

Cabinet Supplementary Information



Date: Tuesday, 18 January 2022

Time: 4.00 pm

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

2. Public Forum

Answers to Public Forum Questions are attached

(Pages 3 - 22)

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Date: Tuesday, 01 February 2022



Question: PQ09.01&02

Cabinet – 18 January 2022

Re: Agenda item 9 – 2022/23 Budget Report and Treasury Management Strategy (Including Public Health)

Questions submitted by: David Redgewell

Question 1

In view of the importance of the West of England mayoral combined Transport Authority and North Somerset Council support bus Network as part of National bus strategy bus service improvement plan, will Bristol City Council continue to passport the money from the 2022/2023 Budget for these vital Bus services to some of poorest communities within the city region for access to employment, education, health care, shopping and leisure?

The support bus Network is very important in South Bristol, North Bristol and East Bristol. The Network is separate for the rest of the West of England mayoral combined Authority and North Somerset council bus Network funded by covid 19 bus service recovery grant which is due to end in April 2022.

It is very important to passport this revenue support as at present the metro mayor, Dan Norris like other Transport Authorities does not have precepts powers at present for public transport like the west Midlands mayoral combined transport Authority and Greater Manchester combined transport Authority.

Answer

I appreciate the challenge you raise here.

Funding for subsidised bus services will continue to be passed to the West of England Combined Authority as part of the Transport Levy paid by BCC. There are no plans to change this. The services supported are subject to review, particularly when contracts are due for renewal and a re-tendering exercise will shortly be underway.

Question 2

Public transport infrastructure: in view of the fact that at present the city and county of Bristol, Bath and North east Somerset Council and South Gloucestershire Council look after bus infrastructure, has the city council and the Bristol Mayor budget enough money for maintenance of bus shelters, bus interchanges, bus stops cleaning and damage repairs and Graffiti removal, and has money been allocated for parking charges to protect public transport infrastructure including the 20% required for bus contribution to the city Region transport fund bid including the mass transit bid?

Again, in the future this service should be transferred to West of England mayoral combined Transport Authority with North Somerset council as a full member.

Answer

Bristol City Council has a contract in place for bus shelter maintenance that covers the issues raised. This contract is fully funded and supported by a further budget for minor bus stop maintenance and renewals.

As part of the City Region Sustainable Transport Scheme (CRSTS) process, authorities are required to provide match funding to the capital funding allocated. Regionally this has been agreed to be 20%. Bristol City Council has identified a number of funding streams that can provide this match funding and more detail will be provided as the CRSTS programme is finalised.

Question: PQ11.01&02

Cabinet – 18 January 2022

Re: Agenda item 11 – Housing Revenue Account (HRA) Budget and Business Plan 2022-2023

Questions submitted by: Clive Stevens

Dear Tom, Mayor and Cabinet

I am so pleased to see this finally come to Cabinet. The long-term goal to build 300 Council homes a year is a great start and I see from Savills predictions there could be headroom to invest even more in eight years' time.

As you'd expect I have some questions.

I note from the report that the scrutiny box is not ticked. Shame, as I have been told from a councillor that a lot of briefing and consultation has been done with councillors.

I also note there has been no Human Resources advice even though such investment will necessitate recruitment and new skill development too.

I have many questions but am limited to two.

Q1 The rent levels for HRA tenants are ambiguous. In the main report it talks about rent increases of CPI+1% from the current average level of £81.50 a week (so £85.43 next year). Whereas in Appendix 3 it talks about Social rent at £113.13 for new builds and in Appendix 4 (Savills' comments) it talks about appropriate rent levels for the new development assumptions. I am assuming then that current Council House tenants will be subject to the rent increase program from the base level of £81.50 whereas new tenants moving into new developments will be paying social rent at £113.13/week (ave). Is this the case, or if not what is the situation please?

Answer

It is the case that average rents for newly built homes are higher. This is because social rents are calculated using a formula set by Government which factors in the value of the property, which is inevitably higher for newly built homes.

Average rent for all BCC tenants is £81.50 and all tenants will have a 4.1% rent increase based on their current rent levels, the average increase will be £3.34.

Q2 The Savills report (App 4) states that subsidies will be from the 1-4-1 receipts (from Right to Buy) and the rest from Homes England Grants. Assumptions include that Right to Buy numbers fall from 140 per year to 50 per year with no explanation for that drop. What please are the exact amounts that have been modelled of RTB receipts and Homes England Grants within the £1.8bn (30 year) investment plan?

Answer

This is a standard general assumption that Right To Buy sales will decline over time as a greater proportion of tenants will have exercised their purchase rights and reduction in affordability due to interest rate and house price increases.

The £1.8bn is gross expenditure (excluding inflation based on our aspirations) and does not include Right To Buy receipts and Homes England Grants. We have assumed a 40% contribution from either Right To Buy receipts or Homes England Grant.

Question: CQ11.01

Cabinet – 18 January 2022

Re: Agenda item 11 – Housing Revenue Account (HRA) Budget and Business Plan 2022-2023

Question submitted by: Councillor Marley Bennett

Not only will the HRA budget provide over 2,000 Council homes in just over five years and £80m for retrofitting, but significant funds for council tenants to have their bathrooms upgraded – helping my council tenants in Eastville. Please could Councillor Renhard elaborate on the bathroom upgrade scheme?

Answer

We are making a real commitment to our council tenants. Many of our properties have got dated bathrooms and some are in real need of maintenance.

We have identified 12 million of funding to deliver a 5-year programme providing 5500 modern new bathrooms across our homes.

We will aim to develop the specification with our service users and provide tenants with some options including a shower, and colour choices around tiles and decoration. Further work is required to determine how we identify homes for the programme, we aim to target the improvements where they are most needed based on the age and condition of the existing bathroom.

The programme will start part way through 2022/23 to allow time to plan and commence the work.

Question: CQ12.01

Cabinet – 18 January 2022

Re: Agenda item 12 – Procurement of Collection and Enforcement Agent Services

Question submitted by: Councillor Marley Bennett

Please could the Mayor or Cabinet elaborate on the criteria for enforcement action - e.g., how the Council ascertains whether someone can't or won't pay?

Answer

The [**Corporate Debt Management Policy \(CDMP\)**](#) provides further detail around the Council's intended approach to collection and enforcement activity, including the use of bailiffs (enforcement agents).

We recognise that causes of debt vary and recovery methods should be focused accordingly. Therefore, wherever possible debt will be categorised to help focus the use of resources and concentrate action on those who won't pay rather than those who can't pay. The Council's approach in collecting and recovering outstanding monies will be proportionate, consistent, transparent, firm, fair and courteous.

The Council will take into account variables such as:

- The personal circumstances of the customer and their household
- The customer's payment history
- The customer's ability to pay
- The sustainability of payments
- Consideration is given to financial safeguarding through Department for Work and Pensions appointees and / or Court of Protection property and affairs deputyship

We will work with citizens to maximise their available income via referrals to appropriate third sector agencies or applications for discounts and reliefs.

Officers will use all available data to determine the most effective and appropriate method of debt recovery, balancing the need for repayment against the circumstances of the customer, affordability of repayment and their obligations to the Council and other outstanding priority debts.

Question: CQ12.02

Cabinet – 18 January 2022

Re: Agenda item 12 – Procurement of Collection and Enforcement Agent Services

Question submitted by: Councillor Amirah Cole

I really welcome our ethical approach to enforcement and would like to see this built upon. The worst-off should not be at risk of losing their homes because of their financial situations, especially while we are still in a pandemic. In my ward in Ashley, a well-loved member of the community has been living in a tent. Sadly, there has been several attempts to evict him, from the plot of land he calls home, despite no complaints from the local community. The Council has a welcome policy to not use bailiffs, but I would like to see this policy expanded to become as wide as possible, and cover situations like my constituent.

To make sure there's no bureaucratic errors that lead to unwanted action such as this, would it be possible to implement a policy that officers/senior management make sure that any enforcement/eviction must be signed off by the Cabinet Leads and the Ward Councillor/s informed of the situation?

Answer

The [Corporate Debt Management Policy](#) provides further detail around the Council's intended approach to collection and recovery activity, including the use, if appropriate, of enforcement agents.

There are a number of legal routes by which a citizen may face the prospect of losing their home. Officers in Housing and Landlord Services are drafting a policy that will outline the approach in detail in relation to this that will come to Cabinet in due course.

A direction to relevant officers to ensure that Cabinet Members are briefed in these situations could be issued.

Question: PQ16.01

Cabinet – 18 January 2022

Re: Agenda item 16 - YTL Arena Bristol Travel Mitigation

Question submitted by: Suzanne Audrey

Background

It has been repeatedly been stated that no public money is needed for the YTL arena at Filton to go ahead. However, the paper presented to this cabinet meeting refers to "the package of measures required to be delivered and operational by summer/autumn 2024 opening date for the YTL Arena" and states: "Work has been undertaken to further refine BCC costs since the date of earlier Development Committee, the total WECA ask for BCC is now £2.666m". It also states: "The assessment, negotiation and approval of planning conditions is likely to require significant officer time." This suggests it is not correct to state that no public money is needed for the YTL arena at Filton to go ahead.

Question for the Mayor

Please can you explain the extent to which public money is needed for the YTL arena at Filton to go ahead?

Answer

The arena construction and the access roads to it are funded entirely by YTL. This has saved the city at least £165m and removed all the city's liability to the private operator YTL.

We are delighted that YTL has come forward to develop a world class arena which will also be the most environmentally friendly arena in Europe.

There are also new housing and employment developments planned for this area and like any major mixed-use regeneration project, the increased rail, bus and network management infrastructure to serve this area relies on a mixture of public and private money.

Without this combination of private developer contributions alongside regional and other government investment funds, the necessary infrastructure would have a limited chance of being delivered.

Public funding is further supported by private money through CIL and section 106 across the CPNN (Cribbs Patchway New Neighbourhood) where developers are signed up to a s106 infrastructure tariff of £5,800 per dwelling completed. So far we have secured nearly £8m of CPNN s106 funding for improvements for transport mitigation in the Bristol area.

This is similar to other regeneration areas, including the Temple Quarter Enterprise Zone and Bedminster Green where transport infrastructure has drawn from a variety

of public and private funding sources which have also included significant levels of CIL and section 106.

Question: CQ16.01

Cabinet – 18 January 2022

Re: Agenda item 16 - YTL Arena Bristol Travel Mitigation

Question submitted by: Councillor Tim Rippington

I appear to have been amongst a minority of people in South Bristol who felt that building the Arena at Temple Meads was a recipe for traffic and parking chaos, amongst other things. Furthermore, hindsight has proven the decision to be financially prudent, saving the Council taxpayer an estimated £169m.

With a less central location, however, it is important to ensure that the new Brabazon arena is accessible to people from all over the city, including my ward which, as we know, is very poorly served by public transport.

This report mentions the addition of shuttlebuses to assist with travel to Brabazon. Please could Cllr Alexander elaborate on this – is the ambition that there will be a shuttlebus services running when large events are on, and is it yet known where these buses might run from?

Answer

YTL are required by planning condition 39 to run regular shuttle buses between the city centre and the arena on event days where the capacity of the event is in excess of 7,000 spectators. The number of shuttle buses increases according to the capacity of the event.

This is in addition to Park and Ride services which will serve the arena from sites that are strategically placed to intercept journeys originating from the M4, M5 and M49 to avoid those car movements causing material impacts on the local road network.

As part of condition 37 of its planning consent YTL is further required to have in place a demand-responsive bus service strategy where the geographical distribution of ticket sales are considered prior to the event and additional services provided where clusters of demand dictate this appropriate.

YTL are in conversation with partners to increase the number of locations from which the shuttle buses will run.

Question: CQ16.02&03

Cabinet – 18 January 2022

Re: Agenda item 16 - YTL Arena Bristol Travel Mitigation

Question submitted by: Councillor Lisa Stone

I welcome that the Council is making plans to ease the travel problems for the new Arena, though I'm not happy that funding will be coming from the council's coffers instead of from S106/CIL schemes from the developer YTL.

Question 1:

I see that there will be funding of staff to manage passengers at city centre bus stops – this already implies that a bus-based transport system will not be fit for purpose. Where will these dedicated bus stops be?

Answer

This is an additional service that is being offered by the operator to make the events as smooth as possible.

Experience of shuttle bus operations for major events in the city in the past has resulted in the need to manage queues and convey essential live travel information and advice to event-goers. This is unavoidable on major events.

The section 106 developer contributions will fund separate arena-specific bus stops that avoids relocating / re-routing existing services whilst ensuring the resource to manage passengers.

Question 2:

The council seems to be planning a single segregated route North/South from the Arena, what about people travelling from the East and the West of Bristol?

Answer

The pilot event informed them that people travel from all quarters of the city, as well as beyond. When people buy tickets for events, they generally know how they are going to get there.

YTL are identifying gaps in provision to ensure their customers have every opportunity to reach the arena, this includes a train station, car parking, investment in active travel routes as well as bus services.

These are additional services provided by YTL and section 106, not the council.

Question: CQ16.04&05

Cabinet – 18 January 2022

Re: Agenda item 16 - YTL Arena Bristol Travel Mitigation

Question submitted by: Councillor Ed Plowden

The Mayor has repeatedly stated that no public funds are being put into the arena, but this cabinet paper is asking for additional public funds, with a risk that extra traffic capacity is being created on non-event days, which will simply fill up with latent demand.

Question 1:

How much of the public funds now being requested are a result of new information and modelling since the granting of planning consent and is there any recourse to getting the developer to pay for these?

Answer

None. The planning committee report set out that some of the interventions to support the arena realise wider benefits across the highway network which also support housing and employment growth in the north fringe and at times of the week when the arena will not be operational.

This is why it was considered reasonable to fund some interventions with a mix of private and public funding. This utilises the arena to generate revenue towards improving transport services for the housing developments in the northern fringe, improving links across the city.

Notwithstanding this, YTL will be funding significant capacity interventions in relation to shuttle buses, park and ride, sustainable travel ticketing incentives and infrastructure as part of its travel plan.

Question 2:

What will the Cabinet Member for Transport do if the required statutory consultation to implement the proposed event-day residents parking scheme does not show “overwhelming support”?

Answer

The options for addressing event-day parking overspill are currently under consideration. We will take into account best practice from similar venues across the country.

You should not be confusing the section 106 contributions for event-day parking management solutions and full-time Residents Parking Schemes.

Question: CQ18.01&02

Cabinet – 18 January 2022

Re: Agenda item 18 – Future Energy Supply

Question submitted by: Councillor David Wilcox

I welcome the current reductions in carbon footprint and future plans for de-carbonisation.

Question 1:

Will the council be getting a guarantee that energy supplied as part of the Sleeved Pool deal will be renewable?

Answer

The primary purpose of setting up the Sleeved Pool is to make greater use of locally generated renewable energy within BCC buildings, it is an integral part of the design. Initially, this will be from the council's own renewables (wind and solar), with other local generation being added over time. The national element of the Sleeved supply will be 100% renewable.

Question 2:

What plans does BCC have for diversifying its renewable electrical generation – currently only wind and solar?

Answer

Further development and diversification of BCC renewable energy generation will depend on i) plans to be developed by the City Leap partner and ii) other local renewables becoming available for sale to the sleeved pool. The Sleeved pool model is designed to support and encourage the development of local renewable energy systems and is not limited to wind or solar: development will depend on the viability of individual schemes.

The Council has already significantly diversified its renewable energy generation for heat, by installing air, ground and water source heat pumps. A solar thermal system is being installed at Easton Leisure Centre this year and the water source heat pump at Castle Park (the largest in England) is nearing completion.

Question: CQ18.03

Cabinet – 18 January 2022

Re: Agenda item 18 – Future Energy Supply

Question submitted by: Councillor Ani Stafford Townsend

Question 1:

How will the extra £7,024,385 off energy costs be absorbed into the new council budget?

Answer

It is worth noting that the ongoing pressure into 22/23 is £3.2m and subject to Cabinet/Full Council approval, will be built into the base budget. It forms part of the c£20m budget pressure that is being mitigated by various savings proposals.

The in-year additional costs are being mitigated from a number of sources including additional income and efficiency savings within HRA.

Question: CQ20.01&02

Cabinet – 18 January 2022

Re: Agenda item 20 - City Leap Energy Partnership – procurement update

Questions submitted by: Councillor Martin Fodor

The council has been pursuing the City Leap joint venture since early 2018. The hope is that this will help the city and council decarbonise with up to around £1bn of extra investment so it's right that we should be ambitious and bold. The procurement process was restarted two years ago after initial expressions of interest as the process had to be repeated once Bristol Energy was removed from the mix.

This latest report brings the cost of legal and financial services to over £1m each. Setting up the joint venture will be an additional cost.

While the goal is around a £billion of investment in decarbonisation projects we might not have been able to undertake alone these are substantial sums and includes use of other service budgets which is worrying and needs to be clarified.

We still don't know how far it might make a serious difference to the city reaching our 2030 target or the possible compromises that might be reached to work with the interests of the chosen City Leap partner and how these will be managed and weighed against other considerations. For instance the HRA business plan (p319) on principles of Housing Repairs and Maintenance procurement, says it aims to 'maximise opportunity for social value contributions' but also to 'maximise opportunities to utilise the City Leap partner once procured'. I would be concerned about what would happen if the City Leap partner doesn't provide the most social value or is more expensive than alternative providers.

This report authorises the Director for G+R to appoint the preferred bidder and enter into the City Leap contracts with them. We still don't know who that bidder (out of the two remaining) will be and what their offer is. In this regard I'm reassured by the promise for involvement of scrutiny and perhaps audit to examine these tenders before the council signs up to one of the bidders as its partner. We are promised that City Leap will be coming to OSMB before cabinet signs off on its procurement partner which is a key chance to have a fresh look at the proposed package.

Question 1:

What confidence does the Mayor have that after almost four years in procurement, this initiative will be able to deliver the decarbonisation and social value originally promised at the scale envisaged in the next few years to make a difference to Bristol's 2030 Carbon Neutrality target?

Answer

Decarbonisation and delivering significant social value have always been key objectives for City Leap.

The council has been in extensive dialogue with the potential partners for the last 12 months and has been very clear on the importance of these objectives for City Leap.

Our procurement process thoroughly tests the Bidders' commitments as regards decarbonisation and social value and these will become contractual commitments. The winning Bidder will need to have made substantial commitments in these regards.

Question 2:

How soon does he envisage there will be additional and measurable benefits from this project in terms of carbon savings?

Answer

City Leap will build upon the excellent work already being carried out by our award-winning Energy Service.

Following Cabinet approval for award of contract, there will be a subsequent Preferred Bidder stage prior to City Leap going live, which we anticipate will take around 4-6 months.

Once City Leap is live, our partner will be keen to begin delivering its plans in collaboration with the Council straightaway. We can expect to see these plans deliver tangible additional benefits from 2023 onwards.

In the meantime, the council's Energy Service will continue to deliver a broad range of low-carbon infrastructure projects including the expansion of Bristol's Heat Network, EV charging points, domestic and commercial energy efficiency, and new renewable projects, as well as supporting community energy projects to continue delivering important projects within the city.

Question: PQ21.01

Cabinet – 18 January 2022

Re: Agenda item 21 - South West regional framework for residential care for people with a learning difficulty and/or autism

Question submitted by: Councillor Tim Rippington

I welcome the paper and see this as an improvement on the current situation, as co-operation between neighbouring authorities should bring a consistency of approach which is much needed.

Lack of suitable provision obviously has financial implications for the authority, so I would like to know whether the Council has any plans to increase the number of suitable bed-based placements for people with Learning Difficulties and Autism within the city? Better provision here would save the authority a significant amount of money in the long term and might also bring in additional income from other authorities. It would also ensure that the people requiring these services can remain closer to their families, and not have to travel long distances in order to obtain suitable care.

Answer

The regional framework is one of a number of measures looking to increase affordable supply of places for people with a Learning Difficulty and or Autism in Bristol including:

- the Better Lives Programme and the rolling development of new services. The programme has delivered 15 new placements specifically for people with a learning difficulty and or autism since its start and there are several new developments in progress.
- Better understanding and demand forecasting from Children and Young People's services to ensure that as a city we are developing sufficient accommodation and support to reduce the need to place outside the local area.
- Better access to general needs housing to allow people to live in the community with tailored and personalised support.
- Consultation with the market as part of wider recommissioning to develop the right levels of support with accommodation to create local sufficiency.
- Implementing a standard cost methodology that mirrors the regional contract means that all newly commissioned services can be tendered at a fair and consistent price.

Question: CQ22.01

Cabinet – 18 January 2022

Re: Agenda item 22 – Adult Social Care community support service framework – contract extension

Question submitted by: Councillor Amirah Cole

This is a welcome policy that will improve the quality of care for out-of-county placements.

Regarding care placements within Bristol - please can you list the care providers within Bristol and provide more details on how the Council is working with them to improve their quality of care and any future developments?

Answer

Officers will provide a list of providers in writing.

Bristol's Adult Social Care Quality Assurance Framework forms part of all contract arrangements with providers and sets out Bristol's approach and expectations.

This involves:

1. Intelligence gathering - the Care & Quality Assurance (C&QA) team gathers information about the quality of services from a wide range of sources. This helps early identification and intervention of issues - sharing of good practice.
2. C&QA team is returning to a rolling programme of onsite QA visits and meetings (these were limited during Covid restrictions)
3. Response and reporting - the C&QA team tracks quality and performance and uses a Performance Management Framework to support providers to improve and excel. Market quality & risk information is shared with Council Members and Senior Leaders on a quarterly reporting basis.
4. Partnership work– the C&QA team work with citizens, providers, Adult Care teams, CCG, CQC, Safeguarding, other Local Authorities and other stakeholders to ensure maintaining and improving quality is a collaborative approach. The C&QA use lay assessors to gather more independent view particularly the voice of citizens.

In 2021/22 there has been an increase in services rated as good by CQC in Bristol and a reduction of services rated as requires improvement. There have been no inadequate services in the Bristol area and have been no inadequate rating for the last 3 years.

Question: CQ24.01&02

Cabinet – 18 January 2022

Re: Agenda item 24 – Education Capital Programme of Work

Question submitted by: Councillor Christine Townsend

My questions concern the figures in Appendix A1 (p.678) in relation to school place sufficiency in Bristol for September 2022.

Question 1:

Is the £6m grant funding for ‘Year 7 Bulge Classes’ reliant on the government delivering its free schools in East/Centre and South of Bristol?

Answer

The £6m grant is not reliant upon the DfE’s delivery of the free schools.

Question 2:

The closing date for first round applications for Year 7 mainstream places was Oct 31st 2021. With the outcome of the Temple Quarter new school yet to be announced, how many year 7 mainstream places is your administration currently looking to source with ‘bulge’ classes in existing secondaries?

Answer

We are looking to secure 311 Year 7 places, for September 2022, in existing secondaries. These are short term solutions while the government and DfE resolve the delays in opening the new schools.

Question: CQ29.01

Cabinet – 18 January 2022

Re: Agenda item 29 - Bristol's first Citizens' Assembly – Outcomes Progress Report 1

Question submitted by: Councillor Paula O'Rourke

I welcome this report and thank the officers for the considerable amount of work that has gone into it. I am pleased that the commitment to the citizens to report back at 6, 12 and 18 month intervals is in progress and accept that there was a delay caused by the strange year we've had.

Having embedded the recommendations into the Corporate Strategy and allocating a cabinet member to each of them is positive. However, progress will seem slow in the light of the climate emergency and I know that citizens will want more action. It is important that the pace of action accelerates and that citizens can measure success.

Question: Can the tracker have one or two extra columns added to allow for benchmarking, as without knowing where we are, how will we know what progress is made? For example, while the commitment to reduce cars by the recommended amount (3%-5% yearly) is caveated, how will we know how many car journeys have actually been replaced by active travel unless we know how many car journeys are being made now? This is the sort of benchmarking should/could be applied to all recommendations.

Answer

It is important to recognise that the citizen assembly role is to make recommendations to the democratically accountable mayor and cabinet.

The Business Plan sets out how we deliver our Corporate Strategy and the Performance Framework allows us to benchmark, monitor progress and evaluate outcomes. This will ensure that those actions the Council can deliver on, or the administration wants to deliver on, are incorporated into existing reporting mechanisms. Where this happens, we can include detail in the tracker to signpost readers to it.

In light of the many challenges faced by the council and our limited resources, we cannot commit to providing a full industry of benchmarking and evaluation of every accepted action in the tracker. However, officers will be asked to include any key evidence or outcomes in their future update notes to help ensure transparency.