

Cabinet Supplementary Information



Date: Tuesday, 23 January 2024

Time: 4.00 pm

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

2. Public Forum

(Pages 4 - 19)

Issued by: Amy Rodwell, Democratic Services
City Hall, Bristol, BS1 9NE
E-mail: democratic.services@bristol.gov.uk
Date: Friday, 02 February 2024



Question: CQ09.01

Cabinet – 23 JANUARY 2024

Re: Agenda item 9 – Wrap Around Childcare – in Primary Schools and Academies

Question submitted by: Councillor Christine Townsend

Question 1: Without specific work to ensure those primaries serving the most disadvantaged children and families in our city are enabled to engage, this project will reflect existing entrenched structural inequalities. Can the Cab Member for CYP and families please outline the actions to be taken to ensure those primaries serving our most disadvantaged communities can be supported to engage fully?

This answer was provided during the meeting, the recording is available at:

[Cabinet - Tuesday, 23rd January, 2024 4.00 pm \(youtube.com\)](#)

Question: PQ12.01

Cabinet – 23 JANUARY 2024

Re: Agenda item 12 – Clean Air Zone (CAZ) Evaluation Report

Question submitted by: Suzanne Audrey

Background: Bristol's Clean Air Zone started at the end of November 2022. Some cities, e.g. Birmingham and Sheffield, published a report about progress after 6 months but I understand your administration decided to wait for a full year of operation before publishing a report. Having waited for over a year, the papers for the Overview and Scrutiny Management Board (OSMB), 18 January 2024, stated: "The Overview and Scrutiny Management Board will be receiving the following two reports prepared for the Cabinet Meeting 23 January 2024 for discussion in advance. These papers will be made available on publication of the Cabinet agenda on 15th

January 2023 [sic] and can be found here: Cabinet – Tuesday 23rd January 2024 - Clean Air Zone (CAZ) Evaluation Report - Application of Bristol Clean Air Zone net proceeds." But at the time of submitting these questions (6pm 16 January 2024) the reports are still not available for the public to examine and formulate questions for the OSMB meeting, or for the Cabinet meeting 23 January (since questions are required by 5pm 17 January).

Question 1: Please will you explain why the reports 'Clean Air Zone (CAZ) Evaluation Report' and 'Application of Bristol Clean Air Zone net proceeds' were not published by 15 January 2024? (If this is simply because the reports were not ready, please will you include in your response the specific reasons why the reports were not ready, rather than just stating they were not ready.)

Answer:

Some of the data included was only available early in the new year.

The report is comprehensive and in it was important that we give a as clear a view as possible with as much information as we could. Once completed from a technical perspective there was a need to check and adjust the wording to make highly technical detail more understandable and suitable for publishing.

Question: PQ12.02 & PQ12.03

Cabinet – 23 JANUARY 2024

Re: Agenda item 12 – Clean Air Zone (CAZ) Evaluation Report

Question submitted by: Simon Hobeck, TRESA

Question 1: What has been the impact of the Clean Air Zone on air quality along Wells Road through Totterdown to Three Lamps junction, and along St Johns Lane (from the junction with Wells Road to Victoria Park Primary School)?

Question 2: What has been the impact of the Clean Air Zone on rat-running between Bath Road and Wells through the Three Lamps estate, Totterdown?

Answer:

1. All of the 6 monitoring sites on Wells Road and St John's Lane have shown a reduction in Nitrogen Dioxide levels in the 12 months since the Clean Air Zone was introduced compared to the 12 months before. The sites are detailed in the report and are reference numbers: 4 (Three Lamps), 610 (Wells Road), 413 (Wells Road Junction with Knowle Road), St Johns Lane - 470 (Victoria Primary School) and 417 (St John's Lane just past the roundabout).

There are over 40 monitoring sites in South Bristol and all except one location have seen a reduction in the recorded levels of Nitrogen Dioxide, and that site on Dalby Road has levels of less than 30 micrograms, well below the compliance level of 40 micrograms.

2. No specific monitoring of the route through the Three Lamps estate has taken place.

As is noted in the CAZ evaluation report there has been some increase in traffic on the right turn from the Wells Rd into St John's Lane.

Question: PQ12.04

Cabinet – 23 JANUARY 2024

Re: Agenda item 12 – Clean Air Zone (CAZ) Evaluation Report

Question submitted by: Martin Firth

Background:

I am a 76 year old Bristol resident who, although a car driver, makes all journeys into Bristol by bicycle. I warmly welcome the introduction of the Clean Air Zone and the findings after one year in operation. I am concerned, however, on two related issues which have had an unintended consequence: the inclusion of the Cumberland Flyover appears illogical as it forms part of a road system which actually takes traffic AWAY from the city. Its inclusion in the scheme is counter-intuitive.

Its inclusion raises a far more important issue: the City has become, for many residents, a divided one based on social and economic class. For residents of South Bristol who own non-compliant vehicles, there is now no access across the River Avon to reach North Bristol as all bridges now fall into the CAZ. Residents of Southville, Knowle, Hartcliffe, Withywood, etc., can only cross the river at St. Philip's Causeway or Totterdown Bridge - both requiring extensive detours to reach - or across the M5 Bridge at Avonmouth. So these residents are effectively restricted from shopping at Cribbs Causeway, visiting friends in Redland, Westbury on Trym, St. Andrews, Horfield, etc., or from using the leisure facilities of The Downs or attending the many events staged there. Given that some of the most socially and economically deprived areas in Bristol lie South of the river, it follows that these are the very folk who are least able to afford new or compliant vehicles.

The solution is to remove the Flyover from the scheme and start the Zone at Holy Trinity Church in Hotwells Road, to enable traffic to use the old bridge when there is a 'swing'. This discrimination of South Bristol residents can therefore be solved at a stroke.

Question 1: My question to Mayor Ress is whether he is happy for his legacy to include the disenfranchisement of a large part of Bristol's population?

This answer was provided during the meeting, the recording is available at:

[Cabinet - Tuesday, 23rd January, 2024 4.00 pm \(youtube.com\)](#)

Question: PQ12.05

Cabinet – 23 JANUARY 2024

Re: Agenda item 12 – Clean Air Zone (CAZ) Evaluation Report

Question submitted by: Dan Ackroyd

Question 1: On Wednesday the 17th the BBC Points West program had a segment about the Clean Air Zone. They clearly had the report early in the day and spent a considerable amount of time preparing that segment during the day. Why was the Clean Air Zone (CAZ) Evaluation Report made available to the BBC before it was published as a paper for the Overview and Scrutiny Management committee, and the Cabinet meeting?

This answer was provided during the meeting, the recording is available at:

[Cabinet - Tuesday, 23rd January, 2024 4.00 pm \(youtube.com\)](#)

Question: CQ12.01

Cabinet – 23 JANUARY 2024

Re: Agenda item 12 – Clean Air Zone (CAZ) Evaluation Report

Question submitted by: Councillor Christine Townsend

Question 1: The CAZ report tells us that 49% of the charges have been paid during the course of the year, with 16% or 91,125 written off. Given that we are told this is as a result of the DVLA being 'unable to trace keeper details' or 'Enforcement Agents are unable to trace the keeper or recover the debt' These cars are on the road illegally and therefore pose a threat to us all - what happens as a result of this? Are A and S Police informed of these driving offences and tasked with follow-ups within their traffic resources?

This answer was provided during the meeting, the recording is available at:

[Cabinet - Tuesday, 23rd January, 2024 4.00 pm \(youtube.com\)](#)

Question: PQ13.01 & PQ13.02

Cabinet – 23 JANUARY 2024

Re: Agenda item 13 – Application of Bristol Clean Air Zone net proceeds

Question submitted by: David Redgewell

Question 1: What percentage of the clean zone money be used to add to Bristol city centre payments of the £6.3 million by more the £1.57 million as whist bus infrastructure is very important to the city Region has no public transport to work school College university heath provision hospital and even food shopping is devastating to people lives?

Question 2: The Bristol city centre clean Air zone is a heath measure to clean up city centre area and prevent asthma and respiratory illness and early deaths for pollution, So what percentage of money will be allocated to walk and cycling provision in better facilities for pavements and cycle routes to get people out of their cars?

This answer was provided during the meeting, the recording is available at:

[Cabinet - Tuesday, 23rd January, 2024 4.00 pm \(youtube.com\)](#)

Question: PQ13.03

Cabinet – 23 JANUARY 2024

Re: Agenda item 13 – Application of Bristol Clean Air Zone net proceeds

Question submitted by: Dan Ackroyd

Background: The document "Detailed Five Year Programme for Application of Bristol Clean Air Zone net proceeds" says "£10.3m is proposed to be committed to meeting the council's contribution to the Transport Levy in year 2023/24 and 2024/25 while from 2025/26 to 2027/28 this will fall to £6.3m". There are rules for how money raised from Clean Air Zones is spent.

From government guidance.

"The Transport Act 2000 requires any excess revenue that may arise from charges above the costs of operation to be re-invested to facilitate the achievement of local transport policies and these should aim to improve air quality and support the delivery of the ambitions of the zone, while ensuring this does not displace existing funding. **Such charges may not be used as a form of taxation to raise revenue generally.**"

From the "Bristol Clean Air Zone Charging Order 2022" -

<https://www.cleanairforbristol.org/wp-content/uploads/2022/09/2022-08-25-FINAL-CAZCharging-Order.pdf>

"In the event that net proceeds are generated from the Scheme over the opening ten year period, these proceeds would be applied, in such proportions as may be decided by the Council, to directly or indirectly facilitate the achievement of the Council's local transport policies in accordance with the following high level spending objectives, set out below: • Supporting the delivery of the ambitions of the Scheme and promoting cleaner air by offering packages for non-compliant vehicles to upgrade or retrofit their vehicles to meet the standards required by the Scheme;

- Supporting active travel and incentivising public transport use;
- Supporting green infrastructure along the most polluted roads where public exposure is the highest;
- Supporting the maintenance of infrastructure to promote active travel and public transport use."

The WECA transport levy is a regularly recurring cost for Bristol Council. It seems completely inappropriate to use the money raised from the CAZ to pay the levy as that would be in breach of both how the Transport Act 2000 and the Bristol Clean Air Zone Charging Order 2022.

Question 1: Why is there a proposal to spend money on items that were not listed in the "Bristol Clean Air Zone Charging Order 2022" or as specified in Transport Act 2000 ?

This answer was provided during the meeting, the recording is available at:

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Question: PQ14.01

Cabinet – 23 JANUARY 2024

Re: Agenda item 14 – Residents Parking Scheme Policy Review

Question submitted by: Suzanne Audrey

Background: In the report relating to Residents Parking Schemes, it is stated that they encourage short car journeys. This is an interesting assertion with implications for transport policy and public health, but there are no references to support it. I am aware that you have two masters degrees and trust you are familiar with the need to reference sources of evidence.

Question 2: Please will you give the references (including lead author, title and date) to support the assertion that RPS encourage short car journeys?

Answer:

The report says that RPZ schemes may have the effect of encouraging more local short trips. This is because where parking pressure is reduced the difficulty of parking near to your destination is also reduced and is likely to mean that you are more willing to make a short journey by car that you might not make if parking is difficult to find. This is generally accepted as one of the impact of residents parking zones.

Question: CQ14.01 & CQ14.02

Cabinet – 23 JANUARY 2024

Re: Agenda item 14 – Residents Parking Scheme Policy Review

Question submitted by: Councillor Martin Fodor

Question 1: Please can the evidence for outcomes that car use will be replaced by use of lower impact travel alternatives following the proposed increased in permit charges in RPS areas be provided?

Question 2: Please can the evidence for car dependency reduction through not providing parking management schemes on streets just outside the RPS areas where charges are to be raised (i.e. an assessment on the effect on RPS boundary streets), be provided?

This answer was provided during the meeting, the recording is available at:

[Cabinet - Tuesday, 23rd January, 2024 4.00 pm \(youtube.com\)](#)

Question: PQ15.01 & PQ15.02

Cabinet – 23 JANUARY 2024

Re: Agenda item 15 - Bristol Avon Flood Strategy Outline Business Case

Question submitted by: Haydn Gill

Question 1: Naming flood defences. Cllr Beech, in relation to the proposed new flood defences, fossil fuel companies have contributed heavily to human-induced climate change alongside funding climate denial over the past century. Bristol must honour their contribution to our climate crisis. Will the council name the flood defences after fossil fuel companies, such as the 'British Petroleum flood gate' or the 'Royal Dutch Shell flood wall'? This will put Bristol on the international stage, millions of visitors will want to see these fossil fuel company flood defences, all for very little cost to the council.

Question 2: Feeder Road floods. Cllr Beech, in the Outline Business Case, Feeder Road is highlighted as being at risk of flooding with with a 'severe flood', with mitigation planned for 2029 onwards. However, it is already being flooded with a little bit of rain on eight different sections of the 2 mile road. These floods cover between a quarter and half of the running lanes and at times the entire pavement. After reporting all floods to the council in January 2023 and again in December, they were closed with a response "as this issue is not urgent, we'll deal with it as part of a future planned work scheme in this area". Will I have to wait until 2029 for any of the flooding issues on Feeder Road to be fixed?

This answer was provided during the meeting, the recording is available at:

[Cabinet - Tuesday, 23rd January, 2024 4.00 pm \(youtube.com\)](#)

Question: CQ15.01

Cabinet – 23 JANUARY 2024

Re: Agenda item 15 - Bristol Avon Flood Strategy Outline Business Case

Question submitted by: Councillor Patrick McAllister

Background:

I welcome the Flood Strategy Business Case. It is an essential piece of work to ensure the safety of thousands of Bristolians and their properties, as well as to unlock significant areas for development while enhancing Bristol's natural environment.

On page 2 of the Environmental Impact Assessment the Whole Life Carbon (WLC) emissions are indicated as 1,540,000 tonnes of CO₂-equivalent (tCO₂e).

On page 6 of the same document, it is listed as only 55,000 tCO₂e.

The 55,000 tonnes figure is repeated in the Business Case with the added context of nearly 1.4M tCO₂e anticipated to be prevented by the scheme, making the scheme net carbon-negative. This latter figure rests on an assumption that the flood defences will avoid flood-related emissions of over 1.1M tonnes.

Question 1: Please could we have clarification over the expected gross and net Whole Life Carbon emissions, and can the assessments and appraisals that were carried out to arrive at these figures please be made available?

This answer was provided during the meeting, the recording is available at:
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Question: CQ18.01 & CQ18.02

Cabinet – 23 JANUARY 2024

Re: Agenda item 18 - Cemetery and Crematorium Capital Programme – South Bristol Cemetery Expansion

Question submitted by: Councillor Ani Stafford-Townsend

Background:

I've received significant communication from members of the community regarding the repeated flooding of graves and even the requirement to pump out graves at South Bristol Cemetery. The flooding is causing graves to begin to collapse in some instances. I am informed this is particularly an issue in the dedicated Muslim plot, which is upsetting to those who have their loved ones resting there or are in the process of holding a funeral.

I understand some work that been carried out to increase drainage, but the works were not successful.

Question 1: What work will be carried out at South Bristol Cemetery to prevent this from continuing to be an issue?

Question 2: Will Bristol City Council be footing the bill for this work, or will they be expecting faith groups to carry the financial burden of ensuring respectful burial plots?

This answer was provided during the meeting, the recording is available at:

[Cabinet - Tuesday, 23rd January, 2024 4.00 pm \(youtube.com\)](#)

Question: CQ21.01

Cabinet – 23 JANUARY 2024

Re: Agenda item 21 – Housing Revenue Account (HRA) Budget Proposals 2024/25

Question submitted by: Councillor Katja Hornchen

Background:

To support residents in hardship, a hardship fund of £500,000 is included in each year of the business plan.

For 2024/25, £350,000 is set aside for residents accessing the Local Crisis Prevention Fund, with the remainder set aside for other schemes. This will include a newly introduced cladding removal support scheme to support residents affected by increased energy bills resulting from the removal of EPS cladding

Cllr Rippington and I have been campaigning on behalf of Gilton House residents for them to receive some form of financial support for the delays to their repairs, as these delays have meant they have been without insulation in Winter - driving up their heating bills.

Question 1: Please can the Mayor confirm that Gilton House residents will be eligible for financial support?

This answer was provided during the meeting, the recording is available at:

[Cabinet - Tuesday, 23rd January, 2024 4.00 pm \(youtube.com\)](#)

Question: CQ21.02 & CQ21.03

Cabinet – 23 JANUARY 2024

**Re: Agenda item 21 – Housing Revenue Account (HRA) Budget Proposals
2024/25**

Question submitted by: Councillor Tim Rippington

Question 1: I welcome the £210k being set aside for an enhanced damp and mould taskforce, building on our work bringing homes up to a decent standard. Please could the Mayor provide more details on this taskforce and how it will work?

Question 2: I welcome the proposal to increase the pipeline of new council homes on 3,000 homes over the next five years. Please could the Cabinet Member for Housing Delivery share more details about the plans?

This answer was provided during the meeting, the recording is available at:

[Cabinet - Tuesday, 23rd January, 2024 4.00 pm \(youtube.com\)](#)

Question: CQ23.01 & CQ23.02

Cabinet – 23 JANUARY 2024

Re: Agenda item 23 – 2024/25 Budget Recommendations & Treasury Management Strategy

Question submitted by: Councillor Steve Pearce

Question 1: Considering the climate emergency, and the effect rising sea levels would have Bristol, I'm relieved to see the council and its partners bringing forward a comprehensive flood defence strategy and that no funding is cut from the flood defence budget.

I do recall, however, in the 2022 Budget, Cllr Mack tabled an amendment, which the Green Party, supported, that sought to cut the flood defence budget to stave off a staffing restructure for a year, with no plans to replenish the funding. Considering the climate emergency and the effect that flooding has had on the UK in the past few months, can the Mayor confirm that he would not accept a budget that would deplete our flood defence funding?

Question 2: I'm pleased that despite budgetary pressures, we have found a way to maintain the Council Tax Reduction Scheme in full – the only major UK city to do so.

Please could the Mayor provide a ballpark estimate for how much funding this budget dedicates to supporting Bristol's worst-off?

Answer:

1. This is going to be up to full council to decide – but I certainly wouldn't support one that reduced our flooding resilience. It is beyond belief that the green party could ever consider such an empty-headed proposal.
2. The current Council Tax Reduction scheme costs £43.4 million, of which 22,200 working age households collectively receive £30 million of support each year and 10,000 pensioners households receive £13.4 million of support. Estimated scheme cost for 2024/25 are up to £45.6 million, dependent on caseload and increases in Council Tax.