Cabinet

Supplementary Information

Date: Tuesday, 6 February 2024

Time: 4.00 pm

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

2. Public Forum

(Pages 3 - 19)

Issued by: Amy Rodwell, Democratic Services
City Hall, Bristol, BS1 9NE
E-mail: democratic.services@bristol.gov.uk
Date: Tuesday, 20 February 2024

Question: CQ09.01 & CQ09.02

Cabinet – 6 FEBRUARY 2024

Re: Agenda item 9 - Green Recovery Fund – Public Electric Vehicle Infrastructure

Question submitted by: Councillor Tim Wye

Background
We welcome the roll out of EV charging points in the city: it is an important step towards making Bristol a cleaner, healthier place to live and work.
I could not find where the proposed street EV charging will be. Obviously as ward councillor for Ashley we have many areas like St Pauls and Montpelier where there is no off-street parking and no potential to install drop kerbs for people to charge their own cars (not that this does not come with its own impact).

Question 1: Could you tell me where I can find this so that I might look at the impact in my ward?

My second question notes this is unlikely to meet all the growing demand for EVs. I have asked before about allowing residents to install approved EV gullies at their own expense (like a dropped kerb application) to further expand EV charging capacities. Trials in Oxford do not appear to have any major impact on areas that would impact pedestrians negatively.

Question 2: Is there any possibility of using some of this funding to investigate this further?

Reply:

Question 1

Proposed sites have not yet been finalised. This is subject to further site selection and feasibility studies taking place for this, and other EVI projects.

The Travelwest website has a site suggestions tool that members of the public have been able to use since 2020. These previous site suggestions have been incorporated into helping choose sites for this project.

West of England Combined Authority, BCC and neighbouring authorities are developing a new web-based tool to enable residents to suggest charge point locations.

Question 2

The Green Recovery Fund allocated to BCC is not allocated for installation of EV gullies under the WECA business case.

Current council policy does not support installation of charge point pavement gullies in Bristol because of the risks of cables/gullies acting as an obstruction (including trip hazard) and/or the equipment not being safe. These challenges pose a legal risk to BCC and the homeowner.

In a densely populated area this risk is multiplied.

The council's position on gullies is consistent with the majority of local authorities across the country at present.

The council is developing an EV strategy to set out its position on this matter in more detail, and intends to consider further ongoing results of trials of gullies in other comparable locations in doing so.

Question: CQ09.03

Cabinet – 6 FEBRUARY 2024

Re: Agenda item 9 - Green Recovery Fund – Public Electric Vehicle Infrastructure

Question submitted by: Councillor Ed Plowden

Background
EV charging will become increasingly important for people, and although we wish to move away from car dependency there will be disabled people who will still rely on private (electric) cars, and they will need them in close proximity to their homes. The EQIA does not identify any impact on disabled people and the prioritisation approach does not mention disability.

Question 1: What more could be done to consider the needs of disabled people in ensuring EV charging is available to them in a convenient location close to home?

Reply:

Accessibility and usability is central to the roll-out of future EV charge points in Bristol. PAS 1899:2022 is a set of national recommended standards which covers accessibility and useability. This includes guidelines on the physical environment, placement, information provision and design (including accessibility), as well as the charging infrastructure itself. These guidelines apply to both on-street and off-street installations.

The Revive Network Board is currently establishing a baseline of which parts of PAS 1899:2022 should apply to which type of EV charger installation for new charge points. Forthcoming EV charge points funding streams (Local Electric Vehicle Infrastructure (LEVI) and Green Recovery Fund (GRF)) will both be developed taking into account the recommendations of PAS 1899:2022, with the Council's Highways teams taking a key role for signing off on designs and the extent to which PAS 1899:2022 applies.

The council will work with City Leap as our delivery partner to consider as much as is reasonably practicable the PAS 1899:2022 recommendations for each new installation Bristol City Leap delivers.

Question: CQ10.01

Cabinet – 6 FEBRUARY 2024

Re: Agenda item 10 - Highway Contract Procurement

Question submitted by: Councillor David Wilcox

Question 1: I welcome further renewal of these contracts to enhance Bristol City Council's roads and pavements. Can the Mayor list the changes in the contracts that have been made since Full Council passed unanimously the Golden Motion in September about a Lane Rental Scheme and a review of the Highways Department Operating Practices?

Reply:

A Lane Rental assessment has been commissioned to look at the suitability of Lane Rental in Bristol. It will consider the extent of highway network that could be designated, the revenue and also the cost to Bristol City Council and Utilities in having to pay Lane Rental charges based on the numbers of historic works on highway that may be designated as Lane Rental. The report is expected in September which will recommend whether a Lane Rental scheme should be progressed.

Any application to the DfT to apply to become a Lane Authority will be made in 2025.
As part of the tendering of new contracts, a full review will be undertaken of the terms and conditions, key performance indicators, and performance management.

There are proposed changes to the contracts to enable improved delivery of smaller works and protection against recent inflation challenges which have caused delays in delivering local schemes.

Question: CQ12.01

Cabinet – 6 FEBRUARY 2024

Re: Agenda item 12 - New Property Licensing Schemes

Question submitted by: Councillor Chris Jackson

Question 1: I'm pleased to see the landlord licensing schemes being expanded. Please could Cllr Dudd outline how effective the existing schemes have been at bringing up property standards?

Reply:

Licensing gives us the power to proactively inspect accommodation, to make sure it meets the required property standards and is being managed well. It allows us to support residents in the private rental sector and deal with issues that may not have otherwise come to our attention.

The council takes action on criminal landlords who do not meet the legal requirements to provide tenants a safe home which is well managed. Licensing enables enforcement action to be taken when landlords do not improve accommodation.

Licensing places conditions on the landlord or agent to ensure certain property standards are met, and good management practice is delivered. While the majority of landlords offer good quality homes and have positive relationships with their tenants, licensing allows the council to take action where this is not the case.

Previous licensing schemes in Bristol have proved to be successful, helping to improve standards of accommodation and tackle bad management practices. Further information on scheme outcomes can be found on pages 77 and 78 of the Report.

Question: CQ12.02 & CQ12.03

Cabinet – 6 FEBRUARY 2024

Re: Agenda item 12 - New Property Licensing Schemes

Question submitted by: Councillor Tom Hathway

Background
With the government dragging their feet on reforms to protect renters, these licensing schemes are very welcome. There is clear evidence from other local authorities and within Bristol that they are an effective tool for identifying hazards and poor standards in the homes of people renting and getting them sorted.

Question 1: Then these schemes launch, what is the proportion of Bristol's total private rented dwellings that will at that time be covered by mandatory, additional and selective licensing schemes?

Question 2: The report refers to commissioning new technology and 28-30 additional FTE roles to help administer the schemes effectively. It goes on to identify the timeline for commissioning of the new technology as a risk. Can you give an estimated timeline for the new IT system to be up and running and full recruitment of those roles?

Reply:

Question 1

Mandatory HMO licensing will cover approximately 3,100 properties.
Additional HMO licensing schemes will cover approximately 8,100 properties.

Selective Licensing scheme for this proposal and existing schemes will cover approximately 8,500 properties.

These figures can vary as properties change tenure and occupation, for example from HMO to a single household.

Census figures show that there are 50,219 private rented properties in Bristol.
The percentage of properties required to have a Selective licence, if the Cabinet report is approved, will be 16.9% of the private rented sector.

The percentage of properties licensed in Bristol if the two new licensing schemes are approved, will be approximately 39% of the total private rented sector. This figure includes licensed properties covered by Mandatory, Additional and Selective licensing schemes.

Question 2

Work is underway in relation to the new IT system and it is anticipated that this will be in place in July 2024.

If the proposed schemes are approved at Cabinet, planning will commence for the recruitment of staff to deliver the proposed schemes.

Question: PQ13.01 & PQ13.02

Cabinet – 6 FEBRUARY 2024

Re: Agenda item 13 - A37/A4018 Victoria Street & Colston Avenue Full Business Case (FBC)

Question submitted by: David Redgewell

We welcome the investment A37 A 4018 Bus service corridor, Victoria Street, Bristol Bridge Baldwin Street scheme to reduce Traffic and improve Walking Cycling and bus services and Air quality in central Bristol, In Bus service deal with First group plc Wales and West buses Division. On service 2 and 2a stockwood, Hengrove, knowle, Totterdown Bristol Temple meads station, Bristol city centre, Park street Clifton Down station, Downs Henleaze, Southmead hospital entrance Henbury and cribbs causeway bus station, and the investment by Bristol city council as Highway Authority' And West of England mayoral combined transport Authority and mayor Dan Norris in the scheme through the city Region transport fund,

Question 1: Under the bus service improvement plan for west of England mayoral combined transport Authority and North Somerset council, What commissioning has the Transport Authority carried to improve bus service frequencys on service 2 and 2 a As part of the scheme and other bus service like service 1?

We note and support the bus stop and shelters are being designed for mass Transit options as well as buses and coaches services, The scheme improve bus stop and shelters through a contract with clear channel, With real-time information systems and timetable provision by West of England mayoral combined transport Authority mayor Dan Norris,

Question 2: But as the responsibility for bus shelters are contracted out What provision is being made to make lighting display work on shelters the cleaned and Graffiti removed and real-time information systems are working on the A37 A4018 bus and public transport corridor?

This is a community safety partnership issue and of concern to Women and girls Lgbtg community and Disabled people.

Reply:

Answered in the meeting:

https://www.youtube.com/live/Sn2_n6rbDMM?si=Dz52ssx5QVx-MTfV&t=2178

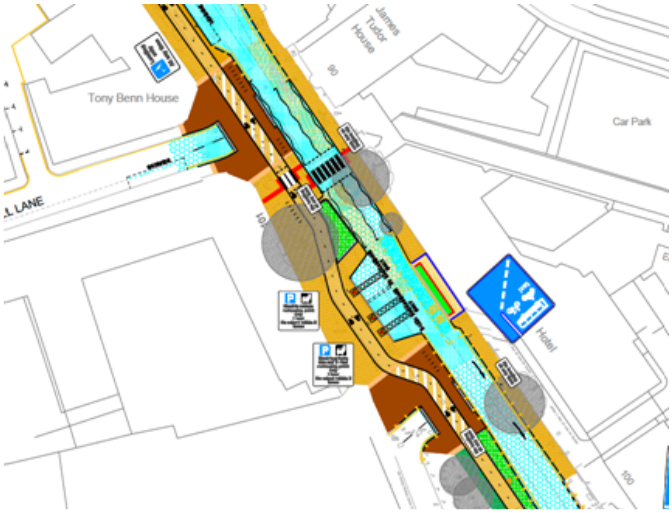
Question: CQ13.01

Cabinet – 6 FEBRUARY 2024

Re: Agenda item 13 - A37/A4018 Victoria Street & Colston Avenue Full Business Case (FBC)

Question submitted by: Councillor David Wilcox

Question 1: This impressive scheme will change the cityscape of Victoria Street for the better. But I do have some reservations about the junctions of Mitchell Lane and Temple Street. There appear to be no giveaway markings for either cyclists, pedestrians or motor vehicles to emphasise the Transport Hierarchy. Can the mayor confirm the layout of these junctions so that conflict will not be designed in, please?



Reply:

The Victoria Street project includes a design feature called continuous footways, that are positioned at the junctions of Mitchell Lane, Temple Street, Bath Street and St Thomas Street East.

Continuous Footways give priority to pedestrians and cyclists. This is afforded by continuing the footway/cycleway at the same level rather than dropping to the highway level. This in turn creates a road hump for vehicles to crossover which forces drivers to give way to users of the footway/cycleway. Priority indication is also further provided by the material and colour palate used in the design.

Although continuous footways are relatively new to Bristol they have been installed in many other urban environments in the UK. They are only installed at junctions with lower traffic volumes.

Due to priorities being indicated by other methods, standard give way markings are not generally used in tandem with the design.

Question: CQ13.02

Cabinet – 6 FEBRUARY 2024

Re: Agenda item 13 - A37/A4018 Victoria Street & Colston Avenue Full Business Case (FBC)

Question submitted by: Councillor Philippa Hulme

Question 1: This proposed cycle lane on Victoria Street is very welcome. Since the Labour administration closed Bristol Bridge to traffic, it's great to see us bringing through a number of measures to improve active travel in the centre - and elsewhere in the city for that matter. Please could Cllr Alexander inform us of any other active travel projects being brought forward?

Reply:

There are a number of active travel projects in different stages of development, either as standalone active travel projects, or part of wider corridor improvements.

We have active travel schemes currently in construction at Bedminster Green and Old Market Gap and the permanent Park Row scheme which is due to commence very soon. In development under the Active Travel Fund 4 are Deanery Road, Filwood Quietway, Old Market Quietway and the Malago Greenway.

Active travel elements being developed in our Strategic Corridors programme include:

- Improvements to the A4 Portway shared used path
- Segregated cycle way on the A4018 at Passage Road
- A range of proposed cycle benefits in the City Centre including on Temple Way and Lewins Mead
- Segregated cycle way in Sturminster Road as part of the bus route 2 corridor proposals

Question: PQ14.01 & PQ14.02

Cabinet – 6 FEBRUARY 2024

Re: Agenda item 14 - Frome Gateway Regeneration Framework

Question submitted by: Suzanne Audrey

Background
It is not clear why this agenda item, which overwhelmingly (and understandably) focusses on the Frome Gateway Regeneration Framework, includes the acquisition of land to the north of Bedminster Green Plot 3. While it seems generous of The ManCo to transfer the land to Bristol City Council for a nominal fee (£1), people may wonder what The ManCo are expecting from Bristol City Council in return.

Question 1: Why is the acquisition of land to the north of Bedminster Green Plot 3 subsumed within an item about the Frome Gateway Regeneration Framework rather than being a separate item on the agenda?

Question 2: Has the specific decision to transfer the land to the north of Bedminster Green Plot 3 (rather than the more general decision to restore part of the Malago) been subject to scrutiny, risk assessment, equalities impact assessment, and ecological assessment?

Reply:

Question 1
Rapid approval was needed to acquire the land to the north of Bedminster Green Plot 3 to support project delivery.
This G&R Cabinet paper was the first report that could accommodate the recommendation. This was done with the agreement of the relevant scrutiny chair.

Question 2
Yes, this was all included in the report to Cabinet November 2021.

Question: CQ14.01 & CQ14.02

Cabinet – 6 FEBRUARY 2024

Re: Agenda item 14 - Frome Gateway Regeneration Framework

Question submitted by: Councillor Tessa Fitzjohn

Background
The opening up of the River Malago has been an important goal for many residents, including maintaining Bedminster Green in its entirety. I support the transfer of land from ManCo Management for the completion of the Bedminster Green flood defence and river restoration. However, ManCo and a group of other businesses now own the neighbouring industrial units.

My concern is why is ManCo is giving away this land? Is it that ManCo Management includes one of the current developers already involved in Bedminster Green, and that in return for the land transfer their compensation in the form of s106 or donations to Community Infrastructure Levy could be reduced or even waived.

My other concern relates to the Local Government Act 1972 and section 2 of the Local Government Act 2000, which seem to offer approvals for land transfer of this nature. However, there is an issue, if the land is held within the Housing Revenue Account any undervalue will need Secretary of State consent to the disposal.

Question 1: Can you confirm that Dandara is not part of ManCo, and involved in this transaction in any way?

Question 2: Why is this piece of flood alleviating infrastructure being purchased as part of the Frome Gateway development rather than Bedminster Green?

Reply:

Answered at the meeting:

https://www.youtube.com/live/Sn2_n6rbDMM?si=d-Jr6jLngtcRWaaz&t=3047

Question: CQ14.03

Cabinet – 6 FEBRUARY 2024

Re: Agenda item 14 - Frome Gateway Regeneration Framework

Question submitted by: Councillor Ed Plowden

Background
Currently the Bristol Bus station is unable to meet the capacity needs of intercity bus travel, resulting in substandard interchange and boarding facilities for many coach users on the Inner Ring Road. Bus operators report loss of time entering and navigating within Bristol. The Frome Gateway Project is a reasonable walk from both the Bus and Railway stations. A bus interchange somewhere in this area, in close proximity to the M32 could provide a convenient place for a dedicated coach stopping facility and transport hub, which would save operators time, offer better interchange facilities and an active ground floor frontage, as well as potentially reducing congestion on the Inner Ring Road. Currently the Frome Gateway Project barely mentions buses.

Question 1: What Potential is there for this vision for a new coach interchange to be embedded within the Frome Gateway Framework?

Reply:

The Frome Gateway Framework sets out a vision for a new mixed-used residential neighbourhood which prioritises active travel. The only part of the Frome Gateway area which would be more suitable for a coach interchange would be the Tanneries Character Area to the north of the regeneration area which has good access to the M32 and Easton Way (to avoid coaches penetrating the residential core of the regeneration area).

However, the Tanneries Character Area is proposed as intensified industrial employment land including a last mile logistics hub. This is a strategic employment project being driven by BCC which has benefits for local employment, the city's green transition and air pollution (strategically located here due to the proximity of Frome Gateway to the CAZ and City Centre). The re-provision of industrial space is a strategic priority of the Regeneration Framework.

The Frome Gateway area is perhaps a bit too far from out for a central coach interchange for a city the size of Bristol.

The coach station is privately owned and operated. The City centre Development Delivery Plan looked at the ways this can be improved, including the exciting plans for the Olympian/Premier Inn site which will drastically improve the public realm.

The M32 Strategic Corridor scheme being developed as part of the CRSTS programme proposes a bus stop interchange on Newfoundland Circus / M32 which would serve the Frome Gateway development.

Question: CQ16.01

Cabinet – 6 FEBRUARY 2024

Re: Agenda item 16 - Extension of We Can Make area of operation

Question submitted by: Councillor Chris Jackson

Question 1: It's great to see WeCanMake are expanding - they're a real Knowle West success story. I was pleased to see the BBC nationally cover their work, I hope this inspired other councils follow Bristol's lead on this. If their expansion to the whole of south Bristol is a success, can Cllr Renhard confirm that we would ideally like to work with them throughout the whole of Bristol?

Reply:

We Can Make are uniquely placed in Knowle and South Bristol to deliver community led housing, including their Garden Macro-sites project. They are engaged and respected locally within the community.

The Micro sites project will be fully reviewed in Spring 25/26 as outlined in the Cabinet paper.

Any further expansion of the project will be determined based on the outcome of this review.

A key principle of community led housing delivery is that the housing provider works to deliver new affordable homes in their local area for the local community. It needs to be recognised that other community led housing, or other anchor organisations may be better placed to deliver new homes for their communities, whether this is on small sites or any future expansion of a micro-sites project.

Question: PQ17.01

Cabinet – 6 FEBRUARY 2024

Re: Agenda item 17 - Estate Rationalisation and Disposals

Question submitted by: Dan Ackroyd

Question 1: The following properties are proposed as being moved to the Housing Revenue Account, presumably to eventually be sold off or "disposing the asset on the open market":

1. Chester Park Infant School House
2. St Barnabus Primary School House
3. Compass Point School House

Domestic space attached to a primary school seems like something special and not just to be disposed of. It could be very important as a different, less formal type of space for children, especially for out of school care, or for SEND provision, or for Children's Homes.

My understanding is that by being transferred to the HRA, they could be disposed of by an Officer, rather than a decision taken in this chamber.

Shouldn't these properties be retained by the Council?

Reply:

Answered in the meeting:

https://www.youtube.com/live/Sn2_n6rbDMM?si=IpLt7zwo6md-Hsro&t=4477

Question: PQ17.02 & PQ17.03

Cabinet – 6 FEBRUARY 2024

Re: Agenda item 17 - Estate Rationalisation and Disposals

Question submitted by: Joanna Booth

Question 1: At scrutiny last year, Cllr Asher Craig said she has alerts set up on her email to ensure that no potentially useful property is sold off by the chief executive's estate strategy board. Can she let us know what measures she took to ensure the three properties (two attached to schools) listed in the assets list have been considered properly before being sold off?

Question 2: Land at Winters Lane Lulsgate.

"There have been several approaches from Bristol Airport who are keen to buy the freehold from BCC."

What steps are being taken to maximise the amount of money that the Council gets for this land, rather than it being sold at a "mates rate" to the Airport?

Reply:

Question 1

The assets identified in the Appendices to the Cabinet Report have followed the Council's internal surplus asset disposal strategy to establish whether they can be repurposed within the Council for alternative use such as housing delivery prior to any disposal on the open market.

Question 2

The Council is under a legal duty to obtain best value for its assets and if a private sale is agreed the value will be certified by an independent surveyor to meet the Council's legal obligations surrounding best value.

Question: PQ21.01

Cabinet – 6 FEBRUARY 2024

Re: Agenda item 21 - Bristol's first Citizens' Assembly recommendations

Question submitted by: Dan Ackroyd

Question 1: I am very interested in communication at scale, as I recognise it's a very difficult thing to do well.

Was the Citizens' Assembly a productive use of Council resources and would a different format have been more useful?

As a suggestion towards an answer, maybe list the top 10 things that happened as a direct result of the Assembly taking place, that wouldn't have otherwise occurred.

Reply:

Answered in the meeting:

https://www.youtube.com/live/Sn2_n6rbDMM?si=lksUiFvn9hnG7_LP&t=5725

Question: CQ21.01 & CQ21.02

Cabinet – 6 FEBRUARY 2024

Re: Agenda item 21 - Bristol's first Citizens' Assembly recommendations

Question submitted by: Councillor Paula O'Rourke

Background
There is much to celebrate in this report and the Citizens' Assembly that Asher and I oversaw has set a high standard of how deliberative democracy should be done and we know that it has promoted deliberative processes within and beyond the city.

The citizens certainly set the administration a fine set of challenges. Reading the tracker, I note that there is a fair amount of interpretation and evaluation of the targets. On occasion, a target is not SMART while others are then SMART but not assessed as being the best way forward (e.g., the removal of parking bays). Some, such as bringing buses back into public ownership, are dismissed as being outwith our remit, but no attempt to interpret the intention and use the mandate from citizens to explore bus franchising was made. Generally, progress was slow.

Question 1: While I accept that the 'lessons learnt' recognises that funding needed to have been allocated to this work of embedding the recommendations, and how the challenges of the recent cuts have limited officer time, however, is the Mayor content with the rigour with which the administration adopted the citizens' recommendations?

Question 2: At a panel discussion in the Watershed on the topic of democracy, I was disappointed to hear a panelist say that the citizens in the Bristol Citizens' Assembly felt that they had not been fully informed or involved, post assembly. The report is fairly silent on this aspect and I know that the intention was to keep them updated. Can you please outline what was done to keep the citizens involved, for example, were they written to informing them that this final report coming to Cabinet today?

Reply:

Answered in the meeting:

https://www.youtube.com/live/Sn2_n6rbDMM?si=uXqJOlZJTspHecEb&t=5807