

# Cabinet

## Supplementary Information



**Date:** Tuesday, 14 December 2021

**Time:** 4.00 pm

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

### 2. Public Forum

Statements and Questions

(Pages 3 - 29)

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**Date:** Monday, 13 December 2021



**CABINET – 14 December 2021**

## **PUBLIC FORUM ITEMS**

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

### **Agenda item 8 - Future Energy Supply**

**WITHDRAWN**

### **Agenda item 9 - Clean Air Zone Project update**

**Statements:**

PS09.01                      David Redgewell  
CS09.01                      Councillor David Wilcox

**Questions:**

PQ09.01                      Sara Tullberg  
PQ09.02&03                Caroline Grazebrook  
PQ09.04                      David Redgewell  
CQ09.01&02                Councillor David Wilcox

### **Agenda item 10 – Underfall Yard Sluices**

**Questions:**

CQ10.01&02                Councillor Tom Hathway

### **Agenda item 11 – Temple Island Update**

**Statements:**

PS11.01                      David Redgewell

**Questions:**

PQ11.01                      David Redgewell  
CQ11.01&02                Councillor Martin Fodor

### **Agenda item 12 - Disposal of Land (We Can Make)**

**Statements:**

CS12.01                      Councillor Chris Jackson

**Questions:**

CQ12.01                      Councillor Chris Jackson

### **Agenda item 13 - New private rented property licensing scheme**

**Questions:**

CQ13.01&02                Councillor Philippa Hulme

**Agenda item 14 - Block contracts for Temporary Accommodation**

**Questions:**

CQ14.01 Councillor Steve Pearce

**Agenda item 15 - Housing IT Transformation and Procurement**

None

**Agenda item 16 - Family Hub Transformation Fund Bid**

None

**Agenda item 17 – Intensive Positive Behaviour Support**

**Questions:**

CQ17.01&02 Councillor Tim Wye

**Agenda item 18 - Parking Permit and Tariff Review Oct 21 – Residents’ Parking Schemes (RPS) and Permit Parking Areas (PPA)**

**Statements:**

PS18.01 Kate Clarke

PS18.02 Richard Clarke

**Questions:**

CQ18.01&02 Councillor Christine Townsend

**Agenda item 19 - SEND Information Advice and Support Service (SENDIASS) contract extension**

None

**Agenda item 20 - Arts Council England extension funding for BCC museums 2022-23**

None

**Agenda item 21 – Cultural Investment Programme 2023-2027**

**Statements:**

CS21.01 Councillor Tessa Fitzjohn

**Questions:**

CQ21.01 Councillor Tessa Fitzjohn

**Agenda item 22 – Council Tax Base 2022/23**

None

**Agenda item 23 – Collection Fund Surplus/Deficit 2021/22**

None

**Agenda item 24 – 2021/22 Period 7 Finance Report**

None

**Agenda item 25 – Household Support Fund**

None

**Agenda item 26 - End User Computer Devices**

**Questions:**

CQ26.01&02            Councillor Heather Mack

**Agenda item 27 – The discretionary award element of the DHSC Adult Social Care Infection Control and Testing Fund Round 3 and The Workforce Recruitment and Retention Fund**

None

**Agenda item 28 - Corporate Risk Management Report – Q2 2021/22**

None

**Agenda item 29 - Heat Decarbonisation at the Welsman Building**

None

**Agenda item 30 - Memorandum of Understanding (October 2021 to March 2022) Bristol, North Somerset and South Gloucestershire Healthier together partnership**

None

**Question: P09.01**

**Cabinet – 14 December 2021**

**Re: Agenda item 9 – Clean Air Zone**

**Statement submitted by: David Redgewell, South West Transport Network and Bristol Disability Equality Group**

We support the clean air zone for Bristol city centre and the fact it will clean up the air and save lives especially around the Bristol and Weston Super Mare University Hospitals in central Bristol.

We still need the Euro 6 engine issue and clean fuel buses sorting out with Stagecoach West Greater Bristol and Bath city region second major Bus service supplier or grants towards new vehicles as they're about to merge with National Express group.

This issue needs addressing as they're a big provider of bus services.

We need the issue of coach services sorted out for both tourist coaches and National Express coach services Megabus and Falcon coach provided by Stagecoach group from Bond Street and Bristol bus and coach station.

We also have FlixBus coaches of Europe running from Bristol Bond Street outside the Hamptons by Hilton hotel from a West of England Mayoral Combined Authority bus or coach stop with no shelters making access very difficult to the hotel.

There needs to be exemptions for railway replacement services operated by the Department for Transport by Network Rail Western route, for first group Great Western railway and cross country the German state railway with railway replacement services provided by first group Travel Solutions.

We welcome the sustainable transport improvements and public transport corridor proposed bus services upgrades on the A37 Street, Glastonbury, Wells bus station, Chewton Mendip, Farrington Gurney, Clutton, Pensford Whitchurch, Hengrove, Knowle, Bristol Temple Meads Station, Cabot Circus Bristol bus station, city centre, Park Street, Clifton Down station, Westbury, Henbury, Cribbs Causeway, A4018, the Portway parkway station at Shirehampton, Severn Beach, St Andrews Road, Avonmouth, Shirehampton Parkway, Shirehampton, Sea Mills, Clifton Down, Redland, Montpellier, Stapleton Road, Lawrence Hill, Bristol Temple Meads, Bedminster, Parson Street, Nailsea and Backwell, Yatton for Clevedon, Worle Parkway, Weston Super Mare - half hourly services from 12th December 2021 in the scheme funded by the Metro Mayor Dan Norris and the West of England Mayoral Combined Transport Authority.

With regard to bus tickets, we would like to see these extended to local railway services and the Freedom Bus railway tickets and ferry services.

The new Yate park and ride site interchange opening 2022.

But most importantly this health provision to clean up the air quality and save lives and improve respiratory illnesses. All these public transport projects along with the bus gate on Bristol Bridge and pedestrianisation of the old city and the upgrading on

services 2 2a from Stockwood, Hengrove, Knowle, Bristol Temple Meads station, Cabot Circus, city centre, Clifton Down station, Westbury, Henleaze, Southmead Henbury and Cribbs Causeway bus station, improved frequencies by first group west of England buses. This service needs to operate via Southmead hospital bus station.

We must clean up the air in Bristol city centre and charge vehicles that do not comply with the city clean air zone. We welcome progress on the clean air zone going ahead in the summer of 2022 and the Department for Transport will also provide West of England mayoral combined Authority and North Somerset council further bus services recovery grant as well as the grant from the Government for the air zone mitigation for public transport and sustainable transport and we need blue badge access to the Bristol Hospitals and the city centre and shopping centre. Bristol has the right to breath clean air.

**Question: CQ09.01**

**Cabinet – 14 December 2021**

**Re: Agenda item 9 – Clean Air Zone**

**Statement submitted by: Councillor David Wilcox**

At the OSMB meeting dedicated to discussing the Clean Air Zone (CAZ), councillors on the scrutiny committee were not supplied with the final Full Business Case (FBC) document; we had to work from the draft FBC documents from the Bristol Clean Air Zone website and from the February cabinet meeting.

On Monday, the 6th of December, the final FBC was released to members for review. This 366-page document authored in July had to be reviewed in 24 hours to submit questions to this meeting. The draft FBC in the public reports pack for this meeting bears little or no resemblance to the final FBC.

In the CAZ documentation for this Cabinet Meeting, there is BCC CAZ - Risk Register and QRA dated January 2021. It is now December 2021.

This is an unacceptable level of documentation for members to perform even basic levels of scrutiny. I hope the cabinet does not consider this practice to be good for Bristol's democracy.

**Question: CQ09.01**

**Cabinet – 14 December 2021**

**Re: Agenda item 9 – Clean Air Zone Update**

**Question submitted by: Sara Tullberg**

“Bishopston and St Andrew’s are wedged between three RPZs and adjacent to the pending CAZ, creating high demand for free, on-street parking in the neighbourhood and ubiquitous obstruction of pavements, drop kerbs and street corners. Given the popularity of additional traffic and parking management measures recorded in the council’s own survey in the area in 2019/20, what intervention is the mayor and the cabinet member for transport requesting officers to prepare in order to return our local pavements to pedestrians and ensure equality of access and mobility to the area’s many vulnerable road users?”

**Question: CQ09.02&03**

**Cabinet – 14 December 2021**

**Re: Agenda item 9 – Clean Air Zone Update**

**Question submitted by: Caroline Grazebrook**

Matter relating to Granby Hill BS8.

We have an ongoing problem with large HGV's ignoring the 5 Ton weight restrictions at the top of the hill and coming down Granby Hill causing damage to vehicles, buildings and generally blocking the road causing traffic jams.

Question 1

The CAZ proposals show the restriction starting halfway up Granby Hill.

Can the CAZ boundary starts at the top of Granby hill to discourage lorries coming down in the first place. Here the road is wide enough for a lorry to tun around at end of York Gardens?

Question 2

[This is only relevant if the CAZ boundary remains halfway up Granby hill].

The CAZ proposal is to remove the 5 ton sign at the junction of Victoria Terrace with Granby Hill which suggests that lorries might be encouraged to avoid entering the CAZ by turning left up Victoria Terrace which itself is narrow and then navigating a hair pin bend around Windsor Terrace to Windsor Place. This appears to be impossible, and lorries will just get stuck!

Can the 5-ton weight sign be retained at the bottom of Victoria Terrace?

**Question: PQ09.04**

**Cabinet – 14 December 2021**

**Re: Agenda item 9 – Clean Air Zone Update**

**Question submitted by: David Redgewell**

We welcome the urgency to progress the clean air zone to save lives from poor air quality in the city centre and around the city region hospitals complex around the Universities Hospitals Bristol and Weston super Mare. I hope there is money for Euro 6 Engine upgrade or for new vehicles to one of Greater Bristol main bus operators stagecoach west which is looking to merge with National Express coach ltd and with first group plc and hct provide the city region bus Network.

There should be discussions with Megabus coaches and Falcon coaches Stagecoach group tourist coaches about the clean air zone as tourism is worth 4. 8 Billion pounds a year to Bristol economy.

We have fleet of coaches at present park up for the Christmas market which is one of the biggest in South west England as Bath has been cancelled.

Felix bus of Europe appears to set up a region coach hub in Bond street outside the Hampton at Hilton hotel with a west of England mayoral combined Authority bus stop and no passengers waiting facilities but blocks access to the hotel for guests.

Access to the zone without changing for Network rail western route and first group and cross country trains German state railway.

All of which are funded by the Department for transport.

We welcome progress on the next showcase bus route across the city from Whitchurch, Hengrove, Knowle, Bristol Temple Meads station, Cabot Circus city centre, Park Street, Clifton Down station, Westbury, Henbury, Cribbs Causeway. We need to progress this bus route upgrading with mayor Dan Norris so we have alternatives to driving in the city centre such as opening Bristol Portway parkway station on the Seven Beach to Bristol Temple meads line with Network rail western route First group and mayor Dan Norris.

We welcome bus tickets for people who do not use their cars we should have local railway tickets as well through the freedom pass.

We must reduce the private car and lorries in Bristol city centre and clean up the Air and save lives.

**Does the Mayor think that enough alternatives to the private car in Bristol city centre are being funded by the Department for transport for public transport walking and cycling facilities?**

**Question: CQ09.01&02**

**Cabinet – 14 December 2021**

**Re: Agenda item 9 – Clean Air Zone Update**

**Questions submitted by: Councillor David Wilcox**

1. In appendix A of the Clean Air Fund Report page 161 to 169 - only options to upgrade to slightly less polluting ICE vehicles are discussed; where is the rationale for not allowing upgrades to zero-emission vehicles?
2. Please give examples of what the £17.5m of stretch funding will be used for?

**Question: CQ10.01&02**

**Cabinet – 14 December 2021**

**Re: Agenda item 10 – Underfall Yard Sluices**

**Question submitted by: Councillor Tom Hathway**

1. How long will the works on the sluices take to complete?
2. At any point will the level of the floating harbour not be maintained?

**Question: P11.01**

**Cabinet – 14 December 2021**

**Re: Agenda item 11 – Temple Island Update**

**Statement submitted by: David Redgewell, Railfuture Severnside**

We welcome progress on this project and the money allocated by the west of England combined Authority metro mayor Dan Norris for the Eastern entrance and Temple quay plus Charfield station on the Bristol Temple Meads, Filton Abbey Wood, Bristol Parkway, Yate, Charfield, Cam and Dursley and Stonehouse, Bristol Road new station in Gloucestershire and Gloucester central.

On Bristol Temple meads station we wish to see a full bus rail interchanges on the Friary Temple gate and Bath Road with interchanges facilities not just shelters and a bus stop realtime information system, accessible ferry terminal and landing stage, disabled change place/toilets, waiting rooms, restaurants, supermarkets, chemist and hotel and of course conference centre, university students flats and housing. We also need bus and coach access to Eastern entrance and bus links under Feeder road Bridge for buses and coaches.

We also welcome improvements to the master plans for the feeder canal and St Phillips Marsh, but we must make progress on Bristol Temple Meads station as a regional transport hub for South West England. Bristol Temple meads is also Gateway for local metro west railway services to from:

- Bristol Temple Meads to Bedminster, Parson Street, Ashton Gate, Pill and Portishead.
- Bristol Temple Meads to Lawrence Hill, Stapleton Road, Ashley Down, Filton Abbey wood, Filton North and Henbury for Cribbs Causeway.
- Bristol Temple Meads to Keynsham, Oldfield Park, Bath Spa, Freshford, Avoncliff, Bradford on Avon, Trowbridge, Westbury, Warminster or Frome.
- Bristol Temple Meads to Lawrence Hill, Stapleton Road, Montpellier, Redland, Clifton Down station, Sea mills, Shirehampton, Portway Parkway, St Andrew Road and Severn Beach.
- Bristol Temple Meads to Bedminster, Nailsea and Backwell, Yatton for Clevedon Worle parkway, Weston Milton, Weston super mare, Highbridge and Burnham on sea, Bridgwater and Taunton.

Temple mead station also provides important bus links to:

- Somerset, Keynsham, Saltford, Bath Spa x39 39 178 349.
- Brislington, Keynsham, Marksbury, Timsbury, Paulton, Midsomer Norton and Radstock 178.
- Knowle, Hengrove, Whitchurch, Pensford, Clutton, Farrington Gurney, Chewton Mendip, Wells bus station, Glastonbury and Street 376.

Is it's very important that we get Department for Transport Network Rail western route western gateway transport Board South west transport Board, Dan Norris the metro mayor and North Somerset council investing in Bristol Temple Meads Station.

Bristol Temple Meads Station and Portway Parkway are a top priority for the Bristol Mayor's One City Transport Board.

**Question: PQ11.01**

**Cabinet – 14 December 2021**

**Re: Agenda item 11 – Temple Island Update**

**Question submitted by: David Redgewell, Railfuture Severnside**

Whist welcoming the west of mayoral combined Authority mayor Dan Norris and the west of England mayoral combined Authority Board money for investment in the Eastern Entrance of Bristol Temple meads station, **what progress are we making on other improvements to the station? especially:**

- bus coach rail interchanges on the Friary and Bath Road and Temple gate and assurance that the public transport interchanges will be more than a bus stop with a shelter and realtime information, proper coach terminal facilities for the falcon and railway replacement buses and coaches and ferry services terminal with full disabled access and a light rail station for South Bristol Airport and Bath spa. We need a Transport for London design guide on interchanges (a point raised by James Freeman former Managing Director of first group buses in the west of England and now chair of bus rapid transit uk).
- important improvements to Disabled changes places toilets at Bristol Temple meads waiting rooms, restaurants and Buffets, shops such as Sainsbury's and Boots the chemist and other shops a station hotel like Intercity stations in Europe and the UK as a Transport hub for South west England

We welcome the conference centre and university campus and students flats and houses but we need buses to operate under Feeder Road railway bridge to the Eastern entrance. Bristol Temple meads station is a top priority for the Bristol mayoral one city Transport Board.

**Question: CQ11.01&02**

**Cabinet – 14 December 2021**

**Re: Agenda item 11 – Temple Island Update**

**Question submitted by: Councillor Martin Fodor**

1. Section 2.1 lists £11.5 million as risk and contingency approximately one third of the project costs of £32m. This allows a lot of risk when the industry standard is more at the 10% level? Please expand on why so much money is being allocated.
2. I would expect new revenue estimates to have been carried out in the light of lower office occupancy levels and new ways of working from the pandemic, as exemplified by the Council's approach to its own office spaces. How has the 40 year tenancy plan been revised or re-evaluated to take this into account?

**Question: CS12.01**

**Cabinet – 14 December 2021**

**Re: Agenda item 12 – Disposal of Land (We Can Make)**

**Statement submitted by: Councillor Chris Jackson**

As one of the councillors of Filwood I would like to put on record how pleased I am that this extension of the We Can Make scheme is coming to Cabinet for approval. The existing scheme has been a huge success, providing much-needed affordable, eco-friendly homes and jobs in Knowle West and this expansion will build on that good work.

**Question: CQ12.01**

**Cabinet – 14 December 2021**

**Re: Agenda item 12 – Disposal of Land (We Can Make)**

**Question submitted by: Councillor Chris Jackson**

Can the Mayor or Cabinet Member for Housing give me an estimate of how many jobs in Knowle West these new homes will support?

**Question: CQ13.01&02**

**Cabinet – 14 December 2021**

**Re: Agenda item 13 - New private rented property licensing scheme**

**Questions submitted by: Councillor Philippa Hulme**

1. Please could the Mayor or appropriate Cabinet member inform me of the timetable for introducing the additional landlord licensing schemes?
2. The key benefit of a landlord licensing scheme is driving up standards for the private rented sectors – could the Mayor or Cabinet elaborate on other benefits of the scheme?

**Question: CQ14.01**

**Cabinet – 14 December 2021**

**Re: Agenda item 14 - Block contracts for Temporary Accommodation**

**Question submitted by: Councillor Steve Pearce**

Please could the Cabinet member for Housing inform us of how much money this policy would save the council?

**Question: CQ17.01&02**

**Cabinet – 14 December 2021**

**Re: Agenda item 17 - Intensive Positive Behaviour Support Project**

**Question submitted by: Councillor Tim Wye**

I welcome the establishment of this important pilot. I would make one comment and ask two questions.

The comment is that this initiative underlines the importance of keeping some investment in preventative and 'invest to save' initiatives. I note the financial pressures on the council, especially adult social care, and whilst I understand this is additional funds from the CCG, it's great to see this investment amidst understandable pressure to cut services down to the strictly statutory spend.

My clarification questions are:

1. This is a pilot, can you outline a little more as to the success criteria and the weight of evidence you will need for the pilot to continue?
2. I note that the savings benefits accrue to both the council and the NHS. Will any ongoing spend be proportionate to those savings?

**Question: P18.01**

**Cabinet – 14 December 2021**

**Re: Agenda item 18 – Parking Permit and Tariff Review Oct 21 – Residents' Parking Schemes (RPS) and Permit Parking Areas (PPA)**

**Statement submitted by: Kate Clarke**

Parking for residents in the Clifton Village RPZ here is extremely problematic as the Nuffield Hospital continue to hand out their customer permits to staff members so that they can park. We recently had a visit from a BCC officer and gave him written proof of the hospital manager admitting that staff were using customer permits to get free commuter parking and also claiming that this is being done with the knowledge of BCC.

It is entirely wrong that residents are obliged to pay to park, yet cannot do so as so many spaces are taken up by commuter hospital staff. We have counted up to 25 permits being used on a daily basis. These permits are meant for hospital visitors- not staff. The Council have just renewed the permits for the hospital- in spite of our meeting with the BCC officer- so they have another year to openly break the rules and make a complete mockery of the whole RPS scheme. There is no enforcement of the rules which you created, and the hospital will just continue to hand out parking permits as nobody is stopping them from breaking the rules which residents have to follow. Paula O'Rourke has been extremely helpful as this turning a blind eye to commuter traffic obviously goes against environmental concerns, but she cannot solve this problem without your help. I hope that the Cabinet decides that they have to act as a matter of urgency to stop this flagrant breaking of the RPS rules which is only benefitting commuters, whilst causing significant problems for both residents and patients attending hospital appointments who have nowhere to park.

**Question: P18.02**

**Cabinet – 14 December 2021**

**Re: Agenda item 18 – Parking Permit and Tariff Review Oct 21 – Residents' Parking Schemes (RPS) and Permit Parking Areas (PPA)**

**Statement submitted by: Richard Clarke**

In reference to Item 18 on the Agenda - Parking Permit and Tariff Review – Residents' Parking Schemes (RPS) and Permit Parking Areas (PPA) - I would like to refer the Cabinet to the misuse of 'Customer Permits' by Nuffield Health and other businesses in the Clifton Village RPZ area in flagrant breach of the BCC RPZ rules.

It states very clearly in sections 8.2 and 9.2 in the BCC Rule document that both business permits and customer permits are not to be used for staff parking i.e. the paper permits must not be issued to staff to park their cars in CV RPZ parking bays. However Nuffield Health and other businesses are issuing these permits to staff for their private commuter parking purposes. Nuffield Health issues 20+ permits each day to staff to commute and park in adjacent streets.

This malpractice not only breaks the rules of the scheme but significantly reduces parking availability for bona fide residents or their visitors. The RPZ scheme was introduced to help reduce commuter parking; Nuffield Health is by its actions helping to maintain or even grow it.

It is clear too that BCC is choosing not to enforce this rule. My fellow neighbours and I have written to the BCC officer via our councillor on several occasions and have still not received any response. Businesses in the CV area continue to break the rules of the scheme on customer permits with impunity.

For your information, my neighbours and I have now taken legal advice about initiating a Judicial Review to oblige the BCC to address this lack of enforcement of BCC's own rules.

For your information also I include the following information to support our case:

1. Mail from Parking Services (22 Sept 2021) confirming that Nuffield Health has agreed to abide by the CV RPZ Terms & Conditions (i.e. not to allocate Customer Permits to staff) - scanned copy
2. Mail from Nuffield Bristol Hospital Director to Richard Clarke (10 November 2021) confirming that Nuffield Health allocates customer parking permits to staff and asserting that BCC acknowledges and accepts this practice - scanned copy
3. RPZ Terms & Conditions - included for completeness

Let me make a simple point to close - if BCC issues rules for the PPZ scheme, then it is reasonable for honest charge-paying residents to expect BCC to enforce them. Please do so.

I look forward to the Cabinet's discussion and resolution of this matter.

**Question: CQ18.01&02**

**Cabinet – 14 December 2021**

**Re: Agenda item 18 - Parking Permit and Tariff Review Oct 21 – Residents' Parking Schemes (RPS) and Permit Parking Areas (PPA)**

**Questions submitted by: Councillor Christine Townsend**

1. Will the increase in tariffs now make the New RPS like Cheswick Village be viable for enforcement visits now? I note it is not listed in the list of RPS's.
2. Please confirm price of 3rd vehicle permit. On page 424 it's listed as increasing to £224, on page 428 it's listed as decreasing to £192.

**Question: CS21.01**

**Cabinet – 14 December 2021**

**Re: Agenda item 21 - Cultural Investment Programme 2023-2027**

**Statement submitted by: Councillor Tessa Fitzjohn**

The UK Museum sector is an important asset in the success of the UK's arts and creative industries, who contribute £2.8 billion a year to the Treasury via taxation and generate a further £23 billion a year and 363,700 jobs so their value financially and educationally is an important resource.

As a Visual Arts and Media Officer for Arts Council England for the SW and SE regions, and since as Public Art Producer who has worked for Bristol Museums, I feel well placed to ask probing questions as that is what ACE will do to this application. It is therefore essential that we test these documents against the newly produced Let's Create ACE 10 year strategy starting in 2023.

Let's Create is a major shift for ACE, as it will be looking particularly at their NPO portfolio with fresh eyes, asking for applicants to design projects and programmes that our outcome led; that enable participants to express their own creativity; are collaborative and include new partnerships that demonstrate reaching out beyond the cultural sector bringing in new skills and experience.

The Investment principals encourage taking risks and innovation, as well as encouraging an international outlook, environmentally aware importantly asking board members to be more engaged, responsible and increase scrutiny.

Museums are expensive beasts to fund and can suffer from management feeling daunted by the scale of their buildings, health and safety or just a traditional working ethic that lends itself to siloed working, with less interdisciplinary cross departmental project working.

Let's Create is offering Museums a unique opportunity to demonstrate new ways of working in this application.

The response and the business plan will no doubt be informed by the necessary service data such as equality of life survey and visitor surveys to name a few. These are important aspects of running a large organisation but Let's Create is asking for funding to be used to commission artists and to make art with everyone and anywhere. First and foremost, it's about demonstrating high quality activity and more of it.

As the second largest political party in Bristol, I would like to emphasis the Green Party's interest in the arts and creative industries. So we shall be looking to see that this application demonstrates the permission emphasised by let's Create, to provide opportunities for artists and the arts community to make new work, and to engage Bristol citizens in that process.

We shall also be looking for evidence to demonstrate that Bristol Museums will take the opportunity to benefit from the many new entrepreneurial organisations and small businesses emerging in Bristol since covid, which offer exciting potential for new partnerships that demonstrate risk taking and innovation.

**Question: CQ21.01**

**Cabinet – 14 December 2021**

**Re: Agenda item 21 - Cultural Investment Programme 2023-2027**

**Question submitted by: Councillor Tessa Fitzjohn**

I refer to the Corporate Strategy theme 5 'Homes and Communities' Para 3 to quote: "Bristol's cultural and creative economy brings vibrancy and life into all communities across Bristol", to go on "COVID-19 has been devastating for the cultural and creative sectors, straining the creative economy".

The visual arts sector has been particularly hard hit by covid, as artists and associated arts workers such as technicians and producers are freelance and were unable to receive government covid support.

I am aware that BCC is intending to continue to fund up to £636,000 per year till 2027 and appreciate the reach of the funding criteria providing opportunities for a more diverse group of artists with focus on the DIY network for example.

I would like to ask that Council considers an approach that links development to the arts, by proposing that all planning applications require a public art plan for over 15 units. This is not a new requirement as it was common practice up to 2017, but has lapsed. I'm aware there are pockets of activity, but what I propose would extend benefits city wide.

There is considerable benefit to particularly the visual arts community, providing the City with original art works, opportunities to increase tourism and raise Bristol's profile as a city supporting original public art.

I ask the Cabinet to consider a proposal that every planning application over 15 units includes a public art plan.

Question:

The corporate strategy states that "The city is rebuilding its thriving cultural and creative sector, so everyone has an equal chance to participate, enjoy cultural assets, understand the history that has shaped Bristol" – please can you explain how the Cultural Investment Programme is doing that?

**Question: CQ26.01&02**

**Cabinet – 14 December 2021**

**Re: Agenda item 26 - End User Computer Devices**

**Question submitted by: Councillor Heather Mack**

1. As of 1st of December 2021, how many Windows 7 devices or Windows Server 2012 need replacing?
2. When will Bristol City Council not be using any Windows 7 desktop or Windows 2012 server instances?