet – 5 October 2021

Re: Agenda item 11 – Alternative Learning Provision (ALP) framework

Question submitted by: Councillor Tim Rippington

Under the Evidence base section of the paper put to Cabinet, point 3 states : “Bristol has historically been a higher user of Alternative Learning Provision than other local authorities including statistical neighbours. This framework seeks to promote greater inclusion in mainstream schools, and therefore reduce the numbers of pupils in long-term, full-time ALP.”

Many children who end up in ALP are there because mainstream schools were unable to meet their needs in the first place, and because we have historically not had enough places in Special Needs provision across the city. We now have a good plan in place to boost the number of Special Needs places in our City, so should this not also be mentioned as a way of reducing the numbers of pupils in ALP? I am concerned that any parent of a child currently in ALP provision might see the return to a mainstream setting as a highly damaging outcome for their child.

Answer:

We recognise that some children attending Alternative Learning Provision (ALP) have not had a positive experience of mainstream education. We also know there are children in ALP who have special educational needs and disabilities and therefore Alternative Provision is not the long-term match for their education. As you state, the work of the SEND sufficiency programme and the ALP commissioning strategy are linked and are working to address this.

Question: CQ11.02

Cabinet – 5 October 2021

Re: Agenda item 11 – Alternative Learning Provision (ALP) framework

Question submitted by: Councillor Christine Townsend

I support this decision and am glad to see it reflects the findings of the ALP review. Children's Services are an essential part of our statutory duties as a Council – we must not neglect them.

Question

Can the Mayor confirm that he is the lead member for children services?

Answer:

Councillor Asher Craig has now taken on the portfolio for Children's Services.

I look forward to working with her to continue to put the voices and needs of children and young people at the heart of what we do in Bristol.

I'm sure you'll welcome her appointment and her expertise.

Question: CQ15.01

Cabinet – 5 October 2021

Re: Agenda item 15 - Modern Slavery Transparency Statement Approval and Publication

Question submitted by: Cllr Philippa Hulme

“I’m delighted to see an item on the agenda that would strengthen the Council’s ability to stamp out modern slavery. Modern slavery affects all types of people - men, women and children; local and from other parts of the UK and abroad - so I’m pleased the council is taking to steps to ensure that it addresses all potential modern slavery risks in its own business and supply chains, as well as taking seriously its role as a first responder.

I would also like to take the opportunity to pay tribute to the work of Unseen UK – A Bristol based charity that is doing a huge amount of good work to wipe out modern slavery in the UK.

What other work is the Council doing to tackle modern slavery, both in itself and the causes of it, and is there scope to build on this policy to further help our work to end it – perhaps through raising awareness of it among Bristolians?”

Answer:

Under this statement sits a workplan that is governed by the strategic, cross council safeguarding group. The workplan outlines an extensive array of objectives set to improve the Council’s approach to tackling modern slavery and covers not only procurement activity, but also staff training, a review of victim pathways and disruption activity and a review of existing polices to ensure that Bristol City Council really does deliver on this statement.

Avon & Somerset area Anti-Slavery Partnership meets quarterly and drives partnership working. This is a strong partnership that holds its partners to account, drives up awareness and has recently focused on coordinating disruption activity – to include areas within Bristol City.

To further strengthen partnership working in Bristol City specifically, it has been proposed that a task and finish group is formed under the Keeping Communities Safe Delivery group. This will strengthen our local anti-slavery partnership and in turn improve how we tackle the causes, how we disrupt and how we bring offenders to justice.

Anti-Slavery day is scheduled for 18th October 2021 and Bristol City Council is collaborating with its partners to participate in this awareness raising day and outline what citizens can do to tackle it.

There is an annual commitment to review this statement and report on activity undertaken and activity planned for the forthcoming year, this will provide assurances that the published statement will be effective and positively impact on the lives of those harmed by modern slavery in our City.

Question: CQ15.02&03

Cabinet – 5 October 2021

Re: Agenda item 15 - Modern Slavery Transparency Statement Approval and Publication

Question submitted by: Cllr Ani Stafford Townsend

I very much welcome the council's adoption of a modern slavery transparency statement and the commitment to an ethical and transparent supply chain that this represents. To ensure confidence, an ethical procurement policy should apply to all suppliers, and ensure that the council is open to public scrutiny.

Questions

1. Will the council commit to publishing an annual register of all its suppliers?

Answer

Details of all Council contracts worth over £25,000 are publicly available on our [ProContract register](#) – and this includes supplier names.

The Council also publishes all spend over £500 on the Council website, which includes supplier names.

2. Will the new anti-slavery requirements be applied to all existing suppliers, not only new ones?

Answer

We introduced, in 2016, a requirement that all suppliers bidding for Council contracts via a formal tender process must confirm their compliance with the Modern Slavery Act 2015 in order to be considered. This disclosure has therefore been applied to existing contracts formally tendered since that time.

In addition, the proposed new Modern Slavery Statement commits the Council to both raise awareness of Modern Slavery issues with existing suppliers and also to drive-up standards within our supply chain by encouraging engagement with the Crown Commercial Services' "Modern Slavery Assessment Tool".

Question: CQ17.01&02

Cabinet – 5 October 2021

Re: Agenda item 17 – Transition to a low-carbon fleet

Question submitted by: Councillor Lily Fitzgibbon

I note that while this item is called ‘transition to a low-carbon fleet’, the only new commitment here is to purchase £3 million worth of fossil fuels.

Out of the 89 new vehicles that are currently being purchased, 77 are “mild hybrid electric vehicles”. Unlike a fully hybrid vehicle, MHEVs do not have an electric-only mode of propulsion which means the Council will need to use petrol or diesel to run these vehicles throughout their service lifetime.

Question:

1. Assuming that the reason they have been chosen over fully electric alternatives is cost (although please correct me if not), what is the difference in purchase costs, running costs and carbon emissions between MHEVs and fully electric vehicles?

Answer:

New Vehicles	Purchase cost	Excluding Vehicle Depreciation estimated cost per mile (Based on 10k annual mileage)	Clean Air Zone Compliant Yes/No	Carbon Emissions NEDC (New European Driving Cycle)
Ford Transit Custom MHEVs	£18,957.20	15.3 ppm	Yes	158g/km
Vauxhall Vivaro Electric Vehicle	£26,070.43	9.1 ppm	Yes	0g/km

As Bristol City Council procure its vehicles through an approved framework we are able to purchase vehicles at a competitive price. When purchasing a new van, it needs to be fit for purpose and meet the departmental requirements for service delivery. Diesel vans generally have a slightly higher maximum payload and a greater range than their electric counterparts.

We also do have to factor in differences in costs in acquiring some types of specialist vehicles. For instance, we recently went out to tender for 2

Electric 7.5tonne caged tippers, and the cost per vehicle was approximately £109k. The equivalent vehicle with a diesel engine cost £57k.

2. How is the intention to purchase new fossil fuel dependent vehicles compatible with Bristol Council's target to have zero direct emissions in four years' time, and the city's target of going carbon neutral by 2030?

Answer:

There are many factors we need to consider:

- **The availability of vehicles versus the need for us to still deliver statutory services.**
- **The cost of the vehicles versus the cost of delivering the services as a whole and how this sits within our overall council budgets. Purchasing more expensive vehicles has consequences for our broader capital budget which is oriented towards decarbonisation. If we spend more here, we have less to spend on infrastructure elsewhere.**
- **Availability of charging infrastructure and vehicle capacity and range.**

This is one intervention among many we are pursuing to decarbonise the city's economy. Not least the world-leading work we are doing on green finance that we are taking to COP26.

We also have statutory responsibilities we must deliver, and we wouldn't be able to do so if we replaced all of our fleet with electric vehicles now. Furthermore, the fuel we keep in our depots is part of the civil contingency plan and so can be used to support emergency and care services if wider supplies are interrupted.

Question: CQ17.03&04

Cabinet – 5 October 2021

Re: Agenda item 17 – Transition to a low-carbon fleet

Question submitted by: Councillor Carla Denyer

This report brings to Cabinet a decision on whether to purchase bulk vehicle fuels – petrol and diesel. In the light of the climate emergency and the council's commitment to be carbon neutral in its own operations in 4 years' time, this raises questions on how we deal with the carbon emissions from the burning of these fuels.

I note that the Council's current bulk fuel contract is with WFL UK Ltd, aka Watson Fuels. Their website advertises carbon offsetting (<https://watsonfuels.co.uk/carbonoffset>).

There are huge shortcomings of offsetting as an approach to carbon reduction – primarily: there is no 'spare' carbon reduction capacity – reducing carbon emissions or increasing tree planting in the Global South is good and should happen, but it must happen as well as the same activities in the UK, not instead of. For a summary of the other issues with offsetting, see this article by Greenpeace: <https://www.greenpeace.org.uk/news/the-biggest-problem-with-carbon-offsetting-is-that-it-doesnt-really-work>

However, despite all this, if the Council is to continue to purchase millions of pounds worth of fossil fuels over the next few years, as this Cabinet paper proposes, then it occurs to me that offsetting may still be better than no offsetting. (Subject to details of the scheme.)

Questions:

1. Does the Council currently purchase carbon offsets for the bulk fuel it purchases from Watson Fuels?

Answer:

No carbon offsets are currently purchased as part of the current contract with Watson Fuels.

2. Does the Council intend to include carbon offsetting in the retender?

Answer:

The successful contractor will be expected to minimise the negative impact on the environment by considering environmental impact and sustainability as part of the tender process and work with Bristol City Council to improve air quality. Options for bidders to offer carbon offsetting will be included in the retender.

Question: CQ22.01&02

Cabinet – 5 October 2021

Re: Agenda item 22- Quarterly Performance Progress Report (Q1 - 2021/22)

Question submitted by: Councillor Guy Poultney

I note the report states under 'wellbeing' in p. 476: "Numbers returning to enjoy the city's swimming pools and leisure centres has shown an understandable increase from last year and is well on course to meet the new annual target. Leisure facilities were allowed to reopen in April and attendances have been slowly increasing as wider restrictions have been lifted."

Questions:

1. What proportion of this increase came from Kingsdown Leisure Centre?

Answer:

Kingsdown Sports Centre attendances account for 3.85% of leisure centre attendances during Q1 2021/22 and 0% of the pool use.

2. In reference to the answer to my first question – how much money did the council have to spend subsidising Kingsdown Leisure Centre to achieve this?

Answer:

SLM/Everyone Active received funding from the National Leisure Recovery Fund, of which £56,999 was used to cover a deficit position for Kingsdown Sports Centre during Q1.

Our Leisure Centre operator contract ordinarily does not have any subsidy attached to it, and any funding the operator has received via covid support grants and business reliefs will have been for their whole contract – inclusive of the 6 facilities they operate.